

Larimer County Transportation  
Infrastructure  
Funding Strategies



Technical Report



September 2019

prepared by:





Larimer County Transportation  
Infrastructure  
**Funding Strategies**

## Technical Report

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# 1. INTRODUCTION

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## Background and Purpose

Larimer County’s 2017 Transportation Master Plan identified a funding deficit of \$12 million per year over the next 20+ years. Recognizing that many of the municipalities within Larimer County are also experiencing transportation funding shortfalls; Larimer County spearheaded an effort to collaborate with the local communities and key stakeholders within the County to develop Transportation Infrastructure Funding Strategies. The purpose of the effort is to identify additional funding options for regional transportation improvements in Larimer County.

## Process Overview

The effort, which kicked off in April 2018, was guided by two committees. The Regional Task Force (RTF) includes elected officials from the County and each local municipality, as well as representatives from CDOT, Colorado State University, and other business and civic organizations. The RTF met four times in 2018 and offered guidance during the strategy development. TAC members were invited to the RTF meetings.

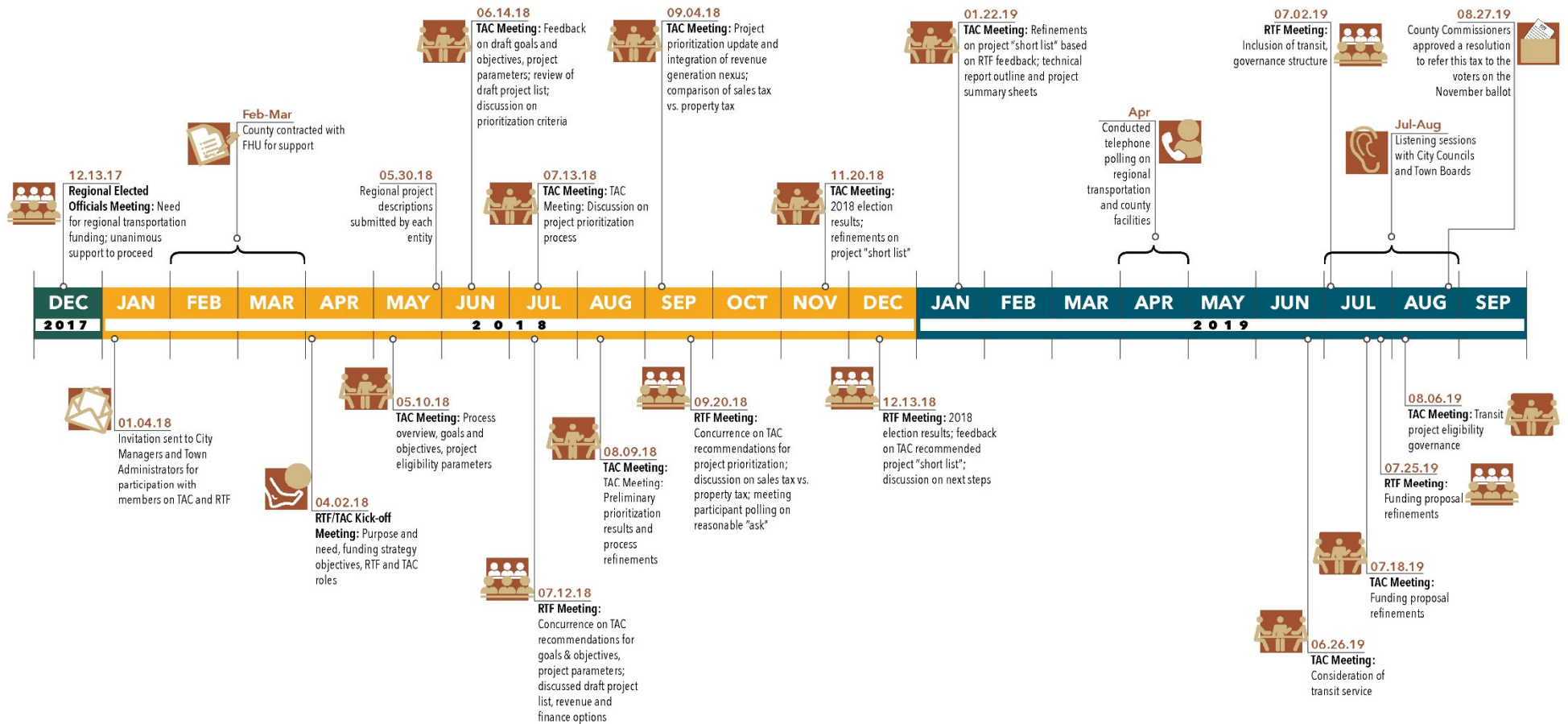
A Technical Advisory Committee (TAC) composed of staff members from the County, CDOT, and each local municipality met seven times and provided data and technical oversight and made recommendations for consideration by the RTF. The methodology described herein was developed collaboratively by the TAC with input and concurrence from the RTF. Meeting summaries were developed after each meeting and distributed to the RTF and/or TAC members.

A timeline of major project milestones and primary meeting topics is provided on **Figure 1**.

## Regional Task Force Members:

- |                                       |                                |
|---------------------------------------|--------------------------------|
| Berthoud Chamber of Commerce          | Loveland Chamber of Commerce   |
| City of Fort Collins                  | North Front Range MPO          |
| City of Loveland                      | Red Feathers Lake PAC          |
| Colorado Department of Transportation | Town of Berthoud               |
| Colorado State University             | Town of Estes Park             |
| Commercial Real Estate Brokers        | Town of Johnstown              |
| Estes Park Economic Development Corp  | Town of Timnath                |
| Fort Collins Chamber of Commerce      | Town of Wellington             |
| LaPorte Area PAC                      | Town of Windsor                |
| Larimer County                        | Visit Estes Park               |
| Larimer County 101                    | Wellington Chamber of Commerce |

FIGURE 1. TIMELINE OF MILESTONES AND PRIMARY MEETING TOPICS





## Goals and Objectives

The TAC and RTF agreed on three goals and supporting objectives for the Larimer County Transportation Infrastructure Funding Strategies effort.

**Goal #1:** Agree upon high priority regional transportation infrastructure projects within Larimer County.

**Objective 1A.** Establish criteria to define and identify transportation infrastructure projects of regional importance within Larimer County.

**Objective 1B.** Develop a well-defined project list and map of current regional transportation improvement needs in the County.

**Objective 1C.** Establish a process for prioritizing the regional projects to allow for scaling of the project list and communication of the highest priorities.

**Objective 1D.** Prepare a preliminary opinion of total project costs and determine total funding needs for regional projects.

**Goal #2:** Reach a consensus recommendation on strategies to fund the high priority regional transportation projects.

**Objective 2A.** Investigate and evaluate potential funding strategies for implementation of regional projects.

**Objective 2B.** Recommend specific strategies to increase funding for regional transportation improvements that are most likely to receive public support.

**Objective 2C.** Identify a framework for long-term administration of new revenue(s).

**Goal #3:** Attain public support for increasing funding of transportation infrastructure in Larimer County.

**Objective 3A.** Evaluate potential public support for new funding strategies through analysis of voting history, demographics, competing ballot measures, and polling.

**Objective 3B.** Communicate the urgency of the need for additional funding for transportation infrastructure.

**Objective 3C.** Convey the benefits of the recommended funding strategies to the public.

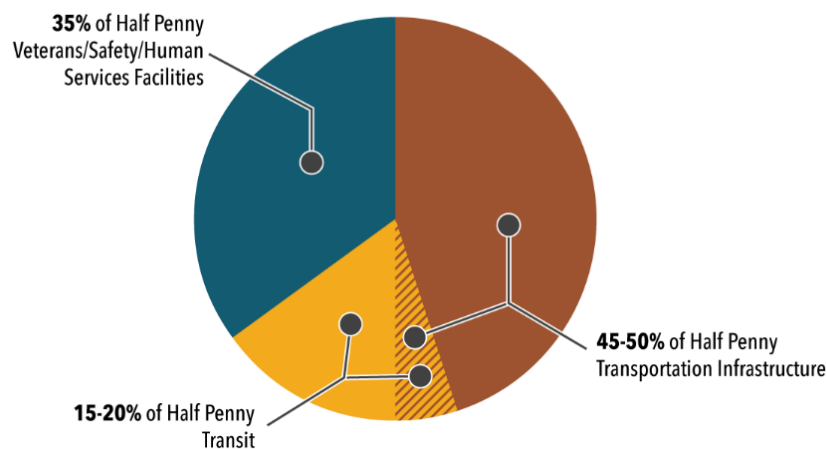
## 2. FUNDING PROPOSAL

The Half Penny sales tax, which has been referred to the voters on the November 2019 ballot, would generate an estimated **\$1,016M** in revenue over the 20-year time horizon (2020-2039). Larimer County proposes all cash funding of projects (i.e., bonding would not be included in the ballot question), although bonding may be considered at a future date. Larimer County proposes the following allocation of the Half Penny sales tax:

- \$10M off the top to Project ID 1: I-25 (Hwy 402 to Hwy 66) – planned to be \$2M in each of the first 5 years
- 45-50% to Transportation Infrastructure Projects
- 15-20% to Transit Projects
- 35% to Facilities (Veterans/Safety/ Human Services)

### CURRENT PROPOSAL

First **\$10M** to I-25 as seed money for gap from SH 402 to SH 66



### Revenue Assumptions

The following assumptions were made in estimating revenue and number of projects that could be funded:

- 20-year sales tax (2020 – 2039)
- 4% annual sales tax growth
- 4% annual construction cost inflation
- Cash funding (i.e., no debt service)

Using these assumptions, the estimated available funding can be calculated on an annual basis. The Half Penny sales tax would generate approximately \$1,016M in revenue over the 20-year time period; the distribution to I-25, the Transportation Infrastructure Fund, and Transit Fund, and Facilities is detailed in **Table 1**.

TABLE 1. ESTIMATED REVENUE BY YEAR

YEAR	I-25	TRANSPORTATION INFRASTRUCTURE FUND	TRANSIT FUND	FACILITIES	TOTAL ESTIMATED REVENUE
	\$10M	50%	15%	35%	
2020	\$2,000,000	\$16,061,578	\$4,818,473	\$11,243,105	\$34,123,157
2021	\$2,000,000	\$16,744,041	\$5,023,212	\$11,720,829	\$35,488,083
2022	\$2,000,000	\$17,453,803	\$5,236,141	\$12,217,662	\$36,907,606
2023	\$2,000,000	\$18,191,955	\$5,457,587	\$12,734,369	\$38,383,910
2024	\$2,000,000	\$18,959,633	\$5,687,890	\$13,271,743	\$39,919,267
2025		\$20,758,019	\$6,227,406	\$14,530,613	\$41,516,038
2026		\$21,588,340	\$6,476,502	\$15,111,838	\$43,176,679
2027		\$22,451,873	\$6,735,562	\$15,716,311	\$44,903,746
2028		\$23,349,948	\$7,004,984	\$16,344,964	\$46,699,896
2029		\$24,283,946	\$7,285,184	\$16,998,762	\$48,567,892
2030		\$25,255,304	\$7,576,591	\$17,678,713	\$50,510,608
2031		\$26,265,516	\$7,879,655	\$18,385,861	\$52,531,032
2032		\$27,316,137	\$8,194,841	\$19,121,296	\$54,632,273
2033		\$28,408,782	\$8,522,635	\$19,886,147	\$56,817,564
2034		\$29,545,133	\$8,863,540	\$20,681,593	\$59,090,267
2035		\$30,726,939	\$9,218,082	\$21,508,857	\$61,453,877
2036		\$31,956,016	\$9,586,805	\$22,369,211	\$63,912,032
2037		\$33,234,257	\$9,970,277	\$23,263,980	\$66,468,514
2038		\$34,563,627	\$10,369,088	\$24,194,539	\$69,127,254
2039		\$35,946,172	\$10,783,852	\$25,162,321	\$71,892,344
<b>TOTAL</b>	<b>\$10,000,000</b>	<b>\$503,061,020</b>	<b>\$150,918,306</b>	<b>\$352,142,714</b>	<b>\$1,016,122,040</b>



### 3. PROJECT ELIGIBILITY

There are two components to the transportation funding proposal: transportation infrastructure projects and transit projects. The following sections outline the eligibility for the Transportation Infrastructure Fund and the Transit Fund.

#### Transportation Infrastructure Fund

The Transportation Infrastructure Fund would be used to construct the transportation infrastructure projects developed and prioritized by the TAC. Transportation infrastructure projects include design and construction of permanent capital projects that would improve regional travel within Larimer County. Projects may be located on State Highways, county roads, or municipal streets, and projects must:

- Be in an adopted plan
- Relate to a roadway with a functional classification of arterial or higher
- Have a demonstrated current transportation need
- Carry a significant volume of regional trips
- Meet a minimum size threshold of \$1 million

#### Eligible project types include:

- Roadway expansion projects (major/minor widening, shoulders, paving a gravel road)
- Roadway safety improvement projects
- Complete streets projects (projects related and proximate to a street that improve mobility and safety for all travel modes including bicycle, pedestrian and transit)
- Intersection/interchange improvement projects
- Bridge improvement projects
- Intelligent Transportation System (ITS) projects that produce measurable mobility benefits (e.g., corridor signal coordination)

#### Ineligible project types include:

- Operations (general, transit)
- Purchase of vehicles (general fleet or transit)
- Trail projects (outside of the street alignment)
- Roadway maintenance or reconstruction projects

#### Eligible Project List

Larimer County, CDOT, and the eight municipalities submitted 43 eligible projects totaling \$547M in funding needs. Agencies were asked to complete a project submittal form for projects that meet the regional project eligibility requirements. Projects include roadway expansion, interchange construction, bridge reconstruction, grade-separated trail and roadway crossings, complete street upgrades, safety enhancements, and intersection improvements. The eligible project list is provided on **Table 2** and the projects are depicted on **Figure 2**. There were a few instances where entities identified similar project needs or segments. In such cases, more than one submitting agency is shown on **Table 2**.

TABLE 2. ELIGIBLE INFRASTRUCTURE PROJECT LIST

ID	PROJECT NAME	LOCATION	SUBMITTING AGENCY	PROJECT TYPE	TOTAL PROJECT COST (IN MILLIONS)	COMMITTED FUNDING TO DATE (IN MILLIONS)		COST REQUEST (IN MILLIONS)
						LOCAL	FEDERAL/ STATE	
1	I-25	Hwy 402 to Hwy 66 (Segments 5&6)	CDOT Larimer County	Roadway Expansion	\$676.00		\$224.00	\$10.00
2	Owl Canyon Improvements	I-25 to US 287	Larimer County Wellington	Roadway Expansion	\$28.60			\$28.60
3	LCR 17 Expansion	Pyrenees Drive to 57th Street	Larimer County	Roadway Expansion with Intersection Improvements	\$26.25			\$26.25
4	LCR 5 Expansion	Harmony Road to 1/2 mile south of Crossroads	Larimer County	Roadway Expansion	\$55.30			\$55.30
5	LCR 19 Expansion	Horsetooth to Harmony, intersection improvements at Trilby, 57th St, Coyote Ridge	Larimer County Fort Collins	Roadway Expansion with Intersection Improvements	\$9.50		\$5.00	\$4.50
7	LCR 28 (57th Street)	US 287 to LCR 11C	Larimer County	Roadway Expansion with Intersection Improvements	\$10.70			\$10.75
8	US 34 and US 36 Intersections	at Mall Road	Larimer County Estes Park	Intersection Improvements	\$4.00			\$4.00
9	LCR 13	Hwy 392 to LCR 13/LCR 30	Larimer County	Roadway Expansion with Intersection Improvements	\$7.75			\$7.75
10	Timberline Expansion	Mulberry to Vine	Fort Collins	Roadway Expansion and Multimodal Improvements	\$8.00			\$8.00
11	Timberline Grade Separation	Annabel Ave to Suniga Rd (BNSF and Vine)	Fort Collins	Grade Separated Crossing	\$25.00			\$25.00

ID	PROJECT NAME	LOCATION	SUBMITTING AGENCY	PROJECT TYPE	TOTAL PROJECT COST (IN MILLIONS)	COMMITTED FUNDING TO DATE (IN MILLIONS)		COST REQUEST (IN MILLIONS)
						LOCAL	FEDERAL/ STATE	
12	Power Trail Grade Separation	Harmony	Fort Collins	Grade Separated Crossing	\$6.00	\$2.40	\$0.80	\$2.80
13	Poudre Trail Grade Separation	Taft Hill	Fort Collins	Grade Separated Crossing	\$5.00			\$5.00
14	Long View Trail Grade Separation	Trilby	Fort Collins	Grade Separated Crossing	\$5.00			\$5.00
16	Kechter Road Bridge	I-25	CDOT Fort Collins	Bridge Replacement and Roadway Expansion	\$35.00		\$25.00	\$10.00
18	SH 14 Widening	I-25 to Riverside	CDOT Fort Collins	Roadway Expansion with Multimodal Improvements	\$50.00			\$50.00
20	US 34/US 36	Estes Park	CDOT Estes Park	Intersection Safety Improvements	\$6.00			\$6.00
21	US 34 Widening	Boise to Rocky Mountain Ave	CDOT Loveland	Roadway Expansion, Safety, Multimodal Improvements	\$19.20	\$4.30	\$3.70	\$11.20
22	Taft Avenue Improvements	11th St to Westshore Dr; US 34 intersection	Loveland	Roadway Expansion and Multimodal Improvements	\$5.30			\$5.30
23	SH 402 Widening	US 287 to I-25	Loveland	Roadway Expansion and Multimodal Improvements	\$28.80			\$28.80
24	Boyd Lake Avenue Extension	LCR 20C to SH 402	Loveland	Roadway Expansion and Multimodal Improvements	\$8.40			\$8.40
25	US 34 Widening	Centerra Parkway to LCR 3	Loveland	Roadway Expansion with Intersection Improvements	\$10.60			\$10.60



ID	PROJECT NAME	LOCATION	SUBMITTING AGENCY	PROJECT TYPE	TOTAL PROJECT COST (IN MILLIONS)	COMMITTED FUNDING TO DATE (IN MILLIONS)		COST REQUEST (IN MILLIONS)
						LOCAL	FEDERAL/ STATE	
26	LCR 3	US 34 to Crossroads	Loveland	Roadway Expansion and Multimodal Improvements	\$5.40			\$5.40
27	Taft Avenue Widening	14th Street SW to 28th Street SW	Loveland	Roadway Expansion and Multimodal Improvements	\$10.40			\$10.40
28	US 34/US 287	Loveland	Loveland	Intersection Improvements	\$8.10			\$8.10
29	SH 392 Bridge Improvements	Poudre River (1/2 mile east of LCR 3)	Windsor	Bridge Widening	\$12.00			\$12.00
30	1st Street	US 287 to Franklin Avenue	Berthoud	Complete Street	\$5.00			\$5.00
31	LCR 17 (Berthoud Parkway)	LCR 10e to SH 56	Berthoud	Complete Street	\$2.00			\$2.00
32	Moraine Ave (US 36) Multimodal	Davis St to Mary's Lake Road	Estes Park	Complete Street	\$20.00			\$20.00
33	US 36 Intersection Improvements	Mary's Lake Road/High Drive	Estes Park	Intersection Improvements	\$5.00			\$5.00
34	US 34 Multimodal Trail Connection	Mall Road to Rocky Mountain National Park	Estes Park	Complete Street (Multimodal Trail along Highway)	\$10.00			\$10.00
35	SH 1 Interchange Improvements	I-25	Wellington	Interchange Reconstruction	\$30.00	\$1.00		\$29.00
36	SH 1 Intersection Improvements	LCR 62E	Wellington	Intersection Improvements	\$3.00			\$3.00
37	LCR 9	SH 1 to Owl Canyon Road	Wellington	Roadway Expansion with Intersection Improvements	\$3.00			\$3.00

ID	PROJECT NAME	LOCATION	SUBMITTING AGENCY	PROJECT TYPE	TOTAL PROJECT COST (IN MILLIONS)	COMMITTED FUNDING TO DATE (IN MILLIONS)		COST REQUEST (IN MILLIONS)
						LOCAL	FEDERAL/ STATE	
38	LCR 58	SH 1 to I-25 (new interchange)	Wellington	Interchange Construction and Roadway Expansion	\$35.00			\$35.00
40	LCR 5 (Main Street)	Harmony to SH 14	Timnath	Roadway Expansion	\$23.40			\$23.40
41	LCR 1 (Latham Parkway)	Kechter Road to Harmony	Timnath	Roadway Expansion	\$11.30			\$11.30
42	LCR 1 (Latham Parkway)	Buss Grove to SH 14	Timnath	Roadway Expansion	\$13.90			\$13.90
43	Harmony Road	I-25 to LCR 1	Timnath	Roadway Expansion	\$6.50			\$6.50
44	LCR 3 Bridge	Big Thompson River	Johnstown	Bridge Reconstruction	\$3.50			\$3.50
45	Lemay Realignment	Lincoln to Conifer	Fort Collins	Roadway Realignment Grade Separated Crossing (RR)	\$22.00	\$12.00		\$10.00
46	East Prospect Road	Sharp Point to I-25	Fort Collins	Roadway Expansion Multimodal Improvements	\$6.00	\$2.00		\$4.00
47	South Timberline	Stetson Creek to Trilby	Fort Collins	Roadway Expansion Multimodal Improvements	\$6.50	\$2.30	\$2.20	\$2.00
48	College & Trilby	Fort Collins	Fort Collins	Intersection Improvements	\$5.00	\$1.15	\$2.25	\$1.60



## Transit Fund

If the Half Penny sales tax passes, the Transit TAC will go through a process to identify and prioritize transit projects, in a manner similar to the process established and completed for the transportation infrastructure projects. The recommendations of the Transit TAC will go to the Policy Council for approval. The following transit eligibility requirements are proposed:

- No funding for existing operations and levels of service
- Must demonstrate a regional benefit
- Project must be in an adopted plan
- Transit provider must support the project
- Infrastructure, operations, and fleet

### Eligible transit project types may include:

- Transit center, maintenance facilities, electric bus charging facilities
- Transit stop
- Mobility hub
- Local or regional operations
  - Increased frequency
  - New routes
  - Route extensions
  - Demand responsive service
- Transit technology (including planning and implementation)
- Transit fleet, including replacement vehicles

## 4. INFRASTRUCTURE PROJECT EVALUATION

Recognizing that fully funding the regional project needs in Larimer County is unlikely, a project prioritization methodology was needed to identify the projects that are most critical to regional travel in Larimer County, reflect the local agencies' priorities, and will address existing transportation problems that are visible to the public. This chapter focuses exclusively on the Transportation Infrastructure projects; a similar process will be required for Transit projects.

