

# Executive Summary

---

The Garfield County Transportation Master Plan will set the direction for development of county roadways over the next 20 to 25 years. The Preliminary Plan provides the background information, inventory of existing transportation facilities, existing and future deficiencies, and planned improvements. Chapters I through IV provide the background information for development of the Plan.

Chapter V presents the recommended functional classification definitions and designations for Garfield County roads. A Level of Service standard is proposed which is:

*Level of service is the qualitative measure of traffic service provided by a road under a particular volume condition and prevailing roadway conditions as described in the current edition of the Highway Capacity Manual, published by the Transportation Research Board. An adequate level of service in Garfield County exists when the roadway system operates at Level of Service C, and intersections operate at Level of Service D or better during peak hours.*

Roadway cross sections and standards are also recommended for each roadway classification.

Chapter VII describes the existing and future roadway deficiencies on county roads. The prioritization methodology for programming improvements is described in Chapter VIII, and improvement alternatives are presented in Chapter IX.

An off-site street impact fee methodology is recommended in Chapter X. The legal authority, concepts, and examples of other impact fee programs in Colorado are described. The development of the impact fee program and corresponding calculations are presented in detail. The recommended fee schedule is shown in Table ES-1. The fee program should include an annual adjustment based on the Colorado Construction Cost Index.

<b>Table ES-1 Traffic Impact Fee Schedule</b>			
<b>County Road Impact Fee</b>			
<b>East Benefit and Service Area</b>			
<b>Land Use</b>	<b>Trip Rate</b>	<b>Trips Cost</b>	<b>Total Impact Fee</b>
Single-Family, Detached	4.79	\$209	\$1,002
Townhomes/Condos	2.93	\$209	\$613
Multi-Family	3.36	\$209	\$703
Mobile Home	2.5	\$209	\$523
Boat, Van, RV Spaces	2.5	\$209	\$523
<b>Central Benefit and Service Area</b>			
<b>Land Use</b>	<b>Trip Rate</b>	<b>Trips Cost</b>	<b>Total Impact Fee</b>
Single-Family, Detached	4.79	\$551	\$2,640
Townhomes/Condos	2.93	\$551	\$1,615
Multi-Family	3.36	\$551	\$1,852
Mobile Home	2.5	\$551	\$1,378
Boat, Van, RV Spaces	2.5	\$551	\$1,378
<b>State Road Impact Fee</b>			
<b>East Benefit and Service Area</b>			
<b>Land Use</b>	<b>Trip Rate</b>	<b>Trips Cost</b>	<b>Total Impact Fee</b>
Single-Family, Detached	4.79	\$504	\$2,416
Townhomes/Condos	2.93	\$504	\$1,478
Multi-Family	3.36	\$504	\$1,694
Mobile Home	2.5	\$504	\$1,261
Boat, Van, RV Spaces	2.5	\$504	\$1,261
<b>Central Benefit and Service Area</b>			
<b>Land Use</b>	<b>Trip Rate</b>	<b>Trips Cost</b>	<b>Total Impact Fee</b>
Single-Family, Detached	4.79	\$59	\$281
Townhomes/Condos	2.93	\$59	\$172
Multi-Family	3.36	\$59	\$197
Mobile Home	2.5	\$59	\$147
Boat, Van, RV Spaces	2.5	\$59	\$147
<i>Source: LSC, 2005.</i>			

The financially-constrained transportation improvement plan is presented in Chapter XI. Projects are prioritized based on the methodology described in Chapter VIII. Projected revenues are identified for the various projects.

Supporting material is included in several appendices. A gas well drilling impact fee is proposed in Appendix D. The recommended fee is based on the proportion of pavement life used by heavy vehicle activity associated with each well. The recommended fee is \$1,577 per well based on current costs with an adjustment to be made annually based on the Colorado Construction Cost Index.

Following approval of the Preliminary Plan, specific corridor improvement plans will be developed and presented as part of the Draft Final Plan for adoption by the County.