

APPENDIX B

NORTH PARK AVENUE ROUNDABOUT AND PUBLIC OPEN HOUSE

2-24-03

ENGINEERING DEPARTMENT



970-668-4200
Fax 970-668-4225

Post Office Box 5660
0037 SCR 1005
Frisco, Colorado 80443

To: Steve Hill
From: Rik Day
Date: December 31, 2002
Re: Justice Center/Hwy 9 issues

I have reviewed the different alternatives considered for the intersection at Highway 9 and north Park Avenue. The review is organized in a somewhat chronological order from initial DEIS alternatives through the alternative advanced in the DEIS to the alternatives considered during design. In this report I am not addressing impacts to County facilities, as Tom Aldridge is addressing those issues.

One of the prime desires of CDOT during this process has been to maintain continuity of Highway 9 after the land swap with Breckenridge occurs.

List of Exhibits

Exhibit 1 – Original Roundabout concept, introduced August 16, 2001, which was eliminated.

Exhibit 2 – Reasons for rejecting original roundabout concept.

Exhibit 3 – Sweeping turn option put forward in the DEIS released May 2002, from plan sheet submitted with DEIS.

Exhibit 4 – Roundabout as currently proposed and analyzed by PBS&J.

Exhibit 5 – Proposed alternate signalized intersection from PBS&J report.

Exhibit 6 – Criteria Evaluation Matrix from PBS&J report.

Exhibit 7 – Issues with French Street Option

Exhibit 8 – French Street Option diagram

Initial Roundabout Concept

During the DEIS process the Town of Breckenridge indicated a desire to investigate a roundabout at the intersection of Highway 9 and north Park Avenue. Exhibits 1 & 2 cover the proposed plan and reasons for rejection of the initial concept, as covered in the DEIS.

French Street Intersection

French Street was considered for the swap in lieu of Park Avenue, but was ultimately rejected. The following is the reasoning behind this decision as outlined in the DEIS.

French Street Alternative: This alternative would bypass Breckenridge's Main Street approximately 1.6 kilometers (1 mile), to the east, using French Street. This alternative was not advanced for the following reasons:

- Frequent driveway spacing (approximately 80% of the properties along French Street are residential) was required.
- Less than 15 meters (50 feet) of right-of-way existed, so all adjacent properties would be impacted.
- The Breckenridge Historic District would be physically impacted.
- It is not a direct route to SH 9 at the south end – French Street runs into Boreas Pass Road.

The option of using French Street as a by-pass to Park Avenue, to the west, is not addressed in the DEIS.

DEIS Sweeping Turn Option

The intersection outlined in the DEIS contains a sweeping turn similar to the roundabout (as shown in exhibit 3), and would function as a signalized T-intersection. One of the primary reasons the sweeping turn was considered and advanced was to provide continuity of movement from Highway 9 to Park Ave.

This configuration would require the signal be placed on a horizontal curve, prompting safety concerns. According to the PBS&J report, this configuration was eliminated due to those safety concerns.

Choice of Roundabout vs. Signalized T-intersection

I have reviewed the traffic analysis by PBS&J, which also included the intersections at Airport/Park, French/Park and French/Main. Their analysis compared the roundabout to a signalized intersection for ten criteria. PBS&J rated each option as poor, average or good for each criterion; these ratings are given in exhibit 6. In the following table I have included the prime reason(s) for the ranking that each option received for each criterion.

Criterion	Signalized Intersection	Roundabout
Traffic Operations	Both the signalized intersection and roundabout have similar performance in terms of level of service.	
Reserve Intersection Capacity	Capacity 23% greater than projected 2020 volumes.	Capacity 12% greater than projected 2020 volumes.
Special Event Handling	Close southbound through lanes and implement alternate traffic control.	Close southbound through lanes.
Construction Costs	\$1,723,000	\$1,676,000
Vehicle Safety	Greater number of conflict points. Potential for head-on and right angle collisions.	Fewer points of conflict and lower speeds. Eliminate head-on and right angle collisions.
Bicycle/Pedestrian Safety	Can provide signal for pedestrian traffic.	Pedestrians must use judgment when crossing legs as no signal is provided.
Aesthetics	Large expanse of asphalt.	Provides greater options for aesthetic treatment.
SH-9 Continuity	Right hand turn movement is not intuitive and requires additional signage.	Sweep provides for intuitive movement, and therefore better continuity.
Environmental Impacts	Impacts more wetlands, requiring greater 404 mitigation.	Impacts more 4(f) property and requires more right-of-way.
Conformance with Town Transportation Plan	Limited reserve capacity of roundabout is more consistent with Town's to limit growth and preserve small town charm.	

French Street Option

After discussions with the working group and meeting with the BOCC, CDOT looked at placing the proposed roundabout for Park Ave and Highway 9 at French Street. CDOT has rejected this option for the reasons shown in exhibit 7.

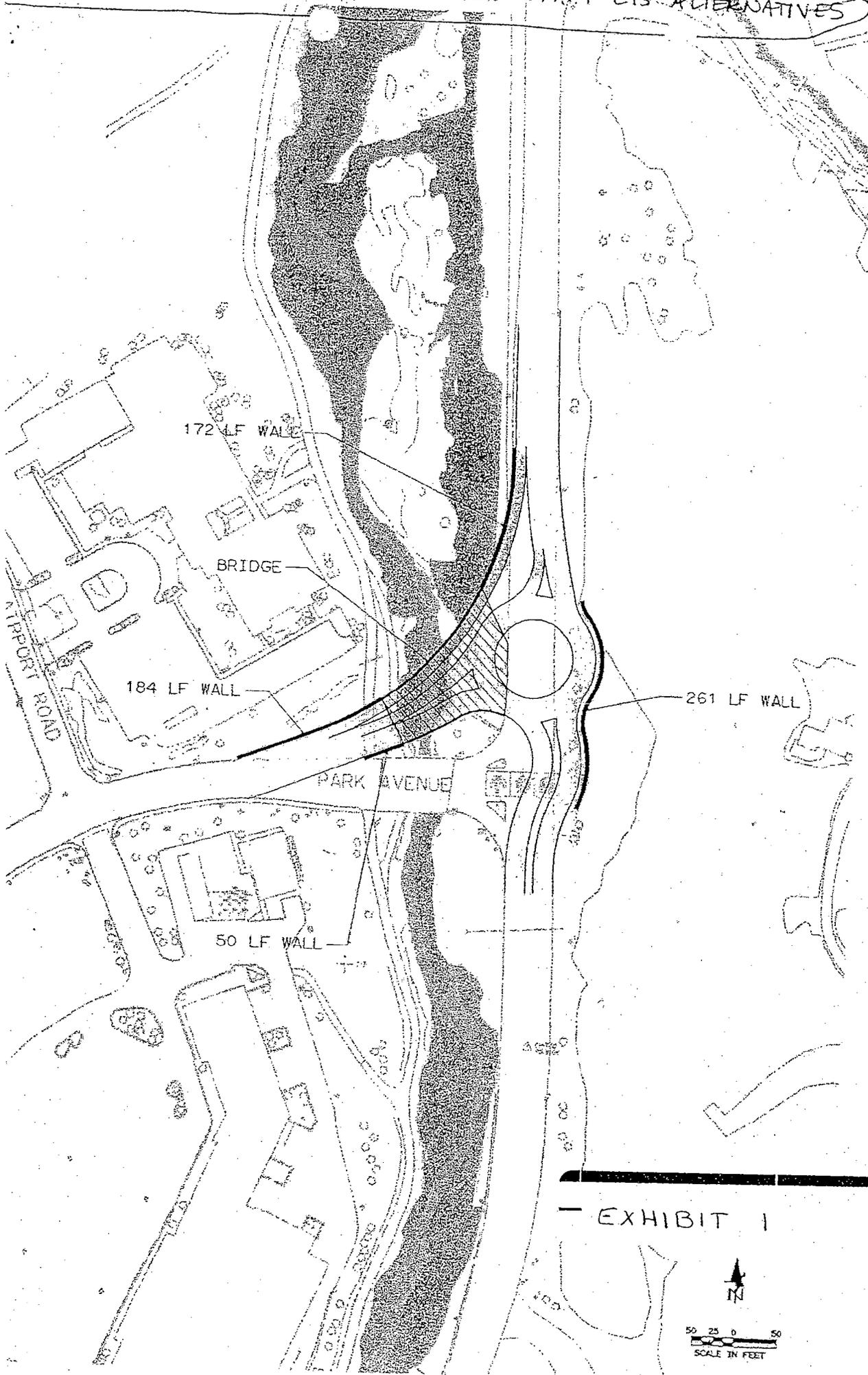
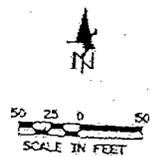


EXHIBIT 1



➤ **Construct a roundabout at the North Park Avenue and Main Street Intersection.**

This alternative was considered but not advanced for the following reasons:

- ◇ The primary turning movements are not easily accommodated.
- ◇ Visual impacts of a large uphill retaining wall.
- ◇ Much larger construction cost.
- ◇ Greater impacts to the river and riparian area.
- ◇ Greater wetland impacts.
- ◇ Greater floodplain and flood capacity impacts.
- ◇ Greater difficulty with bus and truck movements.
- ◇ Could exacerbate accident problems in the parking lot.

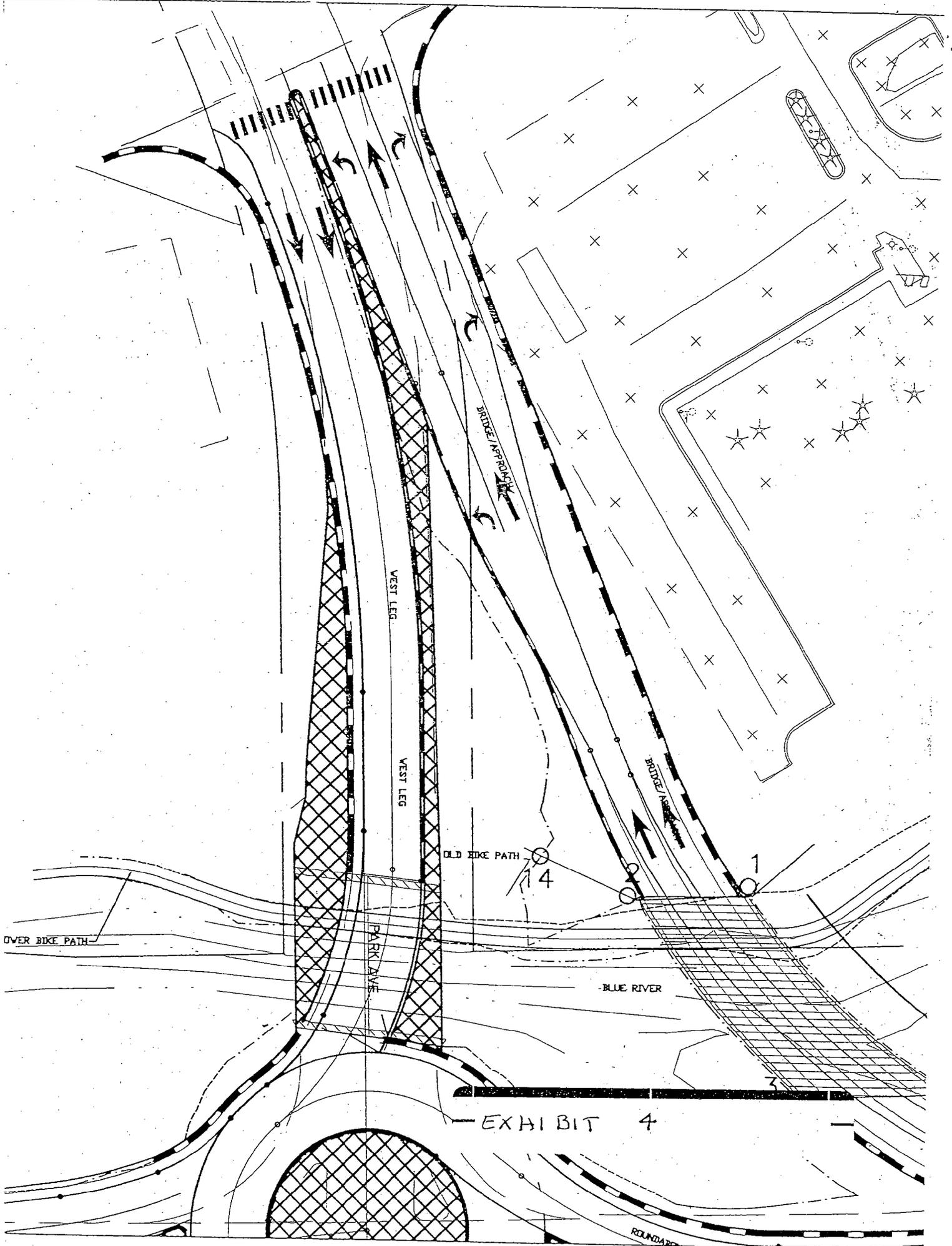
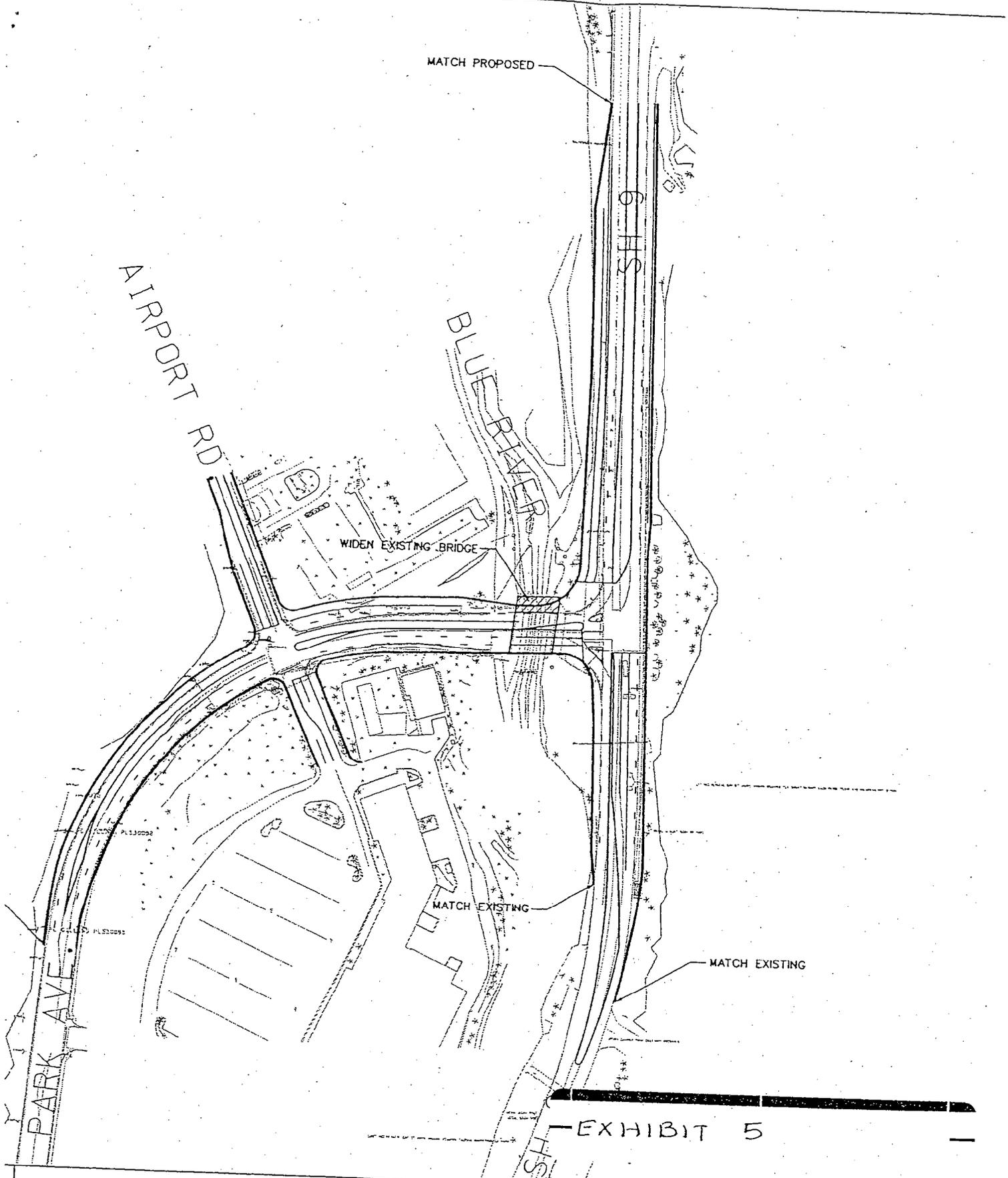
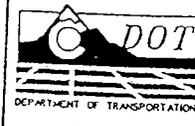


EXHIBIT 4



**PRELIMINARY
SUBJECT TO CHANGE**



PO Box 399
Dumont, CO 80436

REGION 1



5500 Greenwood Plaza Blvd.
Suite 150
Greenwood Village, CO 80111
Phone: 303-221-7275
Fax: 303-221-7276

As Constructer
No. Revisions:
Revised:
Void:

Table 3: Criteria Evaluation Matrix

Criterion	Signalized Intersection	Roundabout
Traffic Operations	◐	◐
Reserve Capacity	●	◐
Special Event Handling	◐	●
Cost	◐	◐
Vehicle Safety	◐	●
Bike and Ped Safety	◐	◐
Aesthetics	○	●
SH 9 Continuity	◐	●
Environmental Impacts	◐	◐
Conformance with Town Transportation Plan	◐	●