### Evaluation Methodology

The methodology for evaluating and prioritizing transportation infrastructure projects was developed collaboratively during several meetings with the TAC. The RTF discussed, refined, and concurred with the evaluation methodology as recommended by the TAC. The project evaluation methodology involves a three-step process, as described below.

#### Step 1. Community/Agency Top Priority Projects



**Geographic Equity:** Include each community's top priority project.

The TAC and RTF recognized that the short list of projects should contain at least one project in every community to offer geographic equity. The TAC recommended including each community/agency's top priority project (as defined by the community in their project submittals) in the first tier of projects. Because some of the communities' top priority projects are large-scale projects, the TAC recommended capping the funding for Tier 1 projects at \$15 million. If a Top Priority project exceeds \$15 million, it would be divided into two phases.

#### Step 2. Performance-Based Metrics

All projects were evaluated using five performance-based metrics, each worth five points, weighted as shown in **Table 3**. A description of the methodology used for each of the performance-based metrics is provided below.

TABLE 3. EVALUATION CRITERIA WEIGHTING

Connectivity	<b>25%</b>
Multimodal	<b>15%</b>
Congestion Relief	<b>25%</b>
Safety Mitigation	<b>25%</b>
Project Reach	<b>10%</b>



**Connectivity:** Does the project complete a link between communities or major corridors?

Projects that would enhance the connection between two or more communities were given a score of 5. Projects that would enhance the connection between two major corridors (defined as the State Highway system) were given a score of 5. All other projects were given a Connectivity score of 0. Eighteen projects received a score of 5, and the remaining 25 projects received a score of 0, for an average Connectivity score of 2.09.





**Multimodal:** Would the project improve accommodate for multiple travel modes?

Projects were given one point for each mode (motor vehicle, bicycle, pedestrian, transit) that would be enhanced through project implementation. Projects that would enhance the safety and/or mobility of a street that is currently used as a transit route received a point for transit. If a project would benefit all four travel modes – motor vehicle, bicycle, pedestrian, and transit – it was given a bonus point for multimodality, resulting in a total score of 5. All projects would benefit at least one travel mode; nine projects would benefit all four modes and received a score of 5. The average Multimodal score was 2.95.



**Congestion Relief:** Would the project address an existing congestion problem?

The 2015 North Front Range MPO travel demand model was used as the basis for estimating the existing congestion level associated with each project location. The 2015 base year model has been calibrated to existing conditions. The daily volume to capacity ratio (V/C ratio) was used to calculate the relative congestion levels. The project with the highest V/C ratio (Project #46: East Prospect Road) was given a score of 5. The scores for all other projects were scaled based on the 2015 V/C ratio in comparison to the East Prospect Road V/C ratio. The average Congestion Relief score was 2.43.



**Safety Mitigation:** Would the project address a safety problem?

The five-year crash history (2011-2015) for each project location was compiled. A cost associated with the number and crash severity within each project area was calculated using data from the National Safety Council. Property Damage Only crashes result in an estimated societal cost of \$10,200, while Injury and Fatal Crashes result in estimate societal costs of \$96,100 and \$1,688,400, respectively. The safety cost associated with Project #1: I-25 exceeds the safety cost of the next highest project (Project #18: SH 14 Widening) by a factor of four. The I-25 project was given a score of 5. The SH 14 project was also given a score of 5, and all remaining projects were scaled based on the safety cost in comparison to the SH 14 project. Projects that would eliminate a safety problem by removing the interaction altogether (through a grade separation, for example) were also given a Safety Mitigation score of 5. The average Safety Mitigation score was 2.37.



**Project Reach:** How wide-reaching is the project and how many people would be impacted by the project?

This measure was also calculated using the 2015 North Front Range MPO travel demand model. The project's reach was calculated as the number of vehicles using the facility each day times the length of those trips. The result is vehicle miles of travel (VMT) for all trips passing through the project location. The two I-25 projects (Project #1: I-25 and Project #16: Kechter Road bridge over I-25) have a significantly greater reach compared to the other regional projects. These two projects were given a score of 5, and the project with the next highest VMT (Project #25: US 34 Widening from Centerra Parkway to LCR 3) was also given a score of 5. All remaining projects were scaled based on the project reach (VMT) in comparison to the US 34 Widening project. The average Project Reach score was 1.67.

### Step 3. Revenue Generation Nexus



**Revenue Generation Equity:** Do the project locations reasonably align with where the revenue will be generated?

A third step in the project evaluation was added to better align the project priorities with the revenue generation potential of the project locations. The TAC and RTF recognized that Fort Collins, Loveland, and unincorporated Larimer County, respectively, have the greatest potential for generating revenue, and therefore the project benefits should reasonably align with the revenue generation potential. The project team looked at three metrics to estimate potential revenue distribution: population, sales tax, and property tax. As shown on **Table 4**, each community's contribution to the County's total population, sales tax, and property tax was calculated using the latest available data in 2018. An average of the three (Average % of Total) was used as the basis for each community's Revenue Generation Potential.

TABLE 4. POPULATION, SALES TAX, AND PROPERTY TAX BY COMMUNITY

COMMUNITY	POPULATION DISTRIBUTION		SALES TAX DISTRIBUTION		PROPERTY TAX DISTRIBUTION		AVERAGE % OF TOTAL
	2016 POPULATION (WITHIN LARIMER COUNTY)	% OF TOTAL	FY2014 TAXABLE SALES	% OF TOTAL	2017 ASSESSED VALUE	% OF TOTAL	
Berthoud	6,122	1.8%	\$36,426,734	0.8%	\$91,518,117	1.6%	<b>1.4%</b>
Estes Park	11,075	3.3%	\$184,400,544	3.9%	\$208,290,750	3.7%	<b>3.6%</b>
Fort Collins	162,918	48.1%	\$2,459,484,850	52.3%	\$2,581,037,435	45.2%	<b>48.6%</b>
Johnstown	810	0.2%	\$60,613,825	1.3%	\$86,826,525	1.5%	<b>1.0%</b>
Loveland	75,987	22.4%	\$1,359,803,848	28.9%	\$1,209,000,966	21.2%	<b>24.2%</b>
Timnath	2,907	0.9%	\$52,525,078	1.1%	\$88,061,884	1.5%	<b>1.2%</b>
Wellington	8,360	2.5%	\$27,145,722	0.6%	\$85,193,587	1.5%	<b>1.5%</b>
Windsor	6,802	2.0%	\$36,107,424	0.8%	\$130,078,525	2.3%	<b>1.7%</b>
Larimer County (Unincorporated)	63,682	18.8%	\$483,360,799	10.3%	\$1,226,028,933	21.5%	<b>16.9%</b>
Larimer County Total	<b>338,663</b>	<b>100.0%</b>	<b>\$4,699,868,824</b>	<b>100.0%</b>	<b>\$5,706,036,722</b>	<b>100.0%</b>	<b>100.0%</b>

Fort Collins has the highest value at 48.6%. Therefore, all projects submitted by Fort Collins received a score of 5. All remaining projects were scaled based on the submitting community's revenue generation potential in comparison to Fort Collins'. Only the submitting agency(ies) were given credit for the revenue generation score (although most projects would benefit other communities, as well). Projects that were submitted by two communities received credit for both communities' revenue generation contribution. The average Revenue Generation Equity score was 2.30.

### Evaluation Results

The Revenue Generation score account for 20% of the total project score, and the Performance-Based Metrics account for 80% of the total project score. The average total weighted score was 2.33. The evaluation results are presented in **Table 5**, sorted by Project ID. Those projects that were identified as being a community's Top Priority are highlighted in yellow.

TABLE 5. PROJECT EVALUATION RESULTS

ID	PROJECT	LOCATION	CONNECTIVITY SCORE	MULTI-MODAL SCORE	CONGESTION RELIEF SCORE	SAFETY MITIGATION SCORE	PROJECT REACH SCORE	REVENUE GENERATION SCORE	WEIGHTED SCORE	RANK
1	I-25	Hwy 402 to Hwy 66 (Segments 5&6)	5	2	4.46	5.00	5.00	5.00	<b>4.53</b>	<b>2</b>
2	Owl Canyon Improvements	I-25 to US 287	5	2	3.48	1.37	0.49	1.89	<b>2.63</b>	<b>17</b>
3	LCR 17 Expansion	Pyrenees Drive to 57th Street	5	2	3.79	4.12	1.67	1.74	<b>3.30</b>	<b>7</b>
4	LCR 5 Expansion	Harmony Road to 1/2 mile south of Crossroads	5	2	1.97	2.11	2.30	1.74	<b>2.59</b>	<b>19</b>
5	LCR 19 Expansion	Horsetooth to Harmony, intersection improvements at Trilby, 57th St, Coyote Ridge	5	3	2.90	3.36	1.88	5.00	<b>3.76</b>	<b>4</b>
7	LCR 28 (57th Street)	US 287 to LCR 11C	0	3	1.97	2.86	0.81	1.74	<b>1.74</b>	<b>29</b>
8	US 34 and US 36 Intersections	at Mall Road	0	1	2.70	1.26	4.80	2.11	<b>1.72</b>	<b>30</b>
9	LCR 13	Hwy 392 to LCR 13/LCR 30	5	2	1.76	2.43	1.12	1.74	<b>2.51</b>	<b>20</b>
10	Timberline Expansion	Mulberry to Vine	0	5	3.42	1.85	0.75	5.00	<b>2.71</b>	<b>15</b>
11	Timberline Grade Separation	Annabel Ave to Suniga Rd (BNSF and Vine)	0	3	3.06	5.00	0.39	5.00	<b>3.00</b>	<b>11</b>
12	Power Trail Grade Separation	Harmony	0	3	3.37	5.00	2.87	5.00	<b>3.26</b>	<b>8</b>
13	Poudre Trail Grade Separation	Taft Hill	0	3	2.02	5.00	0.43	5.00	<b>2.80</b>	<b>14</b>
14	Long View Trail Grade Separation	Trilby	0	3	1.56	5.00	0.34	5.00	<b>2.70</b>	<b>16</b>
16	Kechter Road Bridge	I-25	0	3	4.10	1.28	5.00	5.00	<b>2.84</b>	<b>12</b>

ID	PROJECT	LOCATION	CONNECTIVITY SCORE	MULTI-MODAL SCORE	CONGESTION RELIEF SCORE	SAFETY MITIGATION SCORE	PROJECT REACH SCORE	REVENUE GENERATION SCORE	WEIGHTED SCORE	RANK
18	SH 14 Widening	I-25 to Riverside	5	5	3.37	5.00	4.94	5.00	4.67	1
20	US 34/US 36	Estes Park	0	5	2.13	3.00	2.34	0.37	1.89	28
21	US 34 Widening	Boise to Rocky Mountain Ave	5	5	4.36	4.86	4.67	2.49	4.32	3
22	Taft Avenue Improvements	11th St to Westshore Dr; US 34 intersection	0	5	2.90	1.82	1.73	2.49	2.18	24
23	SH 402 Widening	US 287 to I-25	5	5	3.42	3.01	2.96	2.49	3.62	5
24	Boyd Lake Avenue Extension	LCR 20C to SH 402	0	3	0.00	1.00	0.00	2.49	1.06	37
25	US 34 Widening	Centerra Parkway to LCR 3	5	3	3.94	2.08	5.00	2.49	3.46	6
26	LCR 3	US 34 to Crossroads	5	3	0.41	1.01	0.14	2.49	2.15	25
27	Taft Avenue Widening	14th Street SW to 28th Street SW	0	3	1.82	1.57	1.02	2.49	1.62	33
28	US 34/US 287	Loveland	0	5	3.42	1.35	1.12	2.49	2.14	26
29	SH 392 Bridge Improvements	Poudre River (1/2 mile east of LCR 3)	0	3	3.99	1.02	1.33	0.17	1.50	35
30	1st Street	US 287 to Franklin Avenue	0	3	1.61	1.31	0.89	0.14	1.04	38
31	LCR 17 (Berthoud Parkway)	LCR 10e to SH 56	0	2	2.02	1.13	0.66	0.14	0.95	39
32	Moraine Ave (US 36) Multimodal	Davis St to Mary's Lake Road	5	3	3.22	1.35	1.84	0.37	2.50	22
33	US 36 Intersection Improvements	Mary's Lake Road/High Drive	0	2	2.28	1.07	1.76	0.37	1.12	36
34	US 34 Multimodal Trail Connection	Mall Road to Rocky Mountain National Park	5	2	1.19	5.00	0.74	0.37	2.61	18
35	SH 1 Interchange Improvements	I-25	0	1	1.87	1.04	1.57	0.16	0.86	40
36	SH 1 Intersection Improvements	LCR 62E	0	2	0.57	1.00	0.19	0.16	0.60	42
37	LCR 9	SH 1 to Owl Canyon Road	0	2	0.47	1.10	0.44	0.16	0.62	41

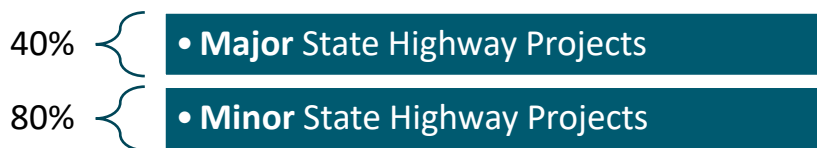
ID	PROJECT	LOCATION	CONNECTIVITY SCORE	MULTI-MODAL SCORE	CONGESTION RELIEF SCORE	SAFETY MITIGATION SCORE	PROJECT REACH SCORE	REVENUE GENERATION SCORE	WEIGHTED SCORE	RANK
38	LCR 58	SH 1 to I-25 (new interchange)	5	1	0.67	1.03	0.51	0.16	1.53	34
40	LCR 5 (Main Street)	Harmony to SH 14	5	3	1.35	1.41	0.93	0.12	2.01	27
41	LCR 1 (Latham Parkway)	Kechter Road to Harmony	5	3	0.36	1.01	0.07	0.12	1.66	32
42	LCR 1 (Latham Parkway)	Buss Grove to SH 14	5	3	0.31	1.04	0.13	0.12	1.66	31
43	Harmony Road	I-25 to LCR 1	5	1	2.02	2.93	2.24	0.12	2.31	23
44	LCR 3 Bridge	Big Thompson River	0	1	0.10	1.00	0.03	0.10	0.36	43
45	Lemay Realignment	Lincoln to Conifer	0	3	3.70	3.33	0.64	5.00	2.82	13
46	East Prospect Road	Sharp Point to I-25	0	5	5.00	1.92	2.19	5.00	3.16	9
47	South Timberline	Stetson Creek to Trilby	0	3	3.31	1.99	1.01	5.00	2.50	21
48	College & Trilby	Fort Collins	0	5	4.04	2.02	3.07	5.00	3.06	10

*Projects highlighted in yellow were identified by the submitting community as being the community's top priority project.*

## 5. INFRASTRUCTURE PROJECT PRIORITIES

### Maximum Contribution to State Highway Projects

Of the 43 eligible regional projects, 17 are located on the State Highway system. The TAC and RTF discussed and agreed that these State Highway projects are important to the local communities and to regional transportation. While these projects are eligible for additional Federal and State funding sources (that other non-State Highway projects may not be eligible for), the local agencies' perspective on the need and priority of these projects may not align with CDOT's perspective. That is, CDOT may not prioritize these projects for Federal/State funding. The TAC and RTF recommend a **maximum contribution** of the new funding source (assumed to be a ¼ penny sales tax) to state highway projects as follows:



Major projects are defined as being linear roadway expansion projects and interchange projects, and minor projects include intersection, bridge, and eligible trail improvement projects. The remainder of state highway project funding could come from state, federal, local or private funding sources; the new funding source could be used to leverage other funding sources. As noted on **Table 2**, some of the regional projects have existing funding commitments in place. Project #1 (I-25: Hwy402 to Hwy 66) is a multimillion-dollar project, and the TAC and RTF have recommended a \$10M allocation of sales tax to this project.

The 40% maximum contribution on major state highway projects applies to the following projects:

- Project #18 (SH 14 Widening: I-25 to Riverside)
- Project #21 (US 34 Widening: Boise to Rocky Mountain Ave)
- Project #23 (SH 402 Widening: US 287 to I-25)
- Project #25 (US 34 Widening: Centerra Parkway to LCR 3)
- Project #32 (Moraine Ave [US 36]: Davis St to Mary's Lake Road)
- Project #35 (SH 1 & I-25 Interchange Improvements)
- Project #38 (I-25 & SH 58 new interchange)

The 80% maximum contribution on minor state highway projects applies to the following projects:

- Project #8 (US 34 and US 36 Intersections at Mall Road)
- Project #16 (Kechter Road Bridge over I-25)
- Project #20 (US 34/US 36 Intersection)
- Project #28 (US 34/US 287 Intersection)
- Project #29 (SH 392 Bridge Improvements over Poudre River)
- Project #33 (US 36 Intersection Improvements at Mary's Lake Road/High Drive)
- Project #34 (US 34 Multimodal Trail: Mall Road to RMNP)



- Project #36 (SH 1 & LCR 62E Intersection)
- Project #48 (College & Trilby Intersection)

## Project Short List

As described in Chapter 4, the first step in the project prioritization process was to bring each community/agency's top priority project into the first tier of projects. Tier 1 is composed of 10 projects – the top priority project identified by each of the 8 municipalities, Larimer County, and CDOT. The Tier 1 projects are ordered based on their total score such that the Tier 1 project with the highest total score (as described in Chapter 4) is first on the list and first to be eligible for funding from the sales tax. The Tier 1 projects are shown in blue on **Figure 3** and are listed in order of their total score in the top section of **Table 6**. A maximum of \$15M would be contributed to any single Tier 1 project. There are two Tier 1 projects (Project #2 Owl Canyon and Project #40 LCR 5) that exceed \$15 million and would be divided into two phases. There are five Tier 1 projects on State Highways. The new revenue source would contribute up to 40% or 80% of the total project cost for these projects, depending on the type of project, as detailed in the preceding section. Project #1 (I-25: Hwy 402 to Hwy 66) is a multimillion-dollar project, and the TAC and RTF have recommended a \$10M allocation of sales tax to this project, which would be allocated over the first five years of the sales tax (\$2M in each year). Other state, federal, local or private funds would be required to complete these projects. In total, the new revenue source would contribute \$96M (in 2018 dollars) toward the ten Tier 1 projects (including I-25). Based on the funding proposal described in Chapter 1, the sales tax revenue portion of the Tier 1 project funding would be realized by 2025. The project costs have been inflated at 4 percent per year based on the anticipated year of expenditure, as detailed in **Table 6**. Tier 1 projects are shown above the blue line.

After completion of the Tier 1 projects, the next tier of projects (Tier 2) is ordered based on total score. The projects that can be funded are based on the year of expenditure costs compared to the available revenue. The brown projects (on **Figure 3**) would begin receiving funding in after completion of the Tier 1 projects.

Based on the revenue assumptions, a total of 27 projects could be funded, including one of the phased projects from Tier 1 (Project #2 Owl Canyon). A total of \$300M (in 2018 dollars) would be available for regional transportation infrastructure projects (excluding I-25). The cumulative project allocation based on year of expenditure is approximately \$500M (matching the total available revenue shown in **Table 1**). Projects anticipated to be funded over the 20-year period in are shown above the brown line in **Table 6**.

FIGURE 3. SHORT LIST OF REGIONAL TRANSPORTATION INFRASTRUCTURE PROJECTS

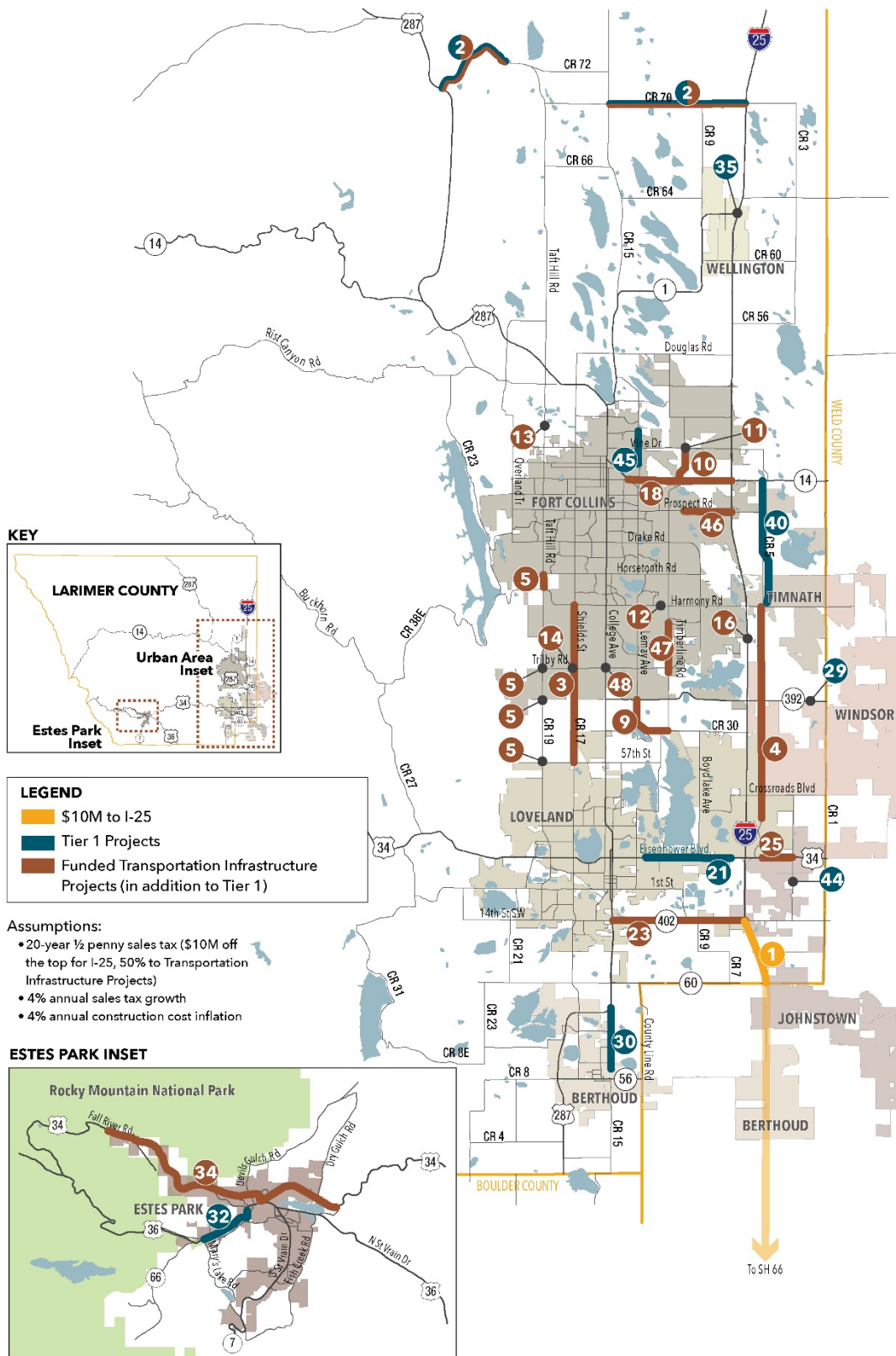


TABLE 6. PRIORITIZED PROJECT LIST

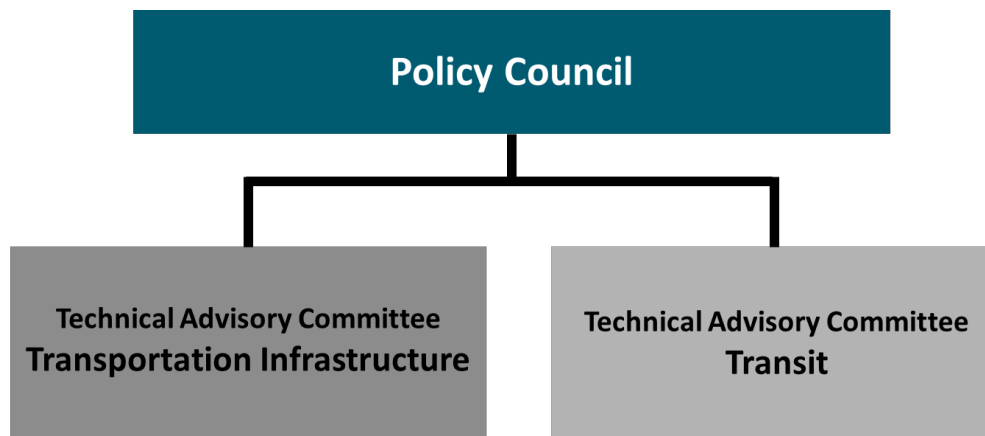
ID	PROJECT NAME	LOCATION	TOP PRIORITY FOR COMMUNITY/ AGENCY	COST REQUEST	TOTAL SCORE	RANK	SALES TAX PORTION (2018\$)	OTHER FUNDING REQUIRED (STATE, FEDERAL, LOCAL PRIVATE)	REMAINDER FOR PHASE B OF PROJECT	CURRENT PROPOSAL				
										CUMULATIVE ALLOCATION (2018\$)	YEAR OF EXPENDITURE (YOE)	ALLOCATION (BASED ON YOE)	CUMULATIVE ALLOCATION (BASED ON YOE)	
1	I-25	Hwy 402 to Hwy 66 (Segments 5&6)	CDOT	\$10.00	4.53	2	\$10.00			<i>\$10M in funding "off the top"</i>				
21	US 34 Widening	Boise to Rocky Mountain Ave	Loveland	\$11.20	4.32	3	\$7.68	\$3.52		\$7.68	2020	\$8.31	\$8.31	
45	Lemay Realignment	Lincoln to Conifer	Fort Collins	\$10.00	2.82	13	\$10.00			\$17.68	2021	\$11.25	\$19.56	
2	Owl Canyon Improvements	I-25 to US 287	Larimer County	\$28.60	2.63	17	\$15.00		\$13.60	\$32.68	2022	\$17.55	\$37.10	
32	Moraine Ave (US 36) Multimodal	Davis St to Mary's Lake Road	Estes Park	\$20.00	2.50	22	\$8.00	\$12.00		\$40.68	2022	\$9.36	\$46.46	
40	LCR 5 (Main Street)	Harmony to SH 14	Timnath	\$23.40	2.01	27	\$15.00		\$8.40	\$55.68	2023	\$18.25	\$64.71	
29	SH 392 Bridge Improvements	Poudre River (1/2 mile east of LCR 3)	Windsor	\$12.00	1.50	35	\$9.60	\$2.40		\$65.28	2024	\$12.15	\$76.86	
30	1st Street	US 287 to Franklin Avenue	Berthoud	\$5.00	1.04	38	\$5.00			\$70.28	2024	\$6.33	\$83.19	
35	SH 1 Interchange Improvements	I-25	Wellington	\$29.00	0.86	40	\$12.00	\$17.50		\$82.28	2025	\$15.79	\$98.98	
44	LCR 3 Bridge	Big Thompson River	Johnstown	\$3.50	0.36	43	\$3.50			\$85.78	2025	\$4.61	\$103.58	Tier 1
18	SH 14 Widening	I-25 to Riverside		\$50.00	4.67	1	\$20.00	\$30.00		\$105.78	2027	\$28.47	\$132.05	
5	LCR 19 Expansion	Horsetooth to Harmony, intersection improvements at Trilby, 57th St, Coyote Ridge		\$4.50	3.76	4	\$4.50			\$110.28	2027	\$6.40	\$138.45	
23	SH 402 Widening	US 287 to I-25		\$28.80	3.62	5	\$11.52	\$17.28		\$121.80	2028	\$17.05	\$155.51	
25	US 34 Widening	Centerra Parkway to LCR 3		\$10.60	3.46	6	\$4.24	\$6.36		\$126.04	2028	\$6.28	\$161.78	
3	LCR 17 Expansion	Pyrenees Drive to 57th Street		\$26.25	3.30	7	\$26.25			\$152.29	2030	\$42.03	\$203.81	
12	Power Trail Grade Separation	Harmony		\$2.80	3.26	8	\$2.80			\$155.09	2030	\$4.48	\$208.29	
46	East Prospect Road	Sharp Point to I-25		\$4.00	3.16	9	\$4.00			\$159.09	2030	\$6.40	\$214.70	
48	College & Trilby	Fort Collins		\$1.60	3.06	10	\$1.60			\$160.69	2030	\$2.56	\$217.26	
11	Timberline Grade Separation	Annabel Ave to Suniga Rd (BNSF and Vine)		\$25.00	3.00	11	\$25.00			\$185.69	2032	\$43.29	\$260.55	
16	Kechter Road Bridge	I-25		\$10.00	2.84	12	\$10.00			\$195.69	2032	\$17.32	\$277.87	
13	Poudre Trail Grade Separation	Taft Hill		\$5.00	2.80	14	\$5.00			\$200.69	2033	\$9.00	\$286.87	
10	Timberline Expansion	Mulberry to Vine		\$8.00	2.71	15	\$8.00			\$208.69	2033	\$14.41	\$301.28	
14	Long View Trail Grade Separation	Trilby		\$5.00	2.70	16	\$5.00			\$213.69	2034	\$9.36	\$310.64	
2 B	Owl Canyon Improvements	I-25 to US 287				17	\$13.60			\$227.29	2035	\$26.49	\$337.14	
34	US 34 Multimodal Trail Connection	Mall Road to Rocky Mountain National Park		\$10.00	2.61	18	\$8.00	\$2.00		\$235.29	2035	\$15.58	\$352.72	
4	LCR 5 Expansion	Harmony Road to 1/2 mile south of Crossroads		\$55.30	2.59	19	\$55.30			\$290.59	2039	\$126.02	\$478.73	
9	LCR 13	Hwy 392 to LCR 13/LCR 30		\$7.75	2.51	20	\$7.75			\$298.34	2039	\$17.66	\$496.39	
47	South Timberline	Stetson Creek to Trilby		\$2.00	2.50	21	\$2.00			\$300.34	2039	\$4.56	\$500.95	Funding Line
43	Harmony Road	I-25 to LCR 1		\$6.50	2.31	23	\$6.50							
22	Taft Avenue Improvements	11th St to Westshore Dr; US 34 intersection		\$5.30	2.18	24	\$5.30							
26	LCR 3	US 34 to Crossroads		\$5.40	2.15	25	\$5.40							
28	US 34/US 287	Loveland		\$8.10	2.14	26	\$6.48	\$1.62						
40 B	LCR 5 (Main Street)	Harmony to SH 14				27	\$8.40							

ID	PROJECT NAME	LOCATION	TOP PRIORITY FOR COMMUNITY/ AGENCY	COST REQUEST	TOTAL SCORE	RANK	SALES TAX PORTION (2018\$)	OTHER FUNDING REQUIRED (STATE, FEDERAL, LOCAL PRIVATE)	REMAINDER FOR PHASE B OF PROJECT	CURRENT PROPOSAL			
										CUMULATIVE ALLOCATION (2018\$)	YEAR OF EXPENDITURE (YOE)	ALLOCATION (BASED ON YOE)	CUMULATIVE ALLOCATION (BASED ON YOE)
20	US 34/US 36	Estes Park		\$6.00	1.89	28	\$2.40	\$3.60					
7	LCR 28 (57th Street)	US 287 to LCR 11C		\$10.75	1.74	29	\$10.75						
8	US 34 and US 36 Intersections	at Mall Road		\$4.00	1.72	30	\$3.20	\$0.80					
42	LCR 1 (Latham Parkway)	Buss Grove to SH 14		\$13.90	1.66	31	\$13.90						
41	LCR 1 (Latham Parkway)	Kechter Road to Harmony		\$11.30	1.66	32	\$11.30						
27	Taft Avenue Widening	14th Street SW to 28th Street SW		\$10.40	1.62	33	\$10.40						
38	LCR 58	SH 1 to I-25 (new interchange)		\$35.00	1.53	34	\$14.00	\$21.00					
33	US 36 Intersection Improvements	Mary's Lake Road/High Drive		\$5.00	1.12	36	\$4.00	\$1.00					
24	Boyd Lake Avenue Extension	LCR 20C to SH 402		\$8.40	1.06	37	\$8.40						
31	LCR 17 (Berthoud Parkway)	LCR 10e to SH 56		\$2.00	0.95	39	\$2.00						
37	LCR 9	SH 1 to Owl Canyon Road		\$3.00	0.62	41	\$3.00						
36	SH 1 Intersection Improvements	LCR 62E		\$3.00	0.60	42	\$2.40	\$0.60					

Note: All costs shown are in \$Millions.

## 6. ADMINISTRATION AND GOVERNANCE

Over the 20-year life of the tax, there will need to be ongoing oversight and policy direction for project funding decisions and updates to the project lists. The County wants to share this responsibility with municipal partners throughout the County and proposes to do so through collaborative groups at two tiers, similar to the ones formed to craft the current Prioritized Project List. An overall Policy Council would be formed, and each entity would appoint a member of the Policy Council to represent their interests and who could be either elected or appointed officials. Two Technical Advisory Committees are proposed to support the work of the Policy Council. One TAC would be formed for Transportation Infrastructure Projects, and a second for Transit Projects. Both TACs would make funding and prioritization recommendations to the Policy Council.



### Policy Council

The Policy Council will be composed of 9 voting members – an elected or appointed official from each of the 8 municipalities, plus Larimer County. CDOT, the North Front Range MPO, and the Upper Front Range TPR will be non-voting members of the Policy Council.

A primary responsibility of the Policy Council will be to maintain an updated Capital Improvement Plan (CIP) for all transportation projects. The I-25 contribution will be allocated during the first five years and held as a local match. Policy Council approval will be needed to release the funds to CDOT for the project. The portion of the CIP for infrastructure projects (50% of the Half Penny) is the list that the TAC and RTF have developed during this process. The transit portion of CIP will initially be developed for 15% of the Half Penny proceeds. The Policy Council can use the 5% overlap between infrastructure and transit to make allocation adjustments. The Policy Council will also have discretion over elevating projects based on leveraging local match and/or other funding sources.

Under normal operations, the Policy Council will operate using a supermajority vote structure, requiring a 2/3 vote of those present (typically, 6 of 9). A supermajority is recommended to demonstrate regional collaboration in the decisions made by the Policy Council and to avoid moving forward with controversial projects/decisions. An affirmative supermajority vote would enable a proposed action to move forward to the County Commissioners.

Any member of the Policy Council could call for a weighted vote. If a weighted vote is called, the topic would be immediately tabled until the next Policy Council meeting, at which time the weighted vote would be enacted. The weighted vote would be structured such that Fort Collins (with the highest population) would receive 5 votes, Larimer County and Loveland would each receive 3 votes, and Berthoud, Estes Park, Johnstown, Timnath, Windsor, and Wellington would each receive 1 vote. The weighted vote would require a simple majority of votes for a proposed action to move forward to the County Commissioners.

## Infrastructure TAC

The Infrastructure TAC will be composed of 9 voting members – an appointed staff member from each of the 8 municipalities, plus Larimer County. CDOT, the North Front Range MPO, and the Upper Front Range TPR will be non-voting members of the Infrastructure TAC. The Infrastructure TAC will operate using a supermajority vote structure. Any proposal presented to the Infrastructure TAC would require a 2/3 vote of those present (typically 6 of 9) to be elevated to the Policy Council for consideration.

## Transit TAC

The Transit TAC will be composed of 9 voting members – an appointed staff member from each of the 8 municipalities, plus Larimer County. The Transit TAC appointees are anticipated to be transit operators for those communities that currently operate transit. CDOT, the North Front Range MPO, and the Upper Front Range TPR will be non-voting members of the Transit TAC. The Transit TAC vote will be weighted based on the community's commitment to transit. Each member will receive one vote as a baseline, and additional votes will be given to those communities that fund transit. This will be calculated as the community's annual transit budget (excluding any state or federal subsidy) per capita. In the case of communities that cross county boundaries, the calculation would be based on community totals (funding and population) rather than only the portion within Larimer County. The number of additional votes to be allocated based on transit funding commitment will be established during the negotiation process for the Intergovernmental Agreements which will control the overall governance process for the regional transportation tax proceeds. The weighted vote calculation will be adjusted annually based on communities' allocation of their overall budget to transit. Weighting votes based on agency commitment of funds to transit could serve to encourage regional investment in a well-developed, regional transit network.



## 7. CHANGES TO INFRASTRUCTURE PROJECT LIST

As described in Chapter 5, the Transportation Infrastructure Project List is divided into two tiers. Tier 1 projects (above the blue line) include each community/agency's top priority project, ordered based on the projects' total score using the evaluation methodology established by the TAC. Tier 2 projects (between the blue line and the brown line) are those projects that are anticipated to be funded within the 20-year time horizon of the sales tax, based on the 50% allocation of the Half Penny sales tax. The Tier 2 projects are ordered based on the projects' total score. Projects below the brown line are not anticipated to receive sales tax funding in the 20-year period; however, they would be eligible if revenue is available.

Many of the municipalities, the County, and CDOT continue to pursue other revenue sources for the transportation infrastructure projects. Pursuit of other funding sources is encouraged, and the TAC and RTF have expressed that the process should be structured to avoid disincentivizing pursuit of other funding. Likewise, the TAC and RTF have expressed the value of the transportation infrastructure projects in solving regional transportation problems – by the nature of the eligibility criteria, these projects benefit the people of Larimer County and should not be treated as singularly benefiting the sponsoring agency. The process described below strives to balance these two sentiments, while also recognizing that priorities change, and there will inevitably be new regional transportation infrastructure project needs that are not included in the current project list.

### Project Readiness (Tier 1 and Tier 2 Projects)

The transportation infrastructure projects are in varying states of project readiness – some have gone through final design, while others are conceptual. The year of expenditure associated with each project (as identified in the project list) is based solely on the project's ranking (with Tier 1 projects assumed to be funded first) and the estimated revenues available in each year. The year of expenditure does not account for project readiness. The Infrastructure TAC will be responsible for developing a 5-year CIP that allocates funds to projects in each year based on anticipated revenue and project phase (e.g., design, right-of-way, construction). If a project is not ready for construction when the construction funds are available (either because the design and permitting are not complete or because the additional funds required for construction are not available, in the case of state highway projects), the next project on the list would be eligible to receive the funding. The bypassed project would then have first priority for receiving funding in subsequent years.

### Tier 1 Projects

In the case of Tier 1 projects, if a sponsoring agency:

1. Is unable to secure the other funding required to complete the project by the time the sales tax revenue is available for that project (in the case of State Highway projects); or
2. Has secured full funding for the project through another funding source; or
3. Has established a different top priority project, then

the sponsoring agency may propose to move another priority project into Tier 1. The new Tier 1 project would be ordered based on the project's total score compared to other Tier 1 projects. The sales tax allocation to the new Tier 1 project would be capped at the amount originally allocated to the top priority project being replaced.

If a new project (i.e., not on the existing list) is desired for consideration as a replacement Tier 1 project, it would be subject to the eligibility requirements and evaluation process previously established. A replacement Tier 1 project would require an affirmative vote of the Infrastructure TAC and the Policy Council.

