

UPPER FRONT RANGE 2030 REGIONAL TRANSPORTATION PLAN

Prepared for:

Upper Front Range
Regional Planning Commission

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Upper Front Range 2030 Regional Transportation Plan



The UFR region includes the predominately rural areas of Larimer and Weld Counties, and all of Morgan County; many small to moderately sized communities are included in the planning area. The UFR Regional Planning Commission (RPC) was established to facilitate the regional planning process. Representatives from each of the three counties and each of the following 26 communities constitute the RPC.

<u>Larimer County</u>	<u>Morgan County</u>	<u>Weld County</u>		
Estes Park	Brush	Ault	Frederick	Lochbuie
Wellington	Fort Morgan	Dacono	Gilcrest	Mead
	Hillrose	Eaton	Grover	New Raymer
	Log Lane Village	Erie	Hudson	Nunn
	Wiggins	Firestone	Keenesburg	Pierce
		Fort Lupton	Kersey	Platteville
				Severance

In 1994, the UFR RPC completed the first Upper Front Range Regional Transportation Plan (for the year 2015). Subsequently, the regional plan was updated, expanding the time horizon to the year 2020. With CDOT currently preparing to develop a year 2030 State Transportation Plan, the UFR RPC has undertaken this current effort to revisit, update and refine the 2020 RTP, expanding the time horizon to the year 2030. The two major changes from the 2020 plan include corridor visioning and cross-category prioritization, both of which CDOT has encouraged the regions to incorporate into the regional planning process.

The 2030 planning process was conducted under the direction of an Executive Committee (EC), comprised of a County Commissioner from each of the three counties and the CDOT Region 4 Transportation Director. The EC directed the technical tasks necessary to complete the plan, reviewed the work performed by the consulting team and made recommendations to the RPC.

While this plan addresses the year 2030 needs as currently envisioned, the RPC has adopted the following policy statement in order to ensure that this plan be updated on a regular basis to reflect the ever-changing needs of the region:

“Recognizing the need for the transportation planning process to be dynamic, the Upper Front Range Regional Planning Commission commits to a complete update of the Regional Transportation Plan at least once every five years and will also establish a process through which the RTP can be amended on an annual basis. Furthermore, the Regional Planning Commission recommends that the Colorado Department of Transportation implement a process whereby the State Transportation Plan can also be amended annually.”



B. Planning Process

The planning process for the 2030 plan began with a review of the mission statement and goals as established in the 2020 RTP. An inventory of the existing transportation system and growth projections in the region were researched through the CDOT planning data set as well as information provided by the communities.

Before soliciting improvement projects, the transportation network was divided into corridors, some of which include more than one roadway. The vision for each corridor was then developed, accounting for the function, characteristics, future demands and needs of the corridor. The goals and objectives for each corridor were established, and a series of strategies to achieve the vision for the corridor were identified. The corridor visions have been used as an initial screening of projects. All projects that are included in the RTP must be consistent with the relevant corridor vision.

The next step toward completing the plan was to identify transportation improvement projects needed within the UFR. Several sources were used to compile a list of over 100 projects in the Bicycle/Pedestrian, Highway, Rail, System Preservation and Transportation Support Systems project categories, including input from the communities within the UFR, the previously established 2020 RTP projects, projects from the CDOT Region 4 ITS Plan, and suggestions made at the public open houses. Additionally, aviation projects were identified and submitted by the Aviation Subcommittee. Transit needs in the Upper Front Range have been identified through the transit element of the North Front Range RTP for Larimer and Weld Counties and through the Eastern RTP for Morgan County.

Once improvement projects had been identified, a process of prioritizing these projects within project categories and then matching these prioritized projects with the level of funding allocated to each project category was used to formulate the fiscally constrained projects. The final step was to prioritize the fiscally constrained projects across categories, resulting in a single list of prioritized projects. The EC recommended the allocation of funds among the project categories so that the available funds could be utilized most effectively to achieve the goals of the region. The basic structure of this process is illustrated by Figure 2; more details are provided in Chapter V of this report.

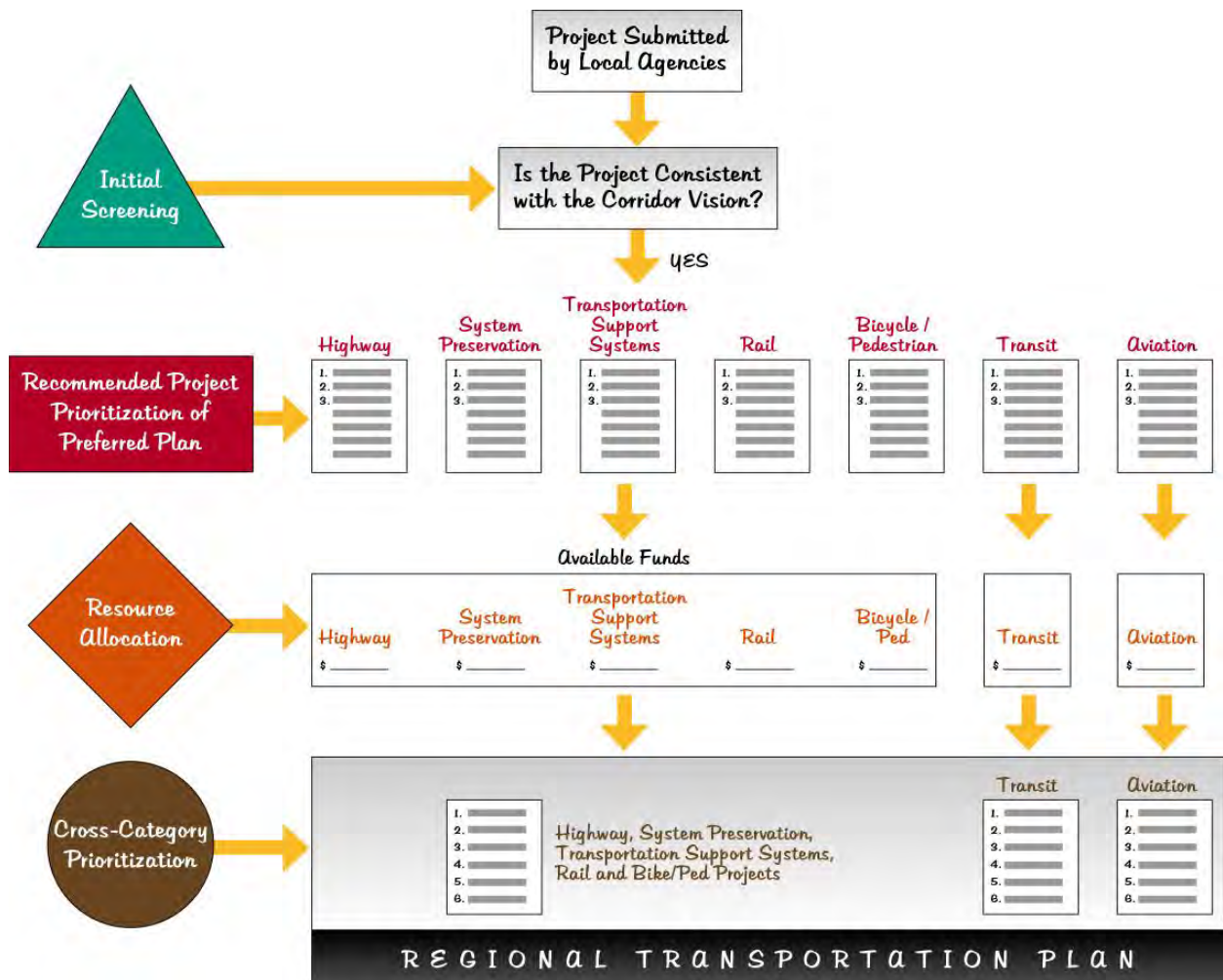


Figure 2. Plan Development Process

Through the process, two plans have been created: the Preferred Plan and the Fiscally Constrained Plan. The Preferred Plan is a complete list of all of the transportation improvement projects identified in the TPR over the next 25 years. The Fiscally Constrained Plan includes the highest priority projects from the Preferred Plan that are likely to be funded through the projected financial resources available to the region. Only projects in the Fiscally Constrained Plan are eligible for programming of funds through CDOT's subsequent Statewide Transportation Improvement Programs (STIPs).



C. Public Participation Process

The public plays an important role in any planning process, as the citizens will be impacted by the improvements and/or changes made in the region. The purpose of encouraging public participation is three-fold: to provide information to the public, to obtain input and feedback from the public, and to build consensus. The interests represented by both the public and the governmental agencies within the planning region are often quite diverse, and, therefore, everyone must be given an opportunity to participate in the planning process. For this study, public involvement was solicited at three key points, and a final public open house will be held prior to submittal of the final RTP.

A review of the 2020 plan and the revised goals and mission statement were presented to the public in July 2003. Five public workshops were held, one in each of the following locations: Estes Park, Wellington, Ault, Brush and Southwest Weld County.

In addition to the public open houses, the Department of Local Affairs (DOLA) gave the Upper Front Range a grant in order to better engage all municipalities with populations less than 5,000. Four presentations were given to provide local elected officials with information about the regional planning process. These presentations were given at the US 85 Mayors' meeting, the South Weld County Mayors' meeting, the I-25 Mayors' meeting, and the Fort Morgan City Council meeting. In addition to the presentations, CDOT, UFR and DOLA representatives met with 19 of the 21 small communities (less than 5,000 population) in an informal setting in order to provide information about the RTP planning process, guidance on how to incorporate local issues into a regional context, how to get involved in transportation planning, and how to submit projects. As part of the DOLA grant, a circuit rider was hired to assist the small communities in assembling project descriptions. Nineteen of the UFR communities utilized the circuit rider's assistance, and a total of 61 project submittals were the direct result of the DOLA grant.

A presentation of the corridor visions and the preliminary list of improvement projects were presented to the public in December 2003 for review and to obtain additional project suggestions. The three open houses were held at the Fort Morgan Chamber building, the Estes Park Town Hall, and the Southwest Weld County Services Complex.

The third round of open houses was held in March 2004 to present the public with the preliminary ranking of the projects in the Preferred Plan, as well as the cross-category prioritized Fiscally Constrained Plan. These open houses were held at the Bunker Hill Country Club in Brush, the Fort Lupton Community Center, and the Estes Park Town Hall.

The final public open houses were held in conjunction with the North Front Range and the Statewide Transportation Plans in August 2004. The draft RTP was presented at two open houses; one in Greeley and one in Loveland.

Flyers were sent to approximately 300 persons on a mailing list consisting of participants in the 2020 planning process, current government officials and other appropriate community members. Special efforts to reach low income and minority populations were undertaken. Announcements for the final round of public involvement were published in both English and Spanish in the local newspapers. Newspapers, radio stations and other media sources were also used to advertise the open houses. Sign in sheets and summaries of the public comments from each of the open houses are included in Appendix B.



D. Mission Statement and Goals

Although the Upper Front Range Transportation Planning Region is envisioned to remain largely rural in the future, it is anticipated that its importance in the context of the entire Front Range of Colorado will continue to grow. Development pressures from the Denver metropolitan area and the North Front Range urbanized areas are expected to continue to expand into the reaches of the UFR. Also, the region will maintain its position as a primary “gateway” to Rocky Mountain National Park and the recreation areas in the mountains. Thus, the transportation demands on the region will continue to increase. With this in mind, the Regional Planning Commission has adopted for the following mission statement for the UFR 2030 Regional Transportation Plan.

“To provide a multi-modal transportation system that maximizes public input, fosters cooperation, and meets the transportation needs of all travelers in the Upper Front Range.”

The UFR region has established a set of goals to guide the Regional Transportation Plan. Strategies to achieve the region’s transportation goals have also been incorporated into the following set of goals:

1. To provide a multi-modal transportation system for the safe and efficient movement of persons, goods, and information.
2. To engage the public throughout the development of the transportation plan and its implementation.
3. To foster cooperation and to reduce institutional barriers between all entities involved in providing transportation to the region.
4. To coordinate with the transportation plans of other entities within the region (including Rocky Mountain National Park) and with those of adjacent communities, Transportation Planning Regions, and states.
5. To ensure adequate maintenance of and the functional integrity of the existing transportation system.
6. To identify existing and projected deficiencies in the transportation system, including rights-of-way, and to establish methods to improve these deficiencies.
7. To identify and efficiently utilize potential sources of funds for transportation projects, take advantage of flexible funding, encourage enhanced funding by communicating the needs to decision makers, and encourage public/private partnership.
8. To acknowledge the interrelationship of transportation with existing and future land uses and to integrate transportation and land use planning.
9. To enhance the environment through the transportation system.
10. To ensure that the transportation needs of tourism, agriculture, industry and economic development are met, while protecting and improving the high quality of life in the region.
11. To provide enhanced access to Denver International Airport and to recognize the impacts of DIA and the E-470 corridor on the region.



II. EXISTING TRANSPORTATION SYSTEM

An inventory of the various elements which comprise the existing transportation system in the Upper Front Range TPR has been conducted. The purposes of this inventory are to understand the existing transportation network and to facilitate identifying the region's needs. Because the Upper Front Range is principally a rural region, the roadway system is the primary element of the transportation network. However, the inventory of the existing system includes the following components:

- ▶ Roadway Network
- ▶ Rail System
- ▶ Transit System
- ▶ Bicycle Facilities
- ▶ Aviation System

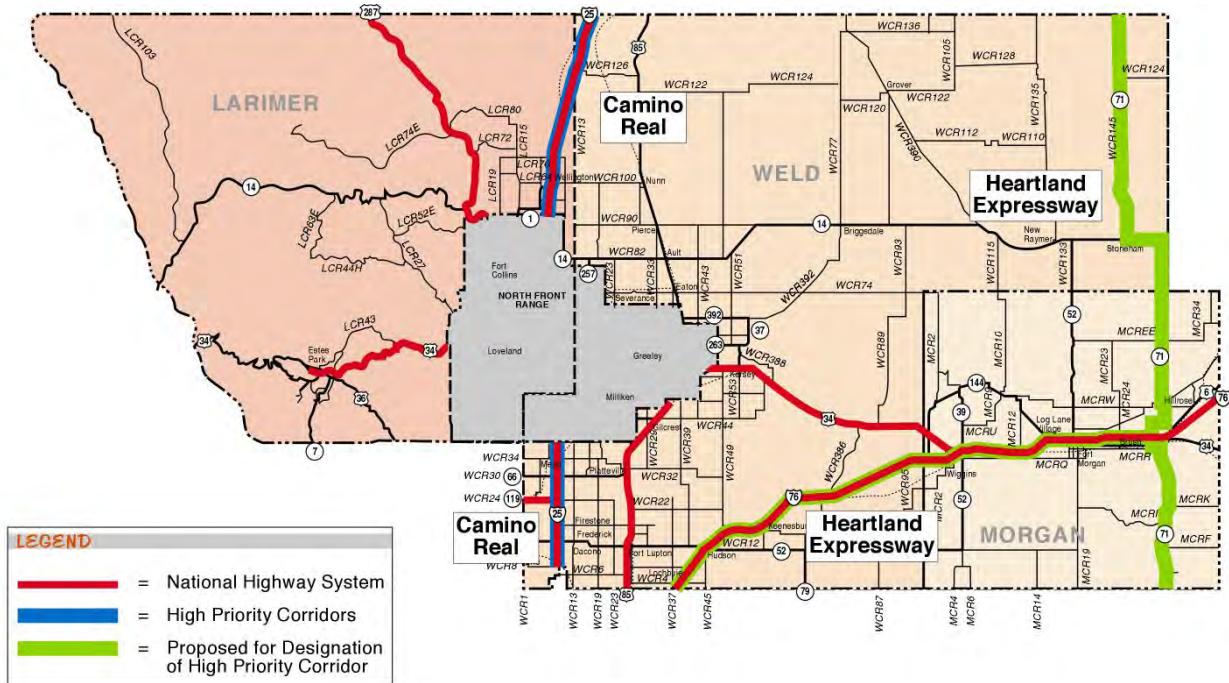
The Colorado Department of Transportation provided the majority of the information included in this inventory. CDOT's Transportation Planning Data Set was used along with information provided by the various communities in the Upper Front Range TPR.

A. Roadway Network

1. National Highway System

The National Highway System (NHS) was established by the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of the NHS is to focus federal resources on roadways which provide interstate travel, connect with other modes of transportation, facilitate international commerce, and are important to the national defense. Currently, 314 miles of the National Highway System are included in the Upper Front Range, 116 miles of which are interstate highways (I-25 and I-76). Figure 3 identifies those roadways in the region which are included on the NHS. The sections of roadway in the Upper Front Range included on the NHS are:

- ▶ I-25 throughout the region
- ▶ I-76 throughout the region
- ▶ US 287 in northern Larimer County
- ▶ US 34 east of Estes Park to I-76
- ▶ US 85 in southern Weld County
- ▶ SH 119 west of I-25
- ▶ SH 71 throughout the region



North SOURCE: CDOT Transportation Planning Database, March 2003

Figure 3. National Highway System

The Federal Highway Administration (FHWA) has also identified 43 High Priority Corridors throughout the United States. The Camino Real, which passes through the Upper Front Range along I-25, is designated as a High Priority Corridor and runs from El Paso, Texas to Sweetgrass, Montana. The Heartland Express, connecting Denver to Rapid City, South Dakota, has been designated as a High Priority Corridor, although a specific route has not yet been identified. As shown on Figure 1, the Heartland Express is proposed to follow I-76 to Brush, then SH 71 north into Wyoming. The portion of SH 71 south of I-76 would provide a connection to the Ports-to-Plains corridor in Limon, Colorado.



2. Functional Classification

The functional classification of a roadway defines its ability to provide mobility and access to its users. In general, as mobility increases, access decreases and, likewise, as access increases, mobility decreases. The roadway functional types are more thoroughly described, in order of their ability to provide mobility, as follows:

- ▶ **Freeway:** Freeways, including interstate highways, primarily serve long distance travel between major communities. Freeways provide the greatest mobility, with strictly controlled access allowed only at interchanges.
- ▶ **Arterial:** Principal and minor arterials carry longer-distance major traffic flows between important activity centers. The primary difference between freeways and principal arterials is access; freeways have fully controlled accesses with no at-grade intersections, while principal arterials may include at-grade intersections.

Minor arterials augment the principal arterial system. These roadways place a higher emphasis on access, instead of mobility, distributing travel to smaller destinations with moderate trip lengths.

- ▶ **Collector:** Collector roads link local streets with the arterial street system. Both mobility and access take similar precedence on collector roadways.
- ▶ **Local Roadways:** The primary function of local roads is to provide access to adjacent land uses, in both urban and rural areas.

Figure 4 depicts the functional classifications of the state highways and other major roadways in the Upper Front Range. As shown, I-25 is the primary north-south interstate highway and I-76 is the primary east-west interstate highway through the region. Other principal arterial roadways in the region include US 287 north of Fort Collins, US 34 throughout the region, US 85 south of Greeley, US 36 in Larimer County and SH 119 west of I-25.

As shown on Figure 4, a number of the primary highways in the region provide regional connectivity into adjacent transportation planning regions. There are numerous routes into the Denver metro area and the North Front Range MPO, and eastern Colorado is accessible via several alternative routes. However, to the west only two state highways provide access across the mountains. SH 14 continues west of Larimer County into Jackson County and provides access to Walden and to US 40. US 34 travels through Rocky Mountain National Park (Trail Ridge Road) and into Grand County, providing access to Grand Lake and Granby.

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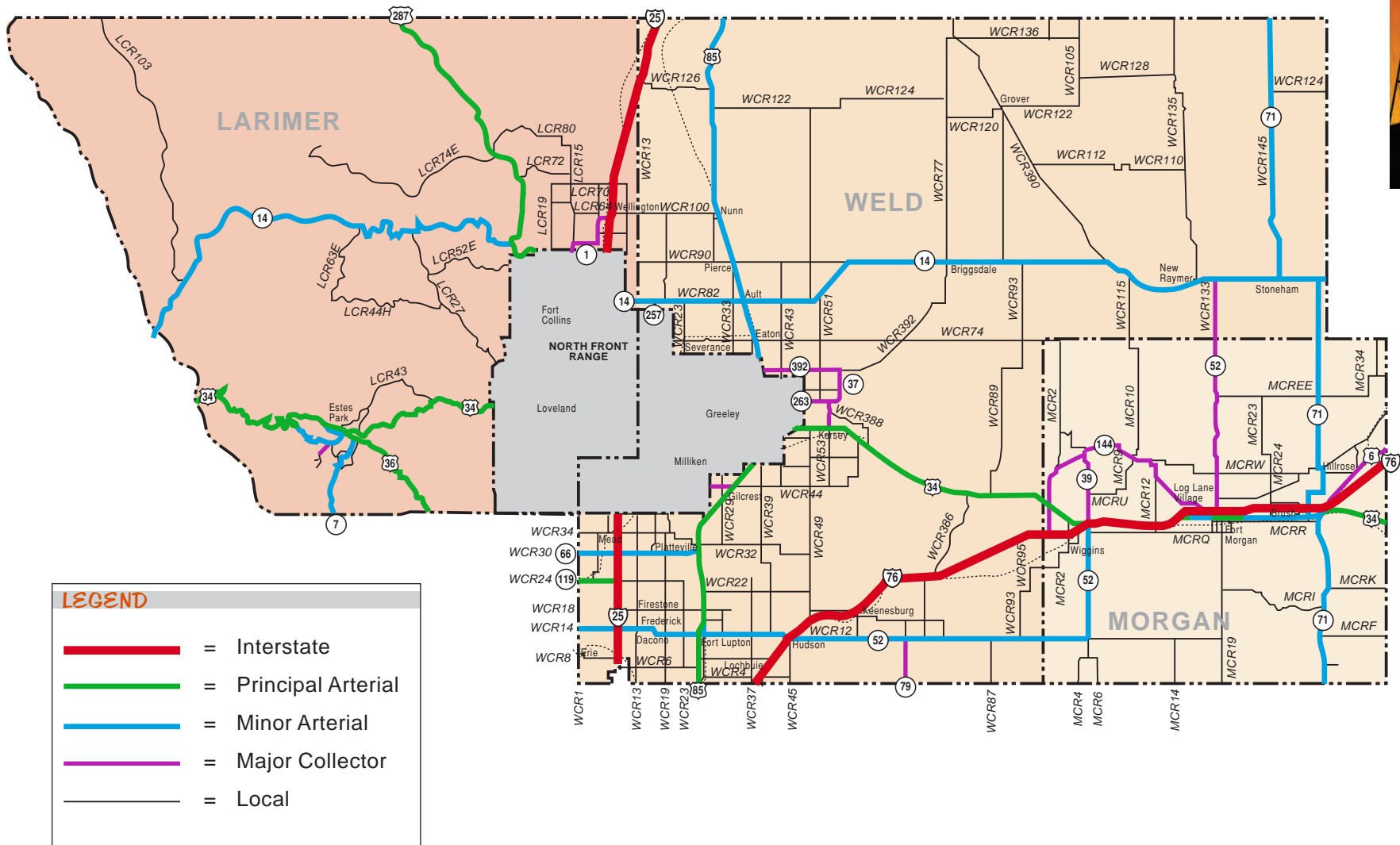


Figure 4
Roadway Functional Classification



Table 1 presents a summary of the roadway centerline miles on the state highway system in the Upper Front Range according to their functional classification. As shown, there is a total of 114 miles on the interstate highway in the region and 528 miles of arterial roadways on the state highway system. The total state highway mileage in the region is approximately 750 miles.

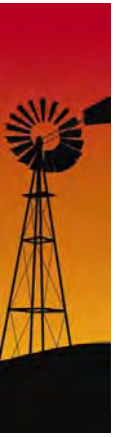
Table 1. Summary of State Highway Centerline Miles

Functional Classification	Larimer County	Morgan County	Weld County	UFR Total
Interstate	17	38	59	114
Freeway	0	0	1	1
Primary Arterial	97	18	56	171
Minor Arterial	77	69	211	357
Major Collector	9	62	30	101
Minor Collector	0	3	1	4
Total	200	190	358	748

A summary of the lane miles of state highways in the Upper Front Range is presented in Table 2. The total lane miles of each functional classification are shown for both the Upper Front Range and the statewide total. There are approximately 1,880 lane miles of state highway within the Upper Front Range, which is approximately eight percent of the total lane miles on the state highway system. Over 11 percent of the state's total lane mileage of interstate highway is within the Upper Front Range.

Table 2. Summary of State Highway Lane Miles (UFR and Statewide)

Functional Classification	Upper Front Range	Statewide	UFR Percentage
Interstate	460	4,054	11%
Freeway	4	862	½%
Primary Arterial	468	7,224	6%
Minor Arterial	736	7,430	10%
Major Collector	204	2,934	7%
Minor Collector	8	316	3%
Total	1,880	22,820	8%



3. Travel Demand

a. Daily Traffic Volumes

Figure 5 illustrates the existing daily traffic volumes on the major roadways in the Upper Front Range. It should be noted that these volumes represent the annual average daily volumes. Because the volumes are an annual average, they do not account for the occurrence of high seasonal or hourly peak demands. Some areas within the Upper Front Range experience high volumes of tourists which create a seasonal peak, particularly in the mountainous portion of the region.

As shown on Figure 5, I-25 currently carries 70,600 vehicles per day (vpd) south of SH 52, 48,800 vpd north of SH 66 and 15,400 vpd near the Wyoming border. I-76 serves 8,500 vpd between Hudson and Wiggins, nearly 13,000 vpd in the vicinity of Fort Morgan, and approximately 8,000 vpd east of Brush. US 287 carries 3,700 vpd near the Wyoming border. US 34 carries 5,200 vpd east of Estes Park, and 5,200 vpd between Greeley and I-76. US 85 serves 21,100 vpd south of SH 52 and 15,200 vpd south of Greeley.

b. Volume to Capacity Ratios

The volume to capacity (v/c) ratio is a planning level measure of the level of service experienced by the roadway users. The v/c ratio on each roadway segment on the state highway system in the Upper Front Range was calculated using the existing hourly traffic volumes and the existing roadway capacities. The v/c ratios were calculated in six categories; these categories can be further combined into three groups: 1) greater than or equal to 1.0, indicating that the existing volume on the roadway segment is at or above capacity, 2) between 0.8 and 1.0, indicating that the existing volume is nearing the capacity of the roadway, and 3) below 0.8, indicating that the existing volumes are sufficiently below the capacity of the roadway. Figure 6 shows the v/c ratios calculated for the various roadway segments in the region.

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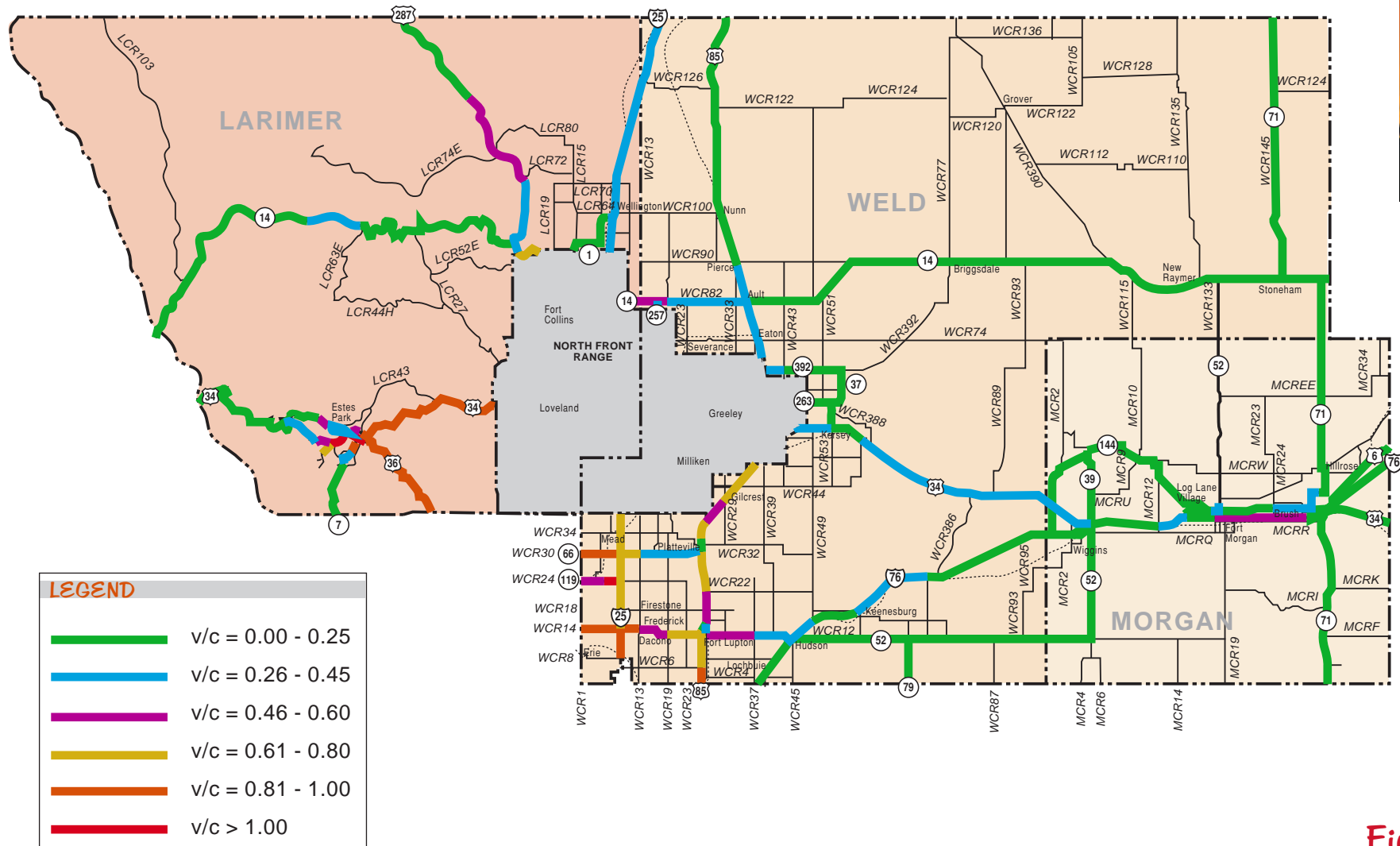


Figure 6

Existing Hourly
Volume to Capacity Ratios





c. Historic Traffic Growth Patterns

The historic traffic growth trends from 1991 to 2001 on selected state highways in the region are shown in Table 3.

Table 3. Historic Traffic Growth Patterns on Selected State Highways

Roadway	Segment	1991 AADT ¹	1996 AADT ¹	2001 AADT ¹	Annual Growth Rate (1991-2001)
I-25	South of SH 52	44,000	58,000	70,600	4.8%
	North of SH 66	32,700	44,900	48,800	4.1%
	Near Wyoming Border	10,200	12,700	15,350	4.2%
I-76	Southwest of Hudson	8,100	10,400	10,400	2.5%
	Hudson to Wiggins	6,600	8,400	10,100	4.3%
	Wiggins to Fort Morgan	9,650	11,200	12,950	3.0%
	Fort Morgan to Brush	7,900	10,200	11,300	3.6%
US 85	South of Fort Lupton	14,400	16,900	21,100	3.9%
	Fort Lupton to Platteville	9,600	12,500	15,800	5.1%
	Platteville to Greeley	10,400	14,400	15,200	3.9%
	South of Nunn	2,050	2,900	4,350	7.8%
	North of Nunn	1,350	1,650	1,950	3.7%
US 34	West of Estes Park	2,200	3,200	4,710	7.9%
	Estes Park to Loveland	3,800	4,700	5,200	3.2%
	Greeley to Wiggins	2,950	3,650	5,150	5.7%
	Fort Morgan to Brush	4,350	4,900	7,200	5.2%
US 36	Southeast of Estes Park	3,750	5,400	5,900	4.6%
SH 52	I-25 to Fort Lupton	5,250	8,650	9,200	5.8%
	Fort Lupton to Hudson	2,700	2,700	4,700	5.7%
	East of Hudson	1,500	1,350	2,900	6.8%
SH 66	I-25 to Platteville	3,150	5,000	6,350	7.3%
US 287	Near Wyoming Border	3,350	3,750	3,700	1.0%
SH 71	South of Brush	1,150	1,250	1,750	4.3%
	Northeastern Weld County	800	390	550	-3.7%
SH 14	Larimer/Jackson County Line	480	510	1,050	8.1%
	West of US 287	1,500	1,500	2,150	3.7%
	West of Ault	2,600	3,350	4,700	6.1%
	Ault to Raymer	1,300	1,250	1,450	1.1%

¹ AADT = Annual Average Daily Traffic



d. Vehicle-Miles of Travel

Table 4 displays the daily vehicle-miles of travel on state highways in each of the three counties within the Upper Front Range. The state highway system in the Upper Front Range carries approximately 4.3 million vehicle-miles of travel per day. The portion of Weld County carries 64% of the region's total vehicle-miles of travel, while Larimer and Morgan Counties carry 21% and 15% respectively.

Table 4. Daily Vehicle Miles of Travel on State Highways

County	Daily Vehicle-Miles of Travel	Percentage of UFR
Larimer	907,400	21%
Morgan	647,732	15%
Weld	2,727,699	64%
Total	4,282,831	100%

4. Roadway Surface Conditions

On a yearly basis, CDOT monitors the condition of the roadways on the state highway system throughout the state. The segments of roadway are given a rank based on the roughness and rutting of the roadway as well as the amount of cracking and patching. The matrix shown to the right is then used to categorize each segment of roadway as having “good,” “fair” or “poor” surface roadway conditions.

		Patching/Cracking		
		Low	Medium	High
Roughness	Low	Good	Good	Fair
	Medium	Fair	Fair	Poor
	High	Fair	Poor	Poor

A good surface condition corresponds to a remaining service life greater than 11 years, a fair surface condition corresponds to a remaining service life between 6 and 11 years, and a poor surface condition equates to a remaining service life less than six years. Figure 7 identifies the roadway segments of the state highway system which have good, fair and poor surface conditions. Overall, 42% of the state highway centerline-miles in the UFR are in good condition, 15% are in fair condition, and 43% are in poor condition.



5. Accident History

The accident rates shown on Figures 8 and 9 are derived from the Accidents and Rates on State Highways reports produced by CDOT, Transportation Safety and Traffic Engineering Branch for 1999, 2000, and 2001. This document lists the number of accidents, and the resulting accident rates, for all state highways in Colorado. Each state highway is reported separately, and many of the highways are broken up into segments. Highway segments can be several miles in length, or as short as several hundred feet in length.

The report separates the number of accidents, and their associated rates, into three categories: Property Damage Only (PDO), Injury, and Fatality. The accident rates are determined using a formula that incorporates the number of accidents, the annual traffic volume, the length of the segment, and a weight multiplier. The number of accidents is multiplied by the weight factor (which emphasizes fatal accidents) and divided by the annual traffic volume and segment length.

The results are such that, given equal traffic volumes, five accidents on a ten mile roadway segment would result in a higher accident rate than five accidents on a fifty mile segment. Similarly, given equal segment lengths, five accidents on a road that only carries one million vehicles annually would have a higher rate than one with ten million vehicles in a year.

The segments shown on Figures 8 and 9 in many cases are comprised of smaller segments listed in the CDOT report and have been combined using the methods outlined in the accident report. Figure 8 shows the accident rates for the roadways on the National Highway System, and Figure 9 shows the accident rates for all other state highways in the Upper Front Range. The statewide average accident rate on rural state highways (1.24) is shown for comparative purposes.

6. Bridge Structures

Bridges comprise an important element of the roadway network, and inadequate bridges can cause various capacity and safety problems. The Colorado Department of Transportation inspects and evaluates all bridges on the state highway system on a regular basis. Inadequate bridges are identified, as defined below:

- ▶ *Structurally Deficient:* Those which are in advanced stages of deterioration, or are in marginal condition, but still function at a minimum level. Also included in this category are bridges which do not have desired load carrying capacities.
- ▶ *Functionally Obsolete:* Those bridges which have acceptable load carrying capacity, but impose unacceptable physical restrictions (narrow width, restricted vertical clearance, limited sight distances, speed reducing curves, or insufficient waterway adequacy).

Table 5 shows those bridges in the region which were identified as either structurally deficient or functionally obsolete. As shown, there are 31 such bridges in Weld County, 21 in Morgan County and only 8 in Larimer County. Figure 10 illustrates the location of each of the structurally deficient and functionally obsolete bridges.

Upper Front Range 2030 Regional Transportation Plan

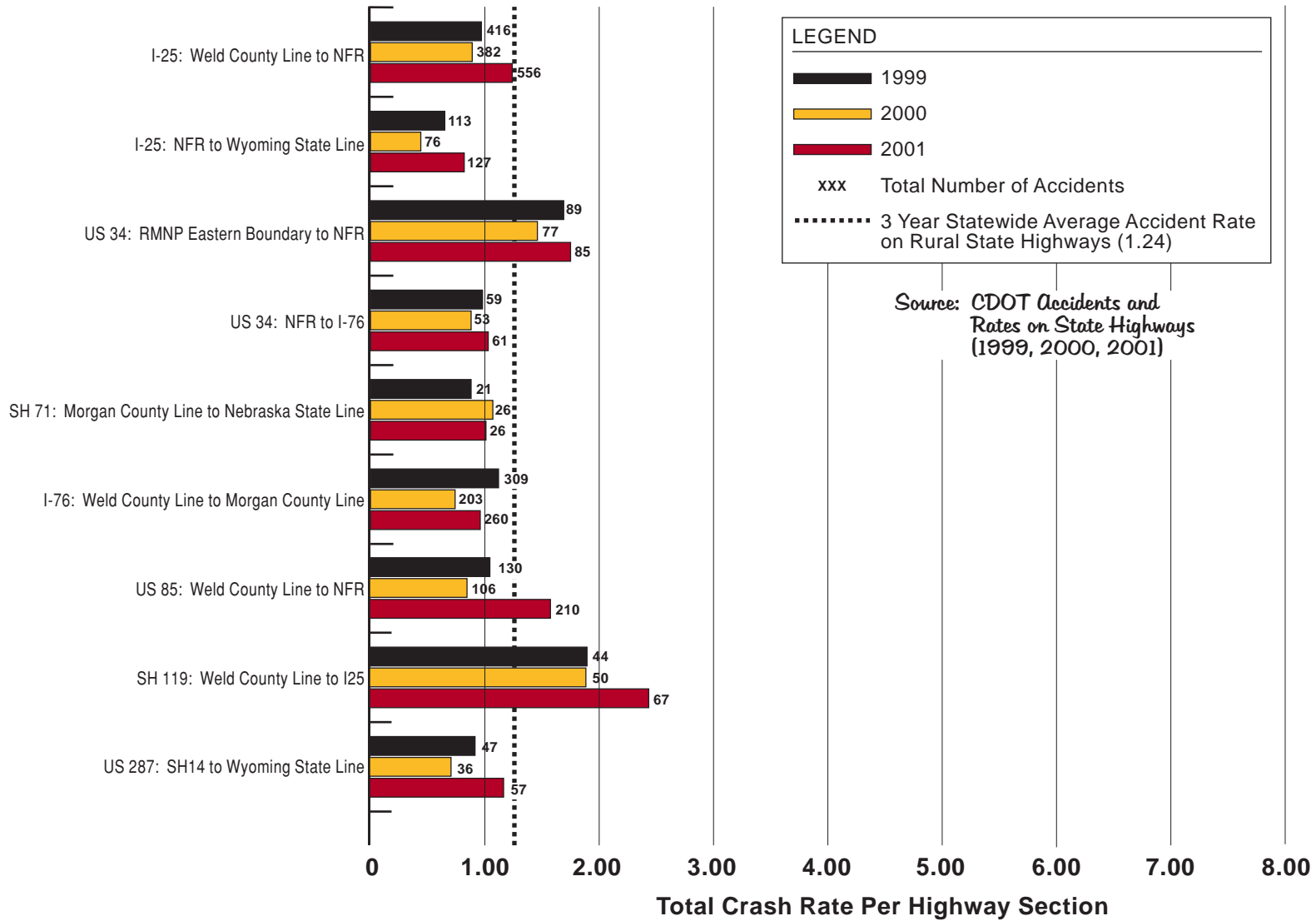


Figure 8
Accident Rates on National Highway System



Upper Front Range 2030 Regional Transportation Plan

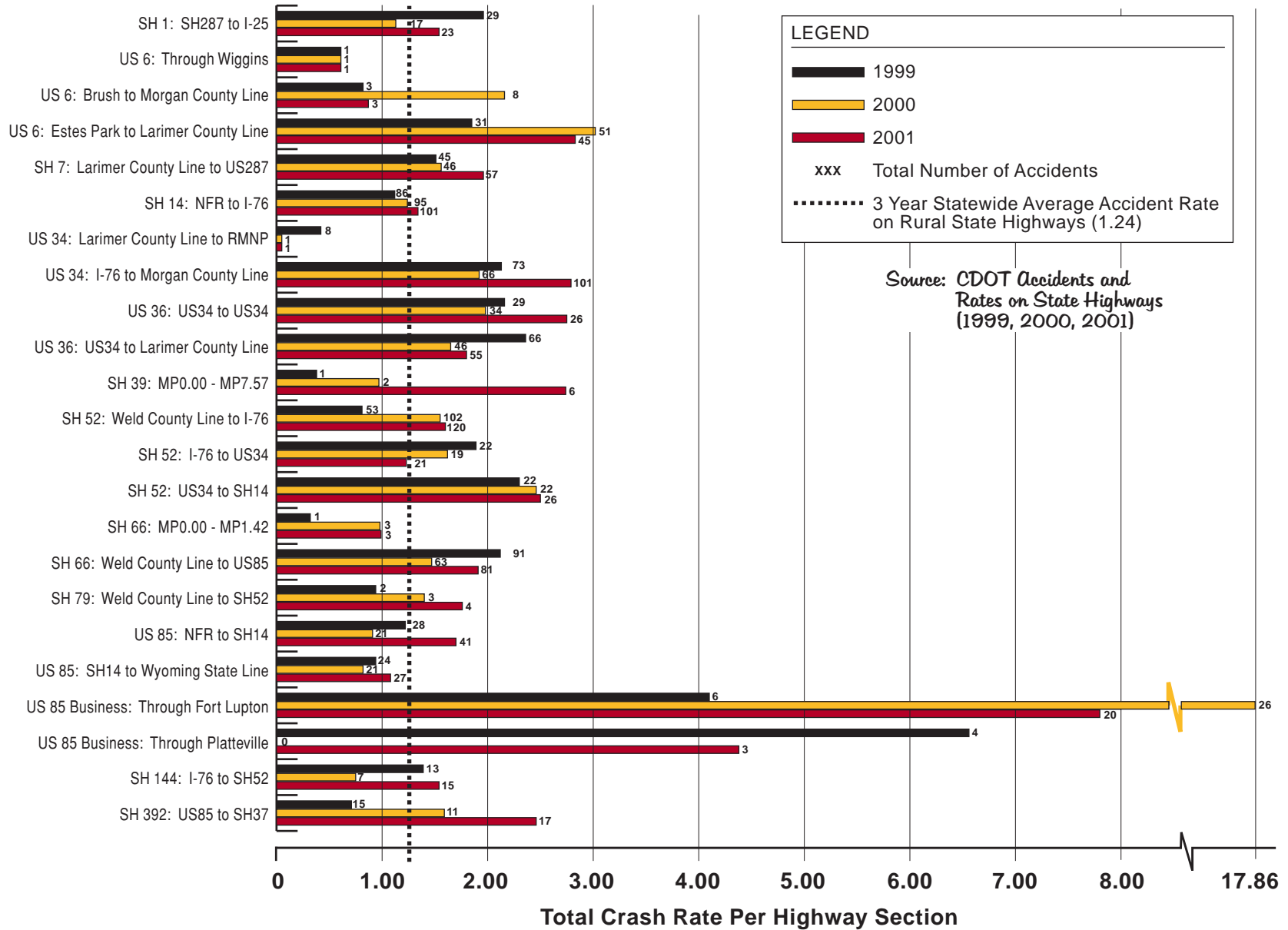


Figure 9
Accident Rates on Other State Highways





Table 5. Structurally Deficient and Functionally Obsolete Bridges

Map Number	Highway	Structure ID	Location	Bridge Condition
Larimer County				
1	I-25	A-17-AE	Frontage Road	Functionally Obsolete
2	I-25	A-17-AF	Frontage Road	Functionally Obsolete
3	I-25	A-17-AG	Frontage Road	Functionally Obsolete
4	I-25	A-17-AH	Frontage Road	Functionally Obsolete
5	I-25	A-17-AI	Frontage Road	Functionally Obsolete
6	I-25	A-17-AJ	Frontage Road	Functionally Obsolete
7	US 34	C-15-AK	Big Thompson River	Functionally Obsolete
8	US 34	C-15-H	Big Thompson River	Structurally Deficient
Morgan County				
9	I-76	C-21-B	SH 144	Functionally Obsolete
10	I-76	C-21-E	SH 144	Functionally Obsolete
11	I-76	C-21-d MINOR	County Road	Functionally Obsolete
12	I-76	C-21-I	SH 52	Functionally Obsolete
13	I-76	C-21-M	SH 52	Functionally Obsolete
14	I-76	C-22-A	CR 24	Functionally Obsolete
15	I-76	C-22-E	CR 24	Functionally Obsolete
16	SH 71	C-22-AU	I-76	Functionally Obsolete
17	I-76	C-22-f MINOR	County Road	Functionally Obsolete
18	I-76	C-22-BE	US 6	Functionally Obsolete
19	I-76	C-22-BG	US 34	Functionally Obsolete
20	I-76	C-22-g MINOR	County Road	Functionally Obsolete
21	I-76	C-22-i MINOR	County Road	Functionally Obsolete
22	I-76	C-23-AS	CR X, 36	Functionally Obsolete
23	I-76	C-23-AT	CR X, 36	Functionally Obsolete
24	US 6	D-20-AC	I-76	Functionally Obsolete
25	SH 39	D-20-AH	I-76	Functionally Obsolete
26	I-76	D-20-g MINOR	SH 144	Functionally Obsolete
27	SH 144	C-20-AP	Bijou Canal	Structurally Deficient
28	SH 144	C-20-B	South Platte River	Structurally Deficient
29	US 6	D-20-D	Kiowa Creek	Structurally Deficient



Table 5. Structurally Deficient and Functionally Obsolete Bridges (Continued)

Map Number	Highway	Structure ID	Location	Bridge Condition
Weld County				
30	I-25	A-17-AK	Farm Access Road	Functionally Obsolete
31	I-25	A-17-AL	Frontage Road	Functionally Obsolete
32	I-25	A-17-AM	Farm Access Road	Functionally Obsolete
33	I-25	A-17-AN	Farm Access Road	Functionally Obsolete
34	I-25	A-17-AO	Farm Access Road	Functionally Obsolete
35	I-25	A-17-AP	Farm Access Road	Functionally Obsolete
36	US 85	B-17-G	Spring Creek	Functionally Obsolete
37	US 85	D-17-b MINOR	Farm Access Road	Functionally Obsolete
38	SH 52	D-17-BU	Little Dry Creek	Functionally Obsolete
39	I-25	D-17-c MINOR	County Road	Functionally Obsolete
40	I-25	D-17-CY	CR 32	Functionally Obsolete
41	I-25	D-17-CZ	CR 32	Functionally Obsolete
42	I-25	D-17-f MINOR	County Road	Functionally Obsolete
43	SH 66	D-17-G	I-25	Functionally Obsolete
44	I-25	D-17-m MINOR	County Road	Functionally Obsolete
45	I-76	D-18-BE	CR 49	Functionally Obsolete
46	I-76	D-18-BG	CR 49	Functionally Obsolete
47	I-76	D-18-BH	I-76 Business	Functionally Obsolete
48	I-76	D-18-BI	I-76 Business	Functionally Obsolete
49	I-76	D-19-a MINOR	County Road	Functionally Obsolete
50	I-76	D-19-b MINOR	County Road	Functionally Obsolete
51	I-76	D-19-O	Lost Creek	Functionally Obsolete
52	I-76	D-19-P	Lost Creek	Functionally Obsolete
53	I-76	D-19-R	CR 386, 24.4	Functionally Obsolete
54	I-76	D-19-S	CR 386, 24.4	Functionally Obsolete
55	I-76	D-20-d MINOR	County Road	Functionally Obsolete
56	I-76	D-20-c MINOR	Orchard Road	Functionally Obsolete
57	US 85	B-17-C	Union Pacific RR	Structurally Deficient
58	SH 263	C-18-CO	Lone Tree Creek	Structurally Deficient
59	SH 119	D-16-K	St. Vrain Creek	Structurally Deficient
60	I-25	D-17-R	CR 8	Structurally Deficient
Source: CDOT Transportation Planning Database, March 2003				



7. Special Roadway Corridors

The following sections describe roadway corridors which have a special designation, serve a special purpose, or can be characterized by the nature of their use. In the Upper Front Range, such corridors include scenic and historic byways, routes with a high percentage of trucks, and restricted roadway corridors (hazardous material routes).

a. Scenic and Historic Byways

The Colorado Scenic and Historic Byway Commission has identified roadway corridors throughout the state which have exceptional scenic, historic, ecologic and cultural significance. Four of these byways have been designated in the Upper Front Range TPR. The Cache La Poudre – North Park Byway runs between Fort Collins and Walden through the Poudre Canyon and over Cameron Pass on SH 14 in Larimer County. The Peak-to-Peak Highway begins in Estes Park on SH 7 in Larimer County and continues through Boulder and Gilpin Counties to Black Hawk via SH 72 and SH 119. The Pawnee Pioneer Trails travels through the Pawnee National Grasslands and the Pawnee Buttes in northern Weld and Morgan Counties. Trail Ridge Road (US 34) and Beaver Meadows Road (US 36) within the Rocky Mountain National Park are on the state’s scenic byways system as well as being nationally recognized as an “All-American Road.” Figure 11 depicts the locations of the scenic and historic byways in the Upper Front Range.

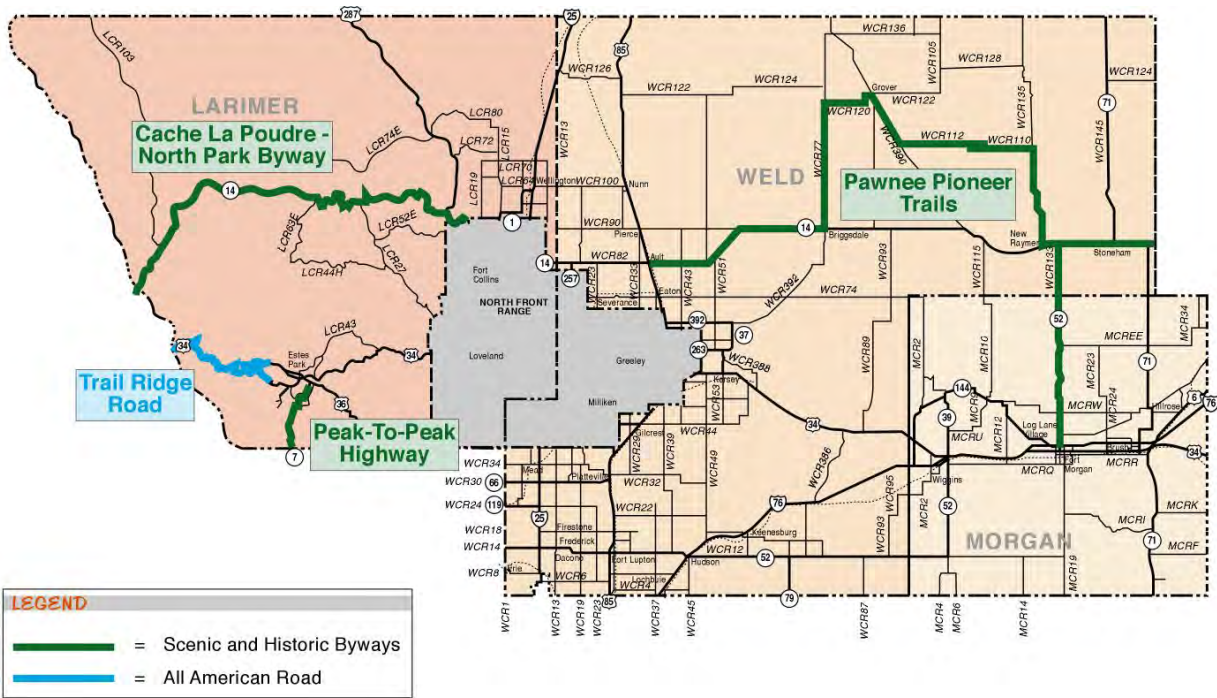


Figure 11. Scenic And Historic Byways



b. Truck Traffic

Colorado is regarded as an important bridge state for east/west freight traffic in the United States, meaning that much of the freight flow simply travels through the state. However, the Front Range area, in particular, is the primary origin and destination for freight flow in Colorado. The Eastern Colorado Mobility Study (Felsburg Holt & Ullevig, 2002) was undertaken to assist CDOT in making investment decisions regarding infrastructure improvements to enhance freight mobility in eastern Colorado. The study includes existing truck and rail commodity flows for Larimer Morgan and Weld Counties, as shown in Table 6. All three counties in the Upper Front Range have higher inbound commodity flows than outbound commodity flows.

Table 6. Existing Commodity Flows (1998)

County	Inbound Tonnage	Outbound Tonnage	Total Tonnage
Larimer ¹	6,056,620	3,057,381	9,114,001
Morgan	3,933,547	2,058,392	5,991,939
Weld ¹	6,085,758	5,638,889	11,724,647
Total	16,075,925	10,754,662	26,830,587

¹ Includes the entire counties of Larimer and Weld, including those areas within the North Front Range MPO.
Source: Eastern Colorado Mobility Study

Table 7 shows the total and truck daily vehicle miles of travel (VMT) in 2001 on the various classifications of roadways in the Upper Front Range. The highest percentage of truck VMT was on the interstate system, where trucks account for over 15 percent of the total vehicle miles of travel in the Upper Front Range. Overall, trucks accounted for approximately 14 percent of the total vehicle miles of travel in the Upper Front Range in 2001. On a statewide basis, trucks account for approximately 9.7 percent of the total vehicle miles of travel on the state highway system.

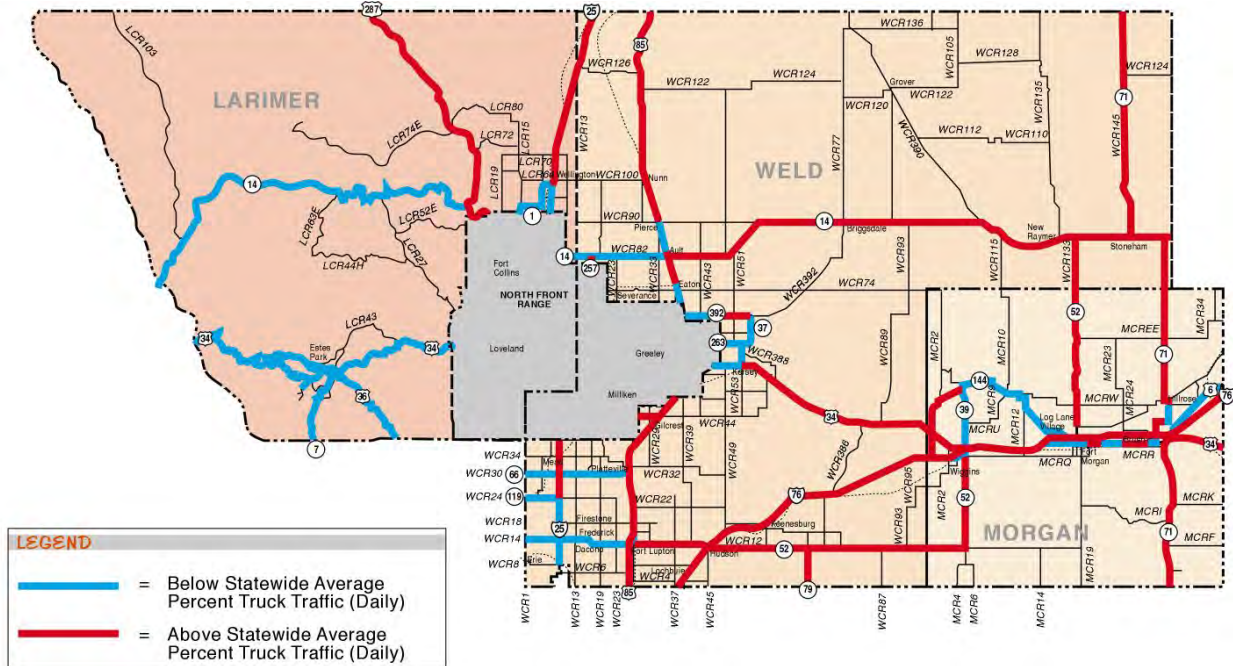
Table 7. Total and Heavy Truck VMT

Functional Classification	2001 Total VMT	2001 Truck VMT	Percent Trucks
Interstate	2,063,269	321,906	15.6%
Freeway	18,876	2,619	13.9%
Primary Arterial	1,105,069	150,993	13.7%
Minor Arterial	958,264	119,719	12.5%
Major Collector	130,969	17,546	13.4%
Minor Collector	6,384	680	10.6%
Total	4,282,831	613,463	14.3%

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Figure 12 identifies the roadways on the state highway system in the Upper Front Range which have a higher percentage of trucks than the statewide average. The high percentage of truck traffic in the Upper Front Range shows the significance of truck transportation to the economy in the region. The roadways with the highest percentage of truck traffic are US 287, SH 71, SH 14 and SH 52. Some sections of US 287 consist of over 30 percent truck traffic, the portion of SH 71 in northeastern Weld County consists of between 40 and 50 percent truck traffic, and some sections of SH 52 consist of nearly 50 percent truck traffic. Sections of SH 14 in Weld County carry over 40 percent trucks.



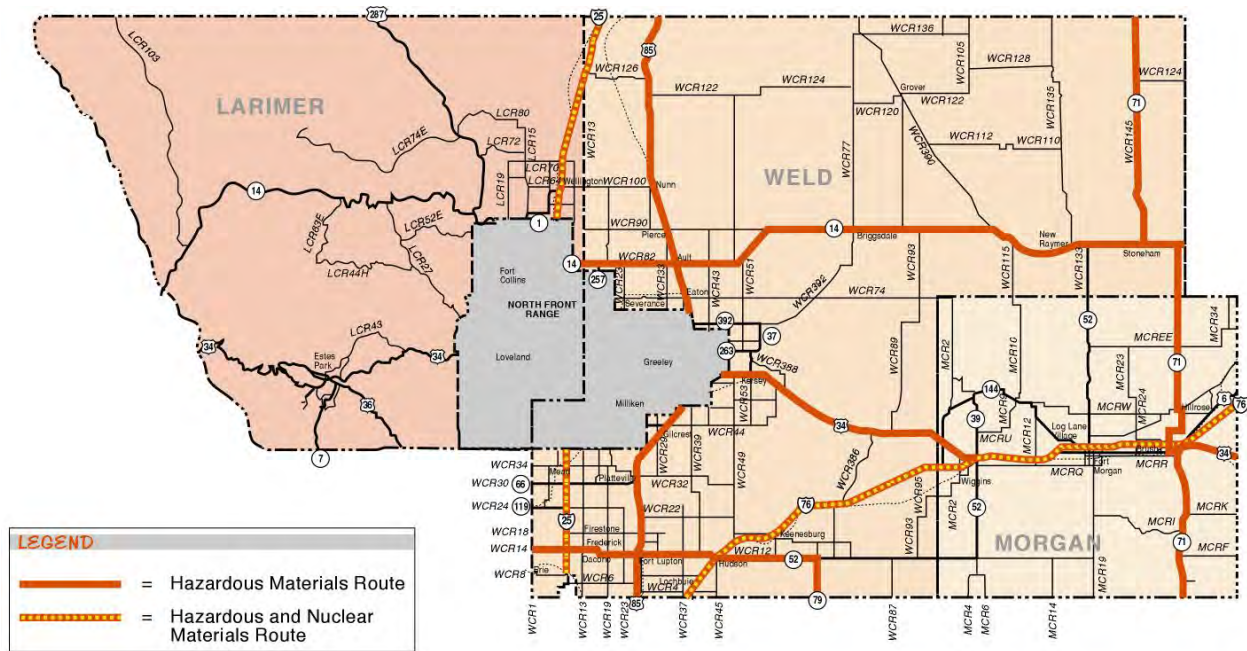
North SOURCE: CDOT Transportation Planning Database, March 2003

Figure 12. Truck Traffic



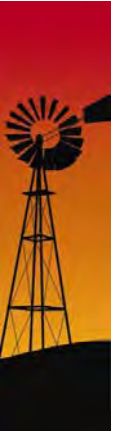
c. Hazardous and Nuclear Materials Routes

The transportation of hazardous and nuclear materials is limited to designated roadways. Figure 13 illustrates the roadways in the Upper Front Range which are designated by the State of Colorado to transport hazardous and nuclear materials. As shown, nuclear materials are restricted to the two interstate highways in the region, I-25 and I-76. Hazardous materials can be transported on a number of state highways in the region.



North SOURCE: CDOT Transportation Planning Database, March 2003

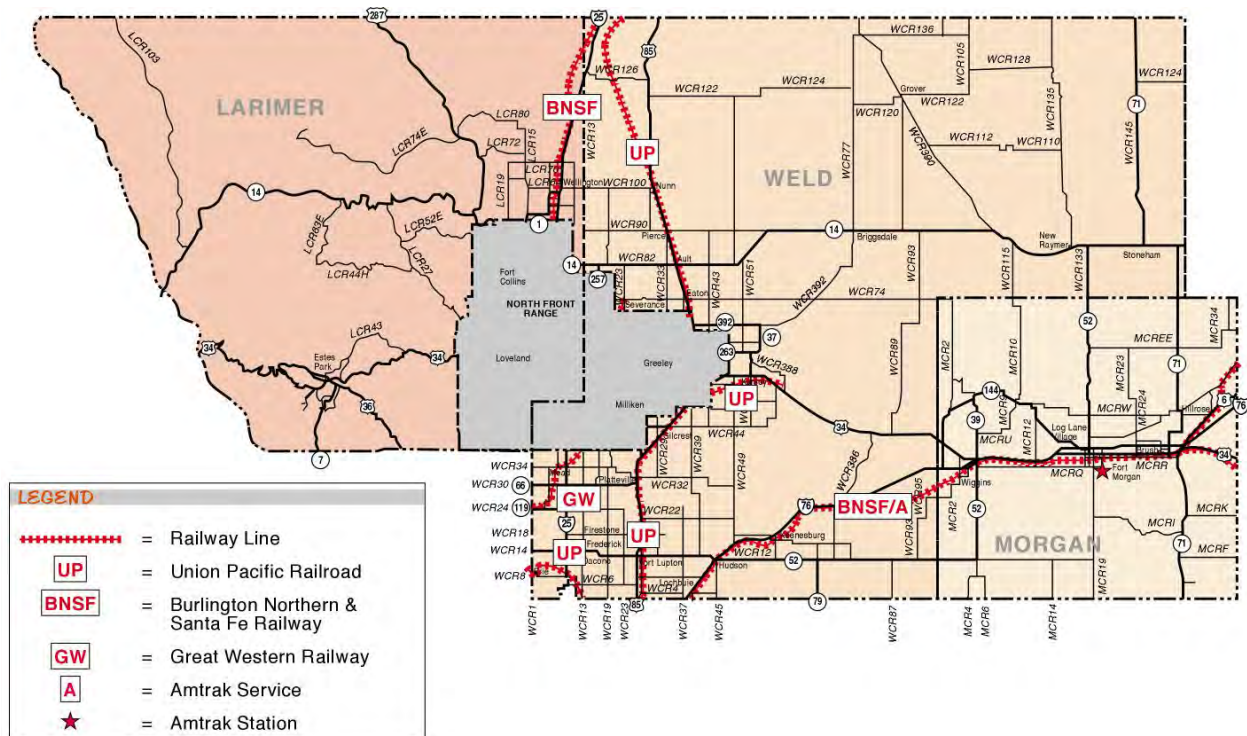
Figure 13. Hazardous And Nuclear Materials Routes



B. Rail System

1. Rail Lines

Railroads are classified according to the annual gross operating revenue from the railroad operations. There are two Class I Railroads and one Local Railroad operating in the Upper Front Range. A Class I Railroad is one which had a 2001 gross operating revenue of over \$266.7 million. A Local Railroad is one which had a 2001 gross operating revenue of less than \$40 million and is engaged primarily in line-haul service. The three railroads in the Upper Front Range are described below and the rail lines are depicted in Figure 14.



North SOURCE: CDOT Transportation Planning Database, March 2003

Figure 14. Rail System



- ▶ **Union Pacific Railroad (UP):** The Union Pacific is a Class I Railroad which has several rail lines in the Upper Front Range. The north-south line runs from the southern border of the region through the North Front Range MPO and up to the Wyoming state line, generally following the US 85 corridor. The majority of the east-west line of the Union Pacific through the region has been abandoned. However, the line does continue to run from south of Milliken to Kersey.
- ▶ **Burlington Northern & Santa Fe Railway (BNSF):** The Burlington Northern & Santa Fe is also a Class I railroad and has two primary rail lines that run through the Upper Front Range. There is an east-west line which runs generally along the I-76 corridor from the region's southern boundary to Brush, where it splits into two lines. The other line runs north and south through Colorado from Wyoming to Texas.
- ▶ **Great Western Railway Company (GW):** The Great Western is a Local Railroad which has three rail lines in the Upper Front Range. They operate freight services between Longmont and Loveland and from Eaton to a connection east of Loveland. GW also operates a branch line from Milliken to Welty, in the North Front Range MPO.

2. Potential Rail Abandonment

The Colorado Department of Transportation prepared a study entitled Potential Rail Line Acquisition Report in September, 2003. This report identifies rail lines throughout Colorado which could potentially be abandoned. Three rail lines of state significance are considered to be at risk of future abandonment. The Union Pacific Railroad is proposing to discontinue (but not abandon) service of a portion of the Valmont/Boulder Branch Line. This rail line extends through the southern portion of the UFR for a short distance. The portion west of I-25 is under consideration for discontinuance by the UP. The report also addresses the potential discontinuation of Amtrak Service, which would impact the Upper Front Range since Amtrak currently maintains a station in Fort Morgan.

3. Railroad/Highway Crossing Accidents

The Federal Railroad Administration maintains a list of railroad crossing accidents throughout the United States by location and year. An inventory of the railroad crossing accidents in the Upper Front Range Transportation Planning Region was compiled. Table 8 shows the railroad crossing accidents from January 1999 through December 2003. Over the five year period, there was a total of 23 accidents, including nine injury accidents and two fatal accidents. There were three railroad crossings in the region which had multiple accidents during this time period, including: Weld County Road 80 in Ault, 4th Street in Fort Lupton, and Weld County Road 42 in Gilcrest.



Table 8. Railroad/Highway Crossing Accidents (1999 - 2003)

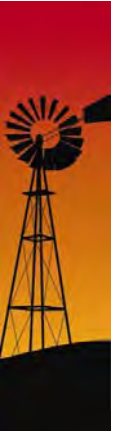
Location	Number of Accidents					Total Accidents	Injury Accidents	Fatal Accidents
	1999	2000	2001	2002	2003			
Morgan County								
MCR 14 (Bijou)					1	1	1	0
MCR U (Brush)				1		1	0	0
MCR 24 (Brush)	1					1	0	0
MCR W (Hillrose)				1		1	0	1
Weld County								
WCR 4/UPRR				1		1	1	0
WCR 80 (Ault)	1	1			1	3	0	0
3 rd Street (Ault)					1	1	0	0
5 th Street (Eaton)					1	1	1	0
4 th Street (Fort Lupton)		1		1		2	1	1
51 st Avenue (Fort Lupton)					1	1	0	0
WCR 18 (Fort Lupton)		1				1	0	0
WCR 20 (Fort Lupton)		1				1	1	0
WCR 22 (Fort Lupton)				1		1	0	0
WCR 42 (Gilcrest)				2		2	1	0
SH 52 (Hudson)					1	1	0	0
WCR 86 (Pierce)				1		1	1	0
WCR 36 (Platteville)					1	1	1	0
Harrison St. (Roggen)		1				1	0	0
Private Crossing (Roggen)	1					1	1	0
Total	3	5	0	8	7	23	9	2

C. Transit System

There are currently five transit providers who service areas in the Upper Front Range. These transit providers are either public or specialized providers who serve the specific needs of the public. Although each of the five transit providers serves the general public, they all focus to some degree on providing service to the elderly and/or disabled. The following is a description of each of the transit providers in the Upper Front Range.

1. Wellington Senior Center/Town of Wellington

The Wellington Senior Center has provided limited service to seniors in Wellington for several years. The Senior Center, with the support of the Town of Wellington, has requested Section 5311 funds to expand this service and to make it available to the general public. Only a limited (ten percent per year) expansion is planned in order to provide management control over growth. It is recognized that more service is likely needed. The Wellington Senior Center provides services to rural residents who wish to come into Wellington (four days each week). They also operate between Wellington and Fort Collins once a month. In 2004 this will increase to once every two weeks.



2. Rocky Mountain National Park

Rocky Mountain National Park operates a fixed-route shuttle bus service that runs along the Bear Lake Road corridor in the summer months. It generally begins operation in mid-June. During peak periods, this service operates seven days a week through the weekend following Labor Day. After that, the shuttle bus service operates only on Fridays, Saturdays and Sundays through Columbus Day. The shuttle bus service does not operate in the winter months. There is no charge for the service.

The Rocky Mountain National Park service is funded from a different source of federal funds than the Federal Transit Administration and so does not routinely participate in the same planning as RTA funded systems. However, the system is an important publicly funded one and integration between the Park Service operation and community or regional services will become more important in the future.

3. Estes Park Special Transit

Special Transit has been serving Estes Park since 1999. The service operates a single transit vehicle in Estes Park which seats up to 12 ambulatory and 2 wheelchair passengers. The service operates four days per week in Estes Park and operates once per month between Estes Park and Loveland. Annual ridership in 2001 was nearly 3,500 passengers. Fares within Estes Park are \$1.25 per ride. Fares between Estes Park and Loveland are \$3.00 per ride.

4. Weld County Human Services Transportation Program

The Weld County Transportation Program is a branch of the Weld County Human Services Department. It serves the general public and special populations through a variety of federally funded contracts, including:

- ▶ Employment Services of Weld County
- ▶ Head Start
- ▶ Senior Nutrition Program
- ▶ Migrant Head Start Program
- ▶ Summer Youth
- ▶ Mini-bus Program

The system operates approximately 40 vehicles, and travels nearly 600,000 vehicle miles in serving Weld County with trips to Greeley. Service is also provided to Boulder County, north Denver, Fort Collins and Fort Morgan. Demand Response service is also provided throughout the county as resources allow. In addition, a volunteer program provides subsidies for persons providing trips to the elderly and disabled using personal vehicles.

5. County Express (NECTA)

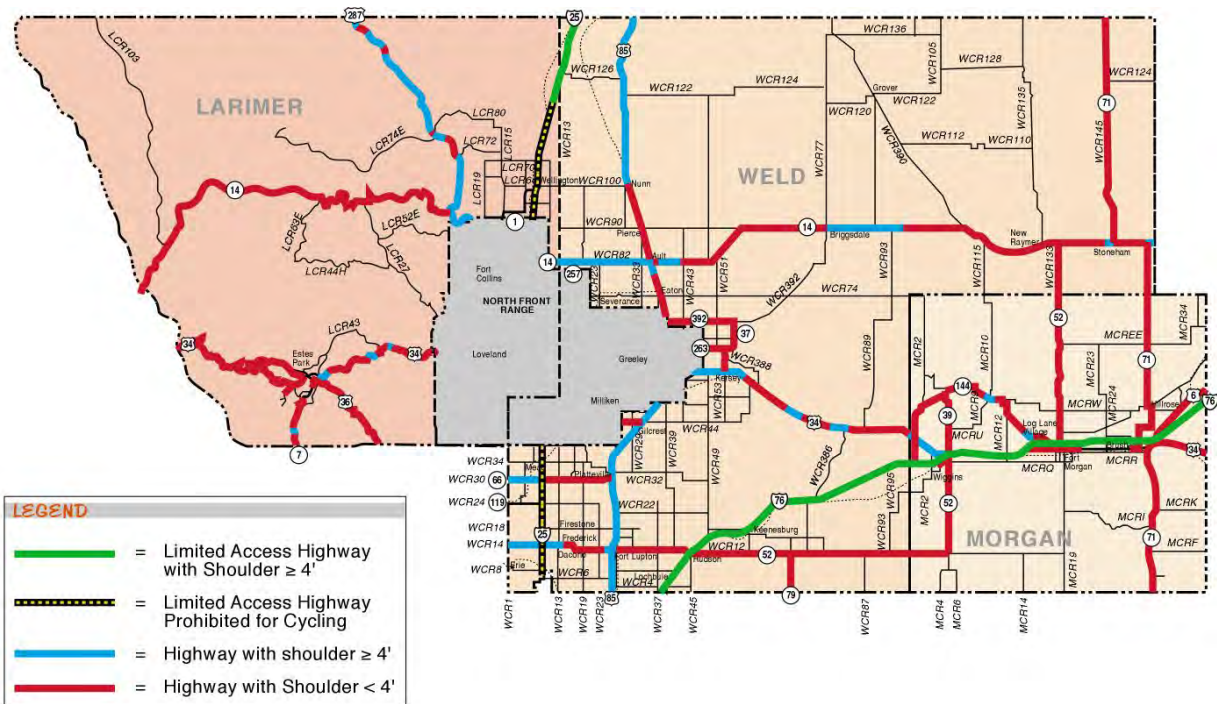
County Express is a private non-profit transit provider based in Sterling. It provides demand responsive service throughout northeastern Colorado, including Morgan County. The Morgan County fleet consists of nine vehicles including vans, BOC and van conversions. The demand responsive service generally operates Monday through Friday approximately between 6 AM and 6 PM, with limited service on Saturdays for medical appointments. The primary service is



between Fort Morgan/Brush and Sterling. County Express also operates some regional service to Greeley, Fort Collins and Denver based on need and available funding. In 2002, the Morgan County fleet provided 78,580 passenger trips.

D. Bicycle Facilities

The Colorado Department of Transportation has identified the state highways throughout the state which serve as bicycle corridors. Figure 15 depicts the state highways which have a shoulder width greater than four feet, which are preferable for cyclists, along with the highway sections which are prohibited for cycling. Although other bicycle facilities exist in the Upper Front Range region, because of funding restrictions, this document focuses on those facilities on the State Highway system.



SOURCE: CDOT Bicycle Pedestrian Program, 2001

Figure 15. Bicycle Routes



E. Aviation System

There are five operating airports within the Upper Front Range TPR. Three of these provide general aviation service to the public, although they do not provide commercial service. The other two airports also provide general aviation service, but are privately owned and operated airports. The five airports are shown on Figure 16 and are described in more detail below.

Brush Municipal Airport is a public airport located off SH 71, three miles south of the City of Brush, in eastern Morgan County. The airport provides general aviation service with one asphalt runway, approximately 4,300 feet in length. The airport operates an average of 22 flights per week.

Erie Municipal Airport is a public airport located five miles south of the City of Erie, with access from SH 7. This general aviation airport has two runways, one asphalt and one concrete, with dimensions of 2,250 by 50 feet and 4,700 by 60 feet, respectively. The airport operates an average of 197 flights per day.

Fort Morgan Municipal Airport is a public airport located five miles northwest of the City of Fort Morgan with access off SH 52. One concrete and two turf runways, with lengths 5,050, 2,300, and 4,500 feet respectively, are provided at the airport. The airport operates an average of 160 flights per week.

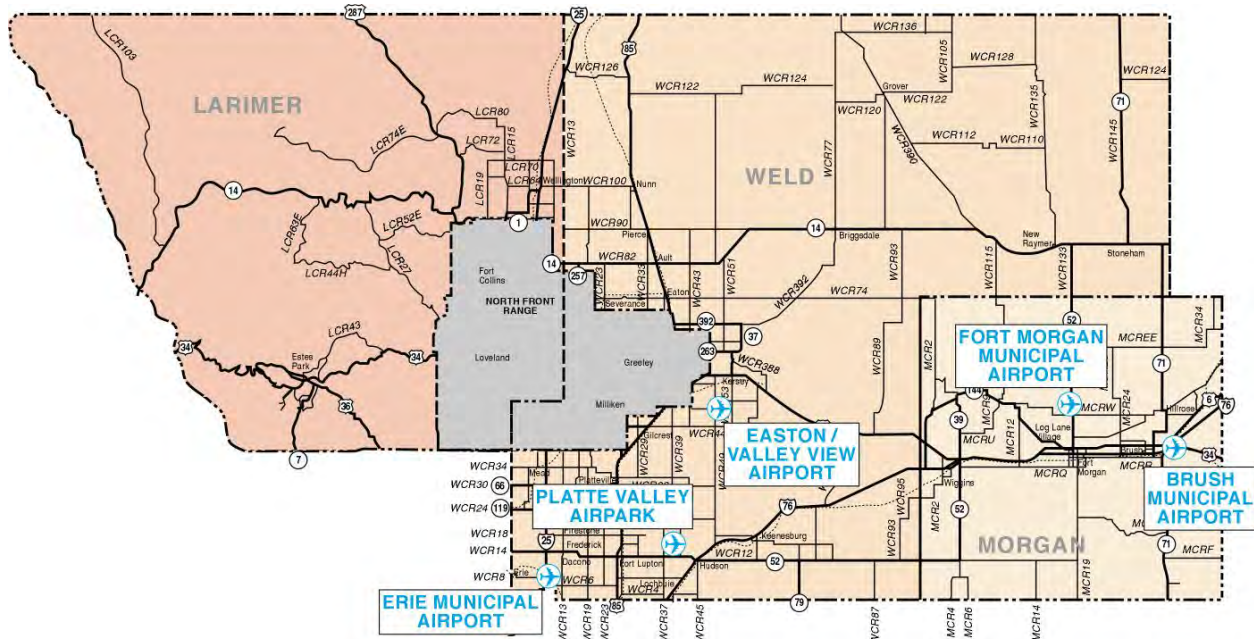


Figure 16. Airports

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Platte Valley Airpark is a private airport that is open to the public and is located three miles north of the City of Hudson, with access off of WCR 52. The airport has one asphalt runway (4100 feet) and one turf runway (2500 feet). The airport operates an average of 79 flights per week.

Easton-Valley View Airpark is a privately-owned airport that is open to the public and is located three miles southeast from the City of Greeley, with access off of US 85. The airport has two gravel runways with lengths of 4000 feet and 2150 feet. The airport operates an average of 56 flights per week.

Additionally, there are three airports within the North Front Range TPR that service the Upper Front Range. These are:

- ▶ Greeley/Weld County Airport located east of Greeley.
- ▶ Downtown Fort Collins Airpark, located in downtown Fort Collins.
- ▶ Fort Collins/Loveland Municipal Airport located between Fort Collins and Loveland, west of I-25.





III. DEMOGRAPHIC AND ENVIRONMENTAL PROFILE

Travel demand and the need for transportation services are dependent upon population, the socio-economic character of the population, and employment in the region. The need for improvements to the existing transportation network is related primarily to the growth of the population and employment in the region. This chapter summarizes the existing and projected population and employment in the Upper Front Range TPR and identifies the implications of projected growth on future travel demand. It also includes a description of the environmental conditions in the region.

A. Existing Socio-Economic Profile

1. Population

Table 9 shows the total population of Larimer, Morgan and Weld Counties in 2000 and the population of the three counties within the Upper Front Range TPR. All of Morgan County is included in the UFR TPR, whereas only about 10% of the Larimer County population and 35% of the Weld County population are included in the region. Although the portions of Larimer and Weld Counties within the Upper Front Range TPR represent a large portion of the land area in each county, the populations in these areas comprise a smaller percentage, indicating the rural character of the region. The population of the Upper Front Range totaled approximately 114,600 persons in 2000.

Table 9. 2000 County Population Data

County	2000 Total County Population	Population within UFR TPR	Percent of County Population within TPR	Percent of UFR TPR Population
Larimer	251,494	24,100	10%	21%
Morgan	27,171	27,171	100%	24%
Weld	180,936	63,343	35%	55%
Total	459,601	114,614	25%	100%

Source: 2000 Census

The data presented in Table 9 show that Weld County accounts for over half of the Upper Front Range TPR population. Larimer and Morgan Counties represent approximately equal proportions of the region's population.

The 1990 and 2000 Census County populations within the Upper Front Range TPR are compared in Table 10. The region has grown by approximately 12 percent (approximately 13,000 persons) over the ten year period.



Table 10. Historic Population Growth (1990 to 2000)

County ¹	1990 Population ²	2000 Population ³	Annual Growth Rate
Larimer	21,894	24,100	1.0%
Morgan	21,939	27,171	2.2%
Weld	57,521	63,343	1.0%
Total	101,354	114,614	1.2%
¹ Only those areas of the County within the Upper Front Range TPR ² Source: 1990 Census ³ Source: 2000 Census			

Figure 17 depicts the 26 communities in the Upper Front Range TPR and their estimated 2001 population. As shown, the largest communities in the region include: Fort Morgan (11,100), Fort Lupton (7,200), Estes Park (5,600), and Brush (5,200).

2. Demographic Characteristics

The demographic characteristics of the population within a region are relevant factors in determining the transportation needs. Some of the relevant data include the per capita and household income, total number of households, the average household size and the age of the population. Table 11 summarizes this information for the three counties included in the Upper Front Range TPR. As shown in the table, Larimer County has the highest per capita and median household income. Weld and Morgan Counties have the highest average household population. Morgan County has the highest percentage of the three counties of persons both under 18 and over 65 years of age.

Table 11. Summary of Selected Demographic Characteristics

Characteristic	Larimer County ¹	Morgan County	Weld County ¹
2000 Per Capita Income	\$23,689	\$15,492	\$18,957
2000 Median Household Income	\$48,655	\$34,568	\$42,321
2000 Total Households	97,164	9,539	63,247
Average Household Population	2.52	2.80	2.78
2000 Population Under 18 Years	23.8%	30.4%	28.2%
2000 Population 65 Years or Older	9.6%	13.0%	9.0%
¹ Includes the entire counties of Larimer and Weld, including those areas within the North Front Range MPO. Source: 2000 Census			

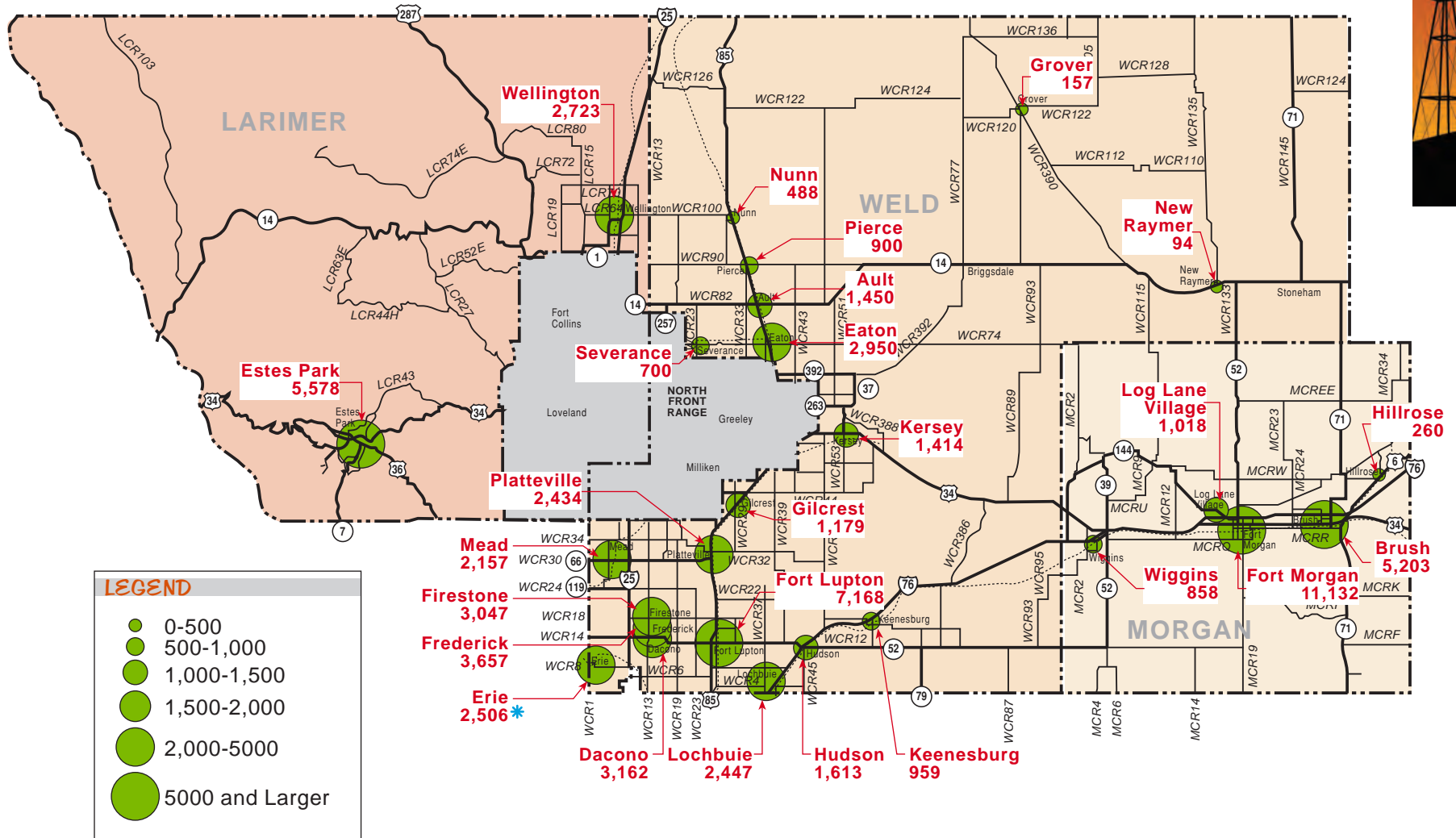
Table 12 provides a distribution by county of the number of vehicles available per household and the distribution of travel modes used for commuter trips. Table 12 also shows the average travel time to work.