Legend

- - Poor
- ◐ - Average
- - Good

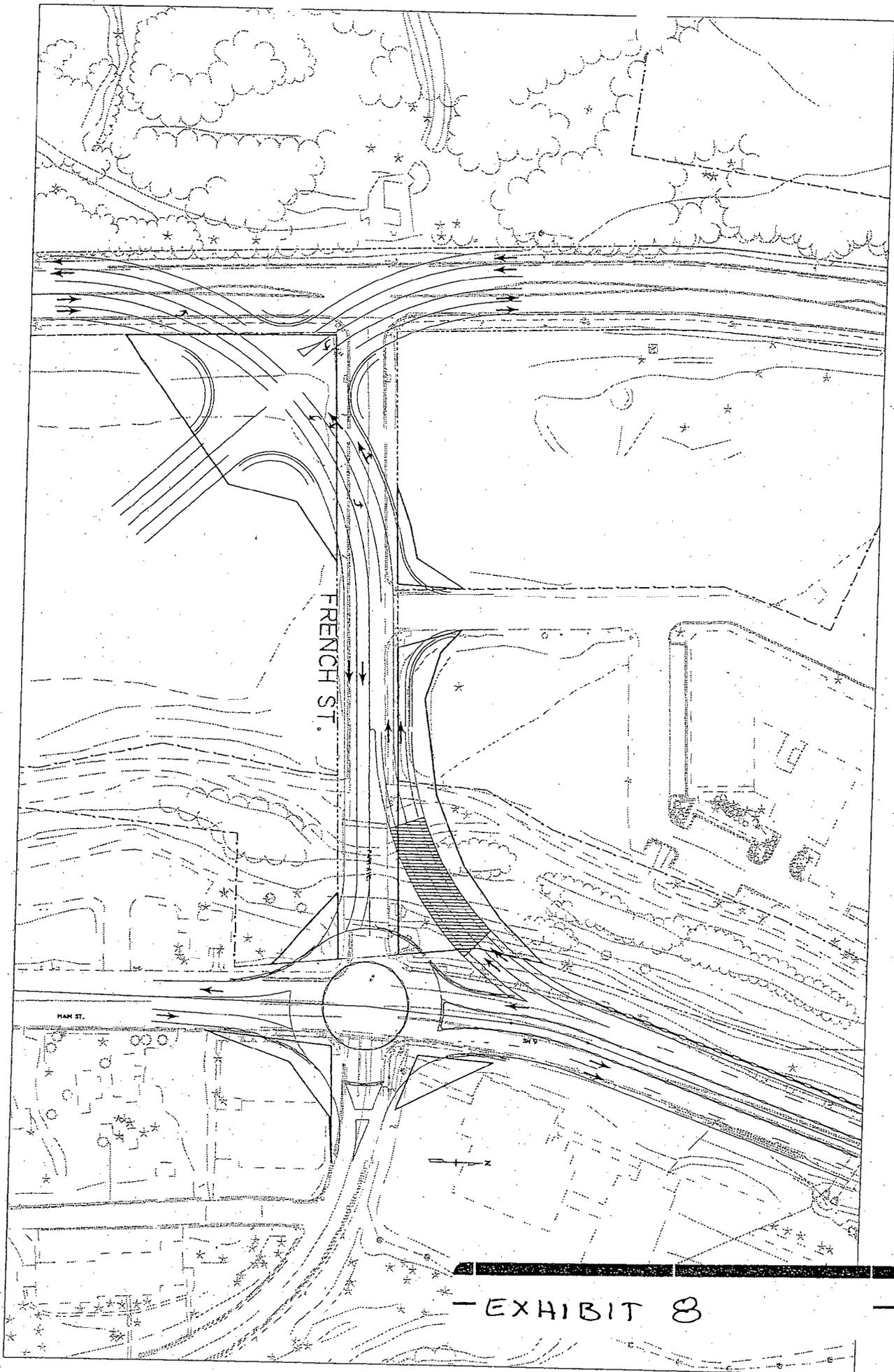
— EXHIBIT 6 —

State Highway 9 Alignment through Breckenridge

Transportation improvement goal is for a *continuous* 4 lane facility (whole idea of Swap is based on this), this is why we have designed the sweeping radius for SB traffic, and this will also accommodate the truck route designation.

French Street is a less desirable option (than North Park Ave) for the following reasons:

- Existing bridge at French is only 36' wide, must be re-constructed
- Much larger ROW impacts
 - twice the take, 6 parcels vs. 3 parcels
 - twice the area 50,000 SF vs. 25,000 SF
- Bike path mitigation would be much more difficult due to City Market Access, City Market Access may need to be closed
 - Proximity of City Market Access to end of the sweeping curve (~50'), causes queue for right turners from mainline
- Left turn conflicts
 - NB Park traffic going to City Market vs SB traffic to Transfer Center
- Still no room to have left turns westbound at French/Main, weave problem with SB
- Access point to Transfer Center is uncertain but would probably have to be at Park/French, could not be adjacent to City Market access due to proximity of end of sweeping curve
- 4 lane template with 18' median would extend south of Park/Main, impacts not studied?
 - Re-construct Signal at Park/Main for 4 lanes? Park/Main still used to get ski traffic out of town (NB), causing backup into downtown?
 - Access issues between French St. and North Park on the east side of the road, conversion to right-in, right-out?
- Placing T intersection in the middle of the curve at Park/French is poor design practice
 - Signal would be necessary here to meter flow into roundabout, this may be difficult to achieve with access to Transfer center at the same location
- Estimated Additional cost for ROW= \$340,000 (probably too low)
- Estimated Additional cost for Construction= \$2,300,000
- **Total Estimated Additional cost= \$2,640,000**



- EXHIBIT 8

FACILITIES AND TRANSPORTATION DIVISION



DRAFT

Memo

TO: Board of County Commissioners
Ron Holliday, County Manager
FROM: Stephen Hill, Assistant County Manager
DATE: January 6, 2003
SUBJECT: Park Avenue Roundabout

BACKGROUND

On November 4, 2002 the Board discussed the Park Avenue Roundabout and impacts on the Justice Center and directed staff to:

- 1) Provide a conceptual drawing and summary of benefits and impacts for the following alternatives to a roundabout at Park Avenue and Highway 9.
- A roundabout at French and Main
- A "T" intersection at Park Avenue and Hwy. 9
(Note: In addition to addressing the alternatives outlined on November 4th, staff is also evaluating a number of other intersection alternatives.
2) Initiate preliminary designs for the expansion of Court facilities.
3) Work with CDOT to develop a draft Right-of-way Agreement to present to the Board for their consideration. This agreement shall, at a minimum, outline financial responsibilities and incorporate options concerning compensation for the value of the land being used for highway expansion.
4) Work with Town of Breckenridge staff to address various issues such as, landscaping, snow storage, intersection improvements, and location of parking spaces south of the Justice Center.
5) Initiate discussions with the Town of Breckenridge and the Breckenridge ski area regarding the joint-use of parking facilities.

County, Town and CDOT staff have had a number of meetings to address all of the directives (with the exception of #3) identified by the Board on November 4th. In the event that the BOCC supports the Park Avenue roundabout, staff envisions that directive #3 will be addressed this ????

RESPONSE TO BOARD DIRECTIVES

#1 - Analysis of Alternative Intersections

Attachment "A" presents benefits and impacts along with a conceptual sketch for the following five alternative intersections:

- T-Intersection at Park and Highway 9
- Traditional roundabout at Park and Highway 9
- Traditional roundabout at French and Main
- T-Intersection at French and Main
- Modified roundabout with sweep at Park and Highway 9

#2 - Initiate Preliminary Designs for Expansion of Court Facilities

Recognizing the immediate need to have some comfort level if the anticipated Courtroom expansion will fit with planned highway modifications, Tom Auldridge and Rik Day have prepared very conceptual plans for the expansion of the Justice Center outlining the basic footprint of the Justice Center with an additional Courtroom. This information has been superimposed on a drawing of the site that shows the proposed roundabout by Rik Day (please see Attachment "A"). Although there are significant impacts on the County, staff has a high comfort level that an additional courtroom can be accommodated if the proposed roundabout is developed. These impacts and their potential mitigation are reviewed in #????? below.

A Request for Proposal for the design of the Courtroom expansion has been completed and conceptual plans are anticipated by May. Completed conceptual should be completed before the County, as the landowner, agrees to any use of its property for intersection improvements. Any negotiations for use of County lands will need to be formalized in a Right Of Way agreement between the State and the County. If the Board is supportive of this roundabout at Park Avenue, it is anticipated that this Right-of-way agreement will be developed ????? (for a more complete outline of various steps anticipated in the highway planning and design process please see Attachment "C").

#3 – Work with CDOT Staff to Develop a Draft Right-of-way Agreement

As noted above, in the event that the BOCC supports the Park Avenue roundabout, staff envisions that this directive will be addressed this ?????.

#4 - Mitigation of Impacts on Justice Facility Property

In November, Tom Auldridge outlined for the Board a number of impacts to County operations that would need to be considered if a roundabout is developed at Park Avenue and Highway 9. If the Board supports the Park Avenue Roundabout, the mitigation of many of these impacts (including, signage, landscaping, drainage and project lighting) will be addressed in the right-of-way agreement (????when). Impacts and potential mitigation that the Board will need to address as it considers the impacts of the Park Avenue roundabout are outlined below. It should be emphasized that, these impacts assume the bike path that skirts the north side of the realigned roadway will be incorporated into the drive aisle and used for temporary snow storage. Snow from the bike-path as well as other areas will need to be relocated on an on-going basis.

It should also be noted that in Mr. Daugherty's letter (see attachment "????") the Town recognizes that although the County does not require Town approval, there has been a

spirit of cooperation between the two entities and the County has voluntarily pursued Town approval. More specifically Mr. Daugherty's letter reflects a spirit of cooperation in meeting Town codes when he states,

"The Town understands the need for the Justice Center as well as the intersection. Because no formal application for the courtrooms have been submitted to the Town, it is unknown at this time which development codes will not be met and need variances. Therefore, the Town will work with the County in the Justice Center expansion to achieve your goals and get the best project possible. We are confident that we will be able to work out satisfactory solutions for all the parties involved."

SNOW STORAGE:

Snow storage is clearly a significant concern of County staff. As referenced by Tom Aldridge in attachment "???", it is anticipated that with the Park Avenue roundabout the County will lose approximately 6,100 square feet of conveniently located snow storage. To help alleviate this problem, Tim Gagen (see attachment "??") has agreed conceptually to *providing snow storage equal to the amount of snow storage (approximately 6,100 sq. ft.) plus the amount of parking area lost (approximately 2,000 sq. ft.) as a result of the highway relocation. Additionally Mr. Gagen has indicated that the Town will be willing to enter into a long-term agreement to provide snow removal from these areas since the County does not have the equipment in Breckenridge to provide this service without compromising snow removal on County roads. The details of this agreement will still need to be worked out but the intent is for the County to realize no net negative impact relative to snow storage and parking as a result of the highway relocation (note to reader-the italicized wording reflects very conceptual discussion with Mr. Gagen on 2-18-03. To date 2-21-03 this has not been memorialized in writing.)* Tom Daugherty (see attachment "D") on behalf of the Town of Breckenridge has stated that, "The Town would be willing to negotiate an agreement that, if necessary, allows the County to haul the snow that would be stored on the bike path." While staff appreciates this offer, there is still a significant expense in hauling the snow to the Town's snow storage facility located approximately 1 mile north of Cemetery Road. Additionally, although the intent of Mr. Daugherty's letter is clear, we may want to clarify that the snow storage the Town is providing is to compensate for the 6,100 square feet lost by the County and that this snow storage is not on the proposed bike path.

While the loss of 6,100 square feet of snow storage may not seem like a significant amount of land, it results in the loss of approximately 5 existing spaces with the integrated path option. An additional 15 spaces that could be accommodated within this 6,100 square will not be able to be constructed in the future. Currently Building and Grounds staff relies on Road and Bridge to remove snow that is stored at both the Justice Center and at the Courthouse. After a large storm it typically takes 3-4 days before Road and Bridge staff is available to remove snow from County parking lots in Breckenridge.

~~There are four possible ways of addressing this problem. The first is to have Road and Bridge make snow removal of our parking areas a priority. Clearly this would detract from their primary task of providing snow removal of our County roads. It is estimated that it would take 6 man hours to remove this additional 6,100 square feet of snow storage in addition to the 2 man hours it takes to remove snow from existing snow storage areas at the Courthouse and Justice Center. With the loss of snow storage area, and the need to maintain traffic flow in aisle ways and parking spaces at the facility, constant upkeep of snow removal will be required during normal to above normal snow falls.~~

~~The second alternative is to lease or purchase equipment to aid in the removal of the stored snow. Tom Auldridge has outlined in Attachment "E" the anticipated costs of this alternative being over \$30,000 per year. Even if only 33% (with the other 67% being assigned to snow removal at the Courthouse and Justice Center) of these costs are allocated to the impacts related to Park Avenue encroachments this is a very expensive proposition. According to Linda Gregory the present value of an annual expense of \$10,000 at current interest rates is approximately \$209,000. From a snow removal efficiency stand point, this is the best alternative, allowing Building & Grounds to maintain all snow removal operations at the Breckenridge facilities.~~

~~The third alternative is to contract with a snow removal firm to provide hauling. It is unlikely that we would get preferential treatment from the contractor with this alternative. Tom Auldridge estimates that the cost of this alternative is \$20,000-\$30,000 per year to remove snow at the Justice Center.~~

~~The fourth alternative is to live with the temporary loss of parking and absorb the cost of removing and transporting the snow into the future. (Note: Some of this cost could be compensated for through the State paying for acquiring right of way from the County)~~

PARKING

A loss of 5 spaces of very convenient parking is anticipated if the Park Avenue roundabout is developed. If this roundabout is approved it is anticipated that:

- Portions of the parking lot will need to be re-stripped.
- New parking spaces will need to be constructed generally north of the Justice Center. To date, the exact location of this parking has not been defined but there are various options that are available.
- The use of the parking spaces will need to be adjusted for most of the users having some additional distance to walk to their cars. A total of 15 spaces south of the anticipated Justice Center expansion will be reserved for judicial officials.

It is anticipated that the cost of the re-stripping and relocation of the parking spaces will be addressed either in the project design or in the right-of-way agreement.

NOISE

According to information provided by CDOT, if reasonable noise abatement is incorporated into the design of the expansion (i.e. cinder block construction similar to the existing construction) of the Justice Center, Federal noise standards for libraries, hospitals and auditoriums (there isn't a standard for courtrooms) should be met. We anticipate charging our project architect with verification of this information along with an estimate of any additional costs incurred to provide this noise abatement. While the cost of this abatement will not be directly calculated in the right-of-way agreement, the County can certainly consider this cost as it evaluates the proposed right-of-way agreement and determines if any of the compensation for loss of land should be forgiven.

SECURITY

It is anticipated that direct access for judicial officers will be preserved and that the parking spaces to the south of the Justice Center will be reserved for their use.

State approval is necessary once the conceptual design of the building and site improvements are completed.

#5 - Discussion with the Town of Breckenridge and Breckenridge Ski Area Regarding Joint Use of Parking

As discussed above in #4, the agreement with the Town of Breckenridge regarding snow removal and storage and the construction of 5 new parking spaces to replace those being lost should ensure that the County has no net negative impact on snow storage and parking. Nevertheless, there is a shortage of parking at the Justice Center and the Board's desire to obtain additional parking is well placed.

Regarding the Board's idea for providing parking west of the Justice Center across Airport Road, this property is owned by Breckenridge Lands. Joint parking with the ski area could conceivably be pursued although in discussions Tim Gagen indicated to Ron Holliday that this might not be necessary since the ski area provides overflow parking on Town land north of the recreation center.

In discussions with judicial, Town, CDOT and County staff it was generally believed that Breckenridge Resort parking is too far away from the Justice Center to be used for joint parking.

If the BOCC believes that we should still pursue this option, staff will initiate discussions with the Breckenridge Resort.

STAFF CONCLUSION- TO BE REVISED???

It is the conclusion of staff that:

1. The Park Avenue roundabout is the best solution for moving traffic in and out of the Town of Breckenridge, especially during peak egress periods.
2. The Park Avenue roundabout will necessitate north bound traffic access the Justice Center and other properties on Airport road via French Street. While this will add only 1/4 mile it will also add an additional left turn off of Park Avenue onto Airport Road and a right turn onto Park from French Street. The amount of additional time that this will generate for north bound traffic depends on many specific details including signage, signalization and intersection design.
3. Even after incorporating design modifications to both the roundabout and the bike path to minimize impacts on the County, this proposed roundabout will result in some incremental reduction of the total build-out of the site. While many of these limitations will be mitigated in the design of the roundabout and the subsequent right-of-way agreement, the following impacts on the County are likely to persist:
 - Loss of design flexibility for court room expansion.
 - Loss of land for future close-in and convenient parking
 - Additional long term maintenance costs

STAFF RECOMMENDATION: TO BE REVISED???

Staff requests the Board, as an affected land owner, take one of the following three actions:

1. Support, in concept, the Park Avenue Roundabout and direct staff to work with CDOT, Judicial and Town staffs to insure that the various issues outlined in this report are appropriately addressed or mitigated in the final EIS and right-of-way agreement.
2. Reject, in concept, the Park Avenue Roundabout.
3. Provide staff with specific questions the Board would like to have additional information on before making a determination on this issue.
4. *Mitigation for impacts on Justice facility
- way finding + traffic report*

ATTACHMENT "A-1" ALTERNATIVE INTERSECTION ANALYSIS

T-Intersection at Park Avenue and Highway 9

The intersection at Park/Main has been looked at in four configurations; a sweeping "T" intersection, a traditional "T" intersection, a traditional roundabout and the roundabout with a sweeping turn.

Development of the sweeping "T" Intersection at Park Avenue (please see attachment " " for a drawing) was rejected by CDOT design engineers due to the presence of a signal in a sweeping curve. This option presented safety concerns, so another option was sought to maintain the continuity of movement on Highway 9. This option would create similar, if not greater, impacts to the County Facility as the roundabout with sweeping turn option.