## Tier 2 Projects

If a sponsoring agency faces one of the three conditions noted above (unable to secure other funding, has secured full funding, or has identified a replacement project) for a Tier 2 project, the integration of a replacement project will follow these protocols:

- A new project that is **replacing** a Tier 2 project would be scored based on the established evaluation criteria and would be slotted in the project list based on its score relative to the other Tier 2 projects (and those below the funding line). The sales tax allocation to the replacement project would be capped at the amount originally allocated to the Tier 2 project, and the replacement project could only be slotted in at the same position as the project being replaced or lower. That is, the replacement project could not move into a higher position on the project list, even if its score is higher. This will enable communities to adequately plan for the timing of project funding without the risk of a project being “bumped” to a later year.
- A new project that is **not replacing** a project on the list would be scored using the established evaluation process and would be added to the project list below the anticipated funding line. That is, the new project would be below the Tier 2 projects (even if it scores higher than some of the Tier 2 projects) and would be eligible to receive sales tax revenue after all Tier 1 and Tier 2 projects are funded, if revenue is available.

Any additional project needs that may arise would be subject to the eligibility requirements previously established. Any replacement of a Tier 2 project or addition of a new project to the list would require an affirmative vote of the Infrastructure TAC and the Policy Council.

## Reimbursement (Tier 1 and Tier 2 Projects)

If a sponsoring agency secures full funding for a Tier 1 or Tier 2 project in advance of funding availability through this revenue source, the project could be built by the sponsor and a reimbursement agreement would be signed to reimburse the sponsor when the project comes up on the timed priority list. This option would facilitate early construction of some regional projects, and perhaps lower costs with less inflation. The reimbursement agreements would need to consider the timing and amount of reimbursement to ensure that any benefit of the accelerated construction timing accrues to the regional effort and does not negatively impact the availability or timing of funding for other projects. The opportunity to accelerate project construction could occur because a sponsoring agency secured bond financing or alternative sources of cash funding such as developer contributions, grants or other revenues. The reimbursement amount would be capped at the project expenditure cost (including bonding costs) but repaid at the time of the assigned construction year. This will enable the regional transportation funding pool to realize the cost savings associated with the expedited construction timing.

The reimbursement option is an alternative to the project replacement options described above and would be requested at the discretion of the sponsoring agency. The reimbursement agreement would require an affirmative vote of the Infrastructure TAC and the Policy Council to move forward.

## 8. PROJECT OVERVIEWS

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This chapter includes one-page overviews of each of the 43 regional transportation infrastructure projects. The projects are ordered by Project ID.

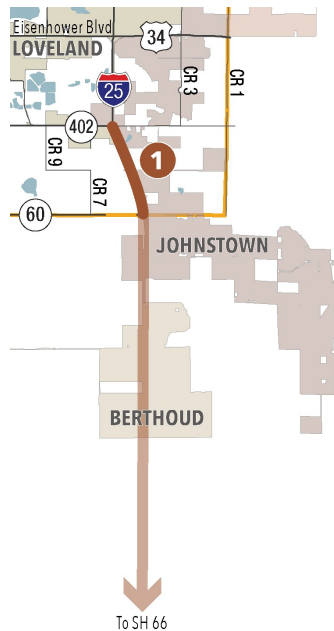
# INTERSTATE 25

## PROJECT 1



### PROJECT LOCATION

Interstate 25 is the north/south spine of Northern Colorado connecting Larimer County to many communities and other major regional travel corridors such as SH 14, SH 392, and US 34. The approximately 12 miles of I-25 between SH 402 and SH 66 is currently two lanes in each direction. Bustang, CDOT's interregional and intercity express bus service, uses I-25 to connect Fort Collins and downtown Denver.



### WHY IS THE PROJECT NEEDED?

Interstate 25 is the primary north/south connection of the Colorado Front Range connecting Denver to Larimer County and many northern Colorado communities. Improvements on I-25 from Denver to Wyoming have been planned for years to improve safety and trip reliability for residents, employees, and visitors. Planned improvements are needed to reduce crashes and fatalities and to decrease travel time and increase trip reliability.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Increase highway capacity by adding an Express Lane in each direction
- Interchange improvements
- Reconstruct aging and obsolete infrastructure

### PROJECT COST

#### TOTAL PROJECT COST: \$676 MILLION

Current funding commitments: \$204 million from Senate Bill 267 and \$20 million from a BUILD Grant

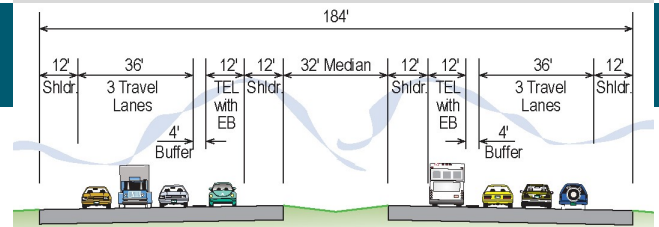
A new countywide funding source would contribute partial funding (\$10 million) towards this project; additional federal, state, local, and/or private funding would be required to complete this project.

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO I-25 BETWEEN SH 402 AND SH 66 WILL:

- Increase trip reliability for nearly 90,000 residents, employees, and visitors traveling this interstate connection each day
- Reduce congestion and delay
- Support transit reliability for Bustang
- Improve safety

#### PROPOSED I-25 CROSS-SECTION:



Three general purpose lanes and one Express Lane in each direction



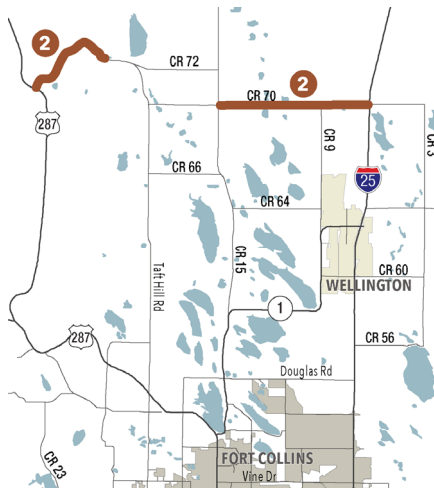
# OWL CANYON ROAD

## PROJECT 2



### PROJECT LOCATION

Approximately 12 miles in length, Owl Canyon Road spans from I-25 west to US 287 in rural Larimer County just north of Fort Collins. Larimer County has completed improvements to Owl Canyon Road between County Road 15 and County Road 21; however, the segments between US 287 and CR 21 and between CR 15 and I-25 remain unimproved.



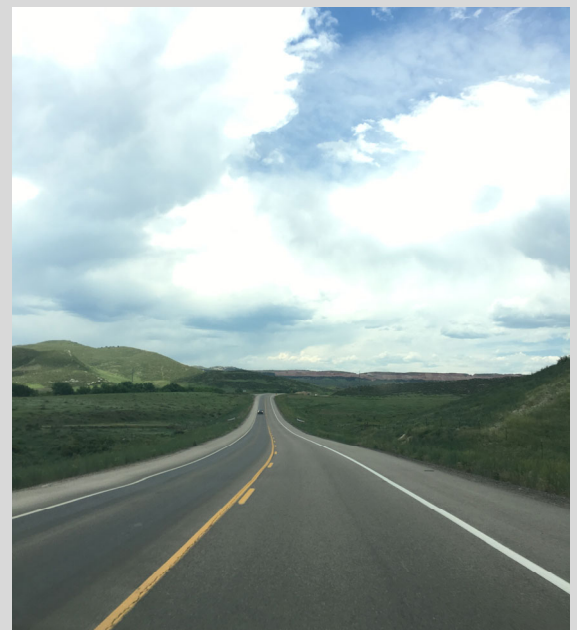
### WHY IS THE PROJECT NEEDED?

Owl Canyon Road provides an alternate east-west connection for private, commercial, and recreational vehicles. The west end of the corridor remains unpaved, resulting in safety issues and exorbitant annual maintenance costs for Larimer County. The segment of Owl Canyon Road from I-25 to County Road 15 has failing pavement, no shoulders, very narrow bridge structures, and inadequate drainage and utilities.

### WHAT IMPROVEMENTS ARE PROPOSED?

- One travel lane in each direction
- Intersection improvements
- Addition of 8' paved shoulders
- Drainage and utility improvements
- Safety buffers
- Turn lanes at major intersections
- Structures replacements

#### PROPOSED OWL CANYON CROSS-SECTION:



### PROJECT COST

**TOTAL PROJECT COST: \$28.6 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO OWL CANYON ROAD WILL:

- Provide a consistent roadway cross-section throughout the corridor
- Create a reliable and safe alternate east-west connection between I-25 and US 287
- Provide safe recreational access to Red Feather Lakes and Arapaho & Roosevelt National Forests
- Comply with paving standards

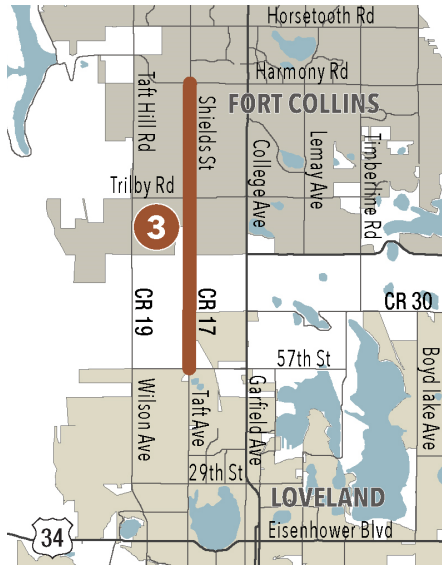
# LARIMER COUNTY ROAD 17

## PROJECT 3



### PROJECT LOCATION

Larimer County Road (LCR) 17 (S Shield Street/N Taft Avenue) is a north/south road connecting Fort Collins, Loveland, and Berthoud. LCR 17 is a parallel route to US 287. The road from Pyrenees Drive (approximately ½ mile south of Harmony Road) in Fort Collins to 57th Street (LCR 28) in Loveland is currently one lane in each direction.



### WHY IS THE PROJECT NEEDED?

LCR 17 is a main travel connection between Fort Collins, Loveland, and Berthoud. LCR 17 connects US 287 north of Fort Collins to US 287 in Berthoud and also connects to US 34, a major east/west corridor in Larimer County. LCR 17 (Shields Street in Fort Collins) is 4 lanes to the north, and LCR 17 (Taft Avenue in Loveland) is 4 lanes to the south. This 4.5 mile section is a bottleneck, and traveler's frequently experience delay.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Roadway expansion to 4-lanes plus a center turn lane
- Intersection improvements to address safety and congestion problems at Trilby Road (CR 34) and 57th Street (CR 28)
- Wide shoulders for biking and emergency stopping

#### PROPOSED LCR 17 CROSS-SECTION:



### PROJECT COST

**TOTAL PROJECT COST: \$26.25 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 17 WILL:

- Increase capacity and trip reliability on a major connector between Fort Collins, Loveland, and Berthoud
- Create continuity from Mulberry Street in Northern Fort Collins to 14th Street in southern Loveland
- Create a more reliable alternate north/south route to US 287
- Improve safety along the corridor



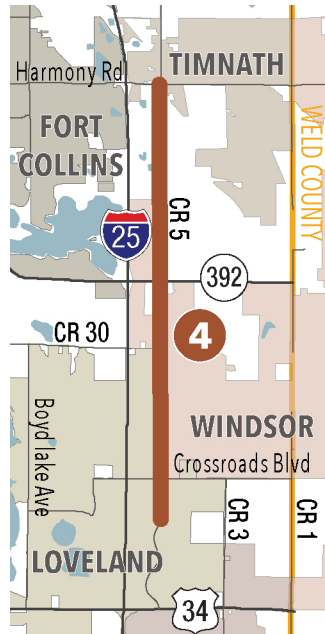
# LARIMER COUNTY ROAD 5

## PROJECT 4



### PROJECT LOCATION

Larimer County Road (LCR) 5 is located in eastern Larimer County. The road is a north/south connector of major east/west roads such as Harmony Road, Kechter Road, SH 392, and Crossroads Boulevard. LCR 5 from Harmony Road in Timnath to LCR 30 on the western edge of Windsor is currently two lanes with narrow shoulders.



### WHY IS THE PROJECT NEEDED?

LCR 5 is a parallel route to I-25 and connects SH 14 and SH 34. As development continues to occur in eastern Larimer County, LCR 5 is increasingly traveled. LCR 5 has become a major route for travel between communities in eastern Larimer County such as Johnstown, Loveland, Windsor, Timnath, and Fort Collins. As a parallel route to I-25, LCR 5 must carry high volumes of traffic when there are incidents on I-25.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Roadway expansion to 4-lanes with a raised median
- 2 through lanes in each direction with and a raised median
- Intersection improvements including traffic signals and/or roundabouts at the LCR 36, LCR 32E, and LCR 30 intersections
- Sidewalks

#### PROPOSED LCR 5 CROSS-SECTION:



### PROJECT COST

**TOTAL PROJECT COST: \$55.3 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 5 WILL:

- Increase capacity and trip reliability on a major connector between Loveland, Windsor, and Timnath
- Create a reliable alternate north/south route to I-25
- Add sidewalk connections to enhance pedestrian safety and comfort

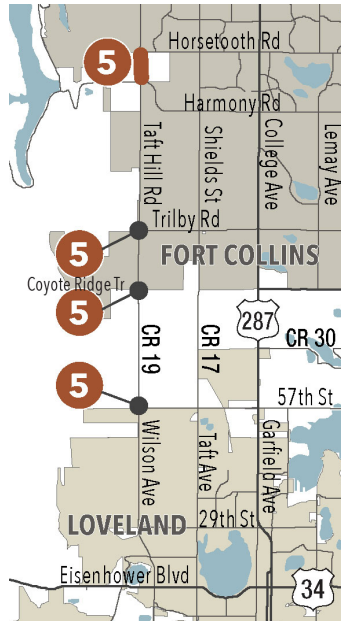
# LARIMER COUNTY ROAD 19

## PROJECT 5



### PROJECT LOCATION

Larimer County Road (LCR) 19 (S Taft Hill Road) is a north/south road connecting Fort Collins and Loveland. LCR 19 (S Taft Hill Road in Fort Collins; Wilson Avenue in Loveland) provides a parallel route to Shields Street (LCR 17) and US 287. LCR 19 is currently a 2-lane road with a center turn lane and shoulders. This project focuses on upgrading intersections along LCR 19 (at 57th Street in Loveland, and at Coyote Ridge Trail, Trilby Road, and Harmony Road in Fort Collins), and widening the section of LCR 19 from Harmony Road to Horsetooth Road.



### WHY IS THE PROJECT NEEDED?

LCR 19 is a main travel connection between Fort Collins and Loveland, proving a connection between US 287 in Fort Collins and US 34 in Loveland. As development continues to occur between Fort Collins and Loveland, LCR 19 is increasingly traveled causing congestion and delay.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Roadway expansion between Horsetooth Road and Harmony Road to a 4-lane road with a center turn lane
- Intersection improvements at Harmony Road, Trilby Road, Coyote Ridge Trail, and 57th Street
- Signalization at Trilby Road Addition of bike lanes and sidewalks (Horsetooth Road to Harmony Road)

#### PROPOSED LCR 19 CROSS-SECTION:



### PROJECT COST

**TOTAL PROJECT COST: \$9.5 MILLION**

Current funding commitments: \$5 Million in federal funding

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 19 WILL:

- Create a safer environment for all travelers
- Increase capacity and trip reliability on a major connector between Fort Collins and Loveland
- Create a more reliable north/south alternate route to US 287
- Improve facilities for walking and biking



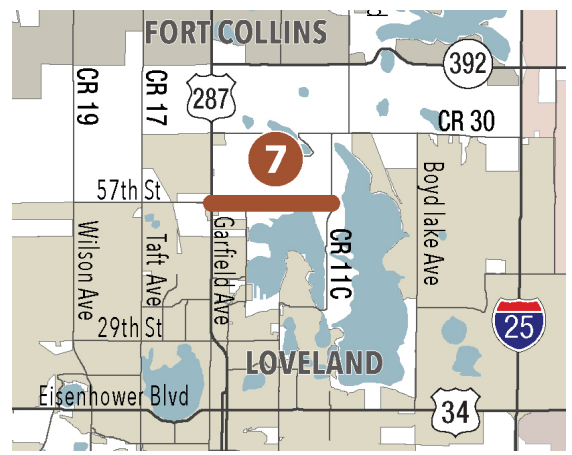
# 57TH STREET

## PROJECT 7



### PROJECT LOCATION

Located just west of Boyd Lake State Park, 57th Street provides for east-west travel in western Loveland. The section of 57th Street between US 287 and Larimer County Road 11 C street is currently two lanes with limited center turn lanes. The rural street does not have shoulders.



### PROJECT COST

**TOTAL PROJECT COST: \$10.75 MILLION**  
Current funding commitments: none

### WHY IS THE PROJECT NEEDED?

57th Street is the only continuous east-west street between US 34 and SH 392 that connects LCR 11C to US 287. 57th Street has become a heavily used corridor, particularly from Fort Collins and Loveland. The project would improve a connection between two regional corridors, increasing reliability and connectivity.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Reconstruct 2 lanes with a center turn lane where needed
- Add 6-foot paved shoulders from LCR 13 to LCR 11C
- Intersection improvements at the intersection of 57th Street and LCR 13

### PROPOSED 57TH STREET CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO 57TH STREET WILL:

- Provide reliability to a heavily used east-west corridor between Boise Avenue and US 287
- Add sidewalks and bike lanes (shoulders)
- Add turn lanes to improve corridor safety

# MALL ROAD INTERSECTIONS

## PROJECT 8



### PROJECT LOCATION

Mall Road intersects both US 34 (Moraine Avenue) and US 36 (N St. Vrain Avenue) on the east side of Estes Park. US 34 and US 36 are the main gateway corridors into Estes Park. Both intersections are currently unsignalized.



### PROJECT COST

**TOTAL PROJECT COST: \$4 MILLION**

Current funding commitments: none

### WHY IS THE PROJECT NEEDED?

Mall Road is a heavily used connection between US 34 and US 36 on the eastern side of Estes Park and Lake Estes. Travelers use Mall Road to bypass downtown Estes Park which is often congested due to visitors. Non-local travel on US 34 and US 36 is significant because both routes connect to Rocky Mountain National Park. These intersections are frequently congestion, especially during the summer visitation season.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Traffic signals and/or roundabouts
- Intersection improvements including turn lanes

### ROUNDABOUT EXAMPLE:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO MALL ROAD INTERSECTIONS WILL:

- Improve safety conditions, particularly for turning vehicles
- Provide a more reliable bypass on the eastern side of Estes Park
- Reduce congestion in Estes Park for residents and the significant volume of tourists visiting Estes Park and Rocky Mountain National Park



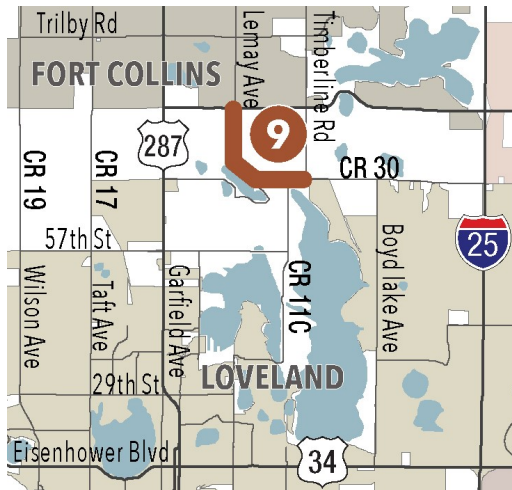
# LARIMER COUNTY ROAD 13

## PROJECT 9



### PROJECT LOCATION

On the south side of Fort Collins, Lemay Avenue (LCR 13) extends south from SH 392 to the intersection of LCR 30 and Timberline Road. LCR 30 is a direct connection to the I-25 Frontage Roads approximately 1-mile east. LCR 13 is currently a two-lane rural road without shoulders.



### WHY IS THE PROJECT NEEDED?

LCR 13 south of SH 392 has become a commonly traveled connector between Loveland and Fort Collins since it provides direct connections to Fort Collins from Boise Avenue, Boyd Lake Avenue, and the Frontage Road in Loveland. As development continues to occur, this route is anticipated to be a more heavily used corridor in the County.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Add 6-foot paved shoulders
- Turn lanes at various intersections and driveways
- Intersection improvements, possibly a roundabout, at LCR 13 and LCR 30

### PROJECT COST

**TOTAL PROJECT COST: \$7.75 MILLION**

Current funding commitments: none

### PROPOSED LCR 13 CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 13 WILL:

- Increase reliable connectivity to Fort Collins, Loveland, and the I-25 Frontage Road
- Increase safety and accommodate bicyclists by adding shoulders

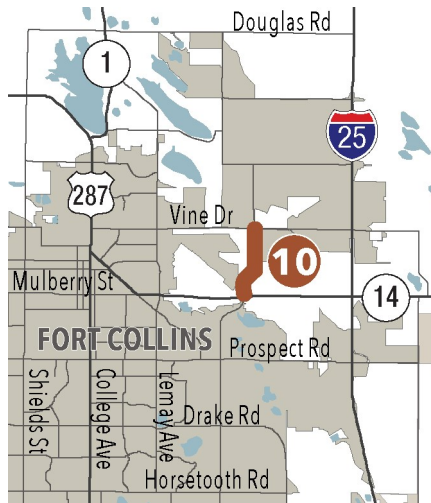
# TIMBERLINE ROAD

## PROJECT 10



### PROJECT LOCATION

Timberline Road between Mulberry Street and Vine Drive is in northeastern Fort Collins. The majority of Timberline Road is a two-lane road with some turn lanes. Wider shoulders exist on both sides of the road and a sidewalk is present on the east side between Mulberry Street and International Boulevard. Timberline Road includes four lanes and a median at the intersection of Mulberry Street.



