



Larimer County Transportation Master Plan

July 2017





Larimer County Transportation Master Plan

Prepared for:

Larimer County Public Works
PO Box 1190
Fort Collins, CO 80522-1190
(970) 498-7000
larimer.org

Prepared by:



1670 Broadway, Suite 3400
Denver, CO 80202
303-764-1520
hdrinc.com

Adopted by Planning Commission:

July 19, 2017



CONTENTS

Introduction	1
Purpose	1
Scope of this Plan	2
Plan Context	6
Planning Process	6
Related Plans	9
Demographics	19
Guiding Principles	21
Safety	24
Roadway Safety	24
Bicycle & Pedestrian Safety	31
Railroad Crossing Safety	31
Safety Initiatives	31
Maintenance	36
Overview of County Road Maintenance	36
Mainline County Road Conditions	37
Non-Mainline Roads Maintained by the County	39
Non-Mainline Roads Not Maintained by the County	39
Bridges	40
Multimodal	52
Bicycles	52
Pedestrian	60
Transit	60
Roadways	67
Roadway Attributes	67
Roadway Needs	76
Existing Intersection Conditions	81
Intersection Needs	83
Freight	87
Implementation	91
Summary of Projects, Costs, and Priorities	91
Funding Shortfall	92
Implementation Plan	94

Appendices

- Appendix A: Needs Matrix and Roadway Inventory
- Appendix B: Larimer County Transportation Assessment Comments
- Appendix C: Larimer County Master Plan (1997) Guiding Principles and Strategies
- Appendix D: Intersection Control Analysis
- Appendix E: Conceptual Opinion of Construction Costs

Figures

Figure 1. Larimer County Vicinity Map	1
Figure 2. Roads in Larimer County by Ownership	4
Figure 4. Carbon Monoxide & 8-Hour Ozone Areas	15
Figure 5. Larimer County Age Distribution	20
Figure 6. Crash Rates on Unincorporated Roads	25
Figure 7. Before & After Roundabout Construction Crash Comparison	26
Figure 8. State Highway Intersections Prioritized for Improvements in Larimer County	28
Figure 9. Safety Performance by Roadway Section	30
Figure 10. Rail Lines in Larimer County	32
Figure 11. Mainline Road Condition by Year	38
Figure 12. Major Structures – Highest Priority for Replacement or Rehabilitation	45
Figure 13. Minor Structures – Highest Priority for Replacement or Rehabilitation	48
Figure 14. Existing Bicycle Facilities	54
Figure 15. Popular Bicycle Routes	56
Figure 16. Future Regional Bicycle Facilities	59
Figure 17. Existing Fixed-Route Transit Services	64
Figure 18. Roadway Functional Classification	69
Figure 19. Existing ADT	73
Figure 20. Projected 2040 ADT	74
Figure 21. Short-Term Capacity Needs	79
Figure 22. Long-Term Capacity Needs	80
Figure 23. Signal Warrant Traffic Volumes	83
Figure 24. Intersection Control Upgrade Needs	86

Tables

Table 1.	North Front Range Regional Transportation Plan Regionally Significant Roadway Corridors.	12
Table 2.	Upper Front Range Regional Transportation Plan Projects	13
Table 3.	VOC Emissions Reduction from 2011 to 2017	14
Table 4.	NO _x Emissions Reduction from 2011 to 2017	15
Table 5.	Summary of Resiliency Planning Efforts.....	18
Table 6.	CDOT Prioritized Intersection Improvements	27
Table 7.	Safety Performance and Crash Type	29
Table 8.	Public Railroad Crossings in Unincorporated Larimer County	33
Table 9.	Condition of Major Structures by Category.....	41
Table 10.	Major Structures – Highest Priority for Replacement or Rehabilitation	42
Table 11.	Minor Structures – Highest Priority for Replacement or Rehabilitation	46
Table 12.	Structures with Flood Damage	49
Table 13.	Capacity for Non-Paved Roads	70
Table 14.	Capacity Assumptions for Paved Two-Lane Roads	71
Table 15.	Daily Capacities of Paved Two-Lane Roads	71
Table 16.	Daily Capacities for Multilane Roads	72
Table 17.	Annual VMT by Area Type.....	75
Table 18.	Annual County Road Miles and VMT by Functional Classification.....	75
Table 19.	Short-Term Capacity Needs	77
Table 20.	Long-Term Capacity Needs	78
Table 21.	Existing Control Measures at County Road Intersections	81
Table 22.	Existing Control County Road /State Highway Intersections.....	82
Table 23.	Intersection Control Upgrade Needs	85
Table 24.	Bridge Load Restrictions.....	88
Table 25.	Summary of Needs through 2040.....	91
Table 26.	Current Transportation Funding.....	94
Table 27.	CIP Projects	95

Photograph Credits

Lori Bucci	Steve Moore
Paul Carlson	David Mosher
Gary Cook	Darrell Spangler
John Daharsh	Brian Vance
Dale Drewer	Sharon Veit
Kenneth MacKay	

ACRONYMS AND ABBREVIATIONS

ADT	Average Daily Traffic
BATS	Berthoud Area Transportation Service
CDOT	Colorado Department of Transportation
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation & Air Quality
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CR	County Road
CSU	Colorado State University
DAR	Dial-A-Ride
DOT	Department of Transportation
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FO	Functionally Obsolete
FRA	Federal Railroad Administration
FYA	Flashing Yellow Arrow
GMA	Growth Management Area
GWR	Great Western Railway
HUTF	Highway User Trust Fund
HSIP	Highway Safety Improvement Program
LOS	Level of Service
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standard
NFRMPO	North Front Range Metropolitan Planning Organization
NO _x	Nitrogen Oxides
PCI	Pavement Condition Index
PID	Public Improvement District
PILT	Payment in Lieu of Taxes
ppm	Parts per Million
RAFT	Rural Alternative for Transportation
RMNP	Rocky Mountain National Park
RTP	Regional Transportation Plan
SAINT	Senior Alternatives in Transportation
SD	Structurally Deficient
SH	State Highway
SIP	State Implementation Plan
STBGP	Surface Transportation Block Grant Program
TA	Transportation Alternatives
UFRTPR	Upper Front Range Transportation Planning Region
UPRR	Union Pacific Railroad
VMT	Vehicle Miles Traveled
VOC	Volatile organic compound
vpd	Vehicles per Day



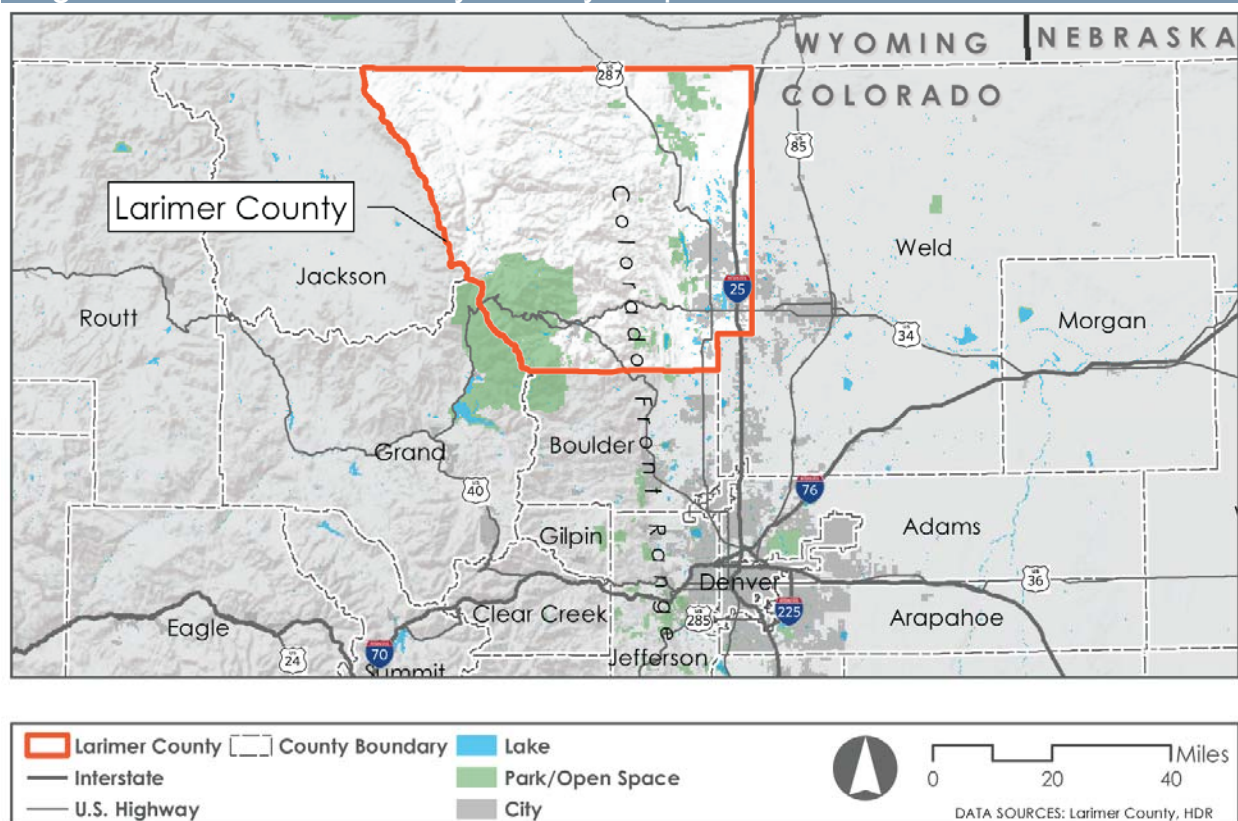
Introduction

Introduction

Larimer County (the County) is located in north central Colorado, sharing borders with Jackson County and Grand County to the west, Boulder County to the south, Weld County to the east, and the State of Wyoming to the north. The County is 2,634 square miles in area, with a growing population of 332,800 as of July 2015. As the sixth-most populous county in the State of Colorado according to the Colorado Demographer's Office, the County contains the fourth and 14th most populous cities in the State – Fort Collins and Loveland, respectively. The County is mountainous on the west, rural on the eastern plains, and urban in and around its cities. This diverse landscape means the County has a diverse transportation system with wide-ranging maintenance and expansion needs. As Larimer County grows, so do the needs of the transportation system.

Larimer County's first transportation master plan was developed in 1998 and updated in 2006. The focus of these prior plans was to identify capacity-driven roadway improvements. This *Transportation Master Plan* outlines these needs, as well as focusing on maintenance, alternative modes, and funding needs. It is a step forward for the County in demonstrating its commitment to serve as an engine for economic prosperity.

Figure 1. Larimer County Vicinity Map



Purpose

The purpose of this *Transportation Master Plan* is to provide a comprehensive analysis of the transportation system in Larimer County. This plan is an update to previous plans, but more extensive in nature, identifying short- and long-term funding needs and a list of potential projects for a Capital Improvement Program (CIP).

While roads are the predominant means of transportation, the County is also planning for the expansion and maintenance of other important elements of a fully-integrated transportation network. This *Transportation Master Plan* provides data and information on the existing transportation system in Larimer County, identifies the needs and goals for the system, and examines strategies to address them. It addresses the following transportation network elements in the County:

- Roadway network, including mainline County roads, intersections, and bridges
- Bicycle facilities
- Pedestrian facilities
- Rail network
- Transit systems

Scope of this Plan

Though a wide variety of facility types exist within Larimer County, this *Transportation Master Plan* covers only facilities owned and/or maintained by the County. The County is responsible for the provision and maintenance of publicly-owned transportation infrastructure in unincorporated areas of the County, with the exception of state-owned and federal-owned facilities. The asset responsibility of the County changes when municipalities expand and take over ownership of County infrastructure through an annexation process.

County Roads

Roads in unincorporated Larimer County are all considered County roads, but fall into two categories:

Mainline County Roads. The mainline County roadway system consists of numbered County roads (CR) that operate with odd numbers running north-south and even numbers running east-west. These County roads are further categorized into functional classification based on how they serve the mobility needs of users.

Non-Mainline County Roads. The County roadway network also consists of subdivision roads, County-maintained US Forest Service roads, and roads maintained by Public Improvement Districts (PID). Subdivision roads are publicly dedicated, non-County-maintained roads. The County ensures they are safe but does not maintain them. These roads are owned or maintained by other entities and therefore are not considered mainline County roads.

Throughout this document, any mention of a County road or CR is referring to mainline County roads unless noted otherwise. For reference, other transportation networks within Larimer County, but outside the scope of this study, are described below.

State and US Highway Systems

Within Larimer County, there are interstate highways, US highways, and state highways (SH). Each of these highway facilities falls under the jurisdiction of the Colorado Department of Transportation (CDOT). Though these highways have a large influence on the distribution and flow of traffic, the County is not responsible for the maintenance or management of these facilities.

Interstate Highways. I-25 is the only interstate in Larimer County. It is a divided restricted-access facility with no at-grade crossings or intersections. Interstates provide the most mobility generally serving higher traffic volumes and longer trips.

US and State Highways. US 34, US 36, US 287, SH 1, SH 7, SH 14, SH 56, SH 60, SH 392, and SH 402. This system generally provides longer-distance connectivity across the County and to destinations within the state.

Scenic Byways. There are three federally-designated Scenic Byways in the County, as identified by CDOT. None are completely contained within the County.

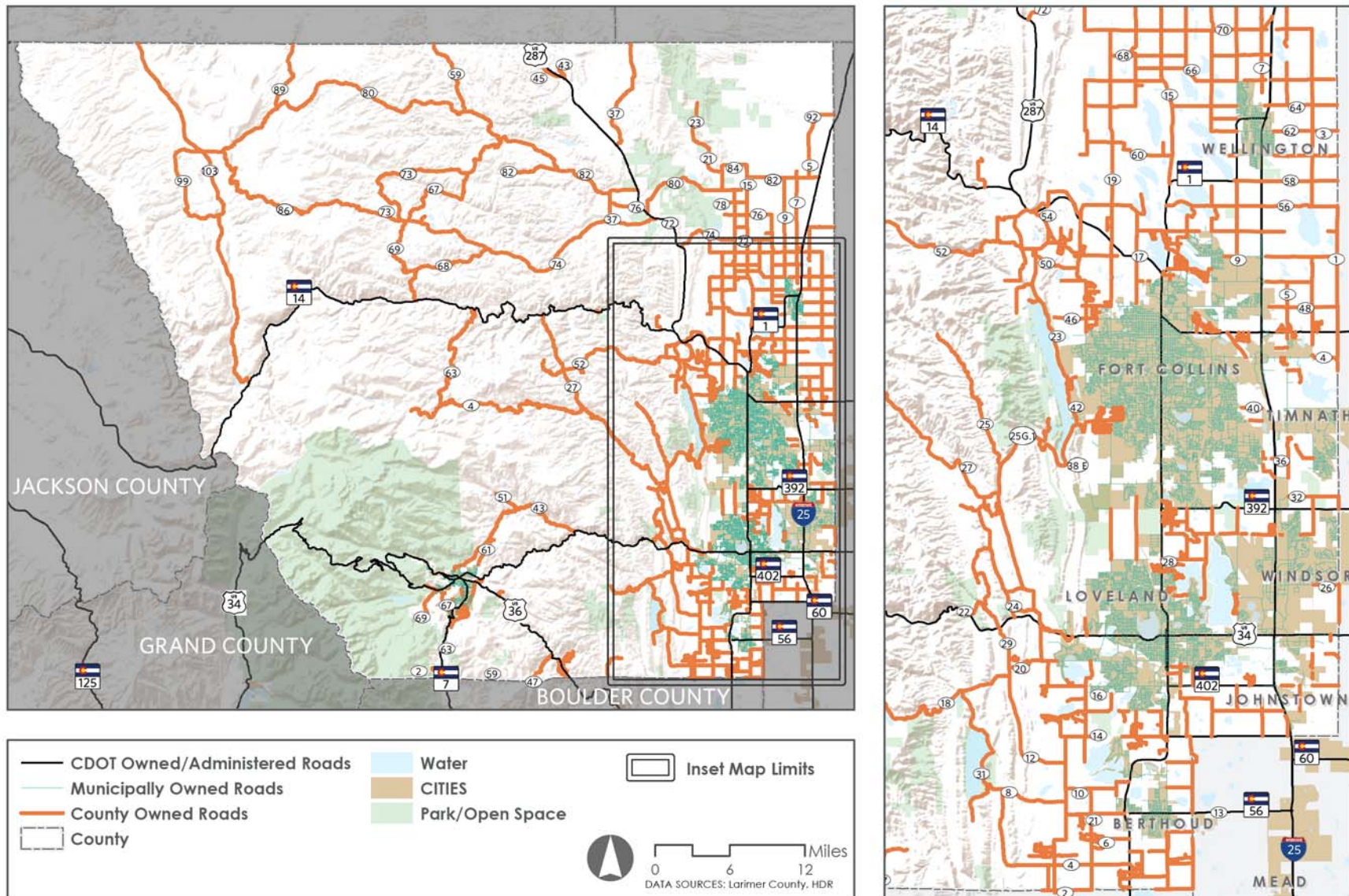
- Cache la Poudre - North Park: SH 14 from I-25 on the east to SH 125 on the west
- Peak to Peak: Peak to Peak Highway from Black Hawk to Estes Park; SH 7 in Larimer County
- Trail Ridge Road - Rocky Mountain National Park (RMNP): US 34 from Estes Park to the Town of Grand Lake

Municipal Transportation Networks

There are two cities (Fort Collins and Loveland) and six towns (Berthoud, Estes Park, Johnstown, Timnath, Wellington, and Windsor) either completely or partially within Larimer County. Each of these municipalities has its own street network owned and maintained by the respective municipality.

Figure 2 shows each of these facility types within Larimer County by ownership.

Figure 2. Roads in Larimer County by Ownership



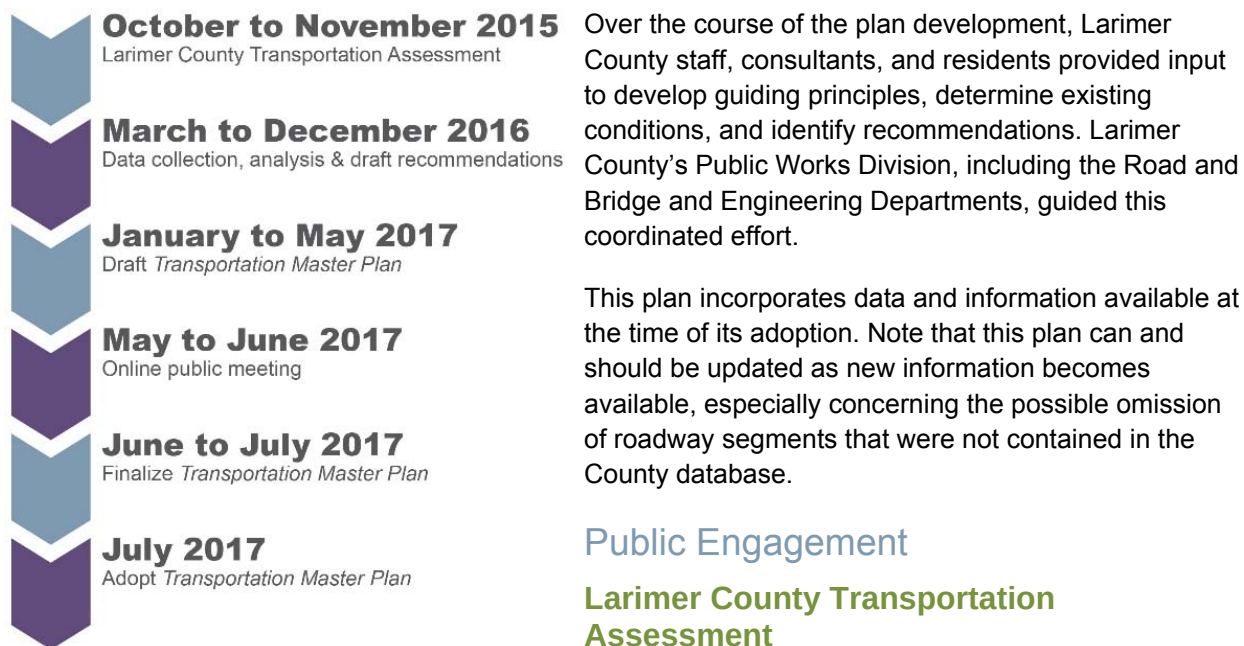


Plan Context

Plan Context

Planning Process

The development of this *Transportation Master Plan* began in October 2015 with a public outreach effort, and ended in July 2017 with its adoption by the Planning Commission on behalf of Larimer County. The timeline below shows step by step how this plan came to fruition.

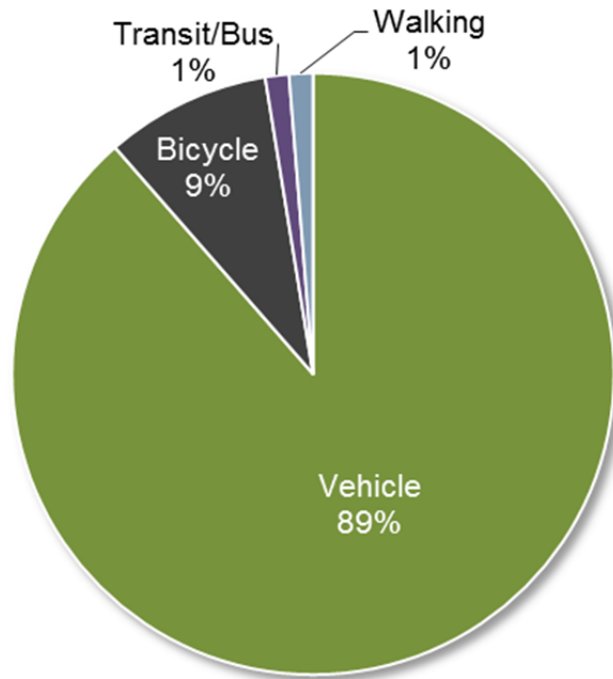


The Larimer County Transportation Assessment was an opt-in survey that was made available to County residents from October 20 to November 20, 2015. It was advertised through a variety of media, including Facebook, the Larimer County website, the Coloradoan, and many others. The Larimer County Transportation Assessment generated 1,760 responses. The results are summarized below, and Appendix B contains all 672 comments categorized into bicycle, public transit, road expansion, road maintenance, traffic, and other comments.

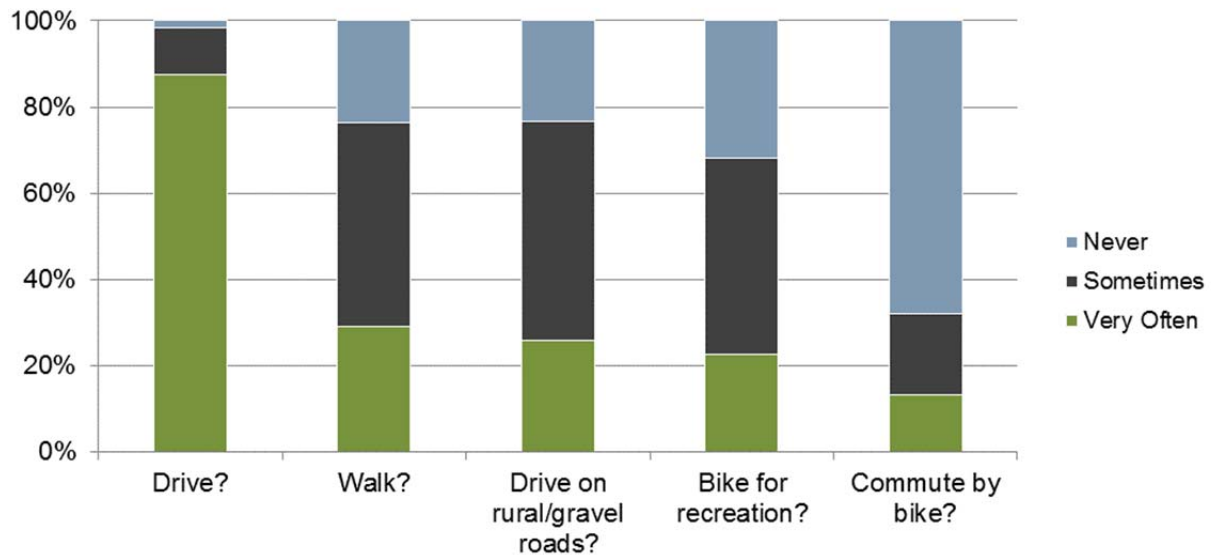
The Larimer County Transportation Assessment indicated that the majority of County residents use a personal vehicle as their primary mode of transportation and regularly drive on rural or gravel roads. While increasing roadway maintenance and expanding roadway capacity were the top transportation improvement priorities for County residents according to this survey, County residents also indicated that they want increased transportation options, including more bicycle lanes, more transit options, and more pedestrian facilities.

What is your primary mode of transportation?

89 percent of respondents use a vehicle (personal, business, or carpool) as their primary mode of transportation.

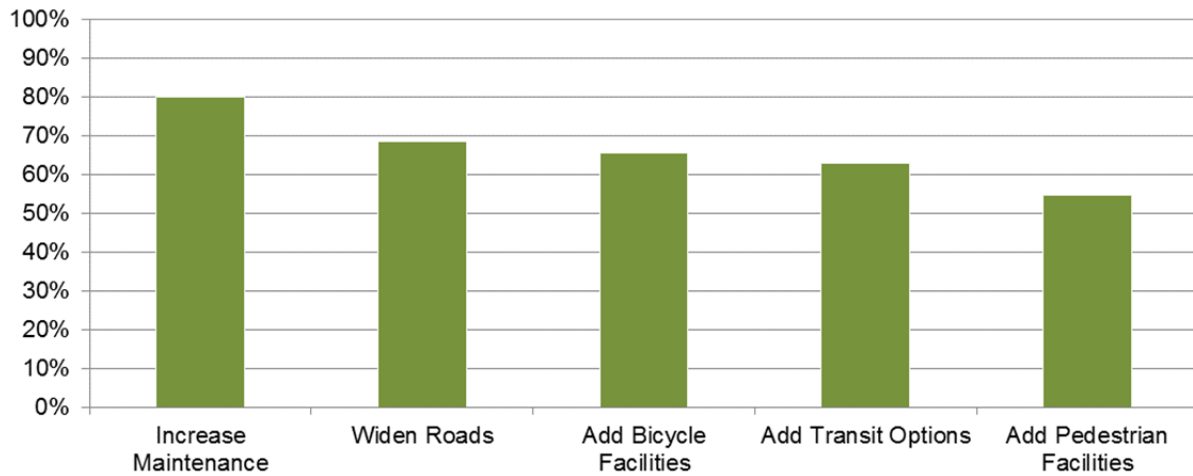


How often do you...



68 percent of respondents said they use a bike for recreation very often or sometimes. 77 percent of respondents drive on rural or gravel roads very often or sometimes.

Which possible transportation improvement would you like to see?



80 percent of respondents said increasing roadway maintenance is an important improvement.

Larimer County Transportation Master Plan Online Open House

The County hosted an online open house from May 15 to June 15, 2017. The purpose of the open house was to gather feedback from the public on the draft findings and recommendations. The open house was publicized through the County's social media accounts, the County's website, a County news release, and postcards placed in several County buildings.

The online open house was hosted on a project-specific website. Here, attendees were able to review countywide existing conditions, identified needs, and recommended improvements. The online open house also included story maps, where attendees could leave geographically-coded comments.

Additionally, County staff attended the following events to answer questions and distribute fact sheets and comment forms:

- Big Thompson Canyon Pancake Breakfast on Saturday, June 4, 2017.
- Glacier View Wildfire Community Preparedness Day on Saturday, June 10, 2017.

At the Big Thompson Canyon Pancake Breakfast, County staff heard that residents were most concerned with US 34, which falls under CDOT's jurisdiction. Residents would also like to see predetermined emergency routes established prior to disasters.

At the Glacier View Wildfire Community Preparedness Day, residents voiced concerns over the level of maintenance on non-paved roads. County staff heard that residents would like to see more maintenance, especially on roads near the fire departments.

County staff also attended seven citizen meetings and one work session with the Board of County Commissioners.

Mail-in comment forms and USB drives containing the plan were made available at the following locations to accommodate mountain areas with limited or no internet access:

- Red Feather Lakes Community Library
- Glen Echo Resort
- The Mishawaka
- Glen Haven General Store
- Masonville Post Office
- The Forks

In addition to the verbal comments described above, these efforts generated a total of 13 written or online comments. Nine came from the online public meeting, three from the Glacier View Wildfire Community Preparedness Day, and one from a mail-in comment form.

Eight of the 13 comments involved CR 80C, largely noting the need for more maintenance. Commenters stated that the poor maintenance on CR 80C increases the fire department's response time and damages vehicles. Others stated that CR 80C needs safety improvements.

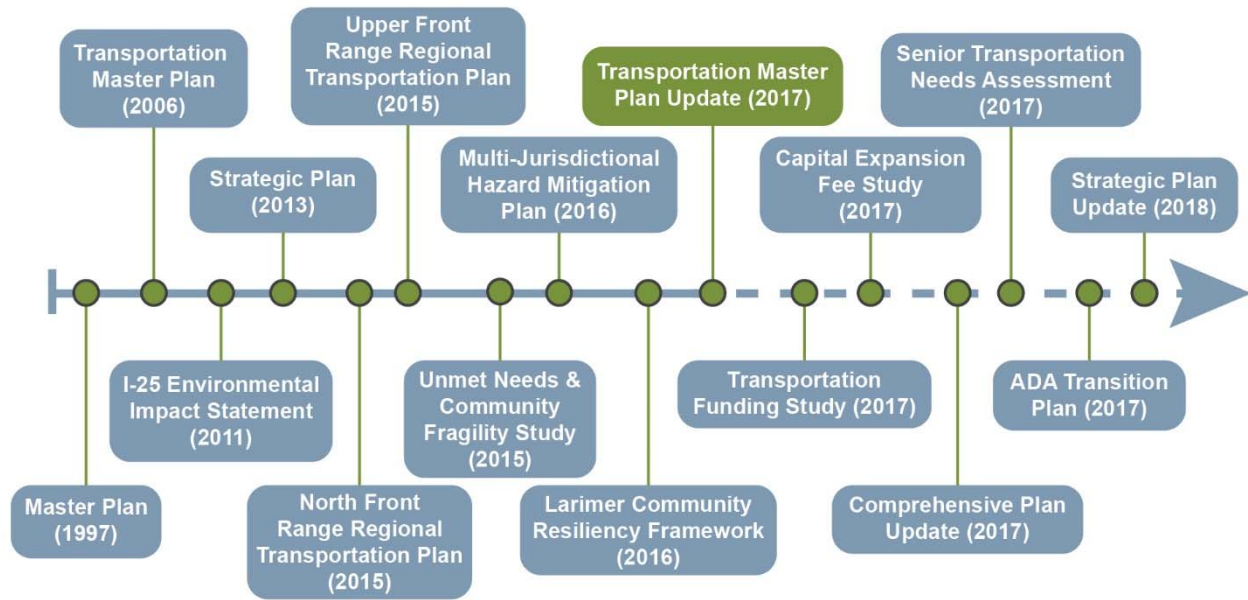
The remaining comments are summarized below:

- Glade Road needs bicycle paths.
- Shields Road needs improved bicycle safety.
- Owl Canyon Road needs to be paved.
- Owl Canyon Road needs more enforcement on non-paved sections to decrease the number of large trucks speeding down the canyon.
- Boy Scout Road between CR 74E and SH 14 needs more maintenance and more gravel.

Similar to the Larimer County Transportation Assessment, this public outreach effort indicated that County residents desire a greater level of maintenance on non-paved roadways.

Related Plans

This *Transportation Master Plan* was informed by prior planning studies and was developed in coordination with concurrent studies. The timeline of past, current, and future planning efforts is illustrated below.



Coordination with Concurrent Planning Efforts

This plan informs the following ongoing or upcoming Larimer County plans:

- Strategic Plan Update
- Transportation Funding Study
- Comprehensive Plan
- ADA Transition Plan
- Senior Transportation Needs Assessment

Prior Planning Efforts

Prior planning efforts informed the development of this *Transportation Master Plan* and are summarized below.

Larimer County Master Plan

The *Larimer County Master Plan* was adopted in 1997 and remains in force during the development of this *Transportation Master Plan*. Following are the guiding principles contained in the Transportation section of the *Larimer County Master Plan*. Strategies for implementing these principles can be found in Appendix C.

- TR-1: The Larimer County transportation planning process shall complement the development patterns and principles of the Master Plan.
- TR-2: New development shall occur only where existing transportation facilities are adequate or where necessary improvements will be made as part of the development project.
- TR-3: New development shall pay its equitable share for necessary improvements to the County transportation system.
- TR-4: Larimer County shall encourage the development and use of alternative modes of transportation.
- TR-5: Larimer County shall establish a Capital Improvement Program for County transportation facilities.

The County is currently developing a Comprehensive Plan, which will serve as an update to the Master Plan.

Larimer County Strategic Plan

The *Larimer County Strategic Plan (2013-2018)* was developed as a part of the County's "Planning our Future" process involving citizens, community leaders, the Board of County Commissioners, elected officials, and employees. The results of these efforts are a vision for Larimer County, a set of high-level goals that County government aspires to, and a series of objectives to drive action over a five-year period.

Transportation is one of the four focus areas. The Strategic Plan's goal for transportation is to "have an efficient transportation system and road network with safe and well-maintained roads and alternative modes of transportation." The transportation objectives for this goal were revised in 2015 as listed below. These objectives are discussed within the relevant sections of this plan.

Short-Term Strategic Objectives

- By the end of 2020, 100 percent of the publicly owned and maintained bridges, on mainline collector or arterial roads over 200 Average Daily Traffic (ADT), in unincorporated Larimer County will be structurally sufficient.
- By July of 2017, an evaluation of the transportation needs and challenges for seniors living in unincorporated Larimer County will be completed. Existing and new options for addressing those needs and challenges will be identified, prioritized, and implemented.
- By the end of 2016, a prioritized list of transportation needs in unincorporated Larimer County will be completed, and the gap between existing funding and the cost of those prioritized needs will be identified. By the middle of 2017, options to close the gap in transportation funding will be identified.
- By the end of 2016 a coalition in Larimer County will be established to promote the use of compressed natural gas (CNG). The coalition, led by Larimer County, will create a Countywide plan that will identify the CNG fueling sites and fleet conversions.
- By the end of 2018, two (2) publicly accessible fueling sites will be operational in Larimer County, and 100 public agency fleet vehicles will be converted to CNG.

North Front Range 2040 Regional Transportation Plan

The North Front Range Metropolitan Planning Organization (NFRMPO) is responsible for creating a Regional Transportation Plan (RTP), that covers the urbanized portion of Larimer County, to provide CDOT with local input on regionally significant corridors. The 2040 RTP, developed in 2015, includes corridors on CDOT-maintained roads, as well as roads within the jurisdiction of Larimer County and municipalities. Table 1 identifies these corridor locations from this planning effort. Increasing mobility is the primary investment need on all of these regionally significant corridors, with the exception of one location identified in Table 1.

The full project descriptions can be found in the online RTP at <http://nfrmpo.org/rtp/>.

Table 1. North Front Range Regional Transportation Plan Regionally Significant Roadway Corridors

Primary Corridor	Boundaries
I-25	Larimer CR 56 to Weld CR 38
US 34	Eastern NFRMPO boundary to western NFRMPO boundary
US 287	Northern NFRMPO boundary to southern NFRMPO boundary
SH 1*	US 287 to Larimer CR 56
SH 14	US 287 to eastern NFRMPO boundary (approx. Larimer CR 3)
SH 56	Larimer CR 17 to Weld CR 17
SH 60	Larimer CR 17 to Two Rivers Parkway
SH 392	US 287 to eastern NFRMPO boundary
SH 402	Larimer CR 17 to US 85
Larimer CR 3	Crossroads Boulevard to southern NFRMPO boundary
Larimer CR 5	SH 14 to US 34
Larimer CR 17	US 287 to SH 56
Larimer CR 19	US 287 to US 34
Weld CR 13	SH 14 to southern NFRMPO boundary
Crossroads Boulevard	I-25 to US 85
Harmony Road	Larimer CR 17 to Weld CR 21
Mulberry Street	Larimer CR 19 to Riverside Avenue
Prospect Road	Larimer CR 5 to US 287
Timberline Road	Vine Drive to southern NFRMPO boundary

*identified for a safety improvement instead of a mobility improvement

Upper Front Range 2040 Regional Transportation Plan

The Upper Front Range Transportation Planning Region (UFRTPR) encompasses the rural parts of Larimer and Weld Counties, outside of the NFRMPO boundary, and all of Morgan County. The UFRTPR creates a RTP every five years to assist CDOT with their planning and decision-making for the region. The 2040 RTP, developed in 2015, identifies 10 projects in Larimer County, shown in Table 2.

The RTP can be found online at [http://coloradotransportationmatters.com/wp-content/uploads/2015/05/UFR RTP FINAL v3 eView-5-22-2015.pdf](http://coloradotransportationmatters.com/wp-content/uploads/2015/05/UFR_RTP_FINAL_v3_eView-5-22-2015.pdf).

Table 2. Upper Front Range Regional Transportation Plan Projects

Priority	Primary Corridor	Location	Project Description
3	US 287	Ted's Place to Wyoming border	Passing lanes and other safety improvements
6	US 36	Estes Park to Boulder County line	Major widening, passing lanes, and pullouts
6	US 287	SH 14 - Ted's Place	Intersection improvements
8	US 287	Larimer CR 72 (Owl Canyon Road)	Intersection improvements
10	SH 14	US 287 to Larimer County line	Passing lane and geometric improvements
12	US 34	US 36 intersection in Estes Park	Major widening, safety, traffic operations, and transportation systems management
14	US 287	Larimer CR 80C (West)	Intersection improvements (northbound left)
15	US 34	Estes Park	Safety and system preservation improvements in Estes Park
20	SH 1	Larimer CR 9 - Meyers Corner	Intersection improvements
20	SH 1	Douglas Road	Intersection improvements (signal and auxiliary lanes)

Air Quality Planning

Larimer County has two pollutants that are monitored for air quality and reported to the US Environmental Protect Agency (EPA). The National Ambient Air Quality Standard (NAAQS) sets the standard for emissions and requires the lead planning agency in the state (Colorado Department of Public Health & Environment in Colorado), as defined by the governor, to perform tests and report on the results. The two pollutants are ozone, with Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x) as the precursor, and carbon monoxide (CO). Both of these pollutants have specific mobile source control strategies and testing requirements at the federal and state level.

The following describes the status of air quality pollutants and strategies.

Carbon Monoxide - Fort Collins

In the late 1980s, Fort Collins had violations of the NAAQS for CO. As a result, its previous nonattainment status continued with the passage of the Clean Air Act Amendments of 1991. In the 1990s, CO levels improved substantially, and Fort Collins was redesignated to a maintenance area in July 2002. The maintenance status remains for 20 years after the redesignation but the control strategies have been removed.

Denver/North Front Range 8-Hour Ozone Nonattainment Area

Ground level ozone is created when VOC and NO_x are emitted and mixed with heat in the atmosphere. In November 2007, the EPA designated the Denver/North Front Range region as a nonattainment area for the 8-hour ozone due to violations of the 8-hour ozone standard that occurred in the summer of 2007.

There have been subsequent revisions to the standard and reclassification of the category since that time, although the boundary has remained constant, as shown in Figure 3. On May 21, 2012, the region was designated as marginal nonattainment for the 0.075 parts per million (ppm) from the prior 0.080 ppm. On May 4, 2016, the EPA final rule determined that the marginal category failed to attain the standard, and the area was reclassified as moderate, moving further up the scale of more restrictive compliance requirements. The reclassification triggered additional planning requirements, including a revision to the State Implementation Plan (SIP).

The most recent SIP is the *Moderate Area Ozone SIP for the Denver Metro and North Front Range Nonattainment Area*, approved November 17, 2016, by Colorado Air Quality Control Commission. This plan is for the nonattainment area with the standard of 0.075 ppm and a classification of moderate. The Regional Air Quality Council is responsible for the development of the SIPs. Implementation is the responsibility of the Colorado Department of Public Health & Environment.

The SIP identifies control measures for implementation to bring the area back into compliance with the standards. Mobile source emissions, identified in the SIP, include vehicle emissions which are a significant component contributing to the overall emissions of VOC and NO_x. Progress has been made, as noted in the SIP, in reducing the emissions as shown in Table 3 and Table 4. The most notable control strategy in Larimer County is the return of vehicle emission testing.

Table 3. VOC Emissions Reduction from 2011 to 2017

Source Sector	2011 VOC Emissions (tons per day)	2017 VOC Emissions (tons per day)	Percent VOC Emissions Reduction from 2011 to 2017
Oil and Gas	279.8	154.0	
Point	26.6	28.4	
Area	60.6	67.5	
Non-Road Mobile	58.2	44.3	
On-Road Mobile	93.7	55.0	
Total All Categories	518.8	349.2	32.7%

Source: Colorado Department of Public Health & Environment and Regional Air Quality Council, 2016

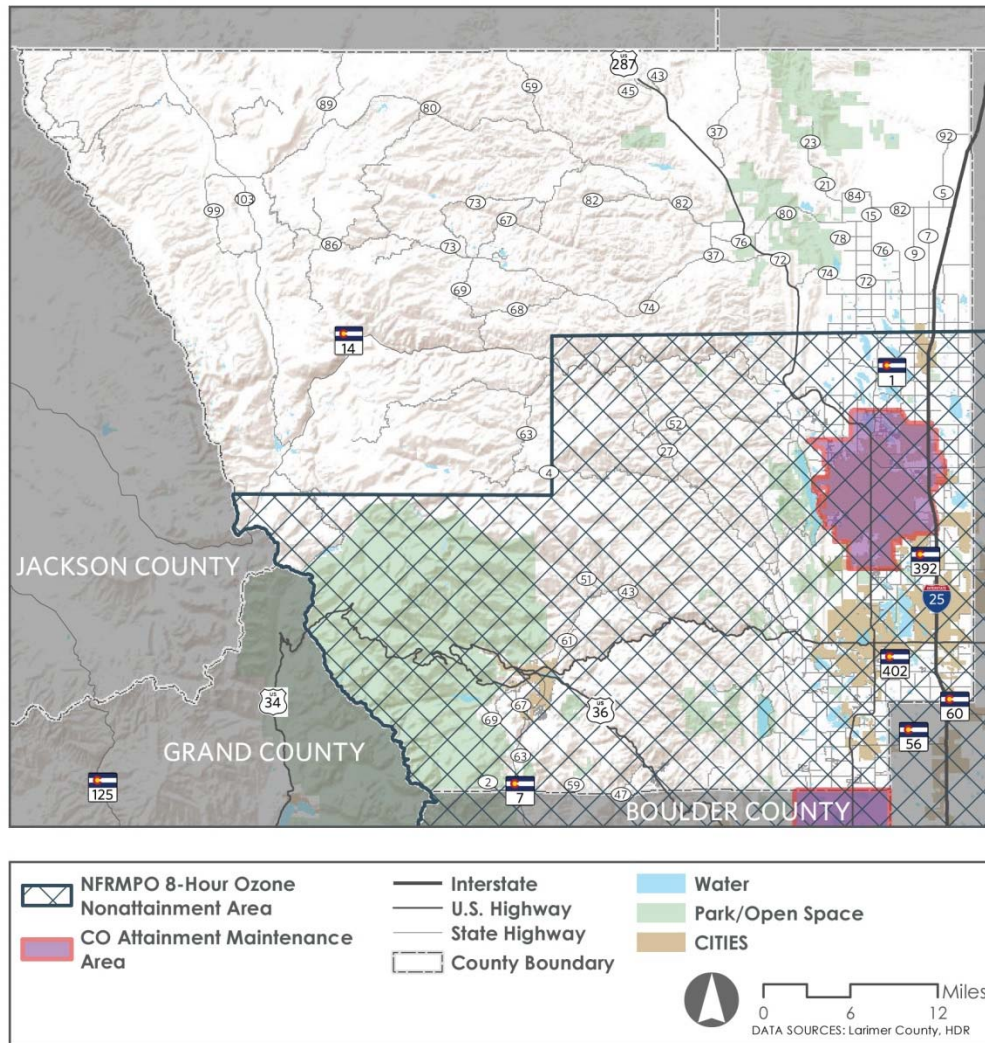
¹ https://raqc.egnyte.com/dl/uJJfKleU67/FinalModerateOzoneSIP_2016-11-29.pdf

Table 4. NO_x Emissions Reduction from 2011 to 2017

Source Sector	2011 NO _x Emissions (tons per day)	2017 NO _x Emissions (tons per day)	Percent NO _x Emissions Reduction from 2011 to 2017
Oil and Gas	41.4	65.8	
Point	60.7	40.1	
Area	0.0	0.0	
Non-Road Mobile	75.9	54.9	
On-Road Mobile	142.0	73.3	
Total All Categories	320.0	234.0	26.9%

Source: Colorado Department of Public Health & Environment and Regional Air Quality Council, 2016

Figure 3. Carbon Monoxide & 8-Hour Ozone Areas



² https://raqc.egnyte.com/dl/uJfKleU67/FinalModerateOzoneSIP_2016-11-29.pdf

Resiliency Planning

The Colorado Resiliency Working Group, created by the Colorado Resiliency and Recovery Office, has defined resiliency as “the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges - including disasters and climate change - and maintain quality of life, healthy growth, durable systems, and conservation of resources for present and future generations.” Resiliency is an increasingly important concept in Colorado following the floods and fires of 2012 and 2013, which had significant and severe consequences for the region. The Colorado landscape, though beautiful, presents many challenges for resiliency planning because of rough terrain, dry summers, and variable weather conditions year-round.

Two large wildfires occurred in 2012. The Hewlett Gulch fire (7,685 acres) and the High Park fire (87,284 acres) were both located northwest of Fort Collins. In addition to the loss of homes, these fires burned roadway infrastructure, as well as signs, and created high runoff from rain events that caused issues with lakes and reservoirs that are used for water supply for the cities and towns in Larimer and Weld Counties.

What does resiliency mean to transportation planning?

Providing redundancy in the transportation network and maintaining existing infrastructure reduces the severity of threats from natural hazards. Resiliency also depends on the transportation network for other reasons, such as providing access to resources and emergency management services and identifying safe routes for transport of hazardous materials.

Floods can occur from high rainfall events as happened in September 2013, when up to 17 inches of rain fell in one week. Larimer County was hit hard with 1,120 square miles affected by flooding, and 47 homes and seven businesses destroyed. An additional 338 homes and 25 businesses were damaged. There was extensive road damage in the Big Thompson Canyon and many of the surrounding County roads. US Highways 36 and 34, the major routes into Estes Park, were severely damaged. Estes Park residents were isolated by the destruction of sections of Fish Creek Road and all nine crossings of Fish Creek.

2013 Flood Damage



Larimer County's resiliency planning efforts have examined problems experienced by the County in past natural hazards, and identified strategies to mitigate the same threats in the future. Specifically, Larimer County conducted the *Unmet Needs & Community Fragility Study* in 2015 to identify the County's remaining needs to recover from the wildfires and floods. The study also identified vulnerabilities in each community within Larimer County even if unaffected by recent disasters.

In 2016, the County continued its work on improving resiliency and completed the *Larimer County Multi-Jurisdictional Hazard Mitigation Plan*. Additionally, a large stakeholder group of Larimer County, the City of Fort Collins, the City of Loveland, the Colorado Department of Local Affairs, and the Colorado Resiliency and Recovery Office, among others developed the *Larimer Community Resiliency Framework* to better prepare local communities for future hazards. The Board of County Commissioners approved the Framework and agreed to work in partnership with other Larimer County jurisdictions in support of the goals.

The *Larimer Community Resiliency Framework*, the *Larimer County Multi-Jurisdictional Hazard Mitigation Plan*, and the *Unmet Needs & Community Fragility Study* are summarized in Table 5.

Table 5. Summary of Resiliency Planning Efforts

	Larimer Community Resiliency Framework (2016)	Larimer County Multi-Jurisdictional Hazard Mitigation Plan (2016)	Unmet Needs & Community Fragility Study (2015)
Vision / Purpose	A connected, collaborative, and cooperative region where: • Cities, rural communities, and agriculture are valued and supported by long-range, regional, comprehensive planning. • There is a diverse range of housing and multi-modal transportation systems. • Critical infrastructure has built-in redundancy. • County residents understand their risks, and communities and individuals are self-sufficient and take responsibility for their own and their collective preparedness. • The economy is diverse, vibrant, and sustainable with a trained, diverse workforce that fosters equitable access to the social services and education needed to maintain capacity, flexibility, and high quality of life. • The natural environment is valued, protected, and responsibly managed. Infrastructure is moved from/kept out of high risk areas.	• Protect life and property by reducing the potential for future damages and economic losses that result from natural hazards. • Qualify for additional grant funding, in both the pre-disaster and post-disaster environment. • Provide quick recovery and redevelopment following future disasters. • Integrate other existing and associated local planning documents. • Demonstrate a firm local commitment to hazard mitigation principles. • Comply with state and federal legislative requirements tied to local hazard mitigation planning.	• Link assessments on community fragility and unmet needs for the purposes of creating a comprehensive assessment of Larimer County continued recovery needs.
Transportation Goals	• Implement regional, long-range, comprehensive planning. • Develop and fund a regional, multimodal transportation network. • Build public-private sector partnerships to support and achieve the community's vision and goals.	• Protect people, property, and natural resources. • Improve capability to reduce disaster losses. • Integrate hazard mitigation into other planning mechanisms.	• "Bounce forward" instead of just bouncing back.
Transportation Recommendations / Projects	• Northern Colorado Community Connectivity Project: In the initial phase, the three I-25 bridges at Little Thompson, Big Thompson, and Poudre River crossings would be replaced, simultaneously implementing stream improvement projects and installing greenways that connect the west and east sides of I-25. • US 34 permanent repairs between Estes Park and Loveland. • Identify potential weak or choke points in infrastructure and develop mitigation strategies and/or education. • Develop a clear hierarchy of needs in infrastructure repair/upgrade/installation. • Communities' access points should be reviewed and, where needed, upgraded to assure resilient ingress and egress.	• Bridge Improvement Project: The 2012 High Park Wildfire and the 2013 flood caused the Public Works Division to delay necessary bridge improvements due to the wide-scale destruction of roads and bridges throughout Larimer County. Therefore, structurally deficient bridges exist that must be replaced. In accordance with the <i>Larimer County Strategic Plan</i>, replace all structurally deficient bridges in Larimer County by 2020. • Review and update the Transportation Master Plan.	• Continue working with local communities to identify secondary egress routes and work with private land owners to secure access to private roads during emergencies. • Conduct a detailed assessment of critical infrastructure and access issues to provide a clearer picture of the need and available options in each community. • Bring all bridges to sufficient status by 2020. • Continue current efforts toward resilient infrastructure and lifelines, including redundancies and back-ups so that when one failure occurs, another system will work in its place.

Demographics

The need for improved transportation infrastructure is driven by growth in Larimer County and across the Colorado Front Range—the rapidly urbanizing area on the plains adjacent to the Rocky Mountains between Pueblo and Fort Collins. Infrastructure investments for both maintenance and upgrades connect growing communities; provide access to recreation and local, state, and national parks; and serve the local transportation needs of all residents in the County.

Between 2010 and 2016, Colorado was the fourth-fastest growing state in the nation by percentage. Colorado added more than 500,000 people to its population in that same time period, an increase of 10.2 percent.³

Much of this growth is occurring in the Colorado Front Range. Since 2010, the Colorado Front Range population has increased from 4.2 million to 4.6 million. The growth rate is also increasing; in 2007, net migration was fewer than 30,000 people, and by 2015, that number had jumped to more than 65,000 people.

Larimer County

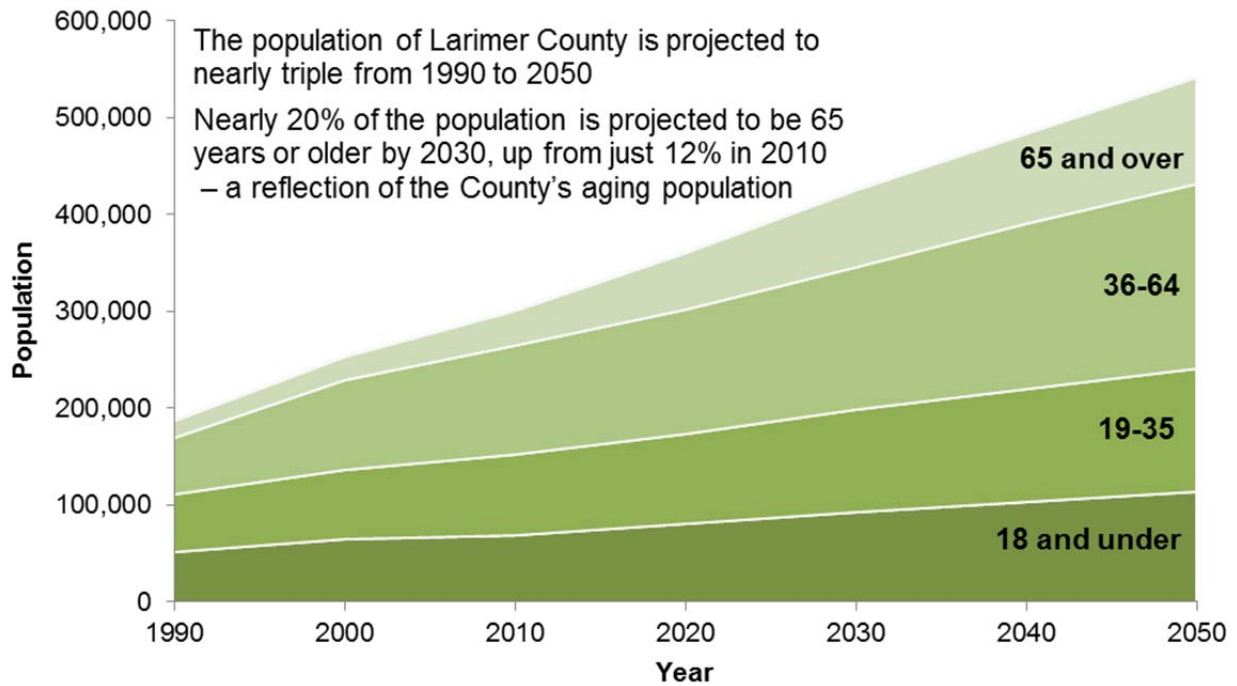
According to 2015 estimates from the state demographer, the County is home to 332,800 residents, making it the sixth-most populous County in Colorado. The County has two major cities (Fort Collins and Loveland) and six towns (Berthoud, Estes Park, Johnstown, Timnath, Wellington, and Windsor). The majority of the population is within these municipalities, with only 21 percent, or 68,200 residents, in the unincorporated areas of the County.

The County has seen a steady increase in population, as depicted in Figure 4. Between 1990 and 2010, the population grew by 61 percent. The County's growth is expected to continue, resulting in a population of more than 542,000 by 2050.

Figure 4 also shows that the population growth in the County will contain a larger portion of people over the age of 65 in the future. The increase in the oldest age bracket is relevant because this population segment can require different services than those provided for residents in other age brackets. People over 65 years of age tend to not drive as much but still need freedom of mobility and access to services.

³ US Census Bureau, Population Division.

Figure 4. Larimer County Age Distribution



Source: Colorado Department of Local Affairs, Demography Division, 2016

Urban Areas

Between 1980 and 2015, Fort Collins more than doubled in size from 65,000 residents to more than 160,000. Loveland has also seen immense growth, growing from 30,000 residents in 1980 to almost 75,000 in 2015.

The combined population of the six towns in Larimer County (Berthoud, Estes Park, Johnstown, Timnath, Wellington, and Windsor) has grown 450 percent in the same time period. These six towns had a combined population of 29,200 residents in 2015, or almost 9 percent of the County's population.

Unincorporated Areas

The unincorporated areas account for 21 percent of the County's population, but have not experienced the same growth rates as those in urban areas of the County. Between 1980 and 2015, the unincorporated Larimer County population grew 44 percent compared to the overall County population growth of 223 percent.

As unincorporated areas are developed and begin to grow, nearby cities and towns incorporate these newly developed areas, partially explaining the smaller growth in unincorporated areas. This can be seen in the cases of Johnstown and Windsor, both of which were fully contained in neighboring Weld County in 1980. As development occurred on the eastern border of Larimer County, these towns expanded into Larimer County, and that population growth was then categorized as urban instead of rural.

Guiding Principles

The following guiding principles were developed as part of this current planning process. These guiding principles were used to identify needs within the transportation network and to prioritize improvements. Each guiding principle is accompanied by specific goals and strategies.



Guiding Principle 1: Provide a safe transportation network to move people and goods through all modes of travel.

- A. Reduce crash rates at intersections and on roadways with the highest crash rates and crash counts.
 - i. At a minimum, annually collect and analyze crash data to provide a comprehensive understanding of safety issues.
 - ii. Incorporate design solutions where appropriate to enhance both vehicular and non-vehicular user safety, such as designated pedestrian/ bicycle facilities, wildlife corridor grade-separated crossings, and roundabouts.
 - iii. Evaluate and choose the appropriate type of improvement to address the types of crashes occurring, based on ongoing safety reports.
- B. Reduce the rate of severe crashes that result in serious injuries and fatalities.
 - i. Review fatal crashes to determine crash causes and crash factors. Design features such as horizontal and vertical curves, bicycle and pedestrian facilities, and design speeds should be assessed in addition to human factors.
 - ii. Improve roadside safety by restricting fixed object placement, adding barriers where appropriate, and improving sight distances to the extent feasible.
- C. Identify opportunities to upgrade rail crossing safety along County roads.
 - i. Maintain railroad crossing database, and provide County roadway Average Daily Traffic to the Federal Railroad Administration every five years.



Guiding Principle 2: Maintain the transportation network to optimize investment in the transportation infrastructure.

- A. Maintain the County mainline paved roadway system to an overall pavement condition index of 70 or better.
- B. Maintain the County mainline non-paved roadway system.
 - i. Investigate strategies for monitoring the conditions of non-paved roadways.
 - ii. Implement best management practices to mitigate dust, improve safety, and minimize maintenance cost of non-paved roads.
- C. Maintain bicycle and pedestrian facilities within the County mainline right-of-way.
- D. Repair, rehabilitate, or replace major and minor bridge structures based on the bridge inspection report and evaluation criteria.



Guiding Principle 3: Diversify the transportation network by considering the development and use of alternative transportation modes during the planning and design process of each transportation project.

- A. Provide road rights-of-way and cross sections that are wide enough to accommodate all identified users and functions (autos, transit vehicles, pedestrians, and bicyclists), as practical and feasible.

- i. To accommodate bicycles and pedestrians, the paved cross section should be consistent with design standards depending on terrain and other limitations.
- B. Consider bicycle facilities, such as wide shoulders and bicycle lanes, on roadways that experience high bicycle demand and would provide continuity in the regional bicycle network, where practical.
- C. Consider pedestrian crossing improvements where conditions warrant.
- D. Coordinate with transit providers to increase the accessibility of transit services in unincorporated Larimer County.



Guiding Principle 4: Upgrade and expand the County roadway network to respond to the needs of growth and economic development to provide for the efficient movement of citizens, goods, and services.

- A. Expand and upgrade existing facilities to maintain a minimum Level of Service D in urban areas and Level of Service C in rural areas.
 - i. Prior to road widening to improve capacity, evaluate the costs and benefits of alternative capacity enhancement strategies.
 - ii. Identify non-paved roads that have exceeded the Average Daily Traffic threshold for paving and prioritize those sections in the Capital Improvement Program funding stream.
 - iii. Follow land use code as it pertains to transportation facilities.
 - iv. Implement access management standards along mainline County roadways to maintain mobility at the desired level of service.
- B. Consider intersection control improvements when signal warrants are met.
 - i. When a signalized intersection is warranted, consider alternative intersection control types such as roundabouts as an alternative to signalizing the intersection.
- C. Consider new roadway connections in areas experiencing growing demand, where expansion of existing facilities is neither sufficient nor feasible.
 - i. Coordinate with other agencies and private developers to equitably share costs and provide resources.
- D. Incorporate the findings and advance the recommendations of the *Larimer Community Resiliency Framework*.
- E. Identify potential and existing freight corridors. Consider safety and capacity improvements on these corridors, as necessary, to be consistent with freight use.



Guiding Principle 5: Establish and implement a Capital Improvement Program for County transportation facilities.

- A. Identify a methodology for prioritizing projects which emphasizes the importance of maintaining the existing roadway system.
- B. Consider consistency with the *Larimer County Master Plan* as an element of project prioritization for roadway maintenance and improvement.
- C. Identify methods to share costs with adjacent cities and other governmental entities.
- D. Consider identifying dedicated funding for alternative transportation modes.
- E. Update the Transportation Capital Improvement Program on an annual basis.

The following chapters of this plan correspond to the themes of these guiding principles. The guiding principle, goals, and strategies are repeated at the beginning of each chapter.



Safety

Safety

Guiding Principle 1: Provide a safe transportation network to move people and goods through all modes of travel.

Goals and strategies to support Larimer County's efforts to improve safety for all modes:

- A. Reduce crash rates at intersections and on roadways with the highest crash rates and crash counts.
 - i. At a minimum, annually collect and analyze crash data to provide a comprehensive understanding of safety issues.
 - ii. Incorporate design solutions where appropriate to enhance both vehicular and non-vehicular user safety, such as designated pedestrian/ bicycle facilities, wildlife corridor grade-separated crossings, and roundabouts.
 - iii. Evaluate and choose the appropriate type of improvement to address the types of crashes occurring, based on ongoing safety reports.
- B. Reduce the rate of severe crashes that result in serious injuries and fatalities.
 - i. Review fatal crashes to determine crash causes and crash factors. Design features such as horizontal and vertical curves, bicycle and pedestrian facilities, and design speeds should be assessed in addition to human factors.
 - ii. Improve roadside safety by restricting fixed object placement, adding barriers where appropriate, and improving sight distances to the extent feasible.
- C. Identify opportunities to upgrade rail crossing safety along County roads.
 - i. Maintain railroad crossing database, and provide County roadway Average Daily Traffic to the Federal Railroad Administration every five years.

Roadway Safety

Roadway safety can be analyzed by sections of roadway or by intersection. The crash types that occur at these two locations vary, and therefore, analyzing safety by both categories is the most comprehensive approach.

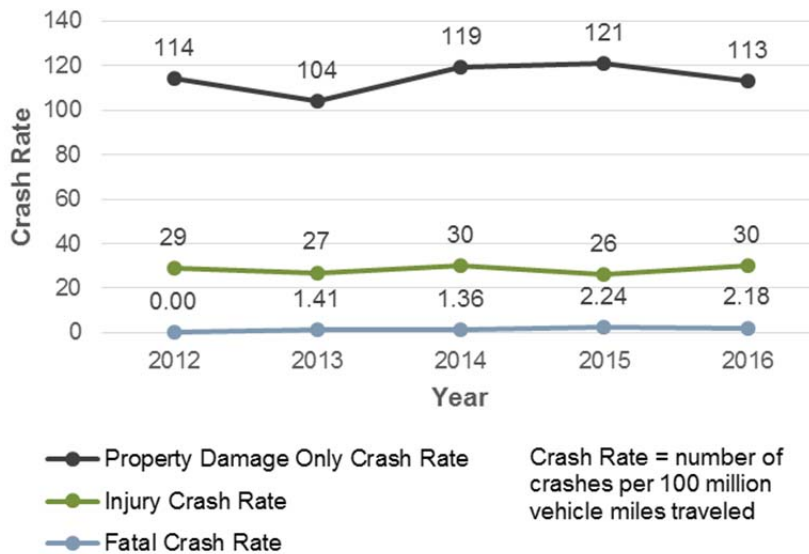
2016 Traffic Safety Report

A traffic safety report is prepared annually by Larimer County Engineering staff that assesses the transportation system and identifies areas for further study to address crashes. This report describes the general state of transportation safety in the County and identifies short-term solutions to address crash trends. The *2016 Traffic Safety Report* can be found online at:

http://larimer.org/engineering/Transportation/AnnualReports/LCSP_2016_Annual_Report.pdf

There was an average of more than 400 crashes per year on County roads between 2012 and 2016. The total number of crashes decreased slightly by less than one percent. However, the number of injury crashes increased approximately 16 percent from 2012 to 2016. Fatal crashes have remained the same from the previous year at seven.

Figure 5. Crash Rates on Unincorporated Roads



Source: Larimer County 2016 Traffic Safety Report

A way to compare crashes across Colorado is by using a crash rate. A crash rate is expressed in the number of crashes per 100 million vehicles miles traveled (VMT). The *Colorado Problem Identification Report*, Colorado Department of Transportation, Fiscal Year 2016, shows that the average annual (2009-2014) statewide injury crash rate per 100 million VMT is 20.9, while Larimer County (2014-2016) has 28.2 injury crashes per 100 million VMT annually. The crash rate on the unincorporated Larimer

County roadway system is higher than the statewide crash rate that includes the interstate and state highway system. This is consistent with many safety trends in rural counties across Colorado.

Specific issues identified in the 2016 *Traffic Safety Report* are summarized below.

- Roadway departures continue to be the most common crash type and accounted for five of the seven fatal crashes.
- Driving under the influence decreased by seven percent.
- Animal-related crashes increased by nine percent with most of them involving deer in October and November.
- Distracted driving, most notably from cell phones, increased by 26 percent statewide with the County showing a four percent increase.
- 82 percent of motorcycle crashes resulted in injury or death, compared to 16 percent in other vehicles.

Recent safety projects from the annual safety report and other planning efforts have included:

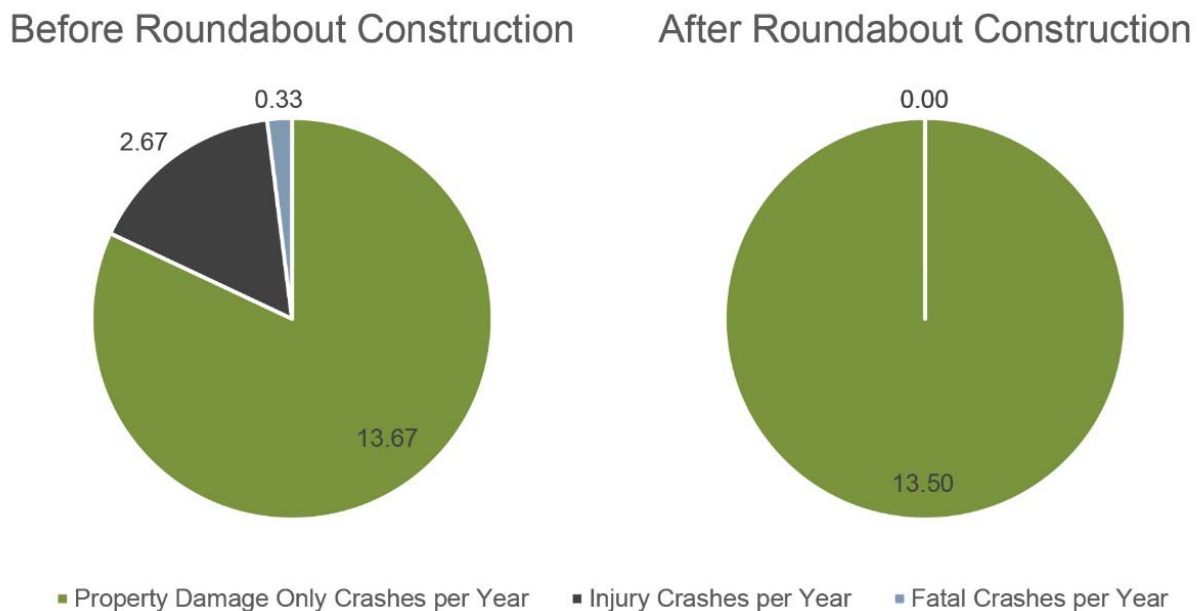
- **Installation of a traffic signal.** The County installed a traffic signal at the intersection of CR 13E (Monroe Avenue) and CR 28 (57th Street) in 2016 to combat a recent increase in broadside crashes. The signal increases intersection capacity.
- **Installation of milepost markers.** In 2016, the County installed milepost markers in the foothills and mountainous areas of the County to assist emergency responders in quickly locating crashes that occur on remote highways.
- **Installation of a pedestrian hybrid beacon.** To improve pedestrian and bicycle safety, the County installed a pedestrian hybrid beacon on CR 11C approximately 0.5 mile south of CR 30. When activated, the beacon sets off flashers 750 feet in advance of the crossing to alert motorists

to the presence of a pedestrian or bicyclist, requiring the motorist to stop. The crossing also has a pedestrian countdown display.

- **Complete roadway reconstruction.** CR 11C is a popular route for both motorists and bicyclists. The County reconstructed the roadway in 2016 from the Horseshoe Lake outlet to Boyd Lake to just south of CR 28 (57th Street) with six-foot shoulders to more safely accommodate bicyclists.

The annual safety report identifies specific projects each year to improve multimodal safety within the County. In addition to these specific projects, the County is seeking to reduce the number and severity of crashes through the installation of roundabouts where appropriate. Figure 6 shows a comparison of crash severity at five Larimer County intersections (CR 19 at CR 48 (Vine Drive), CR 9 at CR 30, CR 19 at CR 70, CR 11C at CR 30 and CR 11 at CR 30) before and after installation of roundabouts. As shown, safety performance at the five intersections has improved, with approximately the same number of minor crashes, and zero crashes that resulted in injury or death.

Figure 6. Before & After Roundabout Construction Crash Comparison



Source: Larimer County 2016 Traffic Safety Report

CDOT Intersection Priority Study

In September 2016, CDOT completed the *Region 4 Intersection Priority Study* to identify and prioritize intersection improvements in Region 4, where Larimer County is located, based on a comprehensive review of the safety, operational, and geometric considerations. The study began with approximately 4,000 intersections in Region 4 that include at least one state highway, and concluded with a prioritized list of 25 intersections with project recommendations for each of these intersections to improve safety and traffic flow.

Prior to beginning the study, CDOT's Traffic and Safety Branch identified 600 of the approximately 4,000 intersections that had crash histories greater than the average of comparable intersections statewide. In Phase 1, CDOT reviewed crash data from 2010-2014, traffic operations data, and input from local agencies to narrow down the preliminary list of 600 to 120 intersections.

In Phase 2, CDOT met with local agencies and assessed the potential for projects to reduce crashes and/or improve traffic flow for the remaining 120 intersections. This assessment resulted in a revised intersection list, which was narrowed down to 40 intersections during Phase 3. CDOT conducted site visits and detailed traffic operations analysis, and produced crash reduction estimates for each of the remaining 40 intersections. Evaluation criteria included safety rating, safety benefit-cost ratio, traffic operations benefit-cost ratio, ease of action, and local agency support. As a result, CDOT was able to develop a prioritized list of 25 intersections based on a combination of safety and operational need.

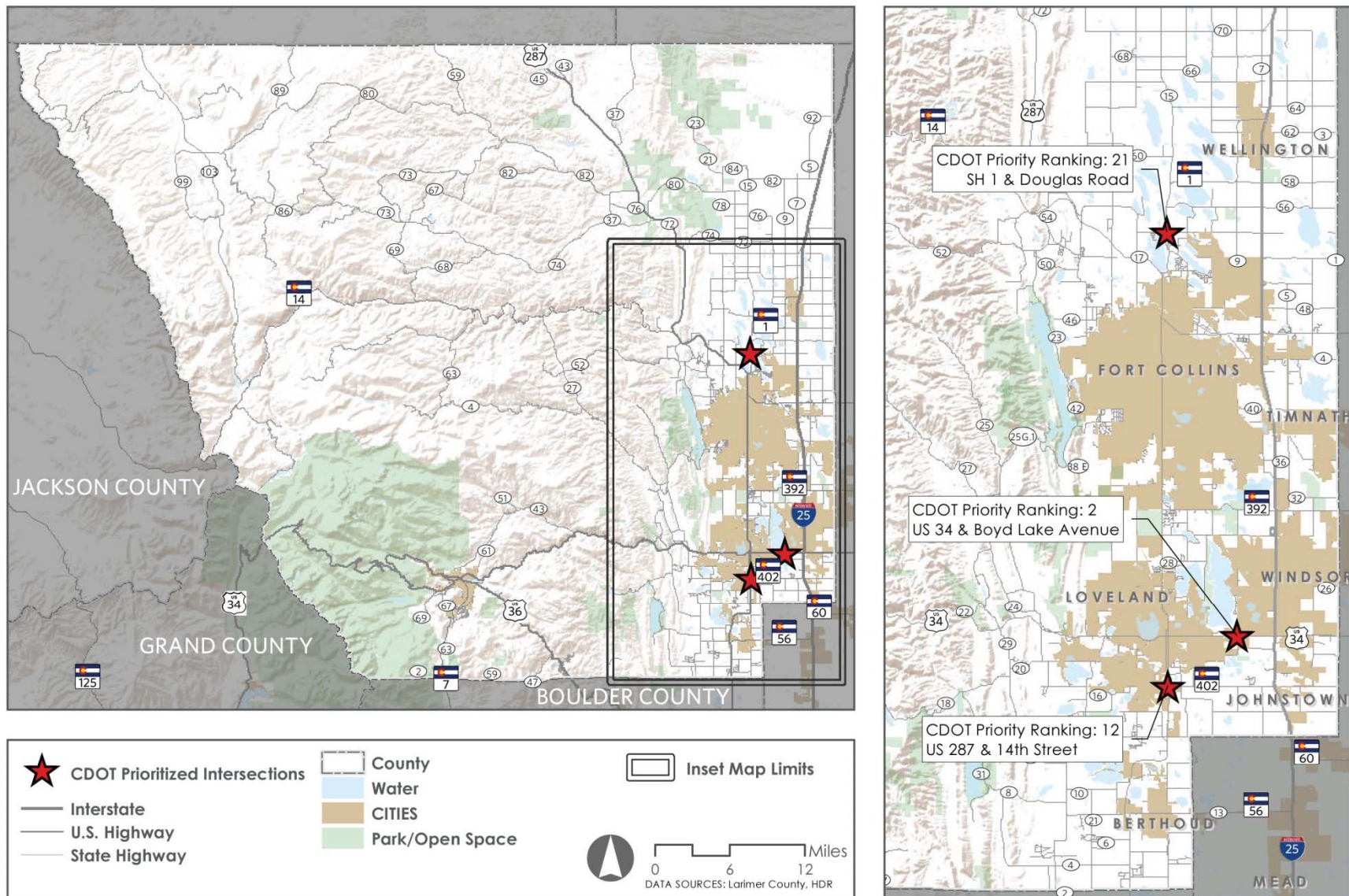
Three of the 25 prioritized intersections from CDOT's study are in Larimer County. Only one (SH 1 and CR 54) is wholly within Larimer County's jurisdiction; two have at least one leg of the intersection within Larimer County's jurisdiction. Project recommendations for these three intersections can be found in Table 6, and a map of these locations can be found in Figure 7.

Table 6. CDOT Prioritized Intersection Improvements

CDOT Region 4 Priority Ranking	Intersection	Recommended Improvements
2	US 34 (Eisenhower Boulevard) & Boyd Lake Avenue (CR 9)	The City of Loveland is currently designing improvements for this intersection that include roadway widening, additional left-turn lanes on each approach, and signal modifications.
12	US 287 (Lincoln Avenue) & 14 th Street (SH 402, CR 18)	Install flashing yellow arrow (FYA) signal heads for the northbound and southbound approaches, including replacing the existing signal poles to place the FYA signal heads over the left-turn lanes. With the FYA heads in place, protected-only phasing by time of day could be implemented, if necessary, to reduce the frequency of approach turn type crashes.
21	SH 1 & Douglas Road (CR 54)	Install a traffic signal constructed to meet current CDOT standards.

Source: CDOT Region 4 Intersection Priority Study, 2016

Figure 7. State Highway Intersections Prioritized for Improvements in Larimer County



Crash Data Analysis

For analysis purposes, Larimer County's roadway network is split into over 600 traffic sections ranging from 0.2 mile to more than 15 miles long. Safety data from 2013 through 2015 were used to calculate weighted crash counts and crash rates per million VMT to provide an understanding of needed improvements to lower crash rates.

Weighted Crash Counts. A weighting process was identified for crash counts to denote the differing severity in crash types - property damage only (1), injury (5), and fatality (12).

Crash Rates per Million VMT. Crash rates are typically calculated per million VMT to take into account both the length of the section and the traffic volumes. This prevents the crash rate from being particularly high on a short section or a section with low volumes when even one crash occurs.

Using these two metrics, safety performance was determined for the 2013 through 2015 period as follows:

- **Low:** One or more fatalities; or weighted crash count ≥ 15 AND crash rate per million VMT ≥ 2 .
- **Medium:** Crashes have occurred, but do not meet criteria for Low Safety Performance category.
- **High:** No crashes.

A summary of these performance measures can be seen in Table 7. Specific safety needs are highly variable and could not be determined based on this high-level analysis. Each section identified as having low safety performance should be further analyzed to determine what design change, if any, could be made to improve safety. For reference, the social costs of safety problems are presented. These costs are an indicator of the impact to the community that crashes have, and were calculated based on US Department of Transportation (DOT) guidance.^{4, 5}

Table 7. Safety Performance and Crash Type

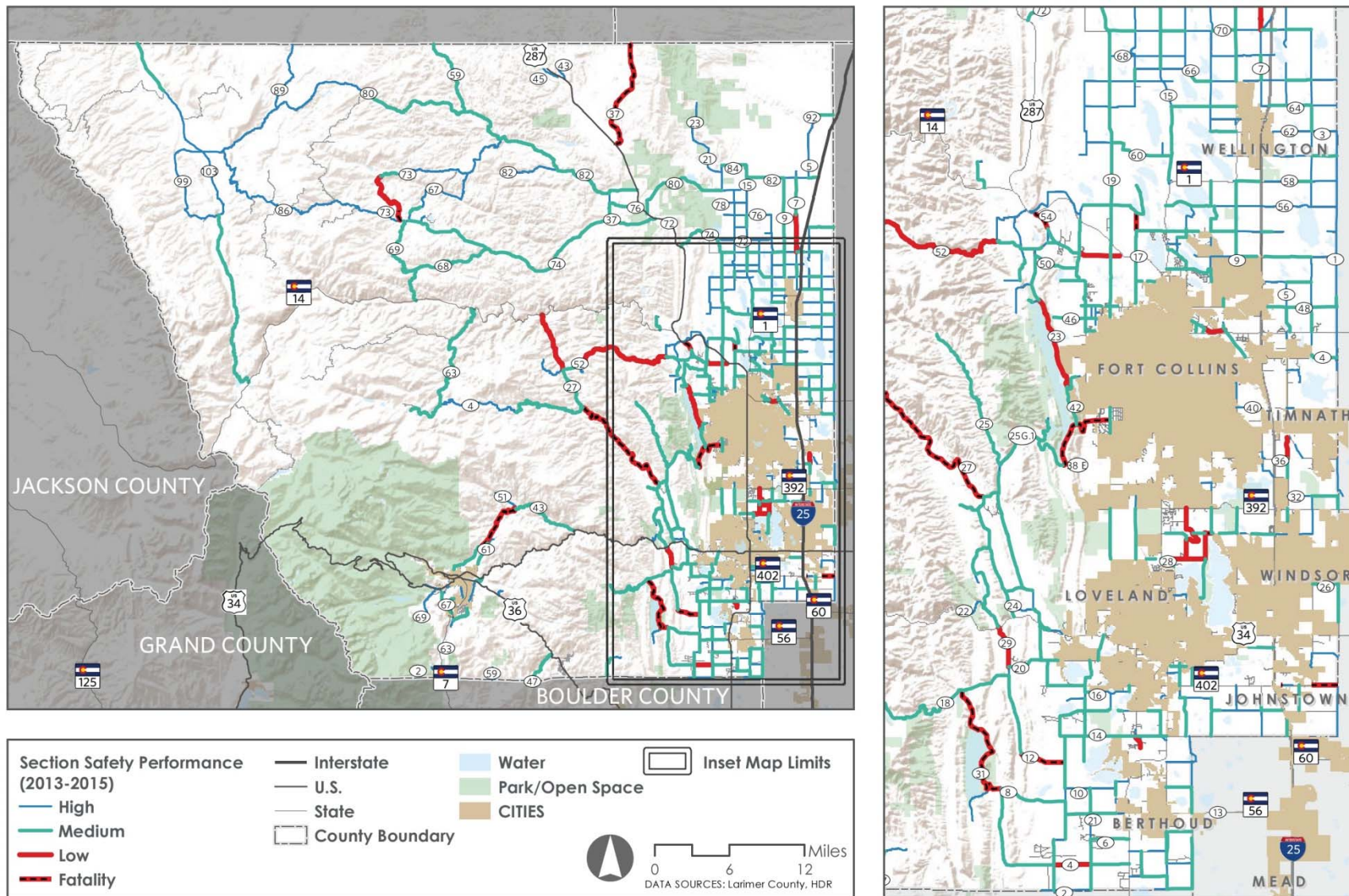
Safety Performance	Number of Traffic Sections	Property Damage Only	Injuries	Fatalities	Economic and Social Cost of Crashes (millions of 2015 \$)
Low: No Fatalities	20	226	82	0	\$15.2
Low: Fatality	13	62	31	14	\$140.1
Medium	288	693	130	0	\$25.5
High	306	0	0	0	\$0.0
Total	627	981	243	14	\$180.8

These safety performance categories can be seen in Figure 8. Details by traffic section can be found in Appendix A.

⁴ US DOT, Guidance on Treatment of the Economic Value of a Statistical Life in US Department of Transportation Analyses, 2016.

⁵ US DOT, TIGER BCA Resource Guide and The Economic and Societal Impact of Motor Vehicle Crashes, 2010.

Figure 8. Safety Performance by Roadway Section



Bicycle & Pedestrian Safety

Between 2011 and 2015, there was an average of eight bicycle crashes per year on roads in unincorporated Larimer County. Bicycle crashes tend to be severe; 73 percent resulted in an injury, including two fatalities.⁶

Within the same timeframe, there were eight total crashes involving pedestrians resulting in zero fatalities and five injuries. Like bicycle crashes, the number of pedestrian crashes is low, but the severity is high. As a comparison, the City of Fort Collins averages 45 pedestrian crashes per year, mostly at signalized intersections or midblock crossings in areas with high pedestrian volumes.

The County will pursue bicycle and pedestrian improvements where appropriate, such as widened shoulders, hybrid flashing beacons at trail crossings, Safe Routes to School, and others. The County will review safety data during the planning and design of capital improvement projects to determine the need for bicycle and pedestrian treatments.

Narrow Shoulders for Bicycling



Railroad Crossing with Gates & Flashers



Railroad Crossing Safety

The rail transportation system in Larimer County includes the BNSF Railway, the Union Pacific Railroad (UPRR), and the Great Western Railway (GWR). Within Larimer County, there are approximately 52 miles of BNSF Railway tracks, 22 miles of UPRR tracks with a switch yard in Fort Collins, and 19 miles of GWR tracks. The rail lines do not provide passenger rail service. Figure 9 shows the existing rail system in Larimer County.

Along the 93 miles of rail, there are 25 public railroad crossings in unincorporated Larimer County. Most of these crossings are at grade and along rural roadways. Table 8 is a full list of these crossings.

The County will continue to coordinate with the FRA on potential crossing safety improvements.

Safety Initiatives

The County will continue to address safety needs through the following initiatives:

- Annual traffic safety report
- Bicycle and pedestrian improvements incorporated into future projects
- Safety data analysis
- Design review for future capital improvements
- Safe Routes to School
- FRA coordination to improve safety at railroad crossings
- Roundabout installations where appropriate
- Low-cost safety program

⁶ 2015 Traffic Safety Report. Larimer County Engineering Department.

Figure 9. Rail Lines in Larimer County

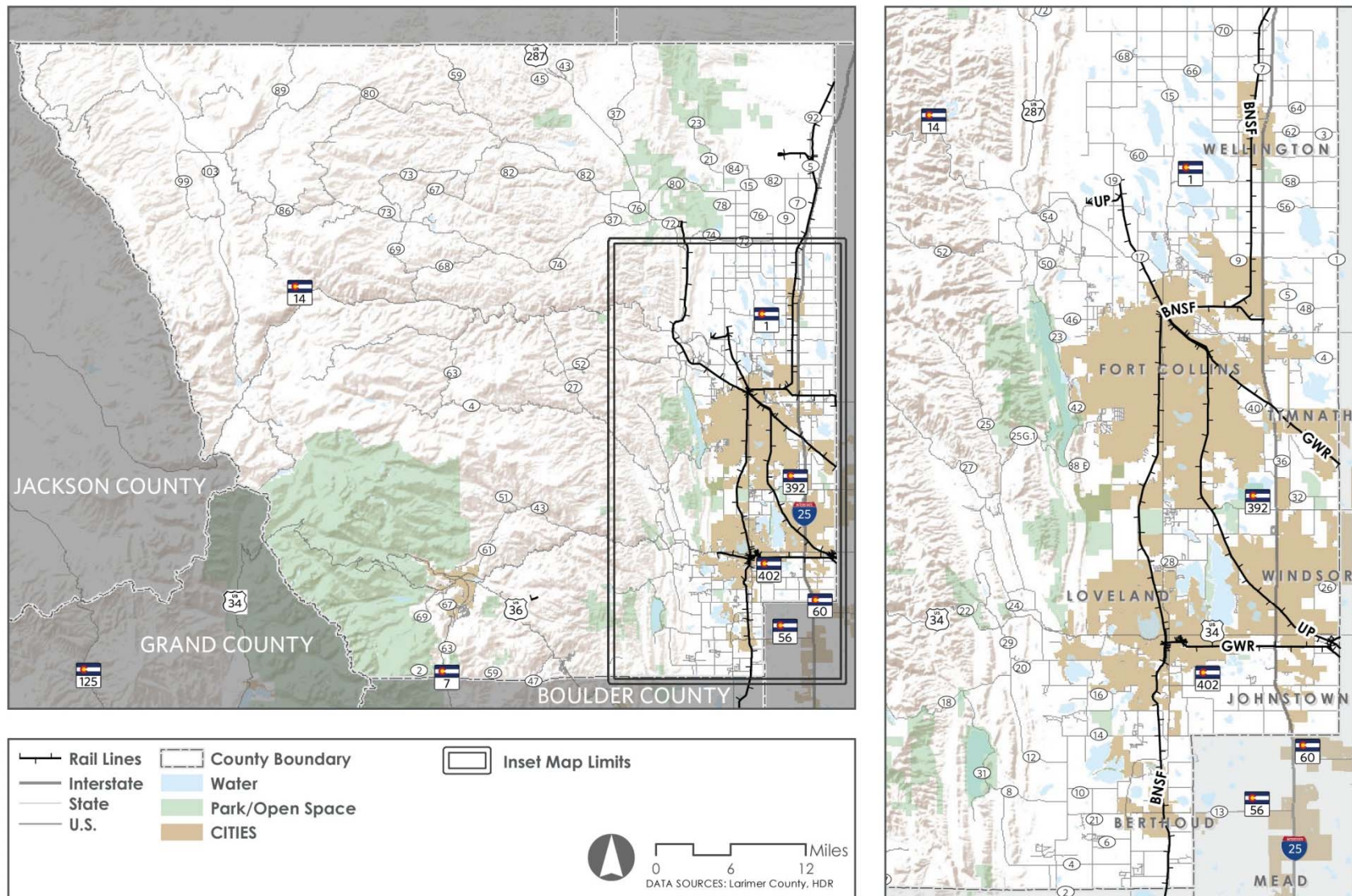


Table 8. Public Railroad Crossings in Unincorporated Larimer County

DOT Crossing Inventory Number	Railroad	Position	Crossing Street	Closest City/Town	Control Device
244951B	BNSF	At Grade	Douglas Road	Wellington	Crossbucks & stop sign
244952H	BNSF	At Grade	CR 56	Wellington	Crossbucks
244953P	BNSF	At Grade	CR 58	Wellington	Gates with flashers
244958Y	BNSF	At Grade	CR 66	Wellington	Flashers
244960A	BNSF	At Grade	CR 68	Wellington	Crossbucks
244961G	BNSF	At Grade	Owl Canyon Road	Wellington	Gates with flashers
244962N	BNSF	RR Over	CR 7	Wellington	N/A
244963V	BNSF	At Grade	Buckeye Road (CR 82)	Wellington	Gates with flashers
244966R	BNSF	At Grade	CR 92	Wellington	Gates with flashers
245017G	BNSG	At Grade	County Line Road (CR 2)	Berthoud	Gates with flashers
245018N	BNSF	At Grade	CR 2E	Berthoud	Gates with flashers
245020P	BNSF	At Grade	CR 15A	Berthoud	Gates with flashers
245021W	BNSF	At Grade	CR 15A	Berthoud	Crossbucks
245026F	BNSF	At Grade	CR 10E	Berthoud	Gates with flashers
245027M	BNSF	At Grade	42nd Street SW (CR 14)	Loveland	Gates with flashers
245029B	BNSF	At Grade	CR 16	Loveland	Gates with flashers
245150L	BNSF	At Grade	Richards Lake Road (CR 52)	Fort Collins	Gates with flashers
804315B	UPRR	At Grade	CR 30	Loveland	Gates with flashers
804316H	UPRR	At Grade	CR 11	Fort Collins	Gates with flashers
804512P	UPRR	At Grade	Willox Lane	Fort Collins	Crossbucks
804515K	UPRR	At Grade	CR 56	Fort Collins	Gates with flashers
804516S	UPRR	At Grade	CR 19	Fort Collins	Gates with flashers
849368B	GWR	At Grade	CR 20C	Loveland	Crossbucks
872118W	GWR	At Grade	CR 3	Loveland	Crossbucks

SAFETY SUMMARY

Guiding Principle



Provide a safe transportation network to move people and goods through all modes of travel.

Existing & Future Conditions

- **High Crash Rate:** Between 2011 and 2015, there were more than 400 crashes per year on county roads on average.
- **More Injuries:** Larimer County has a higher injury crash rate than the state average.
- **Rural Roads:** Rural two-lane roads have the highest risk within the road system.
- **High Social Cost:** Crashes on County roads from 2013-2015 will have a lifetime social and economic cost of more than \$180 million.

2016 TRAFFIC SAFETY REPORT. There was an average of more than 400 crashes per year on County roads between 2012 and 2016. Roadway departures continue to be the most common crash type and accounted for five of the seven fatalities in that time period.

CRASH DATA ANALYSIS. 33 traffic sections have low safety performance, with a combined 14 fatalities and 113 injuries from 2013 through 2015.

CDOT INTERSECTION PRIORITY. CDOT has identified three intersections at least partially within Larimer County's jurisdiction that require operational, safety, or geometric improvements. These are:

- US 34 (Eisenhower Boulevard) & Boyd Lake Avenue (CR 9)
- US 287 (Lincoln Street) & 14th Street (SH 402, CR 18)
- SH 1 & Douglas Road (CR 54)

BICYCLE & PEDESTRIAN. Crashes involving bicyclists and pedestrians are infrequent in the County, but the severity is high when they occur. Between 2011 and 2015, there was an average of eight bicycle crashes per year, resulting in two fatalities. There were eight pedestrian crashes total in that same timeframe with no fatalities.

What is the County doing to improve safety?

Goals identified through the planning process to address safety include:

- Reduce crash rates at intersections and on roadways with the highest crash rates and crash counts.*
- Reduce the rate of severe crashes that result in serious injuries and fatalities.*
- Identify opportunities to upgrade rail crossing safety along County roads.*

Safety initiatives in the County include:

- Bicycle and pedestrian improvements incorporated into future projects
- Safety data analysis
- Design review for future capital improvements
- Safe Routes to School
- FRA coordination to improve safety at railroad crossings
- Roundabout installations where appropriate
- Low-cost safety program
- Annual traffic safety report



Maintenance

Maintenance

Guiding Principle 2: Maintain the transportation network to optimize investment in the transportation infrastructure.

Goals and strategies to efficiently and effectively maintain the Larimer County transportation network:

- A. Maintain the County mainline paved roadway system to an overall pavement condition index of 70 or better.
- B. Maintain the County mainline non-paved roadway system.
 - i. Investigate strategies for monitoring the conditions of non-paved roadways.
 - ii. Implement best management practices to mitigate dust, improve safety, and minimize maintenance cost of non-paved roads.
- C. Maintain bicycle and pedestrian facilities within the County mainline right-of-way.
- D. Repair, rehabilitate, or replace major and minor bridge structures based on the bridge inspection report and evaluation criteria.

Overview of County Road Maintenance

Larimer County Road and Bridge Department performs maintenance on approximately 796 miles of mainline County roads and approximately 226 miles of non-mainline County roads and US Forest Service roads.

- 374 miles of mainline paved roads
- 422 miles of mainline gravel/native surface roads
- 105 miles of subdivision roads, of which there are paved and non-paved roads
- 121 miles of US Forest Service Roads

Source: Larimer County, Highway System

Improving roadway maintenance is the transportation improvement with the most public support

-Larimer County Transportation Assessment, October-November 2015

Paved road maintenance (preservation) includes crack seals, chip seals, pothole repair, and minor drainage system repairs. Paved roadway improvements include structural patching, overlay resurfacing, and major drainage system repairs. Non-paved road maintenance include drainage and re-graveling. They are graded and shaped to achieve smoothness and wearability, and some receive a treatment for dust suppression.

With a replacement cost of more than \$400 million,⁷ the approximately 1,000-mile system of public roads maintained by Larimer County makes it one of the County's most extensive and most valuable assets.

⁷ http://www.larimer.org/roads/transportation_report_card.htm

The County maintains a database of road conditions based on physical inspections of roads, measuring surface distresses, such as washboarding, rutting, cracking, and potholes. Every mainline road is physically inspected and the condition rated at least once per year.

Poorly maintained roads cost drivers money by increasing the wear and tear on vehicles. Poor road conditions may also contribute to an increase in crashes. Research has clearly shown that early preventive maintenance, particularly on paved roads, costs only a fraction of later, more extensive repair or reconstruction.

By monitoring road conditions carefully, County staff has a goal of providing cost-effective, preventive maintenance at the right time. This allows the County to stretch limited road maintenance dollars as far as possible. Over the past half-dozen years, the cost of road maintenance (particularly the cost of equipment, fuel and asphalt products) has increased dramatically, while the level of funding for road maintenance has remained relatively flat.

The County is actively managing this divide between resources and needs. In 2007, the County's road maintenance budget, adjusted for inflation, was \$25 million; in 2017 the budget was \$26 million, an increase of 4 percent. In that same period, the County population has increased by 21 percent.

Larimer County Snow Removal



Mainline County Road Conditions

The majority of the mainline County roads in the urban areas are paved, and many of the rural and mountainous roads are non-paved. About 51 percent of the miles on the County roadway network are paved; about 49 percent of the roadways in the County system are non-paved and maintained as treated gravel or native roads. A *Pavement Management Report, Paved and Non-Paved Roads*, is completed each spring based on the previous year's assessment. The information below is from the March 2017 report.

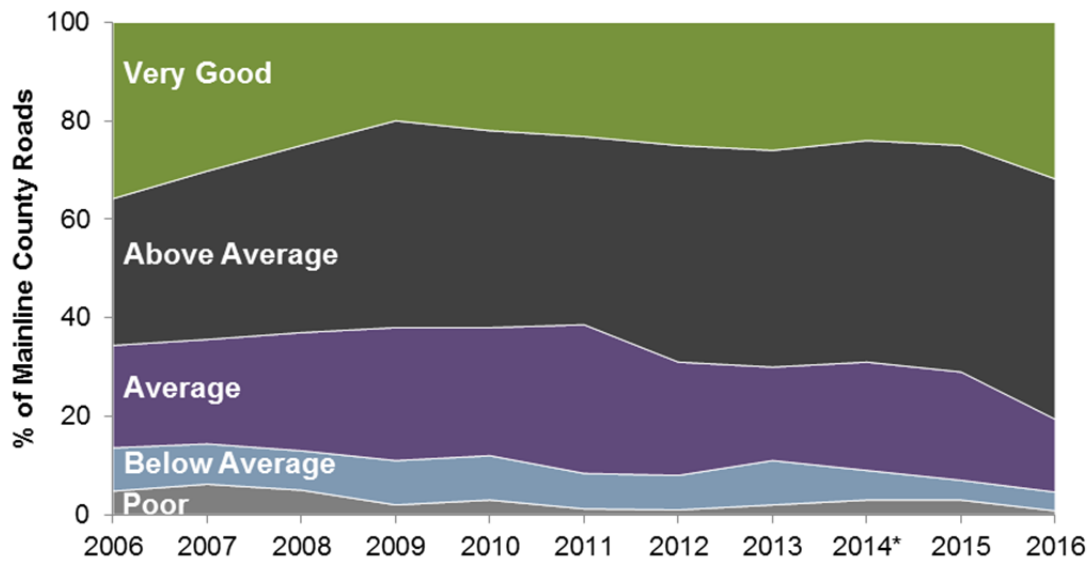
Paved Roads

The County maintains 374 miles of paved mainline roads. The County is divided into four maintenance areas for paved roads, so that every year one of the districts is the recipient of the maintenance work that includes, but is not limited to, chip seal, crack seal, and overlays. Effort to maintain them involves the following:

- Striping
- Sealcoat application
- Repairs – patching
- Resurfacing overlays
- Drainage
- Signing
- Mowing
- Snow and ice control

Larimer County assesses all of the pavement conditions on its roadway system annually using a PCI ranging from 1 to 100, with a value of 100 representing a newly constructed roadway. The rating system is like a school report card A through F, with A being Very Good (PCI of 90 to 100) and F being Poor (PCI of 1 to 20). Figure 10 shows the percentage of the mainline County roads by their condition since 2006.

Figure 10. Mainline Road Condition by Year



*2014 data excludes flood-damaged roads

The County has made improvements in reducing the percent of roadways in the Poor and Below Average categories and significantly raising the number of roads in the Above Average category. Current annual maintenance investments in County mainline roadways is producing stable overall pavement conditions.

Non-Paved Roads

The County maintains 238 centerline miles of gravel surface and 184 miles of native surface roads. The distinction on surface type is that gravel roads have been improved by treating with a manufactured aggregate material, whereas native surface roads have not. Non-paved roads require regular maintenance, including, but not limited to:

- Grading
- Dust treatment
- Resurfacing with gravel
- Base treatments and aggregate maintenance
- Mowing
- Drainage
- Snow and ice control

A non-paved road's condition can change significantly throughout the year so field personnel monitor conditions and schedule maintenance operations as needed. All non-paved roads are graded at least once each year starting in the spring. Higher traffic roads may be graded multiple times per year. Several factors affect how quickly a road's condition deteriorates such as traffic volume, traffic speed, quality of surface material, number of trucks, weather, and if a dust suppressant or stabilization chemical has been applied. Non-paved road conditions are formally inspected annually on a scale of A to F much like a school report card. These inspections aid in tracking how the average condition of the non-paved road network changes from year to year.

Non-Mainline Roads Maintained by the County

There are 227 miles of non-mainline roads, both paved and non-paved, in Larimer County that the County provides a basic level of maintenance as outlined below. Most of these roads are generally in subdivisions or part of a PID.

Paved roads receive surface maintenance which consists only of crack sealing, chip sealing, some drainage, signs, and limited structural patching. Paved road maintenance does not include curb and gutter, cross pans, or aprons.

Non-paved roads are graded, but there is no added gravel; crews only work with what is existing. There is less maintenance applied to these roads as compared to the mainline County roads.

Paved Roads

There are approximately 84 miles of paved subdivision roads (4.5 miles of which are in a PID). Subdivision roads are maintained by the County through various agreements. These agreements are sometimes ad hoc, and sometimes formal, and are not maintained in a central database. Long-term planning and funding of complete life cycle costs, such as overlay or reconstruction, for these roads has not occurred.

Non-Paved Road in Unincorporated Larimer County



Non-Paved Roads

There are approximately 21 miles of non-paved roads that receive County maintenance. Half of these non-paved roads use PIDs to provide enhanced levels of maintainance which are in subdivisions, approximately 10.5 miles. These roads are maintained by the County through various agreements.

Forest Service Roads

The County provides limited maintenance for 121 miles of US Forest Service roads. The County is not directly paid to maintain these roads but is credited in the Highway User Trust Fund (HUTF) reporting.

Non-Mainline Roads Not Maintained by the County

There are approximately 325 miles of public roadways within County boundaries that are not maintained by Larimer County. Of that, 120 miles are paved and 205 miles are unpaved.

Subdivision Roads

Subdivision roads make up 245 miles, or 75 percent, of the roads not maintained by the County. Most of these roads (161 miles) are not paved. They do not receive any County maintenance; as a result, many are not maintained. Those that are maintained by the property owners rely on PIDs to pay for maintenance.

With 60 percent of subdivision roadways lacking a reliable mechanism for long-term maintenance, the County anticipates that the overall condition rating of subdivision roads may continue to decline. In general, these roadways fall into one of three categories, described below.

1. Roadway segments consistently maintained by a Home Owners Association, which is a relatively small percentage of the 245 miles.
2. Roadway segments not being maintained, resulting in a shortened service life for both asphalt pavement and gravel surfaces. This results in a growing backlog of deferred maintenance.
3. Roadway segments maintained by a PID, which currently includes approximately 40 percent of the 245 miles. PIDs are formed by a vote of the subdivision homeowners who agree to tax themselves to cover costs for improvements and maintenance of the roadways in their designated district. The County provides staff resources to assist with the development and oversight of the PIDs. There are 54 PIDs in Larimer County that cover 98 miles of roadway as of 2016. Some PIDs were formed to enhance current County maintenance, representing 15 miles of the total.

The County is developing a potential solution to the challenging issue of subdivision roadway maintenance, which many counties within Colorado also experience. Part of the solution involves implementing a planning process to proactively identify subdivisions that are willing to establish an improvement district to fund roadway improvements and address deteriorating roadway or pavement/drainage conditions within their neighborhood. The second part of the solution involves establishing a reliable loan-based funding process to address capital needs, while minimizing the overhead expenses associated with borrowing costs. The County is currently working with a financial advisor to develop alternative loan mechanisms for these needs.

Bridges

Larimer County is responsible for the maintenance of approximately 200 major (or qualifying) structures and approximately 477 minor structures. Major structures are greater than 20 feet in length. The major structures are inspected every two years, if not more frequently, by CDOT consultants. The purpose of the inspection is to identify bridges that are structurally deficient, functionally obsolete, or of a low sufficiency, as determined through a rating system. The definition of these categories by the Federal Highway Administration (FHWA) is as follows:

County Road 19 Bridge



Structurally Deficient (SD): Bridges are considered structurally deficient if significant load-carrying elements are found to be in poor or worse condition due to deterioration and/or damage, or if the adequacy of the waterway opening provided by the bridge is determined to be extremely insufficient to the point of causing intolerable roadway traffic interruptions. Structurally deficient bridges are not inherently unsafe.

Functionally Obsolete (FO): Functionally obsolete is a status used to describe a bridge that is no longer by design functionally adequate for its task. Reasons for this status include that the bridge does not have enough lanes to accommodate the traffic flow or it may not have space for emergency shoulders. Functionally obsolete does not represent anything of a structural nature. A functionally obsolete bridge may be perfectly safe and structurally sound, but may be the source of traffic jams or may not have a high enough clearance for an oversized vehicle.⁸

⁸ <http://nationalbridges.com/guide-to-ratings>

Sufficiency Rating: The sufficiency rating of an individual bridge, on a scale of 0 to 100, is based on the structural adequacy and safety, essentiality for public use, and serviceability and functional obsolescence of the bridge. The sufficiency rating considers multiple aspects of a structure and its level of performance and is the basis for establishing eligibility and initial priority for replacement and rehabilitation of bridges under the Highway Bridge Replacement and Rehabilitation Program. In general, a low sufficiency rating for a structure will place that structure at a higher priority for repairs or replacement.

Load Posting: Load posting restricts the weight of vehicles that can cross major or minor structures to levels below legal loads. Load posting practices include the identification of structures to post for load, the evaluation of safe load capacities of these structures, and the implementation of restrictions on vehicle weights at structures.

Major structures with a sufficiency rating of 50 or lower, **and** which are classified as either functionally obsolete or structurally deficient, are eligible to receive federal funds for structure replacement. Those structures with a rating between 50 and 80, **and** classified as functionally obsolete or structurally deficient, are eligible for rehabilitation funds administered by CDOT with a possibility of replacement on a case-by-case basis.

By comparison to the state and national inventory, Larimer County is doing very well with structurally deficient bridges, as shown in Table 9.

Table 9. Condition of Major Structures by Category

Agency	Functionally Obsolete	Structurally Deficient	Load Posted	< 50 Sufficiency
Larimer County	9.5%	2.0%	6.0%	12.5%
State of Colorado	9.8%	5.7%	N/A	N/A
National	13.6%	9.1%	N/A	N/A

Source: Larimer County (County), 2015 National Bridge Inventory (State & National)

Includes structures in Table 10 and Table 12

Major Structures

Of the 200 structures with a span of more than 20 feet in length, 42 have been identified as needing improvement (21 percent) based on the 2015 inspection report. In addition, one major structure has been identified as needing improvement in response to damage sustained during the 2013 floods. Further, 17 minor structures sustained flood damage and will be re-classified as major structures following their reconstruction. See the subsequent section – Flood-Damaged Structures – for more information on these 18 bridges.

Table 10 shows the 42 major structures that need improvement unrelated to flood damage. Of these, five are structurally deficient, eight are functionally obsolete, and nine are load posted. The remaining structures are identified for improvements based on sufficiency rating, site conditions, safety, or being part of a larger overall construction or reconstruction project, or a combination of the preceding reasons. Larimer County estimates the total cost of replacement or rehabilitation of structures in Table 10 to be \$44.4 million.

Major structures in Larimer County have expected useful lives ranging from 30 to 75 years depending on the structure type, material, and level of use. 23 percent of the County's major structures have already surpassed their expected useful lives, and another 24 percent have reached between 75 and 100 percent

of their expected useful lives. As the County's infrastructure continues to age, maintenance and full replacement of major structures has become a top priority of the County.

The Larimer County Strategic Plan (2013-2018) has the following goal: By the end of 2020, 100 percent of the publicly owned and maintained bridges, on mainline collector or arterial roads over 200 ADT, in unincorporated Larimer County will be structurally sufficient.

There were five bridges identified through this analysis. Two bridge projects have been completed. The remaining bridges prioritized through the Strategic Plan are already in the design or construction phase and not included in Table 10. These bridge improvements are estimated to cost \$6 million and are programmed for reconstruction in the next few years:

- LR18-0.4-23E: Over Handy Ditch, November 2017 - February 2018
- LR19E-0.5-20: Over Big Thompson River, January - June 2019
- LR9-0.4-56: Over Larimer Canal, January - June 2018

The Bridge Structure Number in Table 10 identifies the structure location. The first number corresponds to the County road on which the structure is located; the second number corresponds to the miles north for odd numbered roads or east for even numbered roads of the third number, which is the nearest intersection. The second number could have an 'S', south, or 'W', west, if there is no other intersection to reference. For example, bridge structure 15-0.9-4 is located on CR 15 approximately 0.9 miles north of CR 4. Sometimes, the third number is preceded by an 'I' for Interstate or an 'S' for State or US Highway where these roadway facilities are closer to the structure than a County road. An 'A' on the end of the Bridge Structure Number indicates that it has already been replaced once since its original construction.

Figure 11 shows the locations of the 41 bridges listed in Table 10.

Table 10. Major Structures – Highest Priority for Replacement or Rehabilitation

Bridge Structure No.	County Road	Crossing	Sufficiency Rating	Reason for Needing Improvement	Estimated Cost
LR66-0.3-9	CR 66	Boxelder Creek	99.0	Site Conditions	\$500,000
LR17-0.5-S287	CR 17	Terry Lake Inlet	49.8	Sufficiency Rating	\$500,000
LR70-0.1-15	CR 70	North Poudre Canal	78.4	Safety & Tied to Construction Project	\$500,000
LR70-0.6-17-A	CR 70	North Poudre Canal	76.6	Safety & Tied to Construction Project	\$500,000
LR70-0.0-13	CR 70	North Poudre Canal	90.1	Safety & Tied to Construction Project	\$500,000
LR70-0.2-9	CR 70	North Poudre Canal	93.8	Safety & Tied to Construction Project	\$500,000
LR11H-0.3-S402	CR 11H	Big Thompson River	76.0	Functionally Obsolete	\$3,000,000
LR45E-1.8-S287	CR 45E	Dale Creek Tributary	44.4	Structurally Deficient	\$400,000
LR45E-0.2-S287	CR 45E	Dale Creek	47.0	Structurally Deficient & Load Posted	\$1,500,000
LR45E-1.0-S287	CR 45E	Dale Creek Tributary	50.4	Structurally Deficient & Load Posted	\$400,000
LR76H-1.0-37	CR 76H	North Fork Cache la Poudre River	53.2	Structurally Deficient	\$1,000,000

Table 10. Major Structures – Highest Priority for Replacement or Rehabilitation

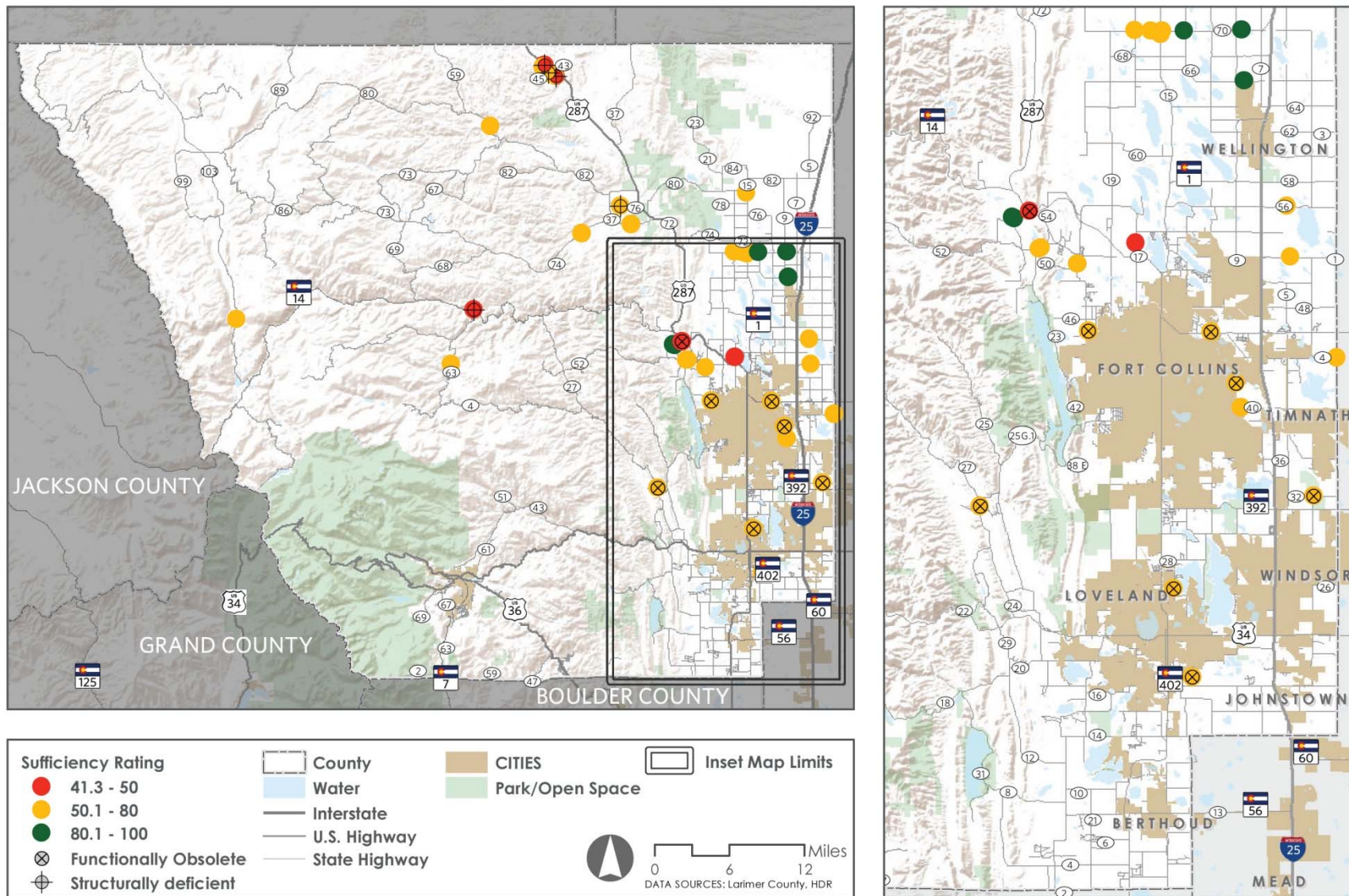
Bridge Structure No.	County Road	Crossing	Sufficiency Rating	Reason for Needing Improvement	Estimated Cost
LR56-0.2-S287	CR 56	Larimer County Canal	44.4	Functionally Obsolete	\$800,000
LR45E-1.2-S287	CR 45E	Dale Creek Tributary	56.6	Sufficiency Rating	\$400,000
LR82-0.2-15	CR 82	Rawhide Creek	55.5	Sufficiency Rating	\$1,000,000
LR74E-9.9-68C	CR 74E	South Lone Pine Creek	63.5	Sufficiency Rating	\$500,000
LR52-1.2-I25	CR 52	Larimer County Canal	63.0	Sufficiency Rating	\$1,000,000
LR74E-1.9-37	CR 74E	North Fork Cache la Poudre River	64.2	Sufficiency Rating	\$2,500,000
LR21C-0.2-50E	CR 21C	Cache la Poudre River	64.9	Sufficiency Rating	\$3,000,000
LR46E-1.1-13	CR 46E	Dry Creek	66.2	Functionally Obsolete	\$400,000
LR13E-0.3-24E	CR 13E	Exchange Ditch - Horseshoe	66.3	Functionally Obsolete	\$1,500,000
LR27-0.1-32C	CR 27	Buckhorn Creek	65.7	Functionally Obsolete	\$2,000,000
LR63E-11.8-44H	CR 63E	Cache la Poudre River	41.3	Structurally Deficient	\$3,000,000
LR40-0.2-9	CR 40	Fossil Creek Residential Inlet	78	Sufficiency Rating & Tied to Construction Project	\$500,000
LR46-0.1-21	CR 46	Pleasant Valley & Lake Canal	65.6	Functionally Obsolete	\$400,000
LR32E-0.1-3	CR 32E	Cache la Poudre River	66	Functionally Obsolete	\$3,000,000
LR45E-1.6-S287	CR 45E	Dale Creek Tributary	66.8	Sufficiency Rating	\$400,000
LR45E-0.4-S287	CR 45E	Dale Creek Tributary	67.2	Load Posted	\$400,000
LR45E-1.3-S287	CR 45E	Dale Creek Tributary	67.6	Load Posted	\$400,000
LR15-0.8-78	CR 15	Boxelder Creek	56.0	Sufficiency Rating	\$2,500,000
LR15-0.9-68	CR 15	North Poudre Canal	68.8	Sufficiency Rating	\$500,000
LR42-0.0-9	CR 42	Fossil Creek Residential Inlet	69.9	Functionally Obsolete	\$400,000
LR56-1.1-I25	CR 56	Larimer County Canal	58.1	Load Posted	\$1,000,000
LR103-6.8-S14	CR 103	Laramie - Poudre Canal	77.9	Load Posted	\$800,000
LR52E-0.1-23	CR 52E	Cache la Poudre River	61.4	Sufficiency Rating	\$3,000,000
LR52E-0.2-23	CR 52E	Cache la Poudre River	58.6	Sufficiency Rating	\$1,500,000
LR17-0.0-70	CR 17	North Poudre Canal	75.1	Load Posted	\$500,000
LR80C-2.6-59	CR 80C	North Fork Cache la Poudre River	76.4	Load Posted	\$1,000,000
LR54E-0.7-27E	CR 54E	Pleasant Valley & Lake Canal	90.4	Load Posted	\$500,000
LR25E-1.3-52E	CR 25E	Pleasant Valley & Lake Canal	87.1	Load Posted	\$500,000

Table 10. Major Structures – Highest Priority for Replacement or Rehabilitation

Bridge Structure No.	County Road	Crossing	Sufficiency Rating	Reason for Needing Improvement	Estimated Cost
LR63E-4.7-44H	CR 63E	Little Beaver Creek	75.6	Load Posted	\$500,000
LR44-0.0-901	CR 44	Larimer & Weld Canal	75.5	Sufficiency Rating	\$1,200,000

Source: 2015 Inspection Report, Larimer County

Figure 11. Major Structures – Highest Priority for Replacement or Rehabilitation



Minor Structures

Larimer County maintains approximately 476 minor structures with a span between four and 20 feet in length. These structures are inspected by the County every five years and follow the same rating system as the major structures. The minor structures were last inventoried and inspected in 2015-2016.

Table 11 lists the 46 minor structures that, as of 2017, are the highest priority for improvements. 10 percent of minor structures within the County are identified as needing improvements, totaling an estimated \$10.1 million. Of these, 19 are structurally deficient, four are functionally obsolete, and five are load posted. The remaining minor structures listed in Table 11 require improvements due to sufficiency rating, site conditions, flood damage, safety, or phasing out of bridge material, most notably timber bridges.

The naming convention of the Bridge Structure Number is the same as in Table 10, described in the Major Structures section, except that the second number is listed to the hundredth of a mile instead of tenth of a mile.

Table 11. Minor Structures – Highest Priority for Replacement or Rehabilitation

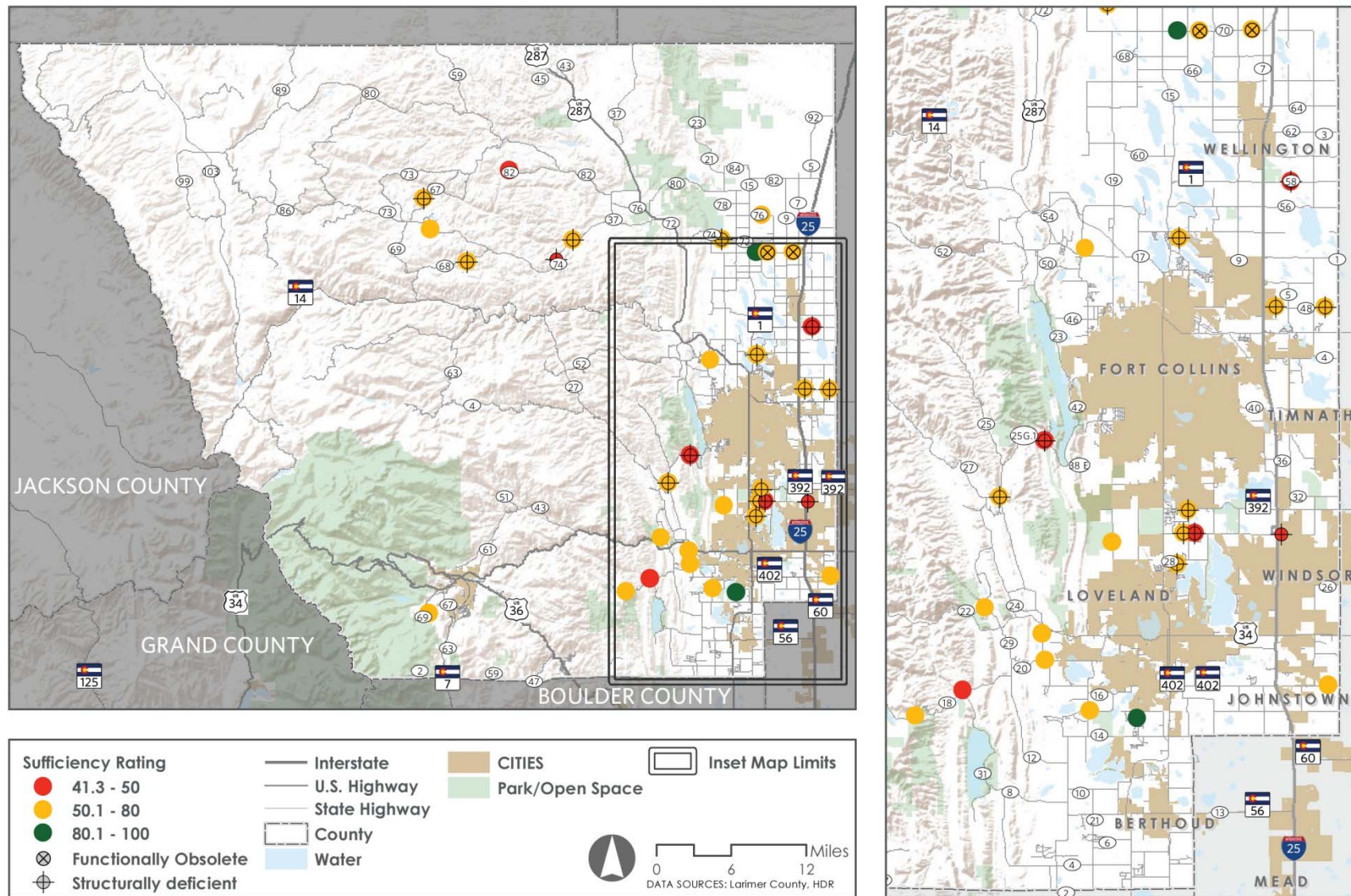
Bridge Structure No.	County Road	Crossing	Sufficiency Rating	Reason for Needing Improvement	Estimated Cost
5-S0.16-70	CR 5	North Poudre Canal	39.3	Structurally Deficient & Load Posted	\$25,000
13-1.09-30	CR 13	Fossil Creek Tributary	57.6	Structurally Deficient	\$50,000
8E-0.00-27E	CR 8E	Dry Creek	57.7	Functionally Obsolete	\$400,000
74E-6.54-68C	CR 74E	Unnamed Drain	30.1	Structurally Deficient	\$240,000
74E-8.50-68C	CR 74E	Unnamed Drain	53.3	Structurally Deficient	\$900,000
74E-1.95-67J	CR 74E	Unnamed Drain	61.9	Culvert	\$160,000
74E-2.15-67J cul	CR 74E	Unnamed Drain	N/A	Culvert	\$125,000
29-1.03-S34	CR 29	Big Thompson Tributary	77.9	Safety	\$300,000
17-0.70-14	CR 17	Home Supply Ditch	90.0	Phasing out Material & Part of Construction Project	\$600,000
30-0.18-I25	CR 30	Louden Extension Ditch	41.0	Structurally Deficient	\$75,000
82E-3.37-67J	CR 82E	Coyote Creek	41.3	Sufficiency Rating	\$75,000
58-1.14-I25	CR 58	Boxelder Creek	43.8	Structurally Deficient	\$1,500,000
18E-W0.04-31	CR 18E	Local Drainage	45.0	Sufficiency Rating	\$25,000
30-0.90-13S	CR 30	Louden Ditch	48.3	Structurally Deficient & Load Posted	\$75,000
25G-0.14-38E	CR 25G	Local Drainage	50.0	Structurally Deficient	\$200,000
68C-4.60-69	CR 68C	Elkhorn Creek Tributary	52.8	Structurally Deficient	\$50,000
72-0.89-21	CR 72	North Poudre Canal	52.9	Structurally Deficient	\$50,000
70-0.58-9	CR 70	North Poudre Canal.	53.2	Functionally Obsolete & Load Posted	\$500,000

Table 11. Minor Structures – Highest Priority for Replacement or Rehabilitation

Bridge Structure No.	County Road	Crossing	Sufficiency Rating	Reason for Needing Improvement	Estimated Cost
70-0.49-13SB	CR 70	Boxelder Creek Diversion	56.0	Functionally Obsolete & Load Posted	\$500,000
70-0.61-15	CR 70	North Poudre Canal	96.9	Safety	\$500,000
16-0.10-21	CR 16	South Side Ditch	55.5	Load Posted	\$400,000
15-0.10-905	CR 15	New Ish Ditch	58.6	Functionally Obsolete	\$400,000
21A-0.00-52B.9	CR 21A	Little Cache la Poudre Ditch	60.7	Sufficiency Rating	\$600,000
13E-0.24-52E	CR 13E	Richard's Lake Inlet	60.7	Structurally Deficient	\$25,000
23H-1.05-20	CR 23H	South Side Ditch	60.8	Sufficiency Rating	\$300,000
103-10.38-80C	CR 103	Maggie Creek	61.3	Structurally Deficient	\$75,000
26H-0.07-13E	CR 26H	Unnamed Drain	62.7	Structurally Deficient	\$75,000
21F-.3-0.07-18	CR 21F	Buckingham Ditch	62.8	Structurally Deficient	\$25,000
69B-S1.04-S66	CR 69B	Aspen Brook	66.0	Sufficiency Rating	\$300,000
18-0.60-3	CR 18	Hillsborough Ditch	67.0	Sufficiency Rating	\$300,000
67J-2.65-74E	CR 67J	Columbine Creek	67.0	Structurally Deficient	\$25,000
19-0.66-28	CR 19	Local Drainage	68.0	Sufficiency Rating	\$25,000
18E-W3.18-31	CR 18E	Local Drainage	68.9	Sufficiency Rating	\$75,000
18E-W3.43-32	CR 18E	Local Drainage	68.9	Sufficiency Rating	\$50,000
18E-W3.92-33	CR 18E	Local Drainage	68.9	Sufficiency Rating	\$25,000
2H-0.77-S7	CR 2H	Alpine Brook	69.0	Sufficiency Rating	\$25,000
48-0.51-I25	CR 48	Boxelder Creek	69.5	Structurally Deficient	\$75,000
48-0.47-3	CR 48	Local Drainage	69.7	Structurally Deficient	\$25,000
25E-3.74-24H	CR 25E	Redstone Creek Tributary	69.9	Structurally Deficient	\$25,000
76-1.08-15	CR 76	North Poudre Canal	70.0	Sufficiency Rating	\$75,000
30-0.80-S287	CR 30	Louden Ditch	77.7	Structurally Deficient	\$500,000
20-0.08-23H	CR 20	Unnamed Ditch	78.1	Site Conditions	\$300,000

Source: 2015 Inspection Report, Larimer County

Figure 12. Minor Structures – Highest Priority for Replacement or Rehabilitation



Flood-Damaged Structures

In September 2013, the County experienced severe flooding that damaged many structures. The recovery process is ongoing with funding from the Federal Emergency Management Agency (FEMA) and FHWA.

Table 12 shows a list of structures that are currently undergoing construction or have remaining needs. Only Bridge Structure Number 15-0.9-4 across the Little Thompson River is a major structure. The remaining flood-damaged bridges are classified as minor structures. Once these structures are rebuilt, all will be classified as major structures.

Table 12 shows that one of the flood-damaged bridges is functionally obsolete.

Table 12. Structures with Flood Damage

Bridge Structure No.	Location	Sufficiency Rating	Reason for Needing Improvement	Estimated Cost
15-0.9-4	Little Thompson River	72.5	Functionally Obsolete & Flood Damage	\$3,300,000
47-S0.89-S36-A	West Fork Little Thompson River	74.0	Flood Damage	\$700,000
47-SO.51-S36-A	West Fork Little Thompson River	74.0	Flood Damage	\$700,000
47-SO.41-S36-A	West Fork Little Thompson River	74.0	Flood Damage	\$700,000
47-SO.07-S36	West Fork Little Thompson River	0.0	Flood Damage	\$700,000
44H-12.38-63E	Buckhorn Creek	89.7	Flood Damage	\$1,000,000
44H-14.46-63E-A	Buckhorn Creek	82.0	Flood Damage	\$1,000,000
44H-14.71-63E	Buckhorn Creek	84.6	Flood Damage	\$1,000,000
44H-16.06-63E	Buckhorn Creek	96.9	Flood Damage	\$1,000,000
44H-16.28-63E-A	Sheep Creek	82.0	Flood Damage	\$1,000,000
44H-16.41-63E	Buckhorn Creek	82.0	Flood Damage	\$1,000,000
44H-17.40-63E	Stove Prairie Creek	96.7	Flood Damage	\$1,000,000
44H-17.72-63E	Local Drainage	90.4	Flood Damage	\$1,000,000
25E-2.20-38E	Redstone Creek	N/A	Flood Damage	\$240,000
25E-2.67-38E	Redstone Creek	N/A	Flood Damage	\$240,000
25E-4.42-38E	Redstone Creek	N/A	Flood Damage	\$240,000
25E-5.02-38E	Redstone Creek	N/A	Flood Damage	\$240,000
25E-5.70-38E	Redstone Creek	N/A	Flood Damage	\$240,000

Source: 2015 Inspection Report, Larimer County

MAINTENANCE SUMMARY

Guiding Principle



Maintain the transportation network to optimize investment in the transportation infrastructure.

Existing & Future Conditions

- **\$10 million of the County's \$23 million transportation budget goes to Capital Expansion and Improvement.**
- **2% of major bridges are *structurally deficient* and 9.5% are *functionally obsolete***
- **The County is improving all *structurally deficient* major bridges on mainline county roads per the Strategic Plan.**

ROADWAYS. Roads in the County are split into three categories for maintenance purposes:

- Mainline County roads: owned and maintained by the County
- Non-mainline County roads maintained by the County: maintained, but not owned, by the County
- Non-mainline County roads not maintained by the County: neither maintained nor owned by the County

Since 2006, mainline County road conditions have improved dramatically. Roads in the "Poor" condition category have decreased from five percent to less than one percent, and roads in the "Above Average" and "Very Good" categories have increased from 66 percent to 81 percent.

BRIDGES. The County maintains over 200 major structures and approximately 477 minor structures. Only two percent of major structures in the County are structurally deficient, compared to a national average of over nine percent. The County estimates \$54.5 million in high priority repairs and rehabilitations for both major and minor structures. An additional 18 structures are in need of repairs or reconstruction due to flood damage.

What maintenance work has the County planned for roads & bridges?

Goals identified through the planning process to address maintenance include:

- Maintain the County mainline paved roadway system to an overall pavement condition index of 70 or better.*
- Maintain the County mainline non-paved roadway system.*
- Maintain bicycle and pedestrian facilities within the County mainline right-of-way.*
- Repair, rehabilitate, or replace major and minor bridge structures based on the bridge inspection report and evaluation criteria.*

The County will continue improving the condition of mainline County roads through its current maintenance program. Early, preventive maintenance has a lower cost than more extensive repairs and reconstruction. The County aims to provide cost-effective preventive maintenance at the right time by closely monitoring roadway conditions.

Larimer County Strategic Plan (2013-2018): **By the end of 2020, 100 percent of the publicly owned and maintained bridges, on mainline collector or arterial roads over 200 ADT, in unincorporated Larimer County will be structurally sufficient.**

The County has programmed for reconstruction three remaining bridges that fall into this category. Construction will be completed in the next few years.



Multimodal

Multimodal

Guiding Principle 3: Diversify the transportation network by considering the development and use of alternative transportation modes during the planning and design process of each transportation project.

Goals and strategies to expand transportation options in Larimer County, including bicycle and pedestrian facilities and transit:

- A. Provide road rights-of-way and cross sections that are wide enough to accommodate all identified users and functions (autos, transit vehicles, pedestrians, and bicyclists), as practical and feasible.
 - i. To accommodate bicycles and pedestrians, the paved cross section should be consistent with design standards depending on terrain and other limitations.
- B. Consider bicycle facilities, such as wide shoulders and bicycle lanes, on roadways that experience high bicycle demand and would provide continuity in the regional bicycle network, where practical.
- C. Consider pedestrian crossing improvements where conditions warrant.
- D. Coordinate with transit providers to increase the accessibility of transit services in unincorporated Larimer County.

Bicycles

Existing Conditions

Bikeway systems implemented throughout Larimer County include a wide range of bicycle facilities, as described below and shown in Figure 13.

Roadways with Shoulders

The County recommends a minimum five-foot shoulder for bicyclists, although six-foot shoulders are preferred where practical and feasible. This aligns with CDOT's best practice of providing a minimum of four-foot shoulders for bicyclists, and six or eight feet where there is need for greater width, such as on steep inclines or areas with high traffic volumes. Section 14.1.5 of the CDOT *Roadway Design Guide*⁹ includes more detailed guidance on whether shoulder widths should be four, six, or eight feet for bicyclists depending on roadway conditions. Figure 13 shows an inventory of shoulder widths on major roads within the County. A large number of routes near the metropolitan areas around Fort Collins and Loveland have shoulders wider than four feet. Many of the mountainous routes, however, have shoulders narrower than four feet. Construction of additional shoulder width can often be very costly due to terrain, drainage and other features adjacent to rural roadway pavement.

**68% of survey
respondents bicycle for
recreation very often or
sometimes**

*-Larimer County
Transportation Assessment,
October-November 2015*

⁹ https://www.codot.gov/business/designsupport/bulletins_manuals/roadway-design-guide/ch14

Bicycle Lanes

Lanes are designated by pavement markings on roadways for bicycles. Standard County road bicycle lanes have a minimum width of five feet, with six feet being the preferred width. Currently, there are approximately 40 miles of bicycle lanes in unincorporated Larimer County, most of which are close to the urban areas of Fort Collins and Loveland.

Regional Trails

Regional trails are off-street paved or non-paved trails used exclusively for bicyclists and pedestrians. The Poudre River Trail is one of the designated regional trails in Larimer County. This paved trail runs alongside the Poudre River east of Fort Collins by the Colorado State University (CSU) Environmental Learning Center all the way to Bellvue, Colorado.

While none of the regional trails identified in the *Larimer County Open Lands Master Plan* (February 2015) are completed, there are sections on several of the corridors that are built or have funding to be built. These include:

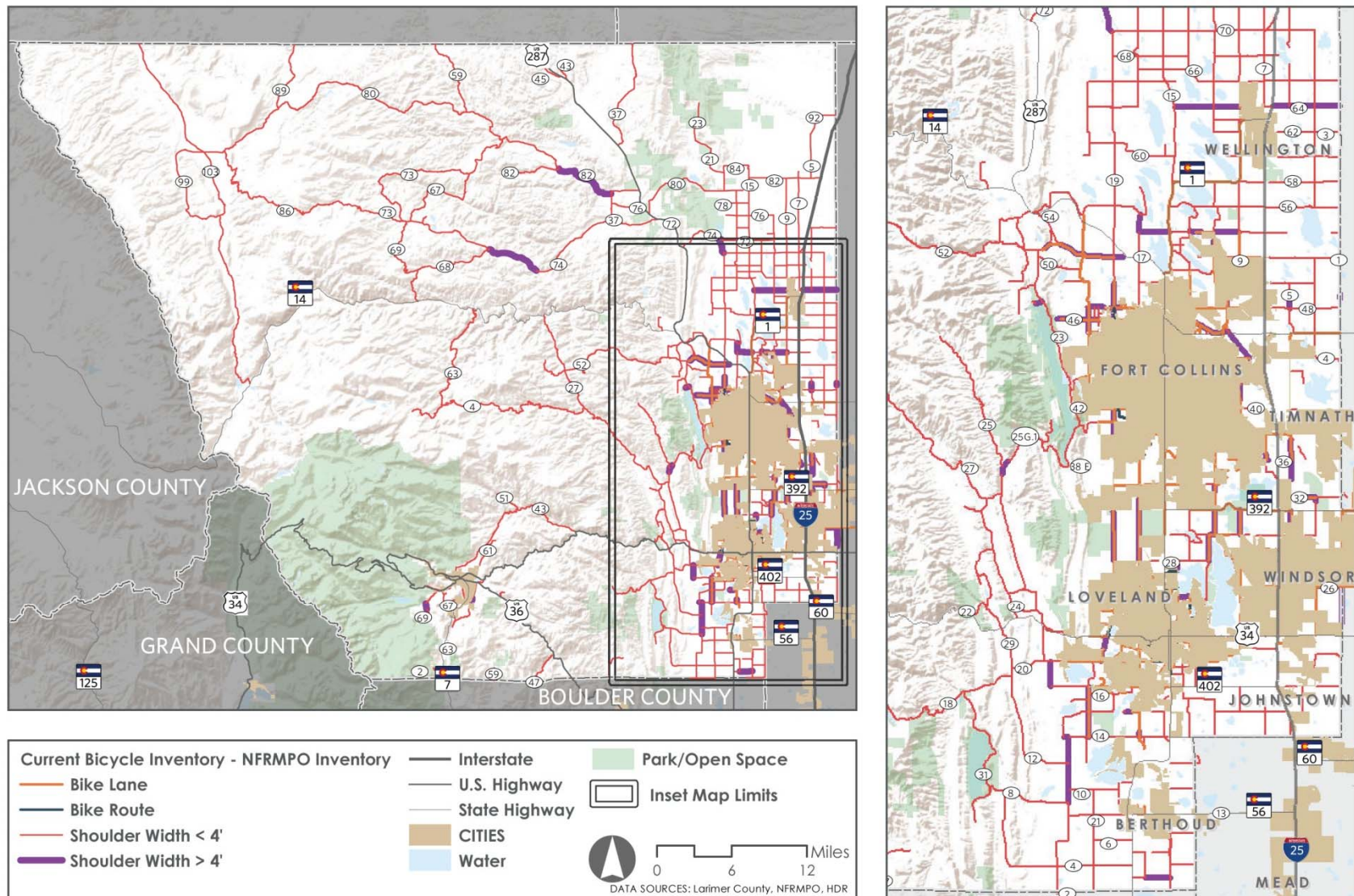
Poudre River Trail



- Poudre River Trail
- Front Range Trail
- Longview or the BNSF Fort Collins/Berthoud Trail
- North Loveland/Windsor Trail

Funding for the expansion of the Poudre River Trail, Front Range Trail, and Longview Trail is programmed within the next five years.

Figure 13. Existing Bicycle Facilities



Other Popular Bicycle Routes

Popular bicycle routes include:

- Pinewood Reservoir/Carter Lake Loop – 22 miles – includes CR 31, CR 8E, CR 23, CR 12, and CR 29 – Starts and ends at Pinewood Reservoir
- Horsetooth Reservoir/Centennial Drive – 19.5 mile loop – Start/finish at the corner of Harmony and Taft Hill – includes CR 38E, Centennial Drive, Rist Canyon Road, CR 54G, and Overland Drive
- Owl Canyon – 45 mile loop – includes CR 9, CR 70, CR 15, and CR 54 – Start/finish in Fort Collins
- Rist Canyon – up and back – uses CR 52 and some continuation through CR 27 into Masonville and back to the Horsetooth Reservoir area
- All three Scenic Byways identified in the Introduction section of this *Transportation Master Plan*.

There are a number of other popular recreational routes in the County. Strava (a popular bicycle route tracking application) provides further insight into where road bicyclists and mountain bikers currently ride within the County. Strava bicycle counts were overlaid on the street network to produce Figure 14, which highlights moderate and high bicycling activity recorded by Strava. It is important to note that these high-demand locations show where recreational bicyclists ride, but do not account for vulnerable user groups, families, and commuters.

If the County conducts a planning effort specific to bicycles, additional outreach would need to be conducted to reach user groups beyond recreational riders and the data provided by Strava.

County Bicycle Resources

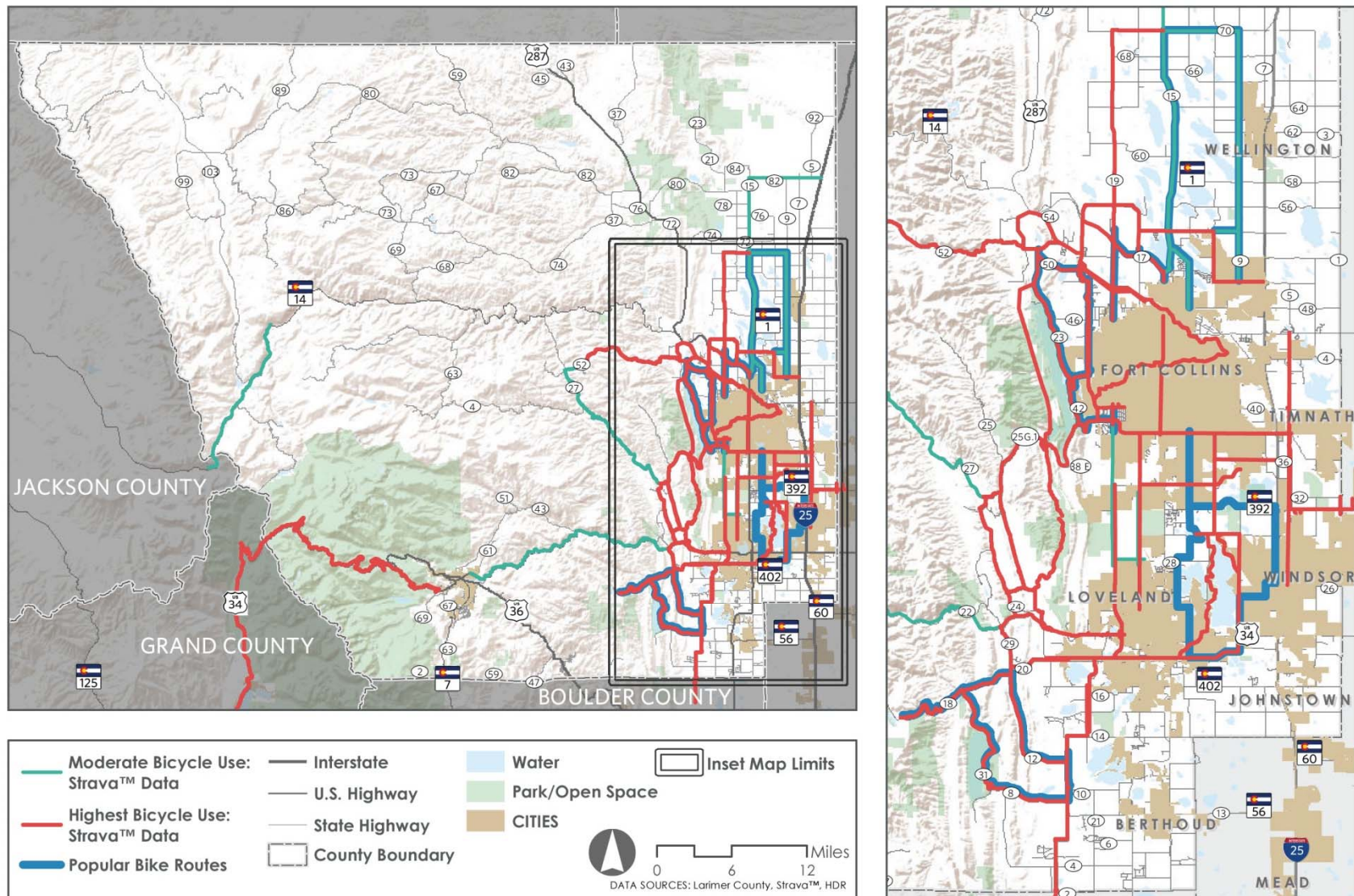
Additionally, there are numerous mountain biking trails in Larimer County, all of which fall under the jurisdiction of the Larimer County Department of Natural Resources. Further information about Parks and Open Space Trails can be found here: <http://www.co.larimer.co.us/parks/parkareas.htm>.

The Bicycle Ambassador Program is a volunteer program in northern Colorado that offers safety education presentations, hosts bicycling events, and provides resources and information about traffic laws to the bicycling community. This program has been successful in enhancing education and safety for bicyclists in Larimer County. Further information can be found here: <http://bicycleambassadorprogram.org/>.

The websites for Estes Park, City of Fort Collins, City of Loveland, CDOT, and CSU offer detailed bicycle facilities maps for their region. These websites also provide regional bicycling information, such as policies, trail guides, and bicycle resources.

- Estes Park: <http://www.visitestespark.com/things-to-do/outdoor-adventures/biking/>
- City of Fort Collins Bicycling Program (FC Bikes): <http://www.fcgov.com/bicycling/>
- City of Loveland Recreational Trails: <http://www.ci.loveland.co.us/index.aspx?page=242>
- CDOT Bicycle and Pedestrian Program: <https://www.codot.gov/programs/bikeped>
- CSU Bicycle Map: <http://bicycle.colostate.edu/Data/Sites/7/GalleryImages/csu-bike-map-2012corrected.pdf>

Figure 14. Popular Bicycle Routes



Future Conditions

There are two bicycle and pedestrian plans that apply to Larimer County. These are the 2015 CDOT *Statewide Bicycle and Pedestrian Plan*, and the NFRMPO *2016 Non-Motorized Plan* (adopted February 2017).

The CDOT plan provides insight on the future programming and funding of bicycle and pedestrian facilities across the state. The plan is structured around three sections: a vision that includes statewide goals for walking and bicycling, an assessment of existing conditions, and criteria for making funding decisions for walking and bicycling projects. While there are no location-based recommendations in the report, there are identified high-level strategies for increasing walking and bicycling mode share in Colorado. These strategies include:

- Improving corridor bicycle and walking conditions
- Expanding permanent data collection infrastructure (e.g. in-ground or radar counters)
- Enhancing Scenic Byways
- Creating access to public lands
- Providing shared use pathways
- Providing mobility options to underserved populations
- Providing safe active transportation to schools and learning centers
- Providing pedestrian mobility for seniors and disabled populations
- Providing better access to jobs

The NFRMPO *Non-Motorized Plan* identifies 12 regional bicycle corridors within Larimer and Weld Counties, 10 of which are partially or fully within Larimer County. The plan identifies conceptual routing of the corridor, what bicycle infrastructure exists, and what infrastructure investments are needed. Finalized documents with more detail can be found here: <http://nfrmpo.org/bike-ped/#NMP>.

The 10 corridors within Larimer County are the following:

- Little Thompson River
- Big Thompson River
- Great Western/ Johnstown/ Loveland
- North Loveland/ Windsor
- Poudre River Trail
- Front Range Trail (West)
- BNSF Fort Collins/ Berthoud
- Johnstown/ Timnath
- US 34
- Carter Lake/ Horsetooth Foothills Corridor

The NFRMPO *2016 Non-Motorized Plan* also includes an inventory of existing facilities within the MPO's jurisdiction. Figure 15 shows the future regional routes identified in this effort.

Larimer County has incorporated seven of the 10 regional corridors identified above into the *Larimer County Open Lands Master Plan* (adopted February 2015). Two of these corridors are on the roadway system, and Great Western/ Johnstown/ Loveland, Johnstown/ Timnath, and US 34 were not identified as regional trails in the *Larimer County Open Lands Master Plan*. The *Larimer County Open Lands Master Plan* can be found here: http://www.co.larimer.co.us/openlands/master_plan.pdf.

Within Larimer County, bicycle facilities are planned, installed, and maintained by two separate departments. The Engineering Department is responsible for on-street bicycle facilities, while the Natural Resources Department is responsible for off-road bicycle facilities. Should Larimer County choose to develop a bicycle network of its own, a coordinated effort between the two departments would be required.

The development of a County bicycle network would likely start with an update and additions to the regional bicycle corridors identified by the NFRMPO, as seen in Figure 15. With the addition of heavily used existing routes and Scenic Byways, the County could create a comprehensive prioritization plan for improving bicycle connections based partly on the *Larimer County Open Lands Master Plan* prioritization criteria:

- Consistent with local and state planning
- Outside of growth management areas
- Connects to regional trails and trailheads
- Reaches multiple jurisdictions
- Obstacles to implementation
- Public and agency input

Following the planning process to identify and prioritize a countywide bicycle network, the Engineering and Natural Resources Departments would need to implement these projects. There are a number of best practices for implementing rural and semi-rural bicycle facilities. These best practices can be categorized into infrastructure and policy strategies.

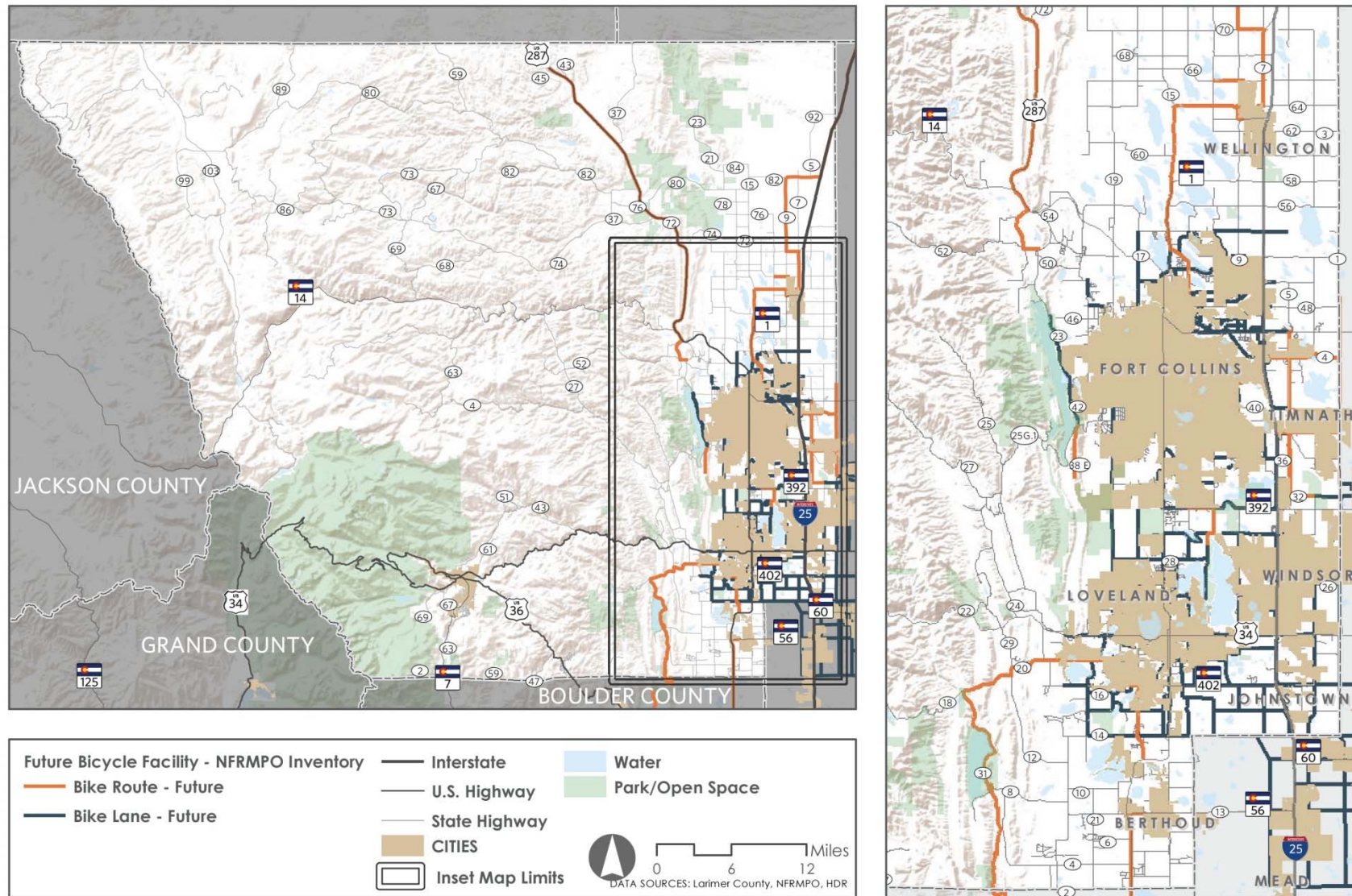
Infrastructure. For infrastructure, the appropriate treatment depends on the character of the facility—determined by traffic volume, surrounding land use, and terrain, among other factors. A comprehensive source for following a robust design process for bicycle and pedestrian facilities is the *CDOT Roadway Design Guide: Chapter 14: Bicycle and Pedestrian Facilities*.¹⁰ Larimer County also has its own bicycle facility design standards, found in Chapter 17 of the *Larimer County Urban Area Street Standards*.¹¹

Policy. Roadway design standards and development standards should support the goal of increasing the number of people walking and bicycling for daily trips or recreation. Roadway design standards should necessitate that projects consider the needs of users walking and bicycling along a project corridor or network under study.

¹⁰ https://www.codot.gov/business/designsupport/bulletins_manuals/roadway-design-guide/ch14

¹¹ http://www.larimer.org/engineering/gmardstds/Ch17_04_01_2007.pdf

Figure 15. Future Regional Bicycle Facilities



Pedestrian

Given the largely rural nature of land within the County's jurisdiction, few pedestrian facilities exist. The County's rural road standards do not generally require curbs, gutters, or sidewalks because of the associated costs and the limited pedestrian activity along these roadways. Where possible, the County includes up to a six-foot shoulder on roadways to accommodate both pedestrians and bicyclists.

The County is beginning to develop an American Disabilities Act of 1990 (ADA) Transition Plan. This plan will identify recommendations to be compliant with the ADA, which prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state, and local government services, public accommodations, commercial facilities, and transportation. Transportation-specific areas of focus within this plan will include accessible pedestrian signals, curb ramps and sidewalks, and pedestrian trails and amenities within parks and open spaces. The projects that come from this planning effort will be geared toward increasing accessibility, but will also improve the pedestrian environment for all County residents.

Transit

Existing Transit Services

Public and private transit providers operate multiple transit routes throughout Larimer County. Transit services are part of fixed-route and demand-responsive transit systems. While the demand-responsive and paratransit services are geared toward assisting seniors and people with disabilities, the fixed-route systems serve a diverse group of riders. Existing transit systems are described below and shown in Figure 16. More detailed information on each system, such as service statistics, operating characteristics, fleet, and financing, can be found in the *North Front Range 2040 Regional Transportation Plan* and the *2040 Regional Transit Element*, as well as the *Upper Front Range 2040 Regional Transportation Plan*.

NFRMPO also has a comprehensive guide to transit services in the North Front Range:

<http://www.nfrmpo.org/aboutus/MobilityCoordination.aspx>.

City of Fort Collins – Transfort/MAX/FLEX/DAR/Green & Gold

Transfort is a fixed-route service operated by the City of Fort Collins. Transfort has 23 routes, including the MAX, FLEX, and Around the Horn routes through the CSU campus. The MAX Bus Rapid Transit operates on the Mason Corridor in Fort Collins every 10 minutes, serving major activity and employment centers and connecting downtown, CSU and Midtown. The FLEX Regional Service operates on the US 287 corridor from Fort Collins to Longmont. It is funded by a regional partnership and provides a connection between Fort Collins, Loveland, Berthoud, and Longmont with connections to RTD. Around the Horn is a free on-campus shuttle that provides services within CSU. The regular fares for MAX, FLEX and local Transfort routes are \$1.25 per ride with discounts for seniors (60 years and older) and disabled passengers. Transit is free for transfers, youths, and CSU students, faculty, and staff with a valid Ramcard.

The City of Fort Collins also operates Dial-A-Ride (DAR), which is a demand-response and paratransit service. DAR provides door-to-door service to individuals who are eligible under the ADA. The fares are \$2.50 per ride.

In addition, the City of Fort Collins has partnered with the Association of Students of Colorado State University to provide a late-night weekend service between CSU and downtown Fort Collins. This late-night transit has two designated routes, the Green and Gold Routes, that operate from 10:30 P.M. to 2:30 A.M. every Friday and Saturday night. Both routes depart downtown Fort Collins every 15 minutes. Each

ride is \$1.00, or \$0.50 for seniors (60 years and older), passengers with disabilities, or passengers using Medicare, and must be paid in cash. Transfort passes or Ramcards are not accepted for this service.

<http://www.ridettransfort.com/>

City of Loveland Transit (COLT)

COLT has three local fixed-routes. Each route operates hourly Monday through Saturday. The regular fare for a single ride is \$1.25, with discounts for youth and senior passengers. COLT also has paratransit bus services, which offer door-to-door transit within Loveland city limits for persons with disabilities. Senior service is provided to anyone 60 years and older by reservation. The City of Loveland also provides funds for the FLEX Regional Service, operated by Transfort.

<http://www.ci.loveland.co.us/index.aspx?page=175>

Town of Berthoud - Berthoud Area Transportation Service (BATS)

BATS is a demand-response transportation service within the Town of Berthoud that offers scheduled shared rides within the Berthoud service area. BATS operates Monday through Friday from 8:00 A.M. to 4:00 P.M. Fare for a single ride within the Town of Berthoud is \$1.00. For travels between Berthoud and Loveland or Longmont, the fare is \$4.00. For seniors (60 years and older), no fare is required.

Rural Alternative for Transportation (RAFT) is a non-profit transportation project of the charitable organization Berthoud Golden Links, Inc. It is run entirely by volunteers and serves seniors (60 years and older) and persons with disabilities in the Berthoud area. Transportation is provided on weekdays from 8 A.M. to 4 P.M. Riders must first register with RAFT to use the service.

<http://berthoud.org/Town/bats.php>

CDOT – Bustang Interregional Express Bus

Bustang is an Interregional Express Bus offered by CDOT that travels along the I-25 and I-70 corridors. The North Line operates between Fort Collins and Denver Monday through Friday. Bustang coach buses are equipped with restrooms, bicycle racks, free WiFi, power outlets and USB ports. A RamsRoute runs southbound Fridays and northbound Sundays on specified weekends during CSU school sessions. The fare for a single ride between Fort Collins and Denver Union Station or the Denver Bus Center is \$10, with discounts available for seniors (65 years and older), passengers with disabilities, children under 12, and the purchase of multiple tickets.

<http://www.ridebustang.com/>

Rocky Mountain National Park - Shuttle Service

RMNP operates a free shuttle bus service for three different fixed routes throughout the park. The routes connect Estes Park Visitor Center to Bear Lake, with many trailhead and campground stops in between. The shuttle bus service operates late spring, summer, and early fall. The buses do not run during winter months.

https://www.nps.gov/romo/planyourvisit/shuttle_bus_route.htm

Senior Alternatives in Transportation (SAINT) - Shuttle

SAINT is a non-profit organization for which volunteer drivers provide transportation services for seniors (60 years and older) and persons with disabilities in Loveland and Fort Collins. There is no fare required

for this transit service, but donations are appreciated. SAINT operates Monday to Friday by reservation. Transportation is not offered between the two cities or outside of either city's limits. SAINT does not offer services to persons requiring wheelchairs or scooters.

<http://www.saintvolunteertransportation.org/>

Estes Park - Shuttle Service

The Town of Estes Park offers a free shuttle service that operates daily from mid-June to early September. It has five different fixed-routes, including a trolley route, with 63 stops in the Estes Park area. The shuttles operate from 8:00 A.M. to 10:00 P.M., with variations depending on the route. The Estes Park Free Shuttles also offer a connection to the RMNP shuttles.

<https://www.estesparkshuttle.com/>

VanGo™ - Van Pool Program

The VanGo™ van pool program is a shared transit service operated by the NFRMPO. A single van can accommodate up to six people with similar regional commuting times and destinations. Regional pick-up and drop-off locations include: Fort Collins, Loveland, Greeley, Johnstown, Longmont, Boulder, Golden, and the Denver area. The van, fuel, maintenance, and insurance costs are covered by a monthly fee for van pool members. All members must be at least 18 years old, and all drivers must be at least 24 years old. Driving responsibility is shared among the van pool members.

As of February 2015, there were 70 separate van pools serving Larimer County, with 37 available commutes from Fort Collins and 25 available commutes from Loveland. Among the 70 van pools, there are 49 vacant seats available. Fully reserved van pools maintain waiting lists. Registration and information about active van pools can be found on the VanGo™ website.

<http://nfrmpo.org/vango/>

Connecting Health - Van Service

Connecting Health is a free van service provided by Columbine Health Systems that connects five medical centers between Fort Collins and Greeley. The medical centers are the Poudre Valley Hospital, Harmony Campus, Medical Center of the Rockies, Greeley Emergency and Surgery Center, and Greeley Medical Clinic. This service provides free transit for patients with medical appointments at the medical centers. No ride scheduling is required. The vans can accommodate up to 13 riders; however, they do not offer services to persons requiring wheelchairs or scooters.

<http://www.columbinehealth.com/transportation/>

Greyhound - Interregional Bus Service

Greyhound is a private transit provider that offers interregional bus service. The station in Larimer County is located at the Transfort Downtown Transit Center in Fort Collins. Greyhound buses depart from Fort Collins and return from Denver twice daily.

<https://www.greyhound.com/>

Green Ride Colorado - Shuttle Service

Green Ride is a shuttle service that provides transit between the Denver International Airport and Fort Collins, as well as Northern Colorado and Southern Wyoming. There are several pick-up and drop-off

locations located in Fort Collins, Cheyenne, and Laramie; and Green Ride also offers door-to-door services within its service area boundaries. Fares vary depending on the location; door-to-door shuttle services are slightly more expensive. All trips must be reserved in advance.

<http://www.greenrideco.com/>

Future Transit Services

The *Larimer County Strategic Plan* identified an objective to evaluate “the transportation needs and challenges for seniors living in unincorporated Larimer County” and stated that “existing and new options for addressing those needs and challenges will be identified, prioritized, and implemented.” Larimer County is currently developing a senior transportation needs assessment in response to this objective that will be completed in 2017.

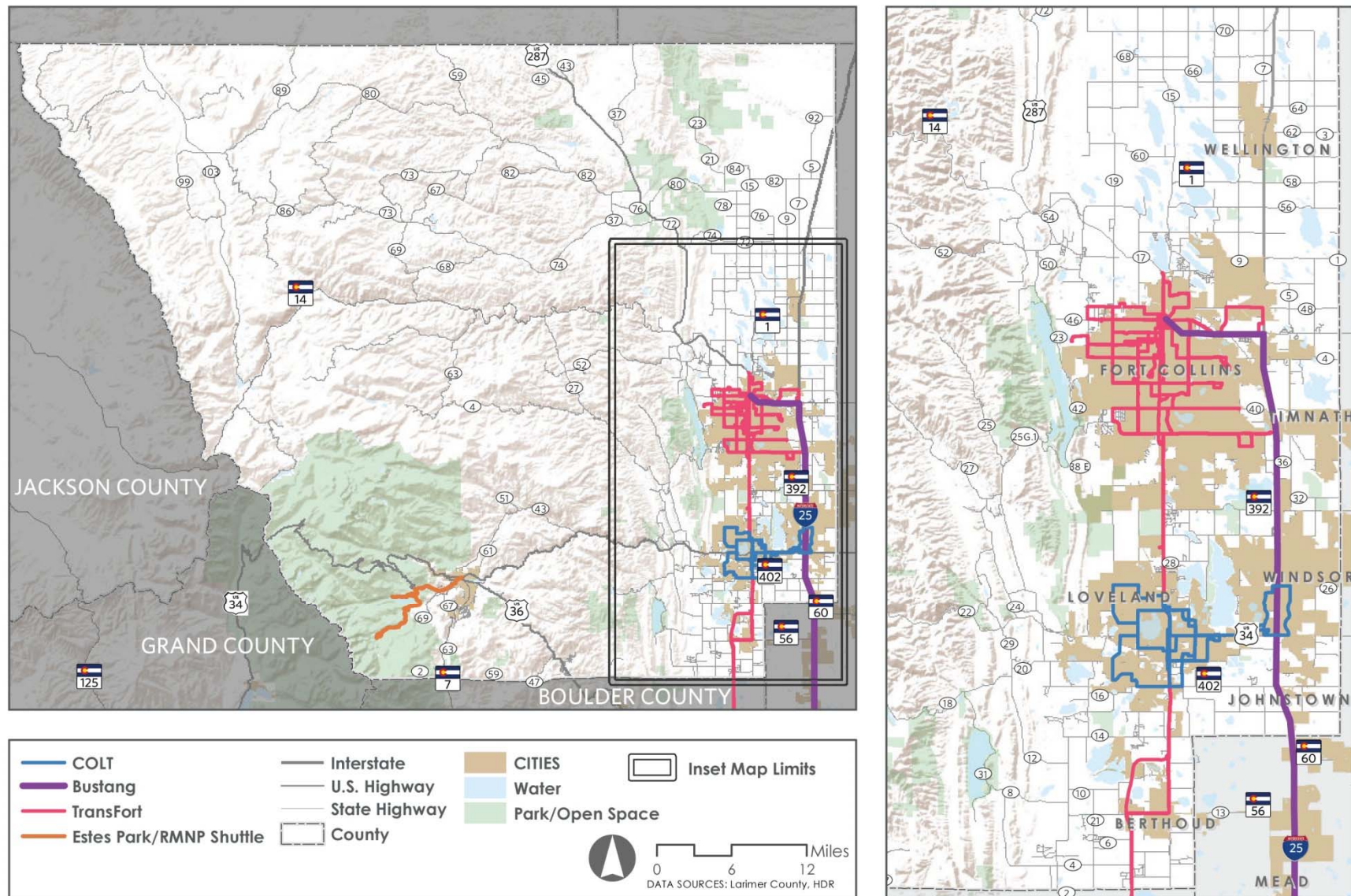
The assessment of senior needs is occurring in three parts. The first was review of peer agencies and best practices. Larimer County evaluated what other counties are doing to provide services for seniors and identified best practices to deliver service no matter the type of local government.

The second step was to conduct outreach to seniors and transportation providers. A survey was distributed to seniors, defined as 60 years of age and older, to determine transportation needs. The survey received a nearly 40 percent response rate with over 560 responses. In addition to the survey, four focus groups were conducted in Red Feather Lakes, Estes Park, Berthoud, and LaPorte. These focus groups dove deeper into transportation issues. The County also sent a short questionnaire to service providers.

In the third step, the results of the two previous steps will be compiled and presented in a report that outlines the transportation needs of senior residents and identifies potential implementation steps.

Whether or not the report will recommend transit services is not yet known. Any implementation steps would need to be coordinated with and funded by the Larimer County Office on Aging to support those efforts.

Figure 16. Existing Fixed-Route Transit Services



MULTIMODAL SUMMARY

Guiding Principle



Diversify the transportation network by considering the development and use of alternative transportation modes during the planning and design process of each transportation project.

Existing & Future Conditions

BICYCLES.

- Some rural county roads are popular bike routes, for both recreation and commuting to school or work.
- Many lack adequate shoulders.



PEDESTRIANS. Few pedestrian facilities exist in the county due to its rural nature, and rural road standards do not require curbs, gutters, or sidewalks. There is a need to develop an ADA Transition Plan to better accommodate persons with disabilities.

TRANSIT. Transit services exist within and between cities and towns, though the County does not currently operate transit. There is a need to develop a senior transportation needs assessment to better serve seniors living in unincorporated Larimer County.

STRATEGIES TO ADDRESS NEEDS

Goals identified through the planning process to address multimodal needs include:

- Provide road rights-of-way and cross sections that are wide enough to accommodate all identified users and functions (autos, transit vehicles, pedestrians, and bicyclists), as practical and feasible.*
- Consider bicycle facilities, such as wide shoulders and bicycle lanes, on roadways that experience high bicycle demand and would provide continuity in the regional bicycle network, where practical.*
- Consider pedestrian crossing improvements where conditions warrant.*
- Coordinate with transit providers to increase the accessibility of transit services in unincorporated Larimer County.*

The County is expanding on multimodal planning through the following initiatives:

- The County is currently developing an ADA Transition Plan, which will identify projects geared toward increasing accessibility and improving the pedestrian environment for all County residents.
- The County is also producing a senior transportation needs assessment, which will identify strategies to adapt the County transportation system to the needs of an aging population.
- The County is implementing a bicycle traffic count program that will aid the prioritization of bicycle mobility improvement projects.



Roadways

Roadways

Guiding Principle 4: Upgrade and expand the Larimer County roadway network to respond to the needs of growth and economic development to provide for the efficient movement of citizens, goods, and services.

Goals and strategies to upgrade and expand existing roadway facilities in Larimer County:

- A. Expand and upgrade existing facilities to maintain a minimum Level of Service D in urban areas and Level of Service C in rural areas.
 - i. Prior to road widening to improve capacity, evaluate the costs and benefits of alternative capacity enhancement strategies.
 - ii. Identify non-paved roads that have exceeded the Average Daily Traffic threshold for paving and prioritize those sections in the Capital Improvement Program funding stream.
 - iii. Follow land use code as it pertains to transportation facilities.
 - iv. Implement access management standards along mainline County roadways to maintain mobility at the desired level of service.
- B. Consider intersection control improvements when signal warrants are met.
 - i. When a signalized intersection is warranted, consider alternative intersection control types such as roundabouts as an alternative to signalizing the intersection.
- C. Consider new roadway connections in areas experiencing growing demand, where expansion of existing facilities is neither sufficient nor feasible.
 - i. Coordinate with other agencies and private developers to equitably share costs and provide resources.
- D. Incorporate the findings and advance the recommendations of the *Larimer Community Resiliency Framework*.
- E. Identify potential and existing freight corridors. Consider safety and capacity improvements on these corridors, as necessary, to be consistent with freight use.

Roadway Attributes

Roadways can be described and analyzed by a variety of attributes, including the following metrics used by Larimer County.

Functional Classification

The roadway network comprises a hierarchy of roadways defined by their functional classification and how they serve the mobility needs of the users. As mobility increases on a roadway, access decreases; and conversely, as access increases, mobility decreases.

The County's roadway functional classification system has four categories, as described below. The County's

- 88% of survey respondents use a personal vehicle very often
- 69% of respondents support expanding roadway capacity

-Larimer County
Transportation Assessment,
October-November 2015

functional classification system has not been updated since 2006. See Figure 17 for County roads by roadway classification.

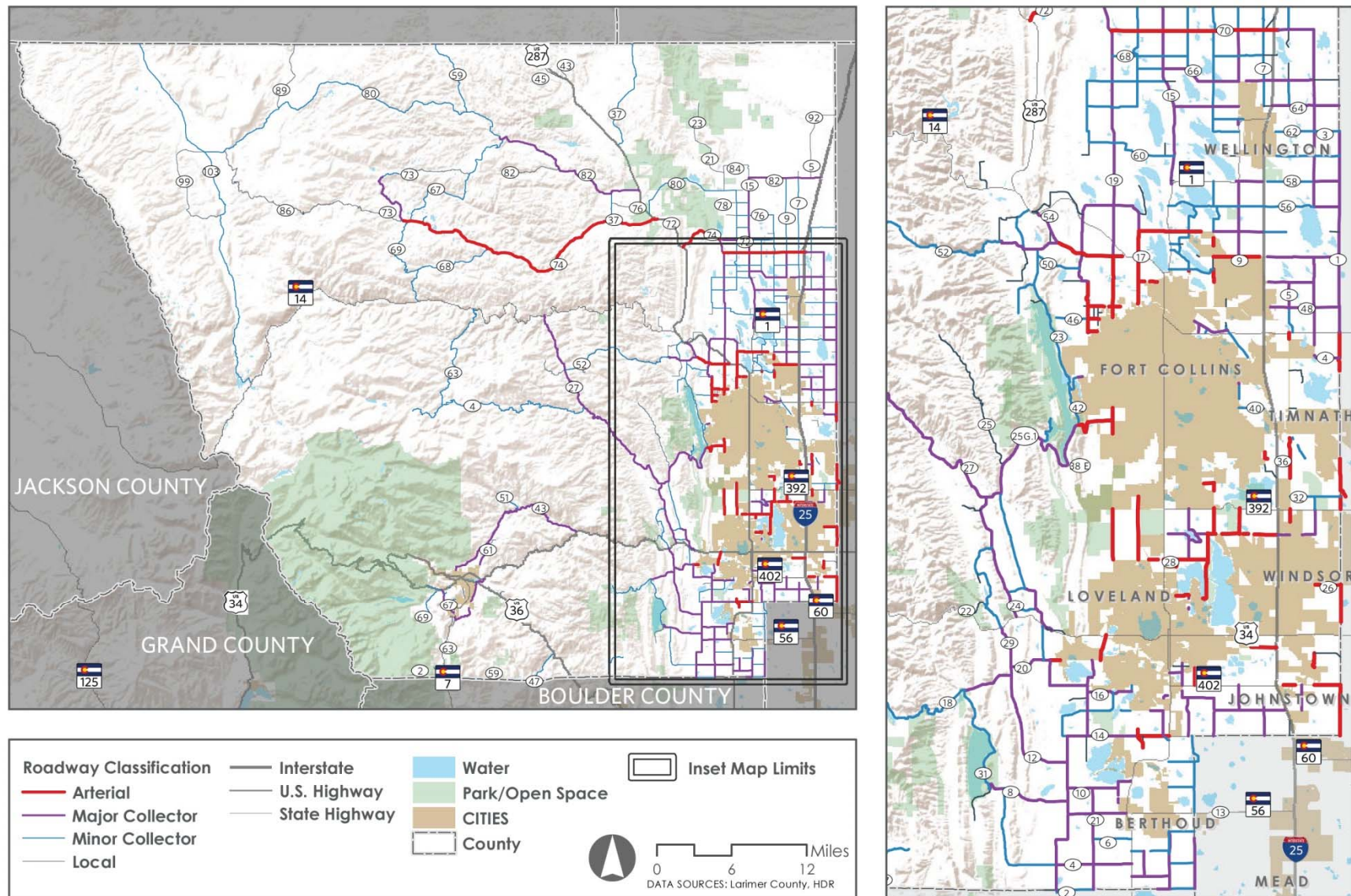
Arterials. Arterials carry longer-distance traffic flow for regional, intercommunity, and major commuting purposes. Arterials have a limited number of at-grade intersections and, only when other alternatives do not exist, direct property access. Arterials can carry significant traffic volumes at higher speeds for longer distances, and are seldom spaced at closer than one-mile intervals. Within Larimer County, any roadway with a possibility of future widening to four lanes is designated as an arterial because of the required right-of-way width.

Major Collectors. In an urban context, major collectors are the next highest classification and are higher-speed roadways where mobility still takes precedence over access. In a rural context, major collectors can take the place of arterials as the highest classification because the lower vehicular volumes in rural areas do not warrant the arterial classification.

Minor Collectors. Minor collectors serve as main connectors between communities and neighborhoods. They distribute traffic between arterials/major collectors and local roads. Most of the traffic on minor collectors has an origin or a destination within the community. Also known as rural secondary facilities, this classification includes most mainline County roads that are not classified as major collectors or arterials.

Local Roads. The primary function of local roads is to provide access to adjacent land uses, including residences, businesses, or community facilities. Local streets generally are internal to or serve an access function for a single neighborhood or development. Traffic using local roads typically has a close-by origin or destination. Typically, mainline County roads with a local classification are limited in length and continuity.

Figure 17. Roadway Functional Classification



Area Type

The County is divided into three area types for the purposes of calculating capacity and developing Capital Expansion Fees—urban, rural, and mountainous. The majority of the roadway miles in the County (48 percent) are classified as mountainous. Approximately 41 percent of the roadway miles are rural, and the remaining 11 percent are urban.

Travel Lanes

A majority of County roads are two lanes with one travel lane in each direction. Multilane roads are three- or four-lane paved roadways. A three-lane road is a road where the third lane serves as a continuous shared left-turn lane or as a climbing lane in the uphill direction, allowing faster vehicles to pass trucks and other slower vehicles. A continuous shared left-turn lane improves traffic flow over a typical two-lane road by allowing turning vehicles to wait in dedicated turn lanes, out of the way of through traffic. The County has only three roadway sections with three lanes, and they are less than 1.5 miles in length combined.

A four-lane roadway has two lanes in each direction and is generally found in more urban areas. Similar to a three-lane roadway, a five-lane roadway has a lane used for a continuous turn lane or a climbing lane, in addition to two travel lanes in each direction. There are currently no four- or five-lane roadway sections within Larimer County's purview.

Roadway Capacity

Capacity is defined as the maximum number of vehicles that have a reasonable expectation of passing over a given section of road in one direction, or in both directions of a highway, during a given period of time under prevailing traffic conditions and expressed in terms of vehicles per day (vpd).

Standards for capacity of a road vary between rural and urban areas of the County. Urban areas consist of Growth Management Area (GMA) districts and other areas designated by the *Larimer County Master Plan* as urban areas. Rural areas make up all properties outside these urban areas.

Larimer County maintains a roadway inventory for every section of its roadway system. Each section is evaluated for capacity needs in current and future conditions. Road capacities, as defined in this *Transportation Master Plan*, are the maximum traffic volumes that can be accommodated at a desired level of service.

Non-Paved Two-Lane Roads

There are three types of non-paved roadways in the County.

- Native or untreated gravel: No dust control measures.
- Gravel-treated: Gravel surface treated with chemicals to control dust.
- Low type bituminous (chip seal): A treatment that provides an adequate surface for small volumes of traffic but does not hold up with higher traffic volumes. Many chip-sealed roadways look like a typical paved County road.

Table 13. Capacity for Non-Paved Roads

Surface Type	Capacity (vpd)
Native ¹	200
Gravel treated ²	400
Low type bituminous (chip seal) ²	400

¹Colorado Air Quality Control Commission Regulation 1 Section 3.D

²Larimer County Land Use Regulation

Table 13 shows the daily capacities for each non-paved roadway surface type.

Paved Two-Lane Roads

Table 14 outlines the assumptions used in calculating the two-lane roadway capacities, and Table 15 provides the resulting daily capacities based on lane and shoulder widths.

Table 14. Capacity Assumptions for Paved Two-Lane Roads

	Urban	Rural	Mountain
Level of Service	LOS D	LOS C	LOS C
Terrain	Level	Rolling	Rolling
Directional Split	60%/40%	60%/40%	60%/40%
Heavy Trucks	3%	3%	2%
Recreational Vehicles	1%	1%	5%
No Passing Zones	60%	30%	60%
Peak Hour Factor	0.95	0.95	0.95
Daily Traffic in Peak Hour	9%	8.5%	8.5%
Section Length	1 mile	1 mile	1 mile
Base Free Flow Speed	55 mph	60 mph	55 mph
Access/Mile	10	6	4
Highway Class	Class I	Class I	Class I

Paved roadway capacity varies by roadway area type (urban, rural, and mountainous) and roadway surface width. Anything beyond a 24-foot pavement width is assumed to have shoulders.

Table 15. Daily Capacities of Paved Two-Lane Roads

Lane Width (ft.)	Shoulder Width (ft.)	Pavement Width (ft.)	2015 Daily Two-Way Capacities		
			Urban	Rural	Mountainous
9	0	18	3,700	2,400	1,900
10	0	20	4,600	3,000	2,400
11	0	22	6,600	4,200	3,400
12	0	24	7,700	5,000	4,100
12	1	26	9,200	6,000	5,000
12	2	28	10,700	7,000	5,800
12	3	30	11,900	7,800	6,500
12	4	32	13,100	8,500	7,100
12	5	34	14,200	9,300	7,700
12	6	36	15,300	10,000	8,300

Multilane Roads

Capacities for the three- and four-lane roads were developed from the NFRMPO travel model for the 2006 *Larimer County Transportation Plan*. Multilane roads are assumed in the urban areas only. Table 16 presents the daily capacity for multilane roads in the urban areas.

Traffic

Traffic volumes are an indicator of the use of the roadway. When compared to a road's capacity, traffic volumes reveal how a road is functioning and if improvements to increase capacity are necessary.

Table 16. Daily Capacities for Multilane Roads

Lanes	Urban (LOS D)
3	23,000 ADT
4	32,000 ADT

Average Daily Traffic (ADT)

The most commonly used measurement of traffic volume is Average Daily Traffic (ADT). ADT is defined as the total number of vehicles passing a certain point in both directions in a 24-hour period. Larimer County maintains a database of daily traffic volume counts on County roads. The busiest County roads currently carry as many as 20,000 vpd. By 2040, the busiest County roads are projected to see as many as 30,000 vpd. The majority of County roads will see ADT double between now and 2040. The busiest County roads are typically in urban or suburban areas near Fort Collins and Loveland. However, some non-paved County roads will experience an increase in ADT of 5,000 percent or more between now and 2040, such as CR 1 from US 34 to CR 14, which will grow from 200 vpd to 13,000 vpd in 2040.

See Figure 18 and Figure 19 for maps of existing and future ADT, respectively.

Figure 18. Existing ADT

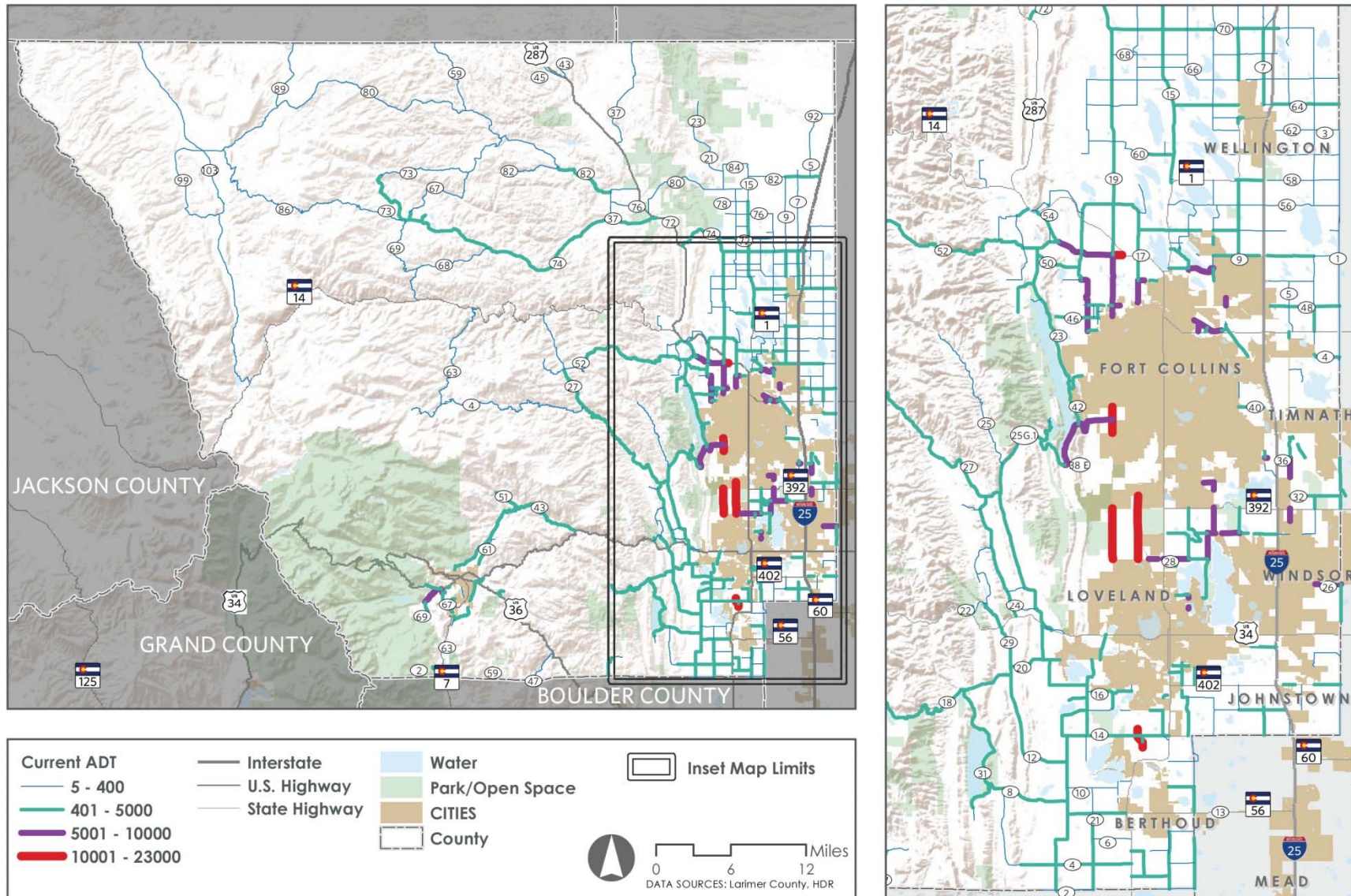
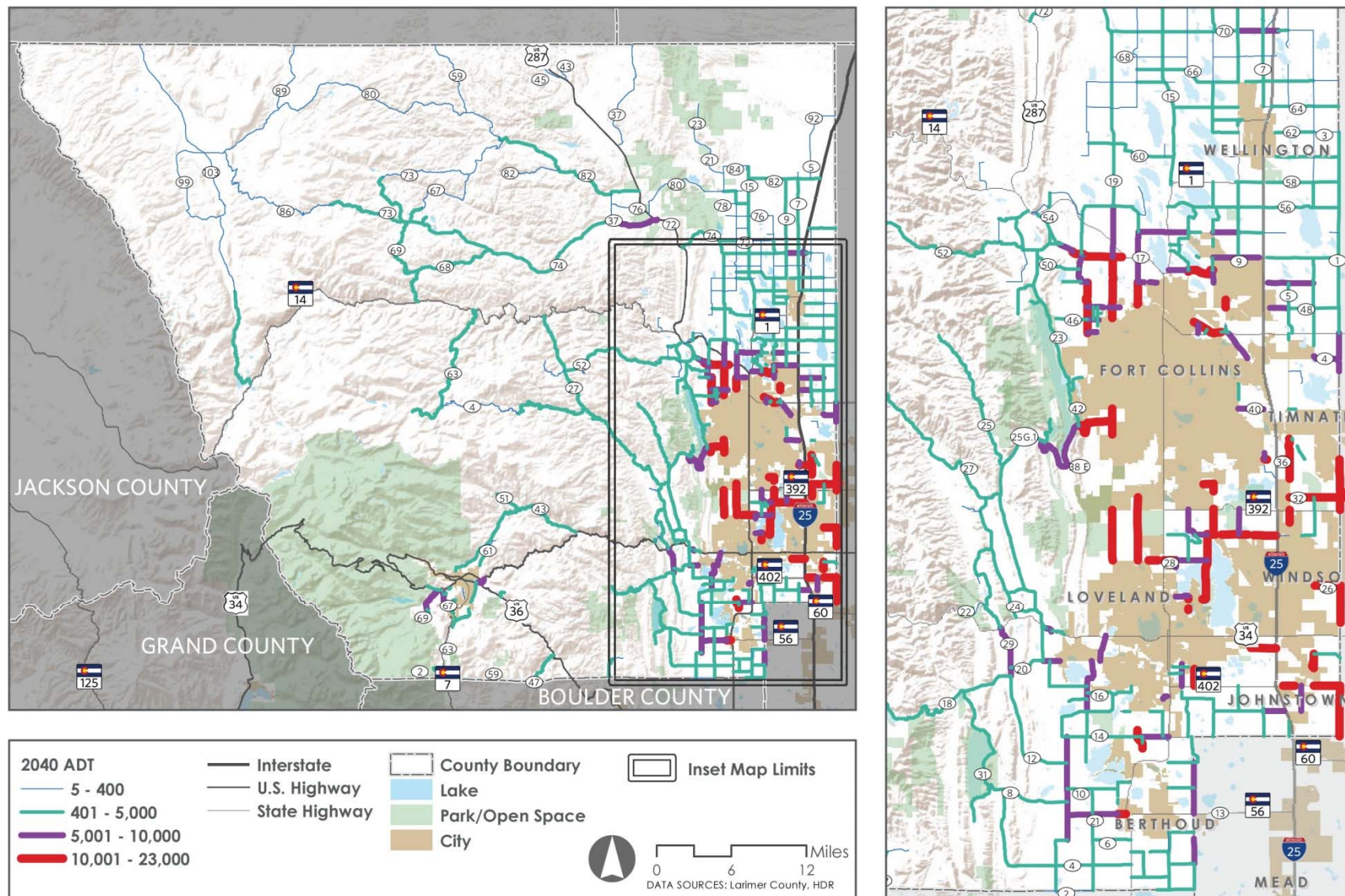


Figure 19. Projected 2040 ADT



Vehicle Miles Traveled

Another measure of traffic is Vehicle Miles Traveled (VMT). This measure is different from ADT in that it describes the amount of travel by capturing the distance that vehicles travel. Table 17 shows the annual VMT and lane-miles on the Larimer County mainline roadway system by area type. As shown, urban roads serve more vehicle miles of travel per lane-mile than both rural and mountain roads, indicating their higher level of traffic, and higher needs for maintenance and capacity improvements.

Table 17. Annual VMT by Area Type

Area Type	Length (in Lane-Miles)	Annual VMT (millions)	Annual VMT per Lane-Mile (thousands)
Mountainous	739	85.6	115.8
Rural	655	120.3	183.7
Urban	159	115.3	725.2
Total	1,553	321.2	206.8

Source: Highways, Larimer County Inventory, 2016

Table 18 summarizes the mileage and VMT on County roads that fall within each functional classification. Arterial roadways have only 10 percent of the lane miles but carry 43 percent of the traffic and are generally around population centers. The collectors account for the majority of the mileage in the County.

Table 18. Annual County Road Miles and VMT by Functional Classification

Functional Classification	Roadway Distance		VMT	
	Distance (Miles)	Percent of Total County Mileage	Annual VMT (millions)	Percent of County VMT
Arterial	80	10%	138.8	43%
Major Collector	241	31%	119.9	37%
Minor Collector	333	43%	56.4	18%
Local Roads	122	16%	6.1	2%
Total	776	100%	321.2	100%

Source: Highways, Larimer County Inventory, 2016

Level of Service

Level of service (LOS) is commonly used to define the quality of traffic flow on various roadway types based on a comparison of traffic volumes with roadway characteristics. A LOS scale ranging from A to F is used to define the quality of flow, with LOS A representing an essentially free-flow situation and LOS F

representing the highest levels of congestion, with traffic volumes exceeding the intended capacity of the roadway.

Note that the LOS scale does not correspond to a school report card A through F. LOS A implies that there is an abundance of roadway infrastructure, requiring more than necessary in capital and maintenance costs. On the other hand, LOS F indicates there is too much congestion. Larimer County has established LOS standards for County roads, which are LOS D or better in urban areas and LOS C or better in rural areas.

The nationally accepted source for highway capacity evaluations, the *Highway Capacity Manual* (2000), along with typical traffic flow characteristics are typically used to approximate the maximum daily traffic volumes for two-lane roadways. However, the *Highway Capacity Manual* (2010) was not used to arrive at Larimer County's LOS criteria of LOS D in urban areas and LOS C in rural areas because calculations were largely geared to urban areas and were not found to be as relevant to rural areas.

The capacity numbers were reviewed and calibrated to more specifically reflect conditions in Larimer County. These capacities range from 15,300 vpd on roads with full-width lanes and shoulders in urban areas to 1,900 vpd on roads with narrow lanes and no shoulders in the mountainous areas.

Roadway Needs

Each of the 600 traffic sections in Larimer County's jurisdiction was analyzed by examining existing maintenance costs and volume-to-capacity ratios to identify current improvement needs. These sections were also analyzed by future volume-to-capacity ratios to identify improvement needs in the long term (before 2040). Volume-to-capacity ratios were calculated for each traffic section using actual traffic counts for existing conditions and projected volumes from a regional travel demand model for the future conditions. Safety needs (see Safety) were identified separately from capacity needs, and it is possible for one traffic section to need both safety and capacity improvements. Possible capacity improvements include:

- Paving a non-paved road
- Widening from two lanes to three lanes
- Widening from two lanes to four lanes
- Constructing a five-lane urban arterial
- Reconstructing a two-lane road with shoulders

Road sections were primarily analyzed by their volume-to-capacity ratios, but non-paved roads were considered for improvements only if they were over capacity and had high maintenance costs. The maintenance costs used in this analysis are an annual average from three years (2012-2015) of actual maintenance costs incurred by Larimer County for each section of non-paved road. Sections that met both of these criteria were identified for paving.

Paved road sections that are currently over capacity were selected for short-term improvements, and paved road sections that will be over capacity by 2040 were selected for long-term improvements. Improvements were identified to minimize project cost and impact to surrounding landowners while increasing capacity above the current and projected traffic volumes. In practice, this means that reconstructing a road with shoulders was considered prior to widening the road to three, four, or five lanes.

Most mountainous roadways cannot be widened to three or more lanes because of the prohibitive cost of altering the roadside topography. Mountainous roadways over capacity were only identified for paving or

reconstruction, regardless of whether or not these improvements satisfied the current and future capacity needs.

The identified improvements were then prioritized based on existing condition volume-to-capacity ratios for the short-term needs. Sections with volume-to-capacity ratios of 1.75 or higher were selected as high priority. Sections with volume-to-capacity ratios between 1.25 and 1.75 were deemed medium priority, and sections with volume-to-capacity ratios below 1.25 were categorized as low priority.

The identified long-term needs were prioritized based on 2040 volume-to-capacity ratios *after the improvement*. Sections with projected volume-to-capacity ratios of 0.5 or higher were selected as high priority. Medium priority improvements will have volume-to-capacity ratios between 0.25 and 0.5, and low priority improvements will have volume-to-capacity ratios below 0.25.

This method produces planning-level analyses that provide the County a short-term and long-term outlook for countywide needs. Other factors not discussed here may indicate improvement needs beyond those identified in this plan. These factors may include, but would not be limited to, adjacent development, access spacing and characteristics, topography, geometry, and partnership opportunities presented through other infrastructure and development projects.

A more detailed description of the needs identification and prioritization processes can be found in Appendix A.

Improvement costs were based on estimated unit costs for each improvement type. These estimates were compiled by the County (in 2016 dollars) and can be found in Appendix E.

Table 19 summarizes short-term improvements and Figure 20 is a map of these needs locations. Appendix A contains a full list of roadway needs.

Table 20 summarizes long-term needs and Figure 21 is a map of these needs locations. For full lists of all identified capacity needs, including section descriptions, see Appendix A.

Table 19. Short-Term Capacity Needs

Type	Number of Traffic Sections	Section Length (miles)	Short-Term Improvement Costs (millions of 2015 \$)
1 - High	13	18.98	\$56.8
Pave	13	18.98	\$56.8
2 - Medium	12	9.68	\$31.4
Pave	10	8.84	\$26.4
Reconstruct	1	0.34	\$1.0
Widen to 5 lanes	1	0.51	\$3.9
3 - Low	7	10.97	\$33.8
Pave	5	10.31	\$30.9
Widen to 3 lanes	2	0.65	\$3.0
Total	32	39.63	\$122.0

Table 20. Long-Term Capacity Needs

Type	Number of Traffic Sections	Section Length (miles)	Long-Term Improvement Costs (millions of 2015 \$)
1 - High	62	61.18	\$225.0
Pave	7	5.96	\$17.8
Reconstruct	22	29.66	\$91.2
Widen to 3 lanes	32	25.23	\$114.3
Widen to 4 lanes	1	0.33	\$1.6
2 - Medium	20	16.07	\$50.6
Pave	17	13.70	\$41.0
Reconstruct	2	1.87	\$5.8
Widen to 5 lanes	1	0.50	\$3.8
3 - Low	65	84.56	\$253.1
Pave	65	84.56	\$253.1
Total	145	160.30	\$525.0

Figure 20. Short-Term Capacity Needs

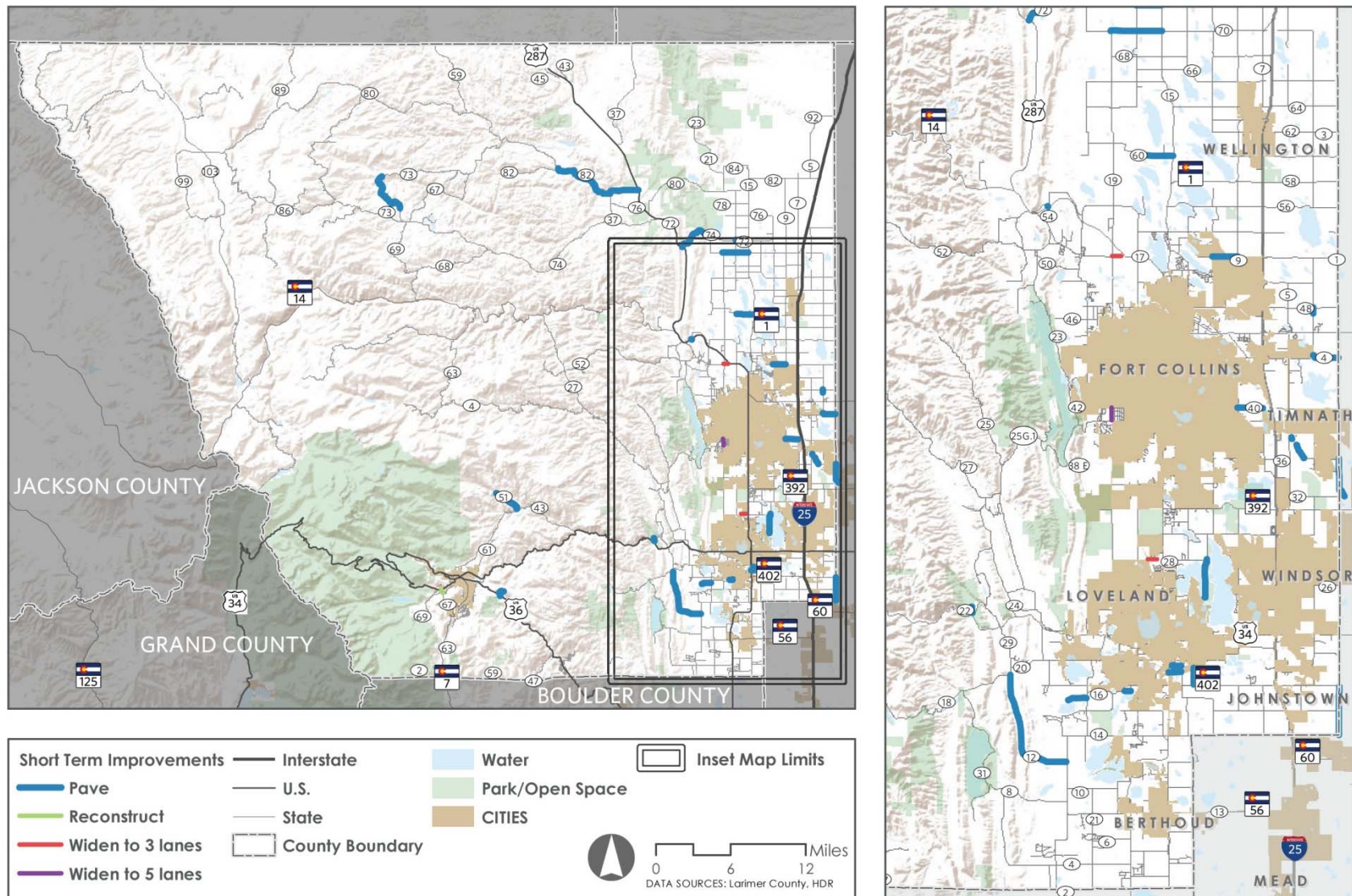
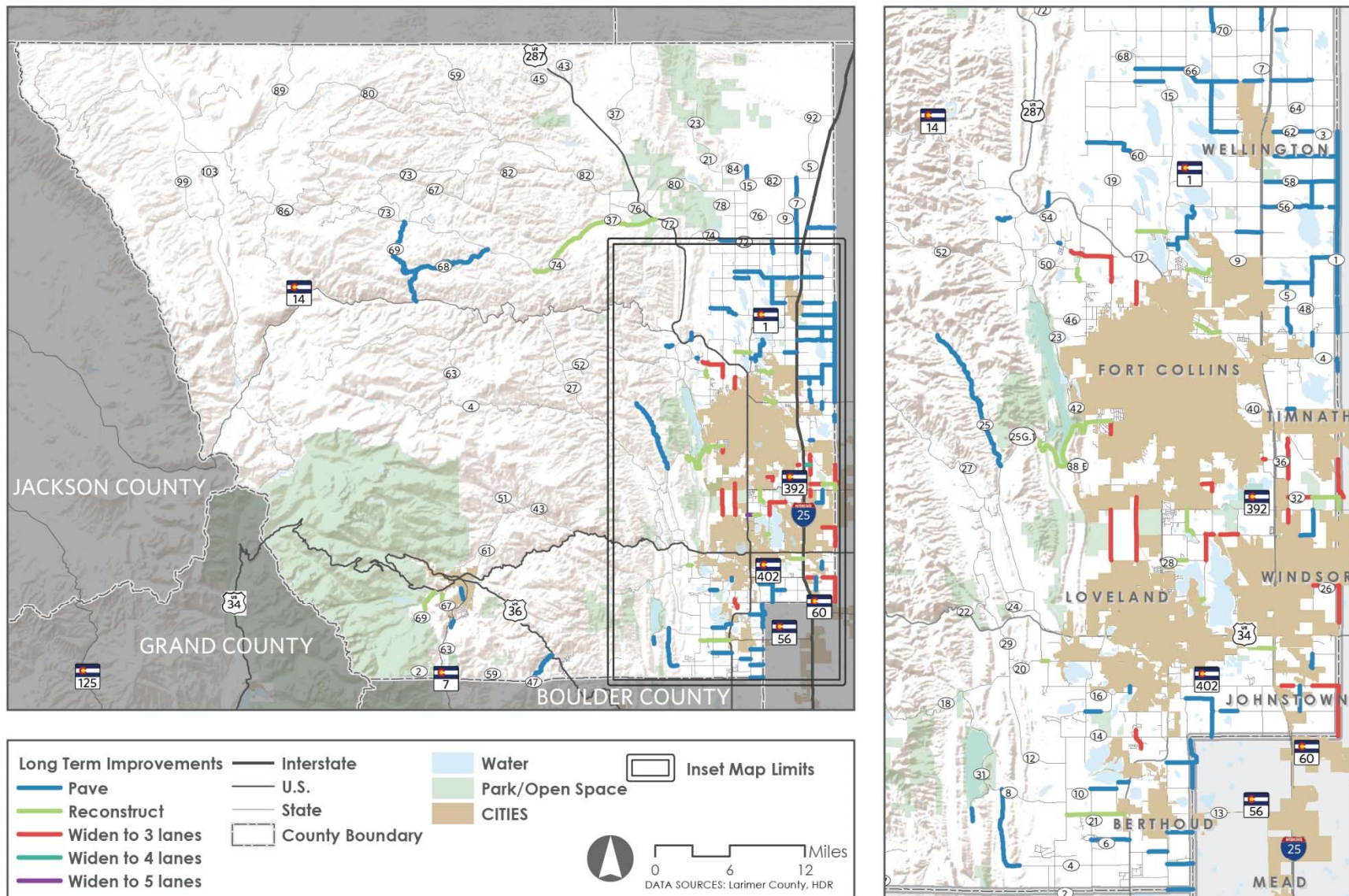


Figure 21. Long-Term Capacity Needs



Existing Intersection Conditions

Larimer County has 66 arterial/arterial or arterial/major collector intersections that are either partially or wholly within the jurisdiction of the County.

Table 21 identifies the type of control measures currently in place at intersections of two County roads. These intersections are wholly within the jurisdiction of Larimer County. Table 22 identifies the type of control measures currently in place at intersections of a County road with a highway. These intersections are shared responsibilities between the County and CDOT.

Table 21. Existing Control Measures at County Road Intersections

N/S Road	E/W Road	Type of Control	Location Description
CR 1	CR 18	Stop sign N/S bound	East of Loveland
CR 1	CR 26	Signal	Windsor
CR 1	CR 44*	Stop sign N/S bound	East of Fort Collins
CR 5	CR 36*	Stop sign E bound	East of I-25, south of Fort Collins
CR 7	CR 36	Stop sign N/S bound	South Fort Collins
CR 9	CR 30	Roundabout	North of Loveland
CR 9*	CR 52	Stop sign E/W bound	North of Fort Collins
CR 9*	CR 70	Stop sign N/S bound	North of Fort Collins
CR 11	CR 30	Roundabout	North of Loveland
CR 11C	CR 28	Stop sign E bound	North of Loveland
CR 11C	CR 30	Roundabout	North of Loveland
CR 13*	CR 28	Signal	North of Loveland
CR 13E	CR 28	Stop sign N/S bound	North of Loveland
CR 15*	CR 70	Stop sign 4 way	North of Fort Collins
CR 17	CR 50	Signal	North of Fort Collins
CR 17	CR 54	Stop sign W bound	North of Fort Collins
CR 19	CR 48	Roundabout	North of Fort Collins
CR 19*	CR 70	Roundabout	North of Fort Collins
CR 19	CR 38E	Signal	South of Fort Collins
CR 19	CR 54G	Signal	North of Fort Collins
CR 21	CR 46	Stop signs E/W bound	West of Fort Collins
CR 21	CR 48	Stop signs E/W bound	Northeast of Fort Collins
CR 21	CR 46E	Signal	East of Fort Collins
CR 21C*	CR 54G	Signal	Town of La Porte
CR 23E*	CR 20	Stop sign N/S bound	South of Loveland
CR 54G	CR 52E*	Stop sign E/W bound	Town of La Porte
CR 73C*	CR 74E	Stop sign E bound	South of Red Feather Lakes

Source: Highways, Larimer County Inventory, 2015

*indicates roadway is a major collector. All other County roads are minor arterials.

Table 22. Existing Control County Road /State Highway Intersections

N/S Road	E/W Road	Type of Control	Location Description
CR 1	SH 14	Stop sign N/S bound	East of Fort Collins
CR 1	SH 392	Signal	Windsor
CR 1	US 34	Stop sign N/S bound	Johnstown/Windsor
CR 3*	SH 14	Stop sign N/S bound	East of Fort Collins
CR 3*	SH 392	Stop sign N/S bound	West of Windsor
CR 5	SH 14	Stop sign N/S bound	East of Fort Collins
CR 5	SH 392	Signal	Windsor
CR 7*	SH 60	Stop sign S bound	South of Loveland
CR 9*	SH 1	Stop sign S bound	Wellington
CR 9	SH 392	Stop sign N bound	South of Fort Collins
CR 9*	SH 402	Stop sign N bound	South of Loveland
CR 11	SH 392	Signal	South of Fort Collins
CR 11*	SH 60	Stop sign S bound	South of Loveland
CR 11F*	SH 14	Signal	East of Fort Collins
CR 11H	SH 402	Signal	Southeast of Loveland
CR 13*	SH 392	Signal	South of Fort Collins
CR 13*	SH 60	Stop sign S bound	South of Loveland
CR 15*	SH 1	Stop sign S bound	South of Wellington
CR 17	US 287	Signal	North of Fort Collins
CR 21C*	US 287	Stop sign N/S bound	North of La Porte (town)
CR 23H*	US 34	Stop sign N bound	West of Loveland
CR 27*	SH 14	Stop sign N bound	Poudre Canyon & Stove Prairie
CR 27*	US 34	Stop sign S bound	West of Loveland
CR 29*	US 34	Stop signs N/S bound	West of Loveland
CR 43*	US 34	Stop sign on E bound	Between Loveland & Estes Park
CR 54G*	US 287	Stop signs N/S bound	West of La Porte (town)
CR 63*	US 34	Stop sign N bound	East of Estes Park
CR 63*	US 36	Stop sign N bound	East of Estes Park
CR 63*	US 36	Stop sign S bound	East of Estes Park
SH 1	CR 54	Stop signs E/W bound	North of Fort Collins
SH 1	CR 58*	Stop sign on W bound	South of Wellington
I-25	CR 82*	Stop signs on exit ramps	Rawhide Power Plant
I-25 EFR	CR 36*	Stop sign S bound	South of Fort Collins
I-25 WFR	CR 36*	Stop sign N bound	South of Fort Collins
I-25 WFR	CR 58*	Stop sign on N/S bound	South of Wellington
US 287	CR 72	Stop sign W bound	North-central County
US 287	CR 2E*	Stop sign W bound	South of Berthoud
US 287	CR 74E	Stop sign E bound	Livermore
US 287	CR 80C*	Stop sign E bound	North-central County

Source: Highways, Larimer County Inventory, 2015

*Indicates roadway is a major collector. All other County roads are minor arterials.

Intersection Needs

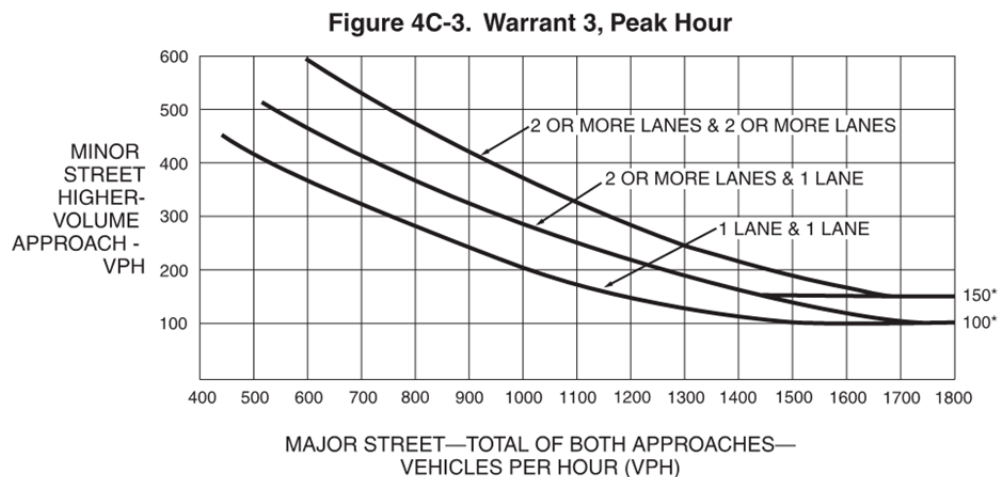
CDOT conducted the *Region 4 Intersection Priority Study* in 2016 to prioritize improvements for intersections with the state highway system. This review and subsequent prioritization was based on safety, operational, and geometric needs, including capacity issues. See the Roadway Safety section of this document for a summary and Table 6 for a description of improvements recommended for the three County road intersections included in the top 25 priority intersections (US 34 (Eisenhower Boulevard) & Boyd Lake Avenue (CR 9), US 287 (Lincoln Avenue) & 14th Street (SH 402, CR 18), and SH 1 & Douglas Road (CR 54)).

Additionally, because the CDOT *Region 4 Intersection Priority Study* was limited to County road intersections on the state highway system, signal warrant analyses were conducted on arterial-arterial intersections and arterial-major collector intersections wholly within the County's jurisdiction as part of this *Transportation Master Plan*. These intersections are listed in Table 21. It is assumed that intersections of streets with lower functional classifications do not have the volumes to warrant an intersection control upgrade. The results are provided in Table 22.

Intersections with roundabouts or signals were not included in this analysis. Only stop-controlled intersections or intersections without control measures were evaluated.

The standards for signal warrant analyses can be found in Chapter 4C of the *Manual on Uniform Traffic Control Devices* (MUTCD). Because of the limited information available at the time of this *Transportation Master Plan*, only the Peak Hour Traffic Volume warrant was used. Section 4C.04 – Warrant 3, Peak Hour of the MUTCD states that “the need for a traffic control signal shall be considered if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 (included as Figure 22 in this *Transportation Master Plan*) for the existing combination of approach lanes.”

Figure 22. Signal Warrant Traffic Volumes



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: Manual on Uniform Traffic Control Devices

To analyze each intersection in terms of peak hour, a “k” factor of 0.1 was applied to the ADT volumes for each intersection. The County road with the highest ADT of the two intersecting roads was identified as the major street within the intersection. Once the ADT volumes for both the major and minor streets were converted to peak hour volumes, each intersection was plotted on Figure 22.

This methodology showed that none of the 16 intersections evaluated warrants an intersection control device upgrade based on current traffic volumes. See Table 23.

The same procedure was applied to determine future intersection needs using projected 2040 ADT volumes. Seven of the 16 analyzed intersections will warrant upgraded intersection controls by 2040, all of which are close to the urban areas. See Table 23 for future intersection needs, and Figure 23 for a map of these identified intersections.

The full analysis for intersection control devices can be found in Appendix D.

Note that although this analysis is intended to determine a need for a signal, the actual type of control device can vary. For example, a roundabout or a mini roundabout could be installed instead of a traffic signal to address identified needs. Signalizing a single intersection costs approximately \$375,000, meaning the seven intersections that warrant signals in 2040 could be improved for a total cost of approximately \$2.6 million. On the other hand, full-size roundabouts have a significantly higher up-front cost in the range of \$1 million to \$1.5 million per intersection.

Despite the higher capital costs, studies have shown that full-size roundabouts provide a greater benefit-cost ratio than do signalized intersections. In general, roundabouts reduce the total number of crashes, the severity of crashes, vehicular delays, and greenhouse gas emissions. Compared to signalized intersections, roundabouts:

- Reduce all crashes by 35 percent and injury crashes by 76 percent¹²
- Reduce traffic delays by 13 to 23 percent¹³
- Reduce emissions by up to 42 percent and fuel consumption by 30 percent¹⁴
- Reduce operational costs by an average of \$5,000 per year over the roundabout’s lifespan of approximately 25 years¹⁵

Other benefits of roundabouts include the reduction of noise pollution, improved aesthetics, and longer lifespans.

Mini roundabouts provide many of the same benefits at a much lower cost. They use the same operating principles as full-size roundabouts, but have a smaller land impact. Mini roundabouts have a smaller diameter of 50 to 90 feet and unlike full-size roundabouts, mini roundabouts have fully traversable central islands and splitter islands. Although mini roundabouts have a wide cost range of \$25,000 to \$400,000 per intersection, high-capacity mini roundabouts tend to cost approximately the same as a signal.

Mini roundabouts would be appropriate for most of the intersections in Table 23 based upon their projected 2040 ADTs, with the exception of the CR 1/CR 18 and CR 1/CR 26 intersections, which have ADTs too high to consider mini roundabouts. Mini roundabouts require less right-of-way than full-size roundabouts and are still designed to allow trucks, buses, and other large vehicles to drive over the center island and splitter islands, granting full use of the intersection.

¹² <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10006/#s2>

¹³ <https://www.nevadadot.com/safety/roundabout/benefits.aspx>

¹⁴ <https://www.nevadadot.com/safety/roundabout/benefits.aspx>

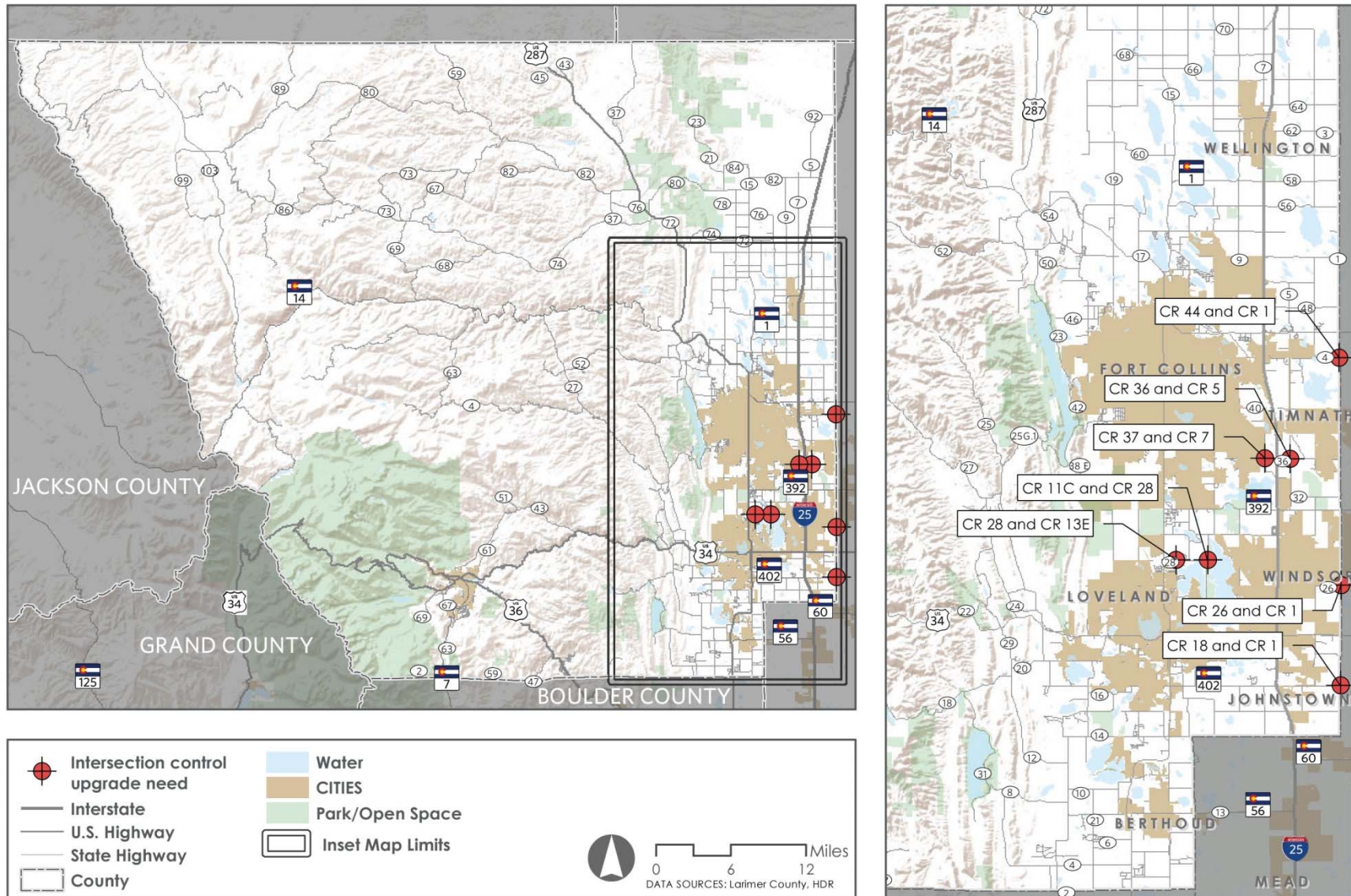
¹⁵ <https://www.nevadadot.com/safety/roundabout/benefits.aspx>

Given these benefits, the County should consider alternatives to signalization when intersections warrant control devices and determine the appropriate context-sensitive solution.

Table 23. Intersection Control Upgrade Needs

Intersection		Intersection Control Upgrade Needed?	
Major Street	Minor Street	Existing Conditions	Future Conditions
CR 18	CR 1	No	Yes
CR 26	CR 1	No	Yes
CR 44	CR 1	No	Yes
CR 5	CR 36	No	Yes
CR 36	CR 7	No	Yes
CR 9	CR 52	No	No
CR 70	CR 9	No	No
CR 11C	CR 28	No	Yes
CR 28	CR 13	No	No
CR 28	CR 13E	No	Yes
CR 70	CR 15	No	No
CR 54	CR 17	No	No
CR 21	CR 48	No	No
CR 20	CR 23E	No	No
CR 54G	CR 52E	No	No
CR 74E	CR 73C	No	No

Figure 23. Intersection Control Upgrade Needs



Freight

Freight movement is critical to the health of Larimer County's economy. Efficient and reliable truck deliveries allow businesses, residents, and visitors to get products at the right time. It is important that the Larimer County roadway system supports efficient freight mobility.

The *Colorado Statewide Highway Freight Plan* (<http://coloradotransportationmatters.com/other-cdot-plans/freight/>) identifies freight corridors in Colorado. Within Larimer County, priority freight corridors are:

- I-25
- US 287
- SH 14, from US 287 east to the County line, and
- US 34, from US 287 east to the County line.

In addition, sections of CR 5 and CR 19 are heavily used truck routes in Larimer County.

Currently, Owl Canyon Road (CR 70) is undergoing a major improvement project that will ultimately connect I-25 and US 287 after full build-out. This roadway segment is currently classified as an arterial roadway, linking two State arterial corridors. It is expected that this connection will continue to attract commercial motor vehicle traffic.

As an interstate highway, I-25 is the principal freight corridor in Larimer County. I-25 is part of the multistate Camino Real corridor from El Paso, Texas, to the Canadian border, which is identified by the US Congress as one of the High Priority Corridors on the National Highway System. In the past, High Priority Corridors received beneficial status for funding of improvements because of their critical role in freight movement across the country. A Port of Entry is located south of the I-25 and Prospect Road interchange in Larimer County. North of Larimer County in Wyoming, I-25 connects with I-80, a major east-west interstate freight corridor. Commercial motor vehicles also connect to I-80 via US 287 and SH 14 through Larimer County, which is a shorter path for vehicles using I-80 to and from the west.

Larimer County's transportation system handles an increasing volume of truck freight every year. The growth of transport of heavy cargo places an increasing demand on the County's infrastructure.

Hazardous Materials

Hazardous and nuclear materials can only be transported on designated roadways determined by the State of Colorado. Within Larimer County, the transport of all hazardous materials is limited to I-25. SH 14 and US 34 are also designated routes for hazardous materials from I-25 to the east. Transport of nuclear materials is restricted to I-25.

Truck Restrictions

There is a vehicle height restriction of 14 feet 5 inches on SH 14 approximately 15 miles west of US 287 because of a tunnel. There are weight limits restricting trucks from some US 287 bridges within Larimer County, depending on axle spacing and load weight. In addition to the following load-posted structures, Larimer County is preparing a bridge weight limit map with restricted structures based on extra-legal vehicle or load permit type. The regulations within the Colorado Revised Statutes Title 42 Article 4 Part 5 provide the backdrop for size and weight restrictions on off-system networks (i.e., local roads). Larimer County is also updating the 1978 Resolution for the Movement or Operation of Extra-Legal Vehicles and Loads on Larimer County roadways. Both programs are expected to be complete by the end of 2017.

Table 24 shows truck restrictions on bridges by truck type. Type I is a single unit truck, Type II is a tractor semi-trailer, and Type III is a truck trailer. More information on these truck classifications can be found here: <http://www.co.larimer.co.us/ENGINEERING/Bridges/brlimit2.htm>.

Table 24. Bridge Load Restrictions

Bridge Structure No.	Crossing	Load (tons)	Type I	Type II	Type III
3-0.2-50	Larimer County Canal		21	33	34
17-0.0-70	North Poudre Canal	25			
18-0.4-23E	Handy Ditch	10			
25E-1.3-52E	Pleasant Valley & Lake Canal	25			
43H-0.1-45B	Little Thompson River		22	34	35
45E-0.2-S287	Dale Creek		12	20	20
45E-0.4-S287	No Name Creek		23	35	36
45E-1.0-S287	Dale Creek Tributary		10	16	16
45E-1.3-S287	Dale Creek Tributary		25	39	41
54E-0.7-27E	Pleasant Valley & Lake Canal	25			
56-1.1-I25	Larimer County Canal	25			
63E-4.7-44H	Little Beaver Creek		26	41	41
80C-2.6-59	North Fork Cache La Poudre River	25			
103-6.8-S14	Laramie-Poudre Canal		24	37	38
9-1544BTC	Big Thompson River	Closed			
16-0.10-21	South Side Ditch		22	34	34

Oil & Gas

The western portion of the Denver-Julesburg Basin, which produces over 80 percent of Colorado's crude oil, is located in eastern Larimer County. There are currently 261 active oil and gas wells in the County, with 28 drilling permits for new wells issued in 2015. On average it takes more than 2,200 vehicle trips to develop a single oil and gas well and 730 truck trips per well per year for maintenance during the production phase.¹⁶

While exploration and production is occurring at a far greater pace in adjacent Weld County, the truck traffic related to development within Larimer County puts a strain on rural roads, particularly those not designed for the heavy loads.

The County needs to identify heavily-trafficked freight corridors, including connections to and from I-25 and roadways surrounding the Denver-Julesburg Basin, for geometric and safety improvements to better accommodate freight traffic for continued economic development of the region.

¹⁶ <http://www.boulderCounty.org/doc/landuse/dc120003oilgasroadwaystudy20130114.pdf>

ROADWAY CAPACITY SUMMARY

Guiding Principle



Upgrade and expand the Larimer County roadway network to respond to the needs of growth and economic development to provide for the efficient movement of citizens, goods, and services.

Existing & Future Conditions

- **60+ miles of county roads currently over capacity.**
- **With no improvements, this could grow to 250+ miles by 2040.**
- **38 miles of paving projects are needed in the short term.**
- **104 miles of paving projects and 56 miles of widening or adding shoulders are needed in the long term.**

ROADWAYS. Roadways in the County can be described by a variety of attributes: functional classification, area type, travel lanes, capacity, and traffic. Using these characteristics, the County identified **\$122 million in short-term capacity needs and \$525 million in long-term capacity needs.** Paving accounts for 94 percent of short-term needs by cost.

INTERSECTIONS. Existing traffic levels show that no intersections in the County currently warrant new control devices (signal or roundabout). Forecasted volumes indicate that seven intersections may need control upgrades in the future.

FREIGHT. I-25, US 287, SH 14, and US 34 are priority freight corridors within Larimer County, but none fall under the jurisdiction of the County. 16 bridges within the County restrict freight traffic.

How does the County plan to address roadway capacity issues?

Goals identified through the planning process to address roadway needs include:

- Expand and upgrade existing facilities to maintain a minimum Level of Service D in urban areas and Level of Service C in rural areas.*
- Consider intersection control improvements when signal warrants are met.*
- Consider new roadway connections in areas experiencing growing demand, where expansion of existing facilities is neither sufficient nor feasible.*
- Incorporate the findings and advance the recommendations of the Larimer Community Resiliency Framework.*

The County will identify potential and existing freight corridors. Consider safety and capacity improvements on these corridors, as necessary, to be consistent with freight use.

The County aims to address medium and high priority capacity needs in the short term. The County is planning to address high priority capacity needs and all intersection needs in the long term, but conditions will continue to be monitored.

A review of safety data has shown that roundabouts result in fewer crashes and crashes with lower severity than signalized intersections. As traffic volumes increase and intersections require control upgrades, the County will assess each intersection for roundabout suitability.



Implementation

Implementation

Guiding Principle 5: Establish and implement a Capital Improvement Program for County transportation facilities.

Goals and strategies to ensure that the recommended improvements within this plan are funded in an economically sound fashion:

- A. Identify a methodology for prioritizing projects which emphasizes the importance of maintaining the existing roadway system.
- B. Consider consistency with the *Larimer County Master Plan* as an element of project prioritization for roadway maintenance and improvement.
- C. Identify methods to share costs with adjacent cities and other governmental entities.
- D. Consider identifying dedicated funding for alternative transportation modes.
- E. Update the Transportation Capital Improvement Program on an annual basis.

Summary of Projects, Costs, and Priorities

According to the guiding principles established for this *Transportation Master Plan*, improvement needs were identified in the categories of maintenance, roadway capacity, safety, intersection capacity, and bridges. The needs shown in Table 25 are determined to be either short term (based on existing conditions) or long term (based on projected conditions in 2040).

Though roadway sections have been identified and prioritized for safety improvements, the specific safety improvement is unknown and could range from an installation of a pedestrian light to complete reconstruction. The County will need to inspect each of these identified roadway sections to determine crash trends and, from there, recommend an appropriate solution.

Table 25. Summary of Needs through 2040

Needs Category	Funding Budget	Short-Term (Existing Conditions) (2017 \$ in millions)	Long-Term (Future Conditions) (2017 \$ in millions)
Pavement Maintenance	Road and Bridge	\$8.1*	\$186.7
Capacity	Capital Improvements	\$122.0	\$528.6
Safety	Capital Improvements	Further analysis needed	Further analysis needed
Intersections	Capital Improvements	\$0	\$2.1 - \$10.5
Bridge	Structures	\$15.6**	\$82.6

*Short-term maintenance need is shown on an annual basis

**Capital Improvement Program, 2017-2021

More information on each of these needs categories can be found in previous chapters.

Short-term needs total \$145.7 million, and long-term needs range from \$800.0 million to \$808.4 million. These needs will grow as specific safety improvements are identified. The variation in long-term

intersection needs stems from the choice of installing a signal or a roundabout at intersections that warrant control devices. Though the cost difference between a signal and a roundabout can be large, intersection needs account for a small percentage of the total funding needs.

Funding Shortfall

Funding Sources

Larimer County receives funds from a variety of taxes, fees, and other sources to fund its transportation system maintenance and improvements. These funding sources are described below and categorized by the entity that provides them: Larimer County, the State of Colorado, the United States federal government, and grant-giving organizations and agencies. See Table 26 for a Larimer County summary of the current annual transportation funding and transportation funding accumulations by 2040.

Larimer County

- **Real Property Taxes/ Mill Levy.** A mill levy is the assessed property tax rate used by local governments and other jurisdictions to raise revenue to cover annual expenses. A portion of the mill levy is dedicated to the Larimer County Road and Bridge Department.
- **Specific Ownership Taxes.** A portion of the vehicle registration tax that is paid annually by vehicle owners. The County's entire share goes to the Larimer County Road and Bridge Department.
- **Cable Franchise Fees.** This fee is charged for the use of right-of-way to operate licensed cable television franchises in Larimer County. Contracts are negotiated approximately every five years, and the fee is based upon a percentage of revenue.
- **Traffic Fines.** County share of traffic fines issued by the Office of the Sheriff.
- **Transportation Capital Expansion Fees.** Fees assessed on development or redevelopment of property within the County.

State of Colorado

- **Highway User Trust Fund (HUTF).** State gas tax of 22 cents per gallon and other revenues such as registration fees, vehicle rental fees, and other surcharges that are split between the State, cities, and counties. Counties receive 22 percent of the proceeds, which is then allocated based on number of registered vehicles (80 percent of the formula) and number of center lane miles in the jurisdiction (20 percent of the formula).
- **Severance Tax.** The distribution represents 15 percent of the revenues collected in the Local Government Severance Tax Fund to counties or municipalities on the basis of residence of severance taxpayer production employees as reported to the Department of Revenue by severance taxpayers.
- **Motor Vehicle Tax.** Local share of State Motor Vehicle taxes.

US DOT

- **Forest Reserve Act.** Share of revenues generated from National Forest Lands and distributed on a formula to local government.
- **Mineral Lease.** Mineral royalties, rents, and bonuses from federal lands in Larimer County.
- **Payments in Lieu of Taxes (PILT).** PILTs are federal payments to local governments that help offset losses in property taxes due to nontaxable federal lands within their boundaries.

Grants

Larimer County is a member of the NFRMPO and the UFRTPR, which both issue calls for projects through a competitive application process. Both organizations allocate Congestion Mitigation and Air Quality (CMAQ) funds, while the NFRMPO also allocates Transportation Alternatives (TA) and Surface Transportation Block Grant Program (STBGP) funds. These funds are made available through the current federal transportation legislation called the Fixing America's Surface Transportation (FAST) Act.

On December 4, 2015, the Fix America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) was signed into law. This became the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

CDOT also allocates funding for TA, Highway Safety Improvement Program (HSIP) and Bridge Off-System.

Each of the potential grant funding sources is described below. Grants are competitive applications and there is no guarantee of funding.

- **TA.** TA is authorized under the FAST Act. This grant provides funding for programs and projects defined as transportation alternatives. These programs include, but are not limited to, on-road and off-road bicycle and pedestrian facilities, infrastructure for non-driver access to public transportation, recreational trail program projects, and Safe Routes to School projects.
- **STBGP.** The FAST Act converts the long-standing Surface Transportation Program into the STBGP acknowledging that this program has the most flexible eligibilities among all federal-aid highway programs and aligning the program's name with how the FHWA has historically administered it. The STBGP promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.
- **CMAQ.** The FAST Act continued the CMAQ program to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the NAAQS for ozone, carbon monoxide, or particulate matter (nonattainment areas), and for former nonattainment areas that are now in compliance (maintenance areas). Types of improvement projects include intelligent transportation systems, alternative fuel vehicles and vehicle retrofitting, non-motorized improvements, and alternative fuel bus purchases and replacements.
- **Bridge Off-System.** Any bridge or road not on the National Highway System is considered to be off-system from the standpoint of federal aid. There is a strong possibility that this grant will be eliminated as funding has been rapidly declining. These funds were not used to forecast future funding for Larimer County.
- **HSIP.** The purpose of these funds is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

Table 26. Current Transportation Funding

Transportation Fund	Source	Annual Funding (2017 \$)	Projected Funding Accrual by 2040 (2017 \$)
Real Property/Mill Levy	County	\$1,760,000	\$40,480,000
Specific Ownership Taxes	County	\$8,100,000	\$186,300,000
Cable Franchise Fees	County	\$260,000	\$5,980,000
Traffic Fines	County	\$600,000	\$13,800,000
Capital Expansion Fee	County	\$1,145,000	\$26,335,000
County Subtotal		\$11,865,000	\$272,895,000
HUTF	State	\$8,330,000	\$191,590,000
Severance Tax	State	\$90,000	\$2,070,000
Motor Vehicle Tax	State	\$400,000	\$9,200,000
State Subtotal		\$8,820,000	\$202,860,000
Forest Reserve Act	Federal	\$60,000	\$1,380,000
Mineral Lease	Federal	\$100,000	\$2,300,000
Payment in Lieu of Taxes	Federal	\$1,670,000	\$38,410,000
Federal Subtotal		\$1,830,000	\$42,090,000
Misc. Grants	Grants	\$500,000	\$11,500,000
Total Funds		\$23,015,000	\$529,345,000

Larimer County distributes transportation funding into two categories: Road and Bridge Operational Funding and Transportation Capital Improvement Funding. The \$23 million in average annual funding from Table 25 is distributed at approximately \$13.5 million for operations (including pavement maintenance) and \$10 million for capital improvements. Funding for structures has traditionally depended on Bridge Off System grants, but that funding source is no longer viable.

Table 26 shows that \$23 million in transportation funding is available today and another \$529 million (2017 dollars) in transportation funding will be available by 2040. Maintenance, pavement preservation, and the capital improvement projects presented within this *Transportation Master Plan* are projected to cost nearly \$1 billion in 2017 dollars between now and 2040, leaving a transportation funding shortage of close to \$450 million, or \$20 million per year during that timeframe.

In a scenario where capacity improvements are limited to the medium and high priority projects in the short term and only the high priority projects in the long term, the funding shortfall is still projected to be more than \$12 million per year through 2040.

Implementation Plan

Capital Improvement Program (CIP)

The 2017 5-Year Capital Improvement Program is available online at <http://www.co.larimer.co.us/engineering/transportation.htm> and is summarized below. The CIP has identified more than \$167 million in total projects for the next five years, and is the foundation for an

implementation plan. The CIP projects include flood recovery projects, which account for 34 percent of the total budget. Flood recovery projects are being funded through non-traditional sources. A summary of CIP projects is presented in Table 27.

Table 27. CIP Projects

Project Type	Project Costs	Percent of Total CIP Funding
Roadway Construction and Expansion	\$45,472,000	27%
Bridges and Drainage Facilities	\$15,576,000	9%
Pavement Preservation and Maintenance	\$38,536,000	23%
Intersections, Safety, and Multimodal	\$10,465,000	6%
Subtotal	\$110,049,000	66%
Flood Recovery	\$57,405,000	34%
Total Funds	\$167,454,000	100%

Transportation Funding Study

The *Larimer County Strategic Plan (2013-2018)* identified the following goal:

By the end of 2016, a prioritized list of transportation needs in unincorporated Larimer County will be completed, and the gap between existing funding and the cost of those prioritized needs will be identified. By the middle of 2017, options to close the gap in transportation funding will be identified.

This *Transportation Master Plan* addresses the first part of the goal, and the County is currently conducting a Transportation Funding Study to address the second part of the goal and identify ways to address the funding shortfall. This study will consist of the following components:

- Evaluation of existing funding sources
- Projection of available funding given current conditions
- Review of peer county revenue streams and transportation expenditures
- Identification and summary of additional potential funding opportunities
- Decision-making matrix to establish plan for funding projects by type

IMPLEMENTATION SUMMARY

Guiding Principle



Establish and implement a Capital Improvement Program for County transportation facilities.

Existing & Future Conditions

A summary of the needs identified in this *Transportation Master Plan*, as well as other planning efforts, is below. Short-term needs total more than \$145 million, and long-term needs total approximately \$800 million.

Needs Category	Funding Budget	Short-Term (Existing Conditions) (2017 \$ in millions)	Long-Term (Future Conditions) (2017 \$ in millions)
Pavement Maintenance	Road and Bridge	\$8.1	\$186.7
Capacity	Capital Improvements	\$122.0	\$528.6
Safety	Capital Improvements	Further analysis needed	Further analysis needed
Intersections	Capital Improvements	\$0	\$2.1 - \$10.5
Bridge	Structures	\$15.6	\$82.6

Based on existing transportation revenue sources, the County has approximately \$23 million in available funds today and will accrue another \$529 million in funds by 2040.

What is the County doing to generate more revenue for transportation?

Goals identified through the planning process for implementation include:

- Identify a methodology for prioritizing projects which emphasizes the importance of maintaining the existing roadway system.
- Consider consistency with the Larimer County Master Plan as an element of project prioritization for roadway maintenance and improvement.
- Identify methods to share costs with adjacent cities and other governmental entities.
- Consider identifying dedicated funding for alternative transportation modes.
- Update the Transportation Capital Improvement Program on an annual basis.

The County recently released a Capital Improvement Plan, which is the foundation for an implementation plan over the next five years. The County is also conducting a Transportation Funding Study to identify ways to address the funding shortfall. This study will:

- Evaluate existing funding sources
- Project available funding given current conditions
- Review peer county revenue streams and transportation expenditures
- Identify and summarize additional potential funding opportunities
- Create a decision-making matrix to establish plan for funding projects by type



Appendix A:

Needs Matrix and Roadway Inventory

1. Summary of Planned Capacity Improvement Needs

The following pages present a summary of improvement needs sorted by roadway.



2017 LARIMER COUNTY TRANSPORTATION MASTER PLAN

Larimer County Road	Alias	From	To	SR Capacity Need	LR Capacity Need
LCR 1		CR 14/WCR50	SURF CHG SOUTH CR 18	Pave	Widen to 3 lanes
LCR 1		SURF CHG SOUTH CR 18	WIDTH CHG NORTH CR 18		Widen to 3 lanes
LCR 1		WIDTH CHG NORTH CR 18	US 34		Widen to 3 lanes
LCR 1		END JOHNSTOWN CL	CR 26 (CROSSROADS)		Widen to 3 lanes
LCR 1	Weld County Road 13	SH 392	CR 32E		Reconstruct
LCR 1	Weld County Road 13	CR 32E/CR 68 1/2	TIMNATH CITY LIMIT/CR 36	Pave	Widen to 3 lanes
LCR 1	Weld County Road 13	END TIMNATH CL	CR 44 (PROSPECT RD)		Pave
LCR 1		SH 14	CR 48		Pave
LCR 1		CR 48	SURF CHG		Pave
LCR 1		End Pavement for LR1-0.5-48A	CR 52		Pave
LCR 1		CR 52	CR 54		Pave
LCR 1		CR 54	CR 56		Pave
LCR 1		CR 56	CR 62		Pave
LCR 2		CR 15	CR 13		Pave
LCR 3		END JOHNTOWN CL	CR 20C/BEG JOHNSTOWN CL		Pave
LCR 3		CR 30	SH 392		Pave
LCR 3		END TIMNATH CL	SH 14		Pave
LCR 3		SURF CHG	CR 48	Pave	
LCR 3		SUR CHG	CR 50		Pave
LCR 3		CR 50	CR 52		Pave
LCR 3		CR 56	CR 58		Pave
LCR 3		CR 16	CR 18		Pave
LCR 3		CR 36	BEG TIMNATH CL	Pave	
LCR 3		END TIMNATH CL	BEGIN TIMNATH CL	Pave	
LCR 4		CR 27E	SURF CHG (4 TO 6)		Pave
LCR 4		CR 15	CR 13		Pave
LCR 4		END BERTHOUD CL	CR 15A		Pave
LCR 5		WINDSOR TOWN LIMIT	SH 392		Widen to 3 lanes
LCR 5		CR 34C	CR 36		Widen to 3 lanes
LCR 5		CR 36	BEGIN TIMNATH CL		Widen to 3 lanes
LCR 5		SH 14	CR 48		Pave
LCR 5		SURF CHG	CR 50		Pave
LCR 6		CR 21	US 287		Pave
LCR 6		CR 15	CR 13		Pave
LCR 7		CR 70	GLIDERPORT ENTRANCE		Pave
LCR 7		GLIDERPORT ENTRANCE	CR 82		Pave
LCR 8		CR 23	CR 21		Reconstruct
LCR 8		CR 21	CR 19		Reconstruct
LCR 8		CR 19	SURF / WIDTH CHG		Reconstruct
LCR 10		CR 21	CR 19		Pave
LCR 10		END BERTH CL	BEGIN BERTH CL		Pave
LCR 11	Timberline/Turnberry	SH 60	CR 16		Pave
LCR 11	Timberline/Turnberry	CR 16	CR 16E		Pave
LCR 11	Timberline/Turnberry	END FT COLLINS CL	FT COLLINS CL		Widen to 3 lanes
LCR 11	Timberline/Turnberry	CR 62	CR 62E		Pave
LCR 11	Timberline/Turnberry	CR 62E	CR 64		Pave
LCR 11	Timberline/Turnberry	CR 64	CR66		Pave
LCR 11	Timberline/Turnberry	CR 70	CR 72		Pave
LCR 11		CR 24E	CR 28	Pave	
LCR 11		CR 28	CR 30		Widen to 3 lanes
LCR 11	Boise Ave	SH 402	LOVELAND CITY LIMIT	Pave	
LCR 12		CR 29	CR 23	Pave	
LCR 12		US 287	CR 13		Pave
LCR 12		CR 13 (CO LN RD) SB	CR 13 (CR LN RD) NB		Pave
LCR 13		CR 10	CR 12		Pave
LCR 13		CR 12	SURF CHG (4 TO 6)		Pave
LCR 13		CR 30	SH 392 (CARPENTER RD)		Reconstruct
LCR 13		CR 52H	CR 54		Pave
LCR 13		SURF CHG	CR 56		Pave
LCR 13	Abbots Ford St	SURFACE CHANGE	CR 52H		Pave
LCR 15	Garfield	CR 82	CR 84		Pave
LCR 16		CR 21	SURFACE CHANGE		Pave
LCR 16		SURFACE CHANGE	CR 9		Pave
LCR 16		BEGINNING	CR 21	Pave	
LCR 16		CR 13	CR 11		Pave
LCR 16		LOVELAND CITY LIMIT	CR 17C (TYLER AVE)	Pave	
LCR 17	Shields/Taft Ave.	BERTHOUD CITY LIMIT	CR 14		Widen to 3 lanes
LCR 17	Shields/Taft Ave.	CR 14	0.25 mi north CR 14		Widen to 3 lanes
LCR 17	Shields/Taft Ave.	0.25 mi north CR 14	CR 16		Widen to 3 lanes
LCR 17	Shields/Taft Ave.	CR 28 (57TH ST)	LOVELAND CITY LIMIT		Widen to 3 lanes



Larimer County Road	Alias	From	To	SR Capacity Need	LR Capacity Need
LCR 17	Shields/Taft Ave.	BEG LOVELAND CL SPLIT	END LOVELAND CL SPLIT		Widen to 3 lanes
LCR 17	Shields/Taft Ave.	END LOVELAND CL	BEGIN FT COLLINS CL SPLIT		Widen to 3 lanes
LCR 17	Shields/Taft Ave.	BEGIN FT COLLINS CL SPLIT	FT COLLINS CITY LIMIT		Widen to 3 lanes
LCR 17	Shields/Taft Ave.	FORT COLLINS CITY LIMIT	CR 50 (WILLOX)		Widen to 3 lanes
LCR 17	Tyler Ave	CR 16H	SW 14TH ST		Pave
LCR 18	14th St. SW	END JOHNSTOWN CL	BEGIN JOHNSTOWN CL		Widen to 3 lanes
LCR 18	14th St. SW	CR 3	CR 1		Widen to 3 lanes
LCR 18	4th St SE	US 287	CR 13C (ST LOUIS AVE)	Pave	
LCR 18		WASHINGTON ST	CR 13C (ST LOUIS AVE)	Pave	
LCR 19	Taft Hill Rd	CR 28 (57TH ST)	FORT COLLINS CITY LIMIT		Widen to 3 lanes
LCR 19	Taft Hill Rd	OLD HARMONY (FC CL)	CR 38E		Widen to 3 lanes
LCR 19	Taft Hill Rd	CR 38E	CR 40 (HORSETOOTH)	Widen to 5 lanes	
LCR 19	Taft Hill Rd	END FTC GMA	CR 54G		Widen to 3 lanes
LCR 20	1st St.	CR 23H	CR 23E		Reconstruct
LCR 20		LOVELAND CITY LIMIT	I-25 BRIDGE		Reconstruct
LCR 21	Overland Trail	CR 50 (MICHAUD LANE)	CR 50E (BINGHAM HILL RD)		Reconstruct
LCR 21	Overland Trail	CR 52	CR 54G		Reconstruct
LCR 23		CR 56	CR 56E		Pave
LCR 24	37th St	LOVELAND CITY LIMIT	11 C		Reconstruct
LCR 25	Glade Rd	CR 38E	LOCKED GATE		Pave
LCR 26	Crossroads Blvd	CR 3	CR 1		Widen to 3 lanes
LCR 27		CR 4	CR 8E		Pave
LCR 28	57th St.	BNRR XING	BEG LVLD CL	Widen to 3 lanes	
LCR 28	57th St.	US 287	CR 13E		Widen to 5 lanes
LCR 28	57th St.	CR 13E	CR 13		Reconstruct
LCR 29		CR 12	CR 18E (POLE HILL RD)	Pave	
LCR 30		CR 11C	CR 11		Widen to 3 lanes
LCR 30		CR 11	LOVELAND CITY LIMIT		Widen to 3 lanes
LCR 30		RR XING (LVLD CL)	CR 9		Widen to 3 lanes
LCR 30		WINDSOR CL	CR 3		Pave
LCR 31		BEGIN MAINTENANCE	SURFACE CHANGE		Pave
LCR 31		CR 22H	GATE	Pave	
LCR 32		CR 5	CR 3		Widen to 3 lanes
LCR 32		CR 3	CR 1		Reconstruct
LCR34	Trilby	FORT COLLINS CITY LIMIT	CR 11 (TIMBERLINE)		Widen to 3 lanes
LCR 36	Kechter Rd	CR7/END FC CL	BEGIN FTC CITY LIMIT		Widen to 3 lanes
LCR 36		I-25 SURFACE CHANGE	CR 5		Widen to 4 lanes
LCR 38 E		CR 25G	LAKEVIEW DR		Reconstruct
LCR 38 E		LAKEVIEW DR	CR 23		Reconstruct
LCR 38 E		CR 23	CR 19		Reconstruct
LCR 40	Horsetooth	FTC CITY LIMIT	CR 7	Pave	
LCR 40	Horsetooth	CR 5	TIMNATH CITY LIMIT		Pave
LCR44		CR 3	CR 1 SOUTHBOUND	Pave	
LCR 46	Lincoln Ave	CR 11F (LINK LN)	CR 11C (AIRPARK DR)		Reconstruct
LCR 46	Lincoln Ave	CR 11C (AIRPARK DR)	TIMBERLINE		Reconstruct
LCR 47	Big Elk Meadows	BOULDER COUNTY LINE	US 36		Pave
LCR 50	Mountain Vista	I-25 E. SURF CHG	CR 5		Pave
LCR 50	Mountain Vista	CR 5	CR 3		Pave
LCR 50	Country Club Dr	CR 13 (LEMAY AVE/CR 52C)	CR 11		Reconstruct
LCR 51	Dun Raven Glade	CR 43	PARKING LOT/LOCKED GATE	Pave	
LCR 52	Richards Lake Rd	FORT COLLINS CITY LIMIT	CR 9	Pave	
LCR 52		CR 3	CR 1		Pave
LCR 52	White Lane	CR 23A	GALWAY DR		Pave
LCR 52	Richards Lake Rd	SH 1	CR 13E (ABBOTSFORD)		Pave
LCR 52	Inverness Rd	CR 13E (ABBOTSFORD)	CR 13		Pave
LCR 54	Douglas Rd	CR 17	SH 1		Reconstruct
LCR 54	Douglas Rd	CR 9	I-25 WEST FRONTAGE RD		Pave
LCR 54		CR 27E	BEG PAVEMENT		Pave
LCR 54	Old US 287	BEGIN 3 LANE	CR 21C		Widen to 3 lanes
LCR 54	Old US 287	CR 21C (OVERLAND)	CR 19		Widen to 3 lanes
LCR 54	Old US 287	CR 19	US 287	Widen to 3 lanes	
LCR 56		CR 23E	US 287	Pave	
LCR 56		I-25 EAST FRONTAGE RD	CR 3		Pave
LCR 56		CR 3	SURFACE CHANGE		Pave
LCR 56		SURFACE CHANGE	CR 1		Pave
LCR 58		I-25 EAST FRONTAGE RD	SURFACE CHANGE		Pave
LCR 58		SURFACE CHANGE	CR 3		Pave
LCR 58		CR 3	CR 1 (COUNTY LINE RD)		Pave
LCR 60		CR 60E	CR 15	Pave	
LCR 60		END WELLINGTON CL	CR 3		Pave



Larimer County Road	Alias	From	To	SR Capacity Need	LR Capacity Need
LCR 60		CR 3	CR 1 (COUNTY LINE RD)		Pave
LCR 60		CR 21	CR 19		Pave
LCR 60		CR 19	CR 60		Pave
LCR 61	Prospect Mtn Rd	PEAKVIEW DR	END MAINTENANCE		Pave
LCR 62	Jefferson	CR 11	SH 1		Pave
LCR 62	Jefferson	END WELLINGTON CL	CR 3		Pave
LCR 63	Fish Creek Rd	BEGIN/CHELEY CAMP RD	CR 63A		Pave
LCR 66		CR 17	CR 15		Pave
LCR 66		CR 66E	CR 11		Pave
LCR 66		CR 11	CR 9		Pave
LCR 66		END OF WELLINGTON CL	CR 7		Pave
LCR 66		I-25	CR 5		Pave
LCR 66		CR 5	CR 3		Pave
LCR 66		CR 17	CR 15		Pave
LCR 66		CR 15	CR13		Pave
LCR 66		CR 13	CR 66		Pave
LCR 67		CR 65 (PEAKVIEW)	CR 67E (RIVERSIDE DR)		Reconstruct
LCR 67		CR 67E	SH 66/US 36	Reconstruct	
LCR 68	Boy Scout Rd	CR 69	CR 74E (RED FEATHER)		Pave
LCR 69		SH 14	CR 68C		Pave
LCR 69		CR 68C	CR 74E		Pave
LCR 69	Tunnel Rd/Hwy 66	YMCA ENTRANCE	LR69B-S0.1-S66-A		Reconstruct
LCR 69	Tunnel Rd/Hwy 66	LR69B-S0.1-S66-A	US 36		Reconstruct
LCR 70	Owl Canyon Rd	CR 19	CR 17	Pave	
LCR 70	Owl Canyon Rd	CR 17	CR 15	Pave	
LCR 70	Owl Canyon Rd	I-25 SURFACE CHANGE	CR 5		Pave
LCR 72		US 287	SURFACE CHANGE	Pave	
LCR 72		SURFACE CHANGE	CR 17		Pave
LCR 72		CR 17	CR 15	Pave	
LCR 73		SURFACE CHANGE	TAMI RD	Pave	
LCR 74		I-25 E FRONTAGE RD	CR 5		Pave
LCR 74		CR 5	COUNTY LINE		Pave
LCR 74		END PN 120	CR 37		Reconstruct
LCR 74		CR 37 (WEYMOUTH)	US 287		Reconstruct
LCR 80		CR 82E	CR 37	Pave	
LCR 80		CR 37	US 287	Pave	
LCR 122	Pole Hill Rd	US 36	ALPINE DR	Pave	

2. Matrix of Capacity Needs Analysis

The following pages present the Roadway Needs analysis that lead to the identified needs presented above.



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
001-0	001	LCR 1		CR 14W/CR50	SURF CHG SOUTH CR 18	Arterial		N	R	223	2005	13,000	1.915	Gravel - treated	2	0.56	32.50	0	0.00	\$0	Weld County	No Crashes	Pave	3 - Low	Widen to 3 lanes	1 - High	\$14,406,441
001-1.915	001	LCR 1		SURF CHG SOUTH CR 18	WIDTH CHG NORTH CR 18	Arterial		N	R	223	2005	13,000	0.218	Paved - high type bituminous	2	0.02	1.30	0	0.00	\$0	\$10,474	No Crashes			Widen to 3 lanes	1 - High	\$987,561
001-2.133	001	LCR 1		WIDTH CHG NORTH CR 18	US 34	Arterial		N	R	223	2005	13,000	1.886	Paved - high type bituminous	2	0.03	1.86	0	0.00	\$0	\$10,474	No Crashes			Widen to 3 lanes	1 - High	\$8,543,759
001-4.486	001	LCR 1		END JOHNSTOWN CL	CR 26 (CROSSROADS)	Arterial		N	R	1700	2012	12,000	1.509	Paved - high type bituminous	2	0.17	1.20	6	0.71	\$178,228	\$10,474	Low Priority			Widen to 3 lanes	1 - High	\$6,835,914
001-8.975	001	LCR 1	Weld County Road 13	SH 392	CR 32E	Arterial	WNSR	N	R	1100	2012	13,000	0.5	Paved - high type bituminous	2	0.14	1.67	1	1.66	\$4,198	\$10,474	Low Priority			Reconstruct	1 - High	\$1,537,820
001-10	001	LCR 1	Weld County Road 13	CR 32E/CR 68 1/2	TIMNATH CITY LIMIT/CR 36	Arterial		N	R	500	2012	11,000	1.6	Paved - low type bituminous	2	1.25	27.50	0	0.00	\$0	\$10,474	No Crashes	Pave	2 - Medium	Widen to 3 lanes	1 - High	\$12,036,713
001-15.096	001	LCR 1	Weld County Road 13	END TIMNATH CL	CR 44 (PROSPECT RD)	Arterial		N	R	350	2012	9,500	0.523	Paved - low type bituminous	2	0.88	23.75	0	0.00	\$0	\$10,474	No Crashes			Pave	1 - High	\$1,565,261
001-16	001	LCR 1	Weld County Road 13	CR 44	SH 14	Arterial		N	R	230	2012	5,500	1.006	Paved - high type bituminous	2	0.03	0.79	0	0.00	\$0	\$10,474	No Crashes					\$0
001-17.006	001	LCR 1		SH 14	CR 48	Major Collector		N	R	275	2012	5,000	1.006	Gravel - treated	2	0.69	12.50	0	0.00	\$0	\$20,190	No Crashes			Pave	1 - High	\$3,010,808
001-18.012	001	LCR 1		CR 48	SURF CHG	Major Collector		N	R	180	2014	3,700	0.38	Paved - low type bituminous	2	0.45	9.25	1	13.35	\$4,198	\$10,474	Low Priority			Pave	2 - Medium	\$1,137,283
001-18.482	001	LCR 1		SURF CHG	SURF CHG	Major Collector		N	R	180	2014	3,700	0.182	Paved - high type bituminous	2	0.02	0.37	0	0.00	\$0	\$10,474	No Crashes					\$0
001-18.664	001	LCR 1		End Pavement for LR1-0.5-48A	CR 52	Major Collector		N	R	180	2014	3,700	1.452	Gravel - treated	2	0.45	9.25	0	0.00	\$0	\$20,190	No Crashes			Pave	2 - Medium	\$4,345,619
001-20.026	001	LCR 1		CR 52	CR 54	Major Collector		N	R	210	2014	2,500	0.996	Gravel - treated	2	0.53	6.25	0	0.00	\$0	\$20,190	No Crashes			Pave	2 - Medium	\$2,980,879
001-21.022	001	LCR 1		CR 54	CR 56	Major Collector		N	R	120	2014	2,000	1.004	Gravel - treated	2	0.30	5.00	0	0.00	\$0	\$20,190	No Crashes			Pave	3 - Low	\$3,004,822
001-22.026	001	LCR 1		CR 56	CR 62	Major Collector		N	R	60	2013	500	2.985	Gravel - treated	2	0.15	1.25	0	0.00	\$0	\$20,190	No Crashes			Pave	3 - Low	\$8,933,659
002-0	002	LCR 2		GATE	CR 23E	Local		N	R	170	2014	350	0.48	Gravel - treated	2	0.43	0.88	0	0.00	\$0	\$10,569	No Crashes					\$0
002-1	002	LCR 2		CR 23E	CR 21	Minor Collector		N	R	120	2014	300	1.53	Gravel - treated	2	0.30	0.75	0	0.00	\$0	not LC	No Crashes					\$0
002-3	002	LCR 2		BOULDER C 145	CR 15	Major Collector		N	R	275	2014	800	0.48	Paved - high type bituminous	2	0.04	0.10	0	0.00	\$0	\$10,474	No Crashes					\$0
002-3.48	002	LCR 2		CR 15	CR 13	Minor Collector		N	R	350	2014	3,000	1	Gravel - treated	2	0.88	7.50	1	2.61	\$4,198	\$18,072	Low Priority			Pave	2 - Medium	\$2,992,851
002E-0	002E	LCR 2		US 287	CR 17	Major Collector		N	R	1100	2014	4,000	0.503	Paved - high type bituminous	2	0.14	0.51	0	0.00	\$0	\$10,474	No Crashes					\$0
002E-0.503	002E	LCR 2		CR 17	CR 15	Major Collector		N	R	850	2014	4,000	1.002	Paved - high type bituminous	2	0.10	0.47	5	1.07	\$174,030	\$10,474	Low Priority					\$0
002H-0	002H	LCR 2	Longs Peak Rd	LONGS PEAK PARKING LOT	SH 7	Local		N	R	900	2013	1,300	0.997	Paved - high type bituminous	2	0.13	0.19	0	0.00	\$0	\$10,474	No Crashes					\$0
003-0.705	003	LCR 3		END JOHNTOWN CL	CR 20C/BEG JOHNSTOWN CL	Arterial		N	U	130	2012	12,000	0.605	Gravel - treated	2	0.33	30.00	0	0.00	\$0	\$11,922	No Crashes			Pave	1 - High	\$1,810,675
003-5	003	LCR 3		CR 30	SH 392	Major Collector	WNSR	N	U	250	2012	5,000	1.01	Gravel - treated	2	0.63	12.50	0	0.00	\$0	\$12,736	No Crashes			Pave	2 - Medium	\$3,022,779
003-6.01	003	LCR 3		SH 392	SURF / WIDTH CHG	Minor Collector	WNSR	N	U	550	2012	5,000	0.35	Paved - high type bituminous	2	0.05	0.47	0	0.00	\$0	\$10,474	No Crashes					\$0
003-6.36	003	LCR 3		SUR / WIDTH CHG	CR 32E	Minor Collector	WNSR	N	U	550	2012	5,000	0.15	Paved - high type bituminous	2	0.05	0.47	0	0.00	\$0	\$10,474	No Crashes					\$0
003-9.41	003	LCR 3		END TIMNATH CL	SH 14	Major Collector		N	U	230	2012	2,500	0.5	Paved - low type bituminous	2	0.58	6.25	0	0.00	\$0	\$10,474	No Crashes			Pave	3 - Low	\$1,496,425
003-9.909	003	LCR 3		SH 14	SURF CHG	Major Collector		N	R	650	2012	2,900	0.77	Paved - high type bituminous	2	0.13	0.58	2	3.65	\$8,396	\$10,474	Low Priority					\$0
003-10.679	003	LCR 3		SURF CHG	CR 48	Major Collector		N	R	500	2012	2,500	0.23	Paved - low type bituminous	2	1.25	6.25	0	0.00	\$0	\$10,474	No Crashes	Pave	2 - Medium			\$688,356
003-10.91	003	LCR 3		CR 48	SURF CHG	Major Collector		N	R	240	2012	3,000	0.5	Paved - high type bituminous	2	0.04	0.50	0	0.00	\$0	\$10,474	No Crashes					\$0
003-11.41	003	LCR 3		SUR CHG	CR 50	Major Collector		N	R	130	2014	1,300	0.503	Gravel - treated	2	0.33	3.25	0	0.00	\$0	\$13,726	No Crashes			Pave	3 - Low	\$1,505,404
003-11.913	003	LCR 3		CR 50	CR 52	Major Collector		N	R	130	2014	1,300	1.007	Gravel - treated	2	0.33	3.25	0	0.00	\$0	\$13,726	No Crashes			Pave	3 - Low	\$3,013,801
003-13	003	LCR 3		CR 56	CR 58	Major Collector		N	R	90	2013	500	1.011	Gravel - treated	2	0.23	1.25	0	0.00	\$0	\$11,871	No Crashes			Pave	3 - Low	\$3,025,772
003-14.011	003	LCR 3		CR 58	CR 60	Major Collector		N	R	120	2013	400	1.011	Gravel - treated	2	0.30	1.00	0	0.00	\$0	\$11,871	No Crashes					\$0
003-15.022	003	LCR 3		CR 60	CR 62	Major Collector		N	R	120	2013	220	0.988	Gravel - treated	2	0.30	0.55	0	0.00	\$0	\$11,871	No Crashes					\$0
003-16.011	003	LCR 3		CR 62	CR 64	Major Collector		N	R	90	2013	300	1.049	Gravel - treated	2	0.23	0.75	1	9.67	\$4,198	\$11,871	Low Priority					\$0
003-17.06	003	LCR 3		CR 64	CR 66	Major Collector		N	R	160	2013	400	1.007	Gravel - treated	2	0.40	1.00	0	0.00	\$0	\$11,871	No Crashes					\$0
003-18.067	003	LCR 3		CR 66	CR 70	Major Collector		N	R	110	2014	300	2.02	Gravel - treated	2	0.28	0.75	0	0.00	\$0	\$11,871	No Crashes					\$0
003E-0	003E	LCR 3		CR 16	CR 18	Major Collector		N	R	130	2014	5,700	1.003	Gravel - treated	2	0.33	14.25	5	7.00	\$174,030	\$11,877	Low Priority			Pave	1 - High	\$3,001,829
003E-2	003E	LCR 3		42 (NCM)	CR 42E	Local		N	R	35	2012	150	0.51	Gravel - treated	2	0.09	0.38	0	0.00	\$0	\$8,731	No Crashes					\$0
003F-0	003F	LCR 3		CR 36	BEG TIMNATH CL	Minor Collector		N	R	700	2011	2,500	0.6	Paved - low type bituminous	2	1.75	6.25	0	0.00	\$0	\$10,474	No Crashes	Pave	1 - High			\$1,795,710



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
003F-0.88	003F	LCR 3		END TIMNATH CL	BEGIN TIMNATH CL	Minor Collector		N	R	700	2011	2,500	0.03	Paved - low type bituminous	2	1.75	6.25	0	0.00	\$0	\$10,474	No Crashes	Pave	1 - High			\$89,786
004-0	004	LCR 4		CR 27E	SURF CHG (4 TO 6)	Minor Collector		N	R	350	2014	800	0.49	Gravel - treated	2	0.88	2.00	1	5.33	\$4,198	\$21,079	Low Priority			Pave	3 - Low	\$1,466,497
004-0.49	004	LCR 4		SURF CHG (4 to 6)	CR 23E	Minor Collector		N	R	750	2014	1,500	1.386	Paved - high type bituminous	2	0.11	0.21	2	1.76	\$8,396	\$10,474	Low Priority					\$0
004-1.876	004	LCR 4		CR 23E	CR 21	Major Collector		N	R	1200	2014	2,500	1.471	Paved - high type bituminous	2	0.17	0.36	19	3.62	\$538,882	\$10,474	High Priority					\$0
004-3.348	004	LCR 4		CR 21	US 287	Major Collector		N	R	1400	2014	3,000	1.497	Paved - high type bituminous	2	0.18	0.38	1	0.44	\$4,198	\$10,474	Low Priority					\$0
004-5	004	LCR 4		CR 15	CR 13	Minor Collector		N	R	150	2014	3,000	1.01	Gravel - treated	2	0.38	7.50	0	0.00	\$0	\$14,257	No Crashes			Pave	2 - Medium	\$3,022,779
004E-0	004E	LCR 4		US 287	CR 17	Minor Collector		N	R	900	2014	5,000	0.503	Paved - high type bituminous	2	0.12	0.64	0	0.00	\$0	\$10,474	No Crashes					\$0
004E-0.76	004E	LCR 4		END BERTHOUD CL	CR 15A	Minor Collector		N	R	140	2014	3,500	0.714	Gravel - treated	2	0.35	8.75	0	0.00	\$0	\$11,846	No Crashes			Pave	2 - Medium	\$2,136,895
005-0	005	LCR 5		SH 60	I-25 SERVICE ROAD	Local		N	U	300	2014	2,000	0.572	Paved - high type bituminous	2	0.05	0.30	2	10.64	\$8,396	\$10,474	Low Priority					\$0
005-1.51	005	LCR 5		WINDSOR TOWN LIMIT	SH 392	Arterial	WNSR	Y	U	9000	2012	18,000	0.5	Paved - high type bituminous	2	0.59	1.18	5	1.01	\$20,990	\$10,474	Low Priority			Widen to 3 lanes	1 - High	\$2,265,048
005-3.259	005	LCR 5		CR 34C	CR 36	Arterial		Y	R	5500	2011	15,000	0.763	Paved - high type bituminous	2	0.55	1.50	14	1.31	\$364,852	\$10,474	Low Priority			Widen to 3 lanes	1 - High	\$3,456,463
005-4.022	005	LCR 5		CR 36	BEGIN TIMNATH CL	Arterial		Y	R	3500	2011	14,000	0.84	Paved - high type bituminous	2	0.35	1.40	15	2.17	\$369,050	\$10,474	High Priority			Widen to 3 lanes	1 - High	\$3,805,280
005-8.826	005	LCR 5		TIMNATH CL	SH 14	Arterial		Y	U	1900	2012	5,000	0.25	Paved - high type bituminous	2	0.21	0.54	0	0.00	\$0	\$10,474	No Crashes					\$0
005-10	005	LCR 5		SH 14	CR 48	Minor Collector		N	R	275	2012	3,500	1.05	Gravel - treated	2	0.69	8.75	2	6.33	\$8,396	\$18,391	Low Priority			Pave	2 - Medium	\$3,142,493
005-11.05	005	LCR 5		CR 48	SURF CHG (6 TO 4)	Major Collector		N	R	250	2012	3,500	0.5	Paved - high type bituminous	2	0.03	0.41	0	0.00	\$0	\$10,474	No Crashes					\$0
005-11.55	005	LCR 5		SURF CHG	CR 50	Major Collector		N	R	140	2012	3,500	0.502	Gravel - treated	2	0.35	8.75	0	0.00	\$0	\$18,391	No Crashes			Pave	2 - Medium	\$1,502,411
005-13	005	LCR 5		CR 64	SURF CHG (6 TO 4)	Minor Collector		N	R	110	2013	300	0.25	Paved - high type bituminous	2	0.02	0.06	0	0.00	\$0	\$10,474	No Crashes					\$0
005-13.25	005	LCR 5		SURF CHG	CR 66	Minor Collector		N	R	45	2013	300	0.756	Gravel - treated	2	0.11	0.75	0	0.00	\$0	\$9,860	No Crashes					\$0
005-14.006	005	LCR 5		CR 66	GATE	Local		N	R	50	2013	100	0.67	Gravel - treated	2	0.13	0.25	0	0.00	\$0	\$9,860	No Crashes					\$0
005-15	005	LCR 5		GATE	CR 70	Local		N	R	55	2014	100	0.739	Gravel - treated	2	0.14	0.25	0	0.00	\$0	\$11,597	No Crashes					\$0
005-13.739	005	LCR 5		CR 70	CR 74	Minor Collector		N	R	70	2014	200	1.975	Gravel - treated	2	0.18	0.50	0	0.00	\$0	\$11,597	No Crashes					\$0
005-18	005	LCR 5		CR 82	CR 92	Local		N	R	25	2014	100	5.229	Gravel - treated	2	0.06	0.25	0	0.00	\$0	\$9,031	No Crashes					\$0
005J-0	005J	LCR 5		CR 70	END	Local		N	R	50	2014	100	0.65	Paved - high type bituminous	2	0.01	0.02	0	0.00	\$0	\$10,474	No Crashes					\$0
006-0	006	LCR 6		CR 23E	CR 23	Major Collector		N	R	2200	2014	5,000	0.458	Paved - high type bituminous	2	0.31	0.71	0	0.00	\$0	\$10,474	No Crashes					\$0
006-1	006	LCR 6		CR 21	US 287	Minor Collector		N	R	300	2014	2,000	1.501	Gravel - treated	2	0.75	5.00	5	2.03	\$174,030	\$14,201	Low Priority			Pave	3 - Low	\$4,492,269
006C-0	006C	LCR 6		CR 15	CR 13	Minor Collector		N	R	160	2014	1,000	1	Gravel - treated	2	0.40	2.50	1	5.71	\$4,198	\$14,119	Low Priority			Pave	3 - Low	\$2,992,851
007-0	007	LCR 7		SH 60	CR 16	Major Collector		N	R	1400	2014	3,500	1	Paved - high type bituminous	2	0.20	0.50	0	0.00	\$0	\$10,474	No Crashes					\$0
007-1.0	007	LCR 7		CR 16	BEGIN LOVELAND CL	Major Collector		N	U	1300	2014	4,500	0.49	Paved - high type bituminous	2	0.14	0.49	2	2.87	\$8,396	\$10,474	Low Priority					\$0
007-4	007	LCR 7		CR 34E	BEGIN FT COLS CL	Local	FTC	N	U	30	2011	100	0.504	Gravel - treated	2	0.08	0.25	0	0.00	\$0	\$9,124	No Crashes					\$0
007-4.504	007	LCR 7		CR 36	BEGIN FT COLS CL	Arterial	FTC	N	U	1300	2014	10,000	0.246	Paved - high type bituminous	2	0.08	0.65	0	0.00	\$0	\$10,474	No Crashes					\$0
007-8.018	007	LCR 7		WELLINGTON CL	CR 66	Minor Collector		N	U	1100	2013	2,500	0.514	Paved - high type bituminous	2	0.09	0.21	0	0.00	\$0	\$10,474	No Crashes					\$0
007-9.042	007	LCR 7		CR 66	CR 68	Minor Collector		N	R	800	2013	2,000	0.998	Paved - high type bituminous	2	0.10	0.26	5	1.14	\$174,030	\$10,474	Low Priority					\$0
007-10.04	007	LCR 7		CR 68	CR 70	Minor Collector		N	R	800	2013	1,500	1.008	Paved - high type bituminous	2	0.10	0.19	0	0.00	\$0	\$10,474	No Crashes					\$0
007-12	007	LCR 7		CR 70	GLIDERPORT ENTRANCE	Minor Collector		N	R	375	2014	1,000	3.008	Gravel - treated	2	0.94	2.50	18	4.86	\$534,684	\$16,227	High Priority			Pave	3 - Low	\$9,002,495
007-15.01	007	LCR 7		GLIDERPORT ENTRANCE	CR 82	Minor Collector		N	R	170	2014	500	3	Gravel - treated	2	0.43	1.25	1	1.79	\$4,198	\$16,227	Low Priority			Pave	3 - Low	\$8,978,552
007-18.01	007	LCR 7		CR 82	END	Local		N	R	10	2014	30	0.51	Gravel - treated	2	0.03	0.08	0	0.00	\$0	\$16,227	No Crashes					\$0
008-0	008	LCR 8		CR 23	CR 21	Major Collector		N	R	3900	2014	7,500	0.974	Paved - high type bituminous	2	0.56	1.07	15	1.68	\$369,050	\$10,474	Low Priority			Reconstruct	1 - High	\$2,995,673
008-0.973	008	LCR 8		CR 21	CR 19	Major Collector		N	R	4700	2014	8,500	1.007	Paved - high type bituminous	2	0.78	1.42	20	1.54	\$543,080	\$10,474	Low Priority			Reconstruct	1 - High	\$3,097,169
008-1.98	008	LCR 8		CR 19	SURF / WIDTH CHG	Major Collector		N	U	5000	2014	11,000	0.15	Paved - high type bituminous	2	0.47	1.03	0	0.00	\$0	\$10,474	No Crashes			Reconstruct	1 - High	\$461,346
008E-0	008E	LCR 8		CR 31	CR 27E	Major Collector		N	R	1800	2014	3,000	0.842	Paved - high type bituminous	2	0.26	0.43	29	3.62	\$10,130,486	\$10,474	Fatality					\$0
008E-0.842	008E	LCR 8	Bunyun Ave	CR 27E	CR 23	Major Collector		N	R	2200	2014	4,000	2.669	Paved - high type bituminous	2	0.31	0.57	18	0.93	\$534,684	\$10,474	Low Priority					\$0



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
009-0	009	LCR 9		CR 16	SH 402	Major Collector		N	U	350	2014	3,000	1.003	Paved - high type bituminous	2	0.04	0.33	0	0.00	\$0	\$10,474	No Crashes					\$0
009-6.78	009	LCR 9		CR 30	CR 32	Arterial		Y	R	4400	2014	9,500	1.004	Paved - high type bituminous	2	0.44	0.95	2	0.41	\$8,396	\$10,474	Low Priority					\$0
009-12	009	LCR 9		BEGIN RD AT GATE	CR 42 (OLD DRAKE RD)	Minor Collector	FTC	N	R	200	2011	500	0.609	Paved - high type bituminous	2	0.02	0.06	0	0.00	\$0	\$10,474	No Crashes					\$0
009-13	009	LCR 9	Summit View	CR 44	SH14 FRONTAGE ROAD	Minor Collector	FTC	N	U	2000	2013	10,000	1.235	Paved - high type bituminous	2	0.15	0.76	6	2.22	\$25,188	\$10,474	Low Priority					\$0
009-15.998	009	LCR 9		CR 52	CR 54	Major Collector		N	R	2500	2014	5,000	1	Paved - high type bituminous	2	0.36	0.71	1	0.37	\$4,198	\$10,474	Low Priority					\$0
009-16.998	009	LCR 9		CR 54 (DOUGLAS RD)	CR 56	Major Collector		N	R	2100	2014	4,000	1	Paved - high type bituminous	2	0.35	0.67	3	1.30	\$12,594	\$10,474	Low Priority					\$0
009-17.998	009	LCR 9		CR 56	CR 58	Major Collector		N	R	1900	2013	4,000	1	Paved - high type bituminous	2	0.32	0.67	11	3.36	\$199,218	\$10,474	Low Priority					\$0
009-19	009	LCR 9		SH1	CR 62E	Major Collector		N	R	1600	2013	4,000	0.166	Paved - high type bituminous	2	0.21	0.51	0	0.00	\$0	\$10,474	No Crashes					\$0
009-20.732	009	LCR 9		CR 66	CR 68	Major Collector		N	R	800	2013	2,000	0.999	Paved - high type bituminous	2	0.11	0.29	1	1.14	\$4,198	\$10,474	Low Priority					\$0
009-21.731	009	LCR 9		CR 68	CR 70	Major Collector		N	R	750	2013	1,500	1.039	Paved - high type bituminous	2	0.11	0.21	1	1.17	\$4,198	\$10,474	Low Priority					\$0
009-22.77	009	LCR 9		CR 70	CR 82	Minor Collector		N	R	400	2014	1,000	5.946	Paved - high type bituminous	2	0.08	0.20	8	1.54	\$186,624	\$10,474	Low Priority					\$0
009E-2.0	009E	LCR 9	Summit View	SH 14	DONELLA CT	Minor Collector	FTC	N	U	1400	2013	5,000	0.302	Paved - high type bituminous	2	0.15	0.54	1	2.16	\$4,198	\$10,474	Low Priority					\$0
009E-2.302	009E	LCR 9	Summit View	DONELLA CT	END AT CDS	Local	FTC	N	U	140	2013	200	0.086	Paved - high type bituminous	2	0.02	0.02	0	0.00	\$0	\$10,474	No Crashes					\$0
009E-3.564	009E	LCR 9	Timberline Rd	CR 48 (Vine Dr)	FORT COLLINS CL	Local	FTC	N	U	6000	2015	14000	0.3	Paved - high type bituminous	2	0.39	0.92	3	1.52	\$12,594	\$10,474	Low Priority					\$0
010-0	010	LCR 10		CR 23	CR 21	Major Collector		N	R	240	2014	1,000	0.999	Paved - high type bituminous	2	0.05	0.20	0	0.00	\$0	\$10,474	No Crashes					\$0
010-.999	010	LCR 10		CR 21	CR 19	Major Collector		N	R	130	2014	2,000	1.008	Gravel - treated	2	0.33	5.00	0	0.00	\$0	\$11,110	No Crashes			Pave	3 - Low	\$3,016,794
010-3.306	010	LCR 10		1ST ST BERTH (OLD 287)	CR 13	Minor Collector		N	R	650	2014	2,500	1.001	Paved - high type bituminous	2	0.09	0.36	1	1.40	\$4,198	\$10,474	Low Priority					\$0
010E-.095	010E	LCR 10		END BERTH CL	BEGIN BERTH CL	Major Collector		N	R	150	2014	2,500	0.4	Gravel - treated	2	0.38	6.25	0	0.00	\$0	\$18,357	No Crashes			Pave	2 - Medium	\$1,197,140
011-0	011	LCR 11	Timberline/Turnberry	SH 60	CR 16	Major Collector	LVL	N	U	190	2013	2,000	1	Gravel - treated	2	0.48	5.00	1	4.81	\$4,198	\$12,201	Low Priority			Pave	3 - Low	\$2,992,851
011-1	011	LCR 11	Timberline/Turnberry	CR 16	CR 16E	Major Collector	LVL	N	U	275	2013	2,500	0.49	Gravel - treated	2	0.69	6.25	6	13.55	\$178,228	\$12,201	Low Priority			Pave	3 - Low	\$1,466,497
011-2	011	LCR 11	Timberline/Turnberry	CR 30	SH 392 (CARPENTER RD)	Arterial		Y	U	6000	2012	12,000	0.993	Paved - high type bituminous	2	0.39	0.78	9	1.38	\$37,782	\$10,474	Low Priority					\$0
011-3.71	011	LCR 11	Timberline/Turnberry	END FT COLLINS CL	FT COLLINS CL	Arterial	FTC	Y	U	10000	2012	18,000	0.1	Paved - high type bituminous	2	0.65	1.18	0	0.00	\$0	\$10,474	No Crashes			Widen to 3 lanes	1 - High	\$453,010
011-9	011	LCR 11	Timberline/Turnberry	CR 50	CR 50E	Arterial	FTC	N	U	5000	2012	8,000	0.505	Paved - high type bituminous	2	0.42	0.67	5	0.36	\$174,030	\$10,474	Low Priority					\$0
011-9.505	011	LCR 11	Timberline/Turnberry	BEGIN N OF 50E	END S OF CR 52	Local	FTC	N	U	400	2012	500	0.48	Paved - high type bituminous	2	0.03	0.04	0	0.00	\$0	\$10,474	No Crashes					\$0
011-10.445	011	LCR 11	Timberline/Turnberry	BEGIN CL SPLIT	BEGIN FTC CL	Arterial	FTC	N	U	2000	2011	4,000	0.31	Paved - high type bituminous	2	0.13	0.26	0	0.00	\$0	\$10,474	No Crashes					\$0
011-11.005	011	LCR 11	Timberline/Turnberry	CR 54	CR 56	Minor Collector		N	R	140	2013	900	1.218	Gravel - treated	2	0.35	2.25	1	5.36	\$4,198	\$7,978	Low Priority					\$0
011-13	011	LCR 11	Timberline/Turnberry	CR 56	SH 1	Minor Collector		N	R	130	2013	500	1.002	Gravel - treated	2	0.33	1.25	2	14.02	\$8,396	\$7,978	Low Priority					\$0
011-15	011	LCR 11	Timberline/Turnberry	CR 62	CR 62E	Minor Collector		N	R	110	2013	1,000	0.49	Gravel - treated	2	0.28	2.50	0	0.00	\$0	\$10,842	No Crashes			Pave	3 - Low	\$1,466,497
011-15.490	011	LCR 11	Timberline/Turnberry	CR 62E	CR 64	Minor Collector		N	R	120	2013	1,200	0.493	Gravel - treated	2	0.30	3.00	0	0.00	\$0	\$10,842	No Crashes			Pave	3 - Low	\$1,475,475
011-15.983	011	LCR 11	Timberline/Turnberry	CR 64	CR66	Minor Collector		N	R	240	2013	500	0.997	Gravel - treated	2	0.60	1.25	0	0.00	\$0	\$10,842	No Crashes			Pave	3 - Low	\$2,983,872
011-16.98	011	LCR 11	Timberline/Turnberry	CR 66	CR 68	Minor Collector		N	R	90	2013	300	0.997	Gravel - treated	2	0.23	0.75	0	0.00	\$0	\$10,842	No Crashes					\$0
011-17.977	011	LCR 11	Timberline/Turnberry	CR 68	CR 70	Minor Collector		N	R	60	2013	250	1.003	Gravel - treated	2	0.15	0.63	0	0.00	\$0	\$10,842	No Crashes					\$0
011-19	011	LCR 11	Timberline/Turnberry	CR 70	CR 72	Minor Collector		N	R	200	2014	500	1.042	Gravel - treated	2	0.50	1.25	0	0.00	\$0	\$10,842	No Crashes			Pave	3 - Low	\$3,118,550
011-20.042	011	LCR 11	Timberline/Turnberry	CR 72	CR 76	Minor Collector		N	R	120	2014	300	1.986	Gravel - treated	2	0.30	0.75	0	0.00	\$0	\$10,842	No Crashes					\$0
011C-0	011C	LCR 11		CR 24E	CR 28	Arterial	LVL	Y	U	4300	2013	13,000	1.55	Paved - low type bituminous	2	10.75	32.50	3	0.41	\$12,594	\$10,474	Low Priority	Pave	1 - High			\$4,638,919
011C-1.55	011C	LCR 11		CR 28	CR 30	Arterial	LVL	Y	U	8000	2013	19,000	1.002	Paved - high type bituminous	2	0.52	1.24	32	2.28	\$593,456	\$10,474	High Priority			Widen to 3 lanes	1 - High	\$4,539,155
011C-3	011C	LCR 11	Airpark	SH 14	CR 46E (LINCOLN)	Minor Collector	FTC	N	U	1300	2013	4,000	0.19	Paved - high type bituminous	2	0.14	0.43	7	11.09	\$182,426	\$10,474	Low Priority					\$0
011F-0	011F	LCR 11	Link Lane	SH 14	CR 46E	Major Collector	FTC	N	U	6000	2013	9,000	0.36	Paved - high type bituminous	3	0.26	0.39	14	4.23	\$211,812	\$10,474	Low Priority					\$0
011H-0	011H	LCR 11	Boise Ave	SH 402	LOVELAND CITY LIMIT	Arterial	LVL	N	U	5000	2013	11,000	0.66	Paved - low type bituminous	2	12.50	27.50	6	0.55	\$178,228	\$10,474	Low Priority	Pave	1 - High			\$1,975,281
012-0	012	LCR 12		CR 29	CR 23	Major Collector		N	R	1100	2014	3,500	1.811	Paved - low type bituminous	2	2.75	8.75	21	4.58	\$9,637,782	\$10,474	Fatality	Pave	1 - High			\$5,420,053
012-2	012	LCR 12		US 287	CR 13	Minor Collector		N	R	210	2014	3,500	1.013	Gravel - treated	2	0.53	8.75	0	0.00	\$0	\$13,713	No Crashes			Pave	2 - Medium	\$3,031,758



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
012-3.013	012	LCR 12		CR 13 (CO LN RD) SB	CR 13 (CR LN RD) NB	Minor Collector		N	R	220	2014	3,500	0.168	Gravel - treated	2	0.55	8.75	0	0.00	\$0	\$13,713	No Crashes			Pave	2 - Medium	\$502,799
013-0	013	LCR 13		CR 2	CR 4	Major Collector		N	R	1500	2014	5,000	1	Paved - high type bituminous	2	0.25	0.83	1	0.61	\$4,198	\$10,474	Low Priority					\$0
013-1	013	LCR 13		CR 4	BEGIN BERTHOUD CL	Major Collector		N	R	1400	2014	6,000	0.998	Paved - high type bituminous	2	0.23	1.00	1	0.65	\$4,198	\$10,474	Low Priority					\$0
013-3	013	LCR 13		SH 56	CR 10	Minor Collector		N	R	550	2014	7,000	1.02	Paved - high type bituminous	2	0.08	1.00	1	1.63	\$4,198	\$10,474	Low Priority					\$0
013-4.02	013	LCR 13		CR 10	CR 12	Minor Collector		N	R	190	2014	6,000	1.01	Gravel - treated	2	0.48	15.00	0	0.00	\$0	\$11,879	No Crashes			Pave	1 - High	\$3,022,779
013-6	013	LCR 13		CR 12	SURF CHG (4 TO 6)	Minor Collector		N	R	150	2014	4,500	0.965	Gravel - treated	2	0.38	11.25	0	0.00	\$0	\$11,879	No Crashes			Pave	2 - Medium	\$2,888,101
013-6.965	013	LCR 13		SURF CHG	SH 60	Minor Collector		N	R	375	2014	4,500	0.14	Paved - high type bituminous	2	0.08	0.90	0	0.00	\$0	\$10,474	No Crashes					\$0
013-8	013	LCR 13	Lemay Ave/ Madison	SH 60	CR 16E	Major Collector	LVL	N	U	550	2013	4,000	1.529	Paved - high type bituminous	2	0.05	0.34	5	1.09	\$174,030	\$10,474	Low Priority					\$0
013-12.007	013	LCR 13		29TH ST	BEGIN LOVELAND CL	Major Collector	LVL	N	U	6500	2013	11,000	0.06	Paved - high type bituminous	2	0.55	0.92	0	0.00	\$0	\$10,474	No Crashes					\$0
013-12.457	013	LCR 13		END LOVELAND CL (S of 37th St)	BEGIN LOVELAND CL	Major Collector	LVL	N	U	6000	2013	11,000	0.065	Paved - high type bituminous	2	0.50	0.92	0	0.00	\$0	\$10,474	No Crashes					\$0
013-13	013	LCR 13		CR 28	CR 30	Major Collector	LVL	N	U	1000	2013	4,000	0.75	Paved - high type bituminous	2	0.11	0.43	24	9.74	\$712,912	\$10,474	High Priority					\$0
013-14	013	LCR 13		CR 30	SH 392 (CARPENTER RD)	Major Collector		N	U	3500	2013	9,500	1.172	Paved - high type bituminous	2	0.38	1.03	27	3.34	\$572,466	\$10,474	High Priority			Reconstruct	1 - High	\$3,604,650
013-17.44	013	LCR 13		END FT COLLINS CL	CR 50E (COUNTRY CLUB RD)	Arterial	FTC	N	U	7000	2012	11,000	0.068	Paved - high type bituminous	2	0.59	0.92	0	0.00	\$0	\$10,474	No Crashes					\$0
013-18	013	LCR 13		CR 52H	CR 54	Minor Collector	FTC	N	U	240	2014	1,200	0.247	Gravel - treated	2	0.60	3.00	5	15.41	\$174,030	\$15,294	Low Priority			Pave	3 - Low	\$739,234
013-18.247	013	LCR 13		CR 54	SURF CHG	Minor Collector	FTC	N	U	400	2013	1,300	0.097	Paved - high type bituminous	2	0.03	0.10	1	23.54	\$4,198	\$10,474	Low Priority					\$0
013-18.344	013	LCR 13		SURF CHG	CR 56	Minor Collector	FTC	N	R	60	2013	1,000	1.23	Gravel - treated	2	0.15	2.50	0	0.00	\$0	\$10,522	No Crashes			Pave	3 - Low	\$3,681,206
013-20	013	LCR 13		CR 66E	CR 68	Minor Collector		N	R	90	2014	300	0.461	Gravel - treated	2	0.23	0.75	0	0.00	\$0	\$9,894	No Crashes					\$0
013-20.461	013	LCR 13		CR 68	CR 70	Minor Collector		N	R	60	2014	250	1.047	Gravel - treated	2	0.15	0.63	0	0.00	\$0	\$9,894	No Crashes					\$0
013-22	013	LCR 13		CR 70	CR 72	Minor Collector		N	R	45	2014	200	1.019	Gravel - treated	2	0.11	0.50	0	0.00	\$0	\$9,894	No Crashes					\$0
013C-0	013C	LCR 13	St. Louis St	CR 16E	BEGIN LOVELAND CL	Major Collector	LVL	N	U	1000	2009	5,000	0.25	Paved - high type bituminous	2	0.11	0.54	0	0.00	\$0	\$10,474	No Crashes					\$0
013C-0.49	013C	LCR 13		SH 402	CR 18E (8TH ST SE)	Major Collector	LVL	N	U	3000	2013	7,000	0.507	Paved - high type bituminous	2	0.33	0.76	1	0.60	\$4,198	\$10,474	Low Priority					\$0
013C-.997	013C	LCR 13		CR 18E (8TH ST SE)	BEGIN LOVELAND CL	Major Collector	LVL	N	U	3200	2013	8,000	0.372	Paved - high type bituminous	2	0.35	0.87	3	2.30	\$12,594	\$10,474	Low Priority					\$0
013E-1.23	013E	LCR 13	Monroe	LOVELAND CITY LIMIT	CR 28	Arterial	LVL	N	U	5000	2013	10,000	0.252	Paved - high type bituminous	2	0.33	0.65	7	2.17	\$182,426	\$10,474	Low Priority					\$0
013E-2	013E	LCR 13	Abbots Ford St	CR 52C (Gregory Rd)	SURF CHNG	Minor Collector	FTC	N	U	425	2014	2,000	0.19	Paved - high type bituminous	2	0.04	0.19	0	0.00	\$0	\$10,474	No Crashes					\$0
013E-2.19	013E	LCR 13	Abbots Ford St	SURFACE CHANGE	CR 52H	Minor Collector	FTC	N	U	325	2014	1,500	0.645	Gravel - treated	2	0.81	3.75	0	0.00	\$0	\$15,294	No Crashes			Pave	3 - Low	\$1,930,389
014-0	014	LCR 14	SW 42nd St.	CR 23 NORTHBOUND	CR 23 SOUTHBOUND	Minor Collector		N	R	450	2014	1,200	0.202	Paved - high type bituminous	2	0.05	0.14	1	10.05	\$4,198	\$10,474	Low Priority					\$0
014-0.202	014	LCR 14	SW 42nd St.	CR 23 SOUTHBOUND	CR 21 SOUTHBOUND (Lonetree Dr)	Major Collector		N	R	2400	2014	3,000	0.753	Paved - high type bituminous	2	0.40	0.50	3	1.52	\$12,594	\$10,474	Low Priority					\$0
014-0.955	014	LCR 14	SW 42nd St.	CR 21 SB (Lonetree Dr)	CR 21 NB	Major Collector		N	R	2500	2011	4,000	0.049	Paved - high type bituminous	2	0.29	0.47	5	7.46	\$174,030	\$10,474	Low Priority					\$0
014-1.004	014	LCR 14	SW 42nd St.	CR 21 NORTHBOUND	BERTHOUD CL	Major Collector		N	R	2000	2014	3,200	1.996	Paved - high type bituminous	2	0.29	0.46	3	0.69	\$12,594	\$10,474	Low Priority					\$0
014-3	014	LCR 14	SW 42nd St.	CR 17	CR 15H	Arterial	LVL	N	U	2100	2013	4,200	0.204	Paved - high type bituminous	2	0.20	0.39	1	2.13	\$4,198	\$10,474	Low Priority					\$0
014-3.205	014	LCR 14	SW 42nd St.	CR 15H	CR 15 (GARFIELD)	Arterial	LVL	N	U	2400	2013	5,800	0.818	Paved - high type bituminous	2	0.22	0.54	2	0.93	\$8,396	\$10,474	Low Priority					\$0
014-4.023	014	LCR 14	SW 42nd St.	CR 15 (GARFIELD)	US 287	Arterial	LVL	N	U	3100	2013	6,000	0.186	Paved - high type bituminous	2	0.29	0.56	2	3.17	\$8,396	\$10,474	Low Priority					\$0
015-0	015	LCR 15	Garfield	CR 2	CR 2E	Major Collector		N	R	500	2014	2,000	0.503	Paved - high type bituminous	2	0.08	0.33	6	7.26	\$178,228	\$10,474	Low Priority					\$0
015-0.503	015	LCR 15	Garfield	CR 2E	CR 4	Major Collector		N	R	1200	2014	2,500	0.503	Paved - high type bituminous	2	0.20	0.42	0	0.00	\$0	\$10,474	No Crashes					\$0
015-1.006	015	LCR 15	Garfield	CR 4	CR 15A	Major Collector		N	R	1300	2014	3,000	0.372	Paved - high type bituminous	2	0.22	0.50	1	1.89	\$4,198	\$10,474	Low Priority					\$0
015-1.378	015	LCR 15	Garfield	CR 15A	CR 6C	Major Collector		N	R	1300	2014	3,000	0.89	Paved - high type bituminous	2	0.22	0.50	2	1.58	\$8,396	\$10,474	Low Priority					\$0
015-3	015	LCR 15	Garfield	BEGIN @ GATE (US 287)	CR 14 (42ND ST SW)	Minor Collector		N	R	300	2013	400	0.256	Paved - concrete	2	0.13	0.17	0	0.00	\$0	\$10,474	No Crashes					\$0
015-3.256	015	LCR 15	Garfield	CR 14 (42ND ST SW)	CR 16	Major Collector	LVL	N	U	1200	2013	2,500	1.004	Paved - concrete	2	0.32	0.68	6	1.52	\$178,228	\$10,474	Low Priority					\$0
015-4.74	015	LCR 15	Garfield	END LOVELAND CL	BEGIN LOVELAND CL (DERBY HILL)	Major Collector	LVL	N	U	3500	2013	7,000	0.22	Paved - high type bituminous	2	0.38	0.76	0	0.00	\$0	\$10,474	No Crashes					\$0
015-6	015	LCR 15	Garfield	SH 1	CR 58	Major Collector		N	R	2400	2011	3,300	0.181	Paved - high type bituminous	2	0.31	0.42	0	0.00	\$0	\$10,474	No Crashes					\$0
015-6.181	015	LCR 15	Garfield	CR 58	CR 60	Major Collector		N	R	2200	2013	3,300	0.988	Paved - high type bituminous	2	0.28	0.42	8	1.68	\$186,624	\$10,474	Low Priority					\$0



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost	
015-7.169	015	LCR 15	Garfield	CR 60	CR 64	Major Collector		N	R	1700	2013	3,500	1.971	Paved - high type bituminous	2	0.22	0.45	5	1.36	\$20,990	\$10,474	Low Priority					\$0	
015-9.14	015	LCR 15	Garfield	CR 64	CR 66	Major Collector		N	R	1800	2014	3,000	1.066	Paved - high type bituminous	2	0.23	0.38	0	0.00	\$0	\$10,474	No Crashes					\$0	
015-10.206	015	LCR 15	Garfield	CR 66	CR 66E	Major Collector		N	R	1400	2014	2,500	0.521	Paved - high type bituminous	2	0.18	0.32	0	0.00	\$0	\$10,474	No Crashes					\$0	
015-10.727	015	LCR 15	Garfield	CR 66E	CR 68	Major Collector		N	R	1200	2014	2,300	0.504	Paved - high type bituminous	2	0.15	0.29	1	1.51	\$4,198	\$10,474	Low Priority					\$0	
015-11.231	015	LCR 15	Garfield	CR 68	CR 70	Major Collector		N	R	1200	2014	2,200	0.989	Paved - high type bituminous	2	0.15	0.28	1	0.77	\$4,198	\$10,474	Low Priority					\$0	
015-12.22	015	LCR 15	Garfield	CR 70	CR 72	Major Collector		N	R	1300	2014	2,500	1.03	Paved - high type bituminous	2	0.22	0.42	11	2.05	\$352,258	\$10,474	Low Priority					\$0	
015-13.25	015	LCR 15	Garfield	CR 72	CR 74	Major Collector		N	R	1000	2011	2,300	0.985	Paved - high type bituminous	2	0.17	0.38	0	0.00	\$0	\$10,474	No Crashes					\$0	
015-14.235	015	LCR 15	Garfield	CR 74	CR 76	Major Collector		N	R	700	2011	2,000	0.99	Paved - high type bituminous	2	0.12	0.33	1	1.32	\$4,198	\$10,474	Low Priority					\$0	
015-15.225	015	LCR 15	Garfield	CR 76	CR 78	Major Collector		N	R	550	2013	1,500	1.005	Paved - high type bituminous	2	0.09	0.25	0	0.00	\$0	\$10,474	No Crashes					\$0	
015-16.23	015	LCR 15	Garfield	CR 78	CR 82	Major Collector		N	R	375	2013	1,000	2	Paved - high type bituminous	2	0.08	0.20	0	0.00	\$0	\$10,474	No Crashes					\$0	
015-18.23	015	LCR 15	Garfield	CR 82	CR 84	Local		N	R	275	2013	600	1.02	Gravel - treated	2	0.69	1.50	8	13.02	\$186,624	\$15,657	Low Priority			Pave	3 - Low	\$3,052,708	
015A-0	015A	LCR 15		CR 15	CR 4E	Minor Collector		N	R	200	2014	1,500	0.135	Gravel - treated	2	0.50	3.75	0	0.00	\$0	\$6,998	No Crashes					\$0	
015A-0.135	015A	LCR 15		CR 4E	CR 15/CR 6C	Minor Collector		N	R	45	2014	80	0.775	Gravel - treated	2	0.11	0.20	1	26.19	\$4,198	\$6,998	Low Priority					\$0	
015A-0.91	015A	LCR 15		CR 60	LOCKED GATE	Local		N	R	150	2011	250	0.5	Gravel - treated	2	0.38	0.63	0	0.00	\$0	\$15,144	No Crashes					\$0	
015H-0	015H	LCR 15		CR 12H (ROSEWOOD DR)	CR 14	Local		N	U	475	2014	1,500	0.28	Paved - high type bituminous	2	0.04	0.14	0	0.00	\$0	\$10,474	No Crashes					\$0	
016-0	016	LCR 16		CR 23	CR 21	Minor Collector		N	R	1100	2014	2,500	1.015	Paved - high type bituminous	2	0.18	0.42	1	0.82	\$4,198	\$10,474	Low Priority					\$0	
016-1.015	016	LCR 16		CR 21	SURFACE CHANGE	Minor Collector	LVL	N	U	400	2014	700	0.6	Paved - low type bituminous	2	1.00	1.75	3	11.42	\$12,594	\$10,474	Low Priority			Pave	3 - Low	\$1,795,710	
016-1.615	016	LCR 16		SURFACE CHANGE	CR 19	Minor Collector	LVL	N	U	400	2014	700	0.438	Paved - high type bituminous	2	0.04	0.07	6	10.43	\$178,228	\$10,474	Low Priority					\$0	
016-3	016	LCR 16		CUL DE SAC	SURFACE CHANGE	Minor Collector	LVL	N	U	40	2011	100	0.152	Gravel - treated	2	0.10	0.25	1	150.20	\$4,198	\$16,174	Low Priority					\$0	
016-3.152	016	LCR 16		SURFACE CHANGE	LOVELAND CITY LIMIT	Minor Collector	LVL	N	U	300	2011	1,000	0.237	Paved - high type bituminous	2	0.02	0.07	0	0.00	\$0	\$10,474	No Crashes					\$0	
016-4.189	016	LCR 16		LOVELAND CITY LIMIT	CR 15	Major Collector	LVL	N	U	1100	2013	2,800	0.505	Paved - high type bituminous	2	0.10	0.26	12	6.58	\$356,456	\$10,474	Low Priority					\$0	
016-5	016	LCR 16		CR 11	SURFACE CHANGE	Major Collector		N	R	275	2014	2,500	0.17	Gravel - treated	2	0.69	6.25	1	19.53	\$4,198	\$5,628	Low Priority					\$0	
016-5.33	016	LCR 16		SURFACE CHANGE	CR 9	Major Collector		N	R	300	2014	2,500	0.78	Paved - low type bituminous	2	0.75	6.25	0	0.00	\$0	\$10,474	No Crashes			Pave	2 - Medium	\$2,334,424	
016-5.995	016	Annex		CR 9	CR 7	Major Collector		N	R	500	2014	5,000	0.999	Paved - high type bituminous	2	0.08	0.83	0	0.00	\$0	\$10,474	No Crashes					\$0	
016-6.994	016	LCR 16		CR 7	I-25 WEST FRONTAGE RD	Major Collector		N	R	750	2014	6,000	0.822	Paved - high type bituminous	2	0.13	1.00	7	4.44	\$182,426	\$10,474	Low Priority					\$0	
016E-0	016E	LCR 16		BEGINNING	CR 21	Local		N	R	450	2014	800	0.8	Paved - low type bituminous	2	1.13	2.00	0	0.00	\$0	\$10,474	No Crashes	Pave	3 - Low			\$2,394,281	
016E-1	016E	LCR 16		CR 13C	CR 13	Major Collector	LVL	N	U	850	2013	3,000	0.215	Paved - high type bituminous	2	0.09	0.33	1	5.00	\$4,198	\$10,474	Low Priority					\$0	
016E-1.215	016E	LCR 16		CR 13	CR 11	Major Collector	LVL	N	U	275	2013	2,000	1.034	Gravel - treated	2	0.69	5.00	0	0.00	\$0	\$15,039	No Crashes			Pave	3 - Low	\$3,094,608	
016H-0	016H	LCR 16		CR 21	LOVELAND CITY LIMIT	Major Collector	LVL	N	U	240	2014	3,200	0.17	Paved - high type bituminous	2	0.02	0.27	5	22.38	\$174,030	\$10,474	Low Priority					\$0	
016H-0.16	016H	LCR 16		LOVELAND CITY LIMIT	LOVELAND CITY LIMIT	Major Collector	LVL	N	U	500	2014	4,000	1.38	Paved - high type bituminous	2	0.05	0.43	0	0.00	\$0	\$10,474	No Crashes					\$0	
016H-1.03	016H	LCR 16		LOVELAND CITY LIMIT	CR 17C (TYLER AVE)	Major Collector	LVL	N	U	650	2014	1,700	0.24	Gravel - treated	2	1.63	4.25	0	0.00	\$0	Loveland	No Crashes	Pave	2 - Medium			\$718,284	
017-0	017	LCR 17	Shields/ Taft Ave.	CR 2E	CR 4E	Major Collector		N	R	450	2014	2,000	1.009	Paved - high type bituminous	2	0.06	0.26	5	2.01	\$174,030	\$10,474	Low Priority					\$0	
017-5.1	017	LCR 17	Shields/ Taft Ave.	BERTHOUD CITY LIMIT	CR 14	Arterial	BERT	Y	U	11000	2014	20,000	0.5	Paved - high type bituminous	2	0.92	1.68	34	2.99	\$754,892	\$10,474	High Priority				Widen to 3 lanes	1 - High	\$2,265,048
017-5.641	017	LCR 17	Shields/ Taft Ave.	CR 14	0.25 mi north CR 14	Arterial	BERT	Y	U	11000	2014	20,000	0.25	Paved - high type bituminous	2	0.72	1.31	0	0.00	\$0	\$10,474	No Crashes				Widen to 3 lanes	1 - High	\$1,132,524
017-5.891	017	LCR 17	Shields/ Taft Ave.	0.25 mi north CR 14	CR 16	Arterial	BERT	Y	U	11000	2014	20,000	0.75	Paved - high type bituminous	2	0.77	1.41	0	0.00	\$0	\$10,474	No Crashes				Widen to 3 lanes	1 - High	\$3,397,571
017-12.674	017	LCR 17	Shields/ Taft Ave.	CR 28 (57TH ST)	LOVELAND CITY LIMIT	Arterial	LVL	Y	U	12500	2014	20,000	0.5	Paved - high type bituminous	2	0.82	1.31	7	1.02	\$29,386	\$10,474	Low Priority				Widen to 3 lanes	1 - High	\$2,265,048
017-13.174	017	LCR 17	Shields/ Taft Ave.	BEG LOVELAND CL SPLIT	END LOVELAND CL SPLIT	Arterial	LVL	Y	U	13500	2014	19,000	0.5	Paved - high type bituminous	2	0.88	1.24	6	0.27	\$178,228	\$10,474	Low Priority				Widen to 3 lanes	1 - High	\$2,265,048
017-13.671	017	LCR 17	Shields/ Taft Ave.	END LOVELAND CL	BEGIN FT COLLINS CL SPLIT	Arterial		Y	U	11500	2011	19,000	0.996	Paved - high type bituminous	2	0.75	1.24	2	0.16	\$8,396	\$10,474	Low Priority				Widen to 3 lanes	1 - High	\$4,511,975
017-14.667	017	LCR 17	Shields/ Taft Ave.	BEGIN FT COLLINS CL SPLIT	FT COLLINS CITY LIMIT	Arterial	FTC	Y	U	11500	2011	18,000	0.5	Paved - high type bituminous	2	0.75	1.18	0	0.00	\$0	\$10,474	No Crashes				Widen to 3 lanes	1 - High	\$2,265,048
017-22.8	017	LCR 17	Shields/ Taft Ave.	FORT COLLINS CITY LIMIT	CR 50 (WILLOX)	Arterial	FTC	Y	U	9000	2013	16,500	0.889	Paved - high type bituminous	2	0.76	1.39	14	1.14	\$211,812	\$10,474	Low Priority				Widen to 3 lanes	1 - High	\$4,027,255
017-23.69	017	LCR 17	Shields/ Taft Ave.	CR 50 (WILLOX)	US 287	Arterial	FTC	Y	U	3900	2014	8,500	0.999	Paved - high type bituminous	2	0.42	0.92	2	0.47	\$8,396	\$10,474	Low Priority					\$0	



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
017-24.689	017	LCR 17	Shields/ Taft Ave.	US 287	CR 54	Arterial	FTC	N	U	3500	2014	7,000	1.005	Paved - high type bituminous	2	0.33	0.65	7	1.82	\$29,386	\$10,474	Low Priority					\$0
017-25.694	017	LCR 17	Shields/ Taft Ave.	CR 54 (DOUGLAS)	CR 56 (TRAVIS RD)	Major Collector		N	R	1100	2014	2,600	0.695	Paved - high type bituminous	2	0.13	0.31	18	3.58	\$9,778,228	\$10,474	Fatality					\$0
017-26.389	017	LCR 17	Shields/ Taft Ave.	CR 56	END OF MAINTENANCE	Local		N	R	200	2014	350	1.07	Paved - low type bituminous	2	0.50	0.88	6	8.53	\$178,228	\$10,474	Low Priority					\$0
017-28	017	LCR 17	Shields/ Taft Ave.	CR 64	CR 66	Minor Collector		N	R	150	2014	350	1.004	Gravel - treated	2	0.38	0.88	0	0.00	\$0	\$13,237	No Crashes					\$0
017-29.004	017	LCR 17	Shields/ Taft Ave.	CR 66	CR 66E	Minor Collector		N	R	130	2014	300	0.499	Gravel - treated	2	0.33	0.75	1	14.08	\$4,198	\$13,237	Low Priority					\$0
017-29.503	017	LCR 17	Shields/ Taft Ave.	CR 66E	CR 68	Minor Collector		N	R	75	2014	200	0.497	Gravel - treated	2	0.19	0.50	0	0.00	\$0	\$13,237	No Crashes					\$0
017-30	017	LCR 17	Shields/ Taft Ave.	CR 68	CR 70	Minor Collector		N	R	50	2014	120	1.197	Gravel - treated	2	0.13	0.30	0	0.00	\$0	\$13,237	No Crashes					\$0
017-31.197	017	LCR 17	Shields/ Taft Ave.	CR 70	CR 72	Minor Collector		N	R	180	2011	350	1.019	Gravel - treated	2	0.45	0.88	0	0.00	\$0	\$11,087	No Crashes					\$0
017-32.216	017	LCR 17	Shields/ Taft Ave.	CR 72	CR 74	Minor Collector		N	R	120	2014	350	0.988	Gravel - treated	2	0.30	0.88	0	0.00	\$0	\$11,087	No Crashes					\$0
017-33.204	017	LCR 17	Shields/ Taft Ave.	CR 74	CR 76	Minor Collector		N	R	110	2014	300	0.992	Gravel - treated	2	0.28	0.75	0	0.00	\$0	\$11,087	No Crashes					\$0
017-34.196	017	LCR 17	Shields/ Taft Ave.	CR 76	CR 78	Minor Collector		N	R	120	2013	300	0.993	Gravel - treated	2	0.30	0.75	0	0.00	\$0	\$11,087	No Crashes					\$0
017-35.189	017	LCR 17	Shields/ Taft Ave.	CR 78	CR 80	Minor Collector		N	R	275	2013	600	1.007	Paved - high type bituminous	2	0.05	0.10	0	0.00	\$0	\$10,474	No Crashes					\$0
017C-0	017C	LCR 17	Tyler Ave	CR 16H	SW 14TH ST	Minor Collector	LVL	N	U	180	2013	1,500	0.24	Gravel - treated	2	0.45	3.75	7	63.42	\$182,426	Loveland	Low Priority			Pave	3 - Low	\$718,284
018-0	018	LCR 18	14th St. SW	CR 23	CR 21	Major Collector		N	R	1800	2014	4,000	1.509	Paved - high type bituminous	2	0.26	0.57	6	2.02	\$25,188	\$10,474	Low Priority					\$0
0018-5.22	0018	LCR 18	14th St. SW	END JOHNSTOWN CL	BEGIN JOHNSTOWN CL	Arterial	JOHNS	Y	R	4000	2011	20,000	0.45	Paved - high type bituminous	2	0.57	2.86	0	0.00	\$0	\$10,474	No Crashes			Widen to 3 lanes	1 - High	\$2,038,543
018-6.424	018	LCR 18	14th St. SW	CR 3	CR 1	Arterial	JOHNS	Y	R	3500	2014	19,000	1.023	Paved - high type bituminous	2	0.58	3.17	21	1.53	\$9,790,822	\$10,474	Fatality			Widen to 3 lanes	1 - High	\$4,634,287
018E-1.52	018E	LCR 18	Pole Hill Rd	SURFACE CHANGE	CR 31	Minor Collector		N	M	1200	2014	2,500	4.705	Paved - high type bituminous	2	0.24	0.50	20	1.29	\$543,080	\$10,474	Low Priority					\$0
018E-6.225	018E	LCR 18	Pole Hill Rd	CR 31	CR 29	Major Collector		N	M	2000	2014	5,000	2.051	Paved - high type bituminous	2	0.40	1.00	6	0.45	\$178,228	\$10,474	Low Priority					\$0
018E-9	018E	LCR 18	4th St SE	US 287	CR 13C (ST LOUIS AVE)	Major Collector	LVL	N	U	1200	2013	3,500	0.502	Paved - low type bituminous	2	3.00	8.75	0	0.00	\$0	\$10,474	No Crashes	Pave	1 - High			\$1,502,411
018H-0	018H	LCR 18		WASHINGTON ST	CR 13C (ST LOUIS AVE)	Local	LVL	N	U	500	2013	1,000	0.36	Paved - low type bituminous	2	1.25	2.50	1	5.07	\$4,198	\$10,474	Low Priority	Pave	2 - Medium			\$1,077,426
018H-0.36	018H	LCR 18		CR 13C (ST LOUIS AVE)	MADISON AVE	Local	LVL	N	U	550	2013	1,000	0.26	Paved - high type bituminous	2	0.08	0.15	1	6.39	\$4,198	\$10,474	Low Priority					\$0
019-0.43	019	LCR 19		END BERTHOUD CL	BEG BERTHOUD CL	Major Collector		N	U	120	2014	2,500	0.16	Gravel - treated	2	0.30	6.25	0	0.00	\$0	\$6,019	No Crashes					\$0
019-0.735	019	LCR 19	Taft Hill Rd	END BERTHOUD CL	CR 10	Major Collector		N	U	120	2014	2,500	0.271	Gravel - treated	2	0.30	6.25	1	28.08	\$4,198	\$6,019	Low Priority					\$0
019-1.006	019	LCR 19	Taft Hill Rd	CR 10	CR 10E	Major Collector		N	U	140	2014	3,500	0.25	Gravel - treated	2	0.35	8.75	2	52.19	\$8,396	\$6,019	Low Priority					\$0
019-2	019	LCR 19	Taft Hill Rd	CR 16 WESTBOUND	CR 16H	Minor Collector	LVL	N	U	425	2014	1,000	0.607	Paved - high type bituminous	2	0.04	0.09	0	0.00	\$0	\$10,474	No Crashes					\$0
019-8.187	019	LCR 19	Taft Hill Rd	CR 28 (57TH ST)	FORT COLLINS CITY LIMIT	Arterial	LVL	Y	U	12500	2014	18,000	2.003	Paved - high type bituminous	2	0.95	1.37	20	0.44	\$390,040	\$10,474	Low Priority			Widen to 3 lanes	1 - High	\$9,073,781
019-13.188	019	LCR 19	Taft Hill Rd	OLD HARMONY (FC CL)	CR 38E	Arterial	FTC	Y	U	13000	2013	20,000	0.506	Paved - high type bituminous	2	0.85	1.31	4	0.56	\$16,792	\$10,474	Low Priority			Widen to 3 lanes	1 - High	\$2,292,228
019-13.694	019	LCR 19	Taft Hill Rd	CR 38E	CR 40 (HORSETOOTH)	Arterial	FTC	Y	U	21500	2013	30,000	0.505	Paved - high type bituminous	3	1.41	1.96	25	1.43	\$411,030	\$10,474	Low Priority	Widen to 5 lanes	2 - Medium			\$3,866,847
019-17.796	019	LCR 19	Taft Hill Rd	FORT COLLINS CITY LIMIT	CR 48 (VINE DR)	Arterial	FTC	Y	U	8500	2013	12,000	0.401	Paved - high type bituminous	2	0.56	0.78	10	1.61	\$195,020	\$10,474	Low Priority					\$0
019-18.206	019	LCR 19	Taft Hill Rd	CR 48 (VINE DR)	END FTC GMA	Arterial	FTC	Y	U	8000	2013	12,000	0.989	Paved - high type bituminous	2	0.52	0.78	16	1.39	\$220,208	\$10,474	Low Priority					\$0
019-19.206	019	LCR 19	Taft Hill Rd	END FTC GMA	CR 54G	Arterial		Y	R	5500	2014	12,000	1.005	Paved - high type bituminous	2	0.71	1.54	19	1.82	\$385,842	\$10,474	Low Priority			Widen to 3 lanes	1 - High	\$4,552,746
019-20.211	019	LCR 19	Taft Hill Rd	CR 54G	CR 56	Major Collector		N	R	2100	2014	5,200	2.01	Paved - high type bituminous	2	0.27	0.67	14	1.30	\$364,852	\$10,474	Low Priority					\$0
019-22.22	019	LCR 19	Taft Hill Rd	CR 56	CR 60E	Major Collector		N	R	2100	2014	3,500	2.485	Paved - high type bituminous	2	0.27	0.45	13	0.88	\$360,654	\$10,474	Low Priority					\$0
019-24.705	019	LCR 19	Taft Hill Rd	CR 60E	CR 64	Major Collector		N	R	1200	2013	2,500	1.406	Paved - high type bituminous	2	0.15	0.32	3	1.62	\$12,594	\$10,474	Low Priority					\$0
019-26.111	019	LCR 19	Taft Hill Rd	CR 64	CR 66	Major Collector		N	R	1000	2013	2,000	1.038	Paved - high type bituminous	2	0.13	0.26	12	3.52	\$356,456	\$10,474	Low Priority					\$0
019-27.149	019	LCR 19	Taft Hill Rd	CR 66	CR 68	Major Collector		N	R	800	2013	2,000	1.001	Paved - high type bituminous	2	0.10	0.26	2	2.28	\$8,396	\$10,474	Low Priority					\$0
019-28.15	019	LCR 19	Taft Hill Rd	CR 68	CR 70	Major Collector		N	R	700	2013	1,800	1.001	Paved - high type bituminous	2	0.09	0.23	1	1.30	\$4,198	\$10,474	Low Priority					\$0
019-30	019	LCR 19	Taft Hill Rd	CR 70 (Roundabout)	CR 72	Major Collector		N	R	700	2013	1,800	1.158	Paved - high type bituminous	2	0.07	0.18	1	1.13	\$4,198	\$10,474	Low Priority					\$0
019-32	019	LCR 19	Taft Hill Rd	CR 80	CR 21	Local		N	R	70	2013	300	1.424	Gravel - treated	2	0.18	0.75	0	0.00	\$0	\$10,653	No Crashes					\$0
019-33.424	019	LCR 19	Taft Hill Rd	CR 21	CR 84	Local		N	R	30	2013	180	0.577	Gravel - treated	2	0.08	0.45	0	0.00	\$0	\$10,653	No Crashes					\$0
019E-0	019E	LCR 19	Namaqua Rd	END LVLD CL	BEG LVLD CL	Arterial	LVL	N	U	4800	2014	9,400	0.41	Paved - high type bituminous	2	0.34	0.66	6	0.93	\$178,228	\$10,474	Low Priority					\$0



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
019F-0	019F	LCR 19	Sunset	BEGINNING	CR 46E (LAPORTE)	Local	FTC	N	U	300	2011	750	0.246	Paved - high type bituminous	2	0.03	0.08	0	0.00	\$0	\$10,474	No Crashes					\$0
019F-0.246	019F	LCR 19	Sunset	CR 46E (LAPORTE)	CR 48 (VINE)	Local	FTC	N	U	450	2013	750	0.501	Paved - high type bituminous	2	0.04	0.07	0	0.00	\$0	\$10,474	No Crashes					\$0
019G-0	019G	LCR 19	Hollywood St	CR 46E (LAPORTE)	CR 48 (VINE)	Local	FTC	N	U	400	2013	600	0.5	Paved - high type bituminous	2	0.04	0.06	0	0.00	\$0	\$10,474	No Crashes					\$0
020-0	020	LCR 20	1st St.	CR 29	CR 23H	Major Collector		N	R	2100	2014	4,500	1.6	Paved - high type bituminous	2	0.42	0.90	12	1.09	\$356,456	\$10,474	Low Priority					\$0
020-1.6	020	LCR 20	1st St.	CR 23H	CR 23E	Major Collector		N	R	3100	2014	6,200	0.26	Paved - high type bituminous	2	0.62	1.24	5	1.13	\$174,030	\$10,474	Low Priority			Reconstruct	1 - High	\$799,666
020-1.86	020	LCR 20	1st St.	CR 23E	LOVELAND CITY LIMIT	Arterial	LVL	N	U	2800	2014	7,400	0.337	Paved - high type bituminous	2	0.36	0.96	2	1.94	\$8,396	\$10,474	Low Priority					\$0
020C-1.802	020C	LCR 20		END JOHNSTOWN CITY LIMIT (CR 3)	CR 1	Local		N	R	110	2012	2,500	0.583	Gravel - treated	2	0.28	6.25	0	0.00	\$0	\$9,353	No Crashes					\$0
020E-0.54	020E	LCR 20		LOVELAND CITY LIMIT	I-25 BRIDGE	Arterial	LVL	N	U	2000	2013	12,000	0.96	Paved - high type bituminous	2	0.26	1.56	6	2.85	\$25,188	\$10,474	Low Priority			Reconstruct	1 - High	\$2,952,614
021-0	021	LCR 21		COUNTY LINE	CR 4	Major Collector		N	R	1600	2014	4,000	1.02	Paved - high type bituminous	2	0.21	0.51	2	1.12	\$8,396	\$10,474	Low Priority					\$0
021-1.02	021	LCR 21		CR 4	CR 6	Major Collector		N	R	1600	2014	4,000	1.005	Paved - high type bituminous	2	0.23	0.57	1	0.57	\$4,198	\$10,474	Low Priority					\$0
021-2.025	021	LCR 21		CR 6	CR 8 (OLD SH 56)	Major Collector		N	R	1700	2014	4,500	1.014	Paved - high type bituminous	2	0.34	0.90	0	0.00	\$0	\$10,474	No Crashes					\$0
021-3.04	021	LCR 21		CR 8 (OLD SH 56)	CR 10	Major Collector		N	R	275	2014	3,000	1.01	Paved - high type bituminous	2	0.06	0.60	2	6.58	\$8,396	\$10,474	Low Priority					\$0
021-5	021	LCR 21	Lonetree	BEGINNING (PARKING AREA)	CR 14	Local		N	R	400	2014	600	0.95	Paved - high type bituminous	2	0.08	0.12	2	4.81	\$8,396	\$10,474	Low Priority					\$0
021-6	021	LCR 21		CR 14	CR 16	Major Collector	LVL	N	U	2800	2014	5,000	0.99	Paved - high type bituminous	2	0.18	0.33	3	0.99	\$12,594	\$10,474	Low Priority					\$0
021-6.99	021	LCR 21		CR 16	CR 16E	Major Collector	LVL	N	U	3500	2014	7,000	0.496	Paved - high type bituminous	2	0.23	0.46	1	0.53	\$4,198	\$10,474	Low Priority					\$0
021-7.486	021	LCR 21		CR 16E	CR 16H	Major Collector	LVL	N	U	4100	2011	8,000	0.256	Paved - high type bituminous	2	0.27	0.52	0	0.00	\$0	\$10,474	No Crashes					\$0
021-7.742	021	LCR 21		CR 16H	CR 18	Major Collector	LVL	N	U	3900	2014	8,000	0.248	Paved - high type bituminous	2	0.25	0.52	1	0.94	\$4,198	\$10,474	Low Priority					\$0
021-7.99	021	LCR 21		CR 18	LOVELAND CITY LIMIT	Major Collector	LVL	N	U	2400	2014	6,000	0.49	Paved - high type bituminous	2	0.26	0.65	2	1.55	\$8,396	\$10,474	Low Priority					\$0
021-8.58	021	LCR 21		LOVELAND CITY LIMIT	CR 20 (1ST STREET)	Major Collector	LVL	N	U	2600	2014	7,000	0.59	Paved - high type bituminous	2	0.28	0.76	1	0.60	\$4,198	\$10,474	Low Priority					\$0
021-12.01	021	LCR 21	Overland Trail	CR 46 (MULBERRY)	CR 46E (LAPORTE)	Arterial	FTC	N	U	8500	2013	15,000	0.53	Paved - high type bituminous	2	0.56	0.98	4	0.81	\$16,792	\$10,474	Low Priority					\$0
021-12.54	021	LCR 21	Overland Trail	CR 46E (LAPORTE)	CR 48 (VINE)	Arterial	FTC	N	U	6500	2013	12,000	0.499	Paved - high type bituminous	2	0.42	0.78	5	0.28	\$174,030	\$10,474	Low Priority					\$0
021-13.04	021	LCR 21	Overland Trail	CR 48 (VINE)	CR 50	Arterial	FTC	N	U	6000	2013	11,000	1.009	Paved - high type bituminous	2	0.50	0.92	17	1.96	\$224,406	\$10,474	Low Priority					\$0
021-15	021	LCR 21	Overland Trail	CR 60	CR 60E	Local		N	R	60	2013	140	0.495	Gravel - treated	2	0.15	0.35	0	0.00	\$0	\$9,949	No Crashes					\$0
021-15.495	021	LCR 21	Overland Trail	CR 60E	CR 64	Minor Collector		N	R	50	2013	130	1.521	Gravel - treated	2	0.13	0.33	0	0.00	\$0	\$9,949	No Crashes					\$0
021-17.016	021	LCR 21	Overland Trail	CR 64	CR 66	Minor Collector		N	R	20	2013	100	1.003	Gravel - treated	2	0.05	0.25	0	0.00	\$0	\$9,949	No Crashes					\$0
021-21	021	LCR 21	Overland Trail	CR 19	CR 23	Local		N	R	50	2013	150	3.89	Gravel - treated	2	0.13	0.38	0	0.00	\$0	\$7,557	No Crashes					\$0
021C-0	021C	LCR 21	Overland Trail	CR 50 (MICHAUD LANE)	CR 50E (BINGHAM HILL RD)	Major Collector		N	R	4800	2013	8,500	0.554	Paved - high type bituminous	2	0.62	1.09	12	1.37	\$356,456	\$10,474	Low Priority			Reconstruct	1 - High	\$1,703,905
021C-0.555	021C	LCR 21	Overland Trail	CR 50E (BINGHAM HILL RD)	CR 52	Major Collector		N	R	3900	2014	7,500	0.51	Paved - high type bituminous	2	0.50	0.96	11	1.38	\$352,258	\$10,474	Low Priority					\$0
021C-1.066	021C	LCR 21	Overland Trail	CR 52	CR 54G	Major Collector		N	R	4200	2014	8,000	0.1	Paved - high type bituminous	2	0.54	1.03	5	2.17	\$174,030	\$10,474	Low Priority			Reconstruct	1 - High	\$307,564
021C-1.166	021C	LCR 21	Overland Trail	CR 54G	US 287 BYPASS	Major Collector		N	R	1800	2014	3,500	1.292	Paved - high type bituminous	2	0.23	0.45	5	0.39	\$174,030	\$10,474	Low Priority					\$0
021C-2.458	021C	LCR 21	Overland Trail	US 287	CR 56	Major Collector		N	R	700	2014	2,500	0.632	Paved - high type bituminous	2	0.09	0.32	0	0.00	\$0	\$10,474	No Crashes					\$0
022B-0	022B	LCR 22	Wild Lane	BEGIN AT CR 23H	CR 23H (GLADE RD)	Local		N	R	60	2014	150	0.27	Paved - high type bituminous	2	0.01	0.04	2	112.75	\$8,396	\$10,474	Low Priority					\$0
022B-0.255	022B	LCR 22	Wild Lane	CR 23H	BEGIN ONE WAY	Local		N	R	240	2014	800	0.6	Paved - high type bituminous	2	0.05	0.16	0	0.00	\$0	\$10,474	No Crashes					\$0
022B-0.6	022B	LCR 22	Wild Lane	BEGIN ONE WAY	US34	Local		N	R	130	2014	500	0.16	Paved - high type bituminous	2	0.03	0.10	0	0.00	\$0	\$10,474	No Crashes					\$0
022H-0	022H	LCR 22	Waterdale Ranch Rd	US 34	CR 31D	Local		N	M	200	2012	350	0.11	Paved - low type bituminous	2	0.50	0.88	0	0.00	\$0	\$10,474	No Crashes					\$0
022H-0.11	022H	LCR 22	Waterdale Ranch Rd	CR 31D	CR 29	Local		N	M	130	2012	250	0.78	Gravel - treated	2	0.33	0.63	0	0.00	\$0	\$14,963	No Crashes					\$0
0023-0	0023	LCR 23		CR 6	CR 8 (OLD SH 56)	Major Collector		N	R	2300	2014	5,500	1.015	Paved - high type bituminous	2	0.33	0.79	1	0.39	\$4,198	\$10,474	Low Priority					\$0
023-1.015	023	LCR 23		CR 8 (OLD SH 56)	CR 8E	Major Collector		N	R	4000	2014	7,000	0.5	Paved - high type bituminous	2	0.57	1.00	1	0.46	\$4,198	\$10,474	Low Priority					\$0
023-1.515	023	LCR 23		CR 8E	CR 10	Major Collector		N	R	2900	2014	6,000	0.409	Paved - high type bituminous	2	0.34	0.71	0	0.00	\$0	\$10,474	No Crashes					\$0
023-2.032	023	LCR 23		CR 10	CR 12	Major Collector		N	R	3000	2014	6,000	1.035	Paved - high type bituminous	2	0.35	0.71	2	0.59	\$8,396	\$10,474	Low Priority					\$0
023-3.067	023	LCR 23		CR 12	CR 14	Major Collector		N	R	2400	2014	6,000	1.032	Paved - high type bituminous	2	0.28	0.71	2	0.74	\$8,396	\$10,474	Low Priority					\$0



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
023-5	023	LCR 23		CR 14	CR 16	Minor Collector		N	R	600	2014	1,500	0.779	Paved - high type bituminous	2	0.12	0.30	1	1.95	\$4,198	\$10,474	Low Priority					\$0
023-6	023	LCR 23	Centennial Dr	CR 38E	CR 42C	Minor Collector		N	R	2200	2013	4,000	1.563	Paved - high type bituminous	2	0.28	0.51	23	1.86	\$708,714	\$10,474	Low Priority					\$0
023-7.579	023	LCR 23		CR42C	CR 48C	Minor Collector		N	R	1500	2013	1,800	3.858	Paved - high type bituminous	2	0.19	0.23	79	3.63	\$2,474,202	\$10,474	High Priority					\$0
023-11.437	023	LCR 23		CR 48C	CR 25G	Minor Collector		N	R	1100	2013	1,800	0.7	Paved - high type bituminous	2	0.14	0.23	1	1.19	\$4,198	\$10,474	Low Priority					\$0
023-12.124	023	LCR 23		CR 25G	CR 50E	Minor Collector		N	R	1500	2013	2,900	1.164	Paved - high type bituminous	2	0.30	0.58	11	1.57	\$352,258	\$10,474	Low Priority					\$0
023-13.301	023	LCR 23		CR 50E	CR 52E (RIST CANYON)	Minor Collector		N	R	1700	2013	3,000	0.251	Paved - high type bituminous	2	0.34	0.60	0	0.00	\$0	\$10,474	No Crashes					\$0
023-14	023	LCR 23		CR 21	END MAINT/RED MOUNTAIN ACCESS	Local		N	R	25	2011	120	3.451	Gravel - treated	2	0.06	0.30	0	0.00	\$0	\$7,557	No Crashes					\$0
023E-0	023E	LCR 23		COUNTY LINE	CR 4	Major Collector		N	R	1800	2014	4,500	1.009	Paved - high type bituminous	2	0.26	0.64	3	1.51	\$12,594	\$10,474	Low Priority					\$0
023E-1.01	023E	LCR 23		CR 4	CR 6	Major Collector		N	R	2200	2014	5,000	0.993	Paved - high type bituminous	2	0.31	0.71	6	0.84	\$178,228	\$10,474	Low Priority					\$0
023E-3	023E	LCR 23		CR 18	CR 20 (W 1ST STREET)	Major Collector		N	R	1200	2014	2,300	0.995	Paved - high type bituminous	2	0.14	0.27	3	2.29	\$12,594	\$10,474	Low Priority					\$0
023E-4	023E	LCR 23		CR 52E (RIST CANYON)	CR 54G	Local		N	R	190	2013	500	0.571	Paved - high type bituminous	2	0.04	0.10	0	0.00	\$0	\$10,474	No Crashes					\$0
023E-5	023E	LCR 23		CR 56	CR 56E	Local		N	R	240	2013	500	0.53	Gravel - treated	2	0.60	1.25	0	0.00	\$0	\$16,430	No Crashes			Pave	3 - Low	\$1,586,211
023H-0	023H	LCR 23	Glade Rd	CR 20	US 34	Minor Collector		N	R	1100	2014	2,600	1.37	Paved - high type bituminous	2	0.22	0.52	1	0.61	\$4,198	\$10,474	Low Priority					\$0
023H-1.37	023H	LCR 23	Glade Rd	US 34	CR 22B	Major Collector		N	R	4000	2014	6,000	0.028	Paved - high type bituminous	2	0.51	0.77	0	0.00	\$0	\$10,474	No Crashes					\$0
023H-1.378	023H	LCR 23	Glade Rd	CR 22B	START CR 22B	Major Collector		N	R	2600	2014	5,500	0.225	Paved - high type bituminous	2	0.33	0.71	2	3.12	\$8,396	\$10,474	Low Priority					\$0
023H-1.623	023H	LCR 23	Glade Rd	START CR 22B	CR 25/CR 24	Major Collector		N	R	2300	2014	5,000	0.956	Paved - high type bituminous	2	0.46	1.00	3	1.25	\$12,594	\$10,474	Low Priority					\$0
024-0	024	LCR 24		CR 27	CR 25/CR 23H	Minor Collector		N	R	350	2012	700	0.891	Paved - high type bituminous	2	0.07	0.14	0	0.00	\$0	\$10,474	No Crashes					\$0
024E-1	024E	LCR 24		CR 13E (MUNROE)	CR 13 (MADISON)	Arterial	LVL	N	U	5000	2013	7,500	0.517	Paved - high type bituminous	2	0.33	0.49	0	0.00	\$0	\$10,474	No Crashes					\$0
024E-2.589	024E	LCR 24	37th St	LOVELAND CITY LIMIT	11 C	Arterial	LVL	N	U	5000	2015	11000	0.14	Paved - high type bituminous	2	0.54	1.20	1	1.30	\$4,198	\$10,474	Low Priority			Reconstruct	1 - High	\$430,590
024H-0	024H	LCR 24	Glade Rd	CR 27	CR 25E	Minor Collector		N	R	350	2012	800	0.734	Paved - high type bituminous	2	0.07	0.16	1	3.55	\$4,198	\$10,474	Low Priority					\$0
024H-0.734	024H	LCR 24	Glade Rd	CR 25E	CR 25	Major Collector		N	R	1200	2014	3,500	0.415	Paved - high type bituminous	2	0.24	0.70	1	1.83	\$4,198	\$10,474	Low Priority					\$0
025-0	025	LCR 25	Glade Rd	CR 24/CR 23H	CR 24H	Major Collector		N	R	1700	2014	4,000	0.75	Paved - high type bituminous	2	0.34	0.80	0	0.00	\$0	\$10,474	No Crashes					\$0
025E-0	025E	LCR 25	Glade Rd	CR 24H	CR 38E	Minor Collector		N	M	800	2014	2,500	3.969	Paved - high type bituminous	2	0.20	0.61	7	2.01	\$29,386	\$10,474	Low Priority					\$0
025E-4	025E	LCR 25	Glade Rd	CR 38E	LOCKED GATE	Local		N	M	275	2013	500	6.46	Gravel - treated	2	0.69	1.25	3	1.54	\$12,594	\$12,603	Low Priority			Pave	3 - Low	\$19,333,816
025E-11	025E	LCR 25		CR 50	SURFACE CHANGE	Local		N	M	110	2011	200	0.9	Gravel - treated	2	0.28	0.50	1	9.22	\$4,198	\$14,022	Low Priority					\$0
025E-11.9	025E	LCR 25		SURFACE CHANGE	CR 52E	Local		N	M	130	2013	250	0.45	Paved - high type bituminous	2	0.03	0.06	0	0.00	\$0	\$10,474	No Crashes					\$0
025E-12.35	025E	LCR 25		CR 52E	CR 54E	Minor Collector		N	M	325	2013	700	1.349	Paved - high type bituminous	2	0.08	0.17	0	0.00	\$0	\$10,474	No Crashes					\$0
025G-0	025G	LCR 25	Shoreline	CR 38E	IRENE WAY	Minor Collector		N	M	1200	2013	2,000	1.23	Paved - high type bituminous	2	0.24	0.40	9	3.09	\$190,822	\$10,474	Low Priority					\$0
025G-1.231	025G	LCR 25	Lodgepole Dr	BEGINNING PAVEMENT	CR 23	Minor Collector		N	M	1100	2013	2,000	1.614	Paved - high type bituminous	2	0.27	0.49	0	0.00	\$0	\$10,474	No Crashes					\$0
025G-1-0	025G.1	LCR 25G.1	Minuteman Dr	SHORELINE/IRENE WAY	END MAINTENANCE	Minor Collector		N	M	350	2013	700	0.176	Paved - high type bituminous	2	0.07	0.14	0	0.00	\$0	\$10,474	No Crashes					\$0
026-2.01	026	LCR 26	Crossroads Blvd	CR 3	CR 1	Arterial		Y	U	8500	2012	20,500	1	Paved - high type bituminous	2	0.56	1.34	19	0.75	\$538,882	\$10,474	Low Priority			Widen to 3 lanes	1 - High	\$4,530,095
027-0	027	LCR 27		US 34	CR 24	Major Collector		N	M	2400	2012	5,000	0.289	Paved - high type bituminous	2	0.37	0.77	3	3.95	\$12,594	\$10,474	Low Priority					\$0
027-0.289	027	LCR 27		CR 24	CR 24H	Major Collector		N	M	2400	2012	5,000	0.792	Paved - high type bituminous	2	0.37	0.77	6	0.96	\$178,228	\$10,474	Low Priority					\$0
027-1.08	027	LCR 27		CR 24H	CR 29	Major Collector		N	M	1900	2012	4,000	1.88	Paved - high type bituminous	2	0.29	0.62	3	0.77	\$12,594	\$10,474	Low Priority					\$0
027-2.96	027	LCR 27		CR 29	CR 32C	Major Collector		N	M	1500	2014	3,500	1.65	Paved - high type bituminous	2	0.23	0.54	1	0.37	\$4,198	\$10,474	Low Priority					\$0
027-4.61	027	LCR 27		CR 32C	CR 38E	Major Collector		N	M	1400	2014	3,500	0.59	Paved - high type bituminous	2	0.22	0.54	6	2.21	\$178,228	\$10,474	Low Priority					\$0
027-5.2	027	LCR 27	Buckhorn Rd	CR 38E	CR 44H	Major Collector		N	M	650	2013	1,500	10.63	Paved - high type bituminous	2	0.16	0.37	58	1.98	\$11,017,428	\$10,474	Fatality					\$0
027-15.83	027	LCR 27	Stove Prairie Rd	CR 44H	CR 52E	Major Collector		N	M	500	2013	1,200	3.72	Paved - high type bituminous	2	0.12	0.29	8	1.96	\$186,624	\$10,474	Low Priority					\$0
027-19.55	027	LCR 27	Stove Prairie Rd	CR 52E	SH 14	Major Collector		N	M	350	2013	1,100	5.16	Paved - high type bituminous	2	0.10	0.32	17	2.53	\$530,486	\$10,474	High Priority					\$0
027E-0	027E	LCR 27		CR 4	CR 8E	Minor Collector		N	M	210	2014	500	3.1	Gravel - treated	2	0.53	1.25	3	4.21	\$12,594	\$15,329	Low Priority			Pave	3 - Low	\$9,277,837
027E-4	027E	LCR 27		CR 52E (RIST CANYON)	54E	Local		N	M	110	2013	350	0.933	Gravel - treated	2	0.28	0.88	0	0.00	\$0	\$11,088	No Crashes					\$0



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (MI)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
028-1.435	028	LCR 28	57th St.	BNRR XING	BEG LVLD CL	Arterial	LVL	N	U	10000	2014	18,000	0.29	Paved - high type bituminous	2	1.09	1.96	4	1.26	\$16,792	\$10,474	Low Priority	Widen to 3 lanes	3 - Low			\$1,313,728
028-2.008	028	LCR 28	57th St.	US 287	CR 13E	Arterial	LVL	N	U	7500	2013	15,500	0.498	Paved - high type bituminous	3	0.49	1.01	10	1.47	\$195,020	\$10,474	Low Priority			Widen to 5 lanes	2 - Medium	\$3,812,261
028-2.506	028	LCR 28	57th St.	CR 13E	CR 13	Arterial	LVL	N	U	6500	2013	10,000	0.506	Paved - high type bituminous	2	0.71	1.09	27	5.28	\$419,426	\$10,474	High Priority			Reconstruct	1 - High	\$1,556,274
028-3.011	028	LCR 28	57th St.	CR 13	CR 11C	Arterial	LVL	N	U	4400	2013	8,000	0.742	Paved - high type bituminous	2	0.48	0.87	16	3.36	\$220,208	\$10,474	High Priority					\$0
029-0	029	LCR 29		CR 12	CR 18E (POLE HILL RD)	Major Collector		N	R	1100	2014	4,000	3.161	Paved - low type bituminous	2	2.75	10.00	2	0.53	\$8,396	\$10,474	Low Priority	Pave	1 - High			\$9,460,401
029-3.161	029	LCR 29		CR 18E (POLE HILL RD)	CR 20	Major Collector		N	R	2800	2014	6,500	0.337	Paved - high type bituminous	2	0.40	0.93	0	0.00	\$0	\$10,474	No Crashes					\$0
029-3.498	029	LCR 29		CR 20	US 34	Major Collector		N	R	1900	2014	6,700	1.715	Paved - high type bituminous	2	0.27	0.96	26	3.92	\$568,268	\$10,474	High Priority					\$0
029-5.214	029	LCR 29		US 34	CR 22H	Minor Collector		N	R	450	2012	800	1.229	Paved - high type bituminous	2	0.09	0.16	6	3.30	\$178,228	\$10,474	Low Priority					\$0
029-6.443	029	LCR 29		CR 22H	CR 27	Minor Collector		N	R	400	2012	1,500	3.47	Paved - high type bituminous	2	0.07	0.25	13	3.29	\$360,654	\$10,474	Low Priority					\$0
029A-0	029A	LCR 29	Ridgewater Way	BEGIN PAVEMENT	CR 29	Local		N	R	75	2011	150	0.36	Paved - high type bituminous	2	0.02	0.03	0	0.00	\$0	\$10,474	No Crashes					\$0
029C-0	029C	LCR 29		SH 14	CR 58G	Local		N	M	180	2013	400	1.224	Paved - high type bituminous	2	0.03	0.07	1	4.15	\$4,198	\$10,474	Low Priority					\$0
030-0.21	030	LCR 30		LOVELAND CITY LIMIT	CR 13 SOUTHBOUND	Major Collector	LVL	N	U	475	2013	2,400	0.98	Paved - high type bituminous	2	0.06	0.31	3	5.89	\$12,594	\$10,474	Low Priority					\$0
030-1.19	030	LCR 30		CR 13 SOUTHBOUND	CR 13 NORTHBOUND	Major Collector	LVL	N	U	1100	2013	3,000	0.87	Paved - high type bituminous	2	0.12	0.33	30	13.36	\$738,100	\$10,474	High Priority					\$0
030-2.06	030	LCR 30		CR 13 NORTHBOUND	CR 11C	Major Collector	LVL	N	U	3300	2013	6,500	0.475	Paved - high type bituminous	2	0.36	0.71	2	1.17	\$8,396	\$10,474	Low Priority					\$0
030-2.545	030	LCR 30		CR 11C	CR 11	Arterial	LVL	Y	U	9500	2013	19,000	0.223	Paved - high type bituminous	2	0.62	1.24	18	3.02	\$9,625,188	\$10,474	Fatality			Widen to 3 lanes	1 - High	\$1,010,211
030-2.785	030	LCR 30		CR 11	LOVELAND CITY LIMIT	Arterial	LVL	N	U	8000	2013	18,000	0.049	Paved - high type bituminous	2	0.67	1.51	4	9.32	\$16,792	\$10,474	Low Priority			Widen to 3 lanes	1 - High	\$221,975
030-3.115	030	LCR 30		RR XING (LVLD CL)	CR 9	Arterial	LVL	Y	U	8000	2013	17,500	0.664	Paved - high type bituminous	2	0.67	1.47	5	0.86	\$20,990	\$10,474	Low Priority			Widen to 3 lanes	1 - High	\$3,007,983
030-3.946	030	LCR 30		END LOVELAND CL	BEGIN LOVELAND CL	Arterial	LVL	N	U	5000	2011	11,500	0.188	Paved - high type bituminous	2	0.42	0.97	0	0.00	\$0	\$10,474	No Crashes					\$0
030-4.379	030	LCR 30		END LOVELAND CITY LIMIT	I-25 WEST FRONTAGE ROAD	Arterial	LVL	N	U	4200	2012	11,500	0.878	Paved - high type bituminous	2	0.35	0.97	6	0.50	\$178,228	\$10,474	Low Priority					\$0
030-6	030	LCR 30		I-25 EAST FRONTAGE RD	CR 5	Major Collector		N		140	2012	150	0.072	Gravel - treated	2	0.35	0.38	0	0.00	\$0	\$15,797	No Crashes					\$0
030-6.985	030	LCR 30		WINDSOR CL	CR 3	Major Collector	WNSR	N	U	300	2012	3,000	0.502	Gravel - treated	2	0.75	7.50	0	0.00	\$0	\$15,797	No Crashes			Pave	3 - Low	\$1,502,411
031-0	031	LCR 31		BEGIN MAINTENANCE	SURFACE CHANGE	Local		N	M	300	2014	550	0.5	Gravel - treated	2	0.75	1.38	0	0.00	\$0	\$17,958	No Crashes			Pave	3 - Low	\$1,496,425
031-0.5	031	LCR 31		SURFACE CHANGE	CR 8E	Local		N	M	1000	2014	1,500	1.161	Paved - high type bituminous	2	0.29	0.44	0	0.00	\$0	\$10,474	No Crashes					\$0
031-1.661	031	LCR 31		CR 8E	CR 18E	Minor Collector		N	M	1300	2014	2,500	4.862	Paved - high type bituminous	2	0.32	0.61	66	2.17	\$11,357,092	\$10,474	Fatality					\$0
031D-0	031D	LCR 31		CR 22H	GATE	Local		N	M	425	2012	600	0.196	Gravel - treated	2	1.06	1.50	0	0.00	\$0	\$14,963	No Crashes	Pave	3 - Low			\$586,599
032C-0	032C	LCR 32		GATE	CR 27	Local		N	M	200	2014	400	0.831	Gravel - treated	2	0.50	1.00	1	5.49	\$4,198	\$12,409	Low Priority					\$0
032E-0	032E	LCR 32		CR 5	CR 3	Minor Collector	WNSR	N	U	2600	2012	17,000	0.962	Paved - high type bituminous	2	0.17	1.11	0	0.00	\$0	\$10,474	No Crashes			Widen to 3 lanes	1 - High	\$4,357,952
032E-0.962	032E	LCR 32		CR 3	CR 1	Minor Collector	WNSR	N	U	2500	2012	12,000	1.033	Paved - high type bituminous	2	0.32	1.56	2	0.71	\$8,396	\$10,474	Low Priority			Reconstruct	1 - High	\$3,177,136
034-3.622	034	LCR34	Trilby	FORT COLLINS CITY LIMIT	CR 11 (TIMBERLINE)	Arterial	FTC	N	U	7000	2013	21,000	0.39	Paved - high type bituminous	2	0.59	1.76	0	0.00	\$0	\$10,474	No Crashes			Widen to 3 lanes	1 - High	\$1,766,737
034E-0	034E	LCR34		CR 7	I-25 W. FRONT RD	Local	FTC	N	R	80	2014	120	0.563	Gravel - treated	2	0.20	0.30	0	0.00	\$0	\$9,124	No Crashes					\$0
036-2.03	036	LCR 36	Kechter Rd	CR7/END FC CL	BEGIN FTC CITY LIMIT	Arterial	FTC	N	U	7500	2014	16,700	0.07	Paved - high type bituminous	2	0.49	1.09	0	0.00	\$0	\$10,474	No Crashes			Widen to 3 lanes	1 - High	\$317,107
036-2.7	036	LCR 36		I-25 SURFACE CHANGE	CR 5	Major Collector		N	R	3000	2011	17,000	0.33	Paved - high type bituminous	2	0.38	2.18	9	4.61	\$190,822	\$10,474	Low Priority			Widen to 4 lanes	1 - High	\$1,630,082
037-0	037	LCR 37		CR 74E	CR 76H	Minor Collector		N	M	130	2012	250	1.49	Gravel - treated	2	0.33	0.63	1	4.71	\$4,198	\$8,329	Low Priority					\$0
037-1.49	037	LCR 37		CR 76H	CR 80C	Minor Collector		N	M	160	2012	250	0.82	Gravel - treated	2	0.40	0.63	0	0.00	\$0	\$8,329	No Crashes					\$0
037-3	037	LCR 37		US 287	STATE LINE	Minor Collector		N	M	170	2012	350	9.679	Gravel - treated	2	0.43	0.88	15	2.22	\$9,612,594	\$13,149	Fatality					\$0
037E-0	037E	LCR 37		COUNTY LINE	SURFACE CHANGE	Minor Collector		N	M	950	2012	2,000	1.567	Paved - high type bituminous	2	0.16	0.34	6	1.23	\$178,228	\$10,474	Low Priority					\$0
037E-1.567	037E	LCR 37		SURFACE CHANGE	END MAINTENANCE (CATTLE GUARD)	Minor Collector		N	M	140	2012	300	0.917	Gravel - treated	2	0.35	0.75	0	0.00	\$0	\$15,321	No Crashes					\$0
038E-0	038E	LCR 38 E		CR 27	CR 25E SOUTHBOUND	Major Collector		N	M	1300	2013	3,000	0.695	Paved - high type bituminous	2	0.20	0.46	4	4.04	\$16,792	\$10,474	Low Priority					\$0
038E-0.695	038E	LCR 38 E		CR 25E SOUTHBOUND	WIDTH CHANGE	Major Collector		N	M	1700	2013	4,000	0.76	Paved - high type bituminous	2	0.26	0.62	1	0.71	\$4,198	\$10,474	Low Priority					\$0
038E-1.455	038E	LCR 38 E		WIDTH CHANGE	CR 25E NORTH BOUND	Major Collector		N	M	1700	2013	4,000	0.281	Paved - high type bituminous	2	0.20	0.48	0	0.00	\$0	\$10,474	No Crashes					\$0
038E-1.736	038E	LCR 38 E		CR 25E NORTHBOUND	WIDTH CHANGE	Major Collector		N	M	1700	2013	4,000	0.3	Paved - high type bituminous	2	0.20	0.48	5	1.79	\$174,030	\$10,474	Low Priority					\$0



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (MI)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
038E-2.036	038E	LCR 38 E		WIDTH CHANGE	OVERHILL DR	Major Collector		N	M	2000	2011	4,500	1.332	Paved - high type bituminous	2	0.31	0.69	8	1.37	\$186,624	\$10,474	Low Priority					\$0
038E-3.368	038E	LCR 38 E		OVERHILL DR	CR 25G	Major Collector		N	M	2900	2013	5,000	0.67	Paved - high type bituminous	2	0.45	0.77	12	3.76	\$203,416	\$10,474	Low Priority					\$0
038E-4.038	038E	LCR 38 E		CR 25G	LAKEVIEW DR	Major Collector		N	M	4500	2013	7,500	1.928	Paved - high type bituminous	2	0.69	1.15	27	1.58	\$572,466	\$10,474	Low Priority			Reconstruct	1 - High	\$5,929,834
038E-5.965	038E	LCR 38 E		LAKEVIEW DR	CR 23	Major Collector		N	M	5500	2013	8,500	1.9	Paved - high type bituminous	2	0.85	1.31	47	0.79	\$19,908,714	\$10,474	Fatality			Reconstruct	1 - High	\$5,843,716
038E-7.865	038E	LCR 38 E		CR 23	CR 19	Arterial	FTC	N	U	6500	2013	14,000	1.913	Paved - high type bituminous	2	0.55	1.18	42	1.40	\$10,185,060	\$10,474	Fatality			Reconstruct	1 - High	\$5,883,699
040-1.01	040	LCR 40	Horsetooth	FTC CITY LIMIT	CR 7	Minor Collector	FTC	N	U	600	2011	7,000	0.81	Gravel - treated	2	1.50	17.50	0	0.00	\$0	\$17,947	No Crashes	Pave	2 - Medium			\$2,424,209
040-3.71	040	LCR 40	Horsetooth	CR 5	TIMNATH CITY LIMIT	Local	TIMNATH	N	U	375	2008	4,000	0.27	Paved - low type bituminous	2	0.94	10.00	0	0.00	\$0	\$10,474	No Crashes			Pave	2 - Medium	\$808,070
041-0	041	LCR 41		GATE	CR 52E (RIST CANYON)	Local		N	M	80	2013	180	0.95	Gravel - treated	2	0.20	0.45	0	0.00	\$0	\$8,329	No Crashes					\$0
042-1.007	042	LCR 42		END FT COLLINS CL	CR 9	Major Collector	FTC	N	U	210	2011	700	0.017	Paved - high type bituminous	2	0.02	0.05	0	0.00	\$0	\$10,474	No Crashes					\$0
042C-0	042C	LCR 42		CR 23 (CENTENNIAL)	WIDTH CHANGE	Minor Collector	FTC	N	M	2600	2013	4,500	0.801	Paved - high type bituminous	2	0.40	0.69	9	2.19	\$190,822	\$10,474	Low Priority					\$0
042C-0.672	042C	LCR 42		WIDTH CHANGE	FTC CITY LIMIT	Major Collector	FTC	N	U	2700	2013	4,500	0.18	Paved - high type bituminous	2	0.12	0.20	0	0.00	\$0	\$10,474	No Crashes					\$0
042E-0	042E	LCR 42		CR 5	CR 3E	Local	TIMNATH	N	U	140	2012	300	0.49	Gravel - treated	2	0.35	0.75	0	0.00	\$0	\$8,731	No Crashes					\$0
043-0.48	043	LCR 43	Devil's Gulch	ESTES PARK TOWN LIMIT	CR 61	Major Collector		N	M	1700	2012	3,500	3.266	Paved - high type bituminous	2	0.41	0.85	3	0.49	\$12,594	\$10,474	Low Priority					\$0
043-3.747	043	LCR 43	Devil's Gulch	CR 61	CR 51B	Major Collector		N	M	1200	2012	2,800	5.093	Paved - high type bituminous	2	0.29	0.68	20	1.34	\$9,633,584	\$10,474	Fatality					\$0
043-8.84	043	LCR 43	Devil's Gulch	CR 51B	US 34	Major Collector		N	M	1100	2012	2,300	6.069	Paved - high type bituminous	2	0.22	0.46	33	1.78	\$903,734	\$10,474	Low Priority					\$0
043F-0	043F	LCR 43		SH 287	END	Local		N	M	30	2012	80	1.35	Graded and drained - earth	2	0.15	0.40	0	0.00	\$0	\$1,464	No Crashes					\$0
044-3.644	044	LCR44		CR 3	CR 1 SOUTHBOUND	Major Collector		N	R	900	2012	8,000	1.04	Paved - low type bituminous	2	2.25	20.00	8	3.90	\$186,624	\$10,474	Low Priority	Pave	1 - High			\$3,112,565
044H-0	044H	LCR44	Pingree Park Rd	PINGREE PARK	CR 63E	Minor Collector		N	M	180	2013	450	4.031	Gravel - treated	2	0.45	1.13	1	1.26	\$4,198	\$2,953	Low Priority					\$0
044H-4.03	044H	LCR44	Buckhorn Rd	CR 63E	MONUMENT GULCH ROAD	Minor Collector		N	M	70	2013	150	5.289	Graded and drained - earth	2	0.35	0.75	0	0.00	\$0	\$1,571	No Crashes					\$0
044H-9.32	044H	LCR44	Buckhorn Rd	MONUMENT GULCH RD	CRYSTAL MOUNTAIN RD	Minor Collector		N	M	120	2011	250	4.091	Gravel - treated	2	0.30	0.63	0	0.00	\$0	\$3,609	No Crashes					\$0
044H-13.41	044H	LCR44	Buckhorn Rd	CRYSTAL MOUNTAIN RD	CR 27 (STOVE PRAIRE)	Minor Collector		N	M	275	2013	450	8.431	Gravel - treated	2	0.69	1.13	6	2.36	\$25,188	\$6,959	Low Priority					\$0
045E-0	045E	LCR 45		US 287	US 287	Local		N	M	30	2012	60	1.914	Gravel - treated	2	0.08	0.15	0	0.00	\$0	\$7,547	No Crashes					\$0
046-0	46	LCR 46		OVERLAND TR (CR21)	BEG FORT COLLINS CL	Arterial	FTC	N	U	3700	2015	6000	0.17	Paved - high type bituminous	2	0.31	0.50	2	2.90	\$8,396	\$10,474	Low Priority					\$0
046E-0	046E	LCR 46	Laporte Ave	GATE	CR 21 (OVERLAND)	Minor Collector	FTC	N	U	2100	2013	5,000	1.26	Paved - high type bituminous	2	0.14	0.33	10	2.07	\$195,020	\$10,474	Low Priority					\$0
046E-1.26	046E	LCR 46	Laporte Ave	CR 21 (OVERLAND)	FORT COLLINS CITY LIMIT	Arterial	FTC	N	U	3400	2013	6,000	0.45	Paved - high type bituminous	2	0.26	0.46	1	0.60	\$4,198	\$10,474	Low Priority					\$0
046E-3.221	046E	LCR 46	Lincoln Ave	FORT COLLINS CITY LIMIT	CR 11F (LINK LN)	Major Collector	FTC	N	U	9000	2013	15,000	0.169	Paved - high type bituminous	2	0.59	0.98	2	1.20	\$8,396	\$10,474	Low Priority					\$0
046E-3.442	046E	LCR 46	Lincoln Ave	CR 11F (LINK LN)	CR 11C (AIRPARK DR)	Major Collector	FTC	N	U	8000	2013	14,800	0.399	Paved - high type bituminous	2	0.61	1.13	6	1.72	\$25,188	\$10,474	Low Priority			Reconstruct	1 - High	\$1,227,180
046E-3.841	046E	LCR 46	Lincoln Ave	CR 11C (AIRPARK DR)	TIMBERLINE	Major Collector	FTC	N	U	7000	2013	14,000	0.609	Paved - high type bituminous	2	0.53	1.07	35	4.07	\$759,090	\$10,474	High Priority			Reconstruct	1 - High	\$1,873,065
046E-4.451	046E	LCR 46	Lincoln Ave	TIMBERLINE	CR 9E (SUMMITVIEW)	Major Collector	FTC	N	U	700	2013	2,000	0.229	Paved - high type bituminous	2	0.05	0.15	72	205.09	\$1,679,616	\$10,474	High Priority					\$0
046G-0	046G	LCR 46	Cherry	CR 19F (SUNSET ST)	CITY FTC CITY LIMIT	Local	FTC	N	U	400	2013	800	0.132	Paved - high type bituminous	2	0.03	0.07	0	0.00	\$0	\$10,474	No Crashes					\$0
047-0	047	LCR 47	Big Elk Meadows	BOULDER COUNTY LINE	US 36	Minor Collector		N	M	300	2012	700	3.071	Paved - low type bituminous	2	0.75	1.75	7	2.97	\$182,426	\$10,474	Low Priority			Pave	3 - Low	\$9,191,045
048-0	048	LCR 48	Vine Dr	BEGIN MAINTENANCE	CR 21 (OVERLAND)	Local	FTC	N	U	300	2013	400	0.16	Paved - high type bituminous	2	0.05	0.06	1	19.03	\$4,198	\$10,474	Low Priority					\$0
048-0.16	048	LCR 48	Vine Dr	CR 21 (OVERLAND)	IRISH DR	Arterial	FTC	N	U	2500	2013	5,800	0.655	Paved - high type bituminous	2	0.16	0.38	1	0.56	\$4,198	\$10,474	Low Priority					\$0
048-1.005	048	LCR 48	Vine Dr	END FTC CITY LIMIT	CR 19	Arterial	FTC	N	U	4700	2013	7,000	0.137	Paved - high type bituminous	2	0.31	0.46	1	1.42	\$4,198	\$10,474	Low Priority					\$0
048-1.153	048	LCR 48	Vine Dr	CR 19 (TAFT HILL)	FORT COLLINS CITY LIMIT	Arterial	FTC	N	U	5500	2013	8,500	0.28	Paved - high type bituminous	2	0.36	0.56	3	1.78	\$12,594	\$10,474	Low Priority					\$0
048-6.256	048	LCR 48	Vine Dr	CITY FTC CITY LIMIT	CR 5	Major Collector	FTC	N	R	1800	2013	6,000	0.723	Paved - high type bituminous	2	0.30	1.00	2	1.40	\$8,396	\$10,474	Low Priority					\$0
048-6.988	048	LCR 48	Vine Dr	CR 5	CR 3	Major Collector		N	R	1800	2012	5,000	0.986	Paved - high type bituminous	2	0.30	0.83	6	1.03	\$178,228	\$10,474	Low Priority					\$0
048-7.974	048	LCR 48	Vine Dr	CR 3	CR 1 (COUNTY LINE RD)	Major Collector		N	R	1500	2012	5,000	1.008	Paved - high type bituminous	2	0.25	0.83	7	1.81	\$182,426	\$10,474	Low Priority					\$0
048C-0	048C	LCR 48		BEGIN AT SANTYKA DYKE	BEGIN HORSETOOTH DAM	Local		N	R	375	2013	500	0.19	Paved - high type bituminous	2	0.05	0.06	1	12.82	\$4,198	\$10,474	Low Priority					\$0
048C-0.19	048C	LCR 48		BEGIN HORSETOOTH DAM	CR 23	Local		N	R	375	2013	500	0.3	Paved - high type bituminous	2	0.04	0.05	0	0.00	\$0	\$10,474	No Crashes					\$0
050-0	050	LCR 50		BEGINNING	CR 25E	Local		N	R	60	2011	170	0.63	Gravel - treated	2	0.15	0.43	0	0.00	\$0	\$14,022	No Crashes					\$0



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (MI)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
050-1	050	LCR 50		BEGIN MAINTENANCE / SURFACE CHANGE	CR 21C (OVERLAND)	Local	FTC	N	U	325	2013	600	0.74	Paved - high type bituminous	2	0.04	0.07	1	3.80	\$4,198	\$10,474	Low Priority					\$0
050-1.74	050	LCR 50		CR 21C (OVERLAND)	CR 21 (OVERLAND)	Major Collector	FTC	N	U	5500	2011	9,000	0.24	Paved - high type bituminous	2	0.46	0.76	3	2.08	\$12,594	\$10,474	Low Priority					\$0
050-2	050	LCR 50	Willow Ln	CR 17 (SHIELDS)	FORT COLLINS CITY LIMIT	Arterial	FTC	N	U	6000	2014	9,200	0.25	Paved - high type bituminous	2	0.50	0.77	1	0.61	\$4,198	\$10,474	Low Priority					\$0
050-2.46	050	LCR 50	Willow Ln	END FT COLS CL	BEGIN FT COLS CL	Arterial	FTC	N	U	5000	2011	9,200	0.3	Paved - high type bituminous	2	0.42	0.77	6	1.22	\$178,228	\$10,474	Low Priority					\$0
050-6.19	050	LCR 50	Mountain Vista	I-25 E. SURF CHG	CR 5	Major Collector		N	R	325	2014	8,000	0.803	Gravel - treated	2	0.81	20.00	0	0.00	\$0	\$16,574	No Crashes			Pave	1 - High	\$2,403,259
050-6.993	050	LCR 50	Mountain Vista	CR 5	CR 3	Major Collector		N	R	170	2014	5,900	1.007	Gravel - treated	2	0.43	14.75	1	5.33	\$4,198	\$16,574	Low Priority			Pave	1 - High	\$3,013,801
050E-0	050E	LCR 50	Bingham Hill	CR 23	CR 21C (OVERLAND)	Minor Collector		N	R	2900	2013	4,000	1.89	Paved - high type bituminous	2	0.48	0.67	6	1.00	\$25,188	\$10,474	Low Priority					\$0
050E-2	050E	LCR 50	Country Club Dr	SH 1	CR 13 (LEMAY AVE/CR 52C)	Minor Collector	FTC	N	U	4600	2014	7,000	0.78	Paved - high type bituminous	2	0.39	0.59	2	0.51	\$8,396	\$10,474	Low Priority					\$0
050E-2.78	050E	LCR 50	Country Club Dr	CR 13 (LEMAY AVE/CR 52C)	CR 11	Minor Collector	FTC	N	U	7000	2014	12,000	1.109	Paved - high type bituminous	2	0.59	1.01	10	0.71	\$195,020	\$10,474	Low Priority			Reconstruct	1 - High	\$3,410,885
051B-0	051B	LCR 51	Dun Raven Glade	CR 43	PARKING LOT/LOCKED GATE	Minor Collector		N	M	475	2012	650	2.203	Gravel - treated	2	1.19	1.63	0	0.00	\$0	\$22,930	No Crashes	Pave	3 - Low			\$6,593,250
052-0	052	LCR 52		CR 21C (OVERLAND)	END	Local		N	R	120	2014	200	0.2	Paved - high type bituminous	2	0.03	0.05	0	0.00	\$0	\$10,474	No Crashes					\$0
052-1	052	LCR 52		GATE	BEGIN FORT COLLINS CL	Local	FTC	N	U	350	2010	750	0.3	Paved - high type bituminous	2	0.04	0.08	0	0.00	\$0	\$10,474	No Crashes					\$0
052-1.61	052	LCR 52	Richards Lake Rd	FORT COLLINS CITY LIMIT	CR 9	Arterial	FTC	N	U	700	2014	9,000	0.5	Paved - low type bituminous	2	1.75	22.50	0	0.00	\$0	\$10,474	No Crashes	Pave	1 - High			\$1,496,425
052-2.61	052	LCR 52	Richards Lake Rd	CR 9	END FC CL SPLIT	Arterial	FTC	N	U	750	2014	9,400	0.84	Paved - high type bituminous	2	0.05	0.61	1	1.45	\$4,198	\$10,474	Low Priority					\$0
052-3.768	052	LCR 52		I-25 SURFACE CHANGE	CR 3	Major Collector		N	R	450	2014	5,000	1.84	Paved - high type bituminous	2	0.09	1.00	1	1.10	\$4,198	\$10,474	Low Priority					\$0
052-5.63	052	LCR 52		CR 3	CR 1	Major Collector		N	R	275	2014	4,000	1.01	Gravel - treated	2	0.69	10.00	0	0.00	\$0	\$24,950	No Crashes			Pave	2 - Medium	\$3,022,779
052C-0	052C	LCR 52	Gregory Rd	SH 1	CR 13E (ABBOTSFORD)	Minor Collector	FTC	N	U	1700	2014	2,500	0.387	Paved - high type bituminous	2	0.22	0.32	1	1.39	\$4,198	\$10,474	Low Priority					\$0
052C-0.387	052C	LCR 52	Gregory Rd	CR 13E (ABBOTSFORD)	CR 50E (COUNTRY CLUB RD)	Minor Collector	FTC	N	U	2400	2014	3,500	0.795	Paved - high type bituminous	2	0.31	0.45	5	2.39	\$20,990	\$10,474	Low Priority					\$0
052E-0	052E	LCR 52	Old Flowers Rd	GATE	CR 27 (STOVE PRAIRE)	Local		N	M	100	2013	150	2.996	Graded and drained - earth	2	0.50	0.75	0	0.00	\$0	\$3,728	No Crashes					\$0
052E-2.996	052E	LCR 52	Rist Canyon Rd	CR 27 (STOVE PRAIRE)	CR 41	Minor Collector		N	M	350	2013	750	1.415	Paved - high type bituminous	2	0.07	0.15	3	5.53	\$12,594	\$10,474	Low Priority					\$0
052E-4.411	052E	LCR 52	Rist Canyon Rd	CR 41	DAVIS RANCH RD	Minor Collector		N	M	800	2013	1,500	5.369	Paved - high type bituminous	2	0.20	0.37	32	2.55	\$899,536	\$10,474	High Priority					\$0
052E-9.779	052E	LCR 52	Rist Canyon Rd	DAVIS RANCH RD	CR 27E	Minor Collector		N	M	1200	2013	2,500	3.911	Paved - high type bituminous	2	0.29	0.61	54	4.28	\$1,451,012	\$10,474	High Priority					\$0
052E-13.689	052E	LCR 52	Rist Canyon Rd	CR 27E	CR 25E	Major Collector		N	M	1400	2013	2,800	1.147	Paved - high type bituminous	2	0.34	0.68	2	1.14	\$8,396	\$10,474	Low Priority					\$0
052E-14.836	052E	LCR 52	Rist Canyon Rd	CR 25E	CR 23	Major Collector		N	R	2100	2014	3,500	0.534	Paved - high type bituminous	2	0.42	0.70	8	3.26	\$186,624	\$10,474	Low Priority					\$0
052E-15.37	052E	LCR 52	Rist Canyon Rd	CR 23	End LR52E-0.2-23 (Poudre)	Major Collector		N	R	2900	2014	4,000	0.246	Paved - high type bituminous	2	0.41	0.57	1	1.28	\$4,198	\$10,474	Low Priority					\$0
052E-15.616	052E	LCR 52	Rist Canyon Rd	End LR52E-0.2-23 (Poudre)	CR 23E	Major Collector		N	R	2900	2014	4,000	0.342	Paved - high type bituminous	2	0.29	0.40	0	0.00	\$0	\$10,474	No Crashes					\$0
052E-15.958	052E	LCR 52	Rist Canyon Rd	CR 23E	CR 54G	Major Collector		N	R	3100	2014	4,500	0.36	Paved - high type bituminous	2	0.62	0.90	1	0.82	\$4,198	\$10,474	Low Priority					\$0
052E-17	052E	LCR 52	White Lane	CR 23A	GALWAY DR	Local		N	R	350	2011	500	0.097	Gravel - treated	2	0.88	1.25	0	0.00	\$0	not LC	No Crashes			Pave	3 - Low	\$290,307
052E-18	052E	LCR 52	Richards Lake Rd	SH 1	CR 13E (ABBOTSFORD)	Minor Collector	FTC	N	U	170	2014	750	0.381	Gravel - treated	2	0.43	1.88	0	0.00	\$0	\$15,365	No Crashes			Pave	3 - Low	\$1,140,276
052E-18.381	052E	LCR 52	Richards Lake Rd	CR 13E (ABBOTSFORD)	LOCKED GATE	Local	FTC	N	U	50	2011	100	0.129	Gravel - treated	2	0.13	0.25	0	0.00	\$0	\$15,365	No Crashes					\$0
052H-0	052H	LCR 52	Inverness Rd	CR 13E (ABBOTSFORD)	CR 13	Minor Collector	FTC	N	U	250	2014	1,000	0.371	Gravel - treated	2	0.63	2.50	1	9.85	\$4,198	\$15,294	Low Priority			Pave	3 - Low	\$1,110,348
054-0	054	LCR 54	Douglas Rd	CR 17	SH 1	Arterial	FTC	N	R	3600	2014	9,300	1.179	Paved - high type bituminous	2	0.42	1.09	8	1.72	\$33,584	\$10,474	Low Priority			Reconstruct	1 - High	\$3,626,180
054-1.18	054	LCR 54	Douglas Rd	SH 1	CR 13	Arterial	FTC	N	U	2200	2013	5,700	0.82	Paved - high type bituminous	2	0.18	0.48	1	0.51	\$4,198	\$10,474	Low Priority					\$0
054-2	054	LCR 54	Douglas Rd	CR 13	FORT COLLINS CL	Arterial	FTC	N	U	2300	2014	4,600	0.47	Paved - high type bituminous	2	0.15	0.30	1	0.84	\$4,198	\$10,474	Low Priority					\$0
054-2.97	054	LCR 54	Douglas Rd	CR 11	CR 9	Major Collector		N	R	1100	2013	5,700	0.99	Paved - high type bituminous	2	0.13	0.67	1	0.84	\$4,198	\$10,474	Low Priority					\$0
054-3.96	054	LCR 54	Douglas Rd	CR 9	I-25 WEST FRONTAGE RD	Major Collector		N	R	90	2014	2,500	0.978	Gravel - treated	2	0.23	6.25	0	0.00	\$0	\$11,907	No Crashes			Pave	2 - Medium	\$2,927,008
054-5	054	LCR 54	Douglas Rd	I-25 EAST FRONTAGE RD	SURFACE CHANGE	Minor Collector		N	R	120	2014	250	0.396	Gravel - treated	2	0.30	0.63	1	19.22	\$4,198	\$7,773	Low Priority					\$0
054-5.39	054	LCR 54		SURFACE CHANGE	SURFACE CHANGE	Minor Collector		N	R	80	2011	200	0.304	Paved - high type bituminous	2	0.02	0.04	0	0.00	\$0	\$10,474	No Crashes					\$0
054-5.68	054	LCR 54		SURFACE CHANGE	END	Minor Collector		N	R	50	2011	200	0.152	Gravel - treated	2	0.13	0.50	0	0.00	\$0	\$7,773	No Crashes					\$0
054-6	054	LCR 54		BEGIN	CR 1 (COUNTY LINE RD)	Local		N	R	40	2014	150	0.37	Gravel - treated	2	0.10	0.38	0	0.00	\$0	\$8,380	No Crashes					\$0
054E-0	054E	LCR 54		CR 27E	BEG PAVEMENT	Local		N	M	300	2013	450	0.61	Gravel - treated	2	0.75	1.13	0	0.00	\$0	\$11,088	No Crashes			Pave	3 - Low	\$1,825,639



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost	
054E-0.61	054E	LCR 54		BEG PAVEMENT	CR 25E	Local		N	M	300	2013	450	0.19	Paved - high type bituminous	2	0.07	0.11	0	0.00	\$0	\$10,474	No Crashes					\$0	
054E-0.8	054E	LCR 54		CR 25E	US 287	Minor Collector		N	M	550	2013	1,000	0.538	Paved - high type bituminous	2	0.13	0.24	0	0.00	\$0	\$10,474	No Crashes					\$0	
054G-0	054G	LCR 54	Old US 287	US 287	CR 23E	Major Collector		N	R	1100	2014	2,500	0.842	Paved - high type bituminous	2	0.14	0.32	17	1.97	\$9,774,030	\$10,474	Fatality					\$0	
054G-0.842	054G	LCR 54	Old US 287	CR 23E	CR 52E (RIST CANYON)	Major Collector		N	R	2100	2014	3,500	0.681	Paved - high type bituminous	2	0.27	0.45	2	1.28	\$8,396	\$10,474	Low Priority					\$0	
054G-1.522	054G	LCR 54	Old US 287	CR 52E (RIST CANYON)	BEGIN 3 LANE	Arterial		N	R	5500	2014	7,500	0.622	Paved - high type bituminous	2	0.65	0.88	11	1.87	\$199,218	\$10,474	Low Priority					\$0	
054G-2.144	054G	LCR 54	Old US 287	BEGIN 3 LANE	CR 21C	Arterial		N	R	8000	2014	10,500	0.397	Paved - high type bituminous	2	0.80	1.05	4	1.15	\$16,792	\$10,474	Low Priority				Widen to 3 lanes	1 - High	\$1,798,448
054G-2.541	054G	LCR 54	Old US 287	CR 21C (OVERLAND)	CR 19	Arterial		N	R	8000	2014	12,000	1.27	Paved - high type bituminous	2	0.94	1.41	41	2.61	\$631,238	\$10,474	High Priority				Widen to 3 lanes	1 - High	\$5,753,221
054G-3.812	054G	LCR 54	Old US 287	CR 19	US 287	Arterial		N	R	10500	2014	15,000	0.363	Paved - high type bituminous	2	1.24	1.76	22	3.35	\$398,436	\$10,474	High Priority	Widen to 3 lanes	3 - Low			\$1,644,425	
056-0	056	LCR 56		US 287	CR 23E	Local		N	R	110	2013	400	1.022	Gravel - treated	2	0.28	1.00	0	0.00	\$0	\$16,430	No Crashes					\$0	
056-1.022	056	LCR 56		CR 23E	US 287	Local		N	R	600	2011	1,000	0.036	Gravel - treated	2	1.50	2.50	0	0.00	\$0	\$16,430	No Crashes	Pave	2 - Medium			\$107,743	
056-2	056	LCR 56		CR 21C	CR 19	Major Collector		N	R	425	2014	2,000	1.188	Paved - high type bituminous	2	0.05	0.26	1	1.81	\$4,198	\$10,474	Low Priority					\$0	
056-3.188	056	LCR 56		CR 19	CR 17	Major Collector		N	R	800	2014	2,600	1.144	Paved - high type bituminous	2	0.13	0.43	2	2.00	\$8,396	\$10,474	Low Priority					\$0	
056-5	056	LCR 56		SH 1	CR 13	Minor Collector		N	R	90	2013	500	1.125	Gravel - treated	2	0.23	1.25	1	9.02	\$4,198	\$8,727	Low Priority					\$0	
056-6.125	056	LCR 56		CR 13	CR 11 NB	Minor Collector		N	R	100	2013	1,000	0.771	Gravel - treated	2	0.25	2.50	1	11.84	\$4,198	\$8,727	Low Priority					\$0	
056-6.896	056	LCR 56		CR 11 NB	CR 11 SB	Minor Collector		N	R	120	2013	1,100	0.151	Gravel - treated	2	0.30	2.75	0	0.00	\$0	\$8,727	No Crashes					\$0	
056-7.047	056	LCR 56		CR 11 SB	CR 9	Minor Collector		N	R	100	2013	1,300	0.847	Gravel - treated	2	0.25	3.25	0	0.00	\$0	\$8,727	No Crashes					\$0	
056-7.895	056	LCR 56		CR 9	I-25 W. FRONTAGE RD	Minor Collector		N	R	45	2014	600	0.963	Gravel - treated	2	0.11	1.50	0	0.00	\$0	\$8,727	No Crashes					\$0	
056-9	056	LCR 56		I-25 EAST FRONTAGE RD	CR 3	Minor Collector		N	R	300	2014	1,300	2.008	Gravel - treated	2	0.75	3.25	0	0.00	\$0	\$11,983	No Crashes				Pave	3 - Low	\$6,009,644
056-11.008	056	LCR 56		CR 3	SURFACE CHANGE	Major Collector		N	R	170	2014	1,400	0.392	Gravel - treated	2	0.43	3.50	0	0.00	\$0	\$11,983	No Crashes				Pave	3 - Low	\$1,173,197
056-11.4	056	LCR 56		SURFACE CHANGE	SURFACE CHANGE	Major Collector		N	R	140	2011	1,400	0.312	Paved - high type bituminous	2	0.03	0.28	0	0.00	\$0	\$10,474	No Crashes					\$0	
056-11.712	056	LCR 56		SURFACE CHANGE	CR 1	Major Collector		N	R	75	2014	1,200	0.313	Gravel - treated	2	0.19	3.00	0	0.00	\$0	\$11,983	No Crashes				Pave	3 - Low	\$936,762
056E-0	056E	LCR 56		CR 23E	CR 21C (OVERLAND)	Local		N	R	190	2013	400	1.818	Gravel - treated	2	0.48	1.00	0	0.00	\$0	\$6,845	No Crashes					\$0	
058-0	058	LCR 58		CR 15	END	Local		N	R	25	2013	50	0.13	Paved - high type bituminous	2	0.01	0.01	0	0.00	\$0	\$10,474	No Crashes					\$0	
058-1	058	LCR 58		SH 1	CR 9	Major Collector		N	R	1900	2013	5,000	0.125	Paved - high type bituminous	2	0.32	0.83	0	0.00	\$0	\$10,474	No Crashes					\$0	
058-1.125	058	LCR 58		CR 9	I-25 WEST FRONTAGE ROAD	Major Collector		N	R	800	2013	4,500	0.947	Paved - high type bituminous	2	0.13	0.75	3	3.62	\$12,594	\$10,474	Low Priority					\$0	
058-2.28	058	LCR 58		I-25 EAST FRONTAGE RD	SURFACE CHANGE	Minor Collector		N	R	375	2013	1,500	1.031	Paved - low type bituminous	2	0.94	3.75	0	0.00	\$0	\$10,474	No Crashes				Pave	3 - Low	\$3,085,629
058-3.31	058	LCR 58		SURFACE CHANGE	CR 3	Minor Collector		N	R	230	2013	1,400	0.8	Gravel - treated	2	0.58	3.50	1	4.96	\$4,198	\$10,995	Low Priority				Pave	3 - Low	\$2,394,281
058-4.11	058	LCR 58		CR 3	CR 1 (COUNTY LINE RD)	Major Collector		N	R	85	2013	1,000	1.024	Gravel - treated	2	0.21	2.50	0	0.00	\$0	\$10,995	No Crashes				Pave	3 - Low	\$3,064,679
058G-0	058G	LCR 58		CR 29C	LOCKED GATE	Local		N	R	90	2011	150	0.17	Paved - high type bituminous	2	0.04	0.06	0	0.00	\$0	\$10,474	No Crashes					\$0	
059-0	059	LCR 59		BOULDER COUNTY LN	END MAINTENANCE	Local		N	M	20	2011	75	1	Bladed - no ditches	2	0.10	0.38	0	0.00	\$0	not LC	No Crashes					\$0	
059-3	059	LCR 59		CR 80C	STATE LINE	Minor Collector		N	M	120	2013	200	6.56	Graded and drained - earth	2	0.60	1.00	5	1.16	\$174,030	\$3,765	Low Priority					\$0	
060-0	060	LCR 60		BEGINNING	CR 21	Local		N	R	50	2011	120	0.26	Gravel - treated	2	0.13	0.30	0	0.00	\$0	\$9,949	No Crashes					\$0	
060-1	060	LCR 60		CR 60E	CR 15	Minor Collector		N	R	600	2013	1,200	1.36	Gravel - treated	2	1.50	3.00	1	1.12	\$4,198	\$16,346	Low Priority	Pave	2 - Medium			\$4,070,277	
060-3	060	LCR 60		END	SH 1	Local		N	R	100	2013	300	0.5	Bladed - drained	2	0.50	1.50	0	0.00	\$0	\$5,638	No Crashes					\$0	
060-5.5	060	LCR 60		END WELLINGTON CL	CR 3	Minor Collector		N	R	170	2013	800	1.51	Gravel - treated	2	0.43	2.00	0	0.00	\$0	\$18,238	No Crashes				Pave	3 - Low	\$4,519,205
060-7.01	060	LCR 60		CR 3	CR 1 (COUNTY LINE RD)	Minor Collector		N	R	130	2013	500	1	Gravel - treated	2	0.33	1.25	2	14.05	\$8,396	\$18,238	Low Priority				Pave	3 - Low	\$2,992,851
060E-0	060E	LCR 60		CR 21	CR 19	Minor Collector		N	R	240	2013	600	1.009	Gravel - treated	2	0.60	1.50	0	0.00	\$0	\$16,346	No Crashes				Pave	3 - Low	\$3,019,786
060E-1.009	060E	LCR 60		CR 19	CR 60	Minor Collector		N	R	275	2013	1,000	1.37	Gravel - treated	2	0.69	2.50	8	9.70	\$186,624	\$16,346	Low Priority				Pave	3 - Low	\$4,100,206
061-0	061	LCR 61		CR 43	CR 63E	Minor Collector	EST	N	M	500	2012	1,500	0.45	Paved - high type bituminous	2	0.12	0.37	0	0.00	\$0	\$10,474	No Crashes					\$0	
061-0.45	061	LCR 61		CR 63E	END	Local	EST	N	M	170	2012	400	0.86	Gravel - treated	2	0.43	1.00	0	0.00	\$0	\$16,820	No Crashes					\$0	
061G-0	061G	LCR 61	Prospect Mtn Rd	PEAKVIEW DR	END MAINTENANCE	Local	EST	N	M	130	2013	400	0.7	Bladed - drained	2	0.65	2.00	0	0.00	\$0	\$11,411	No Crashes				Pave	3 - Low	\$2,094,996



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
062-0	062	LCR 62	Jefferson	CR 11	SH 1	Minor Collector		N	R	250	2013	850	1.02	Gravel - treated	2	0.63	2.13	1	3.58	\$4,198	\$11,059	Low Priority			Pave	3 - Low	\$3,052,708
062-2.45	062	LCR 62	Jefferson	END WELLINGTON CL	CR 3	Minor Collector		N	R	160	2013	500	1.531	Gravel - treated	2	0.40	1.25	0	0.00	\$0	\$14,687	No Crashes			Pave	3 - Low	\$4,582,055
062-3.981	062	LCR 62	Jefferson	CR 3	CR 1 (COUNTY LINE RD)	Minor Collector		N	R	90	2013	400	0.999	Gravel - treated	2	0.23	1.00	0	0.00	\$0	\$14,687	No Crashes					\$0
062E-0	062E	LCR 62		CR 11	CR 9	Minor Collector		N	R	130	2013	600	1	Gravel - treated	2	0.33	1.50	0	0.00	\$0	\$9,438	No Crashes					\$0
062E-1	062E	LCR 62		CR 9	SH 1	Minor Collector		N	R	1400	2013	5,000	0.19	Paved - high type bituminous	2	0.18	0.64	0	0.00	\$0	\$10,474	No Crashes					\$0
063-0	063	LCR 63	Fish Creek Rd	BEGIN/CHELEY CAMP RD	CR 63A	Local	EST	N	M	375	2013	600	0.347	Gravel - treated	2	0.94	1.50	0	0.00	\$0	\$23,727	No Crashes			Pave	3 - Low	\$1,038,519
063-0.584	063	LCR 63	Fish Creek Rd	CR 63A	CARRIAGE DR	Major Collector	EST	N	M	750	2013	1,500	0.526	Paved - high type bituminous	2	0.15	0.30	1	2.31	\$4,198	\$10,474	Low Priority					\$0
063-1.11	063	LCR 63	Fish Creek Rd	CARRIAGE DR	BEGIN ESTES PK CL	Major Collector	EST	N	M	1100	2013	2,500	1.322	Paved - high type bituminous	2	0.22	0.50	3	1.88	\$12,594	\$10,474	Low Priority					\$0
063-3.075	063	LCR 63	Fish Creek Rd	END ESTES CL	BEGIN ESTES CL	Major Collector	EST	N	M	1900	2011	3,000	0.394	Paved - high type bituminous	2	0.27	0.42	0	0.00	\$0	\$10,474	No Crashes					\$0
063-3.519	063	LCR 63	Fish Creek Rd	END ESTES CL	BEGIN ESTES CL	Major Collector	EST	N	M	2200	2013	4,000	0.849	Paved - high type bituminous	2	0.44	0.80	0	0.00	\$0	\$10,474	No Crashes					\$0
063-4.499	063	LCR 63	Fish Creek Rd	END ESTES CL	US 36	Major Collector	EST	N	M	2300	2013	4,300	0.352	Paved - high type bituminous	2	0.46	0.86	0	0.00	\$0	\$10,474	No Crashes					\$0
063-5	063	LCR 63	Mall Rd	US 36	US 34	Major Collector	EST	N	U	3900	2012	7,000	0.672	Paved - high type bituminous	2	0.33	0.59	2	0.70	\$8,396	\$10,474	Low Priority					\$0
063A-0	063A	LCR 63	Fish Creek Way	CR 63	SH 7	Major Collector	EST	N	M	1000	2013	2,000	0.204	Paved - high type bituminous	2	0.24	0.49	0	0.00	\$0	\$10,474	No Crashes					\$0
063E-0.99	063E	LCR 63	Dry Gulch Rd	ESTES PARK TOWN LIMIT	CR 61	Major Collector	EST	N	M	750	2012	2,000	1.893	Paved - high type bituminous	2	0.18	0.49	2	1.29	\$8,396	\$10,474	Low Priority					\$0
063E-3	063E	LCR 63	Pingree Park Rd	CR 44H	CROWN POINT RD	Minor Collector		N	M	210	2013	500	7.615	Graded and drained - earth	2	1.05	2.50	4	2.28	\$16,792	\$7,804	Low Priority					\$0
063E-10.616	063E	LCR 63	Pingree Park Rd	CROWN POINT RD	SH 14	Minor Collector		N	M	375	2013	700	4.26	Gravel - treated	2	0.94	1.75	2	1.14	\$8,396	\$7,804	Low Priority					\$0
064-0	064	LCR 64		CR 21	CR 19	Minor Collector		N	R	60	2013	120	1.003	Gravel - treated	2	0.15	0.30	0	0.00	\$0	\$12,837	No Crashes					\$0
064-1.003	064	LCR 64		CR 19	CR 17	Minor Collector		N	R	85	2013	300	1.007	Gravel - treated	2	0.21	0.75	0	0.00	\$0	\$12,837	No Crashes					\$0
064-3	064	LCR 64		CR 15	CR 11	Major Collector		N	R	900	2013	3,500	1.569	Paved - high type bituminous	2	0.11	0.41	2	1.29	\$8,396	\$10,474	Low Priority					\$0
064-4.57	064	LCR 64		CR 11	CR 9	Major Collector		N	R	950	2013	1,900	1.02	Paved - high type bituminous	2	0.11	0.22	2	1.88	\$8,396	\$10,474	Low Priority					\$0
064-6.59	064	LCR 64		WELLINGTON CL	BARRICADE	Local		N	R	20	2013	80	0.15	Paved - high type bituminous	2	0.00	0.01	0	0.00	\$0	\$10,474	No Crashes					\$0
064-7	064	LCR 64		I-25 EAST FRONTAGE RD	CR 5	Major Collector		N	R	1900	2013	4,000	0.68	Paved - high type bituminous	2	0.22	0.47	2	1.41	\$8,396	\$10,474	Low Priority					\$0
064-7.68	064	LCR 64		CR 5	CR 3	Major Collector		N	R	1800	2013	4,000	0.999	Paved - high type bituminous	2	0.21	0.47	1	0.51	\$4,198	\$10,474	Low Priority					\$0
064-8.679	064	LCR 64		CR 3	COUNTY LINE	Major Collector		N	R	1800	2013	4,000	0.981	Paved - high type bituminous	2	0.21	0.47	0	0.00	\$0	\$10,474	No Crashes					\$0
065-0	065	LCR 65	Peakview	CR 67 (MARY'S LAKE)	ESTES PARK TOWN LIMIT	Minor Collector	EST	N	M	1400	2013	3,000	0.67	Paved - high type bituminous	2	0.24	0.52	1	0.97	\$4,198	\$10,474	Low Priority					\$0
066-0	066	LCR 66		CR 21	CR 19	Minor Collector		N	R	50	2013	120	1.01	Gravel - treated	2	0.13	0.30	0	0.00	\$0	\$16,903	No Crashes					\$0
066-1.01	066	LCR 66		CR 19	CR 17	Minor Collector		N	R	200	2014	400	1	Gravel - treated	2	0.50	1.00	0	0.00	\$0	\$16,903	No Crashes					\$0
066-2.01	066	LCR 66		CR 17	CR 15	Minor Collector		N	R	300	2014	800	1.1	Gravel - treated	2	0.75	2.00	0	0.00	\$0	\$16,903	No Crashes			Pave	3 - Low	\$3,292,136
066-3.11	066	LCR 66	Indian Ridge	CR 15	WIRE GATE	Local		N	R	200	2010	350	0.4	Gravel - treated	2	0.50	0.88	0	0.00	\$0	\$16,903	No Crashes					\$0
066-4	066	LCR 66		CR 66E	CR 11	Major Collector		N	R	170	2014	500	0.61	Gravel - treated	2	0.43	1.25	7	26.42	\$182,426	\$13,147	Low Priority			Pave	3 - Low	\$1,825,639
066-4.61	066	LCR 66		CR 11	CR 9	Major Collector		N	R	275	2013	600	0.999	Gravel - treated	2	0.69	1.50	0	0.00	\$0	\$13,147	No Crashes			Pave	3 - Low	\$2,989,858
066-5.91	066	LCR 66		END OF WELLINGTON CL	CR 7	Major Collector		N	R	275	2013	750	0.7	Gravel - treated	2	0.69	1.88	0	0.00	\$0	\$13,147	No Crashes			Pave	3 - Low	\$2,094,996
066-6.61	066	LCR 66		CR 7	I-25	Major Collector		N	R	375	2013	1,000	0.17	Paved - high type bituminous	2	0.08	0.20	0	0.00	\$0	\$10,474	No Crashes					\$0
066-7.01	066	LCR 66		I-25	CR 5	Major Collector		N	R	400	2013	1,000	0.6	Gravel - treated	2	1.00	2.50	0	0.00	\$0	\$15,748	No Crashes			Pave	3 - Low	\$1,795,710
066-7.610	066	LCR 66		CR 5	CR 3	Major Collector		N	R	250	2013	600	1	Gravel - treated	2	0.63	1.50	1	3.65	\$4,198	\$15,748	Low Priority			Pave	3 - Low	\$2,992,851
066-8.61	066	LCR 66		CR 3	COUNTY LINE (END)	Local		N	R	95	2014	350	0.89	Gravel - treated	2	0.24	0.88	0	0.00	\$0	\$15,748	No Crashes					\$0
066E-0	066E	LCR 66		CR 17	CR 15	Minor Collector		N	R	190	2014	500	1.009	Gravel - treated	2	0.48	1.25	0	0.00	\$0	\$13,147	No Crashes			Pave	3 - Low	\$3,019,786
066E-1.01	066E	LCR 66		CR 15	CR13	Major Collector		N	R	130	2014	500	0.99	Gravel - treated	2	0.33	1.25	0	0.00	\$0	\$13,147	No Crashes			Pave	3 - Low	\$2,962,922
066E-2	066E	LCR 66		CR 13	CR 66	Major Collector		N	R	140	2014	500	0.63	Gravel - treated	2	0.35	1.25	1	10.35	\$4,198	\$13,147	Low Priority			Pave	3 - Low	\$1,885,496
067-0	067	LCR 67	Marys Lake	SH 7	CR 65 (PEAKVIEW)	Major Collector	EST	N	M	2600	2013	4,000	1	Paved - high type bituminous	2	0.63	0.98	3	1.05	\$12,594	\$10,474	Low Priority					\$0
067-1	067	LCR 67		CR 65 (PEAKVIEW)	CR 67E (RIVERSIDE DR)	Major Collector	EST	N	M	3700	2013	5,500	1.27	Paved - high type bituminous	2	0.90	1.34	16	1.55	\$373,248	\$10,474	Low Priority			Reconstruct	2 - Medium	\$3,906,063



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
067-2.271	067	LCR 67		CR 67E	SH 66/US 36	Major Collector	EST	N	M	5500	2013	7,500	0.339	Paved - high type bituminous	2	1.34	1.83	0	0.00	\$0	\$10,474	No Crashes	Reconstruct	2 - Medium			\$1,042,642
067A	067A	LCR 67	Dowdy	CR 74E (RED FEATHER)	LETITIA	Minor Collector		N	M	650	2013	1,200	0.666	Paved - high type bituminous	2	0.16	0.29	0	0.00	\$0	\$10,474	No Crashes					\$0
067E-0	067E	LCR 67	Riverside	CR 67 (MARY'S LAKE)	ESTES PARK TOWN LIMIT	Minor Collector	EST	N	M	2300	2013	4,000	0.25	Paved - high type bituminous	2	0.56	0.98	0	0.00	\$0	\$10,474	No Crashes					\$0
067E-.714	067E	LCR 67		END ESTES CL	BEGIN ESTES CL	Minor Collector	EST	N	M	2000	2011	4,000	0.208	Paved - high type bituminous	2	0.49	0.98	0	0.00	\$0	\$10,474	No Crashes					\$0
067J-0	067J	LCR 67	Prairie Divide Rd	CR 74E (RED FEATHER)	HIAWATHA HWY/ MAIN ST	Minor Collector		N	M	750	2013	1,400	0.679	Paved - high type bituminous	2	0.15	0.28	0	0.00	\$0	\$10,474	No Crashes					\$0
067J-0.680	067J	LCR 67		HIAWATHA HWY/ MAIN ST	SURFACE CHANGE	Minor Collector		N	M	375	2013	1,200	1.012	Paved - high type bituminous	2	0.09	0.29	5	2.41	\$174,030	\$10,474	Low Priority					\$0
067J-1.691	067J	LCR 67		END OF PAVEMENT	CR 73C (CREEDMORE LAKES RD)	Minor Collector		N	M	55	2013	150	7.319	Graded and drained - earth	2	0.28	0.75	0	0.00	\$0	\$5,478	No Crashes					\$0
067J-9.01	067J	LCR 67		CR 73C (CREEDMORE LAKES RD)	CR 82E	Minor Collector		N	M	30	2013	100	1.09	Graded and drained - earth	2	0.15	0.50	0	0.00	\$0	\$3,192	No Crashes					\$0
067J-11.599	067J	LCR 67		CR 82E	CR 80C	Minor Collector		N	M	40	2013	120	4.49	Graded and drained - earth	2	0.20	0.60	0	0.00	\$0	\$3,192	No Crashes					\$0
067W-0	067W	LCR 67	High Dr	BEGIN PAVEMENT	ESTES PARK TOWN LIMIT	Minor Collector	EST	N	M	1400	2013	2,000	1.08	Paved - high type bituminous	2	0.34	0.49	0	0.00	\$0	\$10,474	No Crashes					\$0
068-0	068	LCR 68		CR 19	CR 17	Minor Collector		N	R	85	2014	200	1.01	Gravel - treated	2	0.21	0.50	0	0.00	\$0	\$12,996	No Crashes					\$0
068-1.010	068	LCR 68		CR 17	CR 15	Minor Collector		N	R	110	2014	250	1	Gravel - treated	2	0.28	0.63	0	0.00	\$0	\$12,996	No Crashes					\$0
068-2.01	068	LCR 68		CR 15	CR 13	Minor Collector		N	R	70	2014	150	1.01	Gravel - treated	2	0.18	0.38	0	0.00	\$0	\$12,996	No Crashes					\$0
068-4	068	LCR 68		CR 11	CR 9	Minor Collector		N	R	45	2013	120	1	Gravel - treated	2	0.11	0.30	0	0.00	\$0	\$8,018	No Crashes					\$0
068-5	068	LCR 68		CR 9	CR 7	Minor Collector		N	R	45	2013	120	0.98	Gravel - treated	2	0.11	0.30	0	0.00	\$0	\$8,018	No Crashes					\$0
068-5.980	068	LCR 68		CR 7	I-25 BARRICADE	Local		N	R	5	2013	20	0.35	Gravel - treated	2	0.01	0.05	0	0.00	\$0	\$8,018	No Crashes					\$0
068-7	068	LCR 68		I-25 EAST FRONTAGE RD	END	Local		N	R	100	2011	200	0.15	Graded and drained - earth	2	0.50	1.00	0	0.00	\$0	\$0	No Crashes					\$0
068C-0	068C	LCR 68	Boy Scout Rd	CR 69	CR 74E (RED FEATHER)	Minor Collector		N	M	210	2013	450	6.914	Gravel - treated	2	0.53	1.13	4	2.52	\$16,792	\$23,778	Low Priority			Pave	3 - Low	\$20,692,570
069-0	069	LCR 69		SH 14	CR 68C	Minor Collector		N	M	190	2013	450	3.23	Gravel - treated	2	0.48	1.13	2	2.98	\$8,396	\$16,208	Low Priority			Pave	3 - Low	\$9,666,908
069-3.23	069	LCR 69		CR 68C	CR 74E	Minor Collector		N	M	170	2013	500	6.72	Gravel - treated	2	0.43	1.25	11	2.40	\$352,258	\$15,734	Low Priority			Pave	3 - Low	\$20,111,957
069B-0	069B	LCR 69	Tunnel Rd/ Hwy 66	BEGIN/LOOP	YMCA ENTRANCE	Minor Collector	EST	N	M	1400	2013	3,000	1.346	Paved - high type bituminous	2	0.24	0.52	0	0.00	\$0	\$10,474	No Crashes					\$0
069B-1.370	069B	LCR 69	Tunnel Rd/ Hwy 67	YMCA ENTRANCE	LR69B-S0.1-S66-A	Minor Collector	EST	N	M	5000	2013	7,500	0.603	Paved - high type bituminous	2	0.70	1.06	0	0.00	\$0	\$10,474	No Crashes			Reconstruct	2 - Medium	\$1,854,611
069B-1.893	069B	LCR 69	Tunnel Rd/ Hwy 68	LR69B-S0.1-S66-A	US 36	Minor Collector	EST	N	U	7000	2013	10,000	1.482	Paved - high type bituminous	2	0.76	1.09	0	0.00	\$0	\$10,474	No Crashes			Reconstruct	1 - High	\$4,558,098
070-0.99	070	LCR 70	Owl Canyon Rd	CR 19	CR 17	Arterial		N	R	1500	2012	3,500	1.035	Paved - low type bituminous	2	3.75	8.75	3	1.76	\$12,594	\$10,474	Low Priority	Pave	1 - High			\$3,097,601
070-2.010	070	LCR 70	Owl Canyon Rd	CR 17	CR 15	Arterial		N	R	1600	2012	3,500	1	Paved - low type bituminous	2	4.00	8.75	0	0.00	\$0	\$10,474	No Crashes	Pave	1 - High			\$2,992,851
070-3.01	070	LCR 70	Owl Canyon Rd	CR 15	CR 13 NB	Arterial		N	R	2100	2011	4,000	0.937	Paved - high type bituminous	2	0.27	0.51	3	1.39	\$12,594	\$10,474	Low Priority					\$0
070-4.000	070	LCR 70	Owl Canyon Rd	CR 13 SB	CR 11 NB	Arterial		N	R	2100	2011	4,000	1.08	Paved - high type bituminous	2	0.27	0.51	0	0.00	\$0	\$10,474	No Crashes					\$0
070-5.080	070	LCR 70	Owl Canyon Rd	CR 11 NB	CR 9	Arterial		N	R	2200	2011	4,500	0.91	Paved - high type bituminous	2	0.28	0.58	3	1.37	\$12,594	\$10,474	Low Priority					\$0
070-5.99	070	LCR 70	Owl Canyon Rd	CR 9	CR 7 NB	Arterial		N	R	2500	2013	5,500	0.993	Paved - high type bituminous	2	0.32	0.71	0	0.00	\$0	\$10,474	No Crashes					\$0
070-6.998	070	LCR 70	Owl Canyon Rd	CR 7NB	CR 7 SB	Arterial		N	R	2500	2014	5,500	0.045	Paved - high type bituminous	2	0.32	0.71	0	0.00	\$0	\$10,474	No Crashes					\$0
070-7.028	070	LCR 70	Owl Canyon Rd	CR 7 SB	I-25 SURFACE CHANGE	Arterial		N	R	2400	2014	5,500	0.37	Paved - high type bituminous	2	0.31	0.71	1	1.03	\$4,198	\$10,474	Low Priority					\$0
070-7.57	070	LCR 70	Owl Canyon Rd	I-25 SURFACE CHANGE	CR 5	Major Collector		N	R	325	2014	800	0.41	Gravel - treated	2	0.81	2.00	0	0.00	\$0	\$14,846	No Crashes			Pave	3 - Low	\$1,227,069
070-7.981	070	LCR 70	Owl Canyon Rd	CR 5	CR 3	Major Collector		N	R	120	2014	350	0.999	Gravel - treated	2	0.30	0.88	1	7.62	\$4,198	\$14,846	Low Priority					\$0
072-0	072	LCR 72		US 287	SURFACE CHANGE	Arterial		N	R	1300	2013	2,500	3.01	Gravel - treated	2	3.25	6.25	4	0.93	\$16,792	\$37,099	Low Priority	Pave	1 - High			\$9,008,481
072-3.01	072	LCR 72		SURFACE CHANGE	WIDTH CHANGE	Arterial		N	R	1300	2013	2,500	0.65	Paved - high type bituminous	2	0.15	0.29	0	0.00	\$0	\$10,474	No Crashes					\$0
072-3.66	072	LCR 72		WIDTH CHANGE	CR 19	Arterial		N	R	1300	2013	2,500	0.13	Paved - high type bituminous	2	0.15	0.29	0	0.00	\$0	\$10,474	No Crashes					\$0
072-3.899	072	LCR 72		CR 19	SURFACE CHANGE	Major Collector		N	R	250	2011	600	0.17	Paved - high type bituminous	2	0.03	0.08	0	0.00	\$0	\$10,474	No Crashes					\$0
072-3.911	072	LCR 72		SURFACE CHANGE	CR 17	Major Collector		N	R	250	2011	600	1.27	Gravel - treated	2	0.63	1.50	0	0.00	\$0	\$12,003	No Crashes			Pave	3 - Low	\$3,800,920
072-5.332	072	LCR 72		CR 17	CR 15	Major Collector		N	R	650	2008	900	1	Gravel - treated	2	1.63	2.25	0	0.00	\$0	\$12,003	No Crashes	Pave	2 - Medium			\$2,992,851
072-6.332	072	LCR 72		CR 15	CR 13	Minor Collector		N	R	75	2014	200	0.99	Gravel - treated	2	0.19	0.50	0	0.00	\$0	\$12,003	No Crashes					\$0
072-7.332	072	LCR 72		CR 13	CR 11	Minor Collector		N	R	55	2014	200	0.979	Gravel - treated	2	0.14	0.50	0	0.00	\$0	\$12,003	No Crashes					\$0



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
072E-0	072E	LCR 72		BEGIN MAINTENANCE	CR 11	Local		N	R	60	2014	100	0.25	Gravel - treated	2	0.15	0.25	0	0.00	\$0	\$12,383	No Crashes					\$0
073C-0	073C	LCR 73		74E/CR 86	SURFACE CHANGE	Major Collector		N	M	750	2013	1,500	1.16	Paved - high type bituminous	2	0.18	0.37	13	2.10	\$9,604,198	\$10,474	Fatality					\$0
073C-1.160	073C	LCR 73		SURFACE CHANGE	TAMI RD	Major Collector		N	M	800	2013	1,200	4.084	Gravel - treated	2	2.00	3.00	16	2.24	\$373,248	\$29,521	High Priority	Pave	1 - High			\$12,222,802
073C-5.242	073C	LCR 73		TAMI ROAD	CROW ROAD	Minor Collector		N	M	120	2011	350	1.45	Bladed - no ditches	2	0.60	1.75	1	5.25	\$4,198	\$1,246	Low Priority					\$0
073C-6.692	073C	LCR 73		CROW RD	CR 67J	Local		N	M	40	2013	150	6.27	Bladed - no ditches	2	0.20	0.75	0	0.00	\$0	\$1,246	No Crashes					\$0
074-0	074	LCR 74		CR 17	CR 15	Minor Collector		N	R	90	2014	250	1	Gravel - treated	2	0.23	0.63	0	0.00	\$0	\$6,343	No Crashes					\$0
074-2	074	LCR 74		I-25 E FRONTAGE RD	CR 5	Minor Collector		N	R	350	2014	550	0.171	Gravel - treated	2	0.88	1.38	0	0.00	\$0	\$19,695	No Crashes			Pave	3 - Low	\$511,777
074-2.171	074	LCR 74		CR 5	COUNTY LINE	Minor Collector		N	R	350	2014	550	1.989	Gravel - treated	2	0.88	1.38	1	1.31	\$4,198	\$19,695	Low Priority			Pave	3 - Low	\$5,952,780
074E-0	074E	LCR 74		CR 73C (CRDMRE LKS RD)	CR 69 (MANHATTAN RD)	Arterial		N	M	1000	2013	2,000	0.234	Paved - high type bituminous	2	0.24	0.49	0	0.00	\$0	\$10,474	No Crashes					\$0
074E-0.236	074E	LCR 74		CR 69 (MANHATTAN RD)	CR 67J (PRAIRE DIVIDE RD)	Arterial		N	M	1200	2013	2,500	0.382	Paved - high type bituminous	2	0.29	0.61	0	0.00	\$0	\$10,474	No Crashes					\$0
074E-0.618	074E	LCR 74		CR 67J (PRAIRE DIVIDE RD)	CR 67A (DOWDY LAKE RD)	Arterial		N	M	1500	2013	3,000	0.96	Paved - high type bituminous	2	0.37	0.73	9	3.17	\$190,822	\$10,474	Low Priority					\$0
074E-1.578	074E	LCR 74		CR 67A (DOWDY LAKE RD)	CR 68C (BOY SCOUT RD)	Arterial		N	M	1600	2013	3,500	6.34	Paved - high type bituminous	2	0.39	0.85	7	0.63	\$29,386	\$10,474	Low Priority					\$0
074E-7.918	074E	LCR 74		CR 68C (BOY SCOUT RD)	END PN 120	Arterial		N	M	1700	2013	3,500	4.425	Paved - high type bituminous	2	0.24	0.49	13	1.09	\$207,614	\$10,474	Low Priority					\$0
074E-12.343	074E	LCR 74		END PN 120	CR 37	Arterial		N	M	2600	2012	5,000	7.858	Paved - high type bituminous	2	0.63	1.22	16	0.54	\$220,208	\$10,474	Low Priority			Reconstruct	1 - High	\$24,168,379
074E-20.201	074E	LCR 74		CR 37 (WEYMOUTH)	US 287	Arterial		N	M	2700	2012	5,500	3.928	Paved - high type bituminous	2	0.66	1.34	7	0.60	\$29,386	\$10,474	Low Priority			Reconstruct	1 - High	\$12,081,114
076-0	076	LCR 76		BEGINNING	CR 17	Local		N	R	40	2014	150	0.81	Gravel - treated	2	0.10	0.38	0	0.00	\$0	\$10,932	No Crashes					\$0
076-0.81	076	LCR 76		CR 17	CR 15	Minor Collector		N	R	110	2014	200	1.004	Gravel - treated	2	0.28	0.50	0	0.00	\$0	\$10,932	No Crashes					\$0
076-1.814	076	LCR 76		CR 15	CR 11	Minor Collector		N	R	70	2014	180	1.956	Gravel - treated	2	0.18	0.45	0	0.00	\$0	\$10,932	No Crashes					\$0
076H-0	076H	LCR 76		CR 37 (WEYMOUTH)	US 287	Local		N	R	55	2012	120	2.65	Gravel - treated	2	0.14	0.30	5	6.27	\$174,030	\$8,603	Low Priority					\$0
078-0	078	LCR 78		GATE	CR 17	Local		N	R	20	2013	50	0.77	Gravel - treated	2	0.05	0.13	0	0.00	\$0	\$7,375	No Crashes					\$0
078-0.77	078	LCR 78		CR 17	CR 15	Minor Collector		N	R	300	2013	600	1	Paved - high type bituminous	2	0.04	0.09	0	0.00	\$0	\$10,474	No Crashes					\$0
080-0	080	LCR 80		US 287	CR 19	Minor Collector		N	M	190	2013	350	8.26	Gravel - treated	2	0.48	0.88	2	1.16	\$8,396	\$9,480	Low Priority					\$0
080-8.260	080	LCR 80		CR 19	CR 17	Minor Collector		N	R	250	2013	550	0.96	Paved - high type bituminous	2	0.05	0.11	0	0.00	\$0	\$10,474	No Crashes					\$0
080-9.22	080	LCR 80		CR 17	END MAINTENANCE	Local		N	R	80	2013	120	0.5	Gravel - treated	2	0.20	0.30	0	0.00	\$0	\$4,146	No Crashes					\$0
080C-0	080C	LCR 80		CR 103 (LARIMIE RIVER RD)	CR 86 (DEADMAN RD)	Minor Collector		N	M	65	2012	120	1.661	Graded and drained - earth	2	0.33	0.60	0	0.00	\$0	\$3,486	No Crashes					\$0
080C-1.661	080C	LCR 80		CR 86 (DEADMAN RD)	CR 89 (CHIMNEY ROCK)	Minor Collector		N	M	40	2012	100	6.021	Graded and drained - earth	2	0.20	0.50	0	0.00	\$0	\$881	No Crashes					\$0
080C-7.682	080C	LCR 80		CR 89 (CHIMNEY ROCK)	FS 169 (PEARL-BEAVER)	Minor Collector		N	M	35	2012	100	9.119	Graded and drained - earth	2	0.18	0.50	0	0.00	\$0	\$881	No Crashes					\$0
080C-16.799	080C	LCR 80		FS 169 (PEARL-BEAVER)	CR 59	Minor Collector		N	M	60	2013	150	9.943	Graded and drained - earth	2	0.30	0.75	1	1.53	\$4,198	\$1,222	Low Priority					\$0
080C-26.742	080C	LCR 80		CR 59	CR 67J	Minor Collector		N	M	180	2013	400	4.2	Graded and drained - earth	2	0.90	2.00	1	1.21	\$4,198	\$10,412	Low Priority					\$0
080C-30.942	080C	LCR 80		CR 67J	CR 82E	Major Collector		N	M	275	2013	450	6.19	Graded and drained - earth	2	1.38	2.25	6	1.07	\$178,228	\$10,412	Low Priority					\$0
080C-37.132	080C	LCR 80		CR 82E	CR 37	Major Collector		N	M	425	2013	800	5.2	Gravel - treated	2	1.06	2.00	3	1.24	\$12,594	\$18,840	Low Priority	Pave	3 - Low			\$15,562,824
080C-42.332	080C	LCR 80		CR 37	US 287	Major Collector		N	M	325	2012	850	2.36	Graded and drained - earth	2	1.63	4.25	5	1.19	\$174,030	\$18,840	Low Priority	Pave	2 - Medium			\$7,063,128
082-0	082	LCR 82		CR 15	CR 9	Major Collector		N	R	400	2013	700	2.981	Paved - high type bituminous	2	0.08	0.14	7	2.30	\$182,426	\$10,474	Low Priority					\$0
082-2.981	082	LCR 82		CR 9	CR 7	Major Collector		N	R	475	2013	900	0.988	Paved - high type bituminous	2	0.10	0.18	0	0.00	\$0	\$10,474	No Crashes					\$0
082-3.969	082	LCR 82		CR 7	CR 5	Major Collector		N	R	475	2014	900	0.995	Paved - high type bituminous	2	0.10	0.18	0	0.00	\$0	\$10,474	No Crashes					\$0
082-4.964	082	LCR 82		CR 5	I-25 SB RAMPS	Major Collector		N	R	425	2014	900	0.726	Paved - high type bituminous	2	0.09	0.18	1	2.96	\$4,198	\$10,474	Low Priority					\$0
082E-3.24	082E	LCR 82	Rabbit Creek	BEGIN MAINTENANCE AT SLOAN ROAD	CR 80C	Local		N	M	120	2013	250	4.469	Gravel - treated	2	0.30	0.63	0	0.00	\$0	\$13,012	No Crashes					\$0
084-0	084	LCR 84		CR 19	CR 15	Local		N	R	150	2013	200	2.01	Gravel - treated	2	0.38	0.50	1	3.03	\$4,198	\$7,567	Low Priority					\$0
086-0	086	LCR 86	Deadman Rd/ Manhattan	CR 80C	FS 169 (PEARL-BEAVER)	Local		N	M	35	2012	80	15.83	Graded and drained - earth	2	0.18	0.40	0	0.00	\$0	\$7,890	No Crashes					\$0
086-15.83	086	LCR 86	Deadman Rd/ Manhattan	FS 169 (PEARL-BEAVER)	CATTLE GUARD WITH GATE	Local		N	M	200	2013	500	5.933	Graded and drained - earth	2	1.00	2.50	0	0.00	\$0	\$1,368	No Crashes					\$0
086-21.763	086	LCR 86	Deadman Rd/ Manhattan	CATTLE GUARD WITH GATE	CR 73C/74E	Local		N	M	250	2013	500	1.246	Graded and drained - earth	2	1.25	2.50	0	0.00	\$0	\$1,368	No Crashes					\$0



Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
089-0	089	LCR 89	Chimney Rock	CR 80C	STATE LINE	Local		N	M	35	2012	75	5.868	Graded and drained - earth	2	0.18	0.38	0	0.00	\$0	\$1,031	No Crashes					\$0
092-0	092	LCR 92		CATTLE GUARD	CR 5	Local		N	R	25	2014	50	0.705	Gravel - treated	2	0.06	0.13	0	0.00	\$0	\$9,602	No Crashes					\$0
092-0.705	092	LCR 92		CR 5	COUNTY LINE	Local		N	R	35	2014	80	1.309	Gravel - treated	2	0.09	0.20	1	19.93	\$4,198	\$9,602	Low Priority					\$0
099-0	099	LCR 99		CR 103 (LARIMIE RIVER RD)	END FOREST BOUNDARY	Local		N	M	50	2012	125	5.125	Graded and drained - earth	2	0.25	0.63	0	0.00	\$0	\$2,337	No Crashes					\$0
099-5.125	099	LCR 99		END FOREST BOUNDARY	CR 103 (LARIMIE RIVER RD)	Local		N	M	40	2012	125	5.368	Graded and drained - earth	2	0.20	0.63	0	0.00	\$0	\$2,092	No Crashes					\$0
103-0	103	LCR 103		SH 14	WIDTH CHANGE	Minor Collector		N	M	300	2012	500	9.153	Native - treated	2	1.50	2.50	5	0.33	\$174,030	\$6,924	Low Priority					\$0
103-9.152	103	LCR 103		WIDTH CHANGE	CR 99	Minor Collector		N	M	90	2012	200	6.514	Native - treated	2	0.45	1.00	1	1.56	\$4,198	\$6,924	Low Priority					\$0
103-15.666	103	LCR 103		CR 99	CR 80C	Minor Collector		N	M	100	2012	250	5.814	Graded and drained - earth	2	0.50	1.25	0	0.00	\$0	\$10,244	No Crashes					\$0
103-21.48	103	LCR 103		CR 80C	FS 187 (BULL MOUNTAIN RD)	Minor Collector		N	M	120	2012	220	3.514	Graded and drained - earth	2	0.60	1.10	0	0.00	\$0	\$10,244	No Crashes					\$0
103-24.994	103	LCR 103		FS 187 (BULL MOUNTAIN RD)	FS 196	Minor Collector		N	M	100	2012	200	2.571	Graded and drained - earth	2	0.50	1.00	0	0.00	\$0	\$10,244	No Crashes					\$0
103-27.565	103	LCR 103		RD 196	STATE LINE	Minor Collector		N	M	110	2012	200	4.45	Graded and drained - earth	2	0.55	1.00	1	1.87	\$4,198	\$10,244	Low Priority					\$0
122-0	122	LCR 122	Pole Hill Rd	US 36	ALPINE DR	Local		N	M	550	2012	1,000	0.841	Gravel - treated	2	1.38	2.50	0	0.00	\$0	\$41,350	No Crashes	Pave	2 - Medium			\$2,516,987



Appendix B:

Larimer County Transportation Assessment Comments

1. Bicycle Comments

Comments about bicycling in Larimer County were primarily focused on the expansion of bicycle routes, including connecting trails and extending routes. Other concerns were the improvement of bike education, safety and regulations, as well as better road maintenance and clean-up efforts on bike lane shoulders and bike trails.

Categories:

- Expand Bike Routes (72)
 - Frequent comments include: bicycling within Estes Park, bicycling between Wellington and Fort Collins, and the completion of the Poudre River Trail across I-25.
- Bike Education, Safety, and Regulations (14)
 - Frequent comments include: stricter enforcement of bicycle rules and better education for bicycles/drivers in regards to sharing the road.
- Road Maintenance for Bicyclists (6)
- Other (16)

Total: 108 Comments

Expand Bike Routes (72)

- Widening shoulders on all streets and roads to accommodate cyclists is a must and soon. This a safety issue and an amenity from the culture we are developing in the County, towns and cities.
- I would greatly benefit if bike trail could be finished between W57 and HWY 287, to enable ride from home to that area and onto Boyd Lake on a good day
- I live in Loveland, but work at Flatiron Reservoir. It would be safer to ride a bike to work if we had shoulders on County Road 18E and County Road 20 from County Road 29 to Marianna Butte.
- We would love to see a bike trail connecting to Fort Collins from Wellington as well as a bus service if it ran at night. With neither it affects the frequency to which we visit Fort Collins.
- Please do a bike/ walking path from Wellington to Fort Collins!
- Bike lane over bingham hill and horsetooth res would be very welcome
- I would like to see more connections of the existing bike paths to each other.
- My desires: Widening of I25 A bike overpass/tunnel across I25
- Again, for those on the east side of I-25, north of Prospect, there is no safe way, other than using cars, to go to the west side of I-25. There are no pedestrian walkways, no bicycle lanes and no busses! We have to use a car to do anything on the west side of Fort Collins, including bicycling and walking the trails. It would be awesome to jump on the bus to get to old town, especially for our non-driving teenage children.
- Strong support for: widening of I-25 from south end of LC to Mountain Vista to three lanes N/B and S/B. Strong support for: FINISH the Poudre/bike/running trail between FC and Windsor, through Timnath already!!!
- Please increase bike paths.
- Bicycling is extremely important to me. I would love to see more bike trails. Shoulders and bike lanes on County roads would improve my safety a lot. A bike trail from Wellington to Ft Collins would be a dream come true.
- Bike lanes are important. Railroad traffic is an issue around prospect. Something needs to be done. Overpass, underpass, re-routing are options to consider

- I would like to see Larimer County expand on its mass transit options as well as commuter bicycling infrastructure.
- Bike lanes on roads are bad ideas. Build more bike paths capable of getting to all parts of Fort Collins, away from the road surface. If I had a safe and well lit bike path to get me from Timberline and Vine to CSU, I would ride a bike in the summer time.
- Access to the West Side of I 25 is quite limited and dangerous for bikes when coming from the rapidly growing areas east of I 25. Bike and pedestrian crossings across I 25 are needed.
- Improved bike paths crossing Fort Collins in a more northwest to southeast orientation would be appreciated. Train crossing delays are a critical issue to resolve. Although investments in over/underpasses are certainly costly and time consuming to both construct and maintain, I believe most of the population would appreciate it. Also, road capacity increases are essential to keep up with recent population increases. Traffic in Fort Collins specifically has grown absurd. I appreciate that this is a County survey not a city survey. Please direct any of this commentary to your city counterparts as is possible. Thank you for the opportunity for us to provide input on this important issue.
- Need to address frequent road cycling routes for potential shoulders or alternative paved/gravel routes to make travel safer for all. Need to address City fringe areas for sidewalk and safe routes to school connections.
- Making bicycling in town safer will encourage more people to ride bikes rather than drive.
- Bike trail is needed along highway 392 to connect Fort Collins bike trails to Fossil Creek Reservoir in order to enhance recreation use and access with alternative transportation. Road is too narrow and busy for safe biking.
- We need bicycle lanes in shields between Mulberry and Vice.
- Completion of Poudre trail across I25 to Timnath
- The emphasis on bicycles is laudable, but many of us are wary of bicycles in traffic because of the inherent dangers. Bicycles lanes should be separated from general traffic. Also, please remember that not all people are able to use pedestrian amenities. As the population ages, walking is not always possible.
- Bike safety (even though I'm not a cyclist) should be a priority. I drive Cty Rd 5 daily between 392 and Harmony and the hill coming to 392 is narrow and dangerous for bikes. If there was a way to get ahead of the growth, before traffic gets crazy would be nice, but I know that's a difficult balance.
- Would also like to see the Poudre trail completed, particularly the section that will cross I-25
- If there were more bike lanes and/or bike paths available, we would drive our car less often. We try to use our bikes whenever possible until the snow starts up.
- I look forward to the County including alternative transportation more in infrastructure improvements. Biking may not be a primary option for as many now but if you provide the infrastructure, it will grow. Governor Hickenlooper understands that.
- Add bike lanes to rural routes. Driver education regarding bicycle safety.
- It would be cool if the more used County highways could have physically separated bike lanes.
- Better shoulders on the County roads please.
- Given better road conditions and safety I would bike more often overall. With better changing facilities, I would bike to work more often.
- I hesitate to ride my bike because of the narrow roads and danger with tourists who don't pay attention or locals who are angered by bike riders.
- The protected bike lanes are great. They should be used on every road
- I commute daily on the Poudre River Trail. This amenity keeps me from needing to drive a car, which improves my health and local air quality and reduces my contribution to greenhouse gas emissions, traffic, and road wear. Expanding and improving the bicycling, walking, and public

transit options throughout the County should be a high priority so everybody has access to similar quality of life benefits.

- Connect Fort Collins and Wellington and Windsor and Loveland, and throw in Greeley for a few things, with some mass transit; then I might consider not driving as much. Connect a bike/ped only trail from Windsor/Timnath to Fort Collins and I would seriously consider biking 14 miles to work. Poudre River Trail has been promised for the last 15 years and not yet completed so I'm not very optimistic about that. Why don't city busses stop at the Harmony "Transportation Center"? I'd be willing to ride my bike there and then hop on a bus to my work place (assuming the times would work). What the heck does the Mason bus Harmony to the Downtown bus do?? Seriously. I still have to DRIVE my car there or still pay for a cab or what if I wanted to have a couple drinks in the downtown FC area. It just creates another stall on signals on the west side of College which mirrors perfectly with the railroad tracks on the east side.
- The more bicycle lanes, the smoother the transportation flow, IMHO.
- I don't bicycle in County often, though my husband and son do. But I do drive to Taft Hill Dairy every week and I always give cyclists on the side of the road their 3 feet (if not more). But it would be really nice if there was enough bike lane (I think it would be 5 feet in width with a street with that speed limit, right?) for me to pass without having to worry about getting too close. The area north of 287 along N. Shields is rapidly growing with more and more houses and that's going to mean more people commuting in addition to pleasure rides up and down Shields and Taft. Improved bike facilities would be helpful along both of those streets.
- Bicycles need designated and protected lanes across city w/ complete connectivity (too many cars hitting bikes shoulder "lanes") College Ave 287 is too fast & congested in heavy retail/living areas & inhibits pedestrians & shoppers. Reduce speed, increase pedestrian accessibility w/protected sidewalks.
- I responded "don't care" regarding expanding roadway capacity (for cars and trucks); however, I would like to see many County roadways expanded to more safely accommodate bicyclists and pedestrians. Living in zone 5 just northwest of Fort Collins city limits, I'd like to commend the County road maintenance crews for a job well done in resurfacing and slightly widening streets in our neighborhood (e.g., Hollywood, Sunset, Vine, Laporte, and Overland).
- yes. its very difficult to get round town with bike routes set primarily for recreation and away from shops and businesses which means often I am in jeopardy of being hit by traffic in overcrowded traffic routes with few amenities or sidewalks to travel on....there is so much traffic and its often stalled for the railroad so that it affects my breathing abilities
- Need a way to bike over i-25. Need a safe way to get from the east side of Mulberry to the west where the bus routes end. Or need a bus route that crosses i-25.
- Please add bike lanes where there are gaps (e.g. Kechter Road at I-25)
- Need better biking infrastructure on College Ave. and Mulberry. Need underpasses on main traffic roads for bikes and pedestrians.
- Providing safe recreation opportunities for cycling up the canyon roads would be a priority. Separation of bikes and cars through use of bike trails or wide shoulders.
- Fort Collins is growing and will never be able to keep up with demand if we only focus on cars only. More protected bike lanes and safe routes to schools are a must! More walkable and bikable communities means more livable communities! Offer incentives for folks who get to work these ways or those that ride share. Encourage students to leave the cars at home!
- Bike lanes and bike paths are important to me. By having this access, riding a bicycle is inviting and less stressful. Also, it will bring other residents out to ride as well and save the environment and promote a healthy lifestyle.
- Moving bicycles off of roadways particularly Thompson Canyon
- County road 27 near Big Thompson Elementary school is very dangerous. Heavy construction trucks drive though here constantly along with speeding vehicles. I would like to walk to school with my son, but there is no shoulder to walk on and the speeds are often 45mph. Please

consider a bike lane in this area as it is a very popular cyclist destination. The pro cycling tour even went through here. It is a beautiful area to walk and bike but can only safely be done in a car. Thank you for looking into this matter.

- Any traffic reduction will make pedestrian and bicycle modes a bit safer, I do believe some of the work to enhance and connect bike/walk only paths and corridors will help get more citizens out of the cars when not necessary. Any road improvements or changes that help balance the vehicle and alt. transportation modes is good.
- Please consider safer cycling routes around Estes Park. Current trail system (Lake Estes paths) is great for pedestrians but often too crowded for cyclists and does not provide direct access through downtown for cyclists. There is no safe way for a cyclist to get through downtown Estes Park on Elkhorn Ave. We are not allowed on the sidewalks, there is no bike path and no shoulder. Currently, I bike in the center of a lane to be visible and safe. This is certainly not ideal for motorists or me. Thanks for your consideration!
- There have been many accidents within Estes including bike accidents. Completing these roads so they are a fully functioning system with correct bike lanes and complete intersections would greatly improve the quality of life of the residents so they feel safe biking, walking, driving to work, home & play especially with the amount of traffic during the summers. But also help tourist traffic, new people to the area become safer to themselves & others.
- I like that there is work being done on 287, it is much needed. that would be nice is if there were more bike trails towards the nw side of Fort Collins that lead to the main trails in central Fort Collins. They are safer than riding on the road with or without bike lanes.
- Estes is SO lacking in safe bike and pedestrian trails/lanes. There aren't even sidewalks around our schools for children to safely walk or ride to school! Anything that can be done to add these elements would be a HUGE improvement to the community for both residents and visitors. THANK YOU!!!
- PLEASE help make Estes more bike friendly - for the future of our community, I think it is critical! Thank you for soliciting input on this. Truly appreciated.
- I live down town Estes Park. Currently there are no bike lanes or bike paths through downtown. So in order for my family and I to go for a bike ride we have to load up the bikes and drive to a bike path. Estes is a gateway to a national park. It is ridiculous that there are no safe options for my family to bike from our home which is downtown, to the many bike paths around town. The town needs to be more "bike friendly" for the locals as well as the tourists. Less pollution and road congestion. Thank you for your time.
- We lack good cross walks, sidewalks and bike paths which prohibit many people from choosing to walk or bike to work, school and downtown. Improvements in this capacity are badly needed in Estes Park.
- Very concerned with the large number of bicyclists who ride Hiways 34, 36 and 7 to Estes Park where there is no shoulders or bike lanes. Very dangerous to the bicyclists and also car traffic who are trying to give them room by pulling out into the other lane.
- Larimer County has done a great job building more shoulders on roads, but for bicyclists there are still some very dangerous sections with no shoulders.
- I would love to see some kind of bike path that connects Fort Collins to Wellington, much like the paths around Fort Collins (non-roadway paths such as Poudre trail). I think this would be an amazing addition the the Wellington area.
- Wide bike lanes or separate bike paths.
- Make the County as bike friendly as possible please. More /wider bike lanes on all streets and roads please. It needs to be safe for cyclists.
- Bike road access and safety are a huge priority for me.
- I know numerous cyclists in Estes Park who commute bike bike and ride recreationally. We would love to have any level of improvement in bike and pedestrian infrastructure (big or small). Signs seem like an easy place to start, and there are a number of other low hanging fruit items that

could be done. Compared to other communities in Larimer County, Estes Park is very needy in this area. I think some more attention here would be warranted. There is a local cycling coalition that is organized and could provide good feedback from a cycling and pedestrian perspective on what improvements would be most impactful.

- Would like to see more bike ways in the Estes Valley area to get people out of their cars.
- There are many great bicycle lanes and options throughout Fort Collins but there are also many lanes that just stop out of nowhere are difficult to navigate in busy areas. It is vital that lanes take into account usage as commuting or covering great distances.
- Please consider cycling for all future road improvements. Increasing cycling safety and riding options will increase cycling tourism. Since cycling is a huge sport and pastime in the Colorado Front Range, infrastructure improvements will increase cycling visitors.
- would like to see a wider bike lane on Co. Rd. 38E around Horsetooth Res. Bikes are too close to traffic and often in traffic.
- I would really like to see the rumored bike path from Wellington to Fort Collins implemented.
- Need more regional and inter-regional high frequency transit as well as regional trails and bike lanes Additional lanes on I-25 should be high occupancy toll lanes
- Far more work needs to be done on regional connections for bikes and transit. These need to be viable commute modes as our population grows. Land use and development patterns should be closely tied into this transportation plan - these concepts are inextricable, and I fear the impacts of all of the exurban, sprawling development happening in the unincorporated areas of the County. This is a very important plan for the future - make sure you give enough attention to those who don't have, want, or need a car! Don't let the traffic complainers dominate the conversation!
- Add alternative transportation options for north east Fort Collins neighborhoods (Turnberry & Mountain Vista) besides Country Club road. Add lanes running north & south on Turnberry Rd (at Mountain Vista Rd intersection) that connect Turnberry Rd to Conifer St at Lemay Av. and then to Vine St. Include bike lanes and a bus route along Turnberry. Add roundabouts to Country Club and Turnberry as well as Lemay and Willocks streets.
- Please give #1 priority to road/street maintenance (especially potholes) on US 34 & 36, plus CO 7, & all County roads. #2 priority to safe bicycle lanes on most of these roads. Riding bikes from downtown E.P. in all directions is gaining in popularity with residents & growing #s of guests, thus will help reduce vehicular traffic & parking issues.

Bike Education, Safety, and Regulations (14)

- Would like to see more enforcement of bicycle laws. I have no problem sharing the road, however, when they don't obey even the basic guidelines they put both me and themselves at risk for injury. Around CSU many ride right through red lights and stop signs.
- Educate Bicyclists & skate boarders about appropriate use (non-use) of sidewalks!!
- Signage that states " Bikes may use full lane" would greatly improve safety. Also on narrow bridges warning drivers that bikes will be merging into lane.
- Make bike lanes more visible - double lines, green bike boxes, etc.
- Take care of the current roads, before adding new ones. Require developers pay for their own roads and what is required to link them to current ones. Stricter enforcement of laws, in regards to bicycle riders. For example, if they want the "car lane" to ride in, stop signs/lights and other laws need to be followed.
- Spend some money on an education system to improve driver, pedestrian, and cyclist interaction with each other.
- The sheriff's office needs to educate it's members on the rules of the road concerning bicycles. Bicycles are entitled to use the roads, to take the lane if the "bike" lane (aka shoulder) is in any way deemed unsafe or unacceptable for travel in the estimation of the cyclist. Furthermore

there is no minimum speed limit in the County (the only one of which I'm aware in the state is the section of I-25 which I believe is in Weld County, where there is a long uphill grade going south).

- would like to see those riding bicycles obey traffic rules.
- Concern: Bicyclists behaving as both pedestrians and vehicles while on the roads and sidewalks, ignoring signs and street lights.
- Roads and bridges really need more timely maintenance on them. Also, no bicycles should be allowed on narrow, two lane mountain roads that have no shoulders...they should be banned!!!! It is a dangerous situation...you can't pass them because it is a narrow, windy road and someone gets irate and does pass them and could cause them and or oncoming cars or the bicyclist to have a potential accident. Another thing, BICYCLES SHOULD BE REQUIRED TO HAVE LICENSE PLATES ON THEIR BIKES JUST LIKE CARS SINCE THEY ARE SHARING THE SAME ROAD. Just like bad car drivers, bad bicyclists who are not sharing the road should be turned in to authorities.
- just what i said earlier that pedal bikers should be help responsible for their behavior. why do they get a free ride on pavement that my taxes paid for. why can they "drive" reckless with no recourse for their actions.
- Why don't bicycles pay a registration fee as cars / trucks are required to do? This could fund the bike lane increases they need and want.
- As mentioned above, enforcement. I think the next piece, and enforcement could be a component of this, is education. Infrastructure is meaningless unless cars (and, ahem, bikes) know how to use it. I regularly see bikes going the wrong way. This is easily an education issue and illustrates the lack of education penetration these riders are experiencing. I also see cars menacing riders without any fear of retaliation. I was recently buzzed by a truck/5th wheel combo on Rist then verbally assaulted for being stupid when the driver pulled into his driveway less than a mile up the road. I had been riding directly on top of the white line less than 6 inches from the gravel when they passed. In hindsight, I know that I will take the lane the next time I approach that blind section and force cars to wait to pass. Regardless, no fear of retaliation is the point I'm trying to make. *CSP is a joke.
- I'm very disappointed and disgusted with the light sentences doled out even for aggregious cases of vehicular assault perpetrated against bicyclists!

Road Maintenance for Bicyclists (6)

- For bicycle safety would like to see shoulders cleaned more often. Perhaps the cost be applied to construction/haulers, since most of the shoulder debris I encounter is patches and long strips of sand/gravel. E.g. Taft around the quarries.
- Clean, wide, safe bicycle lanes. Buffered lanes are great. (I don't need the bollards/pylons, instead just the wider painted lane markings. Also Larimer County bike trail through Laporte needs to be repaired/repaved; some sections are in very poor condition. More signs regarding bicycles such as the 3-foot MINIMUM for passing (and how about the vehicle slows down when passing!); also, that it is legal to cross the no-passing double line (with no oncoming traffic) to safely pass a cyclist. Also would like signs acknowledging that cyclists are legally allowed to ride two abreast.
- I am concerned with the County's recent shift to chip seal paving on some of the more popular bike routes. It is a difficult surface to ride on and the practice of leaving some shoulders untouched also creates some issues of dangerous dropoffs for cyclists.
- Make Larimer County more bike friendly! I love bike commuting but some of the roads around here are dangerous...especially Mountain and Laporte...because the roads are just in really poor shape with cracks and holes (although the bike lanes are nice :)). Also the roads need to be swept more to make them more bike friendly/walkable...I broke my hand long boarding last spring on my way to work because after some road maintenance on my street there was a ton of debris in the bike lines. Larimer County (I live in the County not the city) also really needs to clean up completely after your selves when you do road work! Some kind of seal coat (but is was

something else not exactly seal coat) was done on west vine and all the equipment was parked outside my house and completely trashed the street with debris which was never cleaned up. Got sticky stuff all over our cars for weeks and made it so we had to walk our bikes around the area or else it would get all over our bikes and clothes. Not cool. Also what is taking so long on the shields and vine round about? Supposed to be done Spring 2015, there is even a sign there saying that. Done complaining...all in all Larimer County is a really great place to live!

- It seems as if there is a motor vehicle accident and there is broken glass..it always get swept into the bike lane. In my 10 mile commute the other day I had to weave out of the bike lane due to large amount of glass. It is becoming more and more of an issue and can easily make someone not want to ride a bicycle for transportation anymore.
- Some of the County roads - 15 and 21C for example have been totally screwed up for bikes by very rough chip seal. When I go to those areas I drive since the surface and shoulders are so bad. I don't care much what the car surface is like, but if you could make the shoulders smoother I would not drive my car so often.

Other Comments (16)

- The bike lanes on Laurel & College and at Taft & Shields are not working for traffic -things are horribly slow and congested. Parking anywhere is getting difficult.
- If you asked the cyclists to name their top 3-5 County roads they ride, you might get some more valuable data for improvements
- Bicycle infrastructure is important for not just possible commuting but also for safe travel to and from schools.
- Concerns about bike races that occasionally cause me to have to cross over into the other lane (sometimes over the solid line) and it has been on a curve with limited visibility which is unsafe
- When engineers and side walk contractors draw up and make side walks think about the pedestrian's use. Instead of having a straight 90 angle add a curve for bicycles and walker to turn. The result is: 1) pedestrian cut the 90 degree turning point and create paths in the grass or 2) If they don't do a cut they potentially have an accident trying to turn 90 degrees (a cyclist has a hard time turning 90 degrees, wheel base doesn't permit it.)
- Please consider converting "bikeable shoulders" to formally signed and marked bike lanes where country roads carry many bicycles for commuting and recreation. A bike lane identifies the predictable location where a bicyclists should ride versus a bikeable shoulder which truly isn't a travel lane. Please create a map layer of all bicycle routes in Larimer County. The transportation plan should identify what these routes are and if the infrastructure is sufficient to support them.
- I would ride my bike to work BUT the route is not friendly. Riverside/Jefferson. It's just dangerous. The Trail has also not been friendly since Mulberry was under construction.
- I think if things were a little bike friendlier that would be nice. That being said though this is perhaps the most bike friendly place I have worked
- Fix up the highways we have now and if there must be bike lanes separate them off from the highways. Many bikers seem to be of the attitude that it is okay to ride out in traffic lanes when they wish to ride side by side and the bike lane is not wide enough or when they are passing each other.
- We have enough bike lanes already! Why do you need to keep kowtowing to the bicycle lobby?
- Safe travel for non-motorized users should be a priority in Larimer County.
- Safety for bicyclists.
- More bike-friendly would be good for bikes, cars, and the environment.
- protect bikers please!
- I would not like to see bicycle traffic added to the already difficult travel ways! As far as I'm concerned bicycle lanes would just take up road space that is needed for vehicle traffic.

- Prioritize non-car travel options. Walking, biking, and public transit are more important for the future.

2. Public Transit Comments

Public transit received more comments and concerns than any other category in the survey. There was a large variety of topics in regards to improving public transit, but the most common topics addressed included: transit to Denver along the North Front Range, regional transit connections between cities and towns in Larimer County, local transit within cities and towns in Larimer County, and transit additions to unincorporated Larimer County.

Categories:

- Transit to Denver (26)
- Transit Connecting Cities/Towns (60)
- Transit within City/Town Boundaries (39)
- Transit in Rural Larimer County (11)
- Other (41)

Total: 177 Comments

Transit to Denver (26)

- Via US Rte 287 connect with Bustang 1) to Denver 2) to DIA. Also establish a Park n Ride on US Hwy 287 using existing pad just north of The Forks
- It would be nice if they'd resume train service to Denver (while the Bustang is great!)
- expand I-25 to 3 lanes asap, and get a light rail from FT Collins to Denver. Threat the main place the County needs to add capacity. Current level of maintenance is adequate.
- While my bike is my primary source of transportation, I do think widening I-25 is important, as is increasing mass transit options. I commute to Denver about twice a month and Bustang has been very beneficial to me. I am also excited to hear that the FLEX line will be running to Boulder soon.
- I-25 in Larimer County increase to at least 3 lanes each way with a monorail in the center.
Thanks
- I 25 is terrible -- really needs expansion. Need a passenger train from FtC to Denver
- Widen I-25 Work on Light rail to Denver
- Parking facilities for ride sharing and to support bus service like super shuttle are very important. creating a multi-modal intersection (cargo, rail, etc) near the airport would be great for commerce
- Bus to Boulder or Denver would be great!
- I would very much like to see better transit options for travel to Denver. How about rail in the median of I-25 instead of just building more and more lanes?
- Need more regional and inter-regional high frequency transit as well as regional trails and bike lanes Additional lanes on I-25 should be high occupancy toll lanes
- A resident of Denver City & County, I visit Larimer County (Loveland, Ft. Collins) to visit family and friends. More pedestrian friendly infrastructure and greater mass/public transit options would make it easier for me to visit with greater frequency and regularity. Such improvements would also allow me to visit Larimer County recreationally. Ft. Collins has a fantastic craft beer scene; driving for such a visit would be irresponsible and unsafe.
- I am in support of additional public transit options. Especially within and between northern Colorado towns and Denver
- I believe a long term solution to I-25 travel to Denver is fast train service. We need more safety for all using the roads.
- Northern Colorado is expanding with commuters to Denver. Adding a lane to I 25 will not solve the problem per urban planning 101. The lack of public transportation infrastructure has been

ignored for too long as it is, and the expansion of I 25 (which is the reason for this survey, yes?) will be good money thrown after bad.

- The projected population growth will leave our roads terribly congested and add to pollution. Please consider expanding public transit including rail. Check out Northern Colorado Commuter Rail.
- I know a commuter train to Denver would be heavily used.
- Light rail to Denver.
- Would like to have express bus service to Denver.
- What I'd most like to see is a high speed public transport between Ft Collins and Denver
- I think we need to update our transportation systems by adding a light rail system around town, cut down on cars on the road. Light rail can one day be used back and forth to Denver. Lets get with the times!
- Recommend adding public transportation that goes from Fort Collins to the Federal Facility in Lakewood. Recommend limiting truck traffic and enforcing the restriction on air brakes within city limits
- I'd like to connect to public transit to visit family in Denver. I hate driving there. The traffic is horrible.
- Would like to see passenger rail along the front range.
- Would like to see good public transportation to DIA
- I would love to see light rail along the Front Range - Fort Collins, to Loveland, to Longmont, to Denver.

Transit Connecting Cities/Towns in Larimer County (60)

- I like what I've seen in the past 3 years for improvements with public transportation and I would like to see more, I would use PT if it were more available, like Berthoud to Wellington.
- There really is NO public transportation between Loveland and Fort Collins and the Park and Ride in this area (outside of Metro Denver, RTD) are a mystery as to how they work. If there is a website that addresses the NoCo park and ride outside of the RTD site (which doesn't) I think it needs to be better publicized and easier to find.
- Is there a bus between downtown Loveland and downtown Lyons? I'll be working there (Lyons) soon.
- Please add bus transportation from Wellington to Fort Collins s
- Just about everyone in Wellington commutes somewhere else to work, shop, go to medical appointments and go to school. Most of them travel to Fort Collins. IF we got reasonable bus service, I believe there would be a lot of people happy to save the gas money!
- I might consider public transportation but don't know enough about it. If it were EASY to commute from Loveland to downtown Fort Collins without losing a lot of time, I would consider it. Traffic in this region is getting really bad, especially when cities are constantly under construction.
- We would love to see a bike trail connecting to Fort Collins from Wellington as well as a bus service if it ran at night. With neither it affects the frequency to which we visit Fort Collins.
- A bus that goes between Wellington and Fort Collins would be very beneficial for us Wellington residents!!!
- I have been fully disabled for fifteen years and incapable of driving I would love to see a viable transportation option between Wellington and Fort Collins.
- Every other city has a public transit except Wellington, we are way behind the times and it's a very real problem that drives down our home value and overall viable option to even living here. Not everyone has cars and not everyone who has a car should be on the road at the same time to go to the same place. It's literally ten minutes away, how hard would it be to get buses into

town. Look at Manhattan, you can get anywhere by bus, train, Metro, cheap taxi. And Manhattan anywhere is technically within walking distance due to layout but fort collins there is no safe way to bike there and forget walking.

- Connect Fort Collins and Wellington and Windsor and Loveland, and throw in Greeley for a few things, with some mass transit; then I might consider not driving as much. Connect a bike/ped only trail from Windsor/Timnath to Fort Collins and I would seriously consider biking 14 miles to work. Poudre River Trail has been promised for the last 15 years and not yet completed so I'm not very optimistic about that. Why don't city busses stop at the Harmony "Transportation Center"? I'd be willing to ride my bike there and then hop on a bus to my work place (assuming the times would work). What the heck does the Mason bus Harmony to the Downtown bus do?? Seriously. I still have to DRIVE my car there or still pay for a cab or what if I wanted to have a couple drinks in the downtown FC area. It just creates another stall on signals on the west side of College which mirrors perfectly with the railroad tracks on the east side.
- Need a way to bike over i-25. Need a safe way to get from the east side of Mulberry to the west where the bus routes end. Or need a bus route that crosses i-25.
- I appreciate efforts extended to make Fort Collins bicycle-friendly. Please also keep pedestrians and wheelchair-bound citizens in mind. If it's relevant, I would also like to make my plea for Front Range mass transit. I think it's way past due and would be a huge benefit to all.
- Would especially like more efficient means of using public transportation - it currently takes me 50 minutes to commute to campus from Rigden area by walking and bus (4 miles total), which is not great. Am glad to see improved inter-city transportation! Also, I don't like roundabouts for multi-lane, high traffic intersections.
- Increase the frequency of the Flex transportation.
- One mid day stop/pick up in Berthoud for the FLEX service would make half day trips possible. Thank you!
- Shuttle to connect estes to Rtd in lyons
- I commute from downtown Loveland to North Ft Collins. I can be a tedious drive on 287 with Semi's, limited lanes, many stoplights and various different speeds. It would be great if there could be a better way in public transit to connect the 2 cities.
- Would like to see light rail from Cheyenne to Denver
- Is it possible to facilitate transportation services between Estes Park and Front Range communities for those who don't drive, yet need to access the valley services.
- public bus transportation has got to be revamped, so that it is much more efficient than it is right now; so that it does not take hours to get from one place to another & improvement in public bus trans. between Loveland & Fort Collins needs to be a major focus,too. thank you.
- I would love more frequent connection to the SouthTransit center from the South. Flex runs once a day only/mostly. Sunday service would be great. Pedestrian friendly plans, so people can walk instead of driving.
- commuter options from Loveland/ft. Collins to Estes Park would be greatly appreciated.
- Far more work needs to be done on regional connections for bikes and transit. These need to be viable commute modes as our population grows. Land use and development patterns should be closely tied into this transportation plan - these concepts are inextricable, and I fear the impacts of all of the exurban, sprawling development happening in the unincorporated areas of the County. This is a very important plan for the future - make sure you give enough attention to those who don't have, want, or need a car! Don't let the traffic complainers dominate the conversation!
- It would be nice to have good public transit in the morning hours (6, 7, 8 am) and afternoon (4,5,6 p.m.) to and from major urban centers in Northern Colorado, like FoCo to Loveland, FoCo to Greeley, Loveland to Greeley, FoCo/Loveland to Boulder, etc.
- YES .. please add bus from Fort Collins to Wellington .. many residents without a car and/or unable to drive

- I commute 5 days a week btw Loveland and Ft Collins. Not really a lot of stops in Loveland or places to park and ride.
- Travel from/to Loveland (Orchard Mall) to/from Fort Collins (N Transit Center) via FLEX - some Loveland stops may be going away??
- I would love to take the bus to work at the Midpoint complex. It is currently a 10 minute drive. To take the bus, though, it would be a 45 - 55 minute commute each way because I have no option but to go into Fort Collins to make connections. The arrival and departure times are also not conducive for the business hours of the places in Midpoint (jail, detention, offices, DHS, etc.) and either place me extremely early or very late for an 8:00am report time for work, or a 5:00pm departure from work. It would be great to have a bus that connected from North Fort Collins/Wellington that went along the I25 corridor even all of the way down to Loveland/Berthoud. In other words, the east side of Fort Collins needs more attention and resources.
- It would be nice if the alternate transportation options here in Larimer County were offered at earlier hours of the morning. It would also be nice if there was a stop in Loveland to commute to Fort Collins. Another issue is snow removal during the winter months. Fort Collins does a pretty good job plowing, but they leave large piles of snow where people need to park. It would be nice if they could place the snow onto the grass or in other areas so it does not limit those of us who have to park on one of the blocks adjacent to the County building. Is there someone in planning or roads that can review the construction plans for the roads?? Every major road has road construction at this time. This makes it VERY difficult to maneuver through the city without delays
- Would love to see a bus to Wellington!
- I really think that in order for Larimer County to progress and continue to be a leader in Colorado, we cannot focus on increasing the capacity of existing roadways and must focus on increasing transportation alternatives. Single occupancy vehicles are a significant source of traffic, needed roadway maintenance, and health impacts such as ozone pollution. I would really like to see the County work with cities and towns in the County to link population centers together for easier, safer, and more convenient access via bike, transit, walking, car share, and other alternative modes.
- would like bus service to Estes Park from Loveland
- Although I primarily drive in Estes Park, I frequently need to get to the "valley" or a few times to DIA. With no public transportation to Estes this becomes increasingly difficult as I get older.
- Estes Park needs transit! We need other ways to get people to Estes as well! Shuttles from Lyons and Loveland!
- Would like more service between Fort Collins and Longmont.
- We really, really need better public transportation in and out of Estes Park. We have none.
- A mass transit option along Hwy 34, from I-25 park & ride to downtown Estes Park (with stops along 34 + one stop in downtown Loveland) to move locals & tourists between Loveland community, Loveland-Greeley Park & Ride mass transit stop, and Estes Park (where other transit is available to RMNP) would be WONDERFUL! Thanks for the opportunity for input.
- Would like to see bus service- estes>glen haven/Loveland>fort Collins. Estes park>Boulder.
- A coordinated transit system for travel to and from Loveland would help take the pressure off Hwy 34 plus.
- Interested in increasing mass transit options between cities- light rail; more buses, etc.
- we actually live in Carr CO but I know the people of Wellington along with new teen drivers could use a bus for work. The Wellington exit is ridiculous to get off on and getting busses will help reduce the congestion. Wellington has grown lots.
- Better public transportation from Estes Park to Fort Collins, Boulder, Denver and airport
- I believe that the solution to the congestion to and from Estes Park caused by the expanded popularity of Rocky Mountain National Park, whose 2015 visitation rate will easily exceed 4.1

million visitors and represent a 20% increase lies in a regional approach. While RMNP will need to initiate and complete a mobility study under its next superintendent, I have no doubt that it will call for an expanded shuttle system that interfaces with Estes Park's shuttle system and suggest a new downtown transit hub. But that is only part of the answer. There must also be a regional approach which would begin with adequate Park-and-Rides in the vicinity of Loveland and Lyons and from which would-be Park visitors would board regularly scheduled shuttles that would come up Routes 36 and 34 to intersect with the Estes Park-RMNP shuttle system. This solution may well be resisted by some at first--so, initially, was the Bear Lake shuttle. But if Larimer County is serious about its mobility issues as they effect Estes Park it will take the initiative by exploring such a solution. Thank you for the opportunity to comment.

- I would like a County-wide transit plan developed. The County should work with home rule communities within its boundaries to find ways for them to cooperate to develop and execute such a plan.
- I can no longer drive beyond Estes Park city limits (I am a sr.citizen) and would like to see public transportation to Loveland and Ft. Collins
- Add a public transportation system in Estes Park that runs year round and between Loveland and Estes
- Public transportation to/from Estes Park from Fort Collins/Loveland is needed.
- would like bus service form Estes Park to Loveland and Fort Collins
- Please consider adding a RTD option to Estes Park
- 4-times daily bus transport round-trip from Estes Park to bus "station"(transfer point?) in Loveland Longmont Fort Collins.
- I would like to see plans for inter-County public transportation connecting all our Towns (include bike racks on the busses)
- Need to extend RTD to Estes Park!
- Public Transportation Options to link Estes to Larimer Public Transportation Systems, or especially Longmont to connect with RTD would be a move into the 21st C.
- Would like a way to get to Boulder, Longmont, Loveland, Fort Collins for events, doctor appts, etc. And a way to get to and from the airport!
- Have you considered small bus/van service from Estes Park to Loveland/Ft Collins? As you look at mass transit, remember outlying areas and easy connections.
- Since Estes Park has a growing older population some type of public transportation to Zone 5 would be great.
- The railroad system needs to be completed. Why are we so far behind the east and west coasts, and other countries? And I'm talking about for transportation to other major cities across America, not to get to Centerra for shopping.
- Road repairs are badly needed! Public transit options between Estes Park and other locations in Larimer County would be a great asset, too.
- Would love to see more safety features on Hwy 36. Too many drive left of center - rumble strips would help. Too many drop-offs without guardrails - scary when icy and snowy! Would like to see public bus service from Pinewood Springs to Longmont and Boulder.

Transit within City/Town Limits (39)

- Currently living in the northeast part of city of Fort Collins. With the proposed building of 400-800 more dwellings in the immediate area of Richards Lake, is public transportation going to be extended to this area? Also with increased vehicle usage in this area, will traffic controll systems be installed at some crossroads?
- Bus transportation up and down Timberline was taken away. Why???

- need more controlled intersections in the area of north Fort Collins where I live (west of I-25, north of Mountain Vista Also need access to public transportation in this area
- I have only been in fort Collins for a couple years but am surprised that there is no bus transportation on Lemay between Harmony and Carpenter. I would like to be able to take the bus downtown or to the transportation center and then downtown. There are lots of seniors in this area that would use the bus.
- I think some East/West lines on a Max-like bus would be useful to connecting transit more efficiently. Better park and ride lots/options to encourage Max use.
- Expand Transfort.
- Max was the worst investment that Ft Collins ever spent. It has destroyed traffic in Ft Collins.
- I think having more direct routes to Old Town and CSU and back from the southwest and the southeast parts of the city would be great - similar to Max for those who live centrally. I think this would help eliminate the drinking and driving and keep our roads safer.
- the max bus system is slowing everything down
- FTC desperately needs to enhance its mass transportation system to include stops on arterial and major collectors at each neighborhood...perhaps using smaller vehicles to transport from neighborhoods to bus pickup sites. Bikes can't replace need for motorized transportation outside of the Old Town-CSU-Midtown area. True mass transit that serves the whole city is the only way to reduce auto traffic.
- We live in Fort Collins but have no bus service. Need service on Lemay south of Harmony. Would allow us to take advantage of South Transit Center.
- Northeast Fort Collins desperately needs better bus options.
- I use the Max to get to work a few times a week. I live on Trilby and Lemay, which in the 6 years I've lived in this neighborhood the population has at least doubled, it would be great if the Max extended down to Trilby and College to tap in that population. Also, an East/West Max would be great on Harmony, Horsetooth, Mulberry, etc..The Max is fantastic and would like to see it expand, the less cars we can have on the road the better.
- destroy the max it's the dumbest idea ever. we voted fracking out and you brought in a natural gas bus system that allows transients access to more areas of town. dumbest idea ever
- large businesses could offer employee shuttles to and from public transit stations to encourage use of those facilities
- I would like to see better road maintenance because I feel that most times I am safer on my bike when a road is well maintained and it is safer for the vehicles I am biking next to. And PLEASE improve city wide public transportation, it is only good for those who are going to places on campus, but it shouldn't take over an hour to get somewhere on a bus in Fort Collins.
- Would like to see additional services similar to the MAX (10 minute pick up intervals), especially running east/west through Fort Collins, extending west to area near Hughes Stadium (with commuter parking). Could then park/ride into CSU campus or Fort Collins
- Frequent mass transit, similar to MAX line and addressing the train issues would significantly improve quality of life within the County.
- It would be nice if buses in Loveland could run more than once an hour. Also it would be nice if students in Loveland didn't have to pay, like in Fort Collins.
- I see on a daily basis community members that rely solely on public bus systems, bikes and walking to get to work and are challenged with long delays, buses not operating late enough or on Sundays which greatly impacts a work schedule and availability for shifts. I believe Fort Collins has grown enough to provide 24 hour bus operations.
- Need more frequent bus runs in Loveland and more stop locations
- I think the Max is a great idea. It would be extremely awesome if Larimer County employees didn't have to pay. I would use transit more if I didn't have to pay like CSU and city employees.

- Increased bus service, and an express line north-south through Fort Collins would definitely increase my commuting ridership.
- Max bus should get greater priority at signals than it currently does. It should not wait hardly at all at signals.
- I used to ride the MAX everyday to work and back home. It became so overcome with transient's, that it became less safe and quite honestly, a burden to ride. I have since bought a car to commute to work to avoid the constant harassment of that population. Sorry, but it's not worth it.
- Add alternative transportation options for north east Fort Collins neighborhoods (Turnberry & Mountain Vista) besides Country Club road. Add lanes running north & south on Turnberry Rd (at Mountain Vista Rd intersection) that connect Turnberry Rd to Conifer St at Lemay Av. and then to Vine St. Include bike lanes and a bus route along Turnberry. Add roundabouts to Country Club and Turnberry as well as Lemay and Willocks streets.
- Sunday service for MAX would be helpful
- I like the direction FC has been heading with their mass transit and new locations/lines/etc. I would like to see that expand for the many residents who are without transportation.
- The Ft Collins bus service is awful. It should be a grid system that runs more often so you can actually use it and get to places in less than an hour
- I love riding MAX and hope that our transit service can be expanded.
- Bus route nearest home has a one mile walk to the nearest bus stop. Anyway to have a stop on Drake and Overland trail?
- Estes Park is bursting with people, it cannot hold any more tourists. Instead of trying to move traffic through faster, it is in need of peripheral parking and much more public transportation.
- would be elated with public transportation to "the valley" for shopping
- Areas of employment should have priority in developing an alternate transportation mode during high peak times of travel for employees. There are just too many people.
- Please help fund the free Estes Park Shuttle. An expanded free shuttle season would increase the tourism season - thus providing more taxes to Larimer County.
- Would very much like to see bus services in Fort Collins increased, my senior mother and middle school daughter use this as primary transportation and its concerning that they have to walk long distances and cross major intersections to access the bus. Specifically Route 12 which no longer goes westbound on Horsetooth to her school and Spring Canyon Park, which it initially did. There is a turnaround at the park and this would only add a few minutes to the schedule. Now they have to cross Taft Hill and walk a long way to get on or off the bus. I am very concerned for their safety crossing the roads and walking that far in hot weather or in winter. I believe that many more adults and children would use the Route 12 bus if they could ride it to access the park and the two schools that are west of Taft Hill on Horsetooth.
- I can't speak for the rest of the County, but I feel that Estes Park has already reached and far surpassed it's ability to accommodate the vehicular traffic that is coming into town. With this expected to increase dramatically over the next few decades, we must intercept this traffic outside of town "choke points" and develop creative new modes of transport and mobility within town (and between town & local attractions) for both visitors AND residents. We are unique in that we have specific geographic parameters that we must work within, and the current "Loop" project will not appreciably improve our situation to equate with the cost, either monetarily or aesthetically. We must be much more creative and proactive in our approach to transportation in Estes Park.
- i would love to see shuttle service in Estes Park that continues throughout the year, but i know that's not cost effective at this time (though i wouldnt mind paying a fare to have it year round)
- fix street lights to allow more time for left hand turners. esp at drake and shields and drake and taft hill. also at Harmony and Mason. You have a big problem going south on Mason and taking a left to Horsetooth took me for light changes and backed up traffic. This was on a Saturday.

Please fix this. Also your Maxx buses need better timing. You can be waiting on a red light at horsetooth and then it turns green BUT the Maxx light then turns red. !humph

Transit in Rural Larimer County (11)

- I would like to see Larimer County expand on its mass transit options as well as commuter bicycling infrastructure.
- I live in the vicinity CR 5, Hwy 14 and E Prospect. With all the projected growth, it would be great if LC could partner with FC to expand bus service into FC.
- Please add more bus routes towards the North, especially 287 to LaPorte. Thank you
- I would love to see a bus stop put closer to my area to get to fort collins, as i still have to drive to the busstop to get into town
- Expand bus routes and make buses more frequent and prompt. I would really like to see a bus route to/from Laporte to Fort Collins. I live in Bellvue, but would consider riding my bike to work if I didn't have to ride 10+ miles each way.
- Park and Rides with bus service would be great for areas north and west of Fort Collins.
- we desperately need bus service expanded through out the County...Bellvue, LaPorte, Wellington, etc...
- I'd like to see a bus stop up our way it's hard to find a ride sometimes to get access to fort collins
- Growing number of elderly residents out in the County need transit or some other form of assisted transportation in order to stay in their homes!
- Help northern Ft Collins with improved transit. Why can't one bus run up College/287 to Laporte? I realize it is not part of the city, but an extension would help so many people. I would be willing to help promote and manage that plan. A bus even 2-4 times a day would help transport many local citizens that depend on Ft. Collins. Our money is spent in the city limits, so please help this large community with a connecting route. The bike route from Lions Park into town is phenomenal--!!! So pretty right now. I would also suggest to look at a larger plan involving a bike/bike + bus route (a stop near the dairy road for bikes to hop off the bus and bike to the cafe) to the Graves Dairy/Howling Cow Cafe/Morning Fresh Dairy. It is a work in progress that is just amazing for everyone in Fort Collins to enjoy. A local gem!
- Special needs transportation needs to be expanded to area 4

Other Comments (41)

- Public transportation has to be part of the picture for us in light of climate change.
- I have some specific thoughts about bus transportation, & the way transport was affected by addition of the Max line (both good and bad!).
- I see too many empty buses to warrant increasing that mode of transportation
- With the rapidly growing population and increased population density, it would be great to have a public transport system that was more viable.
- Building more roads only encourages more vehicles. Build more public transportation.
- More high speed public transit options with extended hours would be ideal. If there was a tax increase to fund this, many current personal vehicle users would vote for the initiative. Plus the environmental impact of reduced personal vehicle use.
- I am concerned that the City and County are putting all their resources into roads instead of public transport. As this city grows our pollution levels increase. There is already a haze that wasn't here before on many days. I want it to be beautiful and clean like it always has been and the amount of cars on the road are detracting from the environmental and asthetic beauty

- Pedestrian safety is becoming a big problem in the cities that are growing at alarming rates. Also, let's reduce roadway congestion by providing convenient public transportation options for frequently used routes.
- Traffic patterns/volumes have changed (a lot - too much - too much/fast development) which has led to certain area/junctions being messy w traffic now. Some traffic lights are ridiculously short for volume of traffic, especially at L turn lights. PUBLIC transport will be one of the great solutions.
- I support increasing public transportation options
- Build local transit options. No money for I25.
- I hope that communities all over Colorado & the USA will continue to work toward providing more and more options to free us from our current dependence on car transportation. I also am happy to have both the MAX/FLEX/RTD option as well as the BUSTANG option to get to the Denver metro area. I have used both options to travel to Denver over the past several months, since this became possible. It will be even more helpful if BUSTANG can offer more early morning service from the north transit center. At this point, the best I can do to get to Denver by 9:00 am is to leave my home at around 4:30 am to walk to the North Transit Center from the City Park neighborhood, then take the MAX/FLEX/RTD busses to Union Station. I imagine that even with extended service, people will continue to use both BUSTANG and MAX/FLEX/RTD, as they both have different strengths (including range of destinations).
- It's a chicken&egg situation. Many more people would depend on public transportation (I'd happily sell my car.) if there was a lot more of it, but you need more riders to justify expansion. It'll be a bit of a struggle, but that's the trend. Millennials are less interested in car ownership.
- We need a much more robust bus system and less roads.
- First, build capacity of transit/alternative modes to mitigate congestion while maintaining assets devoted to traditional modes. Next, design and implement last mile systems to lower economic and environmental costs of transportation.
- Encourage folks to use alternate transportation, but don't require it!
- no more roads, far more mass transit investment, reward carpoolers more and make known.
- Bus routes that would extend would be great.
- I am happy to see public transportation continuously improving, and hope to see more.
- We need better public transit options, especially for seniors.
- How about MagLev in the I25 corridor (Cheyenne to Pueblo) that has been discussed and surveyed (with funding) for over a decade?
- I would like to take public transportation if it was more easily accessible and got me to work at the time required(6:30am) I usually do not bike to work in the winter as it is too dark and cold.
- Better transit system in the County
- Why are the bus systems so hard for the poorest people who need them? The stadium will only add to this trauma on our roadways. I will volunteer to be on a committee for this.
- If I did have to travel 26 miles to work and home each day, and there was another mode of transportation other than my car, a bus, I would do something else.
- Buses should run on Sundays and holidays for those who rely on that transportation and schedules for trains would be very helpful in the daily commutes
- Run the max on Sunday
- More bus/transit options in Northern CO would be nice. Or Light rail would be wonderful!!
- because everyone has a different schedule its hard to car pool. I would like to see other options to get around more bus routes would be good and convenient hrs to use the bus
- Citizens need to be encouraged to increase their use of alternative transportation.
- Trains should really be considered, under utilized.

- Our traffic continues to get heavier and heavier. Having a well coordinated mass transit is essential if we are to get cars off the road.
- Need better bus routes
- Bus services need to be expanded
- I think that adding additional alternative transportation, particularly bus routes would be extremely helpful! This may include adding areas to the routes that aren't currently being serviced. Thanks
- more buses
- I would hope that traffic safety and public transportation alternatives would be priorities in the plan.
- Prioritize non-car travel options. Walking, biking, and public transit are more important for the future.
- WANT A BUS!
- I'm always glad to hear about initiatives for more public transport. And of course the increase in bike riders and walkers need as much safety as possible.
- We need to have dial a ride go past Tribley Rd. at least to the new Elderhaus facility but ideally to Carpendar Rd

3. Road Expansion Comments

Comments about expanding and improving current roads ranked as the second largest category in the survey. Nearly 80 people had concerns about a specific road in the County – 25 of those requested the paving of Creedmore Lakes Rd (CR 73C) and 13 requested the paving of Red Feather Lakes Rd (CR 74E). An additional 31 people made comments about expanding I-25. This category may contain the most constructive comments as many specific locations were identified.

Categories:

- Specific Routes (79)
 - Frequent comments included: Paving Creedmore Lakes Rd (CR 73C), paving Red Feather Lakes Rd (CR 74E), widening Prospect Rd between Timberline Rd and I-25, expanding Highway 34, paving Owl Canyon Rd (CR 70), and improving the intersection at Vine Dr and Lemay Ave.
 - I-25 (31)
 - General (28)
- Total: 138 Comments

Specific Routes (79)

- I like the roundabouts in low usage areas. Can we get one at Lemay and Country Club? We also need a light at either Lemay/Wilcox or Lemay/Conifer (traffic is too busy to get across going north).
- I am concerned about the expansion of Boyd Lake Ave
- Increasing the lanes on I-25 up to 14 (Mulberry) as a minimum, and increasing the lanes on Prospect road into Fort Collins. Both needed to be done years ago.
- I would like to see CR 73C paved going thru Crystal Lakes. I believe there is enough traffic in the area to take the step to upgrade the road and make the drive more pleasant and less dangerous. The snow and mud can be overbearing.
- City of Fort Collins has failed to provide adequate corridors for development. I live on Country Club Road (County rd 50) and the city promised to provide new routes for traffic as a result of developing on County rd 11 to the city. They (the city) continues to promise this on their out year plan. In the past 5 to 7 years the traffic on our road, (cnty rd 50), has grown 100 fold and impacts the value of our residential lives. The city has never solved their north east bypass for traffic and now heavy truck traffic is damaging our homes by excessive shaking of the earth, Pollution is rising, speeders are more common and the noise levels are bad. What plans does the County have for our road? Can we expect future developments to increase the traffic or is the County ready to recommend to the city a remedy for the situation, such as providing adequate corridors for their expansion?
- Prospect road from i25 to timberline needs immediate expansion. This cannot wait. It is a major headache for commuters and is routinely backed up beyond the eye can see. It simply is not sustainable. To simply not have a plan in place for expansion is not a good enough answer for our community. Traffic is backed up into i25, accidents happen every other day on straightaways, intersections are blocked, and no one goes anywhere real fast. This is one of three main arteries to i25. It is the most direct route from campus out of town and should be a priority issue!!!
- I would like to the city and County plan to make improvements to Mulberry East to I-25 with median additions and bike lanes.
- Intersections at Vine/Lemay are a disaster.
- Traffic in south Fort Collins-Loveland is horrific during rush hour. Carpenter Rd in particular is now a daily nightmare.

- Would like to see 287 north of Fort Collins made into a 4 lane highway. In favor of County participating in Passenger Rail service to Denver.
- I would like to see that Prospect at I-25 would be expanded to two lanes in each direction.
- Prospect, I-25 to Timberline needs improvement.
- intersection of vine and timberline is always very congested. would be worth having a light there if possible
- Prospect Road at College is a mess! I avoid it if I'm turning.
- fix street lights to allow more time for left hand turners. esp at drake and shields and drake and taft hill. also at Harmony and Mason. You have a big problem going south on Mason and taking a left to Horsetooth took me for light changes and backed up traffic. This was on a Saturday. Please fix this. Also your Maxx buses need better timing. You can be waiting on a red light at horsetooth and then it turns green BUT the Maxx light then turns red. !humph
- The turning lane for westbound Mulberry onto S/B College needs to be longer-it could borrow from the lightly used but equally sized turn lane from E/B Mulberry onto N/B Remington. Same for W/B Prospect onto S/B College. The overflow from these turn lanes blocks an entire lane of W/B traffic even when it's not rush hour.
- Would love to see more safety features on Hwy 36. Too many drive left of center - rumble strips would help. Too many drop-offs without guardrails - scary when icy and snowy! Would like to see public bus service from Pinewood Springs to Longmont and Boulder.
- It would be very beneficial to many commuters and vacationers if we could pave the road from Red feather Lakes, to the entrance of Crystal lakes.73c
- Hopefully the Highway 34 rd from Dam store to Estes and back will have more passing lanes especially coming down from Estes.
- 1st Street in Loveland needs expansion
- Please widen roads, put in traffic control devices, lower the speed limits to what used to be the rural north by Budweiser and which is now becoming very populated. Vine Drive, Lindemeier, Timberline North, Mountain Vista, Giddings.
- Midpoint Campus is getting more and more congested as business parks are filling up again. Prospect Road between I-25 and Timberline should be a priority.
- Lemay between Lincoln & Vine is SO unsafe for walkers, bicyclist & vehicle traffic due to overcrowding, no sidewalks, no crosswalks, no lights to get safely in & out of the small neighborhoods.
- I would really like to see some road improvements and/or better signals (ie having a light with a turn signal) on the north end of town around Vine and Lemay
- During peak times, traffic congestion is beginning to affect quality of life in Fort Collins. It can be impossible to estimate the time needed to a destination. Several cycles are sometimes necessary to get through a traffic light, especially in areas such as College-Horsetooth-Mason where the lights are close.
- The intersection of Vine and Lemay needs improvement.
- As the growth in this area continues, the city/County should start looking at bottlenecks on traffic routes. Specifically Trilby just west of College, Hwy 392 east of Lemay, and the traffic congestion that will be created with the CSU stadium completion in 2017 and the medical center both of which are on the south side of the campus.
- I think the sharp turn approaching Deadman Lake from the west on Prospect/44 should be improved.
- Wellington needs more Exit Ramps
- The County should pave or greatly improve 74 in Crystal Lakes. The road was horrendous this past spring and summer and has been for several years now. Please consider paving it another few miles. Thank you for your consideration!

- The dirt road part of County road 74 in Crystal Lakes was horrible this past spring and summer. Would it be possible to pave it further to help reduce the maintenance and improve the roadway? A lot of people use this road year round.
- Please pave 74 all the way to the Beaver Meadows exit.
- Please, please, please consider paving Red Feather Lakes Road (74) further than it is now. The road was horrible this year and it would make a huge difference if it was paved another 3-5 miles. Thank you!
- Please pave 74E up to the Beaver Meadows exit! Do it all at once or a little bit each year. A lot of people use 74 both visitors, residents and land owners or owners of 2nd homes.
- Maintenance is required year round on the dirt road (74E) in Crystal Lakes. The County should consider paving more of it to reduce maintenance. Maybe pave it to the entrance of Crystal Lakes or pave just a mile a year until it's done. There would be a lot of savings in the end.
- 73C we were promised it would be paved up to Beaver Meadows. Road maintenance was terrible this year!
- Be sure to put up signs when you are using dust suppressant. It makes such a mess of our cars. Add maintaining roads in Red Feather. Continue paving road to Crystal Lakes.
- Would like to see the road paving up to crystal lakes continued. A mile was done many years ago and nothing since
- County Road 74E into crystal lakes was TERRIBLE this summer.
- Larimer County really needs to seriously consider either greatly increasing the frequency of maintaining (grading/oiling) CR 73C or paving it.
- It would be great to have cr73c paved
- County Route 73 needs to be paved and gets almost impassable at times
- Improve rest of 73c
- County workers who tend to CR 74E do a superb job (most of the time), and we appreciate them! Hwy 287 between 74E and FoCo could use some extra sanding attention on snow days when there is black ice. PLEASE finish paving Own Canyon!
- Roads in the Red Feather Lakes Area are not sufficiently maintained to support the number of vehicles using the roads. There are a significant number of people in this area paying property taxes that are under served by Larimer County, relative to road maintenance. The dust suppressant applied to roads in this area is not durable, becomes extremely slippery when wet, and causes damage to vehicles. Please consider applying road base, or better, paving CR 73C to Tami Road.
- Pave the rest of Creedmore Lakes Road to Crystal Lakes entrance. The road was terrible this summer. It was unfit to drive on and very hard on vehicles.
- Generally, I think maintenance is pretty good, but could be improved. Paving Owl Canyon would be great.
- County Road 73 from red feather lakes school to crystal was a mess this year.
- I would like to see Creedmore Lakes road paved all the way to the National Forest Boundary
- We need a multi-year budgeted project that enables chip sealing or other hard surfacing for CR 73c, extending from the current pavement end at the Red Feather Elementary School, ~4-5 miles to Crystal Lakes and Beaver Meadows entrances.
- We live in Crystal Lakes and have to drive over 7 miles of Creedmore Lakes "road" every day. At times the road is virtually impossible without a high clearance vehicle. Friends cannot visit often sometimes in winter as the road is so bad. With 1600 odd properties and Beaver Meadows resort all paying taxes this situation has seriously gone on long enough!
- Biggest issue is improvement to east end of CR73C for emergency evacuation.
- Would like to see more pavement on 73C

- please finish black top on 73c
- the condition of 73c north and east of Crystal Lakes must be addressed, especially as a possible alternate evacuation route for the community of Crystal Lakes. There are several places that it is nearly impassable. Please critically look at this roadway and include it in a plan for improvement.
- Expand Drake out to I25 and also consider increasing Prospect to 4 lanes in/out to I25.
- the County has many miles of gravel road to maintain but grading the road from Red Feather Lakes to Crystal Lakes with greater frequency would be appreciated. Traffic on Owl Canyon Road is very heavy, why not pave the entire road to 287?
- Highway 74 should be paved up to the entrance of Beaver Meadows or Crystal Lakes. It would be more money up front but would lower yearly maintenance.
- Co Rd 73C (Creedmore) needs a lot more maintenance or paving. Pot holes, big pot holes, are a never ending problem. You smooth the road and within a couple of days it's horrible again.
- Would like the roads to Crystal lake maintained better and more often
- There is too much traffic on 73C now. The occasional grading/dust suppressant just doesn't hold up more than a few days. Should be done 1X a month. Paving is required. A mile a year?
- The evac route for Crystal Lakes is really VERY important -- that road is not reasonably passable for non-high clearance or non-4WD vehicles northeast of Crystal Lakes, leaving the community with only one evacuation route.
- We need the County road paved from the end of the pavement to Tami Rd on 73c. And STOP using that magnesium on the dirt road. It's ruining our vehicles!
- County Road 73c is the biggest challenge facing this area, why do you keep putting bandaids on it and do something that will offer lasting solutions. It is a accident waiting to happen in its current condition
- Anything that can be done to improve the road situation (conditions of) in and around Red Feather Lakes and Crystal Lakes would be tremendous...Thanks
- I would like to see Owl Canyon paved all the way to Hwy 287
- County Road 73C, which I use once per week, needs to be graded more often than once3 per year, or perhaps paved. Ruts and potholes have been beyond terrible from April through August, causing vehicle damage.
- Please add light/turning lanes at vine/Lemay & vine/timberline
- Highway 34 needs more passing opportunities, both uphill and down.
- More passing lanes or pull OFF areas for hwy 34 are needed.
- We're going to talk to CDOT about designing in some places for bus stops along Hwy 34 in the canyon so in the future when that becomes a viable option there won't be a design challenge.
- Many Larimer County road lack shoulders even when next to flat fields, seems like it would be easy to add. One critical spot is northwest of Medical Center of the Rockies/southwest of Fairgrounds
- traffic is a huge problem on Highway 287 all the way though Loveland and Fort Collins. Harmony road is a huge problem. Highway 34 is a huge problem.. Way too much traffic for these roads to handle!
- There should be a by pass on 34 at Mall Rd. Also at both ends of the bridge crossing over lake Estes on 36.
- the removal of the passing lanes on hwy 34 through the big Thompson canyon has been an absolute nightmare for those of us who are not seniors or tourists, that have a daily commute in that canyon, what is normally a 35 min commute can regularly stretch to 90 min due to slow traffic refusing to pull over, would love to see something done to improve this situation.
- I would like to see bike lanes, alternate routes or restrictions on Hwy 34 to Estes Park. It creates a very dangerous situation in the summer with the volume of traffic. More speed limit enforcement could help as well.

- Would like to see Mary's Lake Road designated as a primary route to RMNP from Hwy 7. Intersection of Mary's Lake Road at Hwy 36 needs geometric and signal upgrades.
- Pave CR 60E
- Please pave Owl Canyon from highway 287 to create a viable east-west road to I-25.

I-25 (31)

- Prospect / I-25 Interchange needs updated! A lot of use, a lot of traffic.
- Prospect Road at Timberline is a nightmare all of the time. It used to take me 20 minutes to get to work because it's all I-25 and now it takes me about 50 minutes. Widening I-25 should be a priority for this area because people are moving to other areas because of the traffic here in Ft. Collins.
- Biggest priority is I-25 lane expansion
- My desires: Widening of I25 A bike overpass/tunnel across I25
- Need to widen or provide alternatives to I-25 both north and south bound.
- Please do anything you can to expand I-25. Thanks for the survey! And all the work you do!
- I-25 expansion will not stop congestion, and will only cause additional pollution for the region. Just ask L.A. and Seattle how more lanes is going.
- Strong support for: widening of I-25 from south end of LC to Mountain Vista to three lanes N/B and S/B. Strong support for: FINISH the Poudre/bike/running trail between FC and Windsor, through Timnath already!!!
- Widen I-25
- expand I-25 to 3 lanes asap, and get a light rail from FT Collins to Denver. Threat the main place the County needs to add capacity. Current level of maintenance is adequate.
- I25
- While my bike is my primary source of transportation, I do think widening I-25 is important, as is increasing mass transit options. I commute to Denver about twice a month and Bustang has been very beneficial to me. I am also excited to hear that the FLEX line will be running to Boulder soon.
- I 25 expansion, 4 lanes from C14 to Longmont, has to be a top priority. If you can attract more vehicles there, other main arterials can then better handle the left over commuter travel.
- Expand 25 and eliminate stop signs and stop lights...expand roundabouts through out city
- When will I-25 be expanded North of Longmont
- I-25 in Larimer County increase to at least 3 lanes each way with a monorail in the center.
Thanks
- I 25 is terrible -- really needs expansion. Need a passenger train from FtC to Denver
- I25 is a mess from Longmont to Ft Collins. I resent the Governor saying that we could solve the problem by putting in a toll road. If you are outside of the Denver area, I guess he doesn't really care.
- Travel I-25 frequently. Needs immediate expansion. Always packed full and dangerous
- EXPAND I-25 !!!!
- Widen I-25 Work on Light rail to Denver
- Increasing the lanes on I-25 up to 14 (Mulberry) as a minimum, and increasing the lanes on Prospect road into Fort Collins. Both needed to be done years ago.
- Most important road issue is expanding I-25
- I would like to see I-25 from Longmont to the Hwy 14 exit, widened to three lanes.

- US-84 is becoming catastrophic, particularly west of Centerra. I-25 will need major changes in the near future or we will need to change how people travel. There are no serious alternatives if coming from Greeley to Fort Collins or Loveland.
- Fix North I-25 please
- Too many people drive like they're in a Demolition Derby. At least in town the speeds are slower, so hopefully accidents aren't fatal. I-25 south of Harmony is a mess with the traffic volume.
- Need to develop a joint plan with CDOT to expand I-25 to 3 lanes from Fort Collins to Longmont!!!!!!!!!!!!!! The road is getting dangerous
- Widen the I-25 corridor from Fort Collins to Ute Hwy 66.
- EXPAND I-25!!!!
- Trains are not helpful in backing up traffic. With additional houses being built, roads get very crowded before and after work. More roads with on-ramps to I-25 may move traffic out of city areas when trying to get across town.

General (28)

- traffic problems, density, road rage have increased incredibly in the past 2 years; tipping point reached & passed
- I selected "roadway expansion" but my support for this is dependent on where the project would be completed of course.
- Coming from CA (20 years ago), it will be a long time before our roads are that congested. That said, I observe that much of our roads inability to move are from challenged (sometimes) or distracted drivers (too often) not 'going with the flow'. Still, better to plan for road expansion before it's needed than long after.
- County/City are falling horribly short on roadway capacity in the northeast area of Fort Collins
- Reclassifications of rural unpaved roads done in past years still looks very arbitrary (not logical). Current County engineering should bite the bullet and take a serious look anew.
- Very concerned with the street congestion We need to widen major arteries
- Present roads are not adequate for the amount of and, increasing traffic. Congestion is terrible, especially in the Loveland, Ft. Collins area.
- I think right now, Larimer County needs to concentrate on increasing road size for vehicles, due to the ever increasing population. Later, look at additional bike and pedestrian lanes.
- need more controlled intersections in the area of north Fort Collins where I live (west of I-25, north of Mountain Vista Also need access to public transportation in this area
- Expand 25 and eliminate stop signs and stop lights...expand roundabouts through out city
- Train delays and noise in Fort Collins are hurting business and reducing quality of life. City and County planners are approving projects that result in more congestion but are not keeping up with infrastructure needed to support growth.
- You need to do something with I-25 from Hwy. 66 north to Hwy. 14. No matter what improvements have been made, it only moves the problem a little farther down the road. Get out there, experience the go to work mass & the come home mass, it's 10lbs in a 5lb bucket. Have the experience of going 75-80mph, bumper to bumper in the passing lane & come to a stop in that lane, for no reason other than congestion. There doesn't seem to be a way to control growth, but I don't see any effort to keep people safe while driving. Sorry, but you're never going to see the bulk of people riding bicycles & buses. Now we've approved \$50 million over 30 years to enhance tourism in this area of CO. When some of those people decide to move here, better tell them to leave their cars behind. The money is going everywhere except road expansion. Let's quit playing politics & get something done.
- As much as you all don't like it, privately owned cars are the primary mode of transportation. Therefore, the primary focus needs to be ensuring that our roadways can efficiently handle the

ever- increasing numbers of cars. There is so much discussion and debate about bicycles, but in *reality*, the bike to car ratio is pretty insignificant. Let's deal with *reality*.

- I am in law enforcement in Larimer County. There are practically zero shoulders in this County for, stranded or broken down motorist, emergency vehicles cannot get through congested areas, and routine traffic enforcement. Hard to enforce traffic safety on roads with no shoulders.
- It definitely takes longer to get across town than it used to, due to traffic volume, construction, trains. With all of the variables, alternative routes are often not any better.
- Fort Collins city needs LONGER turn lanes. With the amount of traffic, only getting 3 cars through a left turn lane is not enough. This is also causing backups. SO, stop the trains and add longer turn lanes.
- Comment: A diagonal toll way of some kind is needed in FTC. The grid just creates a mess. Also, an alternative to South bound I 25. Its a nightmare. Alternative must not have low speed limit, or the countless stop lights FoCo is infamous for. And necessary lights must be better timed than current ones. Its a joke driving in FTC
- I AM CONCERNED OUR ROAD INFRASTRUCTURE IS FALLING BEHIND OUR POPULATION GROWTH. OTHERWISE I THINK THE MAINTENANCE PLAN IS GOOD.
- It feels like vehicle traffic increased a lot in a short period of time as many people are moving to this area. I think expanding roads and adding roadways are inevitable in the near future. Thank you.
- Continue to improve and expand based on population growth
- The major roadways in Fort Collins are very slow around evening rush hour.
- Expand traffic lanes around down town; traffic through old town is horrible
- Adding bike lanes at the expense of vehicle lanes makes traffic worse. Any new construction or improvements must improve the flow of traffic. Consider prohibiting bicycles from busy roads not wide enough for vehicle lanes and bike lanes (such as Prospect between shields and timberline)- very dangerous. Prohibit left turns from EB Prospect to Stover during morning and evening rush hours. Enforce speed limits on major roads. Enforce distracted driving laws. Enforce traffic laws for cyclists.
- I would like to see city do better long range road planning. I frequently see the same intersection or stretch of road being upgraded every 3-4 years, when it could be done one every 10 years if there were sufficient long range planning to expand to meet 10-20 year targets, rather than only expanding to meet the next years targetted needs. do road development strategically.
- Almost every time I drive somewhere I run into congestion.
- The survey does not elicit input on options or go in depth in critical areas like public transportation options. eg. where would you use public transportation in the County? What form would it take? Would you have a park and ride facility? Concerning pedestrian facilities there are similar concerns. Do I drive somewhere and park? If I live north and want to take MAX south there is no parking available to do this. I would much rather see capacity increased while the cost of obtaining ROW is less expensive than in the future when the land is developed. One area of concern is Lemay and Vine area where there is overlap of city and County and nothing but a traffic nightmare with train issues. How will that look once Woodward is populated? There are more times of the year when weather dictates driving than not so focus on roads, not bikes; unless you license and tax them for the improvements.
- What about road development/improvement in rural areas?
- Roads need to be expanded to accommodate the increased population!!

4. Road Maintenance Comments

Several comments were made regarding the level of maintenance used on roads within the County. The road causing the most concern in regards to poor maintenance is Creedmore Lakes Rd (CR 73C), making up nearly half of the specific routes comments. Also, a large amount of general maintenance comments were made about increasing or improving maintenance efforts throughout the County.

Categories:

- Specific Routes (32)
 - Frequent comments include the increased/improved maintenance on Creedmore Lakes Rd (CR 73C), Red Feather Lakes Rd (CR 74E), and Owl Canyon Rd (CR 70).

- General (26)

Total: 58 Comments

Specific Routes (32)

- Yes; Owl Canyon needs continuous upkeep. If you are not going to pave..... stop being negligent in grading and care. And by that..... stop dumping tons of the mag. chloride on.... it is WAY over used. A supervisor needs to check on the flakes that are on this project..... HELLO. Did you get it? A supervisor needs to check on the waste of time and materials that these clowns are using. Thank you.
- Would like to see more frequent County maintenance on the main roads in Pinewood Springs that the County crews do like the main part of Kiowa Road.
- County Club Road could also use speed bumps as it is rare for people to drive the speed limit, usually 10-15 miles over the posted limit.
- Being a bicyclist, I would appreciate if streets would be swept of winter gravel several times during the season. We have lots of dry days but the gravel is dangerous, especially up in the foothills e.g. road 38E
- I travel the Pingree Park Rd (63E) as we have a summer residence on the road. At a minimum it needs some new road base above the Crown Point Rd. as it is getting very rough and difficult to maintain with the increased traffic. There are several springs in the road that need some subdrains to stabilize the road base. Also the dust suppressant has not been very effective as it washes away within a couple of rainstorms.
- This maybe a Fort Collins issue but the road by the County landfill needs street lights. At night when you are blinded by oncoming traffic you cannot see where the road is since the paint marking are covered with dirt.
- Maintenance of CR 28 between Wilson/Taft Hill and Taft/Shields is lacking. The shoulders are falling apart, and cyclists have to ride in the lane at certain points to avoid road damage.
- The ruts on S. College Ave., north of Harmony Rd. are getting deep. I'd like to see the section from Harmony to Drake improved.
- When roads get chip sealed, don't do the shoulders or bike lanes unless you're going to smooth it down. Horrible job on north Taft Hill Rd this past summer.
- the biggest barrier to transportation in the city is poorly maintained roads ie College Ave and the never ending non transportation related road/pipe/etc work which requires closing roads & detouring all summer & fall
- Bridges at 25 and prospect need to be prioritized!!
- College Ave. could use some maintenance; I think this is already in the works. Thank you.

- Would like to see more maintenance of the major improved roads in Pinewood Springs maintained by Larimer County. The GID is doing a good job maintaining the smaller roads.
- road maintenance & bike traffic is the biggest item on secondary roads between Loveland and Fort Collins ; IE between Boyd Lake and Horseshoe Lake area to County Road 30
- We don't live in Red Feather Lakes, but spend our weekends up there. The road into Crystal Lakes was without a doubt the worse road I had been on in Colorado. We have a motor home we drive up and down the mountain, and the wash board condition was incredibly unsafe in our large unit. The earlier summer weekends, we had pot holes so deep we almost wrecked our car having to stay in the right lane. That road is horrible!
- please increase the maintenance on 73C, so much traffic now and increasing. Thank you for all you do.
- Need for road maintenance district to assure roads in Red Feather Lakes are kept to a minimum standard.
- Mag chloride the major gravel roads more timely. I am generally very happy w County roads. Owl Canyon and Red Feather roads were a bit rough this year due to rain but maintenance was delayed making travel rough after the road dried.
- Creedmore Lakes road need more maintenance & upgrading.
- 73c is the County road I drive. The gravel portion above readfeather is sometimes beat to hell...The crews are great when they come to fix it they truly know what they are doing, just need it move often in wet conditions.
- With increased use of Creedmore Lakes Road it needs more often maintenance. This year the roads were detrimental.
- With the increased traffic on CR 73C, road maintenance should also increase. And please do the counts during the season where we will see the most numbers, not the least.
- County Road 73C is used by 1,600 property owners, many every single day, and several times it is hazardous due to the County's lack of regular maintenance.
- Would like to see better maintained 73c where it turns to gravel past Redfeather lakes on the way to crystal lakes.
- Road 73 was pretty bad for quite a while this year. Long after the springs dried up
- Please, please keep the only road to Crystal Lakes graded on a regular basis. We went almost two months from June until August with washboard roads. The roads were so critical that contractors refused to come to our home in Crystal Lakes for construction remodel. The area is beautiful and we enjoy living at Crystal Lakes but the ONLY year around access is somewhat dangerous many days each month. Perhaps a consideration would be to contract the grading of the dirt road from Red Feather Lakes to Crystal Lakes as no one in Ft. Collins seems to care enough to maintain our only road. Thank you for giving my husband and I an opportunity to voice our opinion.
- This year's County road maintenance on Red Feather Lakes road was atrocious. Although valiant efforts were made by County road maintenance staff to help alleviate the horrendous condition it was in, clearly there isn't enough money dedicated to this road that sees much more use now than ever before. Please please please dedicate more funds to Red Feather Lakes road, all the way to Creedmore Lakes. Thanks.
- The traffic on CR 73c has increased dramatically in the last ten years and it seems as though the maintenance on it seems to have decreased.
- Thanks for asking! I would like to see a very heavy focus on road maintenance on the heavily traveled County unpaved roads - such as Owl Canyon, 73C, etc.
- Please give #1 priority to road/street maintenance (especially potholes) on US 34 & 36, plus CO 7, & all County roads. #2 priority to safe bicycle lanes on most of these roads. Riding bikes from downtown E.P. in all directions is gaining in popularity with residents & growing #s of guests, thus will help reduce vehicular traffic & parking issues.

- Please repair railroad crossing at Lemay and also remove humps between concrete and asphalt.
- Hwy 7 outside of Estes Park is falling apart!!! Dangerous!!!!

General (26)

- I know that the County budget for infrastructure is woefully inadequate. My primary concern is for the safety of roads and bridges. The other amenities would be lovely, but maintenance and safety should be top priority.
- Roads, bridges and all infrastructure need proper planning for maintenance and replacement. If this means tax increases, so be it! To defer maintenance is a losing strategy in the long run. I wish the anti-tax crowd could understand this!
- Make Larimer County more bike friendly! I love bike commuting but some of the roads around here are dangerous...especially Mountain and Laporte...because the roads are just in really poor shape with cracks and holes (although the bike lanes are nice :)). Also the roads need to be swept more to make them more bike friendly/walkable...I broke my hand long boarding last spring on my way to work because after some road maintenance on my street there was a ton of debris in the bike lanes. Larimer County (I live in the County not the city) also really needs to clean up completely after your selves when you do road work! Some kind of seal coat (but is was something else not exactly seal coat) was done on west vine and all the equipment was parked outside my house and completely trashed the street with debris which was never cleaned up. Got sticky stuff all over our cars for weeks and made it so we had to walk our bikes around the area or else it would get all over our bikes and clothes. Not cool. Also what is taking so long on the shields and vine round about? Supposed to be done Spring 2015, there is even a sign there saying that. Done complaining...all in all Larimer County is a really great place to live!
- Take care of the current roads, before adding new ones. Require developers pay for their own roads and what is required to link them to current ones. Stricter enforcement of laws, in regards to bicycle riders. For example, if they want the "car lane" to ride in, stop signs/lights and other laws need to be followed.
- I would like to see better road maintenance because I feel that most times I am safer on my bike when a road is well maintained and it is safer for the vehicles I am biking next to. And PLEASE improve city wide public transportation, it is only good for those who are going to places on campus, but it shouldn't take over an hour to get somewhere on a bus in Fort Collins.
- We are a part of the agricultural community and would like to see our rural roads maintained.
- Lots of the roads are falling apart. Alternative transportation is important, not not at the expense of roads.
- it would be nice to have railroad crossings fixed so the new car you just bought isn't rattling 2 months after you bought it due to railroad crossings and the dip in east prospect by timberline is a prime example of not fixing the road correctly when they tore it apart a few years ago. There is a solution to the dip in the road after all we are talking engineers here ..it should be a no brainer.
- most rural roads are no longer safe for agricultural activities (moving equipment, stock), unsafe for kids, horseback riders, etc. prone to more rollovers because of steep sides and raised beds.
- We should be using MUCH LESS Mag Chloride on the roads. Salts corrode vehicles and infrastructure - we should not get to depend on pristine driving conditions in Colorado in the winter. Further, people who cannot drive in winter conditions should not be on the roads when conditions are rough. The gas taxes should be increased to permit for necessary repairs, improvements, and maintenance of roads and bridges, etc. And, large trucks and heavy equipment ought to be paying the fees and taxes commensurate with the amount of wear and tear that they are responsible for - the lions share of damage by far is caused by these large, heavy vehicles.
- The asphalt patches you are putting in are rougher than what you replaced.
- It is time to increase impact fees for any increase of capacity on County roads. Welfare developers need to pony up for the costs of growth in road capacity. I doubt that the County is

collecting more than 40-50% of the impacts of growth. Citizens should not be asked to pay more in sales tax for road capacity expansion when developers are not paying their own way. Larimer County should support efforts at the state level to pay at least 90% of road maintenance. Increasing auto and truck related taxes, by adding a fuel sales tax of 6-7%, increased tire taxes, increase vehicle registration fees are proper user pay sources.

- See PID comments. Need County support to form these if/since they have no funds to maintain roads. Also, why not send residents in the County a letter (perhaps with their property tax bill) a letter asking them to submit requests for road assistance so County gets a better grip on the needs out there and can properly budget for it.
- Fix and improve what we have first, as opposed to adding more. Roundabouts are amazing.
- This is the worst planning for road maintenance EVER!!!!!!
- I think the most important thing is to maintain the roads we currently have. I don't believe adding bike lanes is a solution. I don't believe more people would use them that already commute by bike. You would just be taking away from the needed vehicle space.
- Here's an out of the box idea: limit motorist traffic in favor of cyclists, pedestrians, and transit-users. Set aside for a moment the health benefits, attractiveness to new employers, and lower environmental impact of a cycling/pedestrian-friendly County. Instead, focus on the cost savings of maintaining the infrastructure necessary for cyclists/pedestrian/transit-users compared to the infrastructure required by motorists.
- We have so many holes in our roads.
- No, other than to elaborate on our need up here for road maintenance. The present condition of our hard-dirt roads is dangerous and dysfunctional -- other than being manifestly uncomfortable, it is destructive to vehicles and not supportive for emergency medical ambulance transportation.
- Traffic lane painting needs renewed more often - it disappears in the rain on blacktop except when new.
- As someone who bike commutes with some frequency, I find that the bike lanes on major thoroughfares (Shields, Drake, etc) don't get cleaned enough.
- I blew a tire when I hit a pot hole.
- Our roads are I. Terrible condition, and have been for a number of years. Not only do residents use these roads, but tourists as well. I think the condition of our roads present a negative picture to visitors.
- Road repairs are badly needed! Public transit options between Estes Park and other locations in Larimer County would be a great asset, too.
- I feel like there needs to be increased transparency from the city as to why certain roads are being worked (and often re-worked on) while others remain in disrepair. Additionally, I would like to see the city focus on signage to improve biker safety including alerting drivers to the 3 foot rule and additional signage at heavily traffic intersections. Finally, as previously under used roads become more heavily trafficked, speed limits and load limits need to be reevaluated. I live off Douglas Road, between Highway 1 and Shields, and this previously quiet street is quickly becoming a main thoroughfare for those looking to avoid the headache of 287. We now regularly have vehicles that greatly exceed speed limits and large semi trailers that use Douglas. The road was clearly not built for this level and type of usage and is quickly becoming unsafe. I am sure Douglas is not the only street that is now in this position given the construction and resulting change in traffic patterns that have occurred.
- Snow removal in County neighborhoods - poor Road maintenance in County neighborhoods - very poor does not promote walking, biking, safe navigating around pedestrians

5. Traffic Comments

Traffic comments were made primarily concerning the heavy congestion within the City of Fort Collins. The topics related to the traffic include the issue of trains running through the city and the delay of traffic flow due to construction projects.

Categories:

- Trains (31)
 - Construction (23)
- Total: 54 Comments

Trains (31)

- move the trains out of the towns
- Train horns through Old Town FTC are disruptive during night-time hours. Prioritize establishment of quiet zones for rail traffic.
- Please open discussion about the trains!
- Railroad intersections are our number one problem in trying to drive around Ft. Collins.
- Train nose through Mason Street corridor
- Fix the train and homeless issue while you're at it and FC would be perfect!
- Timberline and vine has just as much train traffic as any other section in town. This side of town often gets ignored or less reported than other sections. Trains too often sit idle in this intersection. An alternative to this would be to build an over pass, bridge, and more bike options. Thank you
- Specific intersections need to be addressed (ex. Lemay/Vine), trains cause a lot of traffic issues (stopping on the tracks), try to be more mindful of scheduling maintenance on similar routes at the same time so people have a back up route (ex. construction on N Taft Hill, N Shields, N College, and Lemay all at the same time)
- It would be ideal to have any type of bridge over or under railways to provide route options for pedestrians, cyclists and drivers.
- Trains, turn lanes/turn arrows
- 1.) Desperate need of underpasses at railroad crossings for vehicles. 2.) Complete one road project before starting a new one within the same vicinity. 3.) Turn signals at Elizabeth and City Park. 4.) Widen Prospect road between College and Shields. 5.) Synchronize lights in Fort Collins to ease the flow of traffic.
- Manage the trains through town.
- Trains are not helpful in backing up traffic. With additional houses being built, roads get very crowded before and after work. More roads with on-ramps to I-25 may move traffic out of city areas when trying to get across town.
- Train delays and noise in Fort Collins are hurting business and reducing quality of life. City and County planners are approving projects that result in more congestion but are not keeping up with infrastructure needed to support growth.
- We need to have something done about the trains in and around Fort Collins. We also need to have better planned out road work. All of these detours that lead into other detours is nuts.
- Trains, ahhhhh
- Keep working to mitigate the rail traffic issues.
- Trains causing congestion is a concern

- We need at least one over pass or underpass for the train North South and one East West
- The traffic created by the trains is the biggest issue in getting around the city. Both the one at Lemay and Riverside AND the one that goes straight down Mason.
- Improve the streets/roads; remove trucks and trains from city limits w/bypass.
- Everyone knows there are traffic issues caused by trains. I recently read where train traffic will lessen a little in the near future, however, I wonder if over passes or under passes will ever be considered especially in areas where development is just starting and there is still the availability to put in and overpass.
- Please address the congestion cause by multiple railroad crossings within Fort Collins.
- The problems with trains in Fort Collins have become serious. Over-passes, under-passes, or diverted roads need to be considered to cut down on lost time sitting on Lemay waiting and waiting!
- Train problem in Fort Collins
- do something positive to minimize the daily impact with two railroad crossing during normal day time commuting times...
- When is this master plan set to be implemented? The Northern Colorado area is growing so fast that this should be the TOP priority over anything else to handle traffic and provide the ability to move between home/work/commute/play. If you work traditional 8-5/M-F employment, then there is no way to complete all the errands, shopping, children's activities and community activities during the weekend, without a comprehensive transportation plan, including bus, train, bicycle lanes, pedestrian lanes and HOV lanes. In addition, the trains in Fort Collins are horrible. They back-up traffic everywhere for 1/2-1 hour at time. There are several intersections in Fort Collins that are so hazardous that everytime you drive through them, you risk your car and life. East Vine Drive and Lemay Avenue. Riverside Drive and Lemay Avenue (top of the hill). Thank you for listening.
- Bike lanes are important. Railroad traffic is an issue around prospect. Something needs to be done. Overpass, underpass, re-routing are options to consider
- Improved bike paths crossing Fort Collins in a more northwest to southeast orientation would be appreciated. Train crossing delays are a critical issue to resolve. Although investments in over/underpasses are certainly costly and time consuming to both construct and maintain, I believe most of the population would appreciate it. Also, road capacity increases are essential to keep up with recent population increases. Traffic in Fort Collins specifically has grown absurd. I appreciate that this is a County survey not a city survey. Please direct any of this commentary to your city counterparts as is possible. Thank you for the opportunity for us to provide input on this important issue.
- Frequent mass transit, similar to MAX line and addressing the train issues would significantly improve quality of life within the County.
- I live and drive in Fort Collins and am very unhappy about the congestion caused by construction and trains.

Construction (23)

- The most important issue related to transportation is for the city and County to time project better so that so many roads are not closed or under construction at the same time. It take forever to get anywhere in zone 5.
- Please stop closing and doing construction on all the North South roads at the same time. Between the construction and trains we can't get to and from work or anywhere else I live far north east end of town.
- Specific intersections need to be addressed (ex. Lemay/Vine), trains cause a lot of traffic issues (stopping on the tracks), try to be more mindful of scheduling maintenance on similar routes at

the same time so people have a back up route (ex. construction on N Taft Hill, N Shields, N College, and Lemay all at the same time)

- We need to have something done about the trains in and around Fort Collins. We also need to have better planned out road work. All of these detours that lead into other detours is nuts.
- the biggest barrier to transportation in the city is poorly maintained roads ie College Ave and the never ending non transportation related road/pipe/etc work which requires closing roads & detouring all summer & fall
- CR 43 rebuild is taking too long to complete. Having to schedule your entire life around the whims of construction is taking years off our lives!
- Why has N. College been repeatedly torn up in the last 1-2 years? It seems one entity does their work, finishes the street, then another entity comes along, tears up what was just finished, and it starts all over again. This is incredibly frustrating and seems to be a revolving door process.
- I live and drive in Fort Collins and am very unhappy about the congestion caused by construction and trains.
- I feel like the roadways would be just a touch under adequate if the entire town of Fort Collins wasn't constantly under construction. And it's clear that some jobs are "milked". How can the bridge on shields take longer than the bridge on mulberry?!
- Plan out Fort Collins road maintenance better. Often, there are few detours to get around all of the construction that is going on. As an example, don't initiate construction on all three major N/S roads through fort Collins at once. Hire someone logistically minded to manage these projects so traffic is routed efficiently.
- I feel like there needs to be increased transparency from the city as to why certain roads are being worked (and often re-worked on) while others remain in disrepair. Additionally, I would like to see the city focus on signage to improve biker safety including alerting drivers to the 3 foot rule and additional signage at heavily traffic intersections. Finally, as previously under used roads become more heavily trafficked, speed limits and load limits need to be reevaluated. I live off Douglas Road, between Highway 1 and Shields, and this previously quiet street is quickly becoming a main thoroughfare for those looking to avoid the headache of 287. We now regularly have vehicles that greatly exceed speed limits and large semi trailers that use Douglas. The road was clearly not built for this level and type of usage and is quickly becoming unsafe. I am sure Douglas is not the only street that is now in this position given the construction and resulting change in traffic patterns that have occurred.
- The pace of road construction seems to always be far behind the progress of home development. I thought there were fees assessed to the developer to account for this but of so it is not apparent to the average citizen.
- I feel there are two MAJOR ISSUES with transportation in the city of Fort Collins: One, as I stated above, is the ridiculously slow and ineffective road maintenance program. It seems to routinely take a painfully long time to complete even the smallest, seemingly trