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# SPOA Road Report

October 6, 2020

Stagecoach Property Owner's Association  
South Stagecoach Subdivisions  
Road Report - Four Points Surveying and Engineering

The purpose of this report is to document field efforts completed within the South Stagecoach subdivisions and provide general repair and improvement recommendations based on work completed by Four Points Surveying and Engineering in the spring and summer of 2020. An overall goal of the work was to provide a database of the current conditions and review feasibility of providing seasonal access to all properties within the study area.

The intent of the developed database was to document and catalogue current conditions of roads within the select subdivisions on the south and east portion of the SPOA properties for the purpose of understanding presence and quality of roads and drainage to aid in prioritizing future maintenance and construction.

This database has usefulness beyond its original intent in providing potential buyers and real estate agents a tool to better see property access and utilities for lots throughout Stagecoach. Current owners can also use this as a tool to view current conditions and remain appraised as conditions change or as construction projects are completed, even from afar.

The database includes the platted subdivision road layout and comparison to what currently exists via survey and the current quality of each road that exists. Photo points provide documentation of roadway and drainage conditions at the time of the survey. Edge of roadways were surveyed and recorded as well as many property corner monuments and culverts. Functionality and/or condition of the culverts was noted for future recommendations of maintenance.

In addition to the field data collected, as described below, Four Points also obtained mapping data from Yampa Valley Electric Association and Morrison Creek Water and Sanitation District adding additional infrastructure mapping and data as part of the overall GIS database deliverable.

## Field Methods

Field survey was completed between June 24, 2020 and August 7, 2020. Four Points utilized GPS technology with a base station and a rover. The majority of areas had GPS satellite coverage, but note that due to the terrain, coverage was limited in some areas. Utilizing a four-wheeler the survey crews could drive the passable roads and record the roadway surface information.

Select photos are included in this report, however Four Points suggests use of the provided GIS database as the most comprehensive and current source of data compiled. This road report is not intended to duplicate information in the GIS database, rather summarize for SPOA some roadway highlights relative to future planning, property accessibility, and decision making.

## Assessment Overview

The roads within the study area were photographed and catalogued based on apparent condition. Roads in the Database were assigned colors to indicate the quality of the road. The road color legend is provided below, in order from highest quality to lowest quality, and not present. Photos are provided in the database along the roadways to provide representative conditions for each color-coded road at the time of the assessment.

Road Color	Road Description
Brown	Suitable for all vehicles. Highest quality aggregate roadway.
Green	Roadway is fully graveled with good road base condition. It may not be as wide or fully improved as a “Brown” roadway.
Yellow	Roadway is typically a dirt two-track with some grass along the centerline. Passable by most passenger vehicles or with AWD. Some of these roadways were previously graveled (five± years or more) but due to lack of use, grass is growing in.
Orange	Roadway is a faint grassy two-track most suited to all-terrain vehicles or high-clearance 4WD only.
Black	No apparent roadway

Road conditions are provided in more detail within the GIS database. Generally, closer to CR16 select roadways are in very good condition with apparent full widths and good aggregate base coverage.

It is notable that many properties do not currently have any access, and some have limited seasonal access.

These roads are seen in the GIS database without any color-coding, or with a black line to indicate some path for access exists but not within a planned roadway.

## Road Conditions

This report and associated table provide four categories of roadway conditions to aid in prioritization of budget spend for the value-add improvement projects. Only select examples are provided in each category below, that are viewed as higher priority or good value for the repair. The database can be used to identify additional areas within each category. The categories are as follows:

### 1. Roadway or culvert/drainage conditions:

Current conditions of the road surface are preventing seasonal access to some properties due to rutting, inadequate drainage (especially in the spring), plugged culvert, or other drainage issues. This is the broadest category of repairs that includes culvert repairs, side drainage improvements, road surface improvements and repairs.

Location	Condition
Seneca, SE of Teton	Sink hole in road
South spur off of Shay, west of Cutter Trail	A homemade wood-slat bridge is present where a culvert likely should be installed
Shay, NE of Haywagon Trail	The road is wet/ has pooled water from poor

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	drainage in the area
Wenatchi at CR16	The drainage culvert is exposed
Maricopa at Pima	The drainage culvert is exposed
South section of Colt between Springboard and Kingbolt	Two culverts recently installed have flared ends perpendicular to the flow and blocking the flow. Riprap installed also limits flow into the pipe
King Bolt, S of Ramuda	Culvert is either plugged or not graded to drain
Halter at Whiffle Tree	One end of the culvert is partially blocked/filled in with sediment

Representative Photos:

Halter at Wiffle Tree

Shay, west of Cutter Trail



**2. Limited or restricted access :**

Typically, these roads are low-quality two-tracks that are accessible only by ATV or other high-clearance 4WD vehicle, and may have grade or width issues, which limits property access. These roads are recommended for grading, clearing and/or blading to allow more access.

Location	Condition
SW circle of King Bolt, S of Springboard Trail, W of Ramuda and N of Trifford	Road is very steep and narrow
Springboard Trail	Rough two-track
King Bolt just S of Colt	Steep section of road
NW Segment of Colt	This segment of Colt is gated, and continuous access is not available to Colt

Representative Photos:

SW circle of King Bolt

King Bolt S of Colt



NW Segment of Colt



**3. Access not cut in nor cleared:**

Roads are on the master plan roadway map and within platted subdivisions but were not located in the field. These may have been cut in at one time and regrown over, or not have been cut in at all. These roads are recommended to be cut in as a roadway to allow for seasonal access to properties along these planned roads.

Location	Condition
Halter Way to Cody Trail	No apparent roads
Whiffle Tree	South end has not been completed back to connect with Halter
W end of Wagonwheel	Not cut in past the most western "Y" in the road
South Station II cul-de-sacs	Planned roads S of Springboard Trail and S of King Bolt are not cut in.
Halter Way S of Fargo Way	The majority of roads east of Halter and S of Fargo Way do not exist
Blackhorse I	Cul-de-sacs are not cut in for this subdivision

Representative Photos:  
West end of Wagonwheel



Halter near Cody



#### 4. Roadway Alignment:

Some roads were located not within the planned roadway right-of-way (ROW) or alignment. Roads described here include those cut more “cross-county”, not following any apparent alignment, or those cut close to but not within a planned road alignment. These conditions can create issue with access to certain properties as well as issues with development of properties, if the roadway alignment is within a property rather than the planned alignment.

Location	Condition
Halter Way to lower portion of South Station	Southern section is out of planned alignment, on private property
Whiffle Tree	South end is out of the planned alignment, on private property
Springboard Way	This should be a cul-de-sac, but continues cross-county to connect with Colt through several private properties
S end of Hoch-Eye	Appears to be South of the planned alignment
Wagonwheel	Appears to be South of the planned alignment
Filly just W of Colt	Cul-de-sac is partially out of planned alignment and extends further than planned

Photos are not provided for this category as alignment is best viewed within the GIS database to generally compare surveyed points with planned road alignments.

#### Closing

Four Points Surveying and Engineering considers this report a first step as the basis for long term planning of roadway maintenance and construction for the Stagecoach Property Owners Association. The board meetings we attended were very helpful to present the work as it was developed. FPSE recommends convening the discussed SPOA Roadway Committee to further discuss the work we completed and create an outline of work for future years. Understanding the cost of construction and number of priorities, the Roadway Committee could be tasked for the fall with selecting the type, number of projects, roadways and securing quotes for the work for budgeting.

Four Points appreciates the work opportunity completed and looks forward to continuing to work with SPOA.

Sincerely;

Walter N. Magill, PE-PLS  
Four Points Surveying and Engineering

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