### WHY IS THE PROJECT NEEDED?

Timeline Road is an important regional connection between Loveland, Fort Collins, and Wellington. Traffic has been increasing on Timberline Road north of Mulberry Street and four-lanes are needed to accommodate the additional trips.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widen the road to four lanes
- Add medians and left-turn lanes
- Add bicycle lanes and sidewalks

### PROJECT COST

**TOTAL PROJECT COST: \$8 MILLION**

Current funding commitments: none

### PROPOSED TIMBERLINE ROAD CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO TIMBERLINE WILL:

- Increase capacity and trip reliability
- Improve safety on a regional connector
- Add multimodal improvements including bike lanes and sidewalks
- Support transit reliability for TransFort Route 14



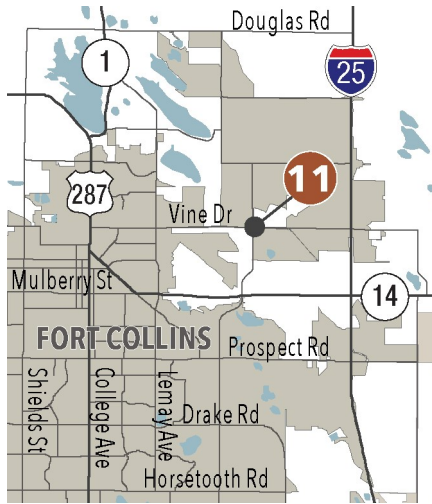
# TIMBERLINE ROAD AND VINE DRIVE

## PROJECT 11



### PROJECT LOCATION

Timberline Road and Vine Drive is an intersection in northeastern Fort Collins. Vine Street parallels the Burlington Northern Railroad (BNSF) immediately adjacent to the intersection.



### WHY IS THE PROJECT NEEDED?

Timeline Road is an important regional connection between Loveland, Fort Collins, and Wellington. The current intersection of Timberline Road and Vine Drive experiences significant congestion and delay due to the close proximity to the BNSF railroad yard operations. A grade-separation would reduce congestion and improve safety by eliminating the conflict between trains and vehicles and improving emergency vehicle response time.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Grade-separation of Timberline Road, either over or under the BNSF railroad tracks and Vine Drive
- Bike lanes

### PROJECT COST

**TOTAL PROJECT COST: \$25 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO TIMBERLINE ROAD AND VINE DRIVE WILL:

- Reduce the congestion and delay experienced due to BNSF railroad operations
- Improve safety by eliminating the conflict between trains and vehicles
- Support transit reliability for TransFort Route 14
- Improve safety and comfort of cyclists
- Improve emergency vehicle response time

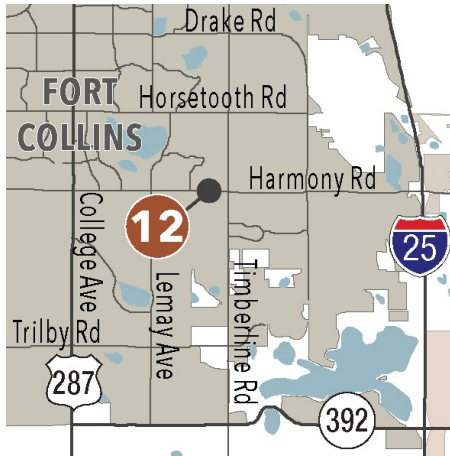
# POWER TRAIL GRADE SEPARATION

## PROJECT 12



### PROJECT LOCATION

The Power Trail is a north/south trail that connects many neighborhoods, parks, and trails in Fort Collins. The trail currently meets Harmony Road approximately ¼ mile west of Timberline Road. The Power Trail parallels the Union Pacific Railroad.



### WHY IS THE PROJECT NEEDED?

Grade-separation of the Power Trail and Harmony Road is needed to improve safety and eliminate the conflict between trail users and vehicles. This project is one of many projects that will improve regional trail connectivity in Larimer County. Future phases will extend the 10-foot concrete trail and 5-foot gravel path south beyond Harmony Road and eventually connect to Loveland's trail system.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Grade-separation of the Power Trail either over or under Harmony Road

### PROJECT COST

#### TOTAL PROJECT COST: \$6 MILLION

Current funding commitments: \$2.4 million City of Fort Collins funds and \$0.8 million Federal Transportation Alternatives Program (TAP) funds

#### GRADE-SEPARATION EXAMPLE:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO TIMBERLINE ROAD AND VINE DRIVE WILL:

- Provide a safer and convenient connection for trail users
- Eliminate conflict between trail users and vehicles
- Create a lower-stress environment for all users

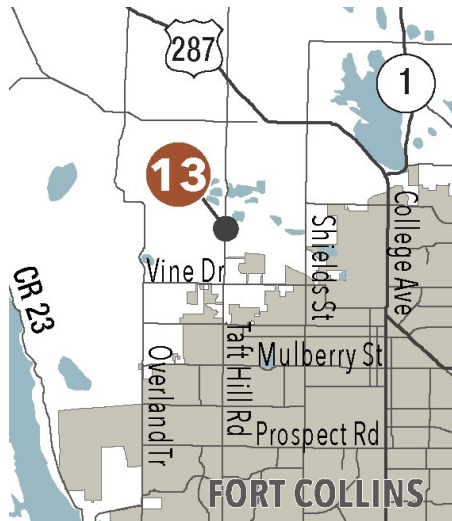
# POUDRE TRAIL GRADE SEPARATION

## PROJECT 13



### PROJECT LOCATION

The Poudre Trail is a major regional trail that connects many neighborhoods, parks, and trails in Larimer County. The trail intersects Taft Hill Road approximately ¾ of a mile north of Vine Drive. The intersection of the trail and the road is currently signed and striped at-grade. The Poudre Trail loosely follows the Cache la Poudre River for over 10 miles.



### WHY IS THE PROJECT NEEDED?

Grade-separation of The Poudre Trail and Taft Hill Road is needed to improve safety and eliminate the conflict between trail users and vehicles. This project is one of many projects that will improve regional trail connectivity in Larimer County. Extension of this trail east toward I-25 is expected over the next several years.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Grade-separation of the Poudre Trail either over or under Taft Hill Road

### PROJECT COST

**TOTAL PROJECT COST: \$5 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO THE POUDRE TRAIL WILL:

- Provide a safer and convenient trail connection
- Eliminate conflict between trail users and vehicles
- Create a lower-stress environment for all users

#### GRADE-SEPARATION EXAMPLE:





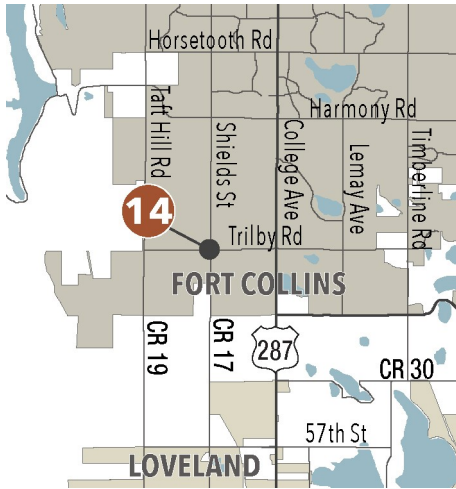
# LONG VIEW TRAIL GRADE SEPARATION

## PROJECT 14



### PROJECT LOCATION

The Long View Trail opened in August 2018 and is a 4.4-mile, concrete multi-use trail connecting the cities of Loveland and Fort Collins to five existing open spaces and natural areas. The trail intersects Trilby Road at Shields Street in Fort Collins. The intersection of Trilby Road and Shields Street is a signalized intersection and trail users cross at a marked crosswalk.



### WHY IS THE PROJECT NEEDED?

Grade-separation of the Long View Trail is needed to improve safety and eliminate the conflict between trail users and vehicles. This project is one of many trail improvement projects that will increase regional trail connectivity in Larimer County.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Grade-separation of the Long View Trail either over or under Trilby Road

### PROJECT COST

#### TOTAL PROJECT COST: \$5 MILLION

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO THE LONG VIEW TRAIL WILL:

- Eliminate conflict between trail users and vehicles
- Create a lower-stress environment for all users
- Provide a safer and convenient trail connection

#### GRADE-SEPARATION EXAMPLE:



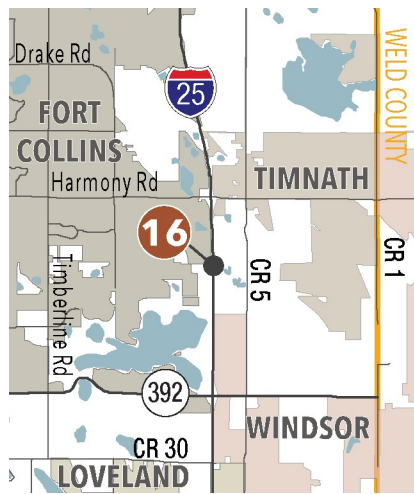
# KECHTER ROAD BRIDGE

## PROJECT 16



### PROJECT LOCATION

Kechter Road crosses over I-25 and provides connections to the I-25 Frontage Roads. Kechter Road provides east/west connectivity between Timberline Road in Fort Collins (on the west side of I-25) and LCR 5 in Timnath (on the east side of I-25).



### WHY IS THE PROJECT NEEDED?

The Kechter Road bridge replacement is needed to accommodate the expansion of I-25 to 4 lanes in each direction. The travel lanes on the Kechter Road bridge are narrow and there are no shoulders, making travel for bicyclists dangerous.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Bridge reconstruction to accommodate future widening of I-25
- Wide shoulders for biking on the Kechter Road bridge

### PROJECT COST

#### TOTAL PROJECT COST: \$35 MILLION

Current funding commitments: \$25 million in federal funding is secured and \$10 million is needed to match the federal funding

### EXAMPLE CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO THE KECHTER BRIDGE OVER I-25 WILL:

- Allow I-25 to be widened to 4 lanes in each direction
- Provide wider travel lanes and shoulders on Kechter Road to make travel, particularly for bicyclists, safer and more comfortable
- Support transit reliability for Bustang operations on I-25



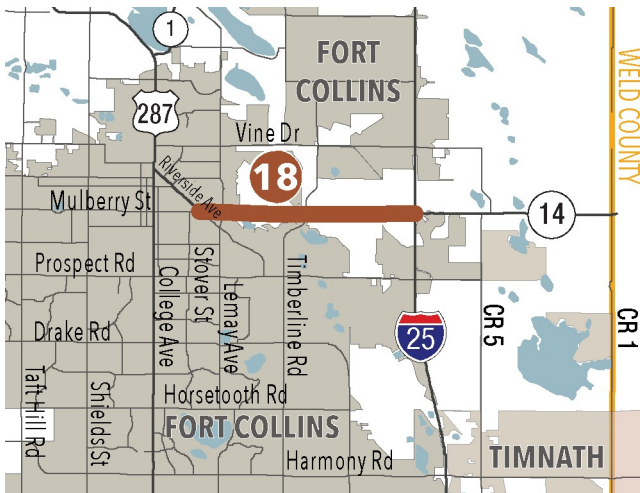
# MULBERRY STREET (SH 14)

## PROJECT 18



### PROJECT LOCATION

Mulberry Street (SH 14) is a primary gateway corridor connecting I-25 to downtown Fort Collins. Mulberry Street between College Avenue (US 287) and I-25 is a four-lane highway with a center median and frontage roads that provide business access.



### WHY IS THE PROJECT NEEDED?

Mulberry Street is a heavily traveled corridor with locals and visitors seeking to access Colorado State University, major retail and healthcare destinations in downtown Fort Collins. Widening on Mulberry Street (SH 14) is needed to increase mobility, safety, and mode choice within a heavily used corridor in Larimer County.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widen Mulberry Street from 4 lanes to 6 lanes
- Intersection and safety improvements
- Wide shoulders for bicycling
- Sidewalks

### PROJECT COST

#### TOTAL PROJECT COST: \$50 MILLION

Current funding commitments: none

*A new countywide funding source would contribute partial funding towards this project; additional federal, state, local, and/or private funding would be required to complete this project.*

#### PROPOSED MULBERRY STREET CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO MULBERRY STREET WILL:

- Reduce congestion and delay
- Increase reliable connectivity between I-25 and downtown Fort Collins
- Support transit reliability for TransFort Route 14
- Improve safety for all users
- Accommodate bicyclists



# US 34 AND US 36 INTERSECTION

## PROJECT 20



### PROJECT LOCATION

US 34 (Moraine Avenue) and US 36 (St. Vrain Avenue) are the two main gateway corridors into Estes Park. The two roads intersect at a signalized intersection in downtown Estes Park. The intersection is the most heavily traveled entrance into Estes Park, which accommodates nearly 4 million visitors annually to Rocky Mountain National Park.



### PROJECT COST

**TOTAL PROJECT COST: \$6 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVING THE US 34 AND US 36 INTERSECTION WILL:

- Alleviate traffic congestion
- Reduce or eliminate conflicts for pedestrians and bicyclists
- Support more reliable transit operations for the local shuttles and trolleys
- Enhance safety for motorists, bicyclists, and pedestrians

### WHY IS THE PROJECT NEEDED?

Due to extremely high visitor traffic, the intersection of US 34 and US 36 is often at a stand-still. The intersection is difficult to cross as a pedestrian and the pavement is in poor condition. This project would reconstruct and enhance the intersection to alleviate the often standstill traffic conditions. The project would also improve pedestrian crossing safety for those trying to access shopping and restaurants across US 34 north of the Visitor Center.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Reconstruct and enhance the intersection, potentially with a roundabout
- Pedestrian crossing safety improvements; potentially a pedestrian underpass
- Safer connections between major attractions for pedestrians such as the Visitor Center and local businesses

#### CURRENT INTERSECTION AND CROSSINGS:



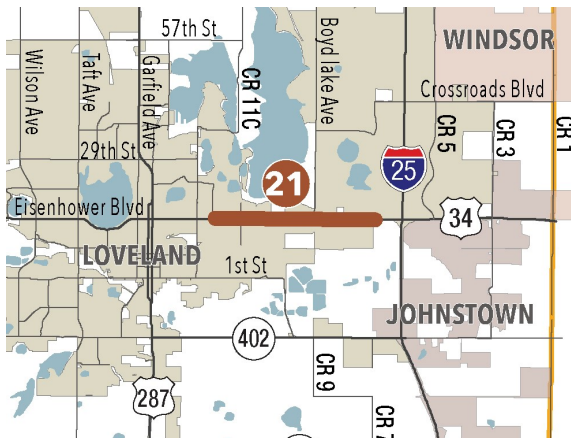
# US 34 WIDENING (WEST OF I-25)

## PROJECT 21



### PROJECT LOCATION

Eisenhower Boulevard (US 34) is the primary corridor connecting downtown Loveland and I-25. The corridor serves local traffic as well as regional traffic from Estes Park (and Rocky Mountain National Park) and Greeley. The section of highway from Boise Avenue to Rocky Mountain Avenue in Loveland is currently two lanes in each direction with a center grassy median.



### PROJECT COST

#### TOTAL PROJECT COST: \$19.2 MILLION

Current funding commitments: \$4.3 million from Loveland and \$3.7 in federal/state funding

### WHY IS THE PROJECT NEEDED?

East/west travel options are limited in Loveland due to geographic constraints such as Boyd Lake and the Northern Colorado Regional Airport. Significant development has occurred in eastern Loveland creating additional travel demands on US 34 which are expected to increase in the future. Widening US 34 from 4 lanes to 6 lanes will alleviate the current traffic congestion and delay and provide a more reliable east/west route in Larimer County. Portions of US 34 have already been widened to 6 lanes, and this project will tie into the recent improvements, creating a more continuous corridor.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widen US 34 from 4 lanes to 6 lanes
- Intersection improvements at the Boise Avenue, Denver Avenue, Sculptor Drive, Hahn's Peak Drive, and Rocky Mountain Avenue intersections
- Addition of bike lanes and sidewalks

#### PROPOSED US 34 CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

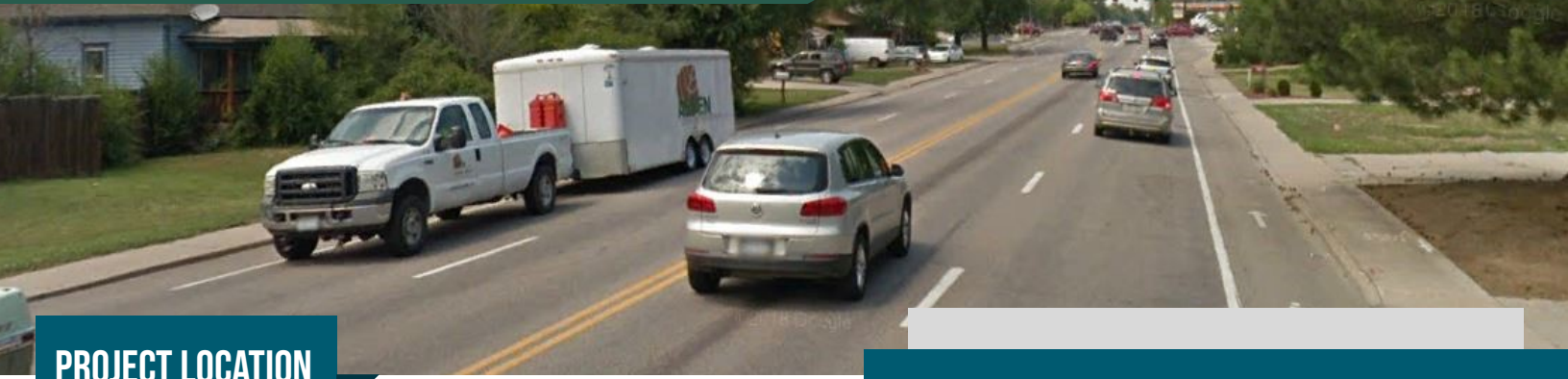
#### IMPROVEMENTS TO US 34 WILL:

- Provide a more reliable east/west travel route through Loveland
- Support transit reliability for the City of Loveland's Transit (COLT) Routes 3 and 5
- Improve comfort for pedestrians and bicyclists by filling in gaps in the sidewalk and bike lane network



# TAFT AVENUE (CENTRAL LOVELAND)

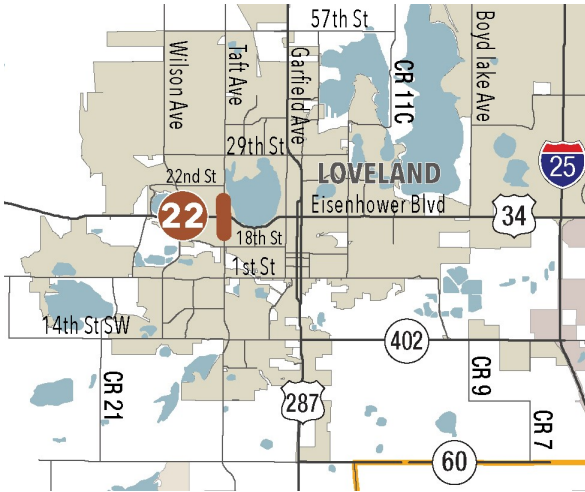
## PROJECT 22



### PROJECT LOCATION

Taft Avenue is a north/south corridor connecting Berthoud, Loveland, and Fort Collins, and serving as a parallel route to US 287. Taft Avenue from 11th Street to Westshore Drive in Loveland is located

immediately south and north of US 34 and provides many business and residential accesses. The street is currently two lanes in each direction with sidewalks, bike lanes, and a COLT bus stop at 12th Street.



### WHY IS THE PROJECT NEEDED?

Taft Avenue south and north of US 34 has narrow travel lanes, narrow bike lanes, and substandard sidewalks. This project will widen the travel lanes, shoulders, and sidewalks to create a safer environment for all users. The project will also improve the intersection of Taft Avenue and US 34, alleviating delay caused by the increase in traffic experienced in recent years.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widen the travel lanes
- Intersection improvements at Taft Avenue and US 34 (Eisenhower Boulevard)
- Widen sidewalks and add bike lanes

### PROJECT COST

**TOTAL PROJECT COST: \$5.3 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

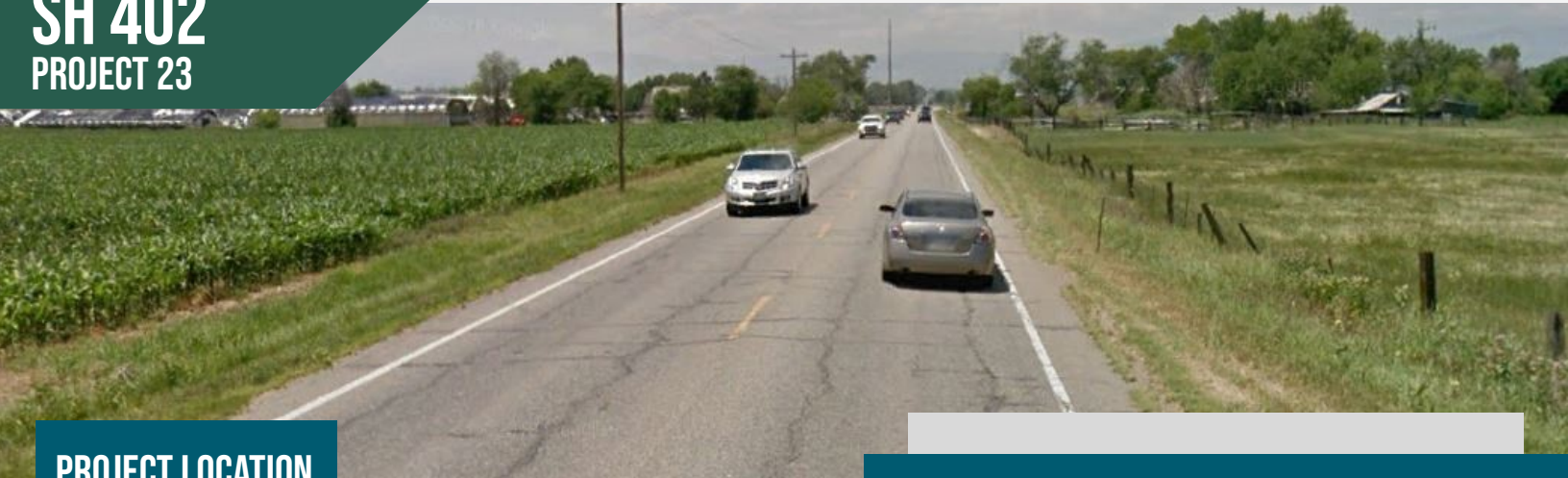
#### IMPROVEMENTS TO TAFT AVENUE WILL:

- Create a safer travel environment for all users
- Improve comfort for bicyclists and pedestrians
- Provide a more reliable route for City of Loveland Transit (COLT) Routes 2 and 4
- Alleviate congestion at the US 34 intersection

#### PROPOSED TAFT AVENUE CROSS-SECTION:

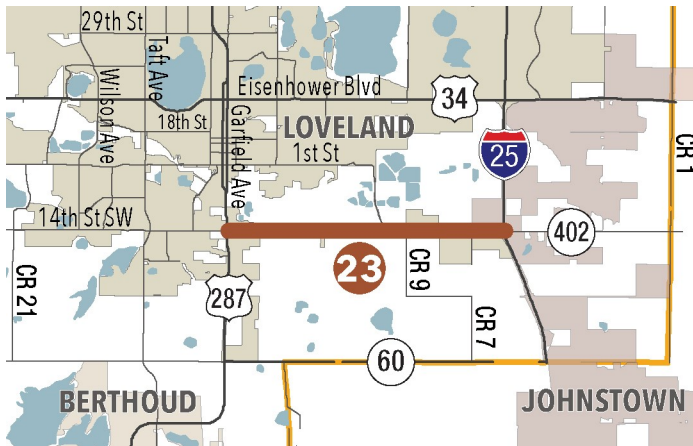


# SH 402 PROJECT 23



## PROJECT LOCATION

SH 402 connects US 287 and I-25 approximately 2 miles south of US 34 in Loveland. SH 402 provides east/west connectivity between Loveland, Johnstown, Greeley, and Evans and serves as a parallel route to US 34. This section of highway is currently two-lanes with narrow shoulders.



## PROJECT COST

### TOTAL PROJECT COST: \$28.8 MILLION

Current funding commitments: none

*A new countywide funding source would contribute partial funding towards this project; additional federal, state, local, and/or private funding would be required to complete this project.*

## WHY IS THE PROJECT NEEDED?

As development has continued, SH 402 is increasingly used to access I-25 from southern Loveland causing congestion and delay on this two-lane highway. The existing shoulders are narrow. Widening SH 402 from 2 lanes to 4 lanes will alleviate the current traffic congestion and delay and provide a more reliable east/west route in Larimer County. This project will also complement the interchange reconstruction at SH 402 and I-25 currently being completed by CDOT (anticipated to be completed by Fall 2019).

## WHAT IMPROVEMENTS ARE PROPOSED?

- Widen to four lanes from US 287 to Boise Avenue and from LCR 9 to I-25
- Intersection improvements at SH 402 and St. Louis Avenue, Boise Avenue, LCR 9E, future Boyd Lake Avenue extension, and LCR 7
- Addition of center turn lane from Boise Avenue to LCR 9
- Addition of sidewalks and bike lanes

### PROPOSED SH 402 CROSS-SECTION:



## REGIONAL PROJECT BENEFITS

### IMPROVEMENTS TO SH 402 WILL:

- Improve safety and travel conditions for all users
- Provide a more reliable east/west travel route in Larimer County
- Support transit reliability for the City of Loveland's Transit (COLT) Route 5
- Improve comfort for bicyclists and pedestrians



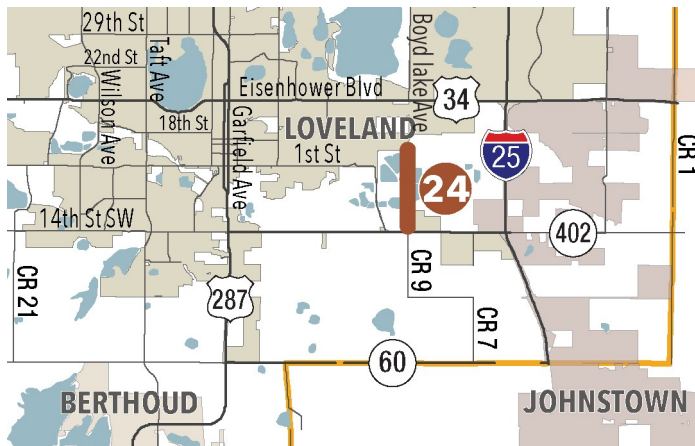
# BOYD LAKE AVENUE EXTENSION

## PROJECT 24



### PROJECT LOCATION

Boyd Lake Avenue is a north/south avenue that parallels Boyd Lake in Loveland. Boyd Lake Avenue turns west and becomes E 1st Street (LCR 20C) in Loveland approximately ¾ of a mile south of US 34. This project would extend Boyd Lake Avenue south of LCR 20C to connect to SH 402.



### WHY IS THE PROJECT NEEDED?

Extending Boyd Lake Avenue by 1.5 miles will connect Boyd Lake Avenue to SH 402 and provide an alternative north/south route to I-25 and US 287. Significant development has occurred in this part of Loveland and is expected to continue adjacent to the corridor. This extension will alleviate the current traffic congestion and delay and provide an additional reliable north/south route in Larimer County.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Extend Boyd Lake Avenue south to connect to SH 402 as a 2-lane street. Two lanes is an interim improvement. The ultimate roadway will be 4 lanes.
- Addition of bike lanes and sidewalks

### PROJECT COST

**TOTAL PROJECT COST: \$8.4 MILLION**

Current funding commitments: none

### PROPOSED BOYD LAKE AVENUE CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO SH 402 WILL:

- Provide a more connected north/south travel route in Loveland
- Complete an additional parallel route to I-25
- Improve comfort for bicyclists and pedestrians

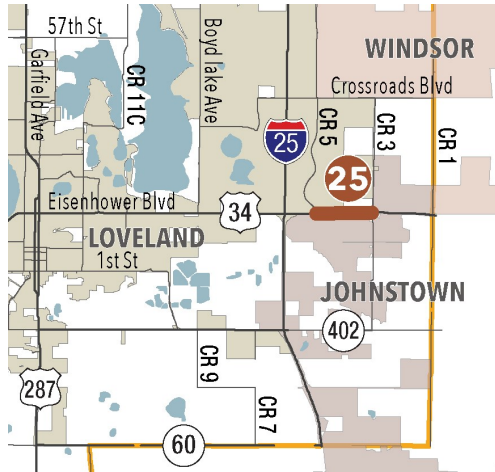
# US 34 WIDENING (EAST OF I-25)

## PROJECT 25



### PROJECT LOCATION

US 34 is a primary east/west corridor in Larimer County, connecting Loveland, Johnstown, and Greeley. US 34 serves local traffic as well as significant regional traffic. The section of highway from Centerra Parkway to LCR 3 in Loveland is currently two lanes in each direction with a center grassy median and shoulders.



### WHY IS THE PROJECT NEEDED?

Significant development has occurred in eastern Loveland and is expected to continue, increasing travel demands on US 34. Widening US 34 from 4 lanes to 6 lanes will alleviate the current traffic congestion and delay and provide a more reliable east/west route. Portions of US 34 (west of I-25) have already been widened to 6 lanes, and the section from Rocky Mountain Avenue to Centerra Parkway is planned to be widened to 6 lanes. This project will tie into the recent and planned improvements, creating a more continuous corridor. This section of US 34 lacks bicycle and pedestrian facilities.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widen US 34 from 4 lanes to 6 lanes
- Intersection improvements at the US 34 and LCR 3 intersection
- Addition of bike lanes and sidewalks

### PROPOSED US 34 CROSS-SECTION:



### PROJECT COST

**TOTAL PROJECT COST: \$10.6 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO US 34 EAST OF I-25 WILL:

- Provide a more reliable east/west travel route connecting Loveland, Johnstown, and Greeley
- Provide a more reliable connection to I-25
- Improve comfort for bicycles and pedestrians



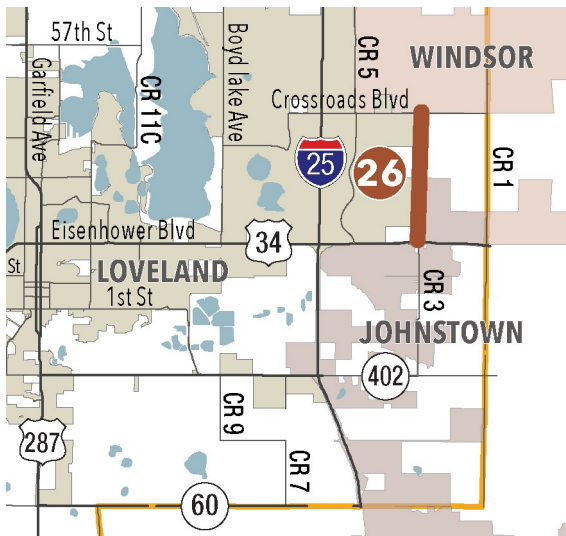
# LARIMER COUNTY ROAD 3

## PROJECT 26



### PROJECT LOCATION

Larimer County Road (LCR) 3 is a north/south road in eastern Larimer County. The two-lane road from US 34 to Crossroads Boulevard is currently gravel without shoulders or any walking or bicycling facilities.



### WHY IS THE PROJECT NEEDED?

As development has continued in eastern Loveland and Larimer County, use of LCR 3 has increased. The gravel road is unsuitable for the traffic volumes.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Roadway paving
- Addition of bike lanes
- Intersection improvements at LCR 3 and US 34 and Crossroads Boulevard

### PROJECT COST

**TOTAL PROJECT COST: \$5.4 MILLION**

Current funding commitments: none

### PROPOSED LCR 3 CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 3 WILL:

- Improve mobility, safety, and travel conditions
- Provide a more reliable north/south travel route in eastern Larimer County that also serves as an alternative route to I-25
- Improve comfort for bicyclists
- Improve air quality by reducing dust pollution

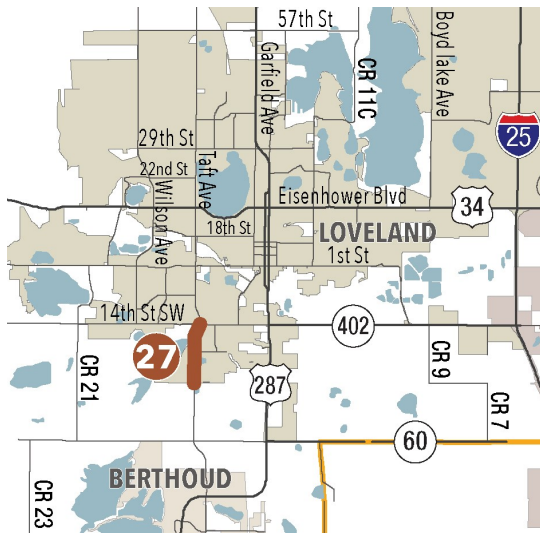
# TAFT AVENUE (SOUTH LOVELAND)

## PROJECT 27



### PROJECT LOCATION

Taft Avenue is a north/south corridor in Larimer County connecting Berthoud, Loveland, and Fort Collins, and serves as a parallel route to US 287. The road serves local and regional traffic into and out of Loveland. Taft Avenue between 14th Street SW to 28th Street SW in Loveland is four-lanes between 14th Street SW and 23rd Street SW and two-lanes between 23rd Street SW and 28th Street SW. The road includes some bike lanes and shoulders.



### WHY IS THE PROJECT NEEDED?

Taft Avenue from 14th Street SW to 28th Street SW currently has narrow travel lanes, inconsistent bike lanes, narrow shoulders, and inadequate sidewalks. The improvements from 14th Street SW to 28th Street SW will tie into other recent improvements to Taft Avenue and are needed to create a more continuous travel corridor. As growth continues along this corridor, particularly in southern Loveland and Berthoud, travel demand on this roadway is anticipated to increase.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widen current travel lanes and shoulders
- Add and/or widen sidewalks
- Add continuous bike lanes

### PROJECT COST

**TOTAL PROJECT COST: \$10.4 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO TAFT AVENUE WILL:

- Create a safer travel environment for all users
- Improve comfort for bicyclists and pedestrians
- Provide a more reliable route through Loveland to support the steady residential and employment growth

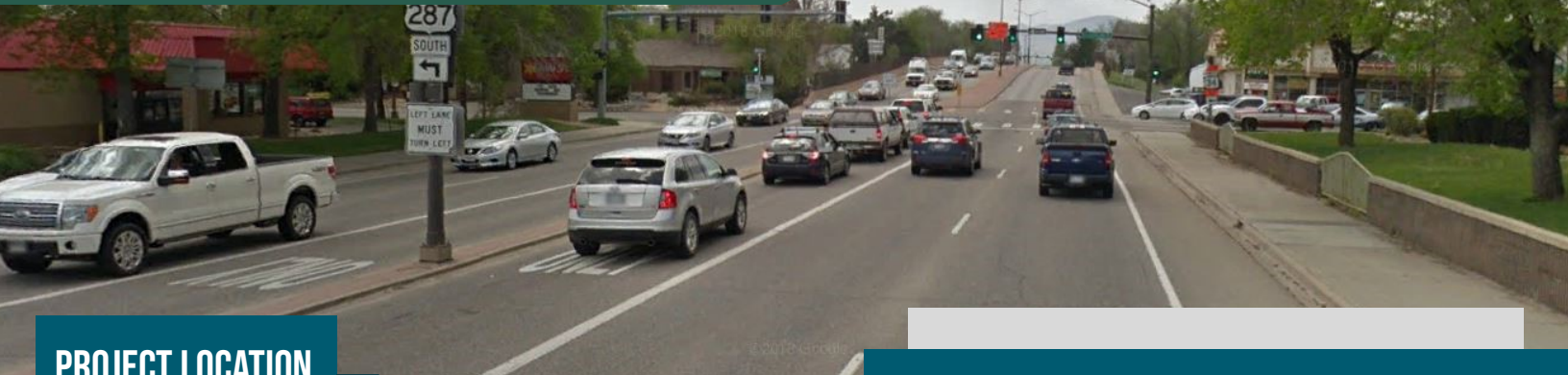
### PROPOSED TAFT AVENUE CROSS-SECTION:





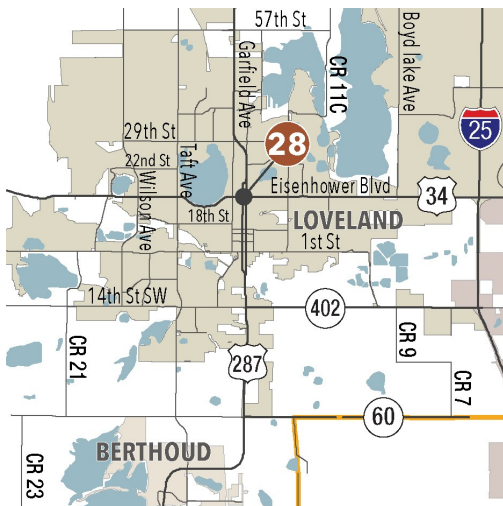
# US 34 AND US 287 INTERSECTIONS

## PROJECT 28



### PROJECT LOCATION

US 34 (Eisenhower Boulevard) and US 287 are the two main travel corridors in Loveland. Both streets serve as major regional connections to surrounding communities including Estes Park, Loveland, Greeley, Berthoud, Fort Collins, and beyond. The two streets intersect at two signalized intersections in downtown Loveland. The intersection of the two highways is the most heavily traveled intersection in Loveland.



### WHY IS THE PROJECT NEEDED?

Due to extremely high traffic, the two intersections of US 34 and US 287 are often severely congested causing delay and making the corridor unreliable. The intersections are difficult to cross as a pedestrian and as a cyclist.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Upgrade turn lanes with increased capacity
- Improve bicycle and pedestrian facilities

### PROJECT COST

**TOTAL PROJECT COST: \$8.1 MILLION**

Current funding commitments: none

### EVALUATED US 34 AND US 287 INTERSECTIONS FROM THE US 34 PEL STUDY

#### 1 Cleveland Lincoln Option 2\* Indirect left turn lanes



#### 1 Cleveland Lincoln Option 1\* Double Left



#### 1 Cleveland Lincoln Option 3\* 3-Lane Roundabout



\* Multiple potential design options recommended.

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO US 34 AND US 287 WILL:

- Alleviate traffic congestion and delay
- Provide a safer environment for pedestrians and bicyclists
- Support more reliable transit operations for Loveland's Transit (COLT) Route 1

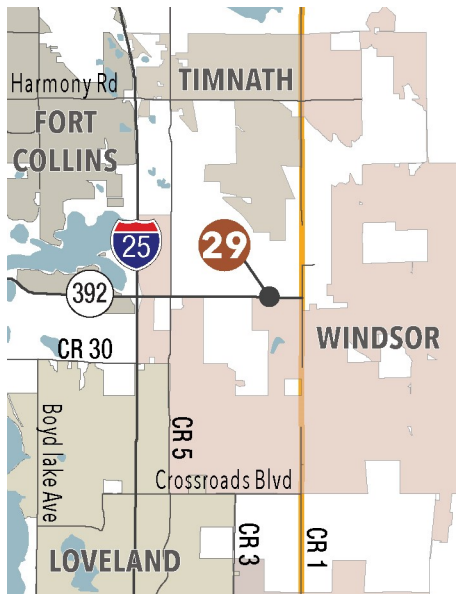
# SH 392 BRIDGE

## PROJECT 29



### PROJECT LOCATION

State Highway (SH) 392 provides connections to Loveland, Fort Collins, I-25, and Windsor in Larimer County. The highway crosses the Cache la Poudre River approximately ½ mile east of Larimer County Road (LCR) 3 on the west side of the Town of Windsor. The SH 392 bridge over the river is currently a two-lane bridge with narrow shoulders.



### WHY IS THE PROJECT NEEDED?

Development continues to occur in eastern Larimer County, increasing travel on SH 392. The Colorado Department of Transportation (CDOT) plans to widen SH 392 to four lanes, including the addition of bike lanes, sidewalks, and the widening of the existing Poudre Trail underpass, to accommodate the additional trips on SH 392. The bridge widening of SH 392 over the Cache la Poudre River is needed to accommodate the widening of the highway (from I-25 to 17th Street).

### WHAT IMPROVEMENTS ARE PROPOSED?

- Bridge widening of SH 392 over the Cache la Poudre River
- Addition of bike lanes, sidewalks
- Widening of the Poudre Trail underpass

### PROJECT COST

**TOTAL PROJECT COST: \$12 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO SH 392 WILL:

- Allow SH 392 to be widened to 2 lanes in each direction to better handle the traffic demand
- Improve comfort for bicyclists and pedestrians

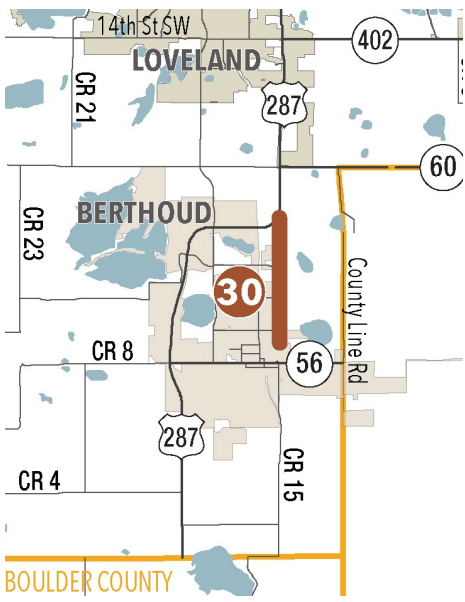


# 1ST STREET PROJECT 30



## PROJECT LOCATION

1st Street is a primary north/south corridor through Berthoud. 1st Street is a two-lane street with narrow shoulders that provides business and residential access. 1st Street connects to US 287 on the north side of Berthoud and is becoming a heavily traveled corridor with locals seeking access to Loveland and other destinations in Larimer County.



## WHY IS THE PROJECT NEEDED?

Widening 1st Street is needed to increase mobility, safety, and mode choice on an increasingly used corridor in Larimer County.

## WHAT IMPROVEMENTS ARE PROPOSED?

- Widening of 1st Street from 2 lanes to 4 lanes
- Center turn lanes and safety improvements
- Bike lanes and a wide detached sidewalk

## PROJECT COST

**TOTAL PROJECT COST: \$5 MILLION**  
Current funding commitments: none

## REGIONAL PROJECT BENEFITS

### IMPROVEMENTS TO 1ST STREET WILL:

- Increase travel reliability between Berthoud, Loveland, and US 287
- Provide a safer environment for pedestrians and cyclists
- Improve safety for all users

### PROPOSED 1ST STREET CROSS-SECTION:



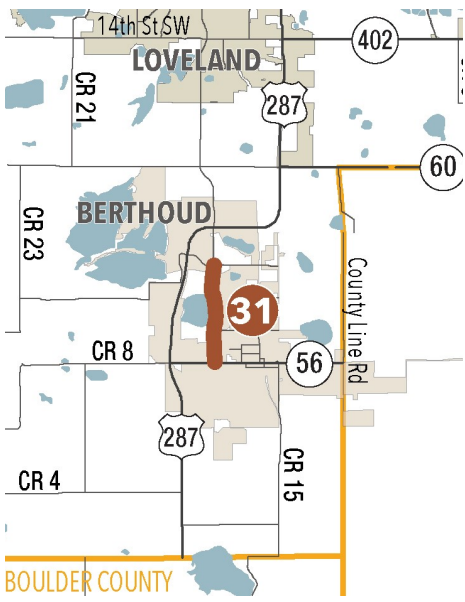
# BERTHOUD PARKWAY

## PROJECT 31



### PROJECT LOCATION

Berthoud Parkway (Larimer County Road 17) is a primary north/south corridor connecting Berthoud to US 287, Loveland, and other communities in Larimer County. Berthoud Parkway is currently a rural, two-lane street with narrow shoulders and no sidewalk or bicycle facilities.



### WHY IS THE PROJECT NEEDED?

Residential development is increasing adjacent to Berthoud Parkway. As more residents use the street to travel north and south, the road will need to accommodate the increase in traffic, provide a safer turning environment, and accommodate bicyclists.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widening from 2 lanes to 3 lanes
- Center turn lane
- Add bike lanes

### PROJECT COST

**TOTAL PROJECT COST: \$2 MILLION**  
Current funding commitments: none

### PROPOSED BERTHOUD PARKWAY CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

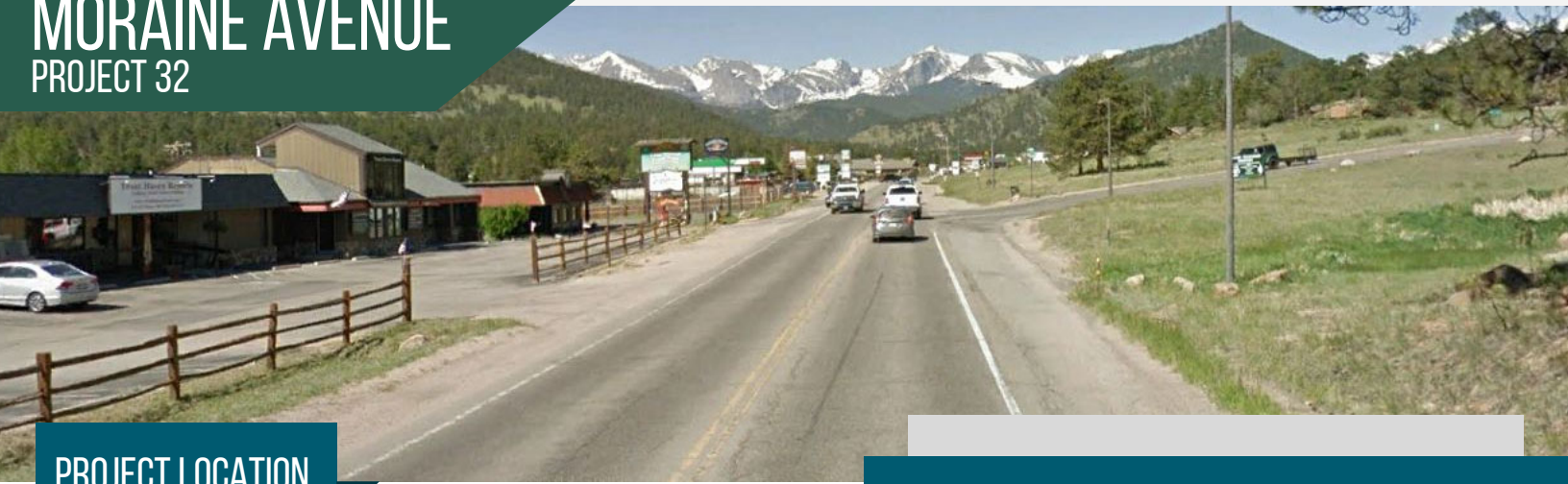
#### IMPROVEMENTS TO BERTHOUD PARKWAY WILL:

- Create a safer travel environment for all users
- Increase reliable connectivity between Berthoud, US 287, and Loveland
- Improve comfort for bicyclists



# MORaine AVENUE

## PROJECT 32



### PROJECT LOCATION

Moraine Avenue (US 36) from Davis Street to Mary's Lake Road in Estes Park serves the Beaver Meadows Entrance of Rocky Mountain National National Park, approximately one mile west of downtown Estes Park. Moraine Avenue is currently a two-lane road with many adjacent businesses on both sides of the road.



### PROJECT COST

**TOTAL PROJECT COST: \$20 MILLION**

Current funding commitments: none

### WHY IS THE PROJECT NEEDED?

Nearly 50 percent of Rocky Mountain National Park visitors (over 4 million in 2015) enter through the Beaver Meadows entrance, making Moraine Avenue a significantly traveled road in Estes Park. Traffic is often at a standstill on Moraine Avenue as turning vehicles delay through vehicles seeking to access the park. Access is poorly defined to many of the driveways and businesses. Portions of the detached multiuse path are missing, making walking and biking Moraine Avenue difficult.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Better defined access to adjacent businesses
- Addition of a center turn lane
- Addition of bike lanes and a multiuse trail and tree lawn on the south side of the road
- A roundabout at Elm Road to improve safety and access

### PROPOSED CROSS-SECTION FOR MORaine AVENUE:



### REGIONAL PROJECT BENEFITS

#### IMPROVING MORaine AVENUE WILL:

- Create a safer travel environment for all users
- Improve comfort for bicyclists and pedestrians
- Provide a more reliable route to Rocky Mountain National Park's most used entrance
- Better define business access points, increasing predictability and reducing conflicts for all travelers

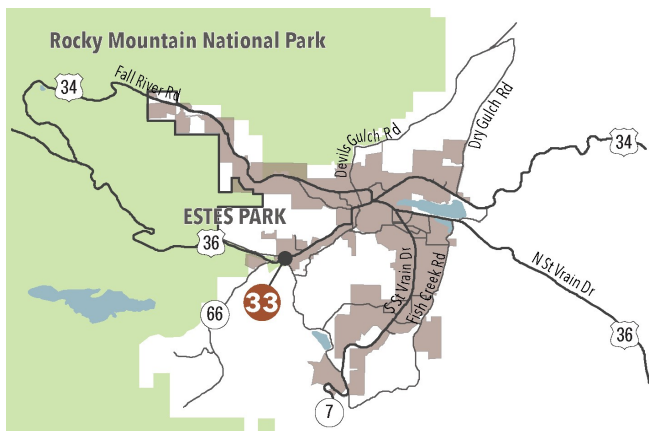
# US 36 AT MARY'S LAKE ROAD/HIGH DRIVE

## PROJECT 33



### PROJECT LOCATION

The intersection of US 36 and Mary's Lake Road/High Drive is located in western Estes Park, approximately ½ mile east of the Beaver Meadows Entrance of Rocky Mountain National Park. The intersection is currently a signalized intersection.



### PROJECT COST

**TOTAL PROJECT COST: \$5 MILLION**

Current funding commitments: none

### WHY IS THE PROJECT NEEDED?

Nearly 50 percent of Rocky Mountain National Park visitors (over 4 million in 2015) enter through the Beaver Meadows entrance, making the US 36 and Mary's Lake Road/High Drive intersection one of the most traveled in Estes Park. The intersection is often at a stand-still due to heavy visitor traffic causing delay. The asphalt and traffic signal equipment are in extremely poor condition and in need of replacement.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Replace the signalized intersection with a roundabout
- Bicycle and pedestrian facilities, providing continuity from Rocky Mountain National Park to downtown Estes Park

### ROUNDBABOUT EXAMPLE:



### REGIONAL PROJECT BENEFITS

#### IMPROVING US 36 AT MARY'S LAKE ROAD/HIGH DRIVE WILL:

- Create a safer travel environment for all users
- Reduce delay caused by traffic congestion
- Complete the multiuse connections from downtown Estes Park to Rocky Mountain National Park
- Provide a more reliable route to Rocky Mountain National Park's most used entrance
- Support more reliable transit operations for the local shuttles and trolleys



# US 34 MULTIMODAL TRAIL

## PROJECT 34



### PROJECT LOCATION

US 34 (Fall River Road) is one of two major highways providing access to Estes Park and Rocky Mountain National Park. The US 34 corridor from Mall Road to Rocky Mountain National Park (the Aspen Glen Campground) is located in western Estes Park and provides a connection to the Fall River Entrance, the northern entrance to the Park.



### PROJECT COST

#### TOTAL PROJECT COST: \$10 MILLION

Current funding commitments: **\$1.9 million** including \$400k from Land and Water Conservation Fund, \$250k from Colorado Parks and Wildlife Non-motorized Trails fund, \$400k from Estes Valley Recreation and Parks Districts, and \$857k from the Town of Estes Park.

### WHY IS THE PROJECT NEEDED?

Recent improvements to US 34 between Estes Park and Loveland include 6' wide shoulders serving as bike lanes for cyclists but there is no bike facility west of Mall Road making it difficult for bicyclists to travel between Estes Park and Rocky Mountain National Park.

### WHAT IMPROVEMENTS ARE PROPOSED?

- 10' concrete multimodal path from Mall Road to the Aspen Glen campground in Rocky Mountain National Park

#### PROPOSED CROSS SECTION EXAMPLE:



### REGIONAL PROJECT BENEFITS

#### IMPROVING THE US 34 MULTIMODAL TRAIL WILL:

- Create a continuous cycling facility from Loveland to Rocky Mountain National Park
- Create a safer environment for all travelers

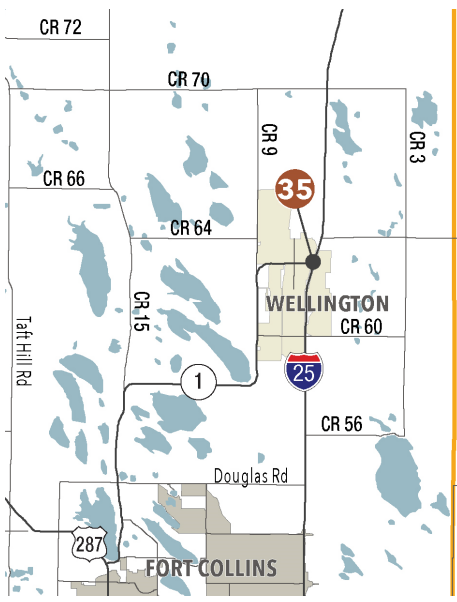
# I-25 AND SH 1 INTERCHANGE

## PROJECT 35



### PROJECT LOCATION

The interchange of State Highway (SH) 1 and I-25 is located on the eastern side of Wellington. The interchange is the only interstate access provided to the community. SH 1 becomes Cleveland Avenue, one of the main downtown streets in Wellington, and provides a connection to Fort Collins.



### WHY IS THE PROJECT NEEDED?

Residents of Wellington and unincorporated Larimer County as well as significant regional freight traffic rely on the interchange of SH 1 and I-25. Increasing use of the interchange has been causing delay creating unsafe conditions at the interchange including long vehicle queues on short connector road segments. The narrow bridge and heavy vehicle traffic leave no access for bicycle and pedestrians to cross I-25.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Safety improvements
- Interchange improvements extending highway ramps
- Improve traffic signal functionality
- Multiuse path connecting eastern Wellington to downtown

### PROJECT COST

#### TOTAL PROJECT COST: \$30 MILLION

Current funding commitments: \$1 million from Wellington

*A new countywide funding source would contribute partial funding towards this project; additional federal, state, local, and/or private funding would be required to complete this project.*

#### EXAMPLE INTERCHANGE OVERPASS:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO THE I-25 AND SH 1 INTERCHANGE WILL:

- Alleviate congestion at the interchange
- Increase connections for bicyclists and pedestrians
- Create a safer travel environment for all users



# SH 1 AND LCR 62E INTERSECTION

## PROJECT 36



### PROJECT LOCATION

The intersection of SH 1 and LCR 62E is located on the western side of Wellington and serves as a gateway into the community as SH 1 is the primary connection to Fort Collins. SH 1 is a two-lane highway with a center-turn lane and narrow shoulders. LCR 62E is a two-lane road with narrow shoulders. The current angle of the intersection is skewed.



### WHY IS THE PROJECT NEEDED?

As development has continued in Wellington and northeastern Larimer County, SH 1 is increasingly used as a connecting route between Wellington and Fort Collins. The Poudre School District has plans for a new high school at the northwest corner of LCR 62E and LCR 9 which will increase traffic and regional trips passing through the intersection of SH 1 and LCR 62E/LCR 9.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Reconfiguration of SH 1 and LCR 62E and LCR 9
- Signalization and turn lanes at LCR 62E and LCR 9
- Pedestrian path adjacent to SH 1
- Safety improvements

### PROJECT COST

**TOTAL PROJECT COST: \$3 MILLION**

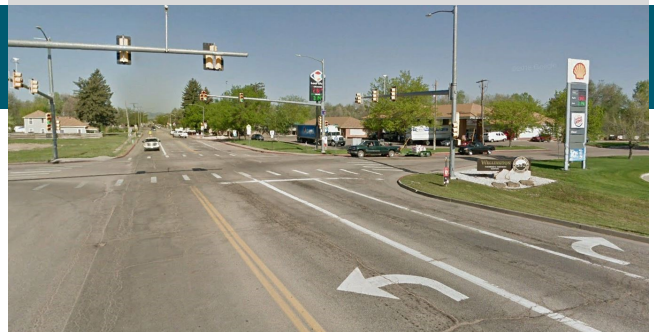
Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO THE SH 1 AND LCR62E INTERSECTION WILL:

- Improve safety and travel conditions for all users
- Provide a more reliable north/south travel route in Larimer County
- Improve comfort for bicyclists and pedestrians

#### INTERSECTION EXAMPLE:



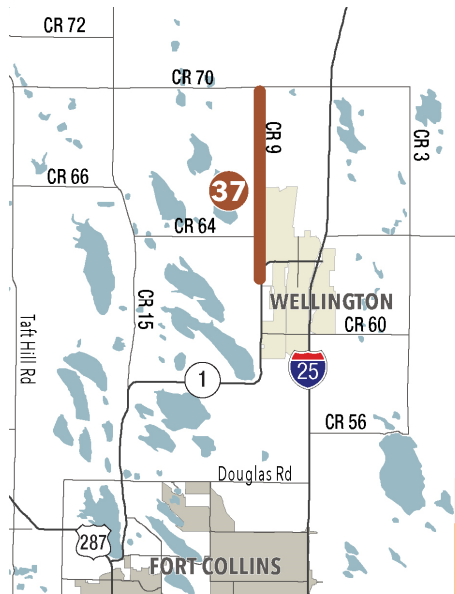
# LARIMER COUNTY ROAD 9

## PROJECT 37



### PROJECT LOCATION

Larimer County Road (LCR) 9 is a north/south route that parallels I-25 and provides a regional connection between Wellington and Owl Canyon Road. The rural road is currently two-lanes with very narrow shoulders.



### WHY IS THE PROJECT NEEDED?

As development has continued in northeastern Larimer County, LCR 9 is increasingly used as a connecting route between unincorporated Larimer County, Wellington, and Fort Collins. The Poudre School District has plans for a new high school at the northwest corner of LCR 9 and LCR 62E which will increase traffic and regional trips along LCR 9.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widening from 2 lanes to 4 lanes from SH 1 to LCR 64
- Turn-lanes at major intersections and at the high school
- Signalization and intersection improvements at LCR 62E and LCR 9
- Wide shoulders for biking

### PROJECT COST

**TOTAL PROJECT COST: \$3 MILLION**

Current funding commitments: none

### PROPOSED LCR 9 CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 9 WILL:

- Improve safety and travel conditions for all users
- Provide a more reliable north/south travel route in northeastern Larimer County
- Support biking with the addition of wide shoulders



# LARIMER COUNTY ROAD 58

## PROJECT 38



### PROJECT LOCATION

Larimer County Road (LCR) 58 between State Highway (SH) 1 and I-25 is located in northeastern Larimer County south of Wellington. LCR 58 is currently a rural, two-lane road with narrow shoulders and steep roadside ditches. LCR 58 currently provides access to the I-25 Frontage Road but does not provide access to the interstate.



### WHY IS THE PROJECT NEEDED?

Recent development in northeastern Larimer County and along the I-25 corridor has increased the number of trips on the interstate and on Larimer County roads. New interchanges are needed along the I-25 corridor to facilitate the increase in local and regional travel.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Addition of shoulders and turn lanes on LCR 58
- Intersection improvements at SH 1
- Railroad crossing improvements
- Multiuse path across I-25
- New interchange at I-25

### PROJECT COST

#### TOTAL PROJECT COST: \$35 MILLION

Current funding commitments: none

*A new countywide funding source would contribute partial funding towards this project; additional federal, state, local, and/or private funding would be required to complete this project.*

#### PROPOSED IMPROVEMENTS EXAMPLE:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 58 AND I-25 WILL:

- Expand regional connectivity and provide another entrance to Wellington from I-25
- Increase safety and trip reliability on a connector between SH 1 and I-25
- Improve emergency access across I-25
- Accommodate multiple modes of travel

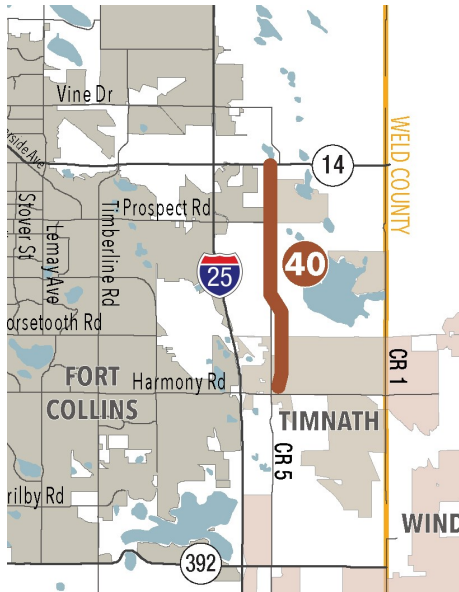
# LARIMER COUNTY ROAD 5

## PROJECT 40



### PROJECT LOCATION

Larimer County Road (LCR) 5 (Main Street in Timnath) is a primary north/south road in eastern Larimer County. LCR 5 parallels I-25 and provides regional connectivity between eastern Loveland, Timnath, and Fort Collins. The section between Harmony Road and SH 14 is one lane in each direction with no shoulders.



### WHY IS THE PROJECT NEEDED?

As development continues to occur in Timnath and eastern Larimer County, LCR 5 is increasingly traveled. When incidents happen on I-25, LCR 5 provides a parallel route to alleviate north/south travel.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widening LCR 5 to include median and center turn lanes
- Multimodal improvements including bike lanes and sidewalks

### PROJECT COST

**TOTAL PROJECT COST: \$23.4 MILLION**

Current funding commitments: none

### PROPOSED IMPROVEMENTS TO LCR 5:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 5 BETWEEN HARMONY ROAD AND SH 14 WILL:

- Provide a safer travel environment for all users
- Increase capacity and trip reliability on a major connector between Loveland and Timnath
- Create a more reliable and safer north/south alternate to I-25
- Add facilities for walking and biking



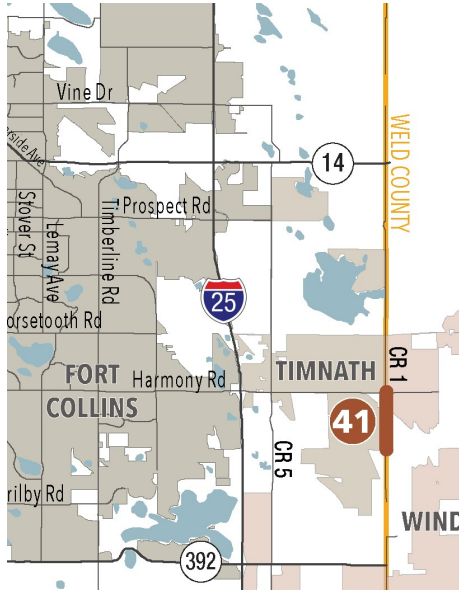
# LARIMER COUNTY ROAD 1 (SOUTH)

## PROJECT 41



### PROJECT LOCATION

Latham Parkway (LCR 1) is a primary north/south road in eastern Larimer County. LCR 1 parallels I-25 and provides regional connectivity between Windsor, Timnath, and eastern Fort Collins. The section between Kechter Road and Harmony Road is one lane in each direction with no shoulders. No sidewalk or bicycle facilities are provided.



### WHY IS THE PROJECT NEEDED?

As development continues to occur in Timnath and Windsor, Latham Parkway (LCR 1) is increasingly traveled. There is currently no accommodation for bicycles and pedestrians.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widening Latham Parkway from 2 lanes to 4 lanes
- Multimodal improvements including bike lanes and sidewalks

### PROJECT COST

**TOTAL PROJECT COST: \$11.3 MILLION**

Current funding commitments: none

### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 1 BETWEEN KECHTER ROAD AND HARMONY ROAD WILL:

- Provide a safer travel environment for all users
- Increase capacity and trip reliability on a major connector between Windsor and Timnath
- Improve comfort for bicyclists and pedestrians

#### PROPOSED IMPROVEMENTS TO LCR 1:



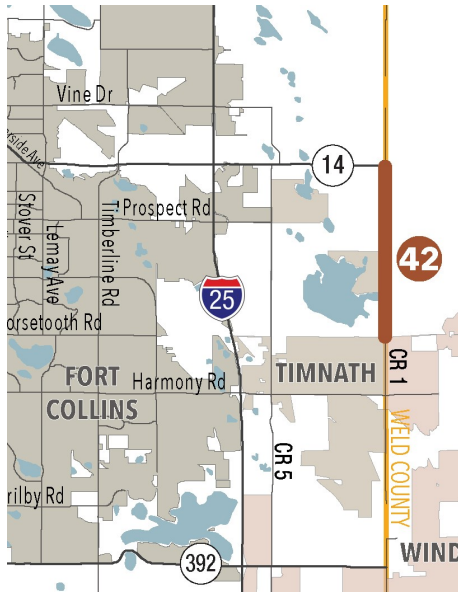
# LARIMER COUNTY ROAD 1 (NORTH)

## PROJECT 42



### PROJECT LOCATION

Latham Parkway (LCR 1) is a primary north/south road in eastern Larimer County. LCR 1 parallels I-25 and provides regional connectivity between Windsor and Timnath. The section between Buss Grove Road and SH 14 (E. Mulberry Street) is one lane in each direction with no shoulders. No sidewalk or bicycle facilities are provided.



### WHY IS THE PROJECT NEEDED?

As development continues to occur in Timnath and Windsor, Latham Parkway (LCR 1) is increasingly traveled. The street does not currently accommodate bicyclists and pedestrians.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Reconstructing Latham Parkway and addition of center turn lane
- Adding multimodal facilities including bike lanes and sidewalks
- Realigning the intersections at Prospect Road

### PROJECT COST

**TOTAL PROJECT COST: \$13.9 MILLION**

Current funding commitments: none

### EXAMPLE CROSS-SECTION FOR LCR 1 IMPROVEMENTS:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO LCR 1 WILL:

- Provide a safer travel environment for all users
- Increase trip reliability on a major connector between Timnath and Windsor
- Create a more reliable and safer north/south alternate to I-25
- Improve comfort for bicyclists and pedestrians



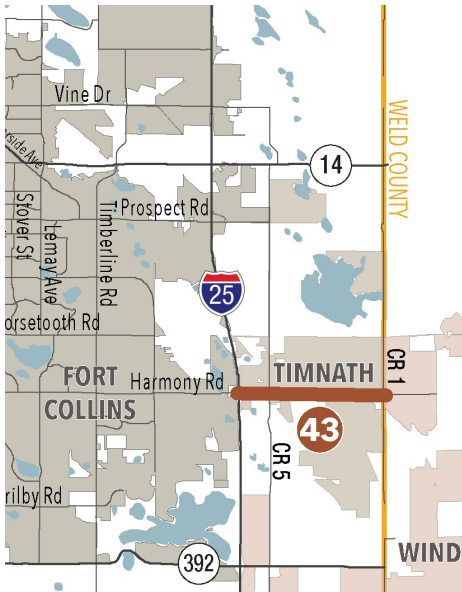
# HARMONY ROAD

## PROJECT 43



### PROJECT LOCATION

Harmony Road is the primary east/west road through Timnath. Harmony Road connects to I-25 and provides regional connectivity between Timnath and Fort Collins as well as communities to the east in Weld County. The current road is two lanes in each direction with a center median and wide shoulders/bike lane.



### WHY IS THE PROJECT NEEDED?

Harmony Road is the primary gateway serving Timnath as well as regional travel east of I-25. As development continues to occur in Timnath and farther east in Weld County, Harmony Road is increasingly traveled and used to access I-25.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widening Harmony Road from 4 lanes to 6 lanes
- Wide shoulder/bike lanes would be maintained

### PROJECT COST

**TOTAL PROJECT COST: \$6.5 MILLION**  
Current funding commitments: none

### EXAMPLE CROSS-SECTION FOR HARMONY ROAD IMPROVEMENTS:



### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO HARMONY ROAD WILL:

- Increase capacity and trip reliability on a major connector in eastern Larimer County
- Create a more reliable connection to I-25



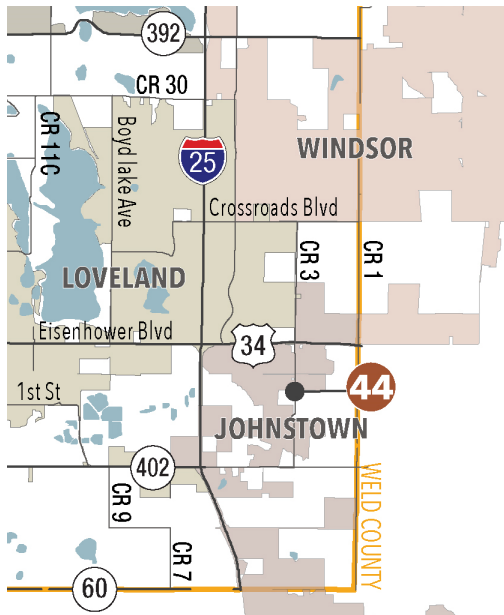
# LCR 3 BRIDGE

## PROJECT 44



### PROJECT LOCATION

Larimer County Road 3 (LCR 3) parallels I-25 and connects the communities of Johnstown, Loveland, and Windsor. LCR 3 crosses the Big Thompson River approximately 1 mile south of US 34 in the Town of Johnstown. The LCR 3 bridge over the river is a narrow two-lane bridge.



### WHY IS THE PROJECT NEEDED?

The bridge widening of LCR 3 over the Big Thompson River is needed to accommodate a 2-lane arterial cross-section.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Bridge reconstruction of LCR 3 over the Big Thompson River
- Addition of bike lanes, sidewalks

### PROJECT COST

**TOTAL PROJECT COST: \$3.5 MILLION**

Current funding commitments: none

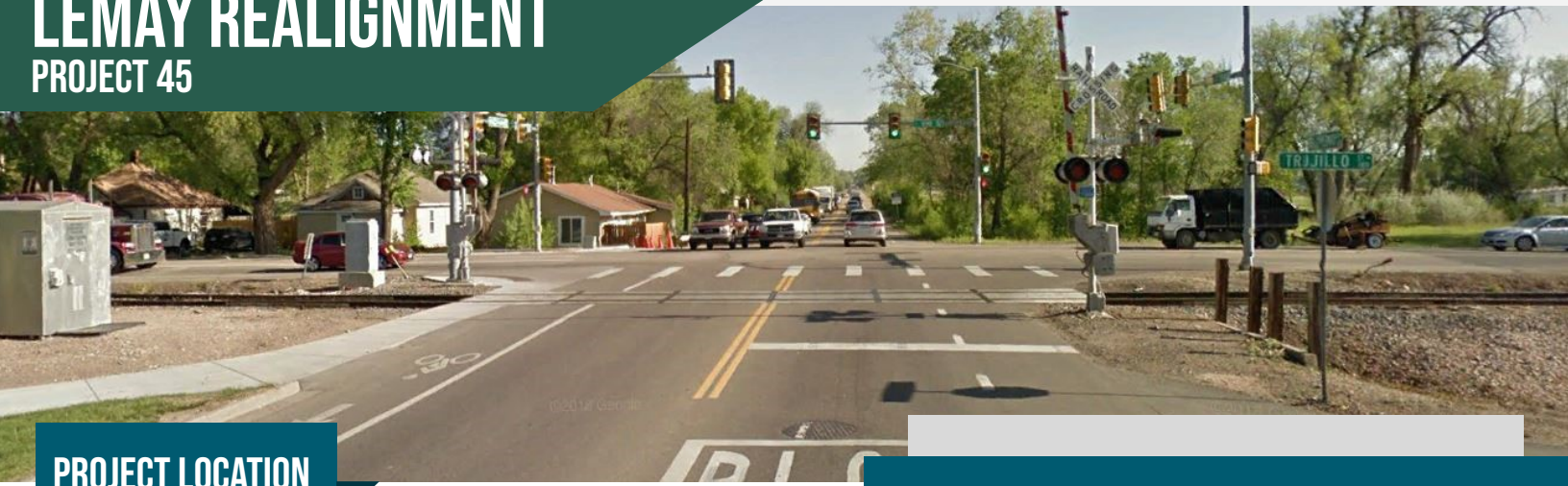
### REGIONAL PROJECT BENEFITS

#### IMPROVEMENTS TO THE LCR 3 BRIDGE WILL:

- Allow LCR 3 to be widened to a 2-lane arterial
- Address the structural deficiency of the bridge
- Improve comfort for bicyclists and pedestrians

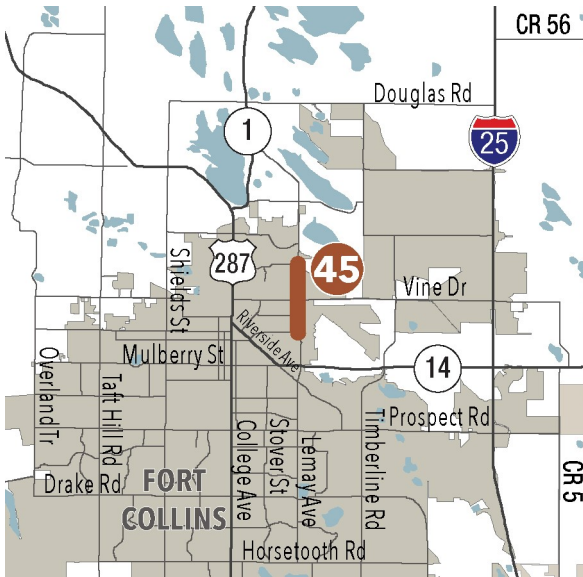
# LEMAY REALIGNMENT

## PROJECT 45



### PROJECT LOCATION

Lemay Avenue is a primary north/south route serving northern Fort Collins and Wellington. Lemay Avenue between E Lincoln Avenue and Conifer Street is one lane in each direction with wide shoulders/bike lanes. Some detached sidewalks are provided on the west side of the road. Lemay Avenue intersects the railroad immediately south of Vine Drive.



### WHY IS THE PROJECT NEEDED?

The intersection of Lemay Avenue and Vine Drive is frequently congested due to the railroad crossing adjacent to the railroad switching yard. As development continues to occur in northern Fort Collins, Lemay Avenue is increasingly traveled and used to access SH 14/Mulberry Street, furthering the congestion at this intersection.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Realignment and widening of Lemay Avenue to four lanes
- Overpass of the railroad
- Intersection improvements at Suniga Road
- Addition of a center median
- Completing the sidewalks and maintaining the bicycle lane

### PROJECT COST

#### TOTAL PROJECT COST: \$22 MILLION

Current funding commitments: \$12 million from the City of Fort Collins

### PROPOSED RENDERING:



### REGIONAL PROJECT BENEFITS

#### REALIGNING LEMAY AVENUE WILL:

- Increase capacity and trip reliability on a major corridor in Fort Collins
- Eliminate the conflict between vehicles, pedestrians, and cyclists with the railroad
- Reduce congestion and delay currently experienced by all users



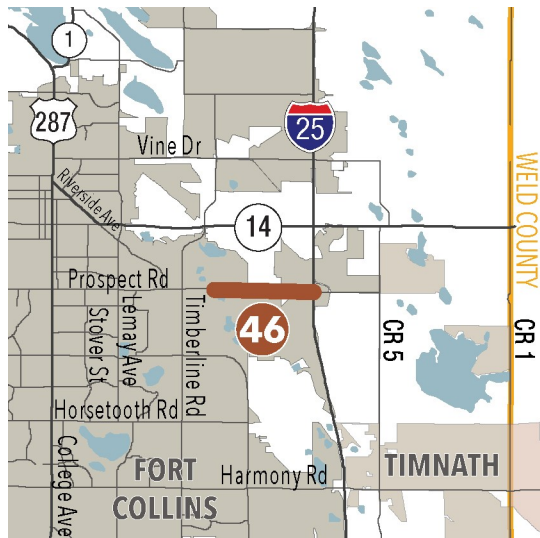
# EAST PROSPECT ROAD

## PROJECT 46



### PROJECT LOCATION

East Prospect Road is an east/west route through Fort Collins providing access to I-25 and connection to Timnath. The section of the road between Sharp Point Drive and I-25 is currently one lane in each direction with wide bike lanes and a center landscaped median from Sharp Point Drive and Summit View Drive.



### WHY IS THE PROJECT NEEDED?

East Prospect Road frequently experiences congestion and delay. As one of the primary entrances to Fort Collins and Colorado State University from I-25, Prospect Road widening is needed to handle the travel demands.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widening East Prospect Road from two lanes to four lanes
- Completing a center median and turn lanes
- Completing on-street bike lanes, sidewalks, and a detached multi-use trail

### PROJECT COST

#### TOTAL PROJECT COST: \$6 MILLION

Current funding commitments: \$2 million from the City of Fort Collins

#### PROPOSED PROSPECT ROAD CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### WIDENING EAST PROSPECT ROAD WILL:

- Provide a safer travel environment for all users
- Increase capacity and trip reliability on a major connector between Fort Collins and Timnath
- Improve comfort for bicyclists and pedestrians



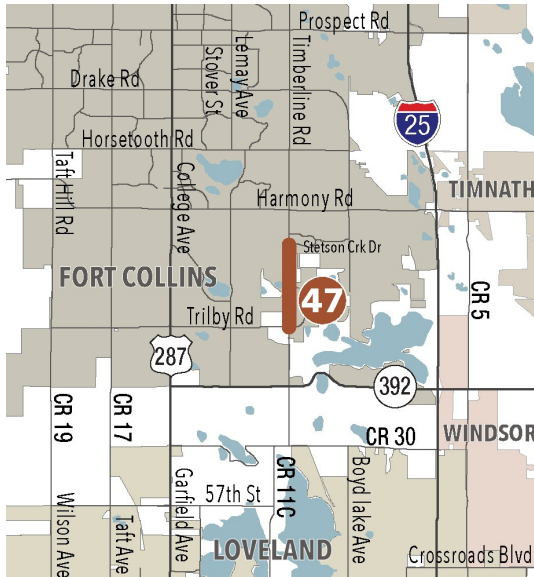
# TIMBERLINE ROAD

## PROJECT 47



### PROJECT LOCATION

South Timberline Road is a north/south corridor extending through eastern Fort Collins. The portion of South Timberline Road between Stetson Creek Drive and Trilby Road connects major east/west routes such as Harmony Road and SH 392, both with interstate access to I-25. South Timberline Road is currently a two-lane rural road with wide shoulders/bike lanes in this section. Portions of a detached sidewalk are present.



### WHY IS THE PROJECT NEEDED?

Traffic volumes on South Timberline Road warrant the roadway being upgraded to a 4-lane arterial. The additional lanes would address safety issues while the sidewalks, and bicycle lanes would support alternative modes of transportation. When incidents happen on I-25, South Timberline Road can be used as a parallel route to alleviate north/south travel.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Widening South Timberline Road from 2 lanes to 4 lanes including a center median and turn lanes
- Completing the multimodal facilities including sidewalks and bike lanes

### PROJECT COST

#### TOTAL PROJECT COST: \$6.5 MILLION

Current funding commitments: \$2.3 million from the City of Fort Collins, and \$2.2 million from the Surface Transportation Block Grant program (STBG)

### PROPOSED TIMBERLINE ROAD CROSS-SECTION:



### REGIONAL PROJECT BENEFITS

#### WIDENING TIMBERLINE ROAD WILL:

- Provide a safer travel environment for all users
- Increase capacity and trip reliability on a major connector between Loveland and Fort Collins
- Create a parallel alternate route to I-25
- Improve comfort for bicyclists and pedestrians

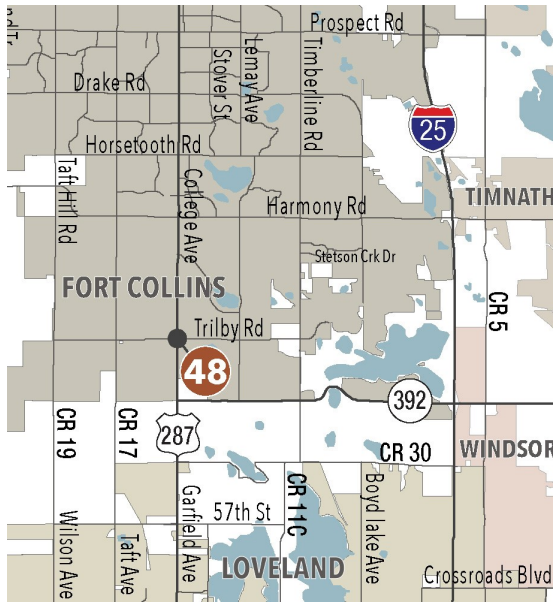
# COLLEGE AVENUE AND TRILBY

## PROJECT 48



### PROJECT LOCATION

The intersection of College Avenue (US 287) and Trilby Road is located in southern Fort Collins. The intersection is a heavily traveled intersection serving local and regional traffic between Fort Collins and Loveland.



### WHY IS THE PROJECT NEEDED?

The intersection of College Avenue (US 287) and Trilby Road is heavily traveled by regional traffic traveling between Fort Collins and Loveland. The intersection often experiences congestion and delay, specifically for turning vehicles.

### WHAT IMPROVEMENTS ARE PROPOSED?

- Adding dual left-turn lanes on Collage Avenue
- Adding dedicated right-turn lanes
- Upgrading the existing traffic signal
- Bicycle and pedestrian improvements
- Adding raised medians

### PROJECT COST

#### TOTAL PROJECT COST: \$5 MILLION

Current funding commitments: \$1.15 million from the city of Fort Collins and \$2.25 million from a Federal safety grant

### REGIONAL PROJECT BENEFITS

#### IMPROVING COLLEGE AVENUE AND TRILBY ROAD WILL:

- Improve safety for all users
- Add capacity and reduce delay for turning vehicles
- Improve reliability of a significant intersection
- Increase transit reliability for FLEX transit routes

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