Table 12. Available Vehicles and Commuter Trip Mode Distributions

		Larimer County ¹	Morgan County	Weld County ¹
Vehicles Available per Household	None	4.0%	6.0%	5.6%
	1	28.3%	29.9%	26.8%
	2	42.3%	38.9%	40.5%
	3 or more	25.5%	25.2%	27.1%
Travel Mode for Commuter Trips	Drive Alone	77.4%	76.6%	78.5%
	Carpool	11.0%	14.9%	12.7%
	Public Transportation	0.9%	0.1%	0.4%
	Walk	2.7%	3.3%	2.9%
	Other Mode	3.0%	1.4%	1.3%
	Work at Home	5.1%	3.8%	4.2%
Average Travel Time to Work		21.4 minutes	18.5 minutes	23.7 minutes
¹ Includes the entire counties of Larimer and Weld, including those areas within the North Front Range MPO. Source: 2000 Census				

Upper Front Range 2030 Regional Transportation Plan



* Population within Upper Front Range TPR

Figure 17

2001 Population Centers



The 1994 Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (Executive Order 12898) was enacted to ensure the full and fair participation of potentially affected communities in transportation decisions. The intention of Environmental Justice is also to avoid, minimize or mitigate disproportionately high and adverse impacts on minority populations and low-income populations. The first step in realizing the Environmental Justice process is to identify where significant numbers of minority populations and low-income households are located within the region. CDOT's Environmental Justice in Transportation Planning (December 2003) documents the densities of low-income and minority populations, as shown on Figures 18 and 19, respectively. As shown in Figure 18, large portions of Morgan and Weld Counties have a significant percentage of low-income population, indicating the need for public transportation to service these potentially transit-dependent populations.

3. Employment

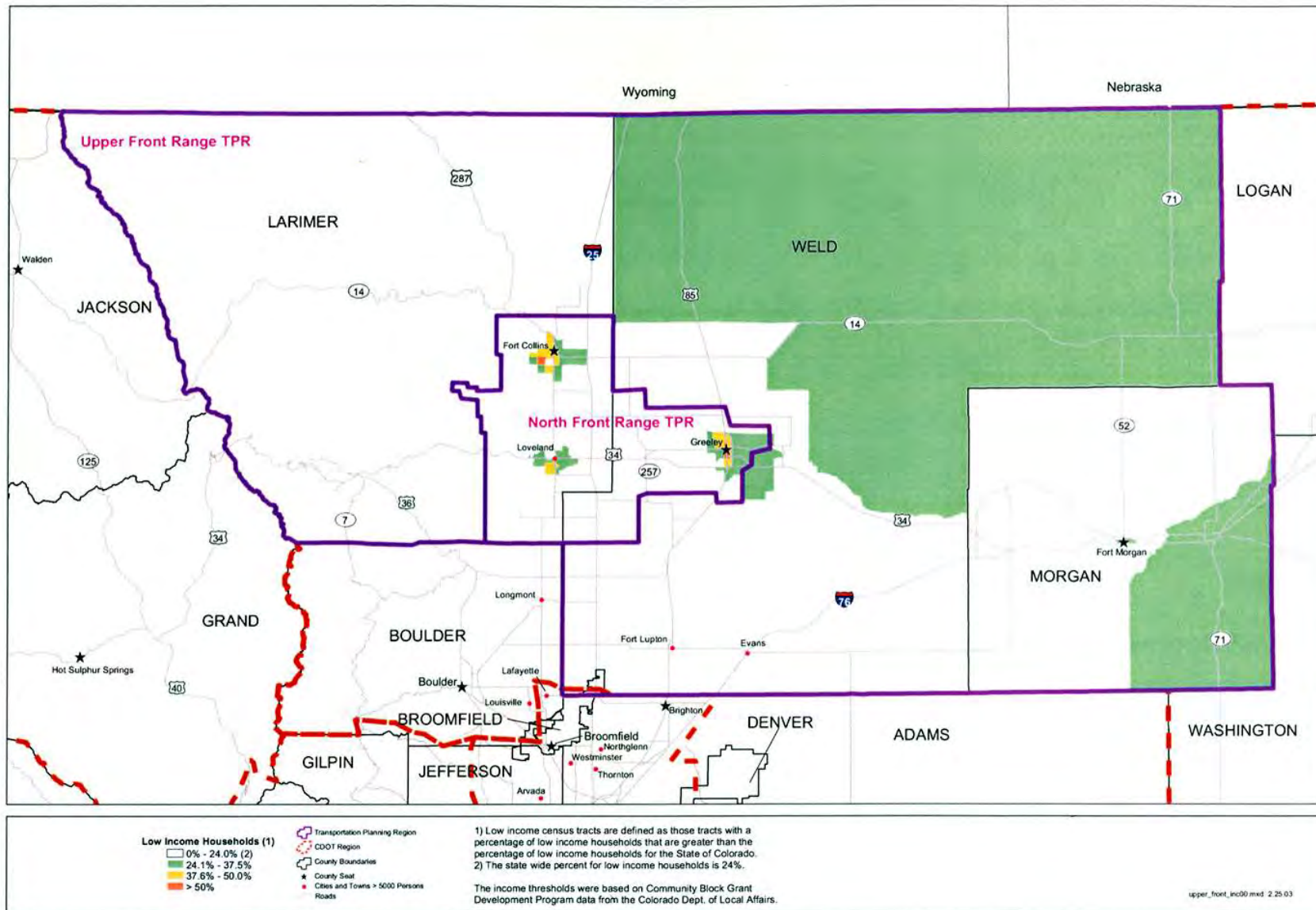
Table 13 summarizes the employment statistics by industry for the three counties in the Upper Front Range, including the areas in Larimer and Weld Counties in the North Front Range MPO.

Table 13. 2000 Employment by Industry

Industry	Larimer County ¹		Morgan County		Weld County ¹	
	Employees	Percent	Employees	Percent	Employees	Percent
Agriculture, Forestry, Hunting and Mining	2,039	1%	1,263	11%	4,447	5%
Construction	12,257	9%	1,008	8%	9,443	11%
Manufacturing	20,330	15%	2,121	18%	12,003	14%
Wholesale Trade	3,547	3%	471	4%	3,409	4%
Retail Trade	17,555	13%	1,169	10%	10,213	12%
Transportation, Warehousing, and Utilities	4,622	3%	649	5%	4,258	5%
Information	3,818	3%	196	2%	2,324	3%
Finance, Insurance and Real Estate	6,867	5%	455	4%	4,924	6%
Professional, Scientific, Management, and Administrative	14,201	10%	496	4%	5,826	7%
Education, Health and Social Services	28,556	21%	2,238	19%	16,762	19%
Arts, Entertainment, Recreation, Lodging, and Food Services	12,592	9%	612	5%	6,525	7%
Other Services	5,903	4%	575	5%	3,981	5%
Public Administration	4,616	3%	635	5%	3,511	4%
Total Employed Civilians	136,903		11,888		87,626	

¹ Includes the entire counties of Larimer and Weld, including those areas within the North Front Range MPO.
Source: 2000 Census

Upper Front Range 2030 Regional Transportation Plan

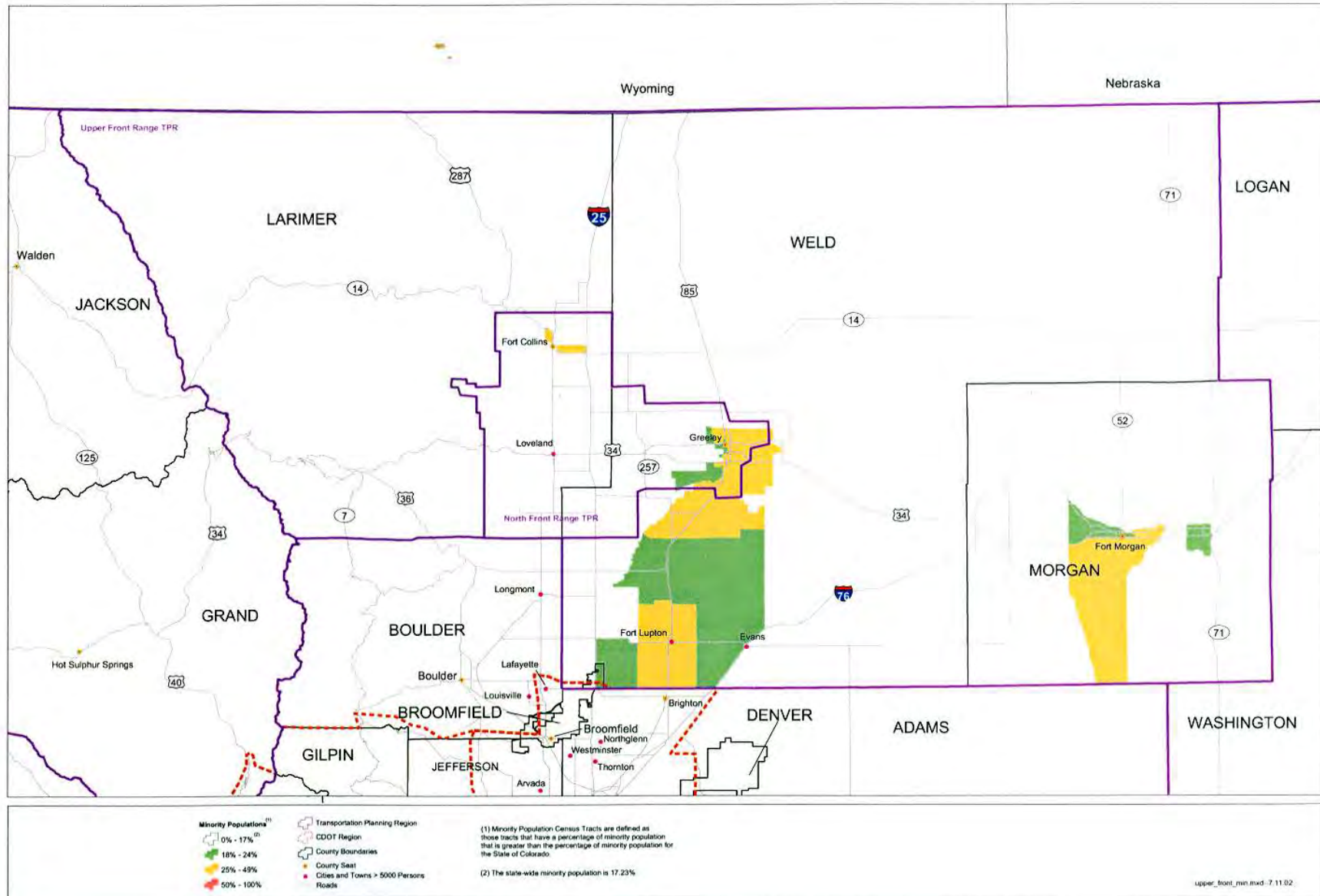


Source: Environmental Justice in Transportation Planning (CDOT, Dec. 2003).

Figure 18

Low-Income Households

Upper Front Range 2030 Regional Transportation Plan



Source: Environmental Justice in Transportation Planning (CDOT, Dec. 2003).

Figure 19

Minority Populations



The total number of employed persons in the three county region is over 236,400. The top three industries by percentage of total employed persons include Education, Health and Social Services, Manufacturing, and Retail Trade. It is important to note that the urbanized areas of Larimer and Weld Counties which comprise the North Front Range MPO likely skew these data to a certain degree.

4. Tourism

The mountainous portion of the Upper Front Range Transportation Planning Region is heavily influenced by the tourism industry. Rocky Mountain National Park reported over 3.2 million visitors in 2003. The peak months of tourism in the Park have historically been June through September. In July 2003, the Park experienced over 695,000 visitors (approximately 21% of the visitors that year). Between 1993 and 2003, visitation at the Park has grown at a rate of approximately one percent per year. Other areas in the Upper Front Range TPR, including the Town of Estes Park, also experience high volumes of tourists.

5. Agricultural Production

Agriculture is an important industry in the Upper Front Range TPR. Although the employment statistics shown in Table 13 show only one percent of Larimer County's employment and five percent of Weld County's employment is agriculture-related, these statistics include all of Larimer and Weld Counties. The portions of Larimer and Weld Counties in the Upper Front Range TPR are more rural than the counties as a whole. The section of Weld County in the Upper Front Range, in particular, is heavily influenced by agriculture.

Table 14 summarizes the agricultural production statistics in Larimer, Morgan and Weld Counties. As shown, the three counties together produce over half of the state's sugar beets, over 30 percent of the state's dry beans and nearly 20 percent of the state's corn. The region also accounts for nearly 35 percent of the state's cattle and calves. The three-county region accounts for nearly 18 percent of all farms in the state.



Table 14. Agricultural Production Statistics

	Larimer County ¹	Morgan County	Weld County ¹	Three County Total	Percent of State Total
Number of Farms	1,298	759	2,959	5,016	17.7%
Barley (Bushels)	150,000	25,000	1,099,000	1,274,000	17.7%
Corn for Grain (Bushels)	670,000	10,890,000	9,990,000	21,550,000	19.2%
Dry Beans (CWT)	32,000	71,000	374,000	477,000	31.4%
Alfalfa (Tons)	53,200	140,000	334,100	527,300	23.3%
Other Hay (Tons)	19,800	9,900	27,000	56,700	7.7%
Potatoes (CWT)	0	875,000	324,000	1,199,000	4.0%
Sorghum (Bushels)	0	0	16,500	16,500	0.9%
Sugar Beet (Tons)	46,100	52,300	302,600	401,000	50.5%
Sunflowers (Pounds)	0	1,650,000	6,950,000	8,600,000	13.7%
Spring Wheat (Bushels)	50,000	0	55,000	105,000	4.4%
Winter Wheat (Bushels)	150,000	1,695,000	3,065,000	4,910,000	13.5%
Cattle and Calves	60,000	230,000	635,000	925,000	34.9%
Source: Colorado Agricultural Statistics 2003					
¹ Includes the entire counties of Larimer and Weld, including those areas within the North Front Range MPO.					

B. Environmental Profile

As noted earlier, one of the goals of the UFR 2030 Plan is “to enhance the environment through the transportation system.” To further emphasize the importance of consideration of the environment in the development of the plan, environmental consequences were chosen to represent an evaluation factor in the prioritization of projects. This section discusses in brief a variety of the environmental concerns in the UFR area. All laws and regulations concerning the protection of environmental and cultural resources should be researched via the appropriate state and federal agencies and met prior to the implementation of any improvement project recommended in the plan.

1. Air Quality

Air quality is perhaps the most closely related environmental concern associated with transportation. There are two primary standards to consider, as explained below.

a. Non-Attainment Areas

With the passage of the Clear Air Act Amendments in 1991, violation of the National Ambient Air Quality Standards results in a non-attainment status. In April 2004, the Environmental Protection Agency (EPA) designated the Denver metro area and portions of Larimer and Weld County (including portions of the UFR) as non-attainment for the eight hour ozone standard. This designation will become effective June 15, 2004. (see map at <http://www.epa.gov/air/oaqps/greenbk/co8.html>) In an effort to take early action on this ozone



issue, parties within the proposed non-attainment boundary, including Weld and Larimer Counties, entered into an Ozone Early Action Compact (EAC). Pending successful implementation of the Ozone Early Action Compact, the EPA has deferred implementation of consequences of non-attainment, (such as additional transportation conformity) for this new standard until 2007. If the region complies with the EAC requirements, the area will be designated attainment in 2007. If at any time the area is not in compliance with the EAC requirements, the non-attainment designation would become active.

b. At Risk Areas

The UFR does not contain any Air Quality At Risk Areas, which have been defined in the Rules and Regulations for the Statewide Planning Process and Transportation Planning Regions as “an area...where violations of ambient air quality standards for small particulate matter may be imminent unless increases in emissions in the area are mitigated.”

2. Water Quality

The UFR contains numerous natural rivers, creeks, tributaries and wetlands. These areas must be recognized in the development of any transportation improvement projects being considered for implementation. There are a number of regulatory reviews and/or permits which may be required of transportation projects.

With passage of the Federal Water Pollution Control Act in 1972, the Environmental Protection Agency (EPA) created the National Pollution Discharge Elimination System (NPDES). Subsequently, the law became the Clean Water Act (CWA) and was modified to include storm water discharges. Although no communities in the Upper Front Range are large enough to fall within the population requirements of the NPDES program, there are other federal (or state) permits which may be applicable to an improvement project:

- ▶ Any project that uses a “dewatering” element during construction, or which will disturb five acres or more during construction, will need a 402 Permit.
- ▶ If the project involves the discharge of dredged or fill material into waters of the United States, the Corps of Engineers will need to evaluate the proposed activity under Section 404(b)(1) of the Clean Water Act of 1977.
- ▶ The discharge of pollutants into navigable waters and adjacent wetlands will require a Section 401 clearance.

3. Threatened and Endangered Species

The United States Fish and Wildlife Service provides lists of federal and state threatened and endangered plant and animal species found in each county. Table 15 summarizes this information for the three counties in the Upper Front Range. Thorough research should be performed through the Colorado Department of Wildlife prior to implementation of any transportation improvement project.



Table 15. Federal and State Threatened and Endangered Species

Species Common Name	Species Scientific Name	County
Birds		
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Larimer, Morgan, and Weld
Interior Least Tern	<i>Sterna antillarum athalassos</i>	Larimer, Morgan, and Weld
Mexican Spotted Owl	<i>Strix occidentalis lucida</i>	Larimer and Weld
Piping Plover	<i>Charadrius melodus</i>	Larimer, Morgan, and Weld
Whooping Crane	<i>Grus americana</i>	Larimer, Morgan, and Weld
Mammals		
Black-footed Ferret	<i>Mustela nigripes</i>	Larimer, Morgan, and Weld
Black-tailed Prairie Dog	<i>Cynomys ludovicianus</i>	Larimer, Morgan, and Weld
Canada Lynx	<i>Lynx canadensis</i>	Larimer
Preble's Meadow Jumping Mouse	<i>Zapus hudsonius preblei</i>	Larimer, Morgan, and Weld
Wolverine	<i>Gulo gulo</i>	Larimer
Plants		
Colorado Butterfly Plant	<i>Gaura neomexicana ssp. coloradensis</i>	Larimer and Weld
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	Larimer, Morgan, and Weld
Fish		
Greenback Cutthroat Trout	<i>Oncorhynchus clarki stomias</i>	Larimer
Northern Redbelly Dace	<i>Phoxinus eos</i>	Weld
Pallid Sturgeon	<i>Scaphirhynchus albus</i>	Larimer, Morgan, and Weld
Amphibians		
Boreal Toad	<i>Bufo boreas boreas</i>	Larimer
Sources: U.S. Fish and Wildlife Service and Colorado Natural Heritage Program		



4. Natural Areas

Colorado Natural Areas preserve some of the finest examples of Colorado’s original and unique animal or plant communities, geologic formations or processes, or paleontological locations. Four of these areas exist in Larimer County within the UFR: Blue Mountain - Little Thompson Fault Natural Area, Owl Canyon Pinyon Grove Natural Area, Specimen Mountain Research Natural Area, and West Creek Natural Area. The Chalk Bluffs Natural Area has also recently been designated in Weld County within the Upper Front Range. Transportation improvements in these areas should be pursued only after thorough research through the Board of Parks and Recreation.

Additionally, Colorado has numerous wilderness areas that should be considered and preserved as transportation improvements are planned. There are several mountain wilderness areas in western Larimer County, and the Pawnee National Grasslands are located in eastern Weld County.

5. Historical and Archeological Sites

Colorado is a state rich in history and heritage. Both the Colorado State Register of Historic Places and the National Register of Historic Properties identify sites, areas and communities that reflect the state’s cultural heritage and resources. Table 16 is a summary list of historic places and landmarks within the Upper Front Range. The impact of implementing a transportation improvement project relative to the historic sites listed below, as well as other sites that are being considered for or may be considered for inclusion in the historic registers, should be evaluated prior to project initiation.

Table 16. State and National Historic Sites

Site	Location	Register (State or National)
Larimer County		
Baldpate Inn (1916)	Estes Park	National
Bear Lake Comfort Station (1930s)	Rocky Mountain National Park	National
Bear Lake Ranger Station (1923)	Rocky Mountain National Park	National
Big Thompson River Bridges (1937)	Estes Park	National
Birch Cabin (1908)	Estes Park	State
Colorado-Big Thompson Project Administration Building (1939)	Estes Park	State
Crags Lodge, Golden Eagle Resort (1914)	Estes Park	National
Edgemont Residence (1881)	Estes Park	State / National
Elkhorn Lodge (1877-1908)	Estes Park	National
Estes Park Chalet (circa 1920)	Estes Park	State
Fall River Entrance Historic District (1936)	Rocky Mountain National Park	National
Fall River Pass Ranger Station (1922)	Rocky Mountain National Park	National
Fall River Road	Rocky Mountain National Park	National
Fern Lake Patrol Cabin (1925)	Rocky Mountain National Park	National
Glacier Basin Campground Ranger Station (1930)	Rocky Mountain National Park	National
Hewes-Kirkwood Inn (1917)	Estes Park	National
Homestead Meadows	Estes Park	National
Leiffer House (circa 1923)	Estes Park	National
MacGregor Ranch (1973)	Estes Park	National
McGraw Ranch (1884)	Estes Park	National
Mills, Enos, Homestead Cabin (1885)	Estes Park	National



Table 16. State and National Historic Sites (Continued)

Site	Location	Register (State or National)
Moraine Lodge (1923)	Rocky Mountain National Park	National
Mountainside Lodge, YMCA Camp of the Rockies (1921)	Estes Park	State / National
Park Theater (1913)	Estes Park	National
Rocky Mountain National Park Administration Bldg. (1967)	Rocky Mountain National Park	State / National
Rocky Mountain National Park Utility Area Historic District (1923 – 1930)	Rocky Mountain National Park	National
Stanley Hotel (1909)	Estes Park	National
Timberline Cabin (1925)	Rocky Mountain National Park	National
Trail Ridge Road (1929 – 1939)	Rocky Mountain National Park	National
Twin Sisters Lookout (1914)	Rocky Mountain National Park	National
Vaille, Agnes, Shelter (1927)	Rocky Mountain National Park	National
White, William Allen, Cabins (circa 1912)	Rocky Mountain National Park	National
Willow Park Patrol Cabin (1923)	Rocky Mountain National Park	National
Will Park Stable (1926)	Rocky Mountain National Park	National
Wind Ridge (1915 – 1930)	Estes Park	State / National
Livermore Hotel and General Store (1890)	Livermore	National
Wurl Ranch (late 1800s)	Livermore	State
Virginia Dale State Station (1862)	Virginia Dale	National
First National Bank Building (1919)	Wellington	National
Morgan County		
All Saints Church of Eben Ezer (1916)	Brush	National
Central Platoon School (1928)	Brush	National
Knearl School (1911)	Brush	National
Farmers State Bank Building (1930)	Fort Morgan	National
Fort Morgan City Hall (1908)	Fort Morgan	National
Fort Morgan Power Plan Building (1923)	Fort Morgan	National
Fort Morgan Main Post Office (1917)	Fort Morgan	National
Morgan County Courthouse and Jail (1936)	Fort Morgan	State / National
Rainbow Arch Bridge (1923)	Fort Morgan	National
Sherman Street Historic Residential District (1886 – 1926)	Fort Morgan	National
Weld County		
Ault High School (1921)	Ault	State
Ball, Elmer & Etta, Ranch (1914)	Briggsdale	National
Eaton High School (1929)	Eaton	State
Lincoln School/Erie Town Hall (1906)	Erie	National
Ottesen Grain Co. Feed Mill (1920)	Fort Lupton	National
Grover Depot (1887)	Grover	State
Grover Grain Elevator (circa 1916)	Grover	State
Hotel Grover (1910)	Grover	State
Prospect Valley School (1903)	Keenesburg	State
Keota Stone Circles Archaeological District/Shull Tipi Rings	Keota	National
Jurgens Site	Kersey	National
Sandstone Ranch (early 1880s)	East of Longmont	National
Milne Farm (1892)	Lucerne	National
United Church of Christ of Highland Lake (1896)	Mead	National
Nunn Municipal Hall (1933 – 1934)	Nunn	State
Nunn Water Tower (1921)	Nunn	State
Fort St. Vrain Monument (1911)	Platteville	State
Fort Vasquez Site (1835)	Platteville	National
West Stoneham Archaeological District	Stoneham	National
Town of Dearfield (1910)	Wiggins	National
Source: Colorado Historical Society, Office of Archaeology & Historic Preservation		



IV. GROWTH IN THE REGION

Population and employment growth projections are tools used to understand what the travel demand might be in the Upper Front Range TPR over the next 25 years. Forecasts prepared by the Demography Section of the Colorado Department of Local Affairs (DOLA) and the Center for Business and Economic Forecasting served as the primary sources of information for growth projections.

A. Population Growth

The State Demographer has published population projections by county through the year 2030. The data provided by the State Demographer include the projected population for the entire counties of Larimer and Weld, including those areas in the North Front Range MPO. As shown in Table 17, the three-county area is projected to grow in population at a rate of approximately 2.5 percent per year between 2000 and 2030. Weld County is projected to grow at the highest rate (3.3 percent per year), while Morgan and Larimer Counties are each projected to grow at approximately 1.9 percent per year. The total population of the three-county area is projected to be slightly over 933,000 persons in 2030. This projection implies that the population of the three-county area would double over the 30 year time horizon.

Table 17. Population Forecasts

County ¹	2000 Population ²	2030 Forecasted Population ³	Annual Growth Rate
Larimer	251,494	411,904	1.9%
Morgan	27,171	47,988	1.9%
Weld	180,936	473,275	3.3%
Total	459,601	933,167	2.5%
¹	Includes the entire counties of Larimer and Weld, including those areas within the North Front Range MPO		
²	Source: 2000 Census		
³	Source: Colorado Demography Section		

B. Employment Growth

The Center for Business and Economic Forecasting has projected future labor force demand by county through the year 2025. The resulting annual growth rate in employees, as shown in Table 18, has been used to calculate the projected 2030 labor force demand for the three counties in the Upper Front Range (including those areas of Larimer and Weld Counties in the NFR MPO). Overall, the labor force demand is projected to grow at a rate of 2.3 percent per year, with the highest annual growth rate in Morgan County (3.8 percent per year).



Table 18. Employment Forecasts

County ¹	2000 Employees ²	2025 Forecasted Labor Force Demand ³	Annual Growth Rate	2030 Forecasted Labor Force Demand ⁴
Larimer	136,903	241,916	2.3%	271,091
Morgan	11,888	30,297	3.8%	36,531
Weld	87,626	147,478	2.1%	163,661
Total	236,417	419,691	2.3%	470,739

¹ Includes the entire counties of Larimer and Weld, including those areas within the North Front Range MPO
² Source: 2000 Census
³ Source: Center for Business and Economic Forecasting
⁴ Calculated based on annual growth rate for 2000 to 2025

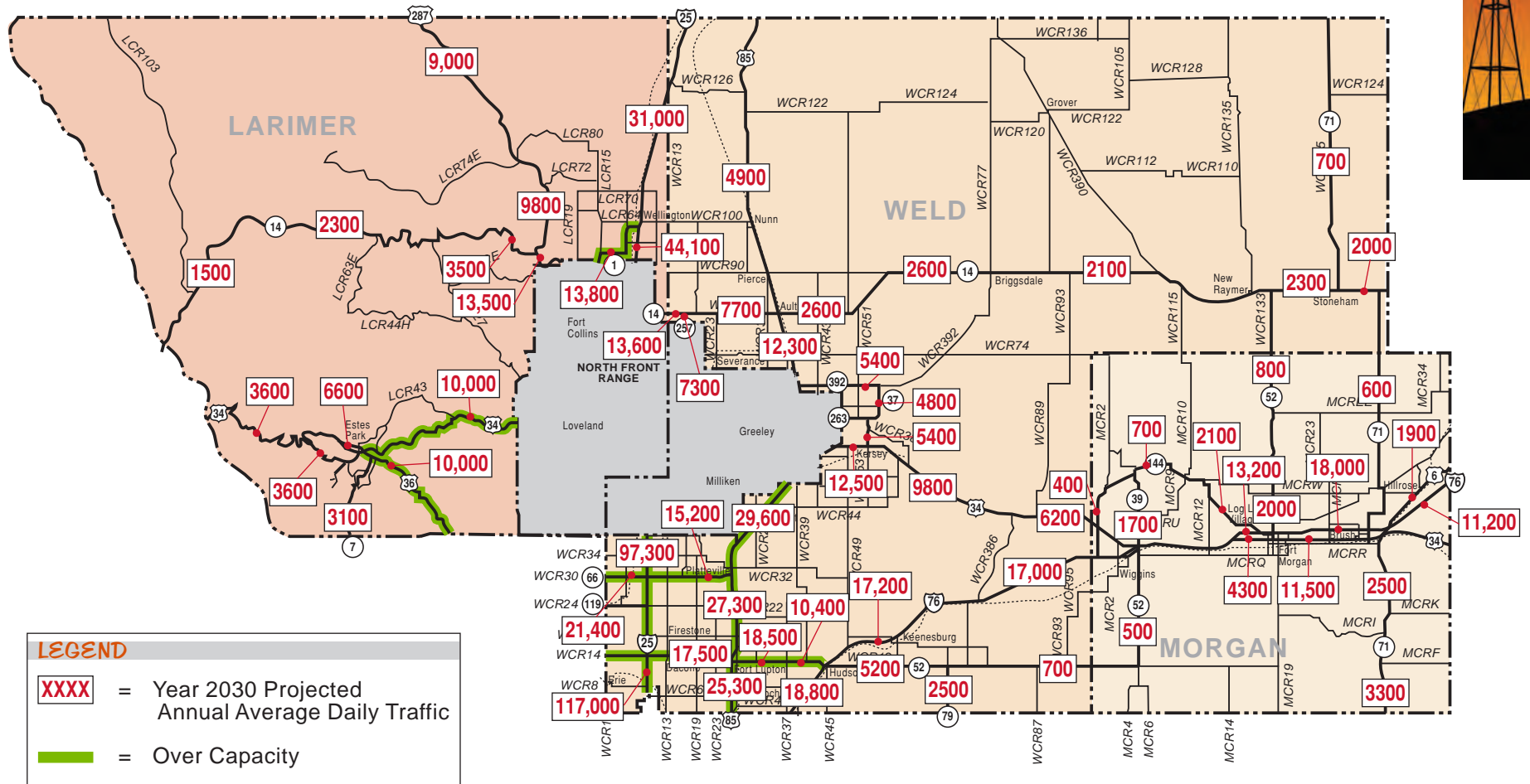
C. Projected Travel Demand

Year 2030 travel projections in the Upper Front Range TPR were provided by the Colorado Department of Transportation’s Transportation Planning data set. Some modifications were made to the forecasts to account for local planning efforts and areas planned for levels of development that would generate future volumes in excess of the CDOT forecasts. Figure 20 depicts the projected annual average daily traffic volumes on the state highways in the region.

The highest growth is projected to occur in the I-25, I-76 and US 85 corridors and in southwest Weld County. Traffic volumes on I-25 through the southern section of the region are projected to increase by approximately 65 percent by the year 2030. Other roadways which are projected to see significant increases in traffic volumes include: US 34 in Weld and Larimer Counties, US 36 in Larimer County, SH 66, US 287 and SH 52.

Planning level daily capacity thresholds can be used to identify those roadway sections that are projected to have travel demands in excess of the existing roadway capacity. Table 19 provides the planning level capacities by functional classification and number of through lanes. Both the design standard (the threshold between level of service D and E) and the maximum capacity (the threshold between level of service E and F) are provided. This planning level measure does not take into account delay at signalized intersections and is only based upon total daily traffic volumes with no consideration to peak hour spikes in traffic. The design standard thresholds presented in Table 19 have been used to identify those roadway sections on Figure 20 that are projected to be above capacity. Many of the State Highways in southwest Weld County are projected to be above capacity, along with US 34 and US 36 up to Estes Park and sections of US 85 and SH 1.

Upper Front Range 2030 Regional Transportation Plan



North

SOURCES: CDOT Transportation Planning Database, March 2003
North Front Range 2030 Travel Demand Model

Figure 20
2030 Daily Traffic Volume Forecasts



Table 19. Planning Level Roadway Capacities

Facility		Design Standard	Ultimate Capacity
Freeway	4-Lane	60,000 vpd	80,000 vpd
	6-Lane	95,000 vpd	120,000 vpd
	8-Lane	130,000 vpd	160,000 vpd
Principal Arterial	2-Lane	13,000 vpd	16,000 vpd
	4-Lane	26,000 vpd	32,000 vpd
	6-Lane	39,000 vpd	48,000 vpd
Minor Arterial	2-Lane	10,000 vpd	12,000 vpd
	4-Lane	20,000 vpd	24,000 vpd
	6-Lane	30,000 vpd	36,000 vpd
Collector	2-Lane	8,000 vpd	10,000 vpd
	4-Lane	16,000 vpd	20,000 vpd

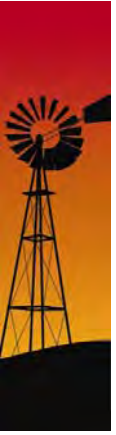
D. Freight Projections

Freight movement projections have been forecasted for the year 2025 in the Eastern Colorado Mobility Study (Felsburg Holt & Ullevig, 2002). Table 20 shows the commodity flows in Larimer, Morgan and Weld Counties for 1998 and the projected commodity flows in 2025. These data and forecasts are for the entire counties of Larimer and Weld, not just the areas within the Upper Front Range TPR. Total tonnage of commodity flows is expected to increase 3.7% per year in Larimer County, 3.0% per year in Morgan County, and 2.8% per year in Weld County, with higher inbound than outbound flows in all three counties.

Table 20. Forecasted Commodity Flows

County	1998			2025		
	Inbound Tonnage	Outbound Tonnage	Total Tonnage	Inbound Tonnage	Outbound Tonnage	Total Tonnage
Larimer ¹	6,056,620	3,057,381	9,114,001	15,512,122	8,666,101	24,178,223
Morgan	3,933,547	2,058,392	5,991,939	9,496,683	3,886,122	13,382,805
Weld ¹	6,085,758	5,638,889	11,724,647	14,717,650	10,261,052	24,978,702
Total	16,075,925	10,754,662	26,830,587	39,726,455	22,813,275	62,539,730

¹ Includes the entire counties of Larimer and Weld, including those areas within the North Front Range MPO.
Source: Eastern Colorado Mobility Study



V. PLAN DEVELOPMENT

As described in Chapter I, the process for development of the plan evolved around the establishment of visions and goals for the corridors in the region and the identification of projects in specific project categories that are consistent with the corridor visions. The projects were then prioritized within their categories, and the level of funding allocated to each category was used to establish the Fiscally Constrained Plan. Finally, the projects were prioritized across project categories, resulting in a single list of prioritized projects. The following sections describe the key elements of this process.

A. Corridor Visions

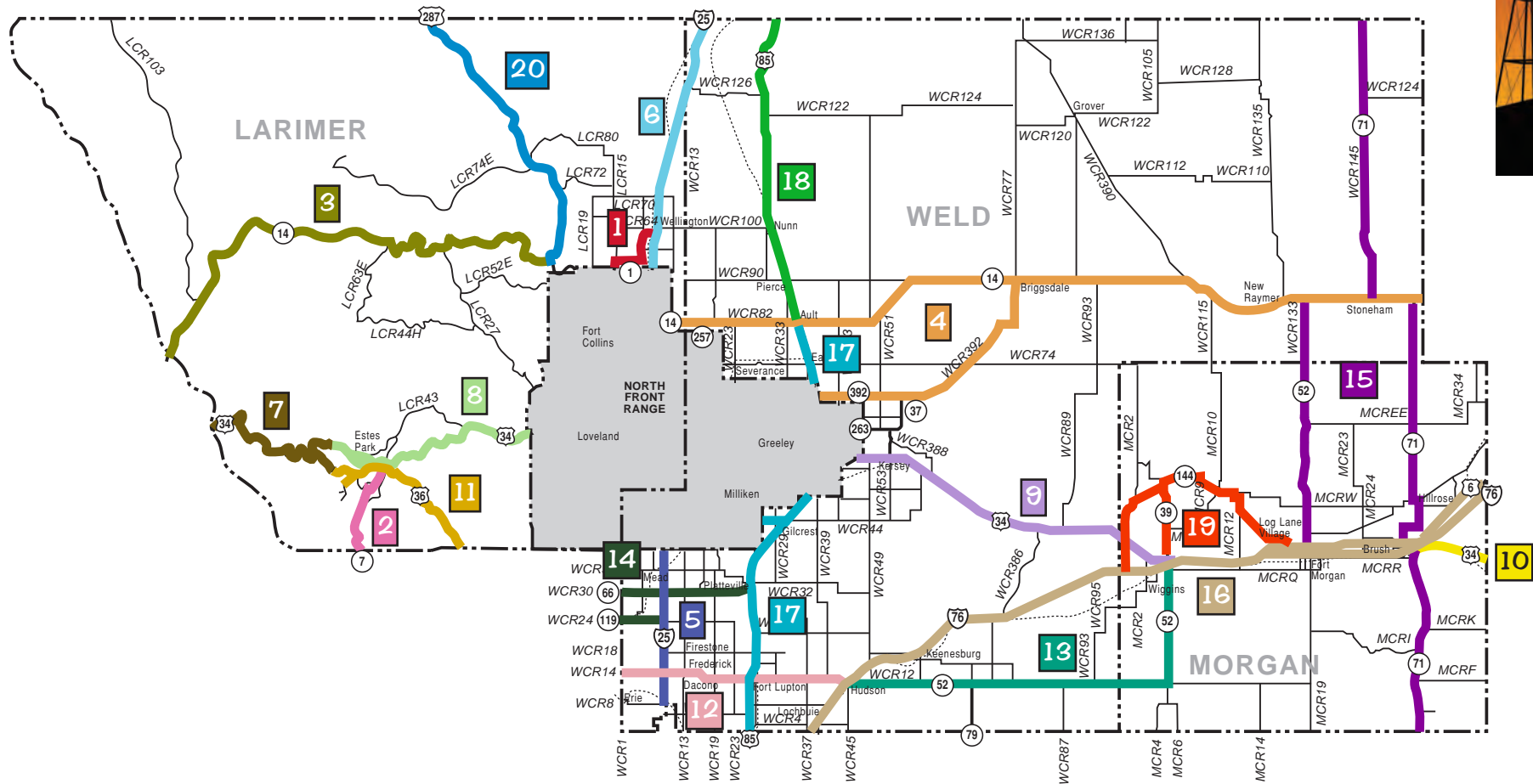
The state highways in the Upper Front Range have been grouped into 20 corridors, many of which extend beyond the UFR boundary. The purposes of corridor visioning are to:

- ▶ Integrate community values with multi-modal transportation needs
- ▶ Provide a corridor approach for a transportation system framework
- ▶ Strengthen partnerships to cooperatively develop a multi-modal system
- ▶ Provide administrative and financial flexibility in the Regional and Statewide Plans
- ▶ Link investment decisions to transportation needs
- ▶ Promote consistency and connectivity through a system-wide approach
- ▶ Create a transportation vision for Colorado and surrounding states

Corridor visioning seeks to develop visions, goals and strategies for statewide corridors. CDOT has defined corridors as a transportation system that includes all modes and facilities within a defined geographic area, having both a length and a width. The Corridor Vision provides a general description of the corridor's investment needs, future travel modes, geographic and social environment, and the values of the communities served by the corridor. The Corridor Goals begin to define the intentions primary objectives of the corridor, and the Strategies provide more specific guidance on potential means to achieve the visions and goals of the corridor. The Corridor Visions, Goals and Strategies are provided in Appendix C. Figure 21 provides a map of the corridors in the region, which are defined below.