Development of a traditional "T" Intersection at Park Avenue (please see attachment "E" for a drawing) presents the following advantages and disadvantages relative to a roundabout at Park Avenue:

BENEFITS

- Maintains left turn movement from northbound Main Street to westbound Park Avenue.
- Reduces impact to County facilities.
- Signalized intersection has greater reserve capacity than roundabout.

IMPACTS

- Does not maintain continuity of Highway 9 traffic flow, right hand movement would require additional signage.
- This option impacts a greater area of wetland.
- Some studies have shown that signalized intersections present a greater safety hazard than modern roundabouts.

ATTACHMENT "A-3" ALTERNATIVE INTERSECTION ANALYSIS

Traditional Roundabout vs. Modified Roundabout at Park Avenue and Highway 9

Development of a traditional roundabout at Park Avenue (please see attachment " " for a drawing) was rejected by PBS&J design engineers due to conflicts between the left hand turn movement from northbound Main to westbound Park during evening traffic, which created extensive delays. This option would create lesser impacts to the County Facility than the roundabout with sweeping turn option.

Development of a roundabout with sweeping turn at Park Avenue (please see attachment " " for a drawing) presents the following advantages and disadvantages:

BENEFITS

- Maintains continuity of Highway 9 traffic flow.
- Studies have shown roundabouts are often safer than traditional intersections.
- Less wetland impact versus T-intersection.

IMPACTS

- Less reserve capacity than roundabout.
- Greatest impact on County Facility.
- Would eliminate the left turn movement from northbound Main Street to westbound Park Avenue.
- Requires increased right-of-way acquisition over T-intersection option

ATTACHMENT "A-5" ALTERNATIVE INTERSECTION ANALYSIS

Roundabout at French and Main Streets

The option of using French Street as a bypass to Park Avenue was looked at in two configurations; a roundabout and a traditional T-intersection. With either intersection configuration the Park/Main intersection still seems the logical place for the realignment of Highway 9, as Park/Main will still require reconstruction.

According to Rik Day, Assistant County Engineer, development of a roundabout at French street (please see attachment "A" for a drawing) presents the following advantages and disadvantages relative to a roundabout at Park Avenue:

BENEFITS

- Maintains continuity of Highway 9 traffic flow.
- Does not impact County Facilities.
- Maintains left turn movement from northbound Main Street to westbound Park Avenue.

IMPACTS

- Requires increased right-of-way acquisition over Park/Main option.
- French/Main option impacts existing apartment structure.
- Would require four-lane to be extended to French/Main, which was not studied in the EIS process.
- Would eliminate the left turn movement from northbound Main Street to westbound French Street. This is a similar movement to the one eliminated in the Park/Main option.
- Would require sweeping curve at French/Park intersection to maintain continuity, which would introduce safety concerns at this signalized intersection.
- Creates uncertainty in regards to future transfer center access.
- Creates problems with existing City Market access, including conflicts with bike path relocation.

ATTACHMENT “A-7” ALTERNATIVE INTERSECTION ANALYSIS

T-Intersection at French and Main Streets

Development of a T-intersection at French street (please see attachment “_” for a drawing) presents the following advantages and disadvantages relative to a roundabout at Park Avenue:

BENEFITS

- Does not impact County Facilities.
- Maintains left turn movement from northbound Main Street to westbound Park Avenue.
- Maintains left turn movement from northbound Main Street to westbound French Street.

IMPACTS

- Would require four-lane to be extended to French/Main, which was not studied in the EIS process.
- Some southbound traffic would likely still utilize westbound Park from Main. This may present problems at Park/French intersection.
- Does not maintain continuity of traffic flow.
- Would require reconstruction of French Street and intersection at Park/French.
- Greater right-of-way impacts than similar intersection at Park/Main.
- Would still require expansion of Park/Main intersection.
location.

ATTACHMENT "A-9"
ALTERNATIVE INTERSECTION ANALYSIS

MODIFIED ROUNDABOUT WITH SWEEP AT PARK AND HWY 9

ATTACHMENT "B"

E-MAIL FROM GRANT ANDERSON OUTLINING CDOT'S SEQUENCE OF EVENTS

- > Hello Steve,
- >
- > Here is CDOT's sequence of events that will lead to the completion of the project (as requested at our last meeting)
- >
- >
- >
- > * Step One: Reach consensus between the Town, County and State on the design configuration of the intersection. This is a critical step so we can look at impacts to adjacent property owners. The State currently supports the roundabout option over all others (best option for the SH 9 corridor as stated in PBS&J reports)
- > * Step Two: CDOT and Town present the consensus to the Public. Public involvement must be documented in the Final EIS (FEIS)
- > * Step Three: Complete an Inter-Governmental Agreement (IGA) with the Town of Breckenridge to swap ownership of Main Street and Park Avenue. This agreement has many components, many of which rest on the Town. (e.g. traffic plans for the Watson/Sawmill lots, signal needs on Park and Main, access management plan for Park to meet a NR-A or NR-B classification, "ski-back" plans, ped crossing plans, setbacks, bus movement plans, maintenance, etc). This agreement requires approval by the Colorado Transportation Commission.
- > * Step Four: Complete the EIS and obtain a ROD from FHWA. The EIS should be completed by the end of July '03 and we should have a ROD by November '03. The schedule of the FEIS is driven by the documentation process for public involvement. It should be known that delays in reaching consensus and presenting to the public affect the FEIS and ROD schedule directly.
- > * Step Five: Authorize the State Right-of-way component to proceed with their work for purchases, permanent easements and temporary easements. This authorization may NOT occur until the ROD is received. Formal appraisals, acquisitions, and agreements begin after the ROD is received.
- > * Step Six: Wrap up construction plans by holding an formal design review meeting (FIR/FOR). This can occur only after the first five steps are completed
- >
- > We would hope to advertise plans so that construction could begin as early in '04 as possible. Let me know if you have any questions.
- >
- > Thanks,
- >
- >
- > Grant Anderson, P.E.
- > Project Manager/Designer
 - > Mountain Residency

ATTACHMENT "C"
LETTER FROM TOM DAUGHERTY

December 26, 2002

Steve Hill
Assistant County Manager
Summit County
Post Office Box 68
Breckenridge, Colorado 80424

RE: Justice Center Snow Storage and expansion

Dear Mr. Hill:

As we have discussed at our meetings concerning the N. Park Ave Intersection reconstruction, Colorado Department of Transportation (CDOT) anticipates that some of the Justice Center's property will be required for the project. The acquisition of property creates a number of impacts to the Justice Center and you have identified snow storage and development review as areas where the Town can provide assistance.

CDOT's current design shows the parking lot's existing snow storage area on the south side as a roadway and bike path. The County will have the bike path available for snow storage during the winter. The Town currently maintains a snow storage area for Town uses. The Town would be willing to negotiate an agreement that, if necessary, allows the County to haul the snow that would be stored on the bike path. The conditions of the agreement can be detailed later if needed.

I understand that the County is planning to expand the Justice Center's courtrooms in the near future. With the current roadway and Justice Center design plans, there will be some issues with Town Development Codes such as setbacks and landscaping. Although the County is not subject to the Town's Development Code, we appreciate that you want to adhere to the Code as closely as possible. The Planning Department also understands that a need of some of the Justice Center property for the new intersection will create a hardship when the Courtrooms are added. The Town understands the need for the Justice Center as well as the intersection. Because no formal application for the courtrooms have been submitted to the Town, it is unknown at this time which development codes will not be met and need variances. Therefore, the Town will work with the County in the Justice Center expansion to achieve your goals and get the best project possible. We are confident that we will be able to work out satisfactory solutions for all the parties involved.

Please contact me at 453-3175 if you have any questions.

Sincerely,

Tom Daugherty, Assistant Town Engineer

ATTACHMENT "E"

E-MAIL FROM TOM AULDRIDGE REGARDING SNOW STORAGE

From: TomA
Sent: Friday, December 20, 2002 1:48 PM
To: SteveH
Subject: Snow storage and removal Impacts for Summit County

With the proposed new Highway 9 realignment there will be a significant loss in snow storage area. This loss will constitute the need to continuously remove snow from the effected parking area to alternate snow storage locations either on or off the property. Not maintaining an increased frequency of snow removal would significantly impact parking in the South and judicial parking areas. Financial related impacts consist of leasing a loader with a plow blade and snow bucket as well as staff CDL licensing costs and increased staff snow removal time. Along with the loader lease the need to transport large quantities of snow, a dump truck will be required. J.P. has indicated they have a Dump truck available for our use. He might have to charge us \$5000-\$10,000 to cover costs he had anticipated for sale of this vehicle next year, but indicated he would probably just give it too us.

The total loss of snow storage area is estimated to be .22 of an acre or 9,750 square feet. With the bike path option only adding .06 of an acre or 2,400-sq. ft., the net loss is .14 of an acre or 6,098-sq. ft.. Even with this as an option, our ability to stack and store snow is dramatically reduced due to the proximity of the new road.

Financial Impacts:

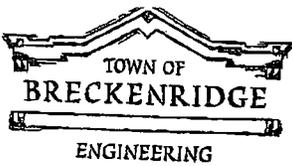
Loader (6-month Lease) months (Annual)	\$4000 per month or \$24,000 per 6-
Loader (Purchase)	\$155,000 (used) to \$200,000 (new)
CDL License related costs	\$600.00 (For 2 staff members)
Required to drive Dump truck.	
Equipment maintenance/Fuel	\$500.00 (per year)

Operational Impacts

Increase Staff time to relocate snow = [2 hours x 2 staff @ 3 times per week avg.] = [12hrs x \$35] = [\$420 per week x average 13 weeks] = \$5,460.00 per yr.)

The re-alignment causes a major operational impact resulting in long-term and on-going financial operational implications. The resulting benefit of having loader at our disposal in the Breckenridge area allows us to complete snow removal at the Courthouse as well. We would no longer be required to rely on Road & Bridge Department to remove snow when they are caught up with their duties.

If you need additional clarification or information please feel free to contact me.



February 14, 2003

Mr. Jeff Kullman
Region 1 Transportation Director
CDOT
18500 E. Colfax Avenue
Aurora, CO 80011

Dear Jeff:

Thank you for your summation letter dated February 7, 2003 detailing our meeting with the mayor regarding the continuing efforts to move closer to a swap of the highway designation from Main Street to Park Avenue in Breckenridge.

Both Tim Gagen and I have reviewed your letter and we agree with all of your points with the exception of the schedule for the FHU study. The preliminary report from FHU is expected to be delivered on or before Friday, March 7th. The only other additional point that we would like to add is the idea of using park & ride funds, which you agreed was a good idea, to assist with the installation of a new traffic signal at the French Street and Main Street intersection. Jeff you may recall that this is to help mitigate the loss of the left hand turning movement through the proposed roundabout at the North Park Avenue and Highway 9 intersection. This new signal will provide the necessary movement to enable northbound traffic to get to City Market, the Justice Center, Library and the Recreation Center. Additionally, this signal will help facilitate traffic movements in and out of the new park & ride facility during the peak hours.

We also agree that it is essential to stay on schedule in order to meet your April presentation to the Transportation Commission, and the Town of Breckenridge will continue to do whatever we can to keep this project on schedule.

Sincerely,

A handwritten signature in black ink that reads "Eric P. Guth".

Eric P. Guth, P.E.
Town Engineer

xc: Tim Gagen
Ron Holliday
Doug Aden
Brian Pinkerton
Pam Hutton
Ina Zisman
Jill Schlaefer
Lisa Kassells

Kassels, Lisa

From: Kassels, Lisa
Sent: Tuesday, May 06, 2003 10:28 AM
To: 'buffalogallery@msn.com'
Cc: Anderson, Grant; Pinkerton, Brian L; 'Michael Moser (E-mail)'; 'AICP Peter W. Grosshuesch (E-mail)'; 'Eric Guth (E-mail)'; Joy, Cecelia
Subject: FW: Breckenridge Roundabout Proposal

Dear Ms. Feldmann, Thank you for your suggestion of adding sculpture to the Round-a-Bout design for the North Park Avenue and SH 9 intersection in Breckenridge. I agree with your stated benefits of community art. At this point in the planning process, CDOT will not be considering these types of aesthetic treatments. However, I will be sure to forward your email to the planners within the Town of Breckenridge for their review.

Thanks again for your interest in this project. Please feel free to contact me with any other questions or comments. I hope to see you at the Open House.

Sincerely,

Lisa Kassels
Project Manager
CDOT Region 1
18500 East Colfax Avenue
Aurora, Colorado 80011
303-757-9156 wk
303-757-9746 fax
303-910-6490 cell

-----Original Message-----

From: Anderson, Grant
Sent: Monday, May 05, 2003 1:54 PM
To: Kassels, Lisa
Subject: FW: Breckenridge Roundabout Proposal

-----Original Message-----

From: Sue Feldmann [mailto:Buffalogallery@msn.com]
Sent: Wednesday, April 30, 2003 1:10 PM
To: Anderson, Grant
Subject: Breckenridge Roundabout Proposal

April 30, 2003

Dear Grant,

In regards to the roundabout planned for Breckenridge, I would like to propose a bronze sculpture to be placed inside the landscaped area. The elk that was placed in the Frisco roundabout has become a great landmark to the entrance to the town. The addition of a monumental bronze in Breckenridge's roundabout will also generate great interest.

Would I send the proposed bronze photos to you, or to someone within the Town of Breckenridge? I appreciate your time in this matter and look forward to your response. I would like to have the proposals made in time for the May 7 meeting.

Thank You.

Sue Feldmann
Buffalo Mountain Gallery
Frisco, Colorado
970-668-8101

Kassels, Lisa

From: Anderson, Grant
Sent: Monday, May 05, 2003 1:54 PM
To: Kassels, Lisa
Subject: FW: Breckenridge Roundabout

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Thank You.

Sue Feldmann
Buffalo Mountain Gallery
Frisco, Colorado
970-668-8101

Kassels, Lisa

From: Anderson, Grant
Sent: Monday, May 05, 2003 1:53 PM
To: Kassels, Lisa
Subject: FW: Breckenridge Round-a-

-----Original Message-----

From: CWLockwood@aol.com [mailto:CWLockwood@aol.com]
Sent: Wednesday, April 30, 2003 1:09 PM
To: Anderson, Grant
Subject: Breckenridge Round-a-bout

Unfortunately, I will be out of town and unable to attend the info session on May 7 in Breckenridge. Possibly my concern will be addressed there, but in case not, I hope consideration has been given to the north exits of the City Market parking lot onto Park Avenue. I fear that during high congestion hours (3-6pm during ski season) making a eastbound or westbound turn from the City Market lot, or to cross Park to go to Airport Rd, will be impossible with constant flowing traffic. During those hours frequently one has to wait until until the light changes at Main Street and Park in hopes that a considerate motorist will give you access given that traffic must stop for the light anyway. If that light is eliminated, and the flow of traffic constant around the round-a-bout, it will lead to added congestion in the already crowded parking lot. It is an intersection already prone to accidents.

Separately, and not an CDOT issue, do you know if significant artwork, such as at the Frisco round-a-bout, is planned for the proposed Breckenridge round-a-bout?

Thank you in advance for your response,
Carol Lockwood

Kassels, Lisa

From: Leigh Girvin [leighgirvin@hotmail.com]
Sent: Monday, May 05, 2003 1:32 PM
To: Kassels, Lisa; Anderson, Grant; peterg@townofbreckenridge.com
Cc: news@summitdaily.com
Subject: Breckenridge Round-a-bout

Dear CDOT and Town of Breckenridge:

Please reconsider the alignment of the proposed Round-a-bout in Breckenridge at Main Street and North Park Avenue. Eliminating the ability to turn left from Main Street onto North Park Avenue will be make it difficult and inconvenient to access businesses on the north end of the City Market Center such as Great Adventure Sports and Loaf n Jug, and community facilities such as the Justice Center and the Recreation Center. Eliminating this left hand turn will mean that residents and visitors on the east side of Main Street will have a long and circuitous route to access these businesses and facilities. It will also likely result in more traffic cutting through the City Market Center Parking lot, increasing risk to pedestrians and shoppers.

Thank you,
Leigh Girvin
PO Box 7462
Breckenridge, CO 80424
970-389-6163
cc: Summit Daily News

Add photos to your messages with MSN 8. Get 2 months FREE*.
<http://join.msn.com/?page=features/featuredemail>

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1
18500 East Colfax
Aurora, Colorado 80011
(303) 757-9156 phone
(303) 757-9746 fax
Lisa.Kassels@dot.state.co.us



May 2, 2003

Mr. Edwin T. Nance, Jr.
P.O. Box 1279
Frisco, Colorado 80443

Dear Mr. Nance:

Thank you providing me with feedback about the State Highway 9 Environmental Impact Statement (EIS). CDOT is studying an improved template of a four-lane highway with a divided median from Frisco to Breckenridge. More detail on this alternative will be explained in the Final EIS to be published later this year. I have also forwarded your comments to the Project Manager for the I-70 Mountain Corridor Programmatic Environmental Impact Statement.

Please feel free to contact me with any other questions or comments at (303) 757-9156. I hope to see you at the May 7th Public Open House in Breckenridge from 5:00 pm to 7:00 pm at the Thunder Mountain Lodge.

Sincerely,

Lisa Kassels
Project Manager

Cc: Jeanette Lostracco, Carter Burgess
Cecelia Joy, CDOT

MEMORANDUM

DEPARTMENT OF TRANSPORTATION

Region 1

Planning and Environmental Division
18500 East Colfax Avenue
Aurora, Colorado 80111
(303) 757-9156 phone
(303) 757-9746 fax
lisa.kassels@dot.state.co.us



TO: Brian Pinkerton, West Program Engineer
FROM: Lisa Kassels, Project Manager
CC: Jeff Kullman, Cecelia Joy, Ina Zisman, Grant Anderson, Pam Hutton, CDOT
Scott Sands, FHWA
Jeanette Lostracco, Tracey MacDonald, Carter Burgess
SUBJECT: Summary of May 7th Public Open House
DATE: May 19, 2003

On May 7th, 2003 at the Thunder Mountain Lodge (105 North Park Avenue in Breckenridge), CDOT, the Town of Breckenridge and FHWA sponsored a Public Open House. The room was ADA compatible. CDOT rented the meeting space and provided refreshments. The Town of Breckenridge supplied light snacks. The Open House was advertised in the Wednesday edition of the *Ten Mile Times* (weekly paper) and in the Tuesday and Wednesday editions of the *Summit Daily News* (daily paper). Additionally, nearly 2000 newsletters were mailed to the SH 9 Environmental Impact Statement project mailing list. Calls were made to members of the SH 9 Citizens Advisory Group and Technical Working Group to notify them of the meeting. In an informal survey of the attendees, most people received notice about the meeting from the newsletter and second most through the newspaper advertisements.

Thirty-six people signed in to the meeting. It appeared that both business owners and representatives of the public attended. Two County Commissioners attended: Tom Long and Gary Lindstrom. Tim Gagen, Eric Guth, Tom Daugherty, Peter Grosshuesch and Mike Moser attended from the Town of Breckenridge. Edrie Vinson and Monica Pavlic from the FHWA attended. Representatives from City Market and the Breckenridge Resort Chamber attended. Representatives from CDOT included: Ina Zisman, Grant Anderson, Pam Hutton, Cam Keppler, Jill Schlaefer, Lisa Kassels, Joyce Levis and Deanna Cowles. Both CDOT and the Town of Breckenridge each had one consultant attend: Scott Barnhardt from PBS&J and Holly Miller from FHU, respectively. No members of the media were present.

Various boards of about the project were arranged around the room for the public to view. The topics covered at the Open House concerned the new intersection design at North Park Avenue and SH 9/Main Street with the modified round-a-bout design, operation, restricted movements, pedestrian/bicyclist accommodations, swap advantages and project timeline. Both written bullet descriptions and project plan sheets were on display. Oblique aerial photographs of the North intersection were presented. The Town of Breckenridge displayed near term and long term in town transportation improvements. Other boards included figures of: key transportation issues, future Park Avenue pedestrian facilities, detailed discussion of pedestrian crossings on Park Avenue, a sketch of the proposed Transit Center and a plan view of the Transit Center. Cam Keppler from CDOT was present to answer specific right-of-way questions. She also brought "Right of Way Information" pamphlets for people to view. Cam had contacted all property owners. No formal presentation was made. Greeters in the beginning of the room asked attendees to sign in. A public comment "center" was provided. Public comments were mounted on a board for others to view.

The Open House was held in order for the public to be able to view and comment on the modified round-a-bout. The modified round-a-bout design was not presented in the Draft EIS for SH 9 Frisco to Breckenridge. The swap information was presented in the Draft EIS. In addition, the Town of Breckenridge wanted to display information on the swap of SH 9 from Main Street to Park Avenue, information about future transportation improvements, pedestrian improvements and the transit center.

Public feedback was received via mail and email prior to the meeting. Feedback was received at the meeting verbally to various meeting attendees and via public comment cards.

1. Verbal questions and comments that I recorded included:

Can the Antler House (near the high school) be relocated?

Why does the design require an extra bridge?

Will there be a retaining wall?

A citizen requested a fence along Park Avenue to prevent pedestrians from crossing the street.

Someone thought the design was strange to have no left turn onto Park Avenue

Will pedestrians be allowed in the round-a-bout?

The signal at French Street and at County Road 450 will need to be made long enough to allow pedestrians to cross. Currently, the signal is not long enough for the young or elderly to cross.

How will the Mountain Thunder Lodge be affected?

What will the speed on Park Avenue be?

The swap is good because it will protect Main Street.

Will the round-a-bout allow enough cars to leave Breckenridge during 4:30 pm afternoon traffic?

When will round-a-bout right-of-way acquisition and construction begin?

How will car and pedestrian circulation operate in the transit center?

Can delivery trucks circumnavigate the round-a-bout?

No one else on the project team has submitted comments to me.

2. Following please find an abbreviated summary of written comments received. People are very concerned with pedestrian safety by crossing of SH 9 and Park Avenue at County Road 450, the Village, and at South Park Avenue. People suggested grade separated crossings. People suggested more work at the South Park Avenue intersection with Main Street. People commented on elements that the transit center should include. Commenters also recommended installing the new traffic signals ahead of the round-a-bout construction. I have the actual files if you would like to review.

One commenter did not like the round-a-bout because of the elimination of the left turn movement on northbound Main Street to Park Avenue. She thought this would create pedestrian/car safety problems in the City Market Parking lot. She also thought rerouting traffic to County Road 450 to access Airport Road was a poor circulation choice.

Once commenter was concerned with traffic movement out of the northern exit to the City Market Parking lot because current conditions are very difficult for safely exiting.

One commenter liked the French/Main Street signal and the design of the round-a-bout. This commenter did not like the idea of removing traffic from Main Street. He thought skier crossing at the Village needs to be addressed because of safety. He also thought that the south intersection of Park Avenue and Main Street needed more work.

One commenter was in favor of the round-a-bout and thought it was wonderful to take SH 9 off of Main Street.

One commenter noted problems with a left turn lane from Park Avenue onto Airport, with a left turn lane from Park Avenue into City Market and with staking at a signal southbound onto Park Avenue. He recommended that CDOT negotiate with Breckenridge lands and Boulder when they apply for a permit to develop the vacant land. He recommended that right-of-way be obtained from Vail Resorts during master planning process for a round a bout at Watson and Park Avenue and at French and Park Avenue with a bypass for southbound traffic. Commenter wants a pedestrian friendly signal at CR 450 and SH 9. He thought money could be saved by not building a sidewalk on the west side of the round-a-bout. Instead a sidewalk should be built down Airport Road. Commenter recommended a signal at Lincoln and Main. Lastly, commented said to incorporate BRC information with transit center with easy parking.

Commenter likes overall plan of round-a-bout if it includes two lanes and a large radius, but was concerned with pedestrian crossings along Park Avenue. Grade separated crossings for pedestrians and bicyclists are the best. Commenter does not like fences at South Park Avenue and thinks overall design needs more detail.

One commenter recommended using a stop sign and not a signal at the South Park Avenue and Main Street intersection to avoid traffic queuing and to encourage through traffic to use Park Avenue. The stop sign would be for northbound drivers from SH 9 to Main Street and a free flow onto Park Avenue.

Another commenter recommended installing traffic lights at Airport Road and Park Avenue and at French Street and Main Street now in order to let drivers get used to them.

One commenter noted that residents from the Blue River neighborhood will still pass through town on Ridge Street and that the swap plan will not assist these drivers and could worsen traffic. The same commenter wanted to know the role that Airport Road will play in traffic circulation? Can Airport Road be widened? He wanted to know if Cemetery Road be used as a bypass at the north end of Park.

One commenter was disappointed at the elimination of the left turn movement onto Park. She recommended that the signal at French Street be installed now or at least before the round-a-bout is built. Same commenter recommended better maintenance of the pedestrian underpass. She recommended work be done for the pedestrian crossing at the Village because fencing is poor design. Her recommendation was for an overpass. Lastly, the South Park Avenue and Main Street intersection should be designed to accommodate more vehicle space, improved pedestrian safety and more efficient traffic flow.

One commenter suggested having a pay phone and change machine at the transit center. He asked that we consider flashing red/yellow signals during slow traffic periods. Pedestrian signal timing be explored and adjusted at Park Avenue/Village Road and the SH 9/CR 450 intersections to allow for slower pedestrian movement.

One commenter wanted to place a bronze sculpture in the round-a-bout. Another commenter wanted to know if artwork was planned for the round-a-bout.

One commenter liked the ideas in the newsletter and suggested that we think big about improvements to I-70 and SH 9 too.

This meeting was very successful because of the active participation of CDOT and the Town of Breckenridge. Various CDOT people put information together, created boards, helped advertise, and spent time attending the meeting and distributing information.

State Highway 9 Swap and Roundabout

**Information from
May 7, 2003 Public Open House**

Welcome to the State Highway 9 Swap and Round-A-Bout Public Open House!

The purpose of this Public Open House is to allow you to see the future transportation improvements planned within the Town of Breckenridge. The Colorado Department of Transportation (CDOT) plans to swap State Highway 9 from Main Street to Park Avenue. This swap should improve mobility and offers benefits to both the CDOT and the Town of Breckenridge. You will be able to view the new intersection design of a modified round-a-bout for the State Highway 9 and North Park Avenue intersection. The Town of Breckenridge has the proposed "Transit Center" on display. Town staff will also be able answer questions on future pedestrian, transit, and traffic circulation improvements.

We at CDOT, Federal Highways Administration and the Town of Breckenridge are pleased to provide you with this information. Please ask questions as many project staff are present to explain the improvements. Your feedback and questions may also be left at the comment table. Thanks again for your interest in the project.

If you have questions you can contact:

Ina Zisman,
Resident Engineer
CDOT
(303) 512-5750
ina.zisman@dot.state.co.us

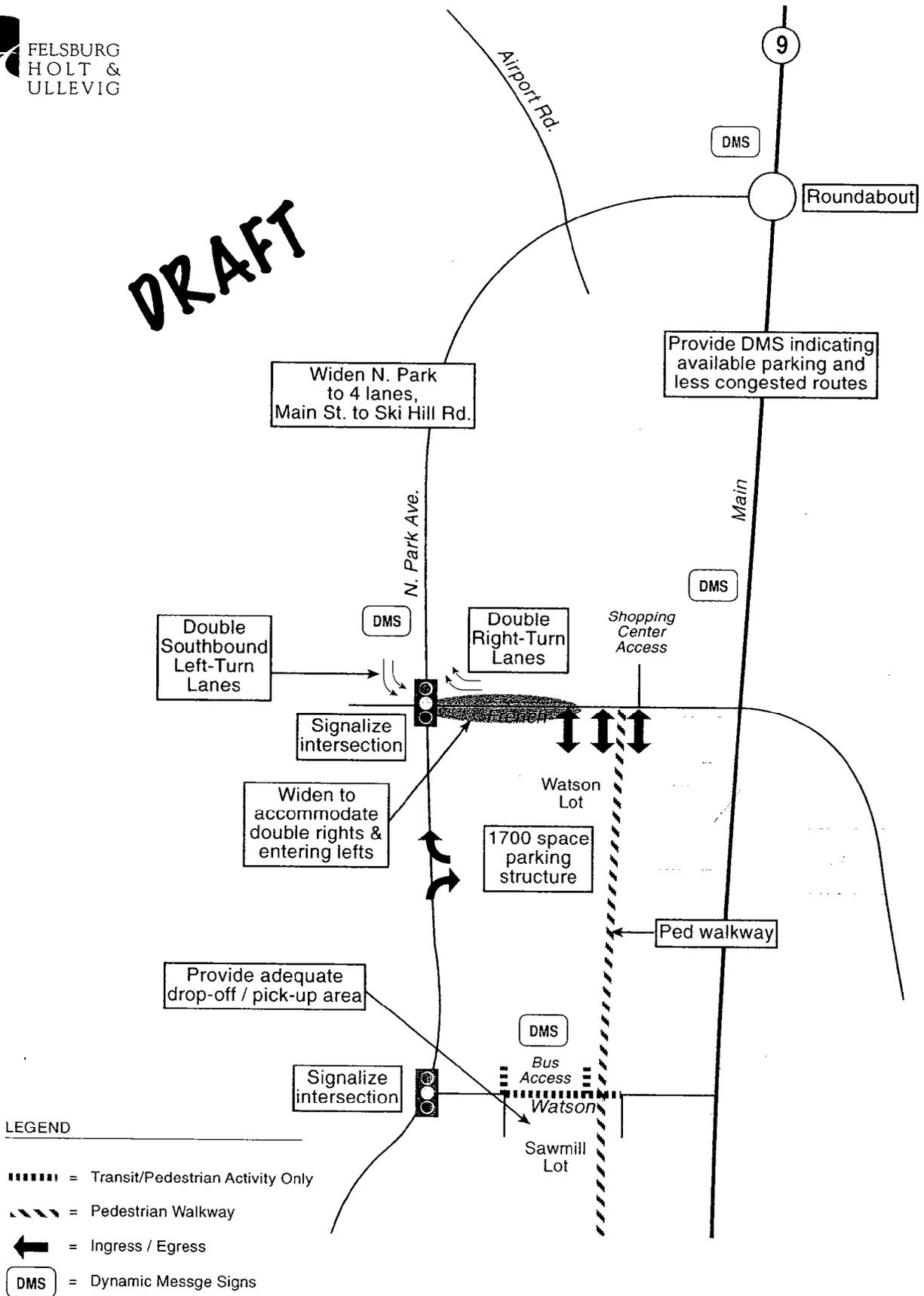
Grant Anderson
Project Engineer
CDOT
(303) 512-5782
grant.Anderson@dot.state.co.us

Lisa Kassels
Planning and Environmental Project Manager
CDOT
(303) 757-9156
lisa.kassels@dot.state.co.us

Eric Guth
Town Engineer
Town of Breckenridge
(970) 453-3164

Tom Daugherty
Assistant Town Engineer
Town of Breckenridge
(970) 453-3175

DRAFT



LEGEND

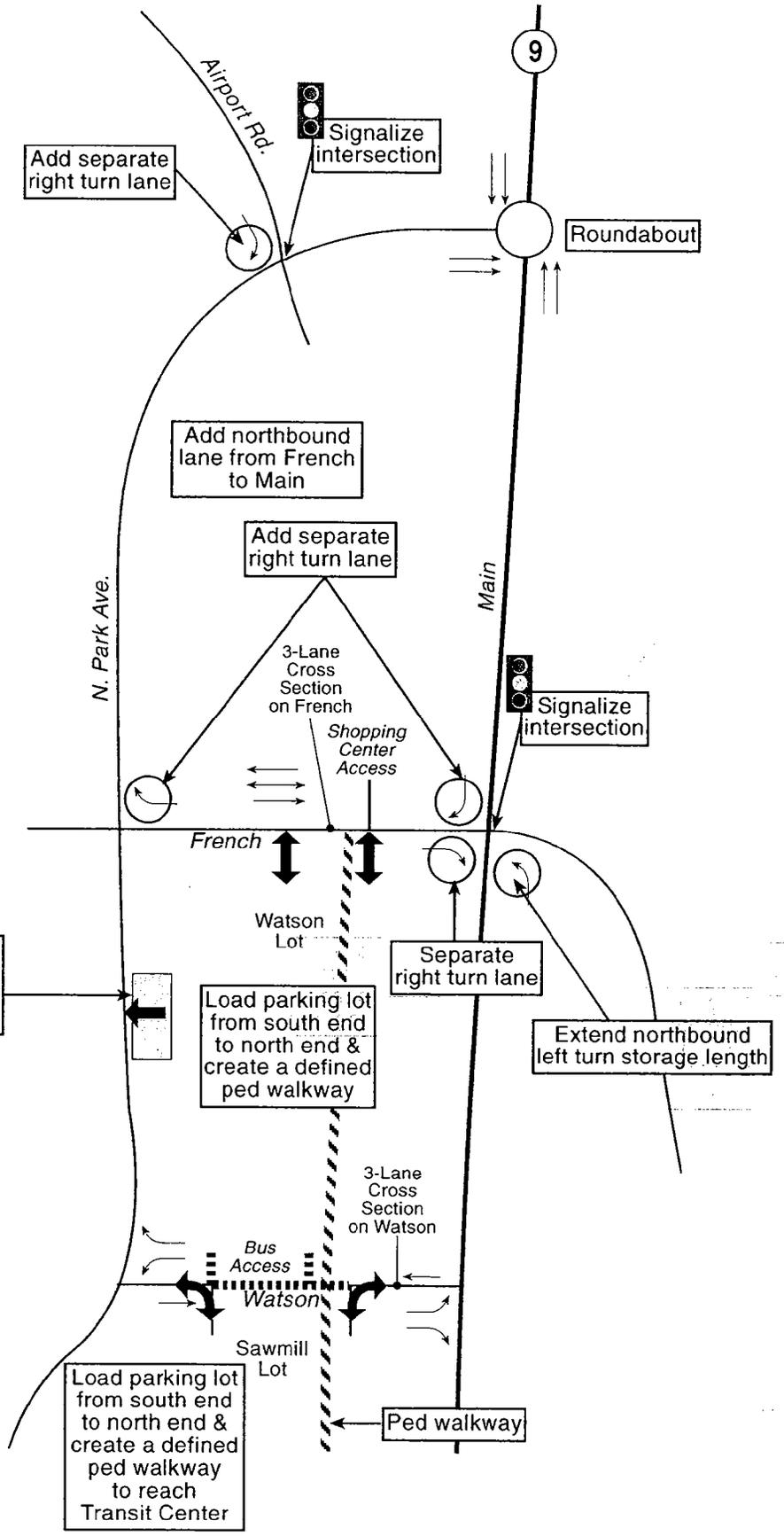
- = Transit/Pedestrian Activity Only
- - - - = Pedestrian Walkway
- ← = Ingress / Egress
- DMS = Dynamic Message Signs



North

Figure 15
Long-Term Improvements

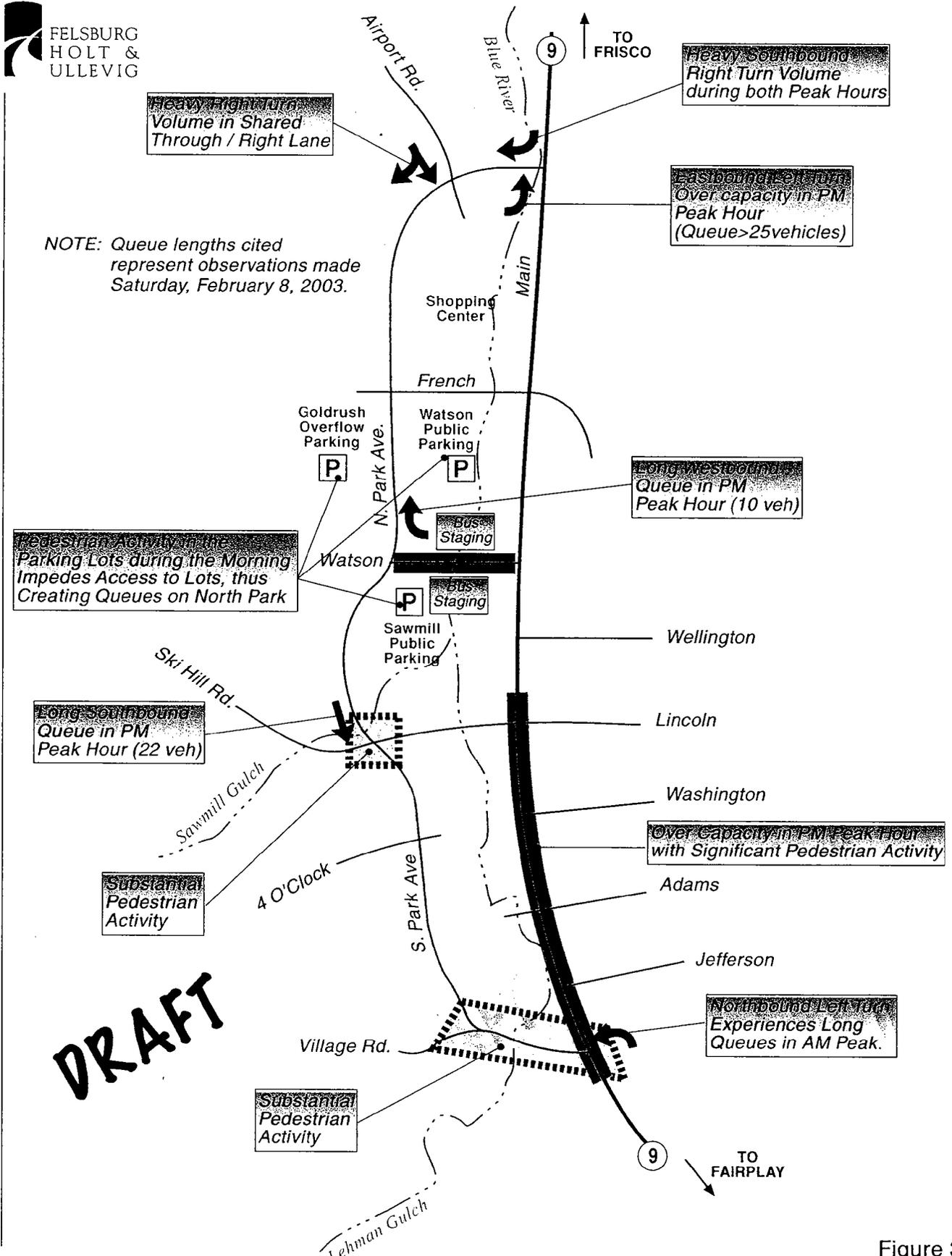
DRAFT



- LEGEND**
- = Transit/Pedestrian Activity Only
 - = Pedestrian Walkway
 - ← = Ingress / Egress
 - ↔ = Lane Movement

Figure 10
Near-Term Improvements





North

Figure 3
Key Transportation Issues

Status of the SH 9 Frisco to Breckenridge Final Environmental Impact Statement (FEIS)

The FHWA, CDOT and its consultant are preparing a Final EIS for SH 9 Frisco to Breckenridge. Publication of the Final EIS is expected during the Summer of 2003. Following the publication of the Final EIS, CDOT and FHWA plan to hold a 30 day public comment period and a formal public hearing regarding the preferred alternative in the Final EIS. Subsequently, CDOT and FHWA plan to sign a Record of Decision to document the preferred alternative. For more information or to be added to the project mailing list contact Lisa Kassels, Project Manager at (303) 757-9156 or Lisa.Kassels@dot.state.co.us.

When would construction begin?

CDOT would begin final design on the preferred alternative after the Record of Decision (ROD) on the SH 9 EIS is published. Following design, right-of-way acquisition would begin and construction would follow. As a general estimate, construction could begin less than one year following the ROD's publication or much longer depending on funding availability. The location of the first project to be constructed is under consideration. News of probable locations and timeframes will be communicated once the ROD on a preferred alternative is published. For more information contact Ina Zisman, Resident Engineer, at (303) 512-5750.

Other news at CDOT

Update on I-70 Mountain Corridor PEIS: Alternatives to address the mobility needs of the I-70 Mountain Corridor are under investigation by CDOT. A Programmatic Environmental Impact Statement (PEIS) is being prepared to analyze modal options for the corridor and to understand the financial, technical and environmental effects of those options. CDOT is beginning a series of meetings with the Mountain Corridor Advisory Committee (MCAC) to relay the status of the modeling, technical, and environmental effects. For more information, visit the website at: www.i70mtncorridor.com, or contact Cecelia Joy at 303-757-9112 or Michelle Li at (303) 797-1200 to receive additional information or to schedule a meeting with your community.

Summit County Park and Ride Projects: For more information contact Jill Schlaefer at (303) 757-9655 or Jill.Schlaefer@dot.state.co.us.

Si usted quisier recibir este boletín de noticias o una copia de otra información sobre el proyecto, llame por favor a Marilyn Kunttemeyer, 303-820-5283.

Если Вы желаете получить эту публикацию или какую-либо дополнительную информацию об этом проекте на русском языке, пожалуйста позвоните по телефону Ina Zisman, 303-512-5751.

Notification of Public Open House

Date: May 7, 2003
Time: 5:00 to 7:00 pm
Location: Mountain Thunder Lodge*
105 North Park Avenue
Breckenridge, CO

North Star Mountain Room/Father Dyer Peak Room

CDOT, FHWA and the Town of Breckenridge invite you to a public open house to view the design of the round-a-bout entrance to Breckenridge. Project engineers and Town staff will be available to answer your questions. Various graphics will be on display showing the planned transportation improvements. For more information contact Lisa Kassels at (303) 757-9156 or Lisa.Kassels@dot.state.co.us.

* Free Parking is available in the Sawmill Parking Lot on the east side of Park Avenue

Colorado Department of Transportation
Region 1
18500 East Colfax Ave.
Aurora, CO 80011



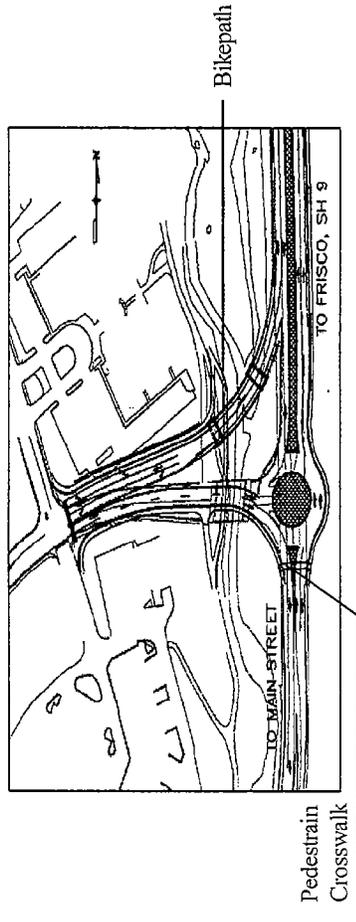
CDOT and Breckenridge to Swap Roadway Alignments

The Colorado Department of Transportation (CDOT) and the Town of Breckenridge are actively working towards a plan to swap State Highway (SH 9) from Main Street in downtown Breckenridge to Park Avenue. This swap would facilitate efficient traffic and pedestrian movement within the Town of Breckenridge by redirecting much of the vehicular traffic to Park Avenue and allowing the Town of Breckenridge to have jurisdiction over the operation of Main Street as a local street. Trucks are not permitted to use Main Street and currently use Park Avenue to travel through the Town of Breckenridge. The swap may reduce pedestrian, bus and car conflicts on Main Street. This swap should greatly enhance safety and mobility within the Town of Breckenridge.

New Intersection Design for North Park Avenue and Main Street

To facilitate the swap of SH 9 from Main Street to Park Avenue and to allow for improved traffic mobility, CDOT and Federal Highway Administration (FHWA) would need to reconstruct the North Park Avenue and Main Street Intersection in Breckenridge as part of the preferred alternative from the Environmental Impact Statement (EIS) being conducted for SH 9.

CDOT has met with many stakeholders in the Town of Breckenridge and Summit County to determine a design that would re-direct traffic to the new SH 9 and best accommodate the nearby land uses. These discussions have resulted in a recommendation that the intersection of Park Avenue and Main Street be modified to accommodate a *round-a-bout*, similar to the round-a-bout at the westbound ramp terminus at the Frisco/I-70 Interchange. However, the design is considered to be a modified round-a-bout since one movement would be restricted.



More Round-A-Bout Information

How it works: This round-a-bout will be designed for vehicles to travel at about 15 to 25 mph. No passing of vehicles are allowed within the round-a-bout. Bicycles will be allowed in the round-a-bout however pedestrians would be discouraged. Instead, pedestrians would be encouraged to use the bike path to travel through the intersection. Pedestrians will be able to use a striped crosswalk at the south end of the intersection.

Movements Allowed with the Modified Round-a-bout: The existing Main Street bridge would be retained and CDOT would construct an additional bridge over the Blue River just north of the existing bridge in order to provide a sweeping highway radius for southbound travelers to southbound Park Avenue. Drivers heading southbound on SH 9 will be able to continue on the redirected SH 9 on Park Avenue by taking the free right turn on the new bridge. Drivers wanting to go southbound on SH 9 and southbound on Main Street would drive through the round-a-bout and continue into downtown Breckenridge. Drivers going northbound on Main Street would drive through the round-a-bout and continue north onto SH 9. Drivers on Park Avenue heading east to the intersection of Park Avenue and Main Street would drive through the round-a-bout to either go north on SH 9 or south on Main Street.

Movement Not Allowed with the Modified Round-a-bout: One turning movement would be eliminated. Drivers on northbound Main Street would no longer be able to make a left (west bound) turn onto North Park Avenue.

Northbound drivers on Main Street would need to turn left onto French Street in order to access Park Avenue, the commercial areas, or Airport Road.

If you have any questions about the round-a-bout design or operation contact the CDOT Project Engineer, Grant Anderson at (303) 512-5782 or Grant.Anderson@dot.state.co.us.

Pedestrians should use the bike path to travel through the intersection. The bike path southbound traverses under the bridge. Additionally, a new bike path would be constructed on the northwest side of Park Avenue in order for pedestrians to reach the Airport Road and Park Avenue intersection. CDOT would also design and construct a sidewalk on the east side of the round-a-bout for northbound pedestrians on SH 9. All these improvements would greatly ease travel.

Welcome

**State Highway 9 Swap and
North Park Avenue Intersection Design**

Public Open House



*Sponsored by:
CDOT, FHWA and the Town of Breckenridge*

Please Sign In

THE SWAP

CDOT and the Town of Breckenridge will trade roadway alignments and right-of-way of State Highway 9 (SH 9) and Park Avenue. The new SH 9 will follow the alignment of Park Avenue from the north intersection of SH 9/North Park Avenue south-bound all the way to the south intersection of SH 9/South Park Avenue. The Town will gain jurisdiction and management of Main Street within downtown Breckenridge.

The swap will be facilitated by reconstruction of both intersections. The northern intersection will be a modified round-a-bout.

SWAP ADVANTAGES

- Re-designation supports the Town's transportation plan.
- Breckenridge could provide pedestrian, parking and safety improvements on Main Street.
- Helps relieve congestion on Main Street.
- Reduce pedestrian, automobile & bus conflicts on Main Street.
- Reduced congestion and conflicts could enhance pedestrian shopping experience.
- Decreases through traffic on historic Main Street.
- Town will be able to close Main Street traffic for limited day events.
- Provides Town greater ability to preserve historic character of Main Street
- Directs incoming traffic to ski resort, parking lots, and future Inter-Modal center. May reduce trolling for parking.
- Park Avenue has more potential traffic volume carrying capacity than Main Street. A larger right-of-way on Park Avenue allows the road to be widened to four lanes between SH 9 and Ski Hill Road to meet future traffic needs.
- Greater opportunity for access control on Park Avenue. (Both vehicular and pedestrian)
- Park Avenue is already the truck route and intersection reconstruction will ease truck turning.

MODIFIED ROUND-A-BOUT DESIGN

- Designed for vehicles to travel between 15 to 25 miles per hour
- Two lanes in one direction
- Landscaping will be permitted within center
- Free right turn lane from southbound SH 9 onto southbound Park Avenue
- Turn lane will require a new bridge to be constructed over Blue River
- Will be compatible with four lane with divided median “Preferred Alternative” for the SH 9 EIS project from Frisco to Breckenridge
- Bicycles allowed, but pedestrians would be discouraged

MODIFIED ROUND-A-BOUT

OPERATION

- Drivers heading southbound on SH 9 will be able to continue on the redirected (swapped) SH 9 on Park Avenue by taking free right turn on the new bridge.
- Drivers wanting to go southbound on SH 9 and southbound on Main Street would drive through the round-a-bout and continue into downtown Breckenridge.
- Drivers going northbound on Main Street would drive through the round-a-bout and continue north on SH 9.
- Drivers on Park Avenue heading east to the intersection of North Park Avenue and Main Street would drive through the round-a-bout to either head north on SH 9 or south to Main Street.

RESTRICTED MOVEMENTS WITHIN THE ROUND-A-BOUT

- Drivers on northbound Main Street would no longer be able to make a left (westbound) turn onto North Park Avenue. Northbound drivers on main Street would need to turn left onto French in order to access Park Avenue, the commercial areas, or Airport Road.
- No passing of vehicles is allowed within the round-a-bout.

PEDESTRIAN AND BICYCLIST ACCOMMODATIONS

- Pedestrians should use the bike path to travel through the intersection. The path traverses under the old bridge and will also be constructed under the new bridge.
- A new bike path will be constructed on the northwest side of Park Avenue in order to safely access Airport Road.
- A sidewalk will be constructed on the east side of the round-a-bout for northbound pedestrians onto SH 9.
- A pedestrian crosswalk will striped be on the south side of the round-a-bout in order to cross from the west to east side of Main Street.

Public Comment Center

Use the comment cards on the table.

Leave your comments on the project here.

ESTIMATED PROJECT TIMELINE

2003 Spring:	Obtain approval by Colorado Transportation Commission and finalize Intergovernmental Agreement
2003 Summer / Fall:	Publish SH 9 Final EIS*
2003 Winter:	Publish Record of Decision
2004 Winter / Spring:	Complete Project Design
2004 Spring / Summer:	Right-of-Way Acquisition
2004 Late Summer:	Begin Construction
2005 Summer:	Complete Construction

**Environmental Impact Statement for State Highway 9 from Frisco to Breckenridge*

Please Sign In

May 7th, 2003 Public Open House

State Highway 9 Swap and Round-a-Bout in Breckenridge

Name	Address	City, State Zip Code	Phone	Email	Do you want to be on the mailing list?
Angel Wilson	Box 3134	Dillon CO 80435	970	angel_wilson@yahoo.com	Yes
Holly Miller	7951 E. McPherson	Breckenridge, CO 80424	970-453-6900	hollymiller@y-a-h-o-o.com	Yes
Don Nilsson	Box 8171	Breckenridge, CO	970-453-6900	don@highlandsatbreck.com	Yes
Terpelt Prokings	Box 168	Breckenridge, CO 80424	970-453-3185	terpelt@cs.breckenridge.co.us	Yes
Phil Weller	PO Box 6808	BRECKENRIDGE CO 80424	453-2680	phnjweller@AOL.com	Yes
Gary Lundstrom	Box 68	BRECKENRIDGE CO			
Judy Bottomley	P.O. Box 7399	Breckenridge, CO	453-7015	jbtbottomley@aH.net	Yes
JAN BOWMAN	PO Box 7704	BRECK 80424	453-8132	NEWMEMLADY@COLO@AOL.COM	Yes
TOM ZEDARTH	564 RANGER ROAD	BRECK 80424	453-6759	TZEZEDARTH@EARTHLINK.NET	Yes
TERRY RUCKENEGLE	Box 3205	BRECK 80424	453-7603	RUCKR@colorado.net	Yes
Roni Holliday	Box 68	Breck	453-3410	vonh@co.summit.co.us	Yes
Kim Di Lallo	Box 168	Breck 80424	453-318741	Kim@townofbreckenridge.com	Yes
Kim V. Zeborath	524 Ranger Rd.	Breck 80424	453-6759	rufz@bort@earthlink.net	Yes
Doree Lawrence	P.O. Box 1420	Breckenridge, CO 80424	453-2506		Yes
SHARL GUSKA	P.O. Box 7404	BRECKENRIDGE CO 80424	453-2903	SHARL@AOL.COM	Yes
MIKE SHUNK	65 Tejon Street	Dillon CO 80423	970-453-7007	SHUNK@AOL.COM	Yes
Matt Stais	PO Box 135	Breckenridge 80424	970-453-0444	math@staisarchitects.com	Yes
JOE ZAMICERMAN	POB 7081	BRECKENRIDGE	970-453-1101	JOE@ZMAILPERSONS.COM	Yes

Town Plan

State Highway 9 Round-A-Bout Public Open House

May 7, 2003

[Optional Information]

Name John Mullen Phone 9704534290 Email JMullen@beaverrun.com
Address PO 408 Huron Rd City Brock State CO Zip 80424
Mailing Address POB 874 City " State CO Zip "
(if different from above)

Would you like to be on our Project Mailing List? Yes No

TOWN PLAN

Comment: Make Sure There is AT least One Public Pay Phone AT
New Transit Center - & (Change Machine) (Just Like Riverwalk
Center) - Reconsider Time Frame on Pedestrian Issues AT
Park & Village Rd should be Near Term NOT Long Term -
Fencing May be Ignored to get to Future Flat Development
& Current Situation Attracts to Metal Sign indicating
Main Street from Parking Lot - Consider Flashing Red &
Yellow Signals when Traffic is slow (Shoulder Periods &
late AT Night) Get Pedestrians from City Rd 420 TO
West side of Hwy 9 (change timing when Button Pushed)
Bridge over the Blue to Bike Path - also Heavy Pedestrians
From Airport rd Across Park to City Market - sidewalks on Airport
(N-S. All)

State Highway 9 Round-A-Bout Public Open House
May 7, 2003

[Optional Information]

Name John Mullen Phone 970 453420 Email JMullen@beaumont.com
Address ~~1015~~ ~~1500~~ 405 City Rd 450 City Breckenridge State CO Zip 80424
Mailing Address POB 874 City " State CO Zip Y ~~874~~
(if different from above)

Would you like to be on our Project Mailing List? Yes No

Comment: Consider Pedestrian & Bicycle Traffic Coming w Bound on City Rd 450
To intersection w/ Hwy 9 - Light Change is currently too short to
allow - the young & old to safely cross w/o interfering w Hwy 9
Traffic - Consider Pedestrian walkway on E side of Hwy 9
From 450 to Park & X-walk near Round about as
change timing on light when Pedestrians Push Buttons
I think there will be increased foot & bike traffic w Project.
Population increases for French Gulch area - Consider
Flashing Red & Yellows on signals during slow times

State Highway 9 Round-A-Bout Public Open House

May 7, 2003

[Optional Information]

Name JOFF ZIMMERMAN Phone 3891604 Email JOFFZ@VA1ROBERTS.COM

Address DOB 7081 City BROOK State CO Zip 80409

Mailing Address _____ City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No

Comment: I like the French/Main St Street Light.
I like the design of Round-A-Bout + how future
growth is programmed into design.
However I am opposed to the notion of
pulling traffic off Main St. I also feel that
to not address the south egress from town is
short sighted. From the standpoint of pedestrian
crossings, to encourage better plan in one area
+ then bottleneck another seems incorrect. In fact
also slider crossing at the village has to be
addressed. With increased traffic + large slider
volumes I worry about safety.

State Highway 9 Round-A-Bout Public Open House

May 7, 2003

[Optional Information]

Name Donald James Phone 970-453-7724 Email DonaldJames@msn.com

Address POB 191 City Breck State Co Zip 80424

Mailing Address Same City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No Already on list

Comment: I am greatly in favor of the proposal for the roundabout in Breck on Hwy 9,
as proposed. Wonderful to take Hwy 9 off Main Street.

State Highway 9 Round-A-Bout Public Open House
May 7, 2003

[Optional Information]

Name RODNEY ALLEN Phone 453-0765 Email rodne-@exclusivemountainreturb.com

Address _____ City _____ State _____ Zip _____

Mailing Address _____ City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No I AM ON IT ALREADY

Comment: PARK + AIRPORT. PROBLEMS: 1) LEFT TURN LANE FROM PARK ONTO AIRPORT

2) LEFT TURN LANE FROM PARK INTO CITY MARKET 3) STACKING AT RED LIGHT STATION ON PARK

Notes: Breck lands / City Market / Justice CTR - Obtain right of way to construct a roundabout. Negotiate with Breck lands + BAUER when they apply for a development permit to develop the current vacant land

- Get Right of way from Vail Resorts during master plan process for a roundabout AT ^{Port} French st + PARK AVE with a bypass for southbound traffic.

- Better pedestrian friendly signal to cross Hwy 9 at CR 450. Bridge over River so pedestrians can use bike path to get into town. SAVE \$ by not building a sidewalk on west side of Hwy 9 + west side of Roundabout.

- Build sidewalk Down Airport RD.

See over

- Full pedestrian signal at Lincoln + Main.

- Incorporate ^{BRT} information Center into new transit center with easy parking.

State Highway 9 Round-A-Bout Public Open House
May 7, 2003

[Optional Information]

Name Matt Stars Phone 453.0444 Email matt@starsarchitects.com

Address brook City _____ State _____ Zip _____

Mailing Address (see mailing list) City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No

- Comments
- ① OVERALL = SOLID PLAN. LONG OVERDUE. GOOD WORK. KEEP IT UP!
 - ② I AM CONCERNED ABOUT PED/BICYCLE CROSSING TIMES @ PARK AVE. GRADE SEPARATED CROSSINGS ARE THE BEST SOLUTION.
 - ③ TIE IN TO BIKE PATH & PED SIDEWALKS = CRITICAL! PLEASE SPEND THE TIME & MONEY TO MAKE SURE THESE WORK!
 - ④ PED CROSSING @ SOUTH PARK AVE = FENCES ARE A BAD SOLUTION (SNOW, LOOKS - THAT PRISON FEEL) - TRY OTHER IDEAS!
 - ⑤ I AM IN FAVOR OF MODIFIED ROUNDABOUT @ NORTH END OF TOWN IF WE KEEP 2 LANES & A LARGE RADIUS TO MAINTAIN TRAFFIC FLOW!
 - ⑥ KEEP WORKING ON SOUTH CONNECTION, NEEDS MORE ~~DE~~ DETAIL!

State Highway 9 Round-A-Bout Public Open House
May 7, 2003

[Optional Information]

Name Matt Stuss Phone _____ Email _____

Address _____ City _____ State _____ Zip _____

Mailing Address hreek City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No

Comment: your cracker to cheese ratio is way too low!
please run some numbers on this, ya'll see my point.

State Highway 9 Round-A-Bout Public Open House
May 7, 2003

[Optional Information]

Name ROBERT FORYER Phone _____ Email _____

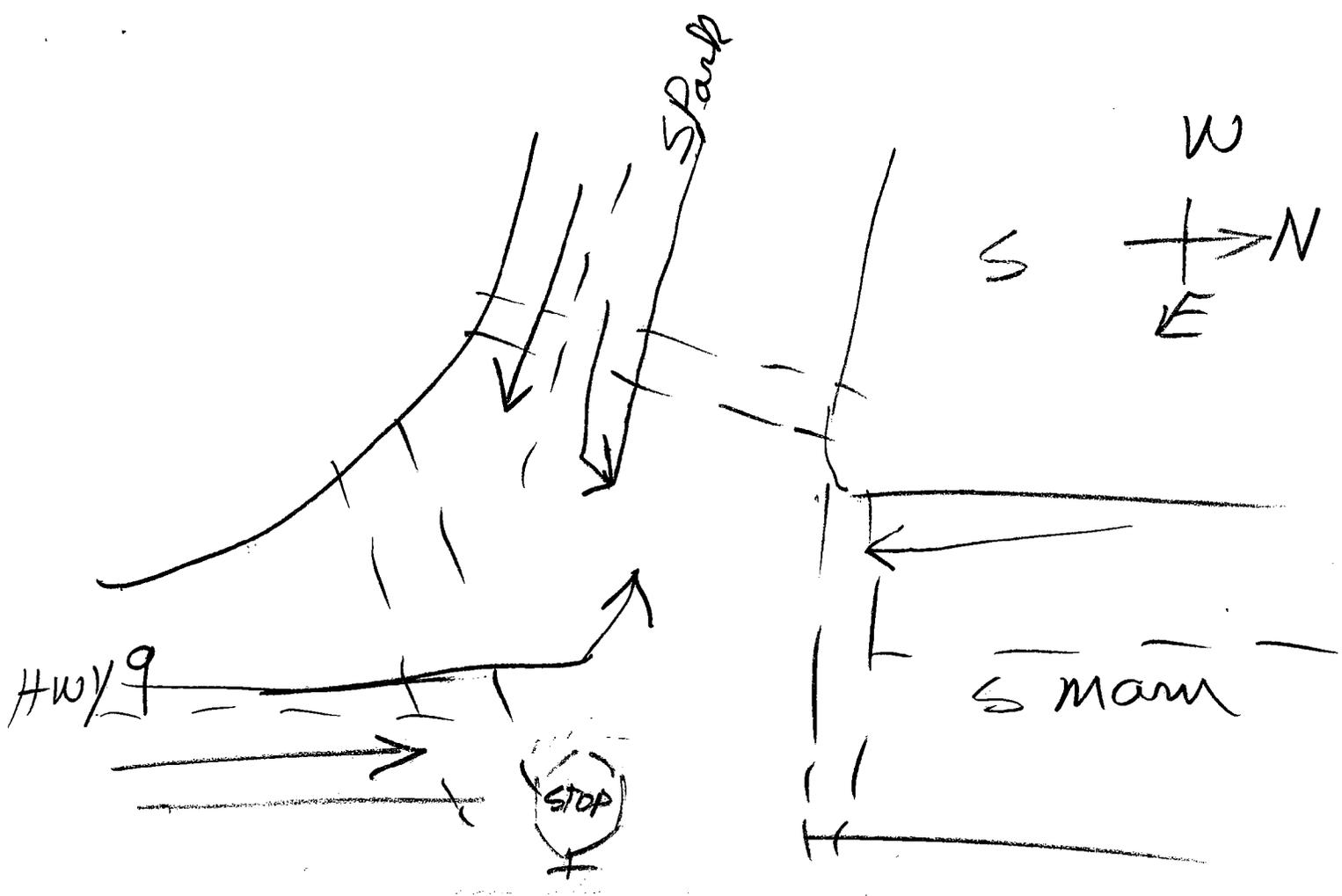
Address _____ City _____ State _____ Zip _____

Mailing Address _____ City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No

Comment: install boxed  Sign Bar
People proceeding north onto main street
from Highway 9 @ South Park (over)

a stop sign would encourage folks
to use Park Bar north bound better
than turning a stop light - small cars
would stack up behind the stop sign faster
and yet move traffic when NO one is
turning - north on main from Park St.



State Highway 9 Round-A-Bout Public Open House
May 7, 2003

[Optional Information]

Name TOM ZEBARTH Phone _____ Email _____

Address _____ City _____ State _____ Zip _____

Mailing Address _____ City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No

Comment: LIGHTS AT AIRPORT / PARK &
FRENCH / MAIN NEEDED NOW!
LET LOCALS GET USED TO THEM

SWAP

State Highway 9 Round-A-Bout Public Open House May 7, 2003

[Optional Information]

Name TOM ZEDARTH Phone _____ Email _____

Address _____ City _____ State _____ Zip _____

Mailing Address _____ City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No

Comment: A LARGE AMOUNT OF BRICKENRIDGE'S
THRU TRAFFIC IS COMPOSED OF BLUE RIVER
RESIDENTS PASSING THROUGH ON THEIR WAY
HOME. MOST IF NOT ALL HAVE TO HIT THE
POST OFFICES ON RIDGE STREET ON THEIR WAY
THROUGH TOWN. I FORSEE NO SOLUTION TO
THEIR PASSING THROUGH TOWN IN THE SWAP
PROPOSAL. IN FACT, TRAFFIC THROUGH THE CENTER
OF TOWN MAY BE WORSEMED.

State Highway 9 Round-A-Bout Public Open House
May 7, 2003

[Optional Information]

Name TOM ZEBARTH Phone _____ Email _____

Address _____ City _____ State _____ Zip _____

Mailing Address _____ City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No

Comment: WHAT ROLE, IF ANY, WILL AIRPORT ROAD
PLAY IN THE FUTURE'S TRAFFIC PATTERN?
CAN IT BE WIDENED? COULD THE CEMETARY
ROAD TO HIGHWAY 9 BE USED TO BYPASS
THE PROBLEMS SEEN WITH THE NORTH END
OF PARK AVENUE?

State Highway 9 Round-A-Bout Public Open House
May 7, 2003

[Optional Information]

Name Ruth V. Zebanik Phone 453-6759 Email ruthzebanik@earthlink.net

Address 564 Range Rd. City Breckenridge State CO Zip 80424

Mailing Address _____ City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No

Comment: Disappointed there is no left turn @ roundabout but if French St. is to be used the traffic signal must go up either before or @ time roundabout is being built. Pedestrian underpass must be better maintained - ice accumulates & is not safe for walking or biking. Pedestrian crossing @ Village idea is idiotic. Fencing works sometimes for cattle & people but not the solution. Build a skyway walkway with plexiglass sides & roof - least visual obstruction, far less unsightly than fences & much safer for pedestrians & drivers. What do you expect will happen to your fences when the snow plows go by?
Intersection @ 50 foot Ave: Hwy 9 needs to be addressed if rerouting traffic is to be effective - not enough vehicle space & inadequate pedestrian crossing for safety & efficient traffic flow.

Kassels, Lisa

From: Leigh Girvin [leighgirvin@hotmail.com]
Sent: Monday, May 12, 2003 11:34 AM
To: Kassels, Lisa
Cc: peterg@townofbreckenridge.com; ericg@ci.breckenridge.co.us;
tomd@townofbreckenridge.com; Anderson, Grant; Zisman, Ina; news@summitdaily.com
Subject: RE: Breckenridge Round-a-bout

Dear Lisa:

Thank you for your response and explanation of the proposed Breckenridge round about. My concerns have still not been addressed, however. By eliminating the ability to turn left from Main Street onto North Park Avenue, travelers will have a much longer and much less convenient route to access the Rec Center, Justice Center, Great Adventure Sports, Loaf N Jug and other businesses. You suggested that drivers can go clear up to Valley Brook then back-track south to access the Justice Center or the Rec Center -- this is adding a LOT of extra driving, and adding miles to vehicle trips, when the Town of Breckenridge needs very much to reduce vehicle trips and miles travelled.

You also stated that drivers can turn at French Street and cut through the City Market shopping center. As I said in my first comments, this will only increase traffic through the shopping center and increase risk to pedestrians and shoppers, as well as place an unfair burden on the owners and tenants of the commercial spaces at and near City Market. I think it is irresponsible for CDOT to encourage traffic to short-cut through private property, albeit commercial property.

Since my first letter about the proposed round-about was printed in the Summit Daily News, a lot of people have commented to me that they don't like the idea of the round-about, and really dislike the elimination the left turn onto North Park Avenue. "Why make it a round-about?" they ask. "Why can't it just be a stop light with a sweeping turn onto North Park for the south-bound travellers?"

I am sending this letter to the Summit Daily News also to encourage anyone with concerns about the round-about to please write CDOT and the Town of Breckenridge, or else we will be stuck with something we don't like.

Again, I am asking CDOT and the Town of Breckenridge to please reconsider the alignment of the proposed round-about, and make this important intersection one that works for the entire community.

Thank you,
Leigh Girvin

>From: "Kassels, Lisa" <Lisa.Kassels@dot.state.co.us>
>To: "Leigh Girvin" <leighgirvin@hotmail.com>
>CC: <peterg@townofbreckenridge.com>, "Eric Guth (E-mail)"
><ericg@ci.breckenridge.co.us>, "Tom Daugherty (E-mail)"
><tomd@townofbreckenridge.com>, "Anderson, Grant"
><Grant.Anderson@dot.state.co.us>, "Zisman, Ina" <Ina.Zisman@dot.state.co.us>
>Subject: RE: Breckenridge Round-a-bout
>Date: Sun, 11 May 2003 14:46:38 -0600
>

>Dear Ms. Girvin, Thank you for your interest in the intersection
>improvements proposed for North Park Avenue and State Highway 9 in
>Breckenridge. I will pass your comments to the project engineers and the
>traffic engineers.
>

>In order for the round-a-bout design to safely operate, the design needs to
>eliminate the left turn movement from northbound Main Street to North Park
>Avenue. People can still access the City Market strip mall via French
>Street. In addition, French Street will have a traffic signal. A
>northbound driver on Main Street can make a left at French and then a right
>into the City Market commercial area. This route will be shorter and

>easier route than a left at North Park Ave. and another left at Airport
>Road in order to access the same commercial area.
>
>People can still access the library and court house by continuing on SH 9
>north and making a left onto Valley Brook in order to access Airport Road.
>
>The new round a bout design also will have various pedestrian improvements.
> These include:
>· Pedestrians can use the bike path to travel through the intersection.
>The path traverses under the old bridge and will also be constructed under
>the new bridge.
>· A new bike path will be constructed on the northwest side of Park Avenue,
>by the new sweeping radius of the new bridge in order to safely access
>Airport Road.
>· A sidewalk will be constructed on the east side of the round-a-bout for
>northbound pedestrians onto SH 9.
>· A pedestrian crosswalk will striped be on the south side of the
>round-a-bout in order to cross from the west to east side of Main Street.
>
>I appreciate your feedback on this project, and I hope you find this
>information is helpful. Please feel free to contact me with any other
>questions.
>
>Sincerely,
>
>Lisa Kassels
>Project Manager
>CDOT Region 1
>18500 East Colfax Avenue
>Aurora, Colorado 80011
>303-757-9156 wk
>303-757-9746 fax
>303-910-6490 cell
>
>

>-----Original Message-----

>From: Leigh Girvin [mailto:leighgirvin@hotmail.com]
>Sent: Monday, May 05, 2003 1:32 PM
>To: Kassels, Lisa; Anderson, Grant; peterg@townofbreckenridge.com
>Cc: news@summitdaily.com
>Subject: Breckenridge Round-a-bout
>
>
>

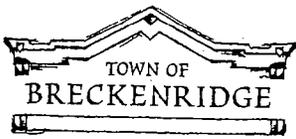
>Dear CDOT and Town of Breckenridge:

>
>Please reconsider the alignment of the proposed Round-a-bout in
>Breckenridge
>at Main Street and North Park Avenue. Eliminating the ability to turn left
>from Main Street onto North Park Avenue will be make it difficult and
>inconvenient to access businesses on the north end of the City Market
>Center
>such as Great Adventure Sports and Loaf n Jug, and community facilities
>such
>as the Justice Center and the Recreation Center. Eliminating this left hand
>turn will mean that residents and visitors on the east side of Main Street
>will have a long and circuitous route to access these businesses and
>facilities. It will also likely result in more traffic cutting through the
>City Market Center Parking lot, increasing risk to pedestrians and
>shoppers.
>Thank you,
>Leigh Girvin
>PO Box 7462
>Breckenridge, CO 80424
>970-389-6163
>cc: Summit Daily News
>

>
>
>
>
>
>
>

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>

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May 19, 2003

Doug Aden, Transportation Commissioner
CDOT, Region 1
PO Box 608
Grand Junction, CO 81502



Dear Doug:

Since the Town of Breckenridge has been focusing on transportation projects lately, I wanted to take a moment to thank you for your continued support and participation in our process. As you are aware, when a project is undertaken, it takes a team of committed people to ensure its eventual success.

We have been working diligently for the past several years in establishing an excellent working relationship with the Colorado Department of Transportation. This was a key piece to ensuring that both our needs and wants were communicated to the appropriate people so that vital transportation elements could be realized. You have been a valuable addition to this process.

We don't always take the time we should to thank the people who help contribute to our successes. The interest you have shown our recent transit issues has been invaluable. We appreciate your going the "extra mile" to help us visualize and shape vital transportation components for Breckenridge and the surrounding area. Through your continued efforts, we are certain we will achieve our vision for Breckenridge.

Sincerely,

Sam Mamula
Mayor

cc: Tim Gagen, Town Manager
Jeff Kullman, CDOT
Kate Boniface, Assistant Town Manager
Eric Guth, Town Engineer
Peter Grosshuesch, Director of Community Development
Breckenridge Town Council

MacDonald, Tracey S.

From: Kassels, Lisa [Lisa.Kassels@dot.state.co.us]
Sent: Tuesday, June 10, 2003 10:14 AM
To: TKpropmgmt@aol.com
Cc: ericg@townofbreckenridge.com; Kullman, Jeff; timg@townofbreckenridge.com
Subject: RE: Proposed roundabout

Dear Ms. Keil,

Thank you for your recent comments regarding the round-a-bout design for the North Park Avenue/SH9/Main Street intersection. CDOT greatly appreciates feedback from the public.

Travelers driving north bound on Main Street will be able to make a left onto French Street. The French Street and Main Street intersection will be signalized to facilitate this left turn. Then, drivers can make a right from French into the strip mall's (City Market's) parking lot. North bound drivers who miss the left turn from French could use the round a bout to make a "u-turn" and then can make a right on French to access the commercial area. North bound drivers can also drive north bound on SH 9 to make a left on Valley Brook in order to access Airport Road. Travelers driving north bound on Park Avenue will be able to make a right onto French in order to access the commercial areas. These four methods will allow continued access to the commercial area. Breckenridge has committed to providing good signage to assist residents and area visitors.

CDOT and the Town of Breckenridge have a goal of improving mobility within the Town by completing a swap of Park Avenue with State Highway 9. This way Main Street will fall under the jurisdiction of the Town, and Breckenridge can then make various improvements for pedestrians, parking and landscaping. Park Avenue is already the designated truck route and has the ability to be widened from Ski Hill Road all the way to the intersection with Main Street. The increase from two to four lanes will enhance mobility. The round-a-bout intersection will allow travelers wanting to go north bound on SH 9 to use both Park Avenue and Main Street. Also the preferred alternative for the State Highway 9 will be to improve it to four lanes. All of these combined transportation improvements are designed to ease congestion.

With regards to your suggestion of a traffic signal at the North Park Avenue/Main Street/State Highway 9 intersection, CDOT did study this option. The round-a-bout design was preferred over a signal for safety, aesthetic and operational conditions.

Once again thanks for your comments. Please call me at: 303-757-9156 if I can answer any further questions. In addition, please email me your mailing address and I will be happy to add you to the project mailing list in order to receive notification of the publication of the Final Environmental Impact Statement.

Sincerely,

Lisa Kassels

Lisa Kassels
Project Manager
CDOT Region 1
18500 East Colfax Avenue
Aurora, Colorado 80011
303-757-9156 wk
303-757-9746 fax
303-910-6490 cell

-----Original Message-----

7/2/2003



From: Kullman, Jeff
Sent: Friday, May 30, 2003 11:24 AM
To: Pinkerton, Brian L; Zisman, Ina; Anderson, Grant; Kassels, Lisa
Subject: FW: Proposed roundabout

-----Original Message-----

From: TKpropmgmt@aol.com [mailto:TKpropmgmt@aol.com]
Sent: Thursday, May 29, 2003 3:21 PM
To: ericg@townofbreckenridge.com
Cc: timg@townofbreckenridge.com; Kullman, Jeff
Subject: Proposed roundabout

Dear Mr. Eric Guth:

I was advised by Pat Butler that this would be the best way to comment on the proposed roundabout in Breckenridge. I have also sent a copy to Tim Gagen, and Jeff Kullman of CDOT. Please feel free to share this e-mail with any other pertinent person or department as you see fit. My concern is one that you have probably heard stated from others as well. It is that after this roundabout is constructed, no left turn from northbound Main Street onto north Park Avenue will be allowed. I strongly believe that this will prove to be a disaster for locals and tourists alike. It will make it extremely difficult and inconvenient for people to enter the City Market parking lot and most likely businesses in the center will suffer. I for one usually go there everyday or so to patronize one or more of the stores but when it becomes so hard to access, I'd rather do my shopping elsewhere. Also, I believe it will make congestion even worse, which is something that is trying to be avoided with the re-routing of Main Street, because people who come here year after year, will always be trying to find a way into the City Market parking lot going north on Main Street. There must be a better way than to delete that left hand turn. Why not try a stop light or a stop sign? I urge you to reconsider this proposed roundabout. Life in Breckenridge would be a whole lot better without it. Sincerely, Terese Keil

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1
18500 East Colfax
Aurora, Colorado 80011
(303) 757-9156 phone
(303) 757-9746 fax
Lisa.Kassels@dot.state.co.us



June 10, 2003

Ms. Larkin Owens
Summit County
Post Office Box 5660
Frisco, Colorado 80443

Dear Ms. Owens:

Per your request, attached please find the design plans for Alternative # 3 for the State Highway 9 Environmental Impact Statement near the Summit County Commons in Frisco. These plans are for the preferred alternative identified in the Final EIS to be published later this year. This alternative is a four lane template with an 18 foot median.

The lines on the plan sheet indicate existing and proposed CDOT right-of-way needs. Given that the design is only about 5-10% complete, the right-of-way needs are approximate and could change. In addition, CDOT may need to access adjacent property during any future construction. For more specific detail on the design, please contact Grant Anderson, CDOT Project Engineer at (303) 512-5782

Please call me at (303) 757-9156 with any questions.

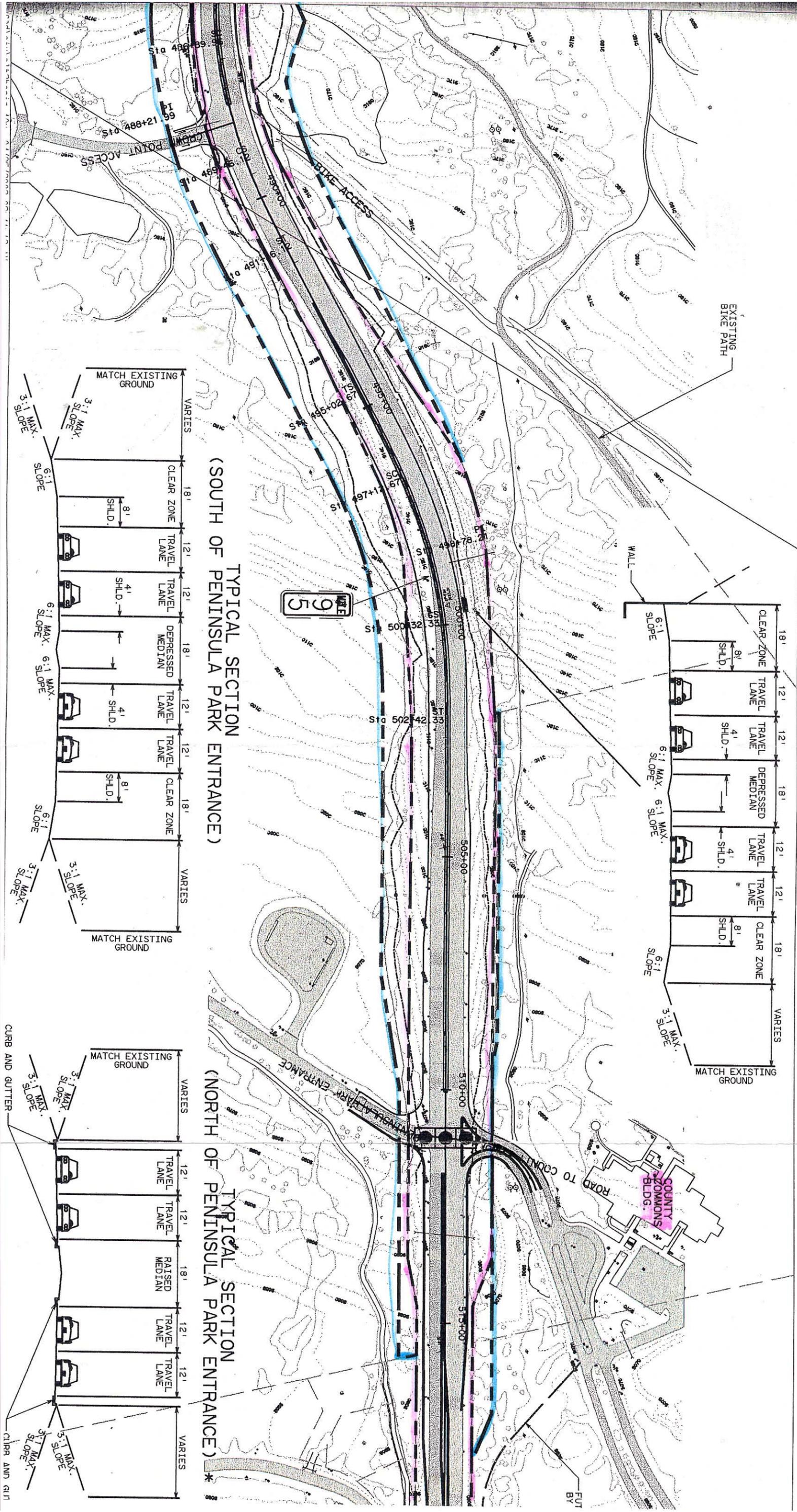
Sincerely,

Lisa Kassels

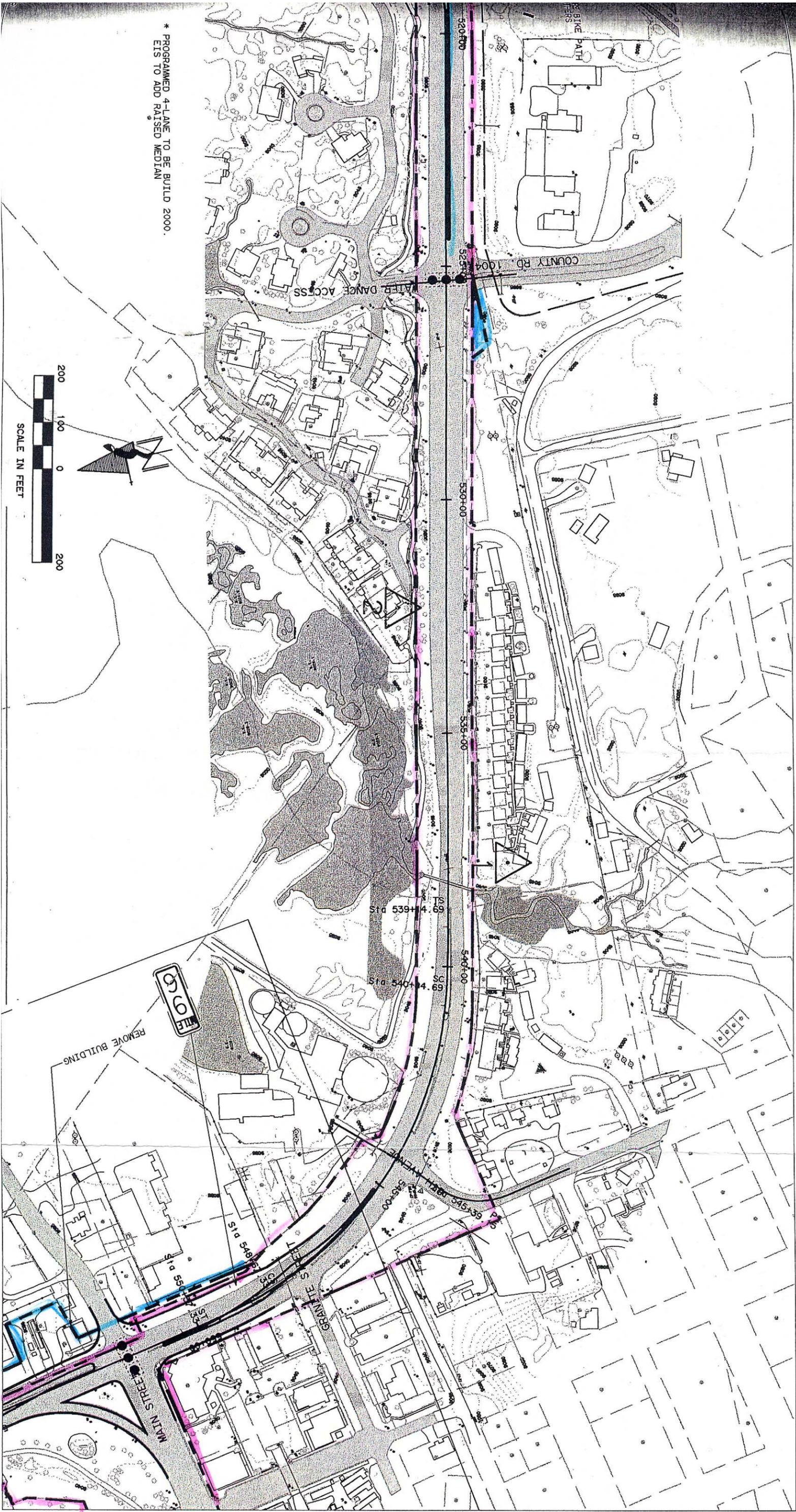
Lisa Kassels
Project Manager

Cc: Grant Anderson, CDOT Project Engineer
Cam Keppler, CDOT Right of Way Specialist
Jeanette Lostracco, Carter Burgess

Existing ROW
 Proposed ROW
 1" = 200'



Existing ROW
Proposed ROW



STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1
18500 East Colfax
Aurora, Colorado 80011
(303) 757-9156 phone
(303) 757-9746 fax
Lisa.Kassels@dot.state.co.us



June 13, 2003

Mr. Matt Stais
Post Office Box 135
Breckenridge, Colorado 80424
matt@staisarchitects.com

Dear Mr. Stais:

Thank you for attending the State Highway 9, Park Avenue intersection improvements, public open house. Your feedback on the project is appreciated.

CDOT has a number of pedestrian improvements planned. At the South Park Avenue and Main Street intersection, CDOT will install a full phase pedestrian signal in which traffic in all directions must stop to allow pedestrians to cross. At the North Park Avenue and Main Street intersection the bikepath will be below both the new and old bridges over the Blue River. This will be grade separated from the round-a-bout. A sidewalk will be constructed on the east side of the round-a-bout, and a pedestrian crossing will be painted at the south end of the round-a-bout. The latter will allow pedestrians to cross Main Street. Additionally, a sidewalk from the bikepath will also be constructed to parallel Park Avenue until its intersection with Airport Road. Airport Road and Park Avenue intersection is also planned to be signalized. All of these improvements should greatly improve conditions for pedestrians.

The Town of Breckenridge and CDOT will be looking at various ideas to prevent pedestrians from crossing at non signalized locations at the South Park Avenue. Fences are one idea. Fences are beneficial in winter because they will let light to pass through and would not create an icing problem. Other ideas would be welcome for consideration.

You are correct in that the design of the round-a-bout at the north end of Town will be two lanes.

Once again, thanks for your comments. If you have any further questions, please contact me at: (303) 757-9156.

Sincerely,

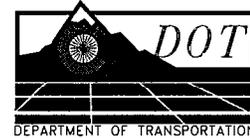
Lisa Kassels
Project Manager

Cc: Grant Anderson, Project Engineer
Jeanette Lostracco, Carter Burgess

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1 Environment & Planning
18500 East Colfax Avenue
Aurora, Colorado 80011-8017
303-757-9156
303-757-9746 FAX



June 16, 2003

Mr. Timothy Gagen,
Town Manager
Mr. Eric Guth,
Town Engineer
Town of Breckenridge
P.O. Box 168
Breckenridge, CO 80424

Gentlemen:

This letter is to clarify CDOT plans for the Blue River Bikeway segment relocation from between Valley Brook Drive and Coyne Valley Road. The Town of Breckenridge has indicated that an alignment that lies on the future Airport (Block 11) Open Space property located west of the Blue River in north Breckenridge is the preferred bikeway relocation site. CDOT has previously staked and acquired Town approval for an abbreviated realignment of the original bikeway within the Blue River Reclamation area.

Original Bikeway Relocation

Two bikeway segments would require moving the existing Blue River Bikeway onto the Blue River Reclamation property. CDOT has met with the Town to determine the optimum bikeway alignment through these parcels. All conditional Town requirements were met by a) conducting field inspection of proposed bikeway alignment (July 23, 2001), b) supplying aerial photography and maps of proposed changes (August 2001) and c) staking alignment on ground (Sept. 18, 2001). The changes were proposed as follows: (1) The existing bikeway at Coyne Valley Road would have to be moved to allow the construction of retaining walls. The new 675-foot segment of the Blue River Bikeway would traverse a grassy terrace located above the river and any associated wetlands. (2) The existing bikeway at Valley Brook Road would have to be moved to allow the construction of the new intersection and retaining walls. The proposed 900-foot bikeway would traverse the Blue River Reclamation Open Space to bridge the Blue River rejoining the Blue River Bikeway on CDOT right-of-way. South of Valley Brook Road the bikeway would be relocated onto the Breckenridge

Recreation Center property. This alternative relocates 625 feet of the Blue River Bikeway west of the existing location. The resulting Valley Brook mid-street crossing would be signed or signalized and striped for safety.

Current Town Request

The Town has indicated a preference to relocate as much of the bikeway along the future Airport Open Space (Block 11) as possible and be integrated into the Airport-McCain Open Space Master Plan currently under development. The new alignment between Coyne Valley and Valley Brook would run entirely along the eastern flank of the Airport property, deflecting into the Blue River Reclamation property as needed to bypass the Breckenridge Middle School properties.

CDOT agrees that this would be the most desirable alignment for the Blue River Bikeway segment relocation in this area and will develop plans to accommodate this alignment. CDOT reserves the ability to build the original planned bikeway alignment should the Airport Open Space be physically unavailable for safe, publicly accessible, and continuous bikeway construction at the time of the corresponding CDOT SH9 road project construction.

Please contact CDOT by July 15, 2003 if this request is incompatible with your future planning needs. We greatly appreciate your cooperation.

Sincerely,

Jill Schlaefer

Jill Schlaefer
Environmental Planner

cc: P.Grosshuesch, Breckenridge Community Development
H.Anderson, Breckenridge Open Space & Trails
E.Vinson, FHWA
Scott Sands, FHWA
B.Pinkerton, CDOT
Lisa Kassels, CDOT
J.Lostracco,Carter-Burgess

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION



Region 1
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Aurora, Colorado 80011
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Lisa.Kassels@dot.state.co.us

June 16, 2003

Ms. Ruth V. Zebarth
564 Range Road
Breckenridge, Colorado 80424

Dear Ms. Zebarth,

Thank you for attending the public open house for the State Highway 9 and Park Avenue intersections project. Your comments are appreciated.

You are correct in that the left turn from northbound Main Street to North Park Avenue will be eliminated with the round-a-bout design. To facilitate access to the commercial area on Park Avenue, a signal at French and Main Street is planned. The Town of Breckenridge will fund the French and Main Street signal. The Colorado Department of Transportation (CDOT) is working to incorporate the timing of installation with the round-a-bout project, but it may potentially become a separate project by the Town. Regardless, the Town recognizes the need for the signal.

Vehicle capacity will be addressed at the North Park Avenue intersection. The round-a-bout will be two lanes. The long range plans also include widening Park Avenue from two to four lanes from the round-a-bout south to Ski Hill Road. In addition, State Highway 9 will be redesignated from Main Street to Park Avenue. These plans should all improve vehicle mobility within the Town of Breckenridge.

The responsibility for maintenance of the bike path lies with Summit County and the Town of Breckenridge within their respective jurisdictions. Please contact your community representative with regard to your concern with icing on the bikepath underpasses.

CDOT appreciates your concerns with the plans for fencing near the pedestrian crossing at the "Village". The Town of Breckenridge and CDOT will be looking at various ideas to prevent pedestrians from crossing at non-signalized locations on Park Avenue. Fences are one idea. Fences are beneficial in winter because they allow light to pass and would minimize an icing problem symptomatic of other barriers. Your concerns with plows impacting the fences would have to be addressed by the Town of Breckenridge. The Town will have maintenance responsibility on Park Avenue with the redesignation of the highway per an agreement with CDOT. I will forward your comments and this response letter to the Town of Breckenridge.

Ms. Zearth
June 16, 2003

Page 2

Your idea for pedestrian overpass or "skyway" has also been suggested. I believe cost is an issue. Please contact Eric Guth, Town Engineer, for more information about pedestrian crossings within Breckenridge at (970) 453-3164.

Per your last comment, CDOT also has plans to improve the South Park Avenue and Main Street intersection. The design will allow northbound drivers on State Highway 9 to easily turn onto Park Avenue. The signal will include a full pedestrian phase in which traffic in all directions will be forced to stop in order to allow pedestrians to cross. This is designed to improve pedestrian safety.

Once again, thanks for your comments. If you have any further questions, please contact me at: (303) 757-9156.

Sincerely,



Lisa Kassels
Project Manager

Cc: Grant Anderson, CDOT
Eric Guth, Town of Breckenridge
Jeanette Lostracco, Carter Burgess

State Highway 9 Round-A-Bout Public Open House

May 7, 2003

[Optional Information]

Name Ruth V. Zeban Phone 453-6759 Email ruthzeban@earthlink.net

Address 564 Range Rd. City Breckenridge State CO Zip 80424

Mailing Address _____ City _____ State _____ Zip _____
(if different from above)

Would you like to be on our Project Mailing List? Yes No

Comment: Disappointed there is no left turn @ roundabout but if French St. is to be used, the traffic signal must go up either before or @ time roundabout is being built. Pedestrian underpass must be better maintained - ice accumulates & is not safe for walking or biking. Pedestrian crossing @ Village idea is idiotic. Fencing works sometimes for cattle & people but not the solution. Build a skyway walkway with plexiglass sides & roof - least visual obstruction, far less unsightly than fences & much safer for pedestrians & drivers. What do you expect will happen to your fences when the snow plows go by? Intersection @ Zorback Ave: Hwy 9 needs to be addressed if rerouting traffic is to be effective - not enough vehicle space & inadequate pedestrian crossing for safety & efficient traffic flow.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1
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Lisa.Kassels@dot.state.co.us



June 16, 2003

Mr. Donald Janes
Post Office Box 191
Breckenridge, Colorado 80424

Dear Mr. Janes,

Thank you for attending the public open house for the State Highway 9 and Park Avenue intersections project. Your comments are appreciated. CDOT is pleased that you support the round-a-bout design at the North Park Avenue and Main Street intersection.

If you have any further questions, please feel free to contact me at: (303) 757-9156.

Sincerely,

A handwritten signature in cursive script that reads 'Lisa Kassels'. The signature is written in dark ink and is positioned below the word 'Sincerely,'.

Lisa Kassels
Project Manager

Cc: Grant Anderson, CDOT
Jeanette Lostracco, Carter Burgess

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1
18500 East Colfax
Aurora, Colorado 80011
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Lisa.Kassels@dot.state.co.us



June 16, 2003

Mr. Jeff Zimmerman
Post Office Box 7081
Breckenridge, Colorado 80429

Dear Mr. Zimmerman,

Thank you for attending the public open house for the State Highway 9 and Park Avenue intersections project. Your comments are appreciated.

CDOT is pleased that you support the traffic signal at French and Main Street and the round-a-bout design at the North Park Avenue and Main Street intersection.

The redesignation of State Highway 9 from Main Street to Park Avenue is planned to direct visitors to the parking areas and improve mobility within town. The swap of the alignments is not designed to pull traffic off of Main Street. Local access to Main Street is still possible by drivers going through the round-a-bout and continuing south on Main Street.

Per your other comment, CDOT is planning intersection improvements at the South Park Avenue and Main Street intersection. This will improve the south egress from town. The intersection will also include a full pedestrian phase to allow pedestrians to cross the intersection while all cars will be forced to stop.

CDOT agrees with you that the skier crossing at the "Village" needs to be addressed. The Town of Breckenridge is studying various options for pedestrian crossings. Please contact Eric Guth, Town Engineer, at: (970) 453-3164 to obtain more information.

Once again, thanks for your comments. If you have any further questions, please contact me at: (303) 757-9156.

Sincerely,

Lisa Kassels
Project Manager

Cc: Grant Anderson, CDOT
Eric Guth, Town of Breckenridge
Jeanette Lostracco, Carter Burgess

Tracy

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

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(303) 757-9746 fax
Lisa.Kassels@dot.state.co.us



June 18, 2003

Mr. John Mullen
408 Huron Road
Breckenridge Colorado 80424

Dear Mr. Mullen,

Thank you for attending the public open house for the State Highway 9 and Park Avenue intersections project. Your comments are appreciated.

I will pass your suggestion for a public pay phone and change machine for the proposed transit center to the planners at the Town of Breckenridge.

CDOT will be looking at signal timing along Park Avenue as part of the highway redesignation. I will pass your concern about the signal timing for the pedestrian phase for the Park Avenue and Village Road intersection to the traffic engineer.

Similarly, you requested an improved pedestrian crossing across Park Avenue from Airport Road to the City Market commercial area. Once the highway redesignation is finalized, CDOT has future plans for a traffic signal. I will pass on this suggestion on to the traffic engineer.

The Town of Breckenridge is making plans for improved signs to direct pedestrians and drivers within Town. The fences at the south end of Park Avenue are meant to deter pedestrians from crossing Park Avenue mid block without the safety benefits of a traffic signal. In addition, CDOT will install a full phase pedestrian signal at the South Park Avenue and Main Street intersection which will make cars stop in all directions to allow safe pedestrian crossing. I am unsure of your other comment where you noted that people would go around the pedestrian fencing to approach F-Lot.

CDOT has no plans to consider flashing yellow signals during low traffic flows within the Town of Breckenridge, because this can cause accidents.

The Town plans on building a bridge over the Blue River at County Road 450 (CR 450). CDOT will revisit this traffic signal when this occurs to improve the pedestrian crossing. I have noted your request to improve the length of time of the pedestrian phase and will pass your suggestion to the traffic engineer. You also suggested a sidewalk on the east side of SH 9 from CR 450 to Park Avenue. CDOT will be constructing a sidewalk on the east side of State Highway 9 from the round-a-bout north bound which will be designed to go to the intersection with CR 450.

You also requested a pedestrian crosswalk in the at the Park Avenue and Main Street round-a-bout. A pedestrian crosswalk will be striped on the south end of the round-a-bout to allow pedestrians to travel from the east to west side of Main Street.

Mr. Mullen
June 13, 2003

Page 2

Once again, thanks for your comments. If you have any further questions, please contact me at: (303) 757-9156.

Sincerely,



Lisa Kassels
Project Manager

Cc: Grant Anderson, CDOT
Ken DePinto, CDOT
Peter Grosshuesch, Town of Breckenridge
Jeanette Lostracco, Carter Burgess

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1-Mountain Residency
PO Box 399
Dumont, Colorado 80436
(303) 512-5782 phone
(303) 512-5775 fax
Grant.Anderson@dot.state.co.us



Robert Porter
PO Box 4676
Breckenridge, CO 80424
rporter@omega.net

Dear Mr. Porter,

Thank you for your interest in the intersection improvements proposed for Park Avenue and State Highway 9 in Breckenridge.

The situation at the South intersection requires a signal, not simply a stop sign, for several reasons. First, all left-turning traffic will need green time simply to keep traffic from experiencing long queues during heavy traffic periods. Second, the intersection has heavy pedestrian traffic and will have a full-red phase to allow all pedestrians to cross the legs of the intersection simultaneously (pedestrian phase). Finally, the design will not have a separate right turn lane to northbound Main Street. These right-turners will share the through lane with northbound Park Avenue traffic.

Traffic will be encouraged to use Park Avenue with the new layout of the intersection, and the new curb and gutter arrangement will direct drivers onto Park Avenue unless they make a conscious choice to turn right onto Main. This is the main goal of these improvements.

I appreciate your feedback on this project, and I hope you find this information is helpful. Please feel free to contact me with any other questions at (303) 512-5782.

Sincerely,

Grant Anderson
Project Engineer
CDOT Region 1

cc: Lisa Kassels, CDOT
Jeanette Lostracco, Carter Burgess

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1-Mountain Residency
PO Box 399
Dumont, Colorado 80436
(303) 512-5782 phone
(303) 512-5775 fax
Grant.Anderson@dot.state.co.us



Tom Zebarth
564 Range Rd.
Breckenridge, CO 80424
ruthzebarth@earthlink.net

Dear Mr. Zebarth,

Thank you for your interest in the intersection improvements proposed for Park Avenue and State Highway 9 in Breckenridge.

The signals will be installed at Airport Road/Park and French Street/Main at the same time the roundabout is installed. The Town of Breckenridge will fund the French/Main signal. We are working to incorporate the timing of installation with the roundabout project, but it may potentially become a separate project by the Town. Regardless, the Town recognizes the need for the signal.

Airport Road will not change with this project, as it is not a State Highway. Detours may or may not use this road during construction, depending on phasing plans and coordination with the Town's transportation and traffic routing needs.

The issue of the access to the Post Office is similar to others' concerns about crossing (or turning on) Main Street. The signal at French and Main should allow improved access from Main Street to the commercial area north of French Street. Also, the roundabout *will not* discourage locals from proceeding north on Main Street where they can turn left at French (or elsewhere) just as they do now. The sweep directs traffic that is unfamiliar with the area onto Park Avenue and will lead them to parking and transit opportunities. By directing visitors away from Main Street with the sweeping right to Park Avenue, the pressure on Main Street will be reduced. Local corridor users can access Park Avenue at both the north and south ends of town via South Park Avenue, French Street, or Valley Brook via Airport Road.

I appreciate your feedback on this project, and I hope you find this information is helpful. Please feel free to contact me with any other questions at (303) 515-5782.

Sincerely,

Grant Anderson
Project Engineer
CDOT Region 1

cc: Lisa Kassels, CDOT

Jeanette Lostracco, Carter Burgess

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 1-Mountain Residency
PO Box 399
Dumont, Colorado 80436
(303) 512-5782 phone
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Grant.Anderson@dot.state.co.us



Rodney Allen
Rodney@exclusivemountainretreats.com

Dear Mr. Allen

Thank you for your interest in the intersection improvements proposed for Park Avenue and State Highway 9 in Breckenridge.

I'll try and cover your concerns in the order you presented them:

1. Left turns from Park Avenue onto Airport Road will be using a new traffic signal to assist with the turning movement. A turn lane extension may be needed in the long term.
2. Left turns from Park Avenue into City Market will be reduced with the loss of the left turn from Main Street to Park Avenue. These will move to French Street and become *right* turns, an improvement as well
3. Red light signal timing on Park will be critical to get ideal flows in order to minimize traffic stacking at red light south bound on Park Avenue
4. A roundabout at French and Park would require a fairly large amount of expensive right-of-way, especially with a southbound bypass. This also may conflict with the future development plans of the Sawmill and Watson lots- such as a transit center, gondola, and parking structure etc.
5. The Town plans on building a bridge over the Blue River at County Road 450. CDOT will revisit this traffic signal when this occurs to improve the pedestrian crossing. The sidewalk on the east side of State Highway 9 would be for pedestrians who don't need to cross the Blue, those who just want to stay on the east side of Town.
6. Because Airport Road is not a State Highway, the Town of Breckenridge would have jurisdiction and would have to fund a sidewalk here
7. A full pedestrian signal at Lincoln/Main Street also becomes the Town's responsibility with the redesignation of SH 9 to Park Avenue. The Town of Breckenridge has a plan for improving conditions for pedestrians on Main Street.
8. The Town will be in control of posting information at the new transit center.

Please contact Eric Guth, Town Engineer, at (970) 453-3164, if you have further questions about pedestrian improvements and future plans for Town signage.

I appreciate your feedback on this project, and I hope you find this information is helpful. Please feel free to contact me with any other questions at (303) 512-5782.

STATE OF COLORADO

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Sincerely,

Grant Anderson
Project Engineer CDOT Region 1

cc: Lisa Kassels, CDOT
Eric Guth, Town of Breckenridge
Jeanette Lostracco, Carter Burgess

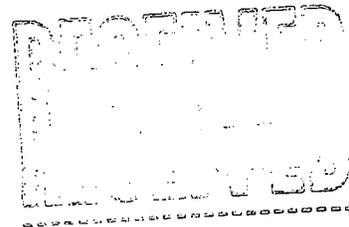
**MAIN STREET/PARK AVENUE
INTERSECTION ANALYSIS,
TOWN OF BRECKENRIDGE**

FINAL REPORT

Prepared for:

**Colorado Department of Transportation
Region 1
P.O. Box 399
Dumont, CO 80436**

January 28, 2003



5500 Greenwood Plaza Boulevard, Suite 150
Greenwood Village, Colorado 80111
Phone: 303/221-7275 Fax: 303/221-7276
www.pbsj.com

Executive Summary

The Colorado Department of Transportation (CDOT) desires to review intersection improvement alternatives at the north intersection of Main Street and Park Avenue in the Town of Breckenridge. The alternatives reviewed included two signalized intersection alternatives and two roundabout intersection alternatives. The two signalized intersection alternatives include the concept presented in the Draft Environmental Impact Statement (DEIS) and a modification of the existing signalized intersection configuration. The two roundabout alternatives include the two roundabout concepts reviewed in a previous report prepared by PBS&J. The signalized intersection concept presented in the DEIS was eliminated from further consideration due to safety concerns and one of the roundabout alternatives was dropped from further consideration in the previous PBS&J report.

The remaining roundabout alternative is compared to the remaining signalized intersection alternative in this report for several different criteria. The criteria that each intersection alternative is evaluated for include:

- Traffic Operations
- Reserve Intersection Capacity
- Special Event Handling
- Construction Cost
- Vehicle Safety
- Bicycle and Pedestrian Safety
- Aesthetics
- SH-9 Continuity
- Environmental Impacts
- Compatibility with Town Transportation Plan

Evaluation of the two intersection alternatives against these criteria indicates that the roundabout intersection is the preferred alternative. The roundabout intersection performs as well or better than the traffic signal for nine out of ten criteria. It is PBS&J's recommendation that the roundabout be constructed at the north intersection of Main Street and Park Avenue.