1. **SH 1** – from SH 287 in Fort Collins to I-25 in Wellington
2. **SH 7 Mountain Section** – from Estes Park to Lyons, includes SH 7 through Allenspark
3. **SH 14 Mountain Section** – from Walden to US 287 (Ted's Place) north of Fort Collins
4. **SH 14 Plains Section** – from I-25 (Fort Collins) to I-76 (Sterling), including SH 392 from US 85 in Lucerne to SH 14 in Briggsdale
5. **I-25 Front Range** – from US 36 in Denver to SH 14 in Fort Collins, including parallel arterial roadways and parallel passenger rail service
6. **I-25 North Section** – from SH 14 in Fort Collins to the Wyoming state line

Upper Front Range 2030 Regional Transportation Plan



North

Figure 21

Upper Front Range Corridors



7. **US 34 RMNP/Mountain Section** – from Granby through RMNP, including US 36 from US 34 to eastern RMNP boundary
8. **US 34 Big Thompson Section** – from RMNP east entrance to the west side of Loveland
9. **US 34 Plains Section** – from the US 85 bypass east of Greeley to I-76 (Wiggins)
10. **US 34 Northeastern Plains Section** – from SH 71 in Brush to the Nebraska state line
11. **US 36 Mountain Section** – from US 34 in Estes Park to SH 7 on the north side of Boulder, including US 36, the Estes Park Business Route to the RMNP east entrance, and SH 66, the Estes Park “Spur”
12. **SH 52 Western Section** – from SH 119 (The Diagonal) to I-76 in Hudson
13. **SH 52 Middle Section** – from I-76 in Hudson to US 34 in Wiggins
14. **SH 66** – from US 36 in Lyons to US 85 in Platteville, including the east-west section of SH 119 from US 287 in Longmont to I-25 in Del Camino
15. **SH 71 Northeastern Plains Section** – from I-70 in Limon to the Nebraska state line, including the north-south section of SH 52 from I-76 in Fort Morgan to SH 14 and SH 113 from SH 138 to the state line
16. **I-76, Denver East** – from US 85 in Commerce City to the Nebraska state line, including I-76, the Keenesburg Spur, SH 6I through Wiggins, SH 6J from Brush to Sterling, SH 11 from Julesburg to the state line, SH 34B from Fort Morgan to Brush, and SH 138 from Sterling to the state line
17. **US 85 Urban Section** – from I-76 to Ault, including the US 85 business routes through Brighton, Fort Lupton, Platteville and Greeley, and SH 256 from SH 60 to US 85 in Peckham
18. **US 85 Rural Section** – from Ault to the Wyoming state line
19. **SH 144 Plains Section** – from I-76 west of Wiggins to I-76 in Fort Morgan and SH 39 from I-76 to SH 144
20. **US 287 North Rural Section** – from SH 14, Ted’s Place to the Wyoming state line



B. Project Categories

Based on the premise that projects should only be scored against similar projects, seven project categories have been established through the UFR planning process, as defined below:

- ▶ **Aviation** - This category includes projects that improve on-site airport activity (including equipment purchase, runway and terminal improvement/construction, economic development, etc.) and access to/from airport facilities (including links to other modes of transportation).
- ▶ **Bicycle/Pedestrian** - This category includes all projects with a primary purpose of providing for safe and efficient bicycle or pedestrian movement. They could include travelways or supporting facilities such as bike racks, storage lockers, etc.
- ▶ **Highway** - This category includes all projects, on the State Highway corridors, which have a primary objective of improving the infrastructure for safe and efficient vehicular movement. Such projects could include new roadways, roadway widening, toll roads or lanes, intersection improvements, shoulder widening, High Occupancy Vehicle (HOV) lanes and ride-sharing park-and-ride lots.
 - **Intersection Improvement Pool** – This project category is a subset, or pool, of projects within the Highway category. This pool has been created in order to emphasize the importance of intersection improvements to the region. Projects eligible for the pool include intersection geometric improvements as well as traffic signalization.
- ▶ **Rail** - Projects in this category include any projects which would enhance service or supporting facilities/infrastructure for passenger rail, would maintain and improve the rail system for freight haul, and would improve rail/highway grade crossings.
- ▶ **System Preservation** - Projects in this category include projects which preserve, through reconstruction, the existing State Highway corridors without significantly changing the current geometrics of the roadway.
- ▶ **Transit** - These projects include vehicle purchase, service expansion and operations, and supporting facilities/infrastructure (such as transfer centers, transit park-and-ride lots, etc.) for regional bus service, city bus systems, and paratransit services.
- ▶ **Transportation Support Systems** - These projects include those less traditional improvements which provide support to the infrastructure system. This category shall remain flexible and could include projects and studies such as telecommuting, ITS, access management, traffic signal systems, travel demand management (TDM), carpools and vanpools, intermodal facilities, and feasibility studies.



C. Project Prioritization Process

The project prioritization process was developed in conjunction with the Executive Committee. Because this process is extensive and somewhat complex in order to address all categories of projects, the full documentation of this process is included in Appendix D as well as in the Upper Front Range Transportation Planning Guidebook.

Seven evaluation criteria were established to be used in each of the project categories. The Executive Committee has agreed that the assessment measures for a criterion may differ for each project category. Further, it was recognized that the relative importance of each criterion could be different for the various project categories. Therefore, a scoring and weighting system was agreed to for each project category. Scoring guidelines were prepared to provide guidance on how a project should be scored (with scores ranging from 0 to 3) for each evaluation criterion. These scores were then multiplied by the assigned weight for each criterion and summed to obtain total weighted points for a project. The weighted points are then used to rank projects within each project category. The Safety and Congestion Relief categories generally carry the highest weights, representing the highest priorities for the region.

- Evaluation Criteria:**
- ▶ Safety
 - ▶ Maintain Existing System
 - ▶ Relative Benefits/Relative Costs
 - ▶ Congestion Relief
 - ▶ Social and Environmental Impact
 - ▶ Ability to Implement/Public Support
 - ▶ System Continuity

D. Resource Allocation

In order to most effectively utilize the funds available to achieve the plan goals, the Executive Committee recommended the following allocation of funds among the project categories:

Bicycle/Pedestrian	3.9%
Highway	47.1%
General Highway	(30.5%)
Intersection Improvement Pool	(16.6%)
Rail	0%
System Preservation	47.7%
Transportation Support Systems	1.3%

The Highway category includes the Intersection Improvement Pool, for which a sub-allocation of the Highway category has been made. No resources have been allocated to the Rail category because no such projects were submitted. The Executive Committee has determined that none of the Regional Priorities Program dollars should be allocated to Transit or Aviation projects because such projects receive funding through other sources specifically designated for these uses.



E. Cross-Category Prioritization

After the projects have been scored and ranked in each of the five project categories, the fiscally constrained list of projects is established based on the available funding level for the Upper Front Range resources allocated to the various project categories. The next step is to combine the fiscally constrained projects into one multi-modal list, prioritized across project categories. The concept driving the recommended cross-category prioritization process is to spend the resources that have been allocated to each project category at an equal rate. The cross-category prioritization is based on the percent of the total project category resources that have already been allocated to higher ranked projects. A detailed description of the cross-category prioritization process is included in Appendix D. Because transit and aviation projects are not competing for Regional Priorities Program dollars, they do not need to be included in the cross-category prioritization.

F. Alternatives Analysis

Due to the largely rural nature of the region and the character of the transportation system deficiencies in the region, the Regional Planning Commission chose to limit the extent of the technical analysis of alternatives solutions. Instead, as illustrated by the planning process shown on Figure 2, the RPC focused on an approach which coordinated project prioritization with resource allocation. Project identification and prioritization was based on local entity input, technical review of the system, and citizen input. The resource allocation process, however, was the process through which the RPC truly weighed alternatives and determined how the limited funds available could best be spent to achieve the goals of the region.

G. Aviation Plan Development

The Aviation Subcommittee, which was comprised of Airport Managers from within the UFR and a staff member from the CDOT Division of Aeronautics, prioritized the aviation improvement projects using a prioritization system different than that used for the other categories. The prioritized preferred list of airport projects and their associated cost estimates were developed utilizing several sources of information:

Six Year Capital Improvement Program: Every airport in the State of Colorado that receives either Federal Aviation Administration (FAA) or Colorado Division of Aeronautics grant funds must develop and maintain a current six-year capital improvement program (CIP) list. That list contains major capital projects that the airport anticipates could take place over the six-year planning period. The CIP shows the year the project is anticipated to occur, and it further identifies anticipated funding sources that will be used to accomplish the project. Those funding sources can include local, FAA and Aeronautics Division funds.

CDOT – Aeronautics and FAA staff work very closely with those airports that anticipate funding eligible projects with grant funds from the FAA. Since the FAA and CDOT – Aeronautics are concerned with the Statewide system of airports, it is very important that individual airport projects be properly planned and timed to fit within the anticipated annual Federal funding allocation.



FAA and CDOT-Aeronautics staff meet on a regular basis to evaluate the Federal CIP program and make any adjustments as may be required. Therefore, projects shown on the individual airport CIP that identify FAA as a source of funding for the project have already been coordinated with FAA and CDOT – Aeronautics for programming purposes.

The costs of the projects are estimates and are typically provided to airports through city staff, consulting firms, engineering firms, planning documents, FAA, CDOT-Aeronautics or other similar sources.

National Plan of Integrated Airport Systems (NPIAS): The NPIAS identifies more than 3,000 airports nationwide that are significant to the national air transportation system and thus are *eligible* to receive Federal grants under the Airport Improvement Program (AIP). The projects listed in this document include those that have been identified in the near term and have been programmed into individual airport CIP's as well as long term projects that have only been identified as a need but not programmed into the Federal grant process. The plan also includes cost estimates for the proposed future projects. The projects included in the NPIAS are intended to bring these airports up to current design standards and add capacity to congested airports.

The NPIAS comprises all commercial service airports, all reliever airports and selected general aviation airports. The plan draws selectively from local, regional and State planning studies.

Colorado Statewide Airport Inventory and Implementation Plan 2000 (State Airport System Plan): In 1999, CDOT-Aeronautics contracted with a consulting firm to develop an Airport System Plan. This plan, done by Wilbur Smith and Associates, was completed in 2000.

The State of Colorado is served by a system of 78 public-use airports. These 78 airports are divided into two general categories, commercial service and general aviation. The Statewide Airport Inventory and Implementation Plan was designed to assist in developing a Colorado Airport System that best meets the needs of Colorado's residents, economy and visitors. The study was designed to provide the Division of Aeronautics with information that enables them to identify projects that are most beneficial to the system, helping to direct limited funding to those airports and those projects that are of the highest priority to Colorado's airport system.

The report accomplished several things, including the assignment of each airport to one of three functional levels of importance: Major, Intermediate or Minor. Once each airport was assigned a functional level, a series of benchmarks related to system performance measures were identified. These benchmarks were used to assess the adequacy of the existing system by determining its current ability to comply with or meet each of the benchmarks.

Airport Survey Information: As a part of the CDOT 2030 Statewide Transportation Update process, a combination of written and verbal correspondences as well as actual site visits occurred requesting updated CIP information. The CIP list includes those projects that are anticipated to occur throughout the CDOT 2030 planning period. Letters were mailed out to each airport manager or representative that explained the CDOT plan update process. Included with each letter was a Capital Improvement Project Worksheet whereby airports could list their anticipated projects through the year 2030. Follow-up telephone calls as well as several additional site visits were conducted by Aeronautics Division staff to assist airports in gathering this information.

Most airports responded to this information request. Some of the smaller airports with limited or no staff did not respond.

Joint Planning Conferences: One of the methods utilized by the CDOT-Aeronautics Division to assist in the development of Airport Capital Improvement Programs is to conduct what is known as a Joint Planning Conference (JPC). A JPC is a process whereby an airport invites tenants, users, elected officials, local citizens, special interests groups, and all other related groups to meet and discuss the future of the airport. CDOT-Aeronautic and FAA staff attend these meetings. The JPC allows an opportunity for all of the aviation community to contribute into the planning process of the airport. Many good ideas and suggestions are generated as a result of these meetings.

H. Transit Plan Development

The transit needs of the Upper Front Range region have been identified through a separate process. The transit needs for Morgan County have been identified through the Eastern TPR's Transit Element ([Eastern Colorado Regional Transportation Plan Transit Element Update](#), April 2004), while the transit needs for Larimer and Weld Counties have been identified through the North Front Range MPO's Transit Element ([North Front Range Regional Transit Element](#), September 2004). These documents include a comprehensive analysis of existing transit demand and projected future transit needs.





VI. PREFERRED PLAN

The Preferred Plan includes all of the identified transportation improvement needs in the Upper Front Range TPR through the year 2030, in the prioritized order established through the project prioritization process. This plan has been based on technical analyses, on previous transportation planning studies conducted in the region, on other on-going planning studies, and to a large extent on public input.

The various elements of the plan are presented in the following sections of this chapter in the forms of descriptive text, tables and graphic illustrations. The tables summarizing the projects in the Bicycle/Pedestrian, Highway, Intersection Improvement Pool, System Preservation and Transportation Support Systems plans provide a great deal of information. These tables include the project rank (based on the project prioritization process by project category), the project identification code (a letter/number combination which can also be referenced on the illustrative plan, Figure 22), the submitting agency, a project location and description, the estimated cost (in 2005 dollars), and a cumulative cost column. The projects are listed by project identification code in Appendix E. Also included in Appendix E are the project scores, CDOT STIP code and the primary investment category. More complete project descriptions for all of the projects are included in a Project Description Book, which has been prepared as a separate document.

Projects programmed for funding in the current Statewide Transportation Improvement Program (2003 – 2008) have been held harmless. The current STIP is included in Appendix F.

Recognizing that this should be an ever-evolving plan which will continue to be updated and modified on a regular basis, this plan includes not only recommended projects but also policy statements and directives established by the Regional Planning Commission to provide guidance for the continuing planning process.

The projects identified in the Preferred Plan have not been through the formal CDOT project approval process. Before any project can be implemented, it must satisfy all appropriate approval processes established by CDOT or other reviewing entities. For example, all interchange projects must fulfill the requirements of Policy Directive 1601, and construction projects may be subject to National Environmental Protection Act (NEPA) provisions. The intent of the Preferred Plan is to identify potential improvement needs; the coordination of these needs with other planning efforts and approval requirements must be recognized.

Upper Front Range 2030 Regional Transportation Plan

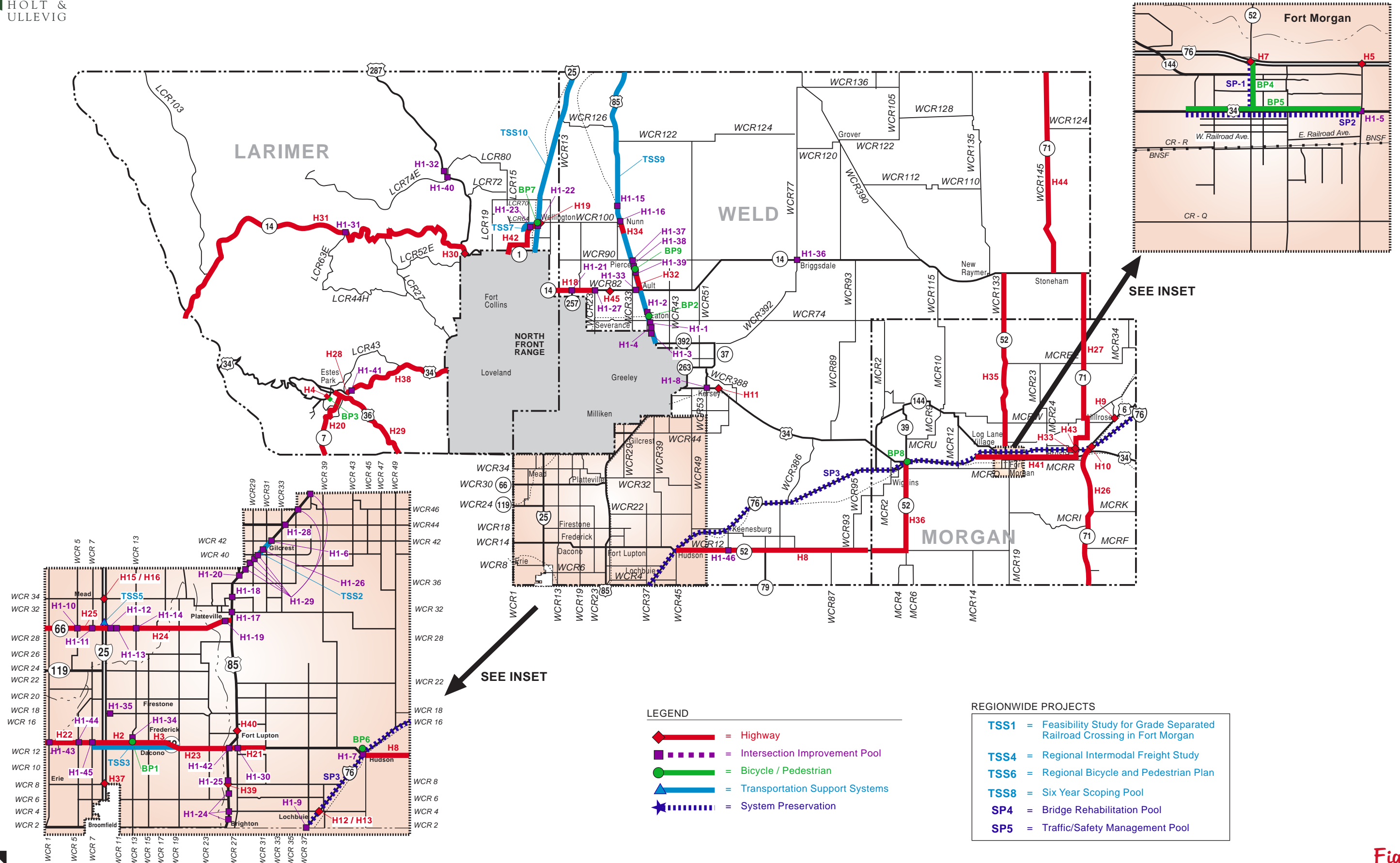


Figure 22
2030 Preferred Plan



A. Bicycle/Pedestrian Plan

As shown in Table 21 there are 9 projects that comprise the Bicycle/Pedestrian element of the plan, with a total funding need of approximately \$6.4M. All of the projects in this category propose improvements for bicyclist and pedestrians on the state highway system and range from bike trails to grade-separated pedestrian crossings.

Table 21. Bicycle/Pedestrian Projects

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
1	BP5	Fort Morgan	US 34 from Fort Morgan Canal to Barlow Road	Bicycle/Pedestrian Trail	\$400,000	\$400,000
2	BP3	Estes Park	US 36 from Craggs Drive to Mary Lake Road	Sidewalk	\$375,000	\$775,000
3	BP7	Wellington	I-25 at SH 1	Bicycle/Pedestrian Overpass	\$1,000,000	\$1,775,000
4	BP4	Fort Morgan	SH 52 from Platte Avenue to I-76	Bicycle/Pedestrian Trail	\$375,000	\$2,150,000
5	BP6	Hudson	SH 52 over I-76	Pedestrian and Lighting Improvements	\$750,000	\$2,900,000
6	BP1	Dacono/ Frederick/ Firestone	SH 52 at WCR 13/St. Vrain Legacy Trail	Pedestrian Bridge for St. Vrain Legacy Trail	\$700,000	\$3,600,000
7	BP2	Eaton	US 85 at 5th Street	Bicycle/Pedestrian Overpass	\$1,000,000	\$4,600,000
8	BP8	Wiggins	US 6 from Town of Wiggins to Rest Area at I-76/SH 52	Bicycle/Pedestrian Trail	\$290,000	\$4,890,000
9	BP9	Pierce	US 85 at Main Street	Bicycle/Pedestrian Overpass	\$1,500,000	\$6,390,000



B. Highway Plan

There are a total of 87 Highway projects included in the Preferred Plan. The Highway category includes the Intersection Improvement Pool, which is shown at the top of the Highway project list in Table 22. The general Highway element of the plan is comprised of 41 projects with a total funding need of approximately \$534.6M. All of the projects in this category propose improvement to the state highway system and range in project type from minor and major widening to new roadways to interchange construction.

Table 22. Highway Projects

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
		CDOT	I-25 from Weld County Line to NFR Boundary	7th Pot Projects		
	H1	UFR	Region wide	Intersection Improvement Pool		
1	H29	CDOT	US 36 from Estes Park to Boulder County Line	Minor Widening/Passing Lane	\$7,040,000	\$7,040,000
2	H3	Dacono/Frederick	SH 52 from WCR 13 to WCR 17	Major Widening	\$7,480,000	\$14,520,000
3	H21	CDOT	SH 52 from US 85 to e/o Fulton Ditch (Fort Lupton)	Safety, Additional EB Lane	\$12,144,000	\$26,664,000
4	H25	CDOT	SH 66 from Boulder County Line to WCR 13	Major Widening	\$22,670,000	\$49,334,000
5	H28	CDOT	US 34 from Dry Gulch Road to Mall Road (Estes Park)	Major/Minor Widening, Safety	\$2,747,000	\$52,081,000
6	H4	Estes Park	US 36 West of Downtown Estes Park	Minor Widening and Intersection Improvements	\$2,125,000	\$54,206,000
7	H23	CDOT	SH 52 from WCR 17 to US 85	Major Widening	\$42,300,000	\$96,506,000
8	H22	CDOT	SH 52 from Boulder County Line to I-25	Major Widening	\$15,012,000	\$111,518,000
9	H38	Larimer County	US 34 from Loveland to Estes Park	Minor Widening/passing lane	\$15,200,000	\$126,718,000
10	H2	Dacono/Frederick	SH 52 from I-25 to WCR 13	Major Widening	\$6,358,000	\$133,076,000
11	H24	CDOT	SH 66 from WCR 13 to US 85	Major Widening	\$37,700,000	\$170,776,000
12	H41	Morgan County	US 34 from I-76 to US 6	Minor Widening	\$32,000,000	\$202,776,000
13	H20	CDOT	SH 7 from Carriage Drive to Boulder County Line	Minor Widening	\$19,680,000	\$222,456,000
14	H36	Morgan County	SH 52 from Weld County Line to Wiggins	Minor Widening	\$10,000,000	\$232,456,000
15	H31	Larimer County	SH 14 from US 287 to Larimer County Line	Passing Lane and Geometric Improvements	\$15,200,000	\$247,656,000
16	H32	Ault	US 85 from Ault to Pierce	Minor Widening	\$1,062,000	\$248,718,000



Table 22. Highway Projects (Continued)

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
17	H10	Hillrose	I-76 at US 6	Correct Acceleration Lane Geometry	\$11,700,000	\$260,418,000
18	H30 ¹	Larimer County	US 287 at LCR 54G	New Interchange	\$11,700,000	\$272,118,000
19	H26	CDOT	SH 71 from Washington County Line to Brush	Minor Widening	\$22,535,000	\$294,653,000
20	H19 ¹	Wellington	I-25 at SH 1	Interchange Reconstruction	\$7,000,000	\$301,653,000
21	H8	Hudson	SH 52 from Hudson to Morgan County Line	Minor Widening	\$15,340,000	\$316,993,000
22	H42	Larimer County	SH 1 from I-25 to NFR boundary	Reconstruction of Curves and Minor Widening	\$2,065,000	\$319,058,000
23	H27	CDOT	SH 71 from Brush to SH 14	Minor Widening	\$28,058,000	\$347,116,000
24	H39 ¹	Fort Lupton	US 85 at WCR 8	New Interchange	\$12,000,000	\$359,116,000
25	H35	Morgan County	SH 52 from MCR T.5 to SH 14	Minor Widening	\$15,000,000	\$374,116,000
26	H5 ¹	Fort Morgan	I-76 at Barlow Road	Interchange Improvements	\$4,500,000	\$378,616,000
27	H15 ¹	Mead	I-25 at WCR 34 (Mead) Interchange	Replace Interchange	\$7,500,000	\$386,116,000
28	H7 ¹	Fort Morgan	I-76 at SH 52	Interchange Improvements	\$4,500,000	\$390,616,000
29	H40 ¹	Fort Lupton	US 85 at WCR 14.5	New Interchange	\$16,000,000	\$406,616,000
30	H45	Ault	SH 14 at Coal Bank Creek (between WCR 27 and 29)	Bridge Replacement	\$2,000,000	\$408,616,000
31	H18	Severance	SH 14 from NFR to WCR 23	Major Widening	\$16,380,000	\$424,996,000
32	H13	Lochbuie	I-76 at WCR 4	Realignment of Frontage Road	\$530,000	\$425,526,000
33	H34	Nunn	US 85 through Nunn	Pave Accesses/Install Access Control Devices	\$250,000	\$425,776,000
34	H37 ¹	Erie	I-25 at WCR 10	New Interchange	\$4,000,000	\$429,776,000
35	H44	Brush	SH 71 from SH 14 to Nebraska border	Selective Widening, Safety	\$73,640,000	\$503,416,000
36	H9	Hillrose	US 6 at East Street in Hillrose	Correct Flooding	\$25,000	\$503,441,000
37	H12 ¹	Lochbuie	I-76 at WCR 4	New Interchange Complex	\$25,740,000	\$529,181,000
38	H33	Morgan County	I-76 Frontage Road from MCR 27 to SH 71	Safety/Traffic Operations/TSM	\$1,400,000	\$530,581,000
39	H16	Mead	I-25 at WCR 34 (Mead) Interchange	Park-n-Ride Lot	\$1,000,000	\$531,581,000
40	H43	Brush	SH 71 from I-76 North FR to MCR T	Five Lane Cross Section	\$1,532,000	\$533,113,000
41	H11	Kersey	US 34 at WCR 55	New Intersection	\$1,500,000	\$534,613,000

¹ These interchange projects have not yet been approved by CDOT and will need to fulfill the process requirements of Policy Directive 1601.



In reviewing these projects, it is important to note that projects along the I-25 corridor through the UFR aimed at enhancing regional travel to the Denver metropolitan area are not specifically identified in the Preferred Plan. Instead, there is an unranked, general project listed before the Intersection Improvement Pool. Such inter-regional improvements are being assessed through the North I-25 Environmental Impact Statement, which will be completed in 2007. These projects will be primarily funded through the State Strategic Investment Program. Improvements not funded through this “7th Pot” may be funded using Regional Priorities Program funds, specifically the funds allocated to the Highway project category.

As shown in Table 23, there are 46 projects that comprise the Intersection Improvement Pool, with a total funding need of approximately \$48.3M. All projects in this category improve an intersection with at least one roadway on the state highway system. Many of the projects included in the Intersection Improvement Pool include traffic signals. A signal warrant study will need to be completed, and the appropriate warrants satisfied, in order for funding to be programmed for traffic signal installation. The Manual on Uniform Traffic Control Devices (MUTCD) documents eight warrants for traffic signal installation. An intersection must satisfy at least one of the eight warrants in order for a traffic signal to be installed.



Table 23. Intersection Improvement Pool Projects

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
1	H1-8	Kersey	US 34 at 1st Street	Traffic Signal	\$410,000	\$410,000
2	H1-34	Dacono/ Frederick/ Weld	SH 52 at CR 13	Traffic Signal and Intersection Improvements	\$1,500,000	\$1,910,000
3	H1-14	Mead	SH 66 at WCR 13	Traffic Signal and Intersection Improvements	\$1,500,000	\$3,410,000
4	H1-30	Fort Lupton	US 85 Business Route at SH 52	Traffic Signal and Intersection Improvements	\$900,000	\$4,310,000
5	H1-20	Platteville	US 85 at SH 60	Intersection Improvements	\$1,500,000	\$5,810,000
6	H1-6	Gilcrest	US 85 at WCR 42	Traffic Signal and Intersection Improvements	\$1,500,000	\$7,310,000
7	H1-43	Erie	SH 52 at WCR 1	Traffic Signal and Intersection Improvements	\$700,000	\$8,010,000
8	H1-1	Eaton	US 85 at WCR 74 (Collins Street)	Traffic Signal and Intersection Improvements	\$500,000	\$8,510,000
9	H1-24	CDOT	US 85 at WCR 2.5, WCR 4 and WCR 6.25	Intersection Improvements (RIRO or 3/4)	\$176,000	\$8,686,000
10	H1-5	Fort Morgan	US 34 at Barlow Road	Intersection Improvements	\$500,000	\$9,186,000
11	H1-26	CDOT	US 85 at Main Street and Elm Street (Gilcrest)	Close Main Street, Improve Elm Street	\$303,000	\$9,489,000
12	H1-22	Wellington	I-25 at SH 1	Interchange Signalization	\$500,000	\$9,989,000
13	H1-25	CDOT	US 85 at WCR 8 (Ft Lupton)	Improve Intersection (3/4)	\$76,800	\$10,065,800
14	H1-17	Platteville	US 85 at Grand Avenue (WCR 32)	Traffic Signal and Intersection Improvements	\$1,000,000	\$11,065,800
15	H1-42	Fort Lupton	US 85 at SH 52	Signalize Ramp Terminal Intersections	\$600,000	\$11,665,800
16	H1-41	Larimer County	US 34 at Mall Road (LCR 63)	Intersection Improvements	\$700,000	\$12,365,800
17	H1-12	Mead	SH 66 at Mead Street	Traffic Signal and Intersection Improvements	\$1,500,000	\$13,865,800
18	H1-44	Erie	SH 52 at WCR 5	Intersection Improvements	\$700,000	\$14,565,800
19	H1-35	Frederick	I-25 East FR at WCR 18	Intersection Improvements	\$1,000,000	\$15,565,800
20	H1-45	Erie	SH 52 at WCR 7	Intersection Improvements	\$700,000	\$16,265,800
21	H1-28	CDOT	US 85 at WCR 44 & SH 256 (Peckham)	Intersection Improvements	\$2,293,000	\$18,558,800
22	H1-7	Hudson	SH 52 at Cedar Street	Traffic Signal and Intersection Improvements	\$700,000	\$19,258,800
22	H1-11	Mead	SH 66 at WCR 7	Traffic Signal and Intersection Improvements	\$2,000,000	\$21,258,800
24	H1-18	Platteville	US 85 at WCR 34	Traffic Signal and Intersection Improvements	\$1,500,000	\$22,758,800
25	H1-29	CDOT	US 85 at WCR 36, 38, 29, 40, 46 & 48	Intersection Improvements	\$5,850,000	\$28,608,800
26	H1-10	Mead	SH 66 at WCR 5	Traffic Signal and Intersection Improvements	\$1,500,000	\$30,108,800



Table 23. Intersection Improvement Pool Projects (Continued)

<i>Rank</i>	<i>Project #</i>	<i>Submitting Agency</i>	<i>Location</i>	<i>Description</i>	<i>Cost Estimate</i>	<i>Cumulative Cost</i>
26	H1-21	Severance	SH 14 at SH 257	Traffic Signal and Intersection Improvements	\$1,000,000	\$31,108,800
28	H1-23	Wellington	SH 1 at LCR 9	Intersection Improvements	\$600,000	\$31,708,800
29	H1-9	Lochbuie	I-76 Frontage Road at WCR 2	Traffic Signal and Intersection Improvements	\$1,500,000	\$33,208,800
30	H1-46	Hudson/Weld County	SH 52 at WCR 59	Intersection Improvements	\$700,000	\$33,908,800
31	H1-36	Grover	SH 14 at WCR 77/WCR 392	Intersection Improvements	\$300,000	\$34,208,800
32	H1-13	Mead	SH 66 at WCR 9.5	Traffic Signal and Intersection Improvements	\$1,500,000	\$35,708,800
33	H1-2	Eaton	US 85 at WCR 76	Traffic/Train Signal and Intersection Improvements	\$1,000,000	\$36,708,800
34	H1-16	Nunn	US 85 at WCR 100	Intersection Improvements	\$500,000	\$37,208,800
35	H1-38	Pierce	US 85 at Park Avenue and 1st Street	Reconfigure Intersection and Add Access Control	\$100,000	\$37,308,800
36	H1-27	Severance	SH 14 at WCR 23	Traffic Signal and Intersection Improvements	\$1,500,000	\$38,808,800
37	H1-31	Larimer County	SH 14 at LCR 63E	Intersection Improvements	\$700,000	\$39,508,800
38	H1-19	Platteville	SH 66 at Division	School Crossing Intersection Improvements	\$150,000	\$39,658,800
39	H1-4	Eaton	US 85 at Colorado Parkway	Traffic Signal	\$500,000	\$40,158,800
40	H1-33	Ault	SH 14 at Alpine Avenue	Intersection and School Crossing Improvement	\$150,000	\$40,308,800
41	H1-32	Larimer County	US 287 at LCR 80C	Intersection Improvements	\$365,000	\$40,673,800
42	H1-3	Eaton	US 85 at WCR 72	Traffic/Train Signal and Intersection Improvements	\$1,500,000	\$42,173,800
43	H1-37	Pierce	US 85 at WCR 90	Intersection Improvements	\$5,000,000	\$47,173,800
44	H1-40	Larimer County	US 287 at LCR 80	Intersection Improvements	\$365,000	\$47,538,800
45	H1-39	Pierce	US 85 at WCR 88	Intersection Improvements	\$500,000	\$48,038,800
46	H1-15	Nunn	US 85 at WCR 104 (UPRR Bridge)	Intersection Improvements	\$250,000	\$48,288,800



C. System Preservation Plan

Five System Preservation projects were submitted for inclusion in the Preferred Plan, as shown in Table 24. Three of these projects are highway reconstruction projects, the largest of which is the reconstruction of I-76, accounting for nearly 90 percent of the total costs in this category.

In addition, there are two “pool” projects included in this category:

- ▶ CDOT Bridge Rehabilitation Pool – This pool is meant to address deteriorating State Highway bridges that will not be receiving funding from CDOT Region 4’s “Bridge on System” (“BR”) program. In some cases, these are small structures which are too short to be eligible for “BR” funding; these might be replaced with culverts rather than bridges if they cannot be rehabilitated in some way. There are other cases where a larger structure’s condition is not rated low enough to qualify for “BR” funding but repairs or rehabilitation can postpone costly major repairs or replacement. The repairs and rehabilitation to be funded from this pool are to be ones that are not covered by CDOT’s normal “Maintenance” budget.
- ▶ CDOT Traffic/Safety Management Pool – This pool of funds will be used to study, design and/or construct traffic and safety related improvements to the State Highway System. The highway system improvements are expected to include, but not necessarily be limited to:
 - Upgrading or replacing existing traffic signals.
 - Installing new or improved roadway signs.
 - Applying high-durability stripes to delineate lanes on the roadway pavement.
 - Making relatively minor modifications to roadways and intersections to improve safety, sometimes in conjunction with CDOT’s ongoing Surface Treatment Program.

Locations to be funded will be determined by the Upper Front Range and CDOT Region 4 on an annual basis. These improvements will address needs that are not covered by CDOT’s normal “Maintenance” and “Safety” budgets.

The two “pool” projects were not ranked but were given priority above the number one ranked project. It is expected that they will be funded partially each year as appropriate.



Table 24. System Preservation Projects

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
	SP4	CDOT	Region wide	Bridge Rehabilitation Pool	\$4,000,000	\$4,000,000
	SP5	CDOT	Traffic/Safety Management Pool	Upgrade Signals, Signs, Safety	\$8,960,000	\$12,960,000
1	SP3	CDOT	I-76 Adams/Weld to Morgan/Washington	Reconstruction/Concrete Overlay	\$221,000,000	\$233,960,000
2	SP1	Fort Morgan	SH 52 from Platte Avenue (US 34) to I-76	Reconstruction	\$2,500,000	\$236,460,000
3	SP2	Fort Morgan	US 34 from Fort Morgan Canal to Barlow Road	Reconstruction	\$12,000,000	\$248,460,000

The purpose of the System Preservation project category could easily be misconstrued as highway maintenance rather than preservation of the system. The RPC has established the following policy statement to further clarify the intent of this category:

“The Upper Front Range Regional Planning Commission recognizes that some roadways in the region have deteriorated beyond the ability to be rehabilitated through the Colorado Department of Transportation’s ongoing Surface Treatment Program and has established the System Preservation project category to deal with such roadways. However, the Regional Planning Commission encourages CDOT to enhance the Surface Treatment Program, without reducing the current level of Regional Priorities Program funds connected to the Region, so that additional roadways in the region do not reach the level of deterioration that requires complete reconstruction.”

Other policy statements adopted by the RPC related to the preservation or maintenance of the highway system include:

Surface Treatment Program

“Maintenance of the existing highway system is of the utmost importance to the region, and the Upper Front Range Regional Planning Commission supports the objectives of the Transportation Commission to maintain the system at designated levels of condition to ensure safe and reasonable travel within the region and within the state. Specific surface treatment projects to be implemented in the region shall be established through the Statewide Transportation Improvement Program (STIP).”

Management Systems

“The Upper Front Range Regional Planning Commission supports the continued development, enhancement, and implementation of management systems by the Colorado Department of Transportation. Those areas in which the greatest emphasis should be placed are roadway surface condition and other maintenance elements, bridges, and safety. Because the region will rely on the pavement, bridge, and safety management systems to prioritize these types of projects, the management systems should be designed to provide current, meaningful, and readily available information to local government staffs.”



D. Transportation Support Systems Plan

As shown in Table 25, the ten projects in this category have a collective need of approximately \$26M and include such projects as access control plans, feasibility studies and Intelligent Transportation Systems (ITS) communication devices. CDOT’s “scoping pool” is included in the TSS category. The purpose of this pool project is to provide CDOT the ability to reasonably investigate the details of a future project before that project is included in the STIP so that a realistic cost estimate is available for budgeting purposes. The ITS Communication Devices along the US 85 and I-25 corridors are based on recommendations from the CDOT Region 4 ITS Plan. These projects have not been scored and are included at the end of the TSS project list.

Table 25. Transportation Support Systems Projects

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
	TSS8	CDOT	Region Wide	Six-year Scoping Pool	\$210,000	\$210,000
1	TSS2	Gilcrest	US 85 from WCR 40 to WCR 42	Corridor Improvement Plan	\$100,000	\$310,000
2	TSS7	Wellington	SH 1 within Wellington Town Limits	Access Control Plan	\$50,000	\$360,000
3	TSS3	Frederick	SH 52 from WCR 7 to WCR 17	Access Control Plan	\$75,000	\$435,000
4	TSS1	Fort Morgan	Fort Morgan - BNSF Railroad	Feasibility Study for Grade Separated Railroad Crossing	\$130,000	\$565,000
5	TSS4	Lochbuie	Region Wide	Intermodal Freight Study	\$100,000	\$665,000
6	TSS6	Mead	Region Wide	Bicycle and Pedestrian Connection Plan	\$50,000	\$715,000
7	TSS5	Mead	I-25 at SH 66	Intermodal Facility	\$4,750,000	\$5,465,000
	TSS9	CDOT	US 85 from NFR Boundary to Wyoming	Installation of ITS Communication Devices	\$13,600,000	\$19,065,000
	TSS10	CDOT	I-25 from NFR Boundary to Wyoming	Installation of ITS Communication Devices	\$6,950,000	\$26,015,000

The RPC has also adopted several policy statements pertaining to this project category:

Travel Demand Management

“As the region continues to grow and pressures on the roadway system increase, the Regional Planning Commission will place increased emphasis on the development of a Travel Demand Management (TDM) program to reduce trips and travel impacts. Components to be considered in this program could include: employer-based transportation management plans, including incentives; programs to encourage ridesharing; employer sponsored programs to permit compressed work week/variable work hours; traffic flow improvement programs; and strategic parking facilities to serve ridesharing or transit programs.”



Telecommuting

“The Upper Front Range Regional Planning Commission recognizes the potential for telecommuting to reduce transportation energy consumption and to create environmental benefits by reducing vehicle miles traveled. It furthermore recognizes that telecommuting could be an economic development tool for rural areas such as the Upper Front Range region. Therefore, the Commission will identify those interested parties in other fields (communications, economic development, etc.) who are pursuing the concept of telecommuting and will encourage and support those parties to further research telecommuting and its potential impacts to the region, the environment and the work force. The Commission will also encourage both public and private sector employers to pursue the development of telecommuting policies and voluntary implementation of telecommuting demonstration programs.”

Alternative Modes

“Although highway travel is the primary means of transportation in the region, the Upper Front Range Regional Planning Commission recognizes the accessibility, economic, and environmental benefits of a balanced, multi-modal transportation system. Therefore, the Commission will continue to pursue, and will encourage others to pursue, the development of transportation system improvements to enhance travel by transit, rail, air, bicycle, and walking. As specific travel corridors begin to experience traffic volumes warranting capacity improvement, emphasis should first be placed on an evaluation of the feasibility of alternative modes of travel to serve the demand.”

E. Rail Plan

There were no projects submitted in the Rail project category. However, the Regional Planning Commission has issued the following directives to be used to guide future efforts in rail planning for the Upper Front Range:

1. Review rail line abandonments on a case-by-case basis, with the highest priority of the region being to maintain all necessary rail service to users within the region.
2. Encourage “rail banking” of any abandoned rail lines in order to preserve the right-of-way for safeguarding of utilities and for the protection of future opportunities to provide alternative transportation service in the corridor.
3. Consider the “Rails to Trails” concept along abandoned lines, especially if support of the landowners along the line exists.
4. Support continued Amtrak service through the region and encourage improved quality and dependability of the service.



5. Monitor safety at railroad/highway crossings and implement crossing protection devices or grade separation as appropriate.
6. Support efforts to consolidate the Class I railroad lines in the Front Range and to move them farther east out of the developed areas.
7. Encourage the implementation of passenger rail service between Denver and northern Colorado.

F. Preferred Plan by Corridor

The projects included in the Bicycle/Pedestrian, Highway, System Preservation, Transportation Support Systems and Rail categories have been sorted by corridor (as identified on Figure 21). Table 26 provides a listing of the projects included in each of the 20 corridors, along with a Preferred Plan cost estimate for each corridor and the primary investment category associated with each project. Those corridors that are not listed in Table 26 do not have any projects associated with them. Several projects provide benefits to more than one corridor. These projects have been listed in all appropriate corridors; therefore, the project costs are included in more than one corridor cost estimate. I-25 and I-76 were identified in the 2003 Strategic Investment Planning effort. The UFR desires to include the I-25 and I-76 corridors in any future strategic funding program in addition to the 7th Pot.



Table 26. Preferred Plan by Corridor

Corridor	Project #	Submitting Agency	Location	Description	Cost Estimate	Primary Investment Category
Corridor 1: SH 1						
1	BP7	Wellington	I-25 at SH 1	Bicycle/ Pedestrian Overpass	\$1,000,000	Safety
1/6 ¹	H19	Wellington	I-25 at SH 1	Interchange Reconstruction	\$7,000,000	System Quality
1	H42	Larimer County	SH 1 from I-25 to NFR boundary	Reconstruction of Curves and Minor Widening	\$2,065,000	System Quality
1/6 ¹	H1-22	Wellington	I-25 at SH 1	Interchange Signalization	\$500,000	Safety, Mobility
1	H1-23	Wellington	SH 1 at LCR 9	Intersection Improvements	\$600,000	Safety
1	TSS7	Wellington	SH 1 within Wellington Town Limits	Access Control Plan	\$50,000	Mobility
Corridor 1 Preferred Plan Cost Estimate					\$11,215,000	
Corridor 2: SH 7 Mountain Section						
2	H20	CDOT	SH 7 from Carriage Drive to Boulder County Line	Minor Widening	\$19,680,000	System Quality
Corridor 2 Preferred Plan Cost Estimate					\$19,680,000	
Corridor 3: SH 14 Mountain Section						
3	H31	Larimer County	SH 14 from US 287 to Larimer County Line	Passing Lane and Geometric Improvements	\$15,200,000	Safety
3	H1-31	Larimer County	SH 14 at LCR 63E	Intersection Improvements	\$700,000	Safety
Corridor 3 Preferred Plan Cost Estimate					\$15,900,000	
Corridor 4: SH 14 Plains Section						
4	H18	Severance	SH 14 from NFR to WCR 23	Major Widening	\$16,380,000	Mobility
4	H45	Ault	SH 14 at Coal Bank Creek (between WCR 27 and 29)	Bridge Replacement	\$2,000,000	System Quality
4	H1-21	Severance	SH 14 at SH 257	Traffic Signal and Intersection Improvements	\$1,000,000	Safety
4	H1-27	Severance	SH 14 at WCR 23	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
4	H1-33	Ault	SH 14 at Alpine Avenue	Intersection and School Crossing Improvement	\$150,000	Safety
4	H1-36	Grover	SH 14 at WCR 77/WCR 392	Intersection Improvements	\$300,000	Safety
Corridor 4 Preferred Plan Cost Estimate					\$21,330,000	



Table 26. Preferred Plan by Corridor (Continued)

Corridor	Project #	Submitting Agency	Location	Description	Cost Estimate	Primary Investment Category
Corridor 5: I-25 Front Range						
5	H15	Mead	I-25 at WCR 34 (Mead) Interchange	Replace Interchange	\$7,500,000	Mobility
5	H16	Mead	I-25 at WCR 34 (Mead) Interchange	Park-n-Ride Lot	\$1,000,000	Mobility
5	H37	Erie	I-25 at WCR 10	New Interchange	\$4,000,000	Mobility
5	H1-35	Frederick	I-25 East FR at WCR 18	Intersection Improvements	\$1,000,000	Safety
5/14 ¹	TSS5	Mead	I-25 at SH 66	Intermodal Facility	\$4,750,000	Mobility
Corridor 5 Preferred Plan Cost Estimate					\$18,250,000	
Corridor 6: I-25 North Section						
1/6 ¹	H19	Wellington	I-25 at SH 1	Interchange Reconstruction	\$7,000,000	System Quality
1/6 ¹	H1-22	Wellington	I-25 at SH 1	Interchange Signalization	\$500,000	Safety, Mobility
6	TSS10	CDOT	I-25 from NFR Boundary to Wyoming	Installation of ITS Communication Devices	\$6,950,000	Mobility
Corridor 6 Preferred Plan Cost Estimate					\$14,450,000	
Corridor 8: US 34 Big Thompson Section						
8	H28	CDOT	US 34 from Dry Gulch Road to Mall Road (Estes Park)	Major/Minor Widening, Safety	\$2,747,000	Mobility
8	H38	Larimer County	US 34 from Loveland to Estes Park	Minor Widening/ passing lane	\$15,200,000	Safety
8	H1-41	Larimer County	US 34 at Mall Road (LCR 63)	Intersection Improvements	\$700,000	Safety
Corridor 8 Preferred Plan Cost Estimate					\$18,647,000	
Corridor 9: US 34 Plains Section						
9	H11	Kersey	US 34 at WCR 55	New Intersection	\$1,500,000	Mobility
9	H1-8	Kersey	US 34 at 1st Street	Traffic Signal	\$410,000	Safety
Corridor 9 Preferred Plan Cost Estimate					\$1,910,000	
Corridor 11: US 36 Mountain Section						
11	BP3	Estes Park	US 36 from Craggs Drive to Mary Lake Road	Sidewalk	\$375,000	Safety
11	H4	Estes Park	US 36 West of Downtown Estes Park	Minor Widening and Intersection Improvements	\$2,125,000	Safety
11	H29	CDOT	US 36 from Estes Park to Boulder County Line	Minor Widening/ Passing Lane	\$7,040,000	Mobility
Corridor 11 Preferred Plan Cost Estimate					\$9,540,000	



Table 26. Preferred Plan by Corridor (Continued)

Corridor	Project #	Submitting Agency	Location	Description	Cost Estimate	Primary Investment Category
Corridor 12: SH 52 Western Section						
12	BP1	Dacono/Frederick/Firestone	SH 52 at WCR 13/St. Vrain Legacy Trail	Pedestrian Bridge for St. Vrain Legacy Trail	\$700,000	Safety
12	H2	Dacono/Frederick	SH 52 from I-25 to WCR 13	Major Widening	\$6,358,000	Mobility
12	H3	Dacono/Frederick	SH 52 from WCR 13 to WCR 17	Major Widening	\$7,480,000	Mobility
12	H21	CDOT	SH 52 from US 85 to e/o Fulton Ditch (Ft. Lupton)	Safety, Additional EB Lane	\$12,144,000	Mobility
12	H22	CDOT	SH 52 from Boulder County Line to I-25	Major Widening	\$15,012,000	Mobility
12	H23	CDOT	SH 52 from WCR 17 to US 85	Major Widening	\$42,300,000	Mobility
12/17 ¹	H1-30	Fort Lupton	US 85 Business Route at SH 52	Traffic Signal and Intersection Improvements	\$900,000	Mobility
12	H1-34	Dacono/Frederick/Weld	SH 52 at CR 13	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
12/17 ¹	H1-42	Fort Lupton	US 85 at SH 52	Signalize Ramp Terminal Intersections	\$600,000	Safety
12	H1-43	Erie	SH 52 at WCR 1	Traffic Signal and Intersection Improvements	\$700,000	Safety
12	H1-44	Erie	SH 52 at WCR 5	Intersection Improvements	\$700,000	Safety
12	H1-45	Erie	SH 52 at WCR 7	Intersection Improvements	\$700,000	Safety
12	TSS3	Frederick	SH 52 from WCR 7 to WCR 17	Access Control Plan	\$75,000	Safety
Corridor 12 Preferred Plan Cost Estimate					\$89,169,000	
Corridor 13: SH 52 Middle Section						
13	H8	Hudson	SH 52 from Hudson to Morgan County Line	Minor Widening	\$15,340,000	Safety
13	H36	Morgan County	SH 52 from Weld County Line to Wiggins	Minor Widening	\$10,000,000	Safety
13	H1-7	Hudson	SH 52 at Cedar Street	Traffic Signal and Intersection Improvements	\$700,000	Safety
13	H1-46	Hudson/Weld County	SH 52 at WCR 59	Intersection Improvements	\$700,000	Safety
Corridor 13 Preferred Plan Cost Estimate					\$26,740,000	



Table 26. Preferred Plan by Corridor (Continued)

Corridor	Project #	Submitting Agency	Location	Description	Cost Estimate	Primary Investment Category
Corridor 14: SH 66						
14	H24	CDOT	SH 66 from WCR 13 to US 85	Major Widening	\$37,700,000	Mobility
14	H25	CDOT	SH 66 from Boulder County Line to WCR 13	Major Widening	\$22,670,000	Mobility
14	H1-10	Mead	SH 66 at WCR 5	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
14	H1-11	Mead	SH 66 at WCR 7	Traffic Signal and Intersection Improvements	\$2,000,000	Safety
14	H1-12	Mead	SH 66 at Mead Street	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
14	H1-13	Mead	SH 66 at WCR 9.5	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
14	H1-14	Mead	SH 66 at WCR 13	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
14	H1-19	Platteville	SH 66 at Division	School Crossing Intersection Improvements	\$150,000	Safety
5/14 ¹	TSS5	Mead	I-25 at SH 66	Intermodal Facility	\$4,750,000	Mobility
Corridor 14 Preferred Plan Cost Estimate					\$73,270,000	
Corridor 15: SH 71 Northeastern Plains Section						
15	BP4	Fort Morgan	SH 52 from Platte Avenue to I-76	Bicycle/ Pedestrian Trail	\$375,000	Mobility
15	BP6	Hudson	SH 52 over I-76	Pedestrian and Lighting Improvements	\$750,000	Safety
15/16 ¹	H7	Fort Morgan	I-76 at SH 52	Interchange Improvements	\$4,500,000	Safety
15	H26	CDOT	SH 71 from Washington County Line to Brush	Minor Widening	\$22,535,000	Mobility
15	H27	CDOT	SH 71 from Brush to SH 14	Minor Widening	\$28,058,000	System Quality
15	H35	Morgan County	SH 52 from MCR T.5 to SH 14	Minor Widening	\$15,000,000	Safety
15	H43	Brush	SH 71 from I-76 North FR to MCR T	Five Lane Cross Section	\$1,532,000	Mobility
15	H44	Brush	SH 71 from SH 14 to Nebraska border	Selective Widening, Safety	\$73,640,000	Mobility
15	SP1	Fort Morgan	SH 52 from Platte Avenue (US 34) to I-76	Reconstruction	\$2,500,000	System Quality
Corridor 15 Preferred Plan Cost Estimate					\$148,890,000	



Table 26. Preferred Plan by Corridor (Continued)

Corridor	Project #	Submitting Agency	Location	Description	Cost Estimate	Primary Investment Category
Corridor 16: I-76, Denver East						
16	BP5	Fort Morgan	US 34 from Fort Morgan Canal to Barlow Road	Bicycle/ Pedestrian Trail	\$400,000	Mobility
16	BP8	Wiggins	US 6 from Town of Wiggins to Rest Area at I-76/SH 52	Bicycle/ Pedestrian Trail	\$290,000	Mobility
16	H5	Fort Morgan	I-76 at Barlow Road	Interchange Improvements	\$4,500,000	Safety
15/16 ¹	H7	Fort Morgan	I-76 at SH 52	Interchange Improvements	\$4,500,000	Safety
16	H9	Hillrose	US 6 at East Street in Hillrose	Correct Flooding	\$25,000	System Quality
16	H10	Hillrose	I-76 at US 6	Correct Acceleration Lane Geometry	\$11,700,000	Safety
16	H12	Lochbuie	I-76 at WCR 4	New Interchange Complex	\$25,740,000	Mobility
16	H13	Lochbuie	I-76 at WCR 4	Realignment of Frontage Road	\$530,000	Mobility
16	H33	Morgan County	I-76 Frontage Road from MCR 27 to SH 71	Safety/ Traffic Operations/ TSM	\$1,400,000	Mobility
16	H41	Morgan County	US 34 from I-76 to US 6	Minor Widening	\$32,000,000	Safety
16	H1-5	Fort Morgan	US 34 at Barlow Road	Intersection Improvements	\$500,000	Safety
16	H1-9	Lochbuie	I-76 Frontage Road at WCR 2	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
16	SP2	Fort Morgan	US 34 from Fort Morgan Canal to Barlow Road	Reconstruction	\$12,000,000	System Quality
16	SP3	CDOT	I-76 Adams/Weld to Morgan/Washington	Reconstruction/ Concrete Overlay	\$221,000,000	System Quality
Corridor 16 Preferred Plan Cost Estimate					\$316,085,000	
Corridor 17: US 85 Urban Section						
17	BP2	Eaton	US 85 at 5th Street	Bicycle/Pedestrian Overpass	\$1,000,000	Safety
17	H39	Fort Lupton	US 85 at WCR 8	New Interchange	\$12,000,000	Safety
17	H40	Fort Lupton	US 85 at WCR 14.5	New Interchange	\$16,000,000	Mobility
17	H1-1	Eaton	US 85 at WCR 74 (Collins Street)	Traffic Signal and Intersection Improvements	\$500,000	Safety



Table 26. Preferred Plan by Corridor (Continued)

Corridor	Project #	Submitting Agency	Location	Description	Cost Estimate	Primary Investment Category
17	H1-2	Eaton	US 85 at WCR 76	Traffic /Train Signal and Intersection Improvements	\$1,000,000	Safety
17	H1-3	Eaton	US 85 at WCR 72	Traffic/ Train Signal and Intersection Improvements	\$1,500,000	Safety
17	H1-4	Eaton	US 85 at Colorado Parkway	Traffic Signal	\$500,000	Safety
17	H1-6	Gilcrest	US 85 at WCR 42	Traffic Signal and Intersection Improvements	\$1,500,000	System Quality
17	H1-17	Platteville	US 85 at Grand Avenue (WCR 32)	Traffic Signal and Intersection Improvements	\$1,000,000	Safety
17	H1-18	Platteville	US 85 at WCR 34	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
17	H1-20	Platteville	US 85 at SH 60	Intersection Improvements	\$1,500,000	Safety
17	H1-24	CDOT	US 85 at WCR 2.5, WCR 4 and WCR 6.25	Intersection Improvements (RIRO or 3/4)	\$176,000	Safety
17	H1-25	CDOT	US 85 at WCR 8 (Ft Lupton)	Improve Intersection (3/4)	\$76,800	Safety
17	H1-26	CDOT	US 85 at Main Street and Elm Street (Gilcrest)	Close Main Street, Improve Elm Street	\$303,000	Safety
17	H1-28	CDOT	US 85 at WCR 44 & SH 256 (Peckham)	Intersection Improvements	\$2,293,000	Safety
17	H1-29	CDOT	US 85 at WCR 36, 38, 29, 40, 46 & 48	Intersection Improvements	\$5,850,000	Safety
12/17 ¹	H1-30	Fort Lupton	US 85 Business Route at SH 52	Traffic Signal and Intersection Improvements	\$900,000	Mobility
12/17 ¹	H1-42	Fort Lupton	US 85 at SH 52	Signalize Ramp Terminal Intersections	\$600,000	Safety
17	TSS2	Gilcrest	US 85 from WCR 40 to WCR 42	Corridor Improvement Plan	\$100,000	Safety
17/18 ¹	TSS9	CDOT	US 85 from NFR Boundary to Wyoming	Installation of ITS Communication Devices	\$13,600,000	Mobility
Corridor 17 Preferred Plan Cost Estimate					\$61,898,800	



Table 26. Preferred Plan by Corridor (Continued)

Corridor	Project #	Submitting Agency	Location	Description	Cost Estimate	Primary Investment Category
Corridor 18: US 85 Rural Section						
18	BP9	Pierce	US 85 at Main Street	Bicycle/ Pedestrian Overpass	\$1,500,000	Safety
18	H32	Ault	US 85 from Ault to Pierce	Minor Widening	\$1,062,000	Safety
18	H34	Nunn	US 85 through Nunn	Pave Accesses/ Install Access Control Devices	\$250,000	Safety
18	H1-15	Nunn	US 85 at WCR 104 (UPRR Bridge)	Intersection Improvements	\$250,000	Safety
18	H1-16	Nunn	US 85 at WCR 100	Intersection Improvements	\$500,000	Safety
18	H1-37	Pierce	US 85 at WCR 90	Intersection Improvements	\$5,000,000	Safety
18	H1-38	Pierce	US 85 at Park Avenue and 1st Street	Reconfigure Intersection and Add Access Control	\$100,000	Safety
18	H1-39	Pierce	US 85 at WCR 88	Intersection Improvements	\$500,000	Safety
17/18 ¹	TSS9	CDOT	US 85 from NFR Boundary to Wyoming	Installation of ITS Communication Devices	\$13,600,000	Mobility
Corridor 18 Preferred Plan Cost Estimate					\$22,762,000	
Corridor 20: US 287 Rural Section						
20	H30	Larimer County	US 287 at LCR 54G	New Interchange	\$11,700,000	Safety
20	H1-32	Larimer County	US 287 at LCR 80C	Intersection Improvements	\$365,000	Safety
20	H1-40	Larimer County	US 287 at LCR 80	Intersection Improvements	\$365,000	Safety
Corridor 20 Preferred Plan Cost Estimate					\$12,430,000	
Regional Projects						
-	SP4	CDOT	Region wide	Bridge Rehabilitation Pool	\$4,000,000	System Quality
-	SP5	CDOT	Traffic/Safety Management Pool	Upgrade Signals, Signs, Safety	\$8,960,000	Safety
-	TSS1	Fort Morgan	Fort Morgan - BNSF Railroad	Feasibility Study for Grade Separated Railroad Crossing	\$130,000	Safety
-	TSS4	Lochbuie	Region Wide	Intermodal Freight Study	\$100,000	Mobility
-	TSS6	Mead	Region Wide	Bicycle and Pedestrian Connection Plan	\$50,000	Mobility
-	TSS8	CDOT	Region Wide	Six-year Scoping Pool	\$210,000	Mobility
Regional Projects Preferred Plan					\$13,450,000	
¹ Project included in more than one corridor. Project cost has been included in all appropriate corridors.						



G. Transit Plan

The transit needs of the Upper Front Range region have been identified through a separate process. The transit needs for Morgan County have been identified through the Eastern TPR’s Transit Element, while the transit needs for Larimer and Weld Counties have been identified through the North Front Range MPO’s Transit Element. These documents include a comprehensive analysis of existing transit demand and projected future transit needs. Both the Eastern TPR and North Front Range MPO’s Transit Elements include a 2030 Preferred Plan.

The Preferred Transit Plan for County Express, which services Logan, Morgan, Phillips, Sedgwick, Washington, and Yuma Counties, is shown in Table 27. Because County Express provides demand responsive service only, it is difficult to specifically identify the needs of Morgan County. Table 27 provides the overall needs for the six counties serviced by County Express which total approximately \$28M.

Table 27. Transit Projects - County Express

Project Description	Ave. Annual Cost (Costs in 2005 dollars)	26-Year Cost
Operating (Maintain Existing Services)	\$704,000	\$18,304,000
Capital Replacement (To Maintain Existing Services)	\$220,000	\$5,720,000
Add Scheduled Service between Sterling and Ft. Morgan *	\$60,000	\$1,560,000
Add Scheduled Service within Morgan County **	\$40,000	\$1,040,000
Add Regularly Scheduled Services to Front Range ***	\$60,000	\$1,560,000
Subtotal	\$1,084,000	\$28,184,000
Funding Sources		
Fares/Donations	\$151,000	\$3,926,000
FTA Section 5309	\$98,400	\$2,560,000
FTA Section 5310	\$88,000	\$2,288,000
FTA Section 5311	\$222,000	\$5,772,000
Title III/Medicaid	\$70,000	\$1,820,000
Local Sources	\$274,000	\$7,124,000
Other Grants/Contracts	\$191,000	\$4,966,000
Subtotal	\$1,094,400	\$28,456,000
<p>* It is estimated that 40% of the cost of this service between the two communities would be covered by fares; the remainder would be picked up by the local governments.</p> <p>** It is estimated that 40% of the cost of this service within Morgan County would be covered by fares; the remainder would be picked up by the local governments.</p> <p>*** It is estimated that 60% of this service to the Front Range would be covered by fares; the remainder would be picked up by local governments.</p>		
<p>Source: Eastern Colorado Regional Transportation Plan Transit Plan Element Update</p> <p>Note: This Preferred Plan includes the transit needs for Logan, Morgan, Phillips, Sedgwick, Washington, and Yuma Counties.</p>		

The North Front Range Transit Element is divided into urban and rural portions of Larimer and Weld Counties. The rural portion correlates closely to the Upper Front Range portions of the two counties; however some of the rural transit services do provide service within the North Front Range boundary. Table 28 summarizes the transit needs in rural Weld County, which

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total approximately \$44M. Table 29 summarizes the transit needs in rural Larimer County, which total approximately \$67M.

Table 28. Transit Projects – Rural Weld County

Project List		Years 2004 to 2009	Years 2010 to 2030	Grand Total
		Costs in Millions of Dollars		
Operation of Coordinated Regional Services				
Weld County Human Resources Dept.				
UFR	Operation of Existing Regional Services	\$6.00	\$21.00	\$27.00
	Operation of Expanded Regional Services	\$0.58	\$11.52	\$12.10
	Fleet Replacement for Existing Services	\$0.90	\$3.15	\$4.05
	Fleet Expansion	\$0.10	\$0.35	\$0.45
Operation of Local Services - Rural Weld County				
UFR & NFR	Operation of Existing Local Services			
	Existing Senior Programs	\$1.32	\$4.88	\$6.20
	Replacement of Vehicles	\$0.30	\$1.15	\$1.45
Expansion of Local Transit Services				
UFR	Tri-Town Area			
	Operation of Service	\$0.56	\$4.87	\$5.43
	Purchase of Vehicles & Other Equipment	\$0.05	\$0.50	\$0.55
NFR	Johnstown			
	Operation of Service	\$0.28	\$3.84	\$4.12
	Purchase of Vehicles & Other Equipment	\$0.05	\$0.35	\$0.40
NFR	Windsor			
	Operation of Service	\$0.28	\$4.87	\$5.15
	Purchase of Vehicles & Other Equipment	\$0.05	\$0.45	\$0.50
UFR	Expansion of Services-Growing Communities			
	Milliken	\$0.00	\$3.10	\$3.10
	Fort Lupton	\$0.00	\$3.10	\$3.10
	Eaton	\$0.00	\$2.20	\$2.20
	Erie	\$0.00	\$0.74	\$0.74
	Lochbuie	\$0.00	\$0.74	\$0.74
	Platteville	\$0.00	\$0.74	\$0.74
	Subtotal – Growing Communities	\$0.00	\$10.62	\$10.62
	Vehicles for Expanded Service	\$0.00	\$0.80	\$0.80
	Equipment Needs in Towns from 2.5 K to 5K	\$0.30	\$1.70	\$2.00
TOTAL OPERATING COSTS		\$9.02	\$61.60	\$70.62
TOTAL CAPITAL COSTS		\$1.75	8.45	\$10.20





Table 29. Transit Projects – Rural Larimer County

Project List		Years 2004 to 2009	Years 2010 to 2030	Grand Total
		Costs in Millions of Dollars		
Berthoud Area Transit Services (Rural svc only)				
UFR & NFR	Operation of Existing Services	\$0.36	\$1.16	\$1.52
	Operation of Expanded Services	\$0.10	\$0.90	\$1.00
	Fleet Replacement for Existing Services	\$0.10	\$0.35	\$0.45
	Fleet Expansion	-	\$0.25	\$0.25
Operation of Estes Park/Estes Valley Services				
UFR	Operation of Existing Services - local ST	\$0.48	\$1.68	\$2.16
	Operation of Existing Services - regional ST	\$0.06	\$0.21	\$0.27
	Operation of Existing Services - RMNP	\$6.00	\$21.00	\$27.00
	Operation of Expanded Services			
	Expanded specialized - ST	\$0.10	\$0.42	\$0.52
	Expanded regional - ST	\$0.10	\$0.76	\$0.86
	Expanded curb-to-curb call-n-ride	\$0.36	\$1.89	\$2.25
	Expanded RMNP Services	\$0.70	\$21.00	\$21.70
	Fleet Replacement for Existing Services	\$0.05	\$0.20	\$0.25
	Fleet Expansion	\$0.10	\$0.45	\$0.55
Park-n-ride and Transfer Center	-	\$1.75	\$1.75	
Operation of Local Services - Rural Larimer County				
UFR & NFR	Operation of Existing Local Services			
	Existing Services in North County	\$0.42	\$0.87	\$1.29
	Existing Services outside Loveland	\$0.38	\$0.87	\$1.25
	Replacement of Vehicles	\$0.15	\$0.65	\$0.80
UFR & NFR	Expansion of Services in Local Communities			
	North County	\$0.16	\$1.44	\$1.60
	Other unincorporated Larimer County	\$0.00	\$0.90	\$0.90
	Expansion of Vehicles-Local Communities	\$0.00	\$0.35	\$0.35
TOTAL OPERATING COSTS		\$9.22	\$53.10	\$62.32
TOTAL CAPITAL COSTS		\$0.40	\$4.00	\$4.40



The RPC has recommended the following directions for transit system development in the region:

1. Encourage better coordination of all transit services provided in the region.
2. Explore the feasibility of expanded inter-city scheduled bus service between cities within the region and from cities in the region to Greeley, Fort Collins, and Denver.
3. Expand programs throughout the region to facilitate shared rides, i.e. carpooling, vanpooling.
4. Encourage corporate sponsorship of transit service.
5. Explore expansion of RTD services into Weld County and intraregional services connecting northern Colorado communities to the RTD service.

H. Aviation Plan

As described earlier, an Aviation Subcommittee was formed to develop the Aviation element of the Preferred Plan. This effort was managed by the Colorado Department of Transportation, Division of Aeronautics, and the subcommittee was comprised of the Airport Managers for the general aviation airports in the UFR.

Recognizing that the primary objectives regarding aviation in the region are to maintain the existing facilities at a high level and to ensure safety of the system, the subcommittee developed the list of 23 aviation projects shown in Table 30. These projects were developed and prioritized according to the methodology described in Section V-G. The projects have been prioritized by airport, and the projects which have been programmed in the appropriate airport's Capital Improvement Program (CIP) through the year 2009 are noted as Fiscally Constrained in the table. The total funding need for the projects identified in Table 30 is approximately \$14.1M.



Table 30. Aviation Projects

Airport	Projects	CDOT Investment Category	Cost Estimate	Fiscally Constrained***
Brush	1. Increase runway strength from 6000# to 12500#**	Safety**	\$150,000	
	2. Install a rotating beacon**	Safety**	\$15,000	
Erie	1. Phase I taxiway improvements - incursion fix	Mobility	\$713,000	X
	2. Phase II taxiway improvements - incursion fix	Mobility	\$833,000	X
	3. Coal Creek Bridge Improvement	Safety	\$750,000	
	4. Construct SRE Building	Safety	\$100,000	
	5. Land Acquisition and landside development	Mobility	\$3,000,000	
	6. Hangar Construction	Mobility	\$500,000	
	7. On site weather reporting equipment	Safety	\$130,000	
Fort Morgan	1. On site weather reporting equipment	Safety	\$130,000	X
	2. Acquire Snow Removal Equipment	Safety	\$80,000	
	3. Acquire land - north for safety area	Safety	\$11,000	
	4. EA - RW 14-32	Safety	\$100,000	
	5. Construct new RW 14-32	Mobility	\$6,700,000	
	6. Strengthen taxiways to 60000#	Mobility	\$300,000	
Greeley - Easton Valley	1. Increase runway width from 30' to 60'**	Safety	\$324,000	
	2. Install Rotating Beacon**	Safety	\$15,000	
	3. Runway reflectors/low intensity runway lights**	Safety	\$5,000	
	4. Public restrooms and telephones**	System Quality	\$6,000	
Platte Valley	1. Widen runway from 38' to 60'**	Safety	\$243,000	
	2. Install Rotating Beacon**	Safety	\$15,000	
	3. Runway reflectors/low intensity runway lights**	Safety	\$5,000	
	4. Public restrooms and telephones**	System Quality	\$6,000	
TOTAL			\$14,131,000	

* Note: In many cases the projects identified above are local community generated and are not necessarily endorsed or supported by either CDOT or the FAA

** Projects that have been identified in the 2000 Colorado Statewide Airport System Plan (These projects are not necessarily endorsed or supported by either CDOT or the FAA)

*** Fiscally constrained considers only projects that are currently programmed within the airport's Capital Improvement Program through 2009. Refer to the State Plan for additional information.

2005 - 2009 Available Funds **\$1,676,000**

2005 to 2030 Estimated Funds (1) **\$8,380,000**

(1) Estimate based on current CIP funding through 2009, not actual programmed dollars.



The RPC has developed the following directives regarding the region's aviation system:

1. Support the implementation of the needed improvements at the Brush Municipal Airport, the Fort Morgan Municipal Airport, the Erie Municipal Airport, the Easton Valley View Airpark and the Platte Valley Airpark and encourage funding of these improvements as soon as possible.
2. Place the highest priority on those airport improvements which are necessary to maintain and enhance a safe and reliable air ambulance service as part of the health care system in the region.
3. Encourage commercial air service at the Fort Collins-Loveland Municipal Airport to enhance the appeal and convenience of this service as an alternative means of accessing the Denver International Airport and encourage local governments to prepare appropriate land use plans to protect and preserve the airport operations.
4. Encourage the implementation of necessary improvements at the Greeley-Weld County Airport and the Fort Collins-Loveland Municipal Airport to better serve residents of the Upper Front Range Transportation Planning Region.
5. Encourage further exploration of the feasibility of expanded commercial air service at the Akron-Washington Airport.
6. Support the consideration of implementing regional commercial air service at a new regional airport to be located in northern Colorado.

I. Enhancement Projects

The enhancement projects through the year 2030 have not been included in this plan. Rather, the Regional Planning Commission has adopted the following policy statement to provide guidance for future treatment of enhancement projects.

Enhancement Projects

"The Upper Front Range Regional Planning Commission will encourage member entities to submit for consideration for enhancement funds projects which fit the following broad categories: pedestrian and bicycle facilities, historic preservation, transportation aesthetics, and water quality. Project submittals will be received each year and will be evaluated and prioritized using the evaluation criteria established in the CDOT guidelines. In this region, priority will be given to non-highway projects."



VII. FISCALLY CONSTRAINED PLAN

It is clear that traditional funding sources will not be adequate to implement all of the projects identified in the Preferred Plan. Therefore, a Fiscally Constrained Plan was developed to identify those highest priority projects which are likely to be funded by the year 2030 based upon the projected financial resources available to the region.

A. Revenue Estimates

Estimates of the funding projected to be available to the Upper Front Range through state and federal sources were provided by the Colorado Department of Transportation. The Upper Front Range is expected to receive an estimated \$49.876M (in 2005 dollars) of Regional Priorities Program (RPP) funds and \$5.599M of Congestion Relief funds between the years 2005 and 2030. While the RPP funds can be used for any projects on the state highway system, the Congestion Relief funds are limited to those projects that can measurably relieve congestion on state highways with an existing volume to capacity ratio greater than or equal to 0.85. The total estimated funding level for the Upper Front Range is \$55.475M.

Applying the Resource Allocation percentages shown in Chapter V, Table 31 shows estimated funds available for each project category along with the total needs in each category.

Table 31. Resource Allocation

Project Category	Percent Allocation	Allocation Amount	Total Needs
Bicycle/Pedestrian	3.9%	\$2,150,000	\$6,390,000
Highway	47.1%	\$26,130,000	\$582,901,800
General Highway	(30.5%)	(\$16,944,000)	(\$534,613,000)
Intersection Improvement Pool	(16.6%)	(\$9,186,000)	(\$48,288,800)
Rail	0%	\$0	\$0
System Preservation	47.7%	\$26,480,000	\$248,460,000
Transportation Support Systems	1.3%	\$715,000	\$26,015,000
Total	100%	\$55,475,000	\$863,766,800

In addition to the revenues identified through Regional Priorities Program and Congestion Relief funds in CDOT's 25 year revenue projects, TEA-21 provides additional funding through various grant programs awarded on a discretionary basis, including Recreation Trails Program, Transportation and Community and System Preservation Pilot Program, and various Federal Transit Authority (FTA) Discretionary Grant Programs (e.g. Access to Jobs/Reverse Commute Program). This plan does not include these funds; nor does it identify specific projects for these programs. However, the UFR Regional Planning Commission endorses these programs as consistent with the goals and objectives of the UFR RTP and encourages member entities and eligible organizations within the TPR to compete for these funds. Projects awarded these grants are considered eligible for inclusion in the Statewide Transportation Improvement Program (STIP).



B. Fiscally Constrained Plan

Utilizing the estimates of funds available for each project category and the ranked listings of projects in each category, the projects comprising the Fiscally Constrained Plan have been identified. Only projects included in the Fiscally Constrained Plan are eligible to be included in subsequent Statewide Transportation Improvement Programs (STIPs). Tables 32 through 36 summarize the projects included in the Fiscally Constrained Plan. These tables include only the highest priority projects from all of the projects shown on Tables 21 through 25.

The Fiscally Constrained Bicycle/Pedestrian Plan includes four projects, including two trails, a sidewalk and an overpass.

Table 32. Fiscally Constrained Bicycle/Pedestrian Plan

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
1	BP5	Fort Morgan	US 34 from Fort Morgan Canal to Barlow Road	Bicycle/Pedestrian Trail	\$400,000	\$400,000
2	BP3	Estes Park	US 36 from Crags Drive to Mary Lake Road	Sidewalk	\$375,000	\$775,000
3	BP7	Wellington	I-25 at SH 1	Bicycle/Pedestrian Overpass	\$1,000,000	\$1,775,000
4	BP4	Fort Morgan	SH 52 from Platte Avenue to I-76	Bicycle/Pedestrian Trail	\$375,000	\$2,150,000

The Fiscally Constrained Highway Plan includes complete funding of the two top ranked projects and partial funding (approximately 40%) of the third ranked project. It should be noted that many of the roadway sections that have been identified as being over capacity in the year 2030 (see Figure 20) do not have capacity improvement projects included in the Fiscally Constrained Plan.

Table 33. Fiscally Constrained Highway Plan

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
		CDOT	I-25 from Weld County Line to NFR Boundary	7th Pot Projects		
	H1	UFR	Region wide	Intersection Improvement Pool		
1	H29	CDOT	US 36 from Estes Park to Boulder County Line	Minor Widening/Passing Lane	\$7,040,000	\$7,040,000
2	H3	Dacono/Frederick	SH 52 from WCR 13 to WCR 17	Major Widening	\$7,480,000	\$14,520,000
3	H21 ¹	CDOT	SH 52 from US 85 to e/o Fulton Ditch (Fort Lupton)	Safety, Additional EB Lane	\$2,424,000	\$16,944,000
¹ Project partially included in Fiscally Constrained Plan (Total project cost = \$12,144,000)						



The top ten projects in the Intersection Improvement Pool are included in the Fiscally Constrained Plan.

Table 34. Fiscally Constrained Intersection Improvement Pool

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
1	H1-8	Kersey	US 34 at 1st Street	Traffic Signal	\$410,000	\$410,000
2	H1-34	Dacono/ Frederick/ Weld	SH 52 at CR 13	Traffic Signal and Intersection Improvements	\$1,500,000	\$1,910,000
3	H1-14	Mead	SH 66 at WCR 13	Traffic Signal and Intersection Improvements	\$1,500,000	\$3,410,000
4	H1-30	Fort Lupton	US 85 Business Route at SH 52	Traffic Signal and Intersection Improvements	\$900,000	\$4,310,000
5	H1-20	Platteville	US 85 at SH 60	Intersection Improvements	\$1,500,000	\$5,810,000
6	H1-6	Gilcrest	US 85 at WCR 42	Traffic Signal and Intersection Improvements	\$1,500,000	\$7,310,000
7	H1-43	Erie	SH 52 at WCR 1	Traffic Signal and Intersection Improvements	\$700,000	\$8,010,000
8	H1-1	Eaton	US 85 at WCR 74 (Collins Street)	Traffic Signal and Intersection Improvements	\$500,000	\$8,510,000
9	H1-24	CDOT	US 85 at WCR 2.5, WCR 4 and WCR 6.25	Intersection Improvements (RIRO or 3/4)	\$176,000	\$8,686,000
10	H1-5	Fort Morgan	US 34 at Barlow Road	Intersection Improvements	\$500,000	\$9,186,000

The Fiscally Constrained System Preservation Plan includes partial funding of the two pool projects and partial funding of the top ranked project. The Executive Committee has allocated funding for half of the Bridge Rehabilitation Pool needs and half of the Traffic/Safety Management Pool needs. \$20 million has been allocated to the reconstruction of I-76, which accounts for approximately nine percent of the total project cost.

Table 35. Fiscally Constrained System Preservation Plan

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
	SP4 ¹	CDOT	Region wide	Bridge Rehabilitation Pool	\$2,000,000	\$2,000,000
	SP5 ²	CDOT	Traffic/Safety Management Pool	Upgrade Signals, Signs, Safety	\$4,480,000	\$6,480,000
1	SP3 ³	CDOT	I-76 Adams/Weld to Morgan/Washington	Reconstruction/Concrete Overlay	\$20,000,000	\$26,480,000
¹ Project partially included in Fiscally Constrained Plan (Total project cost = \$4,000,000) ² Project partially included in Fiscally Constrained Plan (Total project cost = \$8,960,000) ³ Project partially included in Fiscally Constrained Plan (Total project cost = \$221,000,000)						

Upper Front Range 2030 Regional Transportation Plan

The Six-Year Scoping Pool, along with the top six ranked Transportation Support Systems projects are included in the Fiscally Constrained Plan.

Table 36. Fiscally Constrained Transportation Support Systems Plan

Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
	TSS8	CDOT	Region Wide	Six-year Scoping Pool	\$210,000	\$210,000
1	TSS2	Gilcrest	US 85 from WCR 40 to WCR 42	Corridor Improvement Plan	\$100,000	\$310,000
2	TSS7	Wellington	SH 1 within Wellington Town Limits	Access Control Plan	\$50,000	\$360,000
3	TSS3	Frederick	SH 52 from WCR 7 to WCR 17	Access Control Plan	\$75,000	\$435,000
4	TSS1	Fort Morgan	Fort Morgan - BNSF Railroad	Feasibility Study for Grade Separated Railroad Crossing	\$130,000	\$565,000
5	TSS4	Lochbuie	Region Wide	Intermodal Freight Study	\$100,000	\$665,000
6	TSS6	Mead	Region Wide	Bicycle and Pedestrian Connection Plan	\$50,000	\$715,000





C. Cross-Category Prioritization

The Fiscally Constrained projects have been prioritized across project categories to establish a single list of the Upper Front Range TPR’s priorities. The methodology for calculating the cross-category prioritization is documented in the Transportation Planning Guidebook. It should be noted that cross-category prioritization includes the fiscally constrained projects, plus those projects that fall within an additional 20% of the total dollar amount allocated to each project category, as shown on Table 37. The purpose of the additional 20% is to account for potential fluctuations in the funding level available to the UFR. The Fiscally Constrained Plan with the overall ranking for each project is provided on Figure 23.

Table 37. Cross-Category Prioritization

Overall Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
1	SP4a*	CDOT	Region wide	Bridge Rehabilitation Pool	\$2,000,000	\$2,000,000
2	SP5a*	CDOT	Traffic/Safety Management Pool	Upgrade Signals, Signs, Safety	\$4,480,000	\$6,480,000
3	TSS8	CDOT	Region Wide	Six-year Scoping Pool	\$210,000	\$6,690,000
4	H29	CDOT	US 36 from Estes Park to Boulder County Line	Minor Widening/Passing Lane	\$7,040,000	\$13,730,000
5	H1-8	Kersey	US 34 at 1st Street	Traffic Signal	\$410,000	\$14,140,000
6	BP5	Fort Morgan	US 34 from Fort Morgan Canal to Barlow Road	Bicycle/Pedestrian Trail	\$400,000	\$14,540,000
7	H1-34	Dacono/Frederick/Weld	SH 52 at CR 13	Traffic Signal and Intersection Improvements	\$1,500,000	\$16,040,000
8	BP3	Estes Park	US 36 from Craggs Drive to Mary Lake Road	Sidewalk	\$375,000	\$16,415,000
9	H1-14	Mead	SH 66 at WCR 13	Traffic Signal and Intersection Improvements	\$1,500,000	\$17,915,000
10	SP3a*	CDOT	I-76 Adams/Weld to Morgan/Washington	Reconstruction/Concrete Overlay	\$20,000,000	\$37,915,000
11	TSS2	Gilcrest	US 85 from WCR 40 to WCR 42	Corridor Improvement Plan	\$100,000	\$38,015,000
12	BP7	Wellington	I-25 at SH 1	Bicycle/Pedestrian Overpass	\$1,000,000	\$39,015,000
13	H1-30	Fort Lupton	US 85 Business Route at SH 52	Traffic Signal and Intersection Improvements	\$900,000	\$39,915,000
14	H3	Dacono/Frederick	SH 52 from WCR 13 to WCR 17	Major Widening	\$7,480,000	\$47,395,000
15	TSS7	Wellington	SH 1 within Wellington Town Limits	Access Control Plan	\$50,000	\$47,445,000
16	H1-20	Platteville	US 85 at SH 60	Intersection Improvements	\$1,500,000	\$48,945,000
17	TSS3	Frederick	SH 52 from WCR 7 to WCR 17	Access Control Plan	\$75,000	\$49,020,000
18	TSS1	Fort Morgan	Fort Morgan - BNSF Railroad	Feasibility Study for Grade Separated Railroad Crossing	\$130,000	\$49,150,000



Table 37. Cross-Category Prioritization (Continued)

Overall Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Cumulative Cost
19	H1-6	Gilcrest	US 85 at WCR 42	Traffic Signal and Intersection Improvements	\$1,500,000	\$50,650,000
20	TSS4	Lochbuie	Region Wide	Intermodal Freight Study	\$100,000	\$50,750,000
21	H1-43	Erie	SH 52 at WCR 1	Traffic Signal and Intersection Improvements	\$700,000	\$51,450,000
22	BP4	Fort Morgan	SH 52 from Platte Avenue to I-76	Bicycle/Pedestrian Trail	\$375,000	\$51,825,000
23	H21a*	CDOT	SH 52 from US 85 to e/o Fulton Ditch (Fort Lupton)	Safety, Additional EB Lane	\$2,424,000	\$54,249,000
24	H1-1	Eaton	US 85 at WCR 74 (Collins Street)	Traffic Signal and Intersection Improvements	\$500,000	\$54,749,000
25	H1-24	CDOT	US 85 at WCR 2.5, WCR 4 and WCR 6.25	Intersection Improvements (RIRO or 3/4)	\$176,000	\$54,925,000
26	TSS6	Mead	Region Wide	Bicycle and Pedestrian Connection Plan	\$50,000	\$54,975,000
27	H1-5	Fort Morgan	US 34 at Barlow Road	Intersection Improvements	\$500,000	\$55,475,000
28	SP4b*	CDOT	Region wide	Bridge Rehabilitation Pool	\$2,000,000	\$57,475,000
29	H21b*	CDOT	SH 52 from US 85 to e/o Fulton Ditch (Fort Lupton)	Safety, Additional EB Lane	\$9,720,000	\$67,195,000
30	H1-26	CDOT	US 85 at Main Street and Elm Street (Gilcrest)	Close Main Street, Improve Elm Street	\$303,000	\$67,498,000
31	BP6	Hudson	SH 52 over I-76	Pedestrian and Lighting Improvements	\$750,000	\$68,248,000
32	TSS5	Mead	I-25 at SH 66	Intermodal Facility	\$4,750,000	\$72,998,000
33	H1-22	Wellington	I-25 at SH 1	Interchange Signalization	\$500,000	\$73,498,000
34	SP5b*	CDOT	Traffic/Safety Management Pool	Upgrade Signals, Signs, Safety	\$4,480,000	\$77,978,000
35	H1-25	CDOT	US 85 at WCR 8 (Ft Lupton)	Improve Intersection (3/4)	\$76,800	\$78,054,800
36	H1-17	Platteville	US 85 at Grand Avenue (WCR 32)	Traffic Signal and Intersection Improvements	\$1,000,000	\$79,054,800

_____ = Fiscally Constrained Line

* Project partially included in Fiscally Constrained Plan

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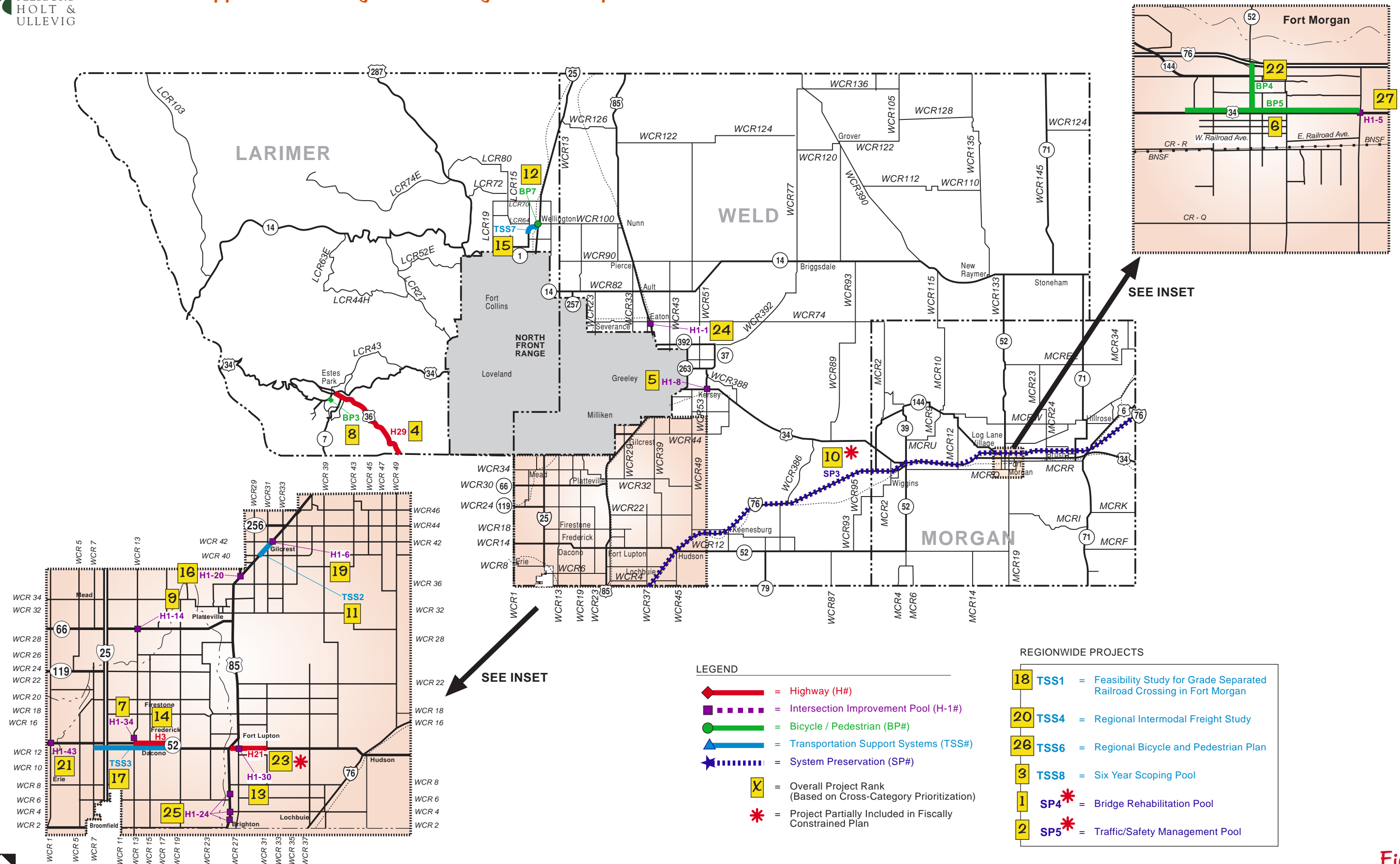


Figure 23

2030 Fiscally Constrained Plan





D. Fiscally Constrained Plan by Corridor

The projects included in the Fiscally Constrained Plan have been listed by corridor in Table 38. The table includes a Fiscally Constrained cost estimate for each corridor and the overall rank (based on the cross-category prioritization) of each project. Those corridors that are not listed in Table 38 do not have any projects included in the Fiscally Constrained Plan. One project, H1-30, provides benefits to two corridors, and therefore has been listed in both corridors. The cost estimate for this project is also listed in both corridors.

Table 38. Fiscally Constrained Plan by Corridor

Corridor	Overall Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Primary Investment Category
Corridor 1: SH 1							
1	12	BP7	Wellington	I-25 at SH 1	Bicycle/Pedestrian Overpass	\$1,000,000	Safety
1	15	TSS7	Wellington	SH 1 within Wellington Town Limits	Access Control Plan	\$50,000	Mobility
Corridor 1 Fiscally Constrained Plan Cost Estimate						\$1,050,000	
Corridor 9: US 34 Plains Section							
9	5	H1-8	Kersey	US 34 at 1st Street	Traffic Signal	\$410,000	Safety
Corridor 9 Fiscally Constrained Plan Cost Estimate						\$410,000	
Corridor 11: US 36 Mountain Section							
11	4	H29	CDOT	US 36 from Estes Park to Boulder County Line	Minor Widening/Passing Lane	\$7,040,000	Mobility
11	8	BP3	Estes Park	US 36 from Craggs Drive to Mary Lake Road	Sidewalk	\$375,000	Safety
Corridor 11 Fiscally Constrained Plan Cost Estimate						\$7,415,000	
Corridor 12: SH 52 Western Section							
12	7	H1-34	Dacono/Frederick/Weld	SH 52 at CR 13	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
12/17 ²	13	H1-30	Fort Lupton	US 85 Business Route at SH 52	Traffic Signal and Intersection Improvements	\$900,000	Mobility
12	14	H3	Dacono/Frederick	SH 52 from WCR 13 to WCR 17	Major Widening	\$7,480,000	Mobility
12	17	TSS3	Frederick	SH 52 from WCR 7 to WCR 17	Access Control Plan	\$75,000	Safety
12	21	H1-43	Erie	SH 52 at WCR 1	Traffic Signal and Intersection Improvements	\$700,000	Safety
12	23	H21a ¹	CDOT	SH 52 from US 85 to e/o Fulton Ditch (Ft. Lupton)	Safety, Additional EB Lane	\$2,424,000	Mobility
Corridor 12 Fiscally Constrained Plan Cost Estimate						\$13,079,000	
Corridor 14: SH 66							
14	9	H1-14	Mead	SH 66 at WCR 13	Traffic Signal and Intersection Improvements	\$1,500,000	Safety
Corridor 14 Fiscally Constrained Plan Cost Estimate						\$1,500,000	



Table 38. Fiscally Constrained Plan by Corridor (Continued)

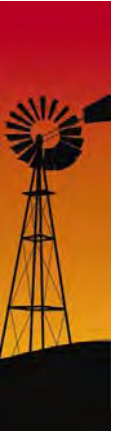
Corridor	Overall Rank	Project #	Submitting Agency	Location	Description	Cost Estimate	Primary Investment Category
Corridor 15: SH 71 Northeastern Plains Section							
15	22	BP4	Fort Morgan	SH 52 from Platte Avenue to I-76	Bicycle/Pedestrian Trail	\$375,000	Mobility
Corridor 15 Fiscally Constrained Plan Cost Estimate						\$375,000	
Corridor 16: I-76, Denver East							
16	6	BP5	Fort Morgan	US 34 from Fort Morgan Canal to Barlow Road	Bicycle/Pedestrian Trail	\$400,000	Mobility
16	10	SP3a ¹	CDOT	I-76 Adams/Weld to Morgan/Wash.	Reconstruction/Concrete Overlay	\$20,000,000	System Quality
16	27	H1-5	Fort Morgan	US 34 at Barlow Road	Intersection Improvements	\$500,000	Safety
Corridor 16 Fiscally Constrained Plan Cost Estimate						\$20,900,000	
Corridor 17: US 85 Urban Section							
17	11	TSS2	Gilcrest	US 85 from WCR 40 to WCR 42	Corridor Improvement Plan	\$100,000	Safety
12/17 ²	13	H1-30	Fort Lupton	US 85 Business Route at SH 52	Traffic Signal and Intersection Improvements	\$900,000	Mobility
17	16	H1-20	Platteville	US 85 at SH 60	Intersection Improvements	\$1,500,000	Safety
17	19	H1-6	Gilcrest	US 85 at WCR 42	Traffic Signal and Intersection Improvements	\$1,500,000	System Quality
17	24	H1-1	Eaton	US 85 at WCR 74 (Collins Street)	Traffic Signal and Intersection Improvements	\$500,000	Safety
17	25	H1-24	CDOT	US 85 at WCR 2.5, WCR 4 and WCR 6.25	Intersection Improvements (RIRO or 3/4)	\$176,000	Safety
Corridor 17 Fiscally Constrained Plan Cost Estimate						\$4,676,000	
Regional Projects							
-	1	SP4a*	CDOT	Region wide	Bridge Rehabilitation Pool	\$2,000,000	System Quality
-	2	SP5a*	CDOT	Traffic/Safety Management Pool	Upgrade Signals, Signs, Safety	\$4,480,000	Safety
-	3	TSS8	CDOT	Region Wide	Six-year Scoping Pool	\$210,000	Mobility
-	18	TSS1	Fort Morgan	Fort Morgan - BNSF Railroad	Feasibility Study for Grade Separated Railroad Crossing	\$130,000	Safety
-	20	TSS4	Lochbuie	Region Wide	Intermodal Freight Study	\$100,000	Mobility
-	26	TSS6	Mead	Region Wide	Bicycle and Pedestrian Connection Plan	\$50,000	Mobility
Regional Projects Fiscally Constrained Plan Cost Estimate						\$6,970,000	
¹ Project partially included in Fiscally Constrained Plan							
² Project included in more than one corridor. Project cost has been included in all appropriate corridors.							



APPENDIX A LIST OF ACRONYMS

AADT	Average Annual Daily Traffic
CDOT	Colorado Department of Transportation
DIA	Denver International Airport
DOLA	Department of Local Affairs
EAC	Early Action Compact
EC	Executive Committee
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FTA	Federal Transit Authority
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation Systems
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Transportation Control Devices
NFR	North Front Range
PDO	Property Damage Only [Accidents]
RPC	Regional Planning Commission
RPP	Regional Priorities Program
RTP	Regional Transportation Plan
SP	System Preservation
STIP	Statewide Transportation Improvement Program
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 st Century
TPR	Transportation Planning Region
TSS	Transportation Support Systems
UFR	Upper Front Range
V/C	Volume to Capacity [Ratio]
VMT	Vehicle Miles of Travel
VPD	Vehicles per Day

APPENDIX B OPEN HOUSES



SUMMARY OF PUBLIC INVOLVEMENT AND COMMENTS July 2003

A series of presentations and public open houses were held for the first round of public involvement for the Upper Front Range 2030 Regional Transportation Plan. The presentations were given at mayors meetings and City Council meetings, as follows:

- South Weld County Mayors meeting on Tuesday, June 24th
- US 85 Mayors meeting on Monday, July 7th
- Fort Morgan City Council meeting on Tuesday, July 8th
- I-25 Mayors meeting on Monday, July 21st

A general overview of the regional and statewide planning process was provided, followed by more detailed information about the Upper Front Range schedule and work program. The public involvement plan and the concept of corridor visioning were presented to each group, and the local elected officials were encouraged to stay involved in the regional planning process.

The public open houses were held at five locations throughout the region, as follows:

- Southwest Weld County Services Complex on Monday, July 14th
- Estes Park Town Hall on Tuesday, July 22nd
- The Leeper Center in Wellington on Wednesday, July 23rd
- Farmers Bank in Ault on Monday, July 28th
- The Carroll Building in Brush! on Tuesday, July 29th

The following boards were presented at the public open houses:

- Planning Area
- Project Schedule
- Regional Planning Process
- Corridor Visioning
- Mission Statement
- Goals
- Roadway Functional Classification
- National Highway System
- Scenic and Historic Byways
- Hazardous and Nuclear Materials Routes
- Roadway Surface Conditions
- Existing Annual Average Daily Traffic Volumes
- Existing Volume to Capacity Ratios
- Truck Traffic
- Bicycle Routes
- Airports
- Rail System
- 2000 County Population Data & Historic Population Growth & Population Projections
- Population Centers
- 2000 Employment by Industry & Employment Forecasts

The following is a summary of the comments heard verbally or written on the comment sheets. The comment sheets and sign-in sheets are attached.

Comments pertaining to the graphical displays:

- All non-State Highways are classified as local roads. CR 13, for example, provides regional connectivity and should be shown with a designation other than local road.
- SH 71 has recently been added to the National Highway System.
- Trail Ridge Road has a federal designation of “All American Highway”, and is a separate scenic by-way from the Peak-to-Peak Highway. Trail Ridge Road is maintained by the National Park Service.
- Identify the volume to capacity ratios as daily or peak hour.
- Color-code the population centers for quick visual reference.
- General comments about the shoulder and pavement quality graphics not being up to date.
- ADT numbers averaged over a year do not clearly represent the actual daily volumes, especially in tourist locations.

Comments pertaining to the needs of the region:

- Pedestrian traffic crossing SH 52 in Fort Lupton is a safety concern.
- A SH 52 bypass around Fort Lupton could be beneficial for movement of traffic and safety.
- US 36 up to Estes Park needs to be resurfaced and is an embarrassment to Colorado.
- US 34 and US 36 up to Estes Park are not bicycle friendly.
- Please support the Heartland Expressway as a federal corridor.
- US 34 and I-76 through Morgan County need maintenance.
- SH 71 (Heartland Expressway improvements) is an important project.
- Shoulders should be added to roadways in order to facilitate bicycle safety and vehicular breakdowns
- US 36 between Estes Park and Lyons needs to be repaved.
- SH 14 through Ault needs to be reconstructed.

- Passenger rail through the Front Range is needed.
- Pedestrian and bike trails are needed in the Estes Valley for both tourists and commuters.
- High speed rail along the I-25 corridor with relatively few stops and a connection to DIA.
- It is important to provide local connections (mini-taxis or jitneys) between fixed rail or bus terminals to local destinations in a cost effective and timely manner. Such connections will need to be in place when passenger rail comes to the Front Range.
- Passenger rail will need to be comfortable, convenient, inexpensive and/or “very chic” in order to attract and maintain ridership.
- Safety is a concern near Weld Central High School on SH 52
- Elected Officials were appreciative of the UFR and CDOT making the effort to reach them.
- Mayors of communities near the borders of the UFR want to make sure that the UFR is cooperating with, and is informed, of projects and land use in adjoining TPRs.

**OPEN HOUSE SIGN-IN SHEET
MONDAY, JULY 14, 2003
SW WELD COUNTY SERVICE CENTER**

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	Dave Davu	CDOT		
2	Dick Löffler	Frederick		
3	John Seacoek	Front Range RP	3039 Anchor Way 4 Ft Collins 80525	Seacoek4Wolf@AOL.com
4	A. J. Euckert	City of Darano	P.O. Box 186 Darano, CO 80514	euckert@ci.darano.co.us
5	S. David Norcross	Ft. Lupton	400 2nd St. #29	
6	Rosalie Everson	Ft. Lupton press	P.O. Box 125	flpress@fuse.net
7	Shebie McMelligan	CDOT R-4		
8				
9				

OPEN HOUSE SIGN-IN SHEET
TUESDAY, JULY 22, 2003
ESTES PARK

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	Bill Linnane	Town of E.P.	Box 1200 EP 80517	blinnane@estes.org
2	Patsy Jell Nordin	Citizen	1155 So. St. John C.S	—
3	BOB JOSEPH	TOWN E.P.	BOX 1200 EP 80517	bjoseph@estes.org
4	JOE EVANS	RMNUP	1000 Hwy 36 Estes Park, CO 80517	JOE_EVANS@UPS.GOV
5	W/L SMITH	EPORA	Box 1200 EP 80517	wsmith@estes.org
6	Dannie Button	Town of EP	Box 1200 EP 80517	lbutton@estes.org
7	Louise Lindsey	Citizen	3199 Rockwood Ln N-80517	louise@lindseyfam.net louise@
8	Stephen Gillette	Town of EP	735 Castle Mtn Rd E.P CO 80517	sgillette@larimer.org
9	JOHN BAUOEK	" " "	BOX 1200 EP 80517	JOBANOS@AOL.COM

	NAME	REPRESENTING	ADDRESS	E-MAIL
10	Ellis + Gwynne Hattan		2409 St Hwy 66	
11	Lori Jeffrey Clark	Town Board	P.O. Box 453	ebu@frii.com
12	Tom + Steve Liffle	RAUSA Citizen	P.O. Box 37 Glen Haven, CO 80532	berghaus2000@cs.com
13	Rich Widmer	Town Staff	P.O. Box 1200 Estes Park CO 80517	rwidmer@estes.org
14	AUE DOYLEN	Town of E.P.	P.O. Box 669 Estes Park CO 80517	
15	RICHARD MATZKE	TOWN OF ESTES PARK	1151 PROSPECT Mtn ROAD ESTES PARK, CO 80517	rmatzke@estes.org
16	Sheble McConnellogue	CDOT		
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OPEN HOUSE SIGN-IN SHEET
WEDNESDAY, JULY 23, 2003
WELLINGTON

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	Linda Ellis	Well. Sr. Center	3573 Adams. Ci Well	lindaebc@yahoo.
2	Rusty McDaniel	LARIMER COUNTY	200 W Oak, Ft Collins, CO	rmcdaniel@larimer.org
3	GLENN GIBSON	LARIMER COUNTY	200 W OAK, Ft Collins, CO	GIBSON@LARIMER.ORG
4	Scott Ellis	CDOT-Loveland	2207 E Hwy 402 Loveland CO	scott.ellis@ dot.state.co.us
5	Karen Ziegler	citizen	8003 3 rd Wellington	Karen.ziegler@ colostate.edu
6	Sheble McYermell	CDOT		
7				
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OPEN HOUSE SIGN-IN SHEET
MONDAY, JULY 28, 2003
AULT

	NAME	REPRESENTING	ADDRESS	E-MAIL	
1	Sharon Sullivan	Town of Ault	P.O. Box 1098 Ault-80610	sullis@viawest.net	
2	James Fladung	Town of Ault	"	ault@viawest.net	
3	Stan Elmquist	CDOT R4	1420 2nd St. Greeley, CO	stanley.elmquist@dot.state.co.us	
4	Bary White		Box 1147 80610		
5	Anne White		243 East A St, Ault	834-2477(H)	834-2475(W)
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OPEN HOUSE SIGN-IN SHEET
TUESDAY, JULY 29, 2003
BRUSH

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	DWANE GIBSON	County EXPRESS	231 MAIN, Suite 211 Ft Morgan CO. 80701	
2	SHAWN POE	CITY OF FT. MORGAN	P.O. Box 100 Ft Morgan 80701	spoe@cityoffortmorgan.com
3	LARRY WURTH	NECALG	231 Main St Suite 211 FT Morgan, Co 80701	LWURTH@NECALG.COM
4	Johnny Olson	CDOT	3939 RIVERSIDE HWY EDMUNDS, CO 80620	JW.OLSON@DOT.STATE.CO.US
5	JOE KIELY	Town of Limon	PO Box 9 Limon CO 80828	jkiely@townoflimon.co-
6	Senara Baker	Area Agency on Aging	231 Main St. Ft Morgan	
7	Stan Elmquist	CDOT R4	1420 2nd St. Greeley, CO 80634	stanley.elmquist@dot.state.co.us
8	Quentin Vane	Eastern TPR	42156 GRIDGG Akron Colo 80720	comish@wgo.com
9	Mik Harms	NFR Progressive 15 Morgan County		mharms@twol.com

	NAME	REPRESENTING	ADDRESS	E-MAIL
10	Scott McClure	City of Brush!	P.O. Box 363 Brush, CO 80723	s McClure@ brushco.co
11	HARRY RIEGER	CO CITY OF BRUSH	520 LINCOLN ST BRUSH, CO. 80723	
12	ROX PRESCHKE	BRUSH Chamber	1215 Edison St. BRUSH, CO 80723	brush@brush chamber.org
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**SUMMARY OF PUBLIC INVOLVEMENT AND COMMENTS
December 2003**

A series of public open houses were held for the second round of public involvement for the Upper Front Range 2030 Regional Transportation Plan. The open houses were held at three locations throughout the region, as follows:

- Fort Morgan Chamber Building on Wednesday, December 3rd
- Estes Park Town Hall on Tuesday, December 9th
- Southwest Weld County Services Complex on Wednesday, December 10th

The following boards were presented at the public open houses:

- Plan Development Process
- Project Schedule
- Upper Front Range Corridors
- Existing Daily Traffic Volumes
- 2030 Projected Daily Traffic Volumes
- Preliminary List of Preferred Plan Projects
- Map of Preferred Plan Projects
- Available Resources

A total of 44 people signed in at the three open houses. The following is a summary of the comments heard verbally or written on the comment sheets.

- Why was US 34 between Greeley and Wiggins not widened to four lanes when the new construction was done? This is a dangerous section of road.
- US 34 from Greeley to Wiggins needs wider shoulders; there have been many fatal and injury accidents that could have been prevented. There is a high percent of truck traffic on this stretch, people drive too fast (65 mph) and the stretch of roadway is not patrolled sufficiently.
- I-76/Barlow interchange project is important.
- It's nice to see bicycle and pedestrian projects added to the UFR regional plan.
- A signal at US 34 and 1st Street in Kersey could cause problems; especially when it is foggy, a signal could cause more accidents.
- Heartland Express is very important to the region.
- Since there is not much money available for the region, we should not be funding bicycle/pedestrian projects; there are much more critical projects.
- US 34 between Lyons and Estes Park is in dismal condition; needs to be repaved.
- Signals need to be coordinated on Elkhorn through downtown Estes Park.

- Reconfigure traffic flow through downtown Estes Park (including one-way couplet on E. Riverside Drive)
- Western Bypass in Estes Park is needed.
- US 36 at Craggs Drive in Estes Park is a disaster; any improvement would be greatly appreciated. Widening and a bike path on US 36 would be nice, however, the Donut Haus intersection must be fixed. A three way stop in the meantime would help.
- In the summertime, traffic flow through downtown Estes Park is grid-lock. Traffic signal coordination should be considered.
- Improvements to the intersection of US 36 and Craggs Drive are needed.
- The state should be looking further out than 2030.

OPEN HOUSE SIGN-IN SHEET
WEDNESDAY, DECEMBER 3, 2003
FORT MORGAN

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	Robin Northrup	COMFORT INN Maverick Country Club	409 Barlow Rd, FM	Robin@KCI.NET
2	Tony McAllister	City of M.		
3	Kim & Hunter Maxwell	KFTM Radio	P.O. Box 430	KimTmax@aol.com
4	LARRY WOOL	NECAL	231 Main Suite 211 FT Morgan Co 80701	wool@necalg.com
5	Don Clutter	city of Fort Morgan	404 West Street Fort Morgan, Colo 80701	
6	Larry & Barb Bradshaw	SELF	29500 Rd R.G Brewer, CO 80723	LBRADSHAW1212@aol.com
7	Dwaine Gibson	COUNTY EXPRESS	231 MAIN FT MORGAN	
8	Sandra Baker	Area Agency on Aging	231 Main St. Ft. Mor	sbaker@NECALG.com
9	Dwaine Gibson	MORGAN MED	201 MAIN FT. MORGAN	

	NAME	REPRESENTING	ADDRESS	E-MAIL
10	Stan Bills	Lincoln H.S.	900 State St.	sbills@morgan.k12.co.us
11	Don Lund	Sander Hotel	933 W Platte Ave	
12	Loretta Miller	Walker & Reedy	1077 Ensign FM	
13	Victoria Simonsen	City of Fort Morgan	PO BOX 100 FM	
14	Cathy Banuelos	necalg	231 main st. Suite 211 f.m.	Cathy B @ necalg .com
15	Marti Vocke	FM Times	329 Main St. FM	
16	Don Ostwald	FM Vet. Clinic	1215 E. Burlington Ave.	
17	SCOTT/JAN BRYAN	ServiceMaster	221 Saunders JSM	
18	BARB GREENFIELD		451 ENSIGN ST	
19	CHARLIE PAULU	THE Bicycle Library	120 W. RAILROAD AV	Bicycle Library @ PAULU
20				

OPEN HOUSE SIGN-IN SHEET
TUESDAY, DECEMBER 9, 2003
ESTES PARK

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	DAVID TAVEL	me		Mtnabe@charter.net
2	GORDON PEDERSON	ESTES PARK LIMOUSINES	2031 MAUL ROAD ESTES PARK, CO 80517	
3	BILL LINNANE	ESTES	Box 1200 EP CO 80517	blinnane@estes.org
4	GREG SIEVERS	TEP	"	gsievers@estes.org
5	WIL SMITH	EPORA	"	wsmith@estes.org
6	Drew Schellinga	UFR TPR	860 Old Ranger Drive Estes Park	drewschellinga@charter.net
7	Lowell Richardson	ESTES PARK POLICE		L.Richardson@ESTES.org
8	PRISCILLA NELSON	ME		PIA 2 DALES@aol.com
9	George Hockman	me	E.P.	

	NAME	REPRESENTING	ADDRESS	E-MAIL
10	Bob Ryan	self	771 Columbus Dr Estes Park	mulryen99@yahoo.com
11	Barb Marshall	Self	PO Box 2712	
12	RICH WIDMER	TOWN of ESTES PO Box	P.O. Box 1200 EP	rwidmer@estes.org
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**OPEN HOUSE SIGN-IN SHEET
WEDNESDAY, DECEMBER 10, 2003
WELD COUNTY**

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	Jerry Garner	Ft. Lupton P.D.	130 S. McKinley Ave. Fort Lupton, CO 80621	jergar@fortluptonco.gov
2	RICHARD BLODGETT	city of Fort Lupton	" " "	you have
3	G. David MORCROSS	Mayor City of Ft. Lupton	130 S. McKinley Ave	
4	Rosalie Everson	Editor, FL Press	P.O. Box 125 80621	FLpress@fone.net
5	James L. Fischer	Arapaho - Roosevelt NE #Pawnee NE - USFS	240 W. Prospect Rd. Ft. Collins 80526	jlfischer@fs.fed.us
6	Patsy Drewer	Weld County Transportation	P.O. Box 1805 Greeley	PDKEWER@weld.co
7	Michael Neilson	Frederick newspaper	PO Box 400, Frederick 80530	farmerwiner@cs.com
8	Stan Elmquist	CDOT RT	1420 2nd St. Greeley, CO 80631	stanley.elmquist@dot.state.co.us
9	Bill/Polly Reisman		2870 175th Ave Ft. Erie, CO 80516	

	NAME	REPRESENTING	ADDRESS	E-MAIL
10	Bruce Wilson	Self	9268 WCR 28 Platteville 80651	BWilsonFarms@MSN.com
11	Michael Olds	"	4362 WCR 27 ^{ft. Lupton} 80621	
12	Sharon Falcione	Town of Firestone		
13	Dick Leffler	Town of Frederick	401 Locust St. Frederick, CO 80530	d/leffler@frederickco.gov
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**SUMMARY OF PUBLIC INVOLVEMENT AND COMMENTS
March 2004**

A series of public open houses were held for the third round of public involvement for the Upper Front Range 2030 Regional Transportation Plan. The open houses were held at three locations throughout the region, as follows:

- Bunker Hill Country Club in Brush on Wednesday, March 10th
- Fort Lupton Community Center on Thursday, March 11th
- Estes Park Town Hall on Wednesday, March 17th

The following boards were presented at the public open houses:

- Planning Region
- Plan Development Process
- Scoring Process
- Preferred Plan
- Fiscally Constrained Plan
- Highway Projects
- Intersection Improvement Pool Projects
- Bicycle/Pedestrian, TSS, SP Projects
- Resource Allocation
- Cross-Category Prioritization

A total of 40 people signed in at the three open houses. The following is a summary of the comments heard verbally or written on the comment sheets.

- The intersection of SH 52 and WCR 17 has not turn lanes and SH 52 is curved approaching the intersection.
- A signal at the intersection of US 85 and SH 52 is important, as is the widening of SH 52.
- Some consideration should be given to the less expensive projects so they will not have to wait for larger projects to be completed.
- SH 52/US 85 off-ramps need signalization much soon than the current plan recommends. SH 52 through Fort Lupton needs widening and improvements much sooner than the plan calls for.
- The plan shows good use of the available money; it has been spread equitably.
- The curve on SH 52 between Fort Lupton and Dacono needs to be straightened and flattened. This section is dangerous for slow traffic on icy days.
- East-west roadway right-of-way preservation needs to be considered, such as CR 8 and SH 119 between I-25 and US 85. The north metro area is handicapped by lack of east-west roads.

- Bicycle/pedestrian projects should not be ranked above highway projects.
- US 34/Barlow Road intersection improvements should be a low priority.
- SH 71 south of Brush is too narrow and very dangerous; it needs to be widened.
- The Fort Morgan bicycle path does not need to be done; it should be a low priority.
- It is refreshing to see a plan goal based on the amount of money available, not on the amount of money needed.
- SH 52 through Fort Lupton has a lot of truck traffic. A bypass between I-25 and I-76 would be helpful in this regard.
- Projects should be prioritized higher if local funding is available.
- It would be nice to see RPP dollars allocated to transit.

OPEN HOUSE SIGN-IN SHEET
 WEDNESDAY, MARCH 10TH 5:00 – 7:00 PM
 BRUSH

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	ROD FISCHER	BRUSH CHAMBER	1215 Edison Street, Brush	brush@brushchamber.org
2	Dan Barker	Ft. Morgan Times		fax - 970-867-7448
3	Ken Breneman	Ft. Morgan Streets	P.O. Box 100 970-867-7146 Ft. Morgan CO 80701 x13	KBreneman@CITYOFFORT MORGAN.CO.COM
4	Joe Baltazar	Morgan County	17303 County Rd. S Ft. Morgan 80701	
5	Stan Linker	Brush Chamber	721 Howard St Brush CO	
6	TIM OAKLEY	BRUSH CHAMBER	416 APPLWOOD BRUSH CO	
7	Elaine Procher	Brush Chamber	1215 Edison St, Brush	
8				
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FM - bikel ped projects project
 Barlow Intersection project

OPEN HOUSE SIGN-IN SHEET
THURSDAY, MARCH 11TH 4:30 – 6:30 PM
FORT LUPTON

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	WILLIAM (BUD) MANKER	Platteville	400 Grand Ave Platteville, CO 80651	
2	Jim Sidebottom	Fort Lupton	132 S. McKinley Fort Lupton, CO 80621	cityadmin@frii.net
3	FRED PATTERSON	FORT LUPTON	645 S. FULTON AVE FORT. LUPTON CO 80621	FPATTERMAN@ ^{MSN} ATT .COM
4	Eugene Hagans	Ft. Lupton	17141 WCR 22	
5	Steve Morrison	Fort Lupton Schools	301 Reynolds Ft. Lupton 80621	smorrison@ftlupton.k12.co.us
6	Jerry Garner	Fort Lupton Police	130 S. McKinley Ave. Ft. Lupton CO 80621	jgarner@fortluptonco.gov
7	KEN CLARK	FORT LUPTON	130 S. McKinley AVE FT LUPTON 80621	KENCLARK@KENCLARK3.COM
8	A. C. McDonald	FT LUPTON	1418 5 TH ST	
9	Tony Merritt	Ft Lupton Chamber	410 Denver Ave	

	NAME	REPRESENTING	ADDRESS	E-MAIL
10	FRANK HEMDEN, Jr	WELD COUNTY PUBLIC WORKS/UTFR		fhempen@co.weld.co.us
11	Rosalie Everson	FT PRESS		FLPress@fone.net
12	JACQUELINE Hatch	Weld County		JHatch@co.weld.co.us
13	Marlene Steeber	public	Fort Lupton	
14	S. David Maxwell	City of Ft. Lupton	400 2nd St. #29	
15	BRIAN GRIBB	CITY OF FT. L	130 S. MCKINLEY	planner@frli.net
16	A.J. Euckert	City of Daceno	512 Cherry Ave, Daceno 80514	euckert@ci.daceno.co.us
17	Tyler Duncan	CITY OF FT. L	19293 BARLEY AVE, Ft. Lupton 80621	T-D-NT@yahoo.com
18	Todd Harris	Platteville	P.O. Box 1760 Platteville	tharris@murd.lst.co.us
19	TREDDY PETERSON	KEESEY	P.O. Box 657 KEESEY, CO	KERMGR@guest.net
20				

OPEN HOUSE SIGN-IN SHEET
WEDNESDAY, MARCH 17TH 4:00 – 6:00 PM
ESTES PARK

	NAME	REPRESENTING	ADDRESS	E-MAIL
1	Rick Padden	Trail Gazette		news@eptrail.com
2	RICH WIDMER	Town of Estes Park	P.O. Box 1200, EP, 80517	rwidmer@estes.org
3	JOHN BAUDER	" " "	" " "	
4	DICK PUTNEY	E.P. URBAN RENEWAL	" " " " "	rsputney@verinec.com
5	Lowell Richardson	TOWN OF ESTES PARK	" "	[Richardson@ESTES.PK.CO
6	EDWARD B. POTT	ESTES VALLEY PLANNING COMMISSION	451 PROSPECTOR LANE E.R. 80517	EDJOYPOHL@AOL.COM
7	WIL SMITH	EPURA	P.O. BOX 1200, EP 80517	wsmith@estes.org
8	JOE EUALS	NPS	1000 HWY 36 ESTES PARK, CO 80517	JOE-EUALS@NPS.GOV
9	George Hockman	self	1625 Prospect Estates Dr Estes Park 80517	

	NAME	REPRESENTING	ADDRESS	E-MAIL
10	Harry Livingston		625 W Wonderview	
11	BOB JOSEPH	E.P. PLANNING	PO BOX 1200	bjoseph@estes.org
12	Randy Repola	Town of E.P.	P.O. B. 1200	rrepola@estes.org
13	Barbara Marshall	me	PO Box 2712	
14	Wayne Newsom	TOWN TRUSTEE	P.O. Box 2812	
15	PETE BRANDJORD	TOWN OF EP	PO BOX 1200	pbrandjord@estes.org
16	Amy Mitterer	Town of EP	" "	
17				
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SIGN-IN SHEET
2030 Statewide Transportation Plan Open House
Loveland
August 26, 2004

Name	Representing	Address	Phone	E-Mail
Lucky	RFI	POB 1986 Loveland	970 674 5043	rfi.lucky@ridersforjustice.com
Geri Paxter		3357 Valley Oak Dr, L/16	970 667-7364	geripaxter@att.net
Evelyn King		6321 14th SW, 2nd	667-5687	
Mary Martin	DACODD	P.O. Box 65, Dacoco, CO	303-933-2761	img1109@msd.com
S. David Norcross	City of Ft. Lupton	400 2nd St. #29	303-857-6517	
Rosalee Everson	Ft. Lupton Press	410 Denver Ave	857-4440	FL Press@fone.net
Len Roark	self	4809 ECR 62 80549	568-3464	—
Joe Rice	CDOT	4201 E Arkansas, Denver 80222	303-357 9755	joe.rice@dot.state.co.us
Angie Paccione	State Rep HD 53	1331 Birch St #1 Ft. Collins	495-0407	angie@angiepaccione.com
Doug Frisbie		510 Little Bear Dr Estes	80521 577- 0936	dfrisbie@estesvalley.net
Rachel Carter	Reporter-Herald	201 E. Fifth St. Loveland	80519 669-5050 x546	rcarter@reporter-herald.com
DAVE SCHNEIDER	Loveland Trans. Adv. Bd	501 W. 5th Loveland	80537 667-1720 461-1620	
Jim Walker	HD 51	2641 N. TAFT Ave Loveland	667-5227	jim@jimwalker
Larry Neckel	City Council	2094 Park Dr. Loveland	669-0032	
Jim Wade	self	5486 Nantucket Court	278-0400	wade.jim@att.net

SIGN-IN SHEET
2030 Statewide Transportation Plan Open House
Loveland
August 26, 2004

Name	Representing	Address	Phone	E-Mail
GREG SCHMID	SCHMID ENGINEERING	1204 N. LINCOLN AVE. LOVELAND, CO 80537	970 663-1990	SCHMIDENGINEER @MCLEODUSA.NET
JOE HANKE	CITY OF LOVELAND	18500 E 3rd LOVELAND 80537	970 962-2579	HANKEJ@CI.LOVELAND.CO .US
Ann Hutchison	FC Area Chamber	225 S Meldrum 17 Collins, CO 80521	970-482-3746	ahutchison@fccchamber.org
Kevin Duggan	Fort Collins Coloradoan	1212 Riverside Dr Ft. Collins CO 80526	970 224-7744	KevinDuggan@coloradoan.com
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APPENDIX C CORRIDOR VISIONS



Corridor Vision #1: SH 1

State Highway: SH 1A
Beginning Mile Post: 0
Ending Mile Post: 9.96

Planning Region(s): 13 – Upper Front Range
3 – North Front Range

SH 1 from SH 287 in Ft Collins to I-25 in Wellington

Vision Statement

The vision for the SH 1 corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor serves as a local facility, provides commuter access, and makes north-south connections within the Wellington/north Fort Collins area. Future travel modes expected in this corridor include passenger vehicle, bus service, bicycle and pedestrian facilities. Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while freight volume will likely remain constant. The communities along the corridor value transportation choices, connections to other areas, and safety. The area served by this corridor is primarily residential, serving as a bedroom community to Fort Collins. Users of this corridor want to preserve the rural residential character of the area and support the movement of commuters along the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support commuter travel
- Expand transit usage
- Provide for bicycle/pedestrian travel
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate

Strategies

- Add and maintain Accel/decel lanes
- Add and maintain turn lanes
- Promote carpooling and vanpooling
- Improve Geometrics
- Construct Intersection/Interchange improvements
- Add/improve shoulders
- Improve hot spots
- Study and change speed limits

Corridor Vision #2: SH 7 Mountain Section

State Highway: SH 7A
Beginning Mile Post: 0
Ending Mile Post: 32.99

Planning Region(s): 13 – Upper Front Range
2 – Denver Metro

SH 7 from Estes Park to Lyons, includes SH 7E through Allenspark

Vision Statement

The vision for the SH 7 Mountain Section corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, provides a scenic route, connects to places outside the region, and makes north-south connections along the Peak-to-Peak Scenic Byway through southern Larimer County. This corridor is expected to be primarily comprised of passenger vehicles in the future. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase only slightly. The communities along the corridor value connections to other areas, access to adjoining National Forest land, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area and support the movement of tourists through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Provide for tourist-friendly travel
Improve access to public lands
Reduce fatalities, injuries and property damage crash rate
Promote transportation improvements that are environmentally responsible

Strategies

Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
Improve ITS Incident response, Traveler Information and Traffic Management
Post informational signs
Promote use and maintenance of variable message signs
Replace old signs
Add Guardrails
Add passing and turn lanes
Add/improve shoulders
Improve Rock fall mitigation
Add Surface treatment/overlays
Improve hotspots
Improve wildlife crossings
Promote environmental responsibility

Corridor Vision #3: SH 14 Mountain Section

State Highway: SH 14 A and B
Beginning Mile Post: 34.09
Ending Mile Post: 121.68

Planning Region(s): 13 – Upper Front Range
12 – Northwest

SH 14 from Walden to US 287 (Ted's Place) north of Ft Collins

Vision Statement

The vision for the SH 14 Mountain Section corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, connects to places outside the region, and makes east-west connections within the Poudre Canyon area. This corridor is expected to be primarily comprised of passenger vehicles in the future. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase only slightly. The communities along the corridor value connections to other areas, access to adjoining National Forest land, safety, and system preservation and depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor, recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Support recreation travel
- Improve access to public lands
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Promote transportation improvements that are environmentally responsible

Strategies

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Improve visibility/sight lines
- Add Guardrails
- Add passing and turn lanes
- Add/improve shoulders
- Improve Rock fall mitigation
- Improve hotspots
- Improve wildlife crossings
- Promote environmental responsibility

Corridor Vision #4: SH 14 Plains Section

State Highway: SH 14C

Beginning Mile Post: 142.18

Ending Mile Post: 236.72

Planning Region (s): 13 – Upper Front Range

3 – North Front Range

6 – Eastern

SH 14 from I-25 (Ft Collins) to I-76 (Sterling), includes SH 392B from US 85 in Lucerne to SH 14 in Briggsdale

Vision Statement

The vision for the SH 14 Plains Section corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, connects to places outside the region, and makes east-west connections within the northern Weld County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels passenger traffic volumes are expected to increase slightly, while freight traffic volumes are expected to increase significantly. The communities along the corridor value connections to other areas and system preservation. They depend primarily on agriculture for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Accommodate growth in freight transport

Reduce fatalities, injuries and property damage crash rate

Maintain or improve pavement to optimal condition

Maintain statewide transportation connections

Strategies

Add and maintain Accel/decel lanes

Add and maintain turn lanes

Add and maintain roadway pullouts for breakdowns, buses and slow vehicles

Flatten slopes

Add/improve shoulders

Add drainage improvements

Improve hotspots

Install rumble strips in high accident locations

Corridor Vision #5: I-25 Front Range

State Highway: I-25A

Beginning Mile Post: 217.01

Ending Mile Post: 269.37

Planning Region(s): 13 – Upper Front Range

2 – Denver Metro

3 – North Front Range

I-25 from US 36 in Denver to SH 14 in Ft Collins, includes parallel arterial roadways and parallel passenger rail service

Vision Statement

The vision for the I-25 Front Range corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor includes I-25, an Interstate Highway, and parallel arterial roads and passenger rail. Together, along with other modes, they comprise a north-south corridor that serves as a multi-modal interstate facility through the southeast Larimer County/southwest Weld County area, connecting to places outside the region while providing for local and commuter access along the corridor. Future travel modes to be accommodated in the corridor will likely include passenger vehicle, bus service, passenger rail, truck freight, bicycle and pedestrian facilities and aviation (Tri-County Airport). Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech, agriculture, commercial activity, and oil and gas for economic activity in the area. This corridor is part of the national trade network. The area surrounding this corridor is transitioning from rural to urban, and the corridor needs to support the movement of commuters, freight, farm-to-market products, tourists, and provide for long distance travel in and through the corridor. Any improvements should recognize the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Reduce traffic congestion and improve traffic flow

Accommodate growth in freight transport by maintaining statewide transportation connections

Expand transit use and increase Transportation Demand Management (carpool, vanpool, telecommute, etc.) to support commuter travel

Reduce fatalities, injuries and property damage crash rate

Maintain or improve pavement to optimal condition

Promote transportation improvements that are environmentally responsible

Support economic development while maintaining environmental responsibility and coordinating transportation and land use decisions

Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

Add and maintain general purpose lanes

Add and maintain Accel/decel lanes

Add and maintain High Occupancy Vehicle and toll lanes

Add and maintain new Interchanges/Intersections

Preserve Rights of Way

Construct, improve and maintain the system of local roads

Post informational signs

Provide and expand transit bus and rail services
Market transit services and provide incentives
Construct and maintain Park'n Ride facilities
Construct rail lines
Construct and maintain transit stations
Provide inter-modal connections
Promote carpooling and vanpooling
Promote telecommuting and flexible work hours
Promote use and maintenance of variable message signs
Improve ITS Incident response, Traveler Information and Traffic Management
Improve ITS Traveler Information, Traffic Management and Incident Management
Construct Intersection/Interchange improvements
Improve hot spots
Add rest areas
Add truck parking areas
Promote environmental responsibility
Add Interchange reconstruction
Reconstruction roadways
Study corridors
Promote rail studies
Promote tolling studies
Develop data collection
Promote value engineering
Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Vision #6: I-25 North Section

State Highway: I-25A

Beginning Mile Post: 269.37

Ending Mile Post: 298.87

Planning Region(s): 13 – Upper Front Range

3 – North Front Range

I-25 from SH 14 in Ft Collins to the Wyoming state line

Vision Statement

The vision for the I-25 North Section corridor is primarily to maintain system quality as well as to improve safety. This interstate connects to places outside the region, and also provides north-south connections within the Fort Collins to Cheyenne area. It is part of the national trade network. Future travel modes to be planned for in the corridor include passenger vehicle and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They primarily depend on agriculture for economic activity in the area. This corridor needs to support the movement of tourists and freight, and provide for long distance travel through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Accommodate growth in freight transport

Reduce fatalities, injuries and property damage crash rate

Preserve the existing transportation system

Maintain statewide transportation connections

Strategies

Improve ITS Incident response, Traveler Information and Traffic Management

Promote use and maintenance of variable message signs

Add and maintain accel/decel lanes

Construct separated bike facilities

Corridor Vision #7: US 34 RMNP/Mountain Section

State Highway: US 34A

Beginning Mile Post: 0

Ending Mile Post: 57.852

Planning Region(s): 13 – Upper Front Range

12 - Northwest

US 34 from Granby through RMNP, includes SH 36A through RMNP

Vision Statement

The vision for the US 34 RMNP/Mountain Section corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a local facility, providing local access and making east-west connections within the Rocky Mountain National Park area. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian facilities. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, the travel demand along this corridor is expected to grow moderately. This growth will likely need to be accommodated through the use of alternative modes such as bus service. The communities along the corridor value transportation choices and system preservation, and they depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Provide for tourist-friendly travel

Expand transit usage

Provide information to traveling public

Promote education to improve safe driving behavior

Preserve the existing transportation system

Strategies

Add and maintain roadway pullouts for breakdowns, buses and slow vehicles

Post informational signs

Provide and expand transit bus and rail service

Add/improve shoulders

Add bus pullouts

Promote environmental responsibility

Corridor Vision #8: US 34 Big Thompson

State Highway: US 34A

Beginning Mile Post: 57.852

Ending Mile Post: 88

Planning Region(s): 13 – Upper Front Range

3 – North Front Range

US 34 from RMNP east entrance to the west side of Loveland

Vision Statement

The vision for the US 34 Big Thompson corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections through the Big Thompson River Canyon and the Estes Valley. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The Estes Park community values high levels of mobility, transportation choices, connections to other areas, access to adjoining National Forest land, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Reduce traffic congestion and improve traffic flow

Provide for tourist-friendly travel

Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)

Reduce fatalities, injuries and property damage crash rate

Promote transportation improvements that are environmentally responsible

Strategies

Add and maintain roadway pullouts for breakdowns, buses and slow vehicles

Add and maintain accel/decel lanes

Promote carpooling and vanpooling

Add passing lanes

Add/improve shoulders

Improve ITS Incident response, Traveler Information and Traffic Management

Improve Rock fall mitigation

Improve hotspots

Promote environmental responsibility

Corridor Vision #9: US 34 Plains

State Highway: US 34A

Beginning Mile Post: 113.07

Ending Mile Post: 149.63

Planning Region(s): 13 – Upper Front Range

3 – North Front Range

US 34 from the US 85 bypass east of Greeley to I-76 (Wiggins)

Vision Statement

The vision for the US 34 Plains corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a National Highway System facility, connects to places outside the region, and makes east-west connections within the central Weld County and western Morgan County area. Future travel modes will likely include passenger vehicle and truck freight and aviation (Easton/Valley View Airport). Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Accommodate freight transport

Reduce fatalities, injuries and property damage crash rate

Preserve the existing transportation system

Maintain statewide transportation connections

Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

Replace old signs

Improve Geometrics

Construct Intersection/Interchange improvements

Add passing lanes

Add turn lanes

Improve visibility/sight lines

Flatten slopes

Flatten curves

Improve hot spots

Add Surface treatment/overlays

Bridge repairs/replacement

Reconstruction roadways

Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Vision #10: US 34 Northeastern Plains

State Highway: US 34B

Beginning Mile Post: 173.57

Ending Mile Post: 259.51

Planning Region(s): 13 – Upper Front Range

6 – Eastern

US 34 from SH 71 in Brush to the Nebraska state line

Vision Statement

The vision for the US 34 Northeastern Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, connects to places outside the region, and makes east-west connections within the eastern Morgan County area. Future travel modes expected in this corridor include passenger vehicle, passenger and freight on rail, truck freight and aviation (Brush Municipal Airport). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation, and they depend primarily on agriculture for economic activity. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Accommodate growth in freight transport

Reduce fatalities, injuries and property damage crash rate

Preserve the existing transportation system

Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Strategies

Improve Geometrics

Construct Intersection/Interchange improvements

Add and maintain turn lanes and Accel/decel lanes

Add passing lanes

Add/improve shoulders and/or roadway pullouts for breakdowns, buses and slow vehicles

Improve hot spots

Add Surface treatment/overlays or Reconstruction of roadways

Bridge repairs/replacement

Promote environmental responsibility

Flatten slopes

Add drainage improvements

Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Vision #11: US 36 Mountain

State Highway: US 36B

Beginning Mile Post: 0

Ending Mile Post: 32.843

Planning Region(s): 13 – Upper Front Range

2 – Denver Metro

US 36 from US 34 in Estes Park to SH 7 on the north side of Boulder, includes US 36A, the Estes Park Business Route to the RMNP east entrance, and SH 66A, the Estes Park "Spur"

Vision Statement

The vision for the US 36 Mountain corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a local facility, connects to places outside the region, and makes north-south connections within the Boulder to Estes Valley area. Future travel modes expected in this corridor include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase, while freight volume will likely grow moderately. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area, support the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Reduce traffic congestion and improve traffic flow

Provide for tourist-friendly travel

Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)

Reduce fatalities, injuries and property damage crash rate

Promote transportation improvements that are environmentally responsible

Strategies

Add and maintain turn lanes

Add and maintain roadway pullouts for breakdowns, buses and slow vehicles

Improve ITS Incident response, Traveler Information and Traffic Management

Post informational signs

Promote use and maintenance of variable message signs

Replace old signs

Add Guardrails

Add passing lanes

Add/improve shoulders

Improve Rock fall mitigation

Add Surface treatment/overlays

Promote carpooling and vanpooling

Add accel/decel lanes

Promote environmental responsibility

Corridor Vision #12: SH 52 Western Section

State Highway: SH 52A
Beginning Mile Post: 0
Ending Mile Post: 29.27

Planning Region(s): 13 – Upper Front Range
2 – Denver Metro

SH 52 from SH 119 (The Diagonal) to I-76 in Hudson

Vision Statement

The vision for the SH 52 Western Section corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a local facility, providing local access and making east-west connections within the southwest Weld County area. Future travel modes will primarily consist of passenger vehicle, truck freight and aviation (Platte Valley Airpark); Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech, commercial activity, oil and gas, and residential development for economic activity in the area. The area surrounding this corridor is transitioning from rural to urban, and the users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Reduce traffic congestion and improve traffic flow
- Accommodate growth in freight transport
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate
- Coordinate transportation and land use decisions
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

- Add and maintain general purpose lanes
- Add and maintain Accel/decel lanes and turn lanes
- Add Surface treatment/overlays or Reconstruction of roadways
- Consolidate and limit access and develop access management plans
- Provide inter-modal connections
- Promote carpooling, vanpooling, telecommuting and flexible work hours
- Improve ITS Incident response, Traveler Information and Traffic Management
- Promote use and maintenance of variable message signs
- Bridge repairs/replacement
- Preserve Rights of Way
- Improve Geometrics
- Construct bicycle/pedestrian overpasses
- Consolidate and limit access and develop access management plans
- Promote environmental responsibility
- Study corridors
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Vision #13: SH 52 Middle Section

State Highway: SH 52A

Planning Region(s): 13 – Upper Front Range

Beginning Mile Post: 29.27

Ending Mile Post: 72.58

SH 52 from I-76 in Hudson to US 34 in Wiggins

Vision Statement

The vision for the SH 52 Middle Section corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, providing local access and making east-west connections within the southeast Weld County and southwest Morgan County area. Passenger vehicles and truck freight will likely be the predominant travel modes in the future. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Accommodate freight transport

Reduce fatalities, injuries and property damage crash rate

Preserve the existing transportation system

Strategies

Improve Geometrics

Construct Intersection/Interchange improvements

Add passing lanes

Add turn lanes

Add/improve shoulders

Improve hot spots

Add Surface treatment/overlays

Bridge repairs/replacement

Promote environmental responsibility

Reconstruction roadways

Corridor Vision #14: SH 66

State Highway: SH 66B
Beginning Mile Post: 28.68
Ending Mile Post: 51.38

Planning Region(s): 13 – Upper Front Range
2 – Denver Metro

SH 66 from US 36 in Lyons to US 85 in Platteville, includes the east-west section of SH 119C from US 287 in Longmont to I-25 in Del Camino

Vision Statement

The vision for the SH 66 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, providing local access and making east-west connections within the southwest Weld County area. Future travel modes expected in this corridor include passenger vehicle, truck freight and transit; Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech, and commercial activity for economic activity in the area. The area surrounding this corridor is transitioning from rural to urban, and the users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Reduce traffic congestion and improve traffic flow
- Expand transit usage
- Accommodate growth in freight transport
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate
- Coordinate transportation and land use decisions

Strategies

- Add and maintain general purpose lanes
- Construct Intersection/Interchange improvements
 - Add and maintain Accel/decel lanes and turn lanes
- Improve railroad crossing devices
- Consolidate and limit access and develop access management plans
- Provide inter-modal connections
- Promote carpooling, vanpooling, telecommuting and flexible work hours
- Improve ITS Incident response, Traveler Information and Traffic Management
- Promote use and maintenance of variable message signs
- Add Surface treatment/overlays or Reconstruction of roadways
- Preserve Rights of Way
- Improve Geometrics
- Promote environmental responsibility
- Promote corridor and/or rail studies
- Add/improve shoulders
- Improve hotspots

Corridor Vision #15: SH 71 Northeastern Plains

State Highway: SH 71 D, E
Beginning Mile Post: 102
Ending Mile Post: 232.82

Planning Region(s): 13 – Upper Front Range
6 – Eastern

SH 71 from I-70 in Limon to the Nebraska state line includes the north-south section of SH 52 from I-76 in Ft Morgan to SH 14 and SH 113 from SH 138 to the state line

Vision Statement

The vision for the SH 71 Northeastern Plains corridor is primarily to increase mobility as well as to maintain system quality and to increase safety. This corridor includes SH 71, which is on the National Highway System, and a portion of SH 52, which is designated as a local highway. Together, they comprise a corridor that connects to places outside the region, and provides north-south continuity throughout eastern Morgan and Weld Counties. Future travel modes include passenger vehicle, truck freight and aviation (Fort Morgan Municipal Airport). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant. Due to the proposed federal designation as a “high priority corridor” (Heartland Express), freight volumes are expected to increase significantly. The communities along the corridor value connections to other areas, access to adjoining National Grassland, safety and system preservation. They depend primarily on agriculture and some commercial activity for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight in and through the corridor, and provide a connection between the City of Fort Morgan and the Fort Morgan Municipal Airport (via SH 52) while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Increase travel reliability and improve mobility
- Provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Maintain statewide transportation connections
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Strategies

- Replace old signs
- Improve Geometrics
 - Flatten slopes
 - Flatten curves
 - Improve visibility/sight lines
- Construct Intersection/Interchange improvements
 - Add turn lanes and Accel/decel lanes
- Add passing lanes
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements
- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Meet facility objectives for the airport as identified in the Colorado Airport System Plan

Corridor Vision #16: I-76 Denver East

State Highway: I-76A

Beginning Mile Post: 12.5

Ending Mile Post: 183.99

Planning Region(s): 13 – Upper Front Range

2 – Metro Denver

6 – Eastern

I-76 from US 85 in Commerce City to the Nebraska state line, includes I-76B, the Keenesburg Spur; SH 6I through Wiggins, MP 343.71 to 346.69; SH 6J from Brush to Sterling; SH 11 from Julesburg to the state line; SH 34B, Ft Morgan to Brush, MP 159.00 to 173.57; SH 138 from Sterling to the state line

Vision Statement

The vision for the I-76, Denver East corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor includes I-76, an Interstate Highway, and parts of US 6, US 34, SH 11 and SH 138. Together, along with other travel modes, they comprise a corridor that serves as a multi-modal interstate facility connecting to places outside the region while providing for local access to the towns along the corridor, and providing east-west connections within the southeast Weld County and central Morgan County area. Future travel modes expected in this corridor include passenger vehicle, bus service, passenger rail, truck freight, and rail freight. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity. This corridor needs to support the movement of freight throughout the corridor and commuters in the southern portion of the corridor, while providing for long distance travel and recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate design deficiencies
- Maintain or improve pavement to optimal condition
- Maintain statewide transportation connections

Strategies

- Construct/reconstruct and maintain and improve Interchanges/Intersections
- Replace old signs and use improved striping paint / beads
- Improve Geometrics
 - Flatten slopes
 - Flatten curves
 - Improve visibility/sight lines
- Improve hot spots
- Add Surface treatment/overlays or Reconstruction of roadways
- Bridge repairs/replacement
- Promote corridor and rail studies
- Construct, improve and maintain the system of local roads
- Provide inter-modal connections and expand transit bus and rail services
- Add Guardrails
- Promote environmental responsibility
- Add and maintain general purpose lanes
- Add drainage improvements

Corridor Vision #17: US 85 Urban

State Highway: US 85C

Beginning Mile Post: 227

Ending Mile Post: 279.841

Planning Region(s): 13 – Upper Front Range

2 – Denver Metro

3 – North Front Range

US 85 from I-76 to SH 14, includes SH 85 D, E, F, G and H, the business routes through Brighton, Ft Lupton, Platteville and Greeley, and SH 256A from SH 60 to US 85 in Peckham

Vision Statement

The vision for the US 85 Urban corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor is on the National Highway System, provides local access, and provides north-south connections within the central Weld County area. Future travel modes expected in this corridor include passenger vehicle, bus service, passenger rail, truck freight, and rail freight; Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, commercial activity, residential development, and oil and gas for economic activity in the area. The area surrounding this corridor is experiencing significant growth and is transitioning from an agricultural area to a more urban area, and depends on the transportation system for economic development and diversification. Users of this corridor want to support the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Reduce traffic congestion, accommodate growth in freight transport and improve traffic flow

Accommodate growth in freight transport

Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)

Reduce fatalities, injuries and property damage crash rate

Preserve the existing transportation system while implementing recommendations from the US 85 Corridor Study

Coordinate transportation and land use decisions

Strategies

Add and maintain general purpose lanes

Add and maintain new Interchanges/Intersections

Preserve Rights of Way

Construct and maintain Park'n Ride facilities

Promote carpooling, vanpooling, telecommuting and flexible work hours

Improve ITS Incident response, Traveler Information and Traffic Management

Improve Geometrics

Add Guardrails

Promote environmental responsibility

Reconstruction roadways

Promote corridor and rail studies

Corridor Vision #18: US 85 Rural

State Highway: US 85C

Planning Region(s): 13 – Upper Front Range

Beginning Mile Post: 279.841

Ending Mile Post: 309.54

US 85 from Ault to Cheyenne, Wyoming

Vision Statement

The vision for the US 85 Rural corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a local facility, connects to places outside the region, and makes north-south connections within the northern Weld County area. Future travel modes expected in this corridor include passenger vehicle, truck freight, rail freight, and potentially passenger rail. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Accommodate freight transport

Reduce fatalities, injuries and property damage crash rate

Preserve the existing transportation system

Strategies

Add and maintain accel/decel lanes

Add turn lanes

Add/improve shoulders

Improve hot spots

Flatten Slopes

Install rumble strips in high accident locations

Corridor Vision #19: SH 144 Plains

State Highway: SH 144

Planning Region(s): 13 - Upper Front Range

Beginning Mile Post: 0

Ending Mile Post: 28.096

SH 144 from I-76 west of Wiggins to SH 52 in Ft Morgan and SH 39 from I-76 to SH 144

Vision Statement

The vision for the SH 144 Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, providing local access and making east-west connections within the west-central Morgan County area. This corridor is expected to be primarily comprised of passenger vehicles and truck freight in the future. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected remain relatively constant. The communities along the corridor value connections to other areas, safety, and system preservation. They depend primarily on agriculture for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Reduce fatalities, injuries and property damage crash rate

Preserve the existing transportation system

Strategies

Use improved striping paint / beads

Replace old signs

Improve Geometrics

Add passing lanes

Add turn lanes

Add/improve shoulders

Improve hot spots

Add Surface treatment/overlays

Bridge repairs/replacement

Promote environmental responsibility

Corridor Vision #20: US 287 North Rural

State Highway: US 287C

Planning Region(s): 13 - Upper Front Range

Beginning Mile Post: 355.85

Ending Mile Post: 384.77

US 287 from SH 14 (Ted's Place) to Laramie, Wyoming

Vision Statement

The vision for the US 287 North Rural corridor is primarily to maintain system quality as well as to improve safety. This corridor is on the National Highway System, connects to places outside the region, and makes north-south connections within the Fort Collins to Laramie area. This corridor is expected to be primarily comprised of passenger vehicles and truck freight in the future. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant while freight volume will increase. The communities along the corridor value connections to other areas and safety. Users of this corridor want to preserve the rural character of the area, support the movement of freight and tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals/Objectives

Support recreation travel

Accommodate growth in freight transport

Reduce fatalities, injuries and property damage crash rate

Maintain or improve pavement to optimal condition

Maintain statewide transportation connections

Strategies

Add and maintain accel/decel lanes

Add turn lanes

Add passing lanes

Add/improve shoulders

Improve hot spots

Flatten Slopes

Install rumble strips in high accident locations

Improve wildlife crossings

Promote environmental responsibility

APPENDIX D PROJECT PRIORITIZATION PROCESS





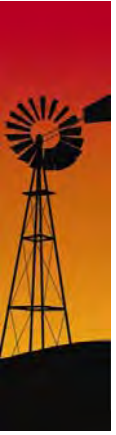
PROJECT PRIORITIZATION PROCESS

Project Categories

Based on the premise that projects should only be scored against similar projects, seven project categories have been established through the UFR planning process, as defined below:

- ▶ **Aviation** - This category includes projects that improve on-site airport activity (including equipment purchase, runway and terminal improvement/construction, economic development, etc.) and access to/from airport facilities (including links to other modes of transportation).
- ▶ **Bicycle/Pedestrian** - This category includes all projects with a primary purpose of providing for safe and efficient bicycle or pedestrian movement. They could include travelways or supporting facilities such as bike racks, storage lockers, etc.
- ▶ **Highway** - This category includes all projects, on the State Highway corridors, which have a primary objective of improving the infrastructure for safe and efficient vehicular movement. Such projects could include new roadways, roadway widening, toll roads or lanes, intersection improvements, shoulder widening, High Occupancy Vehicle (HOV) lanes and ride-sharing park-and-ride lots.
 - **Intersection Improvement Pool** – This project category is a subset, or pool, of projects within the Highway category. This pool has been created in order to emphasize the importance of intersection improvements to the region. Projects eligible for the pool include intersection geometric improvements as well as traffic signalization.
- ▶ **Rail** - Projects in this category include any projects which would enhance service or supporting facilities/infrastructure for passenger rail, would maintain and improve the rail system for freight haul, and would improve rail/highway grade crossing.
- ▶ **System Preservation** - Projects in this category include projects which preserve, through reconstruction, the existing State Highway corridors without significantly changing the current geometrics of the roadway.
- ▶ **Transit** - These projects include vehicle purchase, service expansion and operations, and supporting facilities/infrastructure (such as transfer centers, transit park-and-ride lots, etc.) for regional bus service, city bus systems, and paratransit services.
- ▶ **Transportation Support Systems** - These projects include those less traditional improvements which provide support to the infrastructure system. This category shall remain flexible and could include projects and studies such as telecommuting, ITS, access management, traffic signal systems, travel demand management (TDM), carpools and vanpools, intermodal facilities, and feasibility studies.

Local entities in the UFR submit projects only for the Bicycle/Pedestrian, Highway (including the Intersection Improvement Pool), Rail, System Preservation, and Transportation Support Systems categories. These are the projects which compete for the Regional Priorities Program dollars that are allocated to the UFR. Projects in the Transit and Aviation categories are



typically identified through other sources and receive funding through the Federal Transit Authority and the Federal Aviation Association, respectively. Transit projects are addressed through the Transit Element of the RTP or through local Transit Development Plans, or other transit studies. Aviation projects are identified and prioritized by the CDOT Division of Aeronautics in association with a subcommittee comprised of airport managers in the region. Therefore, the remainder of this guidebook focuses on the five project categories for which the communities in the UFR submit projects.

In addition to submitting projects for the RTP, local communities are encouraged to compete for the funding of Transportation Enhancement projects. This process, which occurs every two or three years, is conducted outside of the process for the development of the Regional Transportation Plan. Therefore, a separate section is included in this guidebook addressing Enhancement projects (see page 34).

Evaluation Criteria

After all of the projects have been submitted, the Executive Committee commences the process of scoring each project. The projects are scored based on how well they meet seven evaluation criteria, each of which relates to one or more of the goals established for the UFR RTP. The seven evaluation criteria and their definitions are listed in the following section.

- ▶ **Safety** - Projects should enhance safety by addressing an existing hazardous situation, a potentially unsafe situation, or a transportation facility of substandard design.
- ▶ **Maintain Existing System** - Projects should reconstruct existing roadway segments of regional significance or should replace or rehabilitate other transportation facilities or equipment.
- ▶ **Relative Benefits/Relative Costs** - Projects should project a positive relative benefit/cost ratio, including minimizing long-term operating and maintenance costs.
- ▶ **Congestion Relief** - Projects should reduce congestion by capacity or operational improvements, or by reducing demand through trip reduction or shifts to alternative modes.
- ▶ **Social and Environmental Impact** - Projects should improve the quality of the environment in the region (air quality, noise pollution, energy consumption, etc.), should provide choices for transit-dependent populations; and should mitigate any disproportionately high and adverse effects on low-income and minority populations.
- ▶ **Ability to Implement/Public Support** - Projects should be readily able to obtain necessary approvals, necessary acquisitions should be achievable, and public support should be evident.
- ▶ **System Continuity** - Projects should complete gaps or improve incomplete or inadequate segments of the regional system. Emphasis should be placed on regional connections (major origins to major destinations) rather than local connections (within communities).



Project Scoring

Seven evaluation criteria were established to be used in each of the project categories. The Executive Committee has agreed that the assessment measures for a criterion may differ for each project category. Further, it was recognized that the relative importance of each criterion could be different for the various project categories. Therefore, a scoring and weighting system was agreed to for each project category. Scoring guidelines were prepared to provide guidance on how a project should be scored (with scores ranging from 0 to 3) for each evaluation criterion. These scores were then multiplied by the assigned weight for each criterion and summed to obtain total weighted points for a project. The weighted points are then used to rank projects within each project category. The Safety and Congestion Relief categories generally carry the highest weights, representing the highest priorities for the region.

The scoring committee for the UFR 2030 RTP consists of the Executive Committee members plus a staff member from each of the three counties and CDOT.

Weighting of Evaluation Criteria by Project Category

The following table summarizes the weights assigned to each evaluation criterion for the six project categories. Only five of the seven evaluation criteria are used in the scoring of Intersection Improvement Pool projects because the Maintain Existing System and Social and Environmental Impact criteria are not applicable to intersection improvement projects. A “sample” scoring sheet has been provided, showing how a project score in a given criterion is weighted to determine weighted points for that score. The weighted points for the seven criteria are then summed, and projects are ranked by their total points.

WEIGHTING OF EVALUATION CRITERIA BY PROJECT CATEGORY

Evaluation Criteria	Assigned Weight by Project Category					
	Bicycle/ Pedestrian	Highway	Intersection Improvement Pool	Rail	System Preservation	Transportation Support Systems
Safety	17	22	27	19	14	20
Maintain Existing System	12	20	N/A	12	23	9
Relative Benefits/Relative Costs	11	15	17	18	24	18
Congestion Relief	14	16	32	16	7	23
Social and Environmental Impact	7	8	N/A	8	4	7
Ability to Implement/Public Support	15	9	11	15	12	13
System Continuity	24	10	13	12	16	10
	100	100	100	100	100	100

Planning Guidebook for Upper Front Range 2030 Regional Transportation Plan



SAMPLE SCORING SHEET PROJECT CATEGORY: HIGHWAY

Projects	Safety Wt. = 22		Maintain Existing System Wt. = 20		Relative Benefits/ Relative Costs Wt. = 15		Congestion Relief Wt. = 16		Social and Environmental Impact Wt. = 8		Ability to Implement/ Public Support Wt. = 9		System Continuity Wt. = 10		Total Wtd. Pts
	Score	Wtd. Pts	Score	Wtd. Pts	Score	Wtd. Pts	Score	Wtd. Pts	Score	Wtd. Pts	Score	Wtd. Pts	Score	Wtd. Pts	
A.															
B.															
C.															
D.															
E.															
F.															
G.															
H.															
I.															
J.															



Cross-Category Prioritization

After the projects have been scored and ranked in each of the five project categories, the fiscally constrained list of projects is established based on the available funding level for the Upper Front Range and the percentage of the resources allocated to the various project categories. The next step is to combine the fiscally constrained projects into one multi-modal list, prioritized across project categories. The concept driving the recommended cross-category prioritization process is to spend the resources that have been allocated to each project category at an equal rate. The following is a description of the method the Executive Committee has established for cross-category prioritization. It should be noted that cross-category prioritization will include the fiscally constrained projects, plus those projects that fall within an additional 20% of the total dollar amount allocated to each project category. The purpose of the additional 20% is to account for potential fluctuations in the funding level available to the UFR.

The cross-category prioritization is based on the percent of the total project category resources that have already been allocated to higher ranked projects. The first six projects on the list will be the top project in each category, beginning with the category that has the highest resource allocation, with the remaining projects following in descending order of resource allocation. For the purpose of cross-category prioritization, the Intersection Improvement Pool is treated as its own category, separate from the general Highway category. Then, each project has a percentage associated with it, which represents the cumulative amount of resources that have been spent in that particular category. For example, the percentage associated with the second-ranked Highway project is the cost of the first-ranked Highway project divided by the total resources for the Highway category. For the third-ranked Highway project, the percent is the cost of the first-ranked plus the second-ranked Highway projects divided by the total resources for the Highway category, and so on. After a percentage is established for all remaining projects in the five categories, the projects are simply ranked in increasing order of the percentage. For example, if a Highway project had a percentage of 11.6% and a System Preservation project had a percentage of 11.7%, the Highway project would be ranked ahead of the System Preservation project.

In the past, transit and aviation projects have not competed for Regional Priorities Program (RPP) dollars. Therefore, they do not need to be included in the cross-category prioritization. If the Regional Planning Commission chooses to allow certain transit or aviation projects to compete for RPP dollars in the future, such projects would need to be incorporated into the cross-category prioritized project list.

Scoring Guidelines

The following pages provide the specific guidelines for scoring a project on each evaluation criterion. The scorer should choose the definition which best fits the evaluation of a project.

Upper Front Range 2030 Regional Transportation Plan



Scoring Guidelines: Project Category – BICYCLE/PEDESTRIAN		
Criterion	Assessment	Score
Safety (Weight = 17)	Project will eliminate conflicts between bicyclists/pedestrians and autos or trains, or will improve a situation which has resulted in recorded bike/pedestrian accidents with autos/trains.	3
	Project will improve (but not eliminate) a situation in which bicyclists/pedestrians are in direct conflict with autos or trains, but where no accidents have been reported.	2
	Project will improve a bicycle or pedestrian facility which presents a hazard to bicyclists or pedestrians without any conflicts with autos or trains.	1
	Project will have no discernible safety benefits for bicyclists or pedestrians.	0
Maintain Existing System (Weight = 12)	Project will reconstruct an existing bicycle or pedestrian facility or construct a new facility.	3
	Project will rehabilitate an existing bicycle or pedestrian facility.	2
	Project will provide spot improvements to an existing bicycle or pedestrian facility.	1
	Project will not provide any improvement to the existing bicycle or pedestrian infrastructure.	0



Scoring Guidelines: Project Category – BICYCLE/PEDESTRIAN				
Criterion	Assessment			Score
Relative Benefits/ Relative Costs (Weight = 11)	<i>BENEFITS</i>			
		<u>High</u>	<u>Moderate</u>	<u>Low</u>
	<i>COSTS</i>			
	Low	3	3	2
	Moderate	3	2	1
High	2	1	0	
	<i>DEFINITION OF BENEFITS:</i>			
	High	If the project will create a high level of benefit for at least a moderate number of persons; <u>or</u> if the project will significantly reduce high operating/maintenance costs.		
	Low	If the project will create only a small benefit (regardless of how many people are affected); <u>or</u> if the project will affect only a few persons (regardless of how great the improvement).		
	<i>DEFINITION OF COSTS:</i>			
	A measure of the capital costs and maintenance costs of this particular project relative to the cost to do other projects of this type.			
Congestion Relief (Weight = 14)	System will primarily serve non-recreational travel, and will be located along or will provide a parallel facility to a heavily traveled roadway.			3
	Project will primarily serve non-recreational travel, but will provide a parallel facility to low volume or moderately traveled roadways.			2
	Project will serve primarily recreational travel (but some non-recreational travel), and will be located along or will provide a parallel facility to a heavily traveled roadway.			1
	Project has little or no potential to reduce congestion on nearby roadways.			0



Scoring Guidelines: Project Category – BICYCLE/PEDESTRIAN		
Criterion	Assessment	Score
Social and Environmental Impact (Weight = 7)	Project would clearly improve air quality by reducing pollutants (through reduction in VMT or improved traffic flow), and any adverse impacts to the environment would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations and would provide transportation choices for transit-dependent populations.	3
	Project may improve air quality and any adverse impacts would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations and may provide transportation choices for transit-dependent populations.	2
	Project would not improve, but would have no adverse impacts on, air quality or other environmental objectives. Project would not have disproportionately high and adverse effects on low-income or minority populations, but would not provide transportation choices for transit-dependent populations.	1
	Project could have adverse impacts on air quality or other environmental objectives that would be difficult to mitigate <u>or</u> project could have disproportionately high and adverse effects on low-income or minority populations and would not provide transportation choices for transit-dependent populations.	0
Ability to Implement/ Public Support (Weight = 15)	Approval/design/acquisition requirements can readily be achieved; there are no institutional barriers to address; and project clearly has public support.	3
	Approval/design/acquisition requirements may be achieved; there are institutional issues, but they can be resolved easily; and project has moderate public support.	2
	Approval/design/acquisition requirements may be achieved; and institutional issues can be addressed but will be difficult; and public support is weak.	1
	Approval/design/acquisition requirements or institutional issues will be very difficult or may be insurmountable, or substantial public opposition exists.	0

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Scoring Guidelines: Project Category – BICYCLE/PEDESTRIAN		
Criterion	Assessment	Score
System Continuity (Weight = 24)	Project will complete a missing link in the regional plan or will complete a link to a school.	3
	Project will partially complete a missing link, or improve an existing link, in the regional plan or will complete a link to a major destination other than a school.	2
	Project will complete a missing link in a local plan.	1
	Project will not address a missing link in the system, either regionally or locally.	0



Scoring Guidelines: Project Category – HIGHWAY		
Criterion	Assessment	Score
Safety (Weight = 22)	Location is considered from a safety evaluation as a “high hazard” situation; project is clearly expected to improve problem.	3
	Location is of substandard design and has a higher than average accident rate but is not a “high hazard” location; project would bring facility up to current standards, for a long distance.	3
	Location is of substandard design and has a higher than average accident rate but is not a “high hazard” location; project would bring facility up to standards for a short distance or at a spot location.	2
	Location is perceived by the public as highly hazardous but has not experienced large numbers of accidents; project is expected to help avoid “near misses” or to bring facility up to current standards.	2
	Location is a “high hazard” situation; project is expected to have only limited success at reducing accidents.	2
	Location is of substandard design, not higher than average accident rates, not perceived by the public as hazardous; project would bring facility up to current standards.	1
	Project would not provide any beneficial effects on safety.	0
Maintain Existing System (Weight = 20)	Project will reconstruct existing roadway to current standards for pavement structure, roadway geometry, and drainage.	3
	Project will reconstruct existing roadway to current standards for pavement structure only.	2
	Project will rehabilitate existing roadway to current standards for items other than pavement.	1
	Project will have only short-term effect on useful life of an existing roadway.	0



Scoring Guidelines: Project Category – HIGHWAY				
Criterion	Assessment			Score
Relative Benefits/ Relative Costs (Weight = 15)	<i>BENEFITS</i>			
		<u>High</u>	<u>Moderate</u>	<u>Low</u>
	<i>COSTS</i>			
	Low	3	3	2
	Moderate	3	2	1
	High	2	1	0
	<i>DEFINITION OF BENEFITS:</i>			
	<p>High If the project will create a high level of benefit for at least a moderate number of persons <u>or</u> if the project will significantly reduce high maintenance costs, <u>and</u> if the project will have a positive economic impact on development consistent with applicable land use plans in the region.</p> <p>Low If the project will create only a small benefit (regardless of how many people are affected); <u>or</u> if the project will affect only a few persons (regardless of how great the improvement); <u>or</u> if the project will create development inconsistent with applicable land use plans in the region.</p>			
	<i>DEFINITION OF COSTS:</i>			
	A measure of the capital costs and operational maintenance costs of this particular project relative to the same costs for other projects of this type.			
Congestion Relief (Weight = 16)	Congestion is frequently experienced and project will measurably improve capacity and/or travel time.			3
	Congestion is experienced primarily at peak hours and project will measurably improve capacity and/or travel time.			2
	Congestion is currently experienced but project might only moderately improve problem.			2
	Congestion is not currently experienced but is predicted to occur by the end of 20 years and project would improve problem.			1
	Congestion is not experienced or predicted; project would improve capacity or measurably improve travel time.			1
	The project would not measurably improve any congestion problems.			0



Scoring Guidelines: Project Category – HIGHWAY		
Criterion	Assessment	Score
Social and Environmental Impact (Weight = 8)	Project would clearly improve air quality by reducing pollutants (through reduction in VMT or improved traffic flow), and any adverse impacts to the environment would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations.	3
	Project may improve air quality and any adverse impacts would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations.	2
	Project would not improve, but would have no adverse impacts on, air quality or other environmental objectives. Project would not have disproportionately high and adverse effects on low-income or minority populations.	1
	Project could have adverse impacts on air quality or other environmental objectives that would be difficult to mitigate <u>or</u> project could have disproportionately high and adverse effects on low-income or minority populations.	0
Ability to Implement/ Public Support (Weight = 9)	Approval/design/acquisition requirements can readily be achieved; there are no institutional barriers to address; and project clearly has public support.	3
	Approval/design/acquisition requirements may be achieved; there are institutional issues, but they can be resolved easily; and project has moderate public support.	2
	Approval/design/acquisition requirements may be achieved; and institutional issues can be addressed but will be difficult; and public support is weak.	1
	Approval/design/acquisition requirements or institutional issues will be very difficult or may be insurmountable, or substantial public opposition exists.	0

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Scoring Guidelines: Project Category – HIGHWAY		
Criterion	Assessment	Score
System Continuity (Weight = 10)	Project will complete a segment which helps to provide a continuous link between two points of regional significance for either passenger travel or freight haul movement.	3
	Project will bring to standards an existing segment which is of regional significance for either passenger travel or freight haul movement.	2
	Project will complete or bring to standards a segment which enhances continuity of a local system.	1
	Project is on a segment which does not enhance continuity of either a regional or a local system.	0

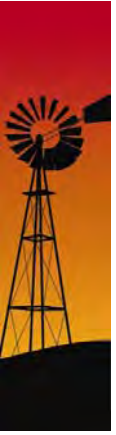


Scoring Guidelines: Project Category – INTERSECTION IMPROVEMENT POOL																							
Criterion	Assessment			Score																			
Safety (Weight = 27)	Intersection is considered from a safety evaluation as a “high hazard” situation; project is clearly expected to improve problem.			3																			
	Intersection is of substandard design and has a higher than average accident rate but is not a “high hazard” location; project would bring intersection up to standards.			2																			
	Intersection is perceived by the public as highly hazardous but has not experienced large numbers of accidents; project is expected to help avoid “near misses” or to bring intersection up to current standards.			2																			
	Intersection is a “high hazard” situation; project is expected to have only limited success at reducing accidents.			2																			
	Intersection is of substandard design, not higher than average accident rates, not perceived by the public as hazardous; project would bring intersection up to current standards.			1																			
	Project would not provide any beneficial effects on safety.			0																			
Relative Benefits/ Relative Costs (Weight = 17)	<p><i>BENEFITS</i></p> <table border="0"> <tr> <td></td> <td style="text-align: center;"><u>High</u></td> <td style="text-align: center;"><u>Moderate</u></td> <td style="text-align: center;"><u>Low</u></td> </tr> <tr> <td><i>COSTS</i></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Low</td> <td style="text-align: center;">3</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> </tr> <tr> <td>Moderate</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> </tr> <tr> <td>High</td> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> </tr> </table> <p><i>DEFINITION OF BENEFITS:</i></p> <p>High If the project will create a high level of benefit for at least a moderate number of persons <u>or</u> if the project will significantly reduce high maintenance costs.</p> <p>Low If the project will create only a small benefit (regardless of how many people are affected); <u>or</u> if the project will affect only a few persons (regardless of how great the improvement).</p> <p><i>DEFINITION OF COSTS:</i></p> <p>A measure of the capital costs and operational maintenance costs of this particular project relative to the same costs for other projects of this type.</p>				<u>High</u>	<u>Moderate</u>	<u>Low</u>	<i>COSTS</i>				Low	3	3	2	Moderate	3	2	1	High	2	1	0
	<u>High</u>	<u>Moderate</u>	<u>Low</u>																				
<i>COSTS</i>																							
Low	3	3	2																				
Moderate	3	2	1																				
High	2	1	0																				



Scoring Guidelines: Project Category – INTERSECTION IMPROVEMENT POOL		
Criterion	Assessment	Score
Congestion Relief (Weight = 32)	Congestion is frequently experienced and project will measurably improve capacity and/or reduce delay at the intersection.	3
	Congestion is experienced primarily at peak hours and project will measurably improve capacity and/or reduce delay at the intersection.	2
	Congestion is currently experienced at the intersection but project might only moderately improve problem.	2
	Congestion is not currently experienced at the intersection but is predicted to occur by the end of 25 years and project would improve problem.	1
	Congestion is not experienced or predicted; project would improve capacity or measurably improve delay at the intersection.	1
	The project would not measurably improve any congestion problems at the intersection.	0
Ability to Implement/ Public Support (Weight = 11)	Approval/design/acquisition of right-of-way requirements can readily be achieved; there are no institutional barriers to address; and project clearly has public support.	3
	Approval/design/acquisition of right-of-way requirements may be achieved; there are institutional issues, but they can be resolved easily; and project has moderate public support.	2
	Approval/design/acquisition of right-of-way requirements may be achieved; and institutional issues can be addressed but will be difficult; and public support is weak.	1
	Approval/design/acquisition of right-of-way requirements or institutional issues will be very difficult or may be insurmountable, or substantial public opposition exists.	0

Upper Front Range 2030 Regional Transportation Plan



Scoring Guidelines: Project Category – INTERSECTION IMPROVEMENT POOL		
Criterion	Assessment	Score
System Continuity (Weight = 13)	Project will improve an intersection of two regionally significant roadways <u>and</u> will enhance the efficiency of the roadway or signal system.	3
	Project will improve an intersection located on a roadway of regional significance <u>and</u> will enhance the efficiency of the roadway or signal system.	2
	Project will strengthen the continuity of a local system.	1
	Project will not enhance continuity of either a regional or a local system.	0



Scoring Guidelines: Project Category – RAIL		
Criterion	Assessment	Score
Safety (Weight = 19)	Project will eliminate an unsafe rail line; or will significantly improve rail passenger/employee security; or will grade separate a highway/rail crossing.	3
	Project will enhance an unsafe situation on a rail line; or will improve rail passenger/employee security at a low activity location; or will provide substantial protection device improvement at a highway/rail crossing.	2
	Project will improve only equipment/assets safety or security, or will provide some protection device improvement at a highway/rail crossing.	1
	Project will have no identifiable safety benefits.	0
Maintain Existing System (Weight = 12)	Project will significantly improve rail lines and/or highway/rail crossings through reconstruction or rehabilitation such that existing services are maintained at expected optimal service levels.	3
	Project will moderately improve rail lines and/or highway/rail crossings through reconstruction or rehabilitation such that existing services are maintained at reasonable service levels.	2
	Project will minimally improve rail lines and/or highway/rail crossings through reconstruction or rehabilitation such that existing services are maintained at minimal levels.	1
	Project will not improve rail lines and/or highway/rail crossings.	0



Scoring Guidelines: Project Category – RAIL				
Criterion	Assessment			Score
Relative Benefits/ Relative Costs (Weight = 18)	<i>BENEFITS</i>			
		<u>High</u>	<u>Moderate</u>	<u>Low</u>
	<i>COSTS</i>			
	Low	3	3	2
	Moderate	3	2	1
	High	2	1	0
<i>DEFINITION OF BENEFITS:</i>				
<p>High If the project will create a high level of benefit for at least a moderate number of persons <u>or</u> if the project will enhance freight movement on a regionally significant line; <u>and</u> if the project will have a positive economic impact on development consistent with applicable land use plans in the region.</p>				
<p>Low If the project will create only a small benefit (regardless of how many people are affected); <u>or</u> if the project will affect only a few persons (regardless of how great the improvement); <u>or</u> if the project will create development inconsistent with applicable land use plans in the region.</p>				
<i>DEFINITION OF COSTS:</i>				
<p>A measure of the capital costs and operating/maintenance costs of this particular project relative to the same costs for other projects of this type.</p>				



Scoring Guidelines: Project Category – RAIL		
Criterion	Assessment	Score
Congestion Relief (Weight = 16)	Project will significantly reduce congestion on the rail system; or will significantly reduce traffic congestion at one or more highway/rail crossings on a heavily traveled highway; or will provide a significant shift to rail from a congested roadway corridor.	3
	Project will result in moderate reduction in congestion on the rail system; or will reduce traffic congestion at one or more highway/rail crossings on a moderately traveled highway; or will provide a moderate shift to rail from a heavily traveled roadway corridor.	2
	Project will provide some relief to rail system congestion; or will reduce traffic congestion at one or more highway/rail crossings on a low volume roadway; or will provide some shift to rail from a heavily traveled roadway corridor.	1
	Project will have no effect on rail system congestion; will not reduce traffic congestion at highway/rail crossings; and will not shift travelers from a heavily traveled roadway corridor.	0
Social and Environmental Impact (Weight = 8)	Project would clearly improve air quality by reducing pollutants (through reduction in VMT or improved traffic flow), and any adverse impacts to the environment would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations.	3
	Project may improve air quality and any adverse impacts would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations.	2
	Project would not improve, but would have no adverse impacts on, air quality or other environmental objectives. Project would not have disproportionately high and adverse effects on low-income or minority populations.	1
	Project could have adverse impacts on air quality or other environmental objectives that would be difficult to mitigate <u>or</u> project could have disproportionately high and adverse effects on low-income or minority populations.	0

Upper Front Range 2030 Regional Transportation Plan



Scoring Guidelines: Project Category – RAIL		
Criterion	Assessment	Score
Ability to Implement/ Public Support (Weight = 15)	Design/acquisition requirements can readily be achieved; there are no institutional barriers to address; and project clearly has public support.	3
	Design/acquisition requirements can be achieved; there are institutional issues, but they can be resolved easily; and project has moderate public support.	2
	Design/acquisition requirements can be achieved; and institutional issues can be addressed, but will be difficult; or public support is weak.	1
	Design/acquisition requirements or institutional issues will be very difficult or may be insurmountable, or substantial public opposition exists.	0
System Continuity (Weight = 12)	Project will complete a missing segment which will help to provide a continuous route between two points of regional significance.	3
	Project will bring to standards an existing segment which is of regional significance.	2
	Project will complete or bring to standards a segment which enhances local system continuity only.	1
	Project is on a segment which enhances neither regional nor local continuity of the rail system.	0



Scoring Guidelines: Project Category – SYSTEM PRESERVATION		
Criterion	Assessment	Score
Safety (Weight = 14)	Location is considered from a safety evaluation as a “high hazard” situation; project is clearly expected to improve problem.	3
	Location is of substandard design and has a higher than average accident rate but is not a “high hazard” location; project would bring facility up to current standards, for a long distance.	3
	Location is of substandard design and has a higher than average accident rate but is not a “high hazard” location; project would bring facility up to standards for a short distance or at a spot location.	2
	Location is perceived by the public as highly hazardous but has not experienced large numbers of accidents; project is expected to help avoid “near misses” or to bring facility up to current standards.	2
	Location is a “high hazard” situation; project is expected to have only limited success at reducing accidents.	2
	Location is of substandard design, not higher than average accident rates, not perceived by the public as hazardous; project would bring facility up to current standards.	1
	Project would not provide any beneficial effects on safety.	0
Maintain Existing System (Weight = 23)	Project will reconstruct existing roadway to current standards for pavement structure, roadway geometry, and drainage.	3
	Project will reconstruct existing roadway to current standards for pavement structure only.	2
	Project will rehabilitate existing roadway to current standards for items other than pavement.	1
	Project will have only short-term effect on useful life of an existing roadway.	0

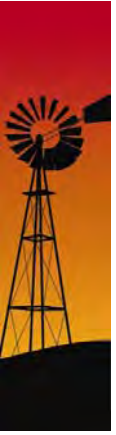


Scoring Guidelines: Project Category – SYSTEM PRESERVATION				
Criterion	Assessment			Score
Relative Benefits/ Relative Costs (Weight = 24)	<i>BENEFITS</i>			
		<u>High</u>	<u>Moderate</u>	<u>Low</u>
	<i>COSTS</i>			
	Low	3	3	2
	Moderate	3	2	1
	High	2	1	0
	<i>DEFINITION OF BENEFITS:</i>			
	<p>High If the project will create a high level of benefit for at least a moderate number of persons <u>or</u> if the project will significantly reduce high maintenance costs, <u>and</u> if the project will have a positive economic impact on development consistent with applicable land use plans in the region.</p> <p>Low If the project will create only a small benefit (regardless of how many people are affected); <u>or</u> if the project will affect only a few persons (regardless of how great the improvement); <u>or</u> if the project will create development inconsistent with applicable land use plans in the region.</p>			
	<i>DEFINITION OF COSTS:</i>			
	A measure of the capital costs and operational maintenance costs of this particular project relative to the same costs for other projects of this type.			
Congestion Relief (Weight = 7)	Congestion is frequently experienced and project will measurably improve capacity and/or travel time.			3
	Congestion is experienced primarily at peak hours and project will measurably improve capacity and/or travel time.			2
	Congestion is currently experienced but project might only moderately improve problem.			2
	Congestion is not currently experienced but is predicted to occur by the end of 20 years and project would improve problem.			1
	Congestion is not experienced or predicted; project would improve capacity or measurably improve travel time.			1
	The project would not measurably improve any congestion problems.			0



Scoring Guidelines: Project Category – SYSTEM PRESERVATION		
Criterion	Assessment	Score
Social and Environmental Impact (Weight = 4)	Project would clearly improve air quality by reducing pollutants (through reduction in VMT or improved traffic flow), and any adverse impacts to the environment would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations.	3
	Project may improve air quality and any adverse impacts would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations.	2
	Project would not improve, but would have no adverse impacts on, air quality or other environmental objectives. Project would not have disproportionately high and adverse effects on low-income or minority populations.	1
	Project could have adverse impacts on air quality or other environmental objectives that would be difficult to mitigate <u>or</u> project could have disproportionately high and adverse effects on low-income or minority populations.	0
Ability to Implement/ Public Support (Weight = 12)	Approval/design/acquisition requirements can readily be achieved; there are no institutional barriers to address; and project clearly has public support.	3
	Approval/design/acquisition requirements may be achieved; there are institutional issues, but they can be resolved easily; and project has moderate public support.	2
	Approval/design/acquisition requirements may be achieved; and institutional issues can be addressed but will be difficult; and public support is weak.	1
	Approval/design/acquisition requirements or institutional issues will be very difficult or may be insurmountable, or substantial public opposition exists.	0

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Scoring Guidelines: Project Category – SYSTEM PRESERVATION		
Criterion	Assessment	Score
System Continuity (Weight = 16)	Project will significantly improve conditions on a segment which helps to provide a continuous link between two points of regional significance for either passenger travel or freight haul movement.	3
	Project will bring to standards an existing segment which is of regional significance for either passenger travel or freight haul movement.	2
	Project will complete or bring to standards a segment which enhances continuity of a local system.	1
	Project is on a segment which does not enhance continuity of either a regional or a local system.	0



Scoring Guidelines: Project Category – TRANSPORTATION SUPPORT SYSTEMS		
Criterion	Assessment	Score
Safety (Weight = 20)	Project will significantly improve safety for travelers in any mode. Project location/circumstance is considered “high hazard”.	3
	Project will moderately improve safety for travelers in any mode. Project location/circumstance is hazardous, but not “high hazard”, or is perceived to be highly hazardous.	2
	Project will result in some improvement of safety for travelers in any mode. Project location/circumstance is neither hazardous nor perceived by the public as hazardous.	1
	Project will result in no identifiable safety benefits.	0
Maintain Existing System (Weight = 9)	Project will significantly improve the transportation system through reconstruction/rehabilitation or replacement of equipment or facilities.	3
	Project will moderately improve the transportation system through reconstruction/rehabilitation or replacement of equipment or facilities.	2
	Project will minimally improve the transportation system through reconstruction/rehabilitation or replacement of equipment or facilities.	1
	Project will not improve the transportation system.	0



Scoring Guidelines: Project Category – TRANSPORTATION SUPPORT SYSTEMS				
Criterion	Assessment			Score
Relative Benefits/ Relative Costs (Weight = 18)	<i>BENEFITS</i>			
		<u>High</u>	<u>Moderate</u>	<u>Low</u>
	<i>COSTS</i>			
	Low	3	3	2
	Moderate	3	2	1
	High	2	1	0
	<i>DEFINITION OF BENEFITS:</i>			
	<p>High If the project will create a high level of benefit for at least a moderate number of persons, <u>and</u> if the project will have a positive economic impact on development consistent with applicable land use plans in the region.</p> <p>Low If the project will create only a small benefit (regardless of how many people are affected); <u>or</u> if the project will affect only a few persons (regardless of how great the improvement); <u>or</u> if the project will create development inconsistent with applicable land use plans in the region.</p>			
	<i>DEFINITION OF COSTS:</i>			
	A measure of the capital cost and ongoing costs of this particular project relative to the same costs for other projects of this type.			
Congestion Relief (Weight = 23)	Project will significantly reduce traffic congestion by reducing vehicle trips or VMT or by improving operations.			3
	Project will moderately reduce traffic congestion by reducing vehicle trips or VMT or by improving operations.			2
	Project will have some effect on traffic congestion by reducing vehicle trips or VMT or by improving operation.			1
	Project will not measurably improve traffic congestion.			0



Scoring Guidelines: Project Category – TRANSPORTATION SUPPORT SYSTEMS		
Criterion	Assessment	Score
Social and Environmental Impact (Weight = 7)	Project would clearly improve air quality by reducing pollutants (through reduction in VMT or improved traffic flow), and any adverse impacts to the environment would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations and would provide transportation choices for transit-dependent populations.	3
	Project may improve air quality and any adverse impacts would be minimal or could be mitigated. Project would not have disproportionately high and adverse effects on low-income or minority populations and may provide transportation choices for transit-dependent populations.	2
	Project would not improve, but would have no adverse impacts on, air quality or other environmental objectives. Project would not have disproportionately high and adverse effects on low-income or minority populations, but would not provide transportation choices for transit-dependent populations.	1
	Project could have adverse impacts on air quality or other environmental objectives that would be difficult to mitigate <u>or</u> project could have disproportionately high and adverse effects on low-income or minority populations.	0
Ability to Implement/ Public Support (Weight = 13)	Approval/design/acquisition requirement can be readily achieved; there are no institutional barriers to address, and project clearly has public support.	3
	Approval/design/acquisition requirements can be achieved; there are institutional issues affecting implementation, but they can be resolved easily; and project has moderate public support.	2
	Approval/design/acquisition requirements can be readily achieved; institutional issues in implementation can be addressed, but will be difficult; or public support is weak.	1
	Approval/design/acquisition requirements or institutional issues involved in implementation will be very difficult or may be insurmountable; or substantial public opposition exists.	0

Upper Front Range 2030 Regional Transportation Plan



Scoring Guidelines: Project Category – TRANSPORTATION SUPPORT SYSTEMS		
Criterion	Assessment	Score
System Continuity (Weight = 10)	Project will strongly enhance or support operations on a portion of the transportation system which has regional significance.	3
	Project will moderately enhance or support operations on a portion of the transportation system which has regional significance.	2
	Project will enhance and support operations on a portion of the transportation system which has regional significance.	1
	Project will not enhance or support operations on a portion of the transportation system which has regional significance.	0



APPENDIX E PROJECT SCORES

BICYCLE/PEDESTRIAN PROJECTS

Project #	Submitting Agency	Location	Description	Cost Estimate	Investment Category	Average Score
BP1	Dacono/Frederick/Fires	SH 52 at WCR 13/St. Vrain Legacy Trail	Pedestrian Bridge for St. Vrain Legacy Trail	\$700,000	Safety	162.3
BP2	Eaton	US 85 at 5th Street	Bicycle/Pedestrian Overpass	\$1,000,000	Safety	153.0
BP3	Estes Park	US 36 from Craggs Drive to Mary Lake Road	Sidewalk	\$375,000	Safety	233.5
BP4	Fort Morgan	SH 52 from Platte Avenue to I-76	Bicycle/Pedestrian Trail	\$375,000	Mobility	181.5
BP5	Fort Morgan	US 34 from Fort Morgan Canal to Barlow Road	Bicycle/Pedestrian Trail	\$400,000	Mobility	249.3
BP6	Hudson	SH 52 over I-76	Pedestrian and Lighting Improvements	\$750,000	Safety	170.0
BP7	Wellington	I-25 at SH 1	Bicycle/Pedestrian Overpass	\$1,000,000	Safety	231.8
BP8	Wiggins	US 6 from Town of Wiggins to Rest Area at I-76/SH 52	Bicycle/Pedestrian Trail	\$290,000	Mobility	136.5
BP9	Pierce	US 85 at Main Street	Bicycle/Pedestrian Overpass	\$1,500,000	Safety	130.8

BICYCLE/PEDESTRIAN TOTAL COST

\$6,390,000

HIGHWAY PROJECTS

Project #	Submitting Agency	Location	Description	Cost Estimate	Investment Category	Average Score
	CDOT	I-25 from Weld County Line to NFR Boundary	7th Pot Projects			
H1	UFR	Region wide	Intersection Improvement Pool			
H2	Dacono/Frederick	SH 52 from I-25 to WCR 13	Major Widening	\$6,358,000	Mobility	205.9
H3	Dacono/Frederick	SH 52 from WCR 13 to WCR 17	Major Widening	\$7,480,000	Mobility	223.8
H4	Estes Park	US 36 West of Downtown Estes Park	Minor Widening and Intersection Improvements	\$2,125,000	Safety	219.3
H5	Fort Morgan	I-76 at Barlow Road	Interchange Improvements	\$4,500,000	Safety	163.8
H7	Fort Morgan	I-76 at SH 52	Interchange Improvements	\$4,500,000	Safety	158.4
H8	Hudson	SH 52 from Hudson to Morgan County Line	Minor Widening	\$15,340,000	Safety	180.6
H9	Hillrose	US 6 at East Street in Hillrose	Correct Flooding	\$25,000	System Quality	126.6
H10	Hillrose	I-76 at US 6	Correct Acceleration Lane Geometry	\$11,700,000	Safety	186.8
H11	Kersey	US 34 at WCR 55	New Intersection	\$1,500,000	Mobility	76.3
H12	Lochbuie	I-76 at WCR 4	New Interchange Complex	\$25,740,000	Mobility	107.4
H13	Lochbuie	I-76 at WCR 4	Realignment of Frontage Road	\$530,000	Mobility	144.5
H15	Mead	I-25 at WCR 34 (Mead) Interchange	Replace Interchange	\$7,500,000	Mobility	160.0
H16	Mead	I-25 at WCR 34 (Mead) Interchange	Park-n-Ride Lot	\$1,000,000	Mobility	88.0
H18	Severance	SH 14 from NFR to WCR 23	Major Widening	\$16,380,000	Mobility	152.6
H19	Wellington	I-25 at SH 1	Interchange Reconstruction	\$7,000,000	System Quality	180.8
H20	CDOT	SH 7 from Carriage Drive to Boulder County Line	Minor Widening	\$19,680,000	System Quality	191.0
H21	CDOT	SH 52 from US 85 to e/o Fulton Ditch (Ft. Lupton)	Safety, Additional EB Lane	\$12,144,000	Mobility	222.1
H22	CDOT	SH 52 from Boulder County Line to I-25	Major Widening	\$15,012,000	Mobility	210.3
H23	CDOT	SH 52 from WCR 17 to US 85	Major Widening	\$42,300,000	Mobility	216.1
H24	CDOT	SH 66 from WCR 13 to US 85	Major Widening	\$37,700,000	Mobility	205.0
H25	CDOT	SH 66 from Boulder County Line to WCR 13	Major Widening	\$22,670,000	Mobility	220.9
H26	CDOT	SH 71 from Washington County Line to Brush	Minor Widening	\$22,535,000	Mobility	186.1
H27	CDOT	SH 71 from Brush to SH 14	Minor Widening	\$28,058,000	System Quality	177.5
H28	CDOT	US 34 from Dry Gulch Road to Mall Road (Estes Park)	Major/Minor Widening, Safety	\$2,747,000	Mobility	220.0
H29	CDOT	US 36 from Estes Park to Boulder County Line	Minor Widening/Passing Lane	\$7,040,000	Mobility	235.4
H30	Larimer County	US 287 at LCR 54G	New Interchange	\$11,700,000	Safety	186.5
H31	Larimer County	SH 14 from US 287 to Larimer County Line	Passing Lane and Geometric Improvements	\$15,200,000	Safety	189.4
H32	Ault	US 85 from Ault to Pierce	Minor Widening	\$1,062,000	Safety	189.0
H33	Morgan County	I-76 Frontage Road from MCR 27 to SH 71	Safety/Traffic Operations/TSM	\$1,400,000	Mobility	105.0
H34	Nunn	US 85 through Nunn	Pave Accesses/Install Access Control Devices	\$250,000	Safety	140.8
H35	Morgan County	SH 52 from MCR T.5 to SH 14	Minor Widening	\$15,000,000	Safety	169.3
H36	Morgan County	SH 52 from Weld County Line to Wiggins	Minor Widening	\$10,000,000	Safety	189.8
H37	Erie	I-25 at WCR 10	New Interchange	\$4,000,000	Mobility	137.8
H38	Larimer County	US 34 from Loveland to Estes Park	Minor Widening/passing lane	\$15,200,000	Safety	208.8
H39	Fort Lupton	US 85 at WCR 8	New Interchange	\$12,000,000	Safety	170.5
H40	Fort Lupton	US 85 at WCR 14.5	New Interchange	\$16,000,000	Mobility	157.5
H41	Morgan County	US 34 from I-76 to US 6	Minor Widening	\$32,000,000	Safety	199.9
H42	Larimer County	SH 1 from I-25 to NFR boundary	Reconstruction of Curves and Minor Widening	\$2,065,000	System Quality	179.4
H43	Brush	SH 71 from I-76 North FR to MCR T	Five Lane Cross Section	\$1,532,000	Mobility	87.0
H44	Brush	SH 71 from SH 14 to Nebraska border	Selective Widening, Safety	\$73,640,000	Mobility	134.9
H45	Ault	SH 14 at Coal Bank Creek (between WCR 27 and 29)	Bridge Replacement	\$2,000,000	System Quality	153.6

HIGHWAY TOTAL COST

\$534,613,000

INTERSECTION IMPROVEMENT POOL PROJECTS (H1)

<i>Project #</i>	<i>Submitting Agency</i>	<i>Location</i>	<i>Description</i>	<i>Cost Estimate</i>	<i>Investment Category</i>	<i>Average Score</i>
H1-1	Eaton	US 85 at WCR 74 (Collins Street)	Traffic Signal and Intersection Improvements	\$500,000	Safety	211.3
H1-2	Eaton	US 85 at WCR 76	Traffic/Train Signal and Intersection Improvements	\$1,000,000	Safety	135.1
H1-3	Eaton	US 85 at WCR 72	Traffic/Train Signal and Intersection Improvements	\$1,500,000	Safety	115.9
H1-4	Eaton	US 85 at Colorado Parkway	Traffic Signal	\$500,000	Safety	122.6
H1-5	Fort Morgan	US 34 at Barlow Road	Intersection Improvements	\$500,000	Safety	199.0
H1-6	Gilcrest	US 85 at WCR 42	Traffic Signal and Intersection Improvements	\$1,500,000	System Quality	213.9
H1-7	Hudson	SH 52 at Cedar Street	Traffic Signal and Intersection Improvements	\$700,000	Safety	172.5
H1-8	Kersey	US 34 at 1st Street	Traffic Signal	\$410,000	Safety	235.0
H1-9	Lochbuie	I-76 Frontage Road at WCR 2	Traffic Signal and Intersection Improvements	\$1,500,000	Safety	152.9
H1-10	Mead	SH 66 at WCR 5	Traffic Signal and Intersection Improvements	\$1,500,000	Safety	163.8
H1-11	Mead	SH 66 at WCR 7	Traffic Signal and Intersection Improvements	\$2,000,000	Safety	172.5
H1-12	Mead	SH 66 at Mead Street	Traffic Signal and Intersection Improvements	\$1,500,000	Safety	181.3
H1-13	Mead	SH 66 at WCR 9.5	Traffic Signal and Intersection Improvements	\$1,500,000	Safety	142.3
H1-14	Mead	SH 66 at WCR 13	Traffic Signal and Intersection Improvements	\$1,500,000	Safety	219.6
H1-15	Nunn	US 85 at WCR 104 (UPRR Bridge)	Intersection Improvements	\$250,000	Safety	86.5
H1-16	Nunn	US 85 at WCR 100	Intersection Improvements	\$500,000	Safety	135.0
H1-17	Platteville	US 85 at Grand Avenue (WCR 32)	Traffic Signal and Intersection Improvements	\$1,000,000	Safety	195.3
H1-18	Platteville	US 85 at WCR 34	Traffic Signal and Intersection Improvements	\$1,500,000	Safety	170.8
H1-19	Platteville	SH 66 at Division	School Crossing Intersection Improvements	\$150,000	Safety	123.9
H1-20	Platteville	US 85 at SH 60	Intersection Improvements	\$1,500,000	Safety	214.4
H1-21	Severance	SH 14 at SH 257	Traffic Signal and Intersection Improvements	\$1,000,000	Safety	163.8
H1-22	Wellington	I-25 at SH 1	Interchange Signalization	\$500,000	Safety, Mobility	195.8
H1-23	Wellington	SH 1 at LCR 9	Intersection Improvements	\$600,000	Safety	154.8
H1-24	CDOT	US 85 at WCR 2.5, WCR 4 and WCR 6.25	Intersection Improvements (RIRO or 3/4)	\$176,000	Safety	202.0
H1-25	CDOT	US 85 at WCR 8 (Ft Lupton)	Improve Intersection (3/4)	\$76,800	Safety	195.6
H1-26	CDOT	US 85 at Main Street and Elm Street (Gilcrest)	Close Main Street, Improve Elm Street	\$303,000	Safety	197.3
H1-27	Severance	SH 14 at WCR 23	Traffic Signal and Intersection Improvements	\$1,500,000	Safety	132.1
H1-28	CDOT	US 85 at WCR 44 & SH 256 (Peckham)	Intersection Improvements	\$2,293,000	Safety	176.5
H1-29	CDOT	US 85 at WCR 36, 38, 29, 40, 46 & 48	Intersection Improvements	\$5,850,000	Safety	165.0
H1-30	Fort Lupton	US 85 Business Route at SH 52	Traffic Signal and Intersection Improvements	\$900,000	Mobility	215.5
H1-31	Larimer County	SH 14 at LCR 63E	Intersection Improvements	\$700,000	Safety	127.8
H1-32	Larimer County	US 287 at LCR 80C	Intersection Improvements	\$365,000	Safety	120.6
H1-33	Ault	SH 14 at Alpine Avenue	Intersection and School Crossing Improvement	\$150,000	Safety	122.5
H1-34	Dacono/Frederick/Weld	SH 52 at CR 13	Traffic Signal and Intersection Improvements	\$1,500,000	Safety	224.1
H1-35	Frederick	I-25 East FR at WCR 18	Intersection Improvements	\$1,000,000	Safety	178.1
H1-36	Grover	SH 14 at WCR 77/WCR 392	Intersection Improvements	\$300,000	Safety	146.4
H1-37	Pierce	US 85 at WCR 90	Intersection Improvements	\$5,000,000	Safety	114.9
H1-38	Pierce	US 85 at Park Avenue and 1st Street	Reconfigure Intersection and Add Access Control	\$100,000	Safety	134.9
H1-39	Pierce	US 85 at WCR 88	Intersection Improvements	\$500,000	Safety	102.5
H1-40	Larimer County	US 287 at LCR 80	Intersection Improvements	\$365,000	Safety	109.0
H1-41	Larimer County	US 34 at Mall Road (LCR 63)	Intersection Improvements	\$700,000	Safety	186.5
H1-42	Fort Lupton	US 85 at SH 52	Signalize Ramp Terminal Intersections	\$600,000	Safety	193.0
H1-43	Erie	SH 52 at WCR 1	Traffic Signal and Intersection Improvements	\$700,000	Safety	213.0
H1-44	Erie	SH 52 at WCR 5	Intersection Improvements	\$700,000	Safety	180.5
H1-45	Erie	SH 52 at WCR 7	Intersection Improvements	\$700,000	Safety	177.8
H1-46	Hudson/Weld County	SH 52 at WCR 59	Intersection Improvements	\$700,000	Safety	147.4

INTERSECTION IMPROVEMENT POOL TOTAL COST

\$48,288,800

SYSTEM PRESERVATION PROJECTS

<i>Project #</i>	<i>Submitting Agency</i>	<i>Location</i>	<i>Description</i>	<i>Cost Estimate</i>	<i>Investment Category</i>	<i>Average Score</i>
SP1	Fort Morgan	SH 52 from Platte Avenue (US 34) to I-76	Reconstruction	\$2,500,000	System Quality	219.6
SP2	Fort Morgan	US 34 from Fort Morgan Canal to Barlow Road	Reconstruction	\$12,000,000	System Quality	216.6
SP3	CDOT	I-76 Adams/Weld to Morgan/Washington	Reconstruction/Concrete Overlay	\$221,000,000	System Quality	245.9
SP4	CDOT	Region wide	Bridge Rehabilitation Pool	\$4,000,000	System Quality	
SP5	CDOT	Traffic/Safety Management Pool	Upgrade Signals, Signs, Safety	\$8,960,000	Safety	

SYSTEM PRESERVATION TOTAL COST

\$248,460,000

TRANSPORTATION SUPPORT SYSTEMS PROJECTS

<i>Project #</i>	<i>Submitting Agency</i>	<i>Location</i>	<i>Description</i>	<i>Cost Estimate</i>	<i>Investment Category</i>	<i>Average Score</i>
TSS1	Fort Morgan	Fort Morgan - BNSF Railroad	Feasibility Study for Grade Separated Railroad Crossing	\$130,000	Safety	159.8
TSS2	Gilcrest	US 85 from WCR 40 to WCR 42	Corridor Improvement Plan	\$100,000	Safety	216.3
TSS3	Frederick	SH 52 from WCR 7 to WCR 17	Access Control Plan	\$75,000	Safety	183.0
TSS4	Lochbuie	Region Wide	Intermodal Freight Study	\$100,000	Mobility	131.8
TSS5	Mead	I-25 at SH 66	Intermodal Facility	\$4,750,000	Mobility	118.3
TSS6	Mead	Region Wide	Bicycle and Pedestrian Connection Plan	\$50,000	Mobility	124.5
TSS7	Wellington	SH 1 within Wellington Town Limits	Access Control Plan	\$50,000	Mobility	190.5
TSS8	CDOT	Region Wide	Six-year Scoping Pool	\$210,000	Mobility	
TSS9	CDOT	US 85 from NFR Boundary to Wyoming	Installation of ITS Communication Devices	\$13,600,000	Mobility	
TSS10	CDOT	I-25 from NFR Boundary to Wyoming	Installation of ITS Communication Devices	\$6,950,000	Mobility	

TRANSPORTATION SUPPORT SYSTEMS TOTAL COST

\$26,015,000

APPENDIX F CURRENT STIP (2003 - 2008)



STIP Report

Data as of: 04/16/2004

FY S2003 STIP (IN INFLATED DOLLARS)

April 16 2004 09:47 am

Upper Front Range

Reg #	STIP #	TIP #	Route #	Length (Miles)	County	Project Sponsor	Improvement Type	Funding (Dollars in Thousands)					
								Source Type	2003	2004	2005	2006 - 2008	Future
USC5309													
Weld County (CASTA)													
HQ	UF5279				Weld	WELD COUNTY							
							Bus Purchase (new srvc)	F 5309	\$311	\$0	\$0	\$0	\$0
							Bus Purchase (new srvc)	L L	\$78	\$0	\$0	\$0	\$0
							Total		\$389	\$0	\$0	\$0	\$0
							USC5309	SUBTOTAL	\$389	\$0	\$0	\$0	\$0
USC5310													
Weld County													
HQ	UF5861				Weld	Weld County							
							Bus Purchase (new srvc)	F 5310	\$80	\$53	\$0	\$0	\$0
							Bus Purchase (new srvc)	L L	\$20	\$13	\$0	\$0	\$0
							Total		\$100	\$66	\$0	\$0	\$0
							USC5310	SUBTOTAL	\$100	\$66	\$0	\$0	\$0
USC5311													
Weld County													
HQ	UF5880				Weld	Weld County							
							Operating Funds (new srvc)	F 5311	\$15	\$14	\$0	\$0	\$0
							Operating Funds (new srvc)	L L	\$7	\$6	\$0	\$0	\$0
							Total		\$22	\$20	\$0	\$0	\$0
Weld County													
HQ	UF5901				Weld	Weld County							
							Operating Funds (new srvc)	F 5311	\$75	\$79	\$0	\$0	\$0
							Operating Funds (new srvc)	L L	\$75	\$79	\$0	\$0	\$0

						Total	\$150	\$158	\$0	\$0	\$0	
						USC5311	SUBTOTAL	\$172	\$178	\$0	\$0	\$0
Bridge On Sys												
US 6: Kiowa Creek (West of Wiggins) [Str. D-20-D]												
04	UF3859	006I	0.1	Morgan	CDOT REGION 4	Bridge	F BR	\$0	\$221	\$233	\$2,758	\$0
						Bridge	S SHF	\$0	\$64	\$67	\$792	\$0
							Total	\$0	\$285	\$300	\$3,550	\$0
SH 119: At St Vrain Cr E/O Longmont [Str D-16-K]												
04	UF5938			Boulder	CDOT Region 4	Bridge	F BR	\$0	\$0	\$186	\$2,020	\$0
						Bridge	S SHF	\$0	\$0	\$54	\$580	\$0
							Total	\$0	\$0	\$240	\$2,600	\$0
US 34: In Big Thompson Canyon [Str C-15-A, D & G] (W/O Loveland)												
04	UF971R	034A	0.1	Larimer	CDOT REGION 4	Bridge	F BR	\$12	\$0	\$0	\$0	\$0
						Bridge	S SHF	\$3	\$0	\$0	\$0	\$0
							Total	\$15	\$0	\$0	\$0	\$0
US 85: At Spring Creek (N/O Pierce) [Str B-17-G]												
04	UF971Y	085C	0.1	Weld	CDOT REGION 4	Bridge	F BR	\$190	\$23	\$1,716	\$0	\$0
						Bridge	S SHF	\$55	\$6	\$493	\$0	\$0
							Total	\$245	\$29	\$2,209	\$0	\$0
						Bridge On Sys	SUBTOTAL	\$260	\$314	\$2,749	\$6,150	\$0
Bridge Off Sys												
Weld CR 13 at St Vrain Creek [Str WEL013.0-026.0A]												
04	UF5093			Weld	WELD COUNTY	Bridge	F BRO	\$360	\$0	\$0	\$0	\$0
						Bridge	L L	\$103	\$0	\$0	\$0	\$0
							Total	\$463	\$0	\$0	\$0	\$0
LCR 67 (Mary's Lake Rd) (Estes Park) at B.Thompson R. [LR67-0.2-67E]												
04	UF5778			Larimer	CDOT	Bridge	F BRO	\$0	\$0	\$0	\$920	\$0
						Bridge	L L	\$0	\$0	\$0	\$264	\$0
							Total	\$0	\$0	\$0	\$1,184	\$0
WCR 87 (N/O US 34) at S. Platte R. [WEL087.0-042.5A]												
04	UF5779			Weld	cdot	Bridge	F BRO	\$0	\$0	\$0	\$1,901	\$0
						Bridge	L L	\$0	\$0	\$0	\$546	\$0
							Total	\$0	\$0	\$0	\$2,447	\$0
							SUBTOTAL					

				Bridge Off Sys							
					-	\$463	\$0	\$0	\$3,631	\$0	
Enhancement											
Enhancement Reserves - Upper Front Range TPR											
04	UF5096		Various	VARIOUS	Enhancements - System Quality	F STE	\$0	\$0	\$303	\$987	\$0
					Enhancements - System Quality	L L	\$0	\$0	\$77	\$246	\$0
						Total	\$0	\$0	\$380	\$1,233	\$0
Ft Vasquez Preservation											
04	UF5349	085C	0.1	Weld	COLORADO HISTORICAL SOCIETY	Enhancements - System Quality	F STE	\$185	\$0	\$0	\$0
						Enhancements - System Quality	L L	\$46	\$0	\$0	\$0
						Enhancements - System Quality	O LO	\$27	\$0	\$0	\$0
						Total	\$258	\$0	\$0	\$0	\$0
St Vrain River Trail											
04	UF5628		Weld	WELD CO	Enhancements - System Quality	F STE	\$81	\$210	\$0	\$0	\$0
					Enhancements - System Quality	L L	\$21	\$53	\$0	\$0	\$0
						Total	\$102	\$263	\$0	\$0	\$0
Fish Cr Rd Phase II (Estes Park)											
04	UF6025		Larimer	Estes Park	Enhancements - System Quality	F STE	\$0	\$150	\$0	\$0	\$0
					Enhancements - System Quality	L L	\$0	\$38	\$0	\$0	\$0
					Enhancements - System Quality	O LO	\$0	\$212	\$0	\$0	\$0
						Total	\$0	\$400	\$0	\$0	\$0
Fall River Phase III (Estes Park)											
04	UF6026		Larimer	Estes Park	Enhancements - System Quality	F STE	\$0	\$191	\$0	\$0	\$0
					Enhancements - System Quality	L L	\$0	\$48	\$0	\$0	\$0
					Enhancements - System Quality	O LO	\$0	\$161	\$0	\$0	\$0
						Total	\$0	\$400	\$0	\$0	\$0
Historic Site and Trailhead Kiosk (Ft Morgan)											
04	UF6027		Morgan	Ft Morgan	Enhancements - System Quality	F STE	\$0	\$20	\$0	\$0	\$0

						Enhancements - System Quality	L L	\$0	\$5	\$0	\$0	\$0
							Total	\$0	\$25	\$0	\$0	\$0
Streetscapes (Ault)												
04	UF6028			Weld	Ault							
						Enhancements - System Quality	F STE	\$0	\$8	\$0	\$0	\$0
						Enhancements - System Quality	L L	\$0	\$2	\$0	\$0	\$0
							Total	\$0	\$10	\$0	\$0	\$0
						Enhancement	SUBTOTAL	\$360	\$1,098	\$380	\$1,233	\$0
Federal Lands												
Trail Ridge Rd Intersection in RMNP												
04	UF5515	034A	4.0	Larimer	FHWA							
						Reconstruction	F FL	\$0	\$250	\$11,726	\$0	\$0
							Total	\$0	\$250	\$11,726	\$0	\$0
Bear Lake Rd in RMNP												
04	UF5516	034A	2.0	Larimer	FHWA							
						Reconstruction	F FL	\$0	\$0	\$90	\$18,580	\$0
							Total	\$0	\$0	\$90	\$18,580	\$0
						Federal Lands	SUBTOTAL	\$0	\$250	\$11,816	\$18,580	\$0
Oth Reg Prios												
R-4 Bridge Rehabilitation - Upper Front Range TPR												
04	UF3383			Various	CDOT REGION 4							
						Bridge	F STA	\$0	\$0	\$494	\$548	\$0
						Bridge	S SHF	\$0	\$0	\$120	\$133	\$0
							Total	\$0	\$0	\$614	\$681	\$0
I-76: Ft Morgan to Brush												
04	UF3397	076A	13.9	Morgan	CDOT REGION 4							
						Concrete Reconstruction	F IM	\$449	\$6,372	\$884	\$15,353	\$118,013
						Concrete Reconstruction	F GRNT	\$0	\$5,500	\$0	\$0	\$118,013
						Concrete Reconstruction	S SHF	\$58	\$614	\$113	\$1,975	\$15,185
							Total	\$507	\$12,486	\$997	\$17,328	\$251,211
I-76: Keenesburg - East												
04	UF3398	076A	9.6	Weld	CDOT REGION 4							
						Concrete Reconstruction	F IM	\$0	\$4,393	\$0	\$0	\$55,918
						Concrete Reconstruction	S SHF	\$0	\$636	\$0	\$0	\$7,195
							Total	\$0	\$5,029	\$0	\$0	\$63,113
US 85: At SH 66 (Platteville)												

04	UF5052	085C	0.8	Weld	CDOT REGION 4	Improve Intersection	F NH	\$177	\$0	\$0	\$0	\$0
						Improve Intersection	S SHF	\$36	\$0	\$0	\$0	\$0
						Total		\$213	\$0	\$0	\$0	\$0
SH 60: At 83rd Ave (Two Rivers Parkway)												
04	UF5053	060B	0.4	Weld	CDOT REGION 4	Improve Intersection	F STA	\$8	\$64	\$0	\$2,490	\$0
						Improve Intersection	S SHF	\$2	\$16	\$0	\$607	\$0
						Total		\$10	\$80	\$0	\$3,097	\$0
US 85: At Weld CR 6 (N/O Brighton)												
04	UF5054	085C	0.3	Weld	CDOT REGION 4	Improve Intersection	F NH	\$436	\$0	\$0	\$0	\$0
						Improve Intersection	S SHF	\$88	\$0	\$0	\$0	\$0
						Total		\$524	\$0	\$0	\$0	\$0
I-76: Lochbuie to Hudson												
04	UF5572	076A	6.3	Weld	CDOT REGION 4	Concrete Reconstruction	F IM	\$0	\$0	\$0	\$3,994	\$28,581
						Concrete Reconstruction	S SHF	\$0	\$0	\$0	\$514	\$3,677
						Total		\$0	\$0	\$0	\$4,508	\$32,258
US 34: E/O Brush to Morgan/Washington Co Line												
04	UF5952			Morgan	CDOT REGION 4	Safety Related Geometrics	F STA	\$0	\$1,738	\$0	\$0	\$0
						Safety Related Geometrics	S SHF	\$0	\$424	\$0	\$0	\$0
						Total		\$0	\$2,162	\$0	\$0	\$0
						Oth Reg Prios						
						SUBTOTAL		\$1,254	\$19,757	\$1,611	\$25,614	\$346,582

Safety (STP)

Larimer CR 62 (Jefferson Ave) at s/edge Wellington [244955D]

HQ	UF5460			Weld	LARIMER COUNTY	Safety - Roadway	F SRP	\$0	\$45	\$0	\$0	\$0
						Total		\$0	\$45	\$0	\$0	\$0

SH 66: Near Platteville

HQ	UF5710			Weld	CDOT Region 4	Safety - Roadway	F SHE	\$87	\$0	\$0	\$0	\$0
						Safety - Roadway	S SHF	\$13	\$0	\$0	\$0	\$0

					Total	\$100	\$0	\$0	\$0	\$0
SH14 Widen Shoulders										
HQ	UF5996	Larimer	CDOT Region 4							
				Safety - Roadway	F SHO	\$0	\$117	\$0	\$0	\$0
				Safety - Roadway	F SHE	\$0	\$135	\$0	\$0	\$0
				Safety - Roadway	S SHF	\$0	\$28	\$0	\$0	\$0
					Total	\$0	\$280	\$0	\$0	\$0
SH76 Median Cable Rail										
HQ	UF5997	Morgan	CDOT Region 4							
				Safety - Roadway	F SHE	\$0	\$90	\$0	\$0	\$0
				Safety - Roadway	S SHF	\$0	\$10	\$0	\$0	\$0
					Total	\$0	\$100	\$0	\$0	\$0
SH85 Rumble Strips										
HQ	UF5998	Weld	CDOT Region 4							
				Safety - Roadway	F SHO	\$0	\$189	\$0	\$0	\$0
				Safety - Roadway	F SHE	\$0	\$135	\$0	\$0	\$0
				Safety - Roadway	S SHF	\$0	\$36	\$0	\$0	\$0
					Total	\$0	\$360	\$0	\$0	\$0
SH34 Widen Shoulders										
HQ	UF6002	Morgan	CDOT Region 4							
				Safety - Roadway	F SHE	\$0	\$90	\$0	\$0	\$0
				Safety - Roadway	S SHF	\$0	\$10	\$0	\$0	\$0
					Total	\$0	\$100	\$0	\$0	\$0
SH 14B MP 95.2 - 96.7 Guardrail & Striping										
HQ	UF6166	Larimer	CDOT Region 4							
				Safety - Roadway	F SHO	\$0	\$32	\$0	\$0	\$0
				Safety - Roadway	S SHF	\$0	\$3	\$0	\$0	\$0
					Total	\$0	\$35	\$0	\$0	\$0
SH 85C MP 296.2 - 298.2										
HQ	UF6167	Weld	CDOT Region 4							
				Safety - Roadway	F SHO	\$0	\$14	\$0	\$0	\$0
				Safety - Roadway	S SHF	\$0	\$1	\$0	\$0	\$0
					Total	\$0	\$15	\$0	\$0	\$0
Weld CR 17 & GWRR S/O WCR 46										

HQ	UF907AE	Weld	CDOT Region 4	Safety - Roadway	F SRP	\$27	\$0	\$0	\$0	\$0
				Safety - Roadway	L L	\$1	\$0	\$0	\$0	\$0
					Total	\$28	\$0	\$0	\$0	\$0
Weld CR 17 & GWRR N/O WCR 50										
HQ	UF907AF	Weld	CDOT Region 4	Safety - Roadway	F SRP	\$34	\$0	\$0	\$0	\$0
				Safety - Roadway	L L	\$1	\$0	\$0	\$0	\$0
					Total	\$35	\$0	\$0	\$0	\$0
				Safety (STP)	SUBTOTAL	\$163	\$935	\$0	\$0	\$0
Unobligated										
Weld CR 13 at St Vrain Creek [Str WEL013.0-026.0A]										
04	UF5093	Weld	WELD COUNTY	Bridge	F BRO	\$888	\$0	\$0	\$0	\$0
				Bridge	L L	\$255	\$0	\$0	\$0	\$0
					Total	\$1,143	\$0	\$0	\$0	\$0
Weld CR 13 N/O Weld CR 38 (NE/O Mead) [849344M]										
04	UF5462	Weld	WELD COUNTY	Safety - Roadway	F SHO	\$124	\$0	\$0	\$0	\$0
				Safety - Roadway	L L	\$3	\$0	\$0	\$0	\$0
					Total	\$127	\$0	\$0	\$0	\$0
				Unobligated	SUBTOTAL	\$1,270	\$0	\$0	\$0	\$0
				Upper Front Range	TOTAL -	\$4,431	\$22,598	\$16,556	\$55,208	\$346,582
					REPORT TOTAL -	\$4,431	\$22,598	\$16,556	\$55,208	\$346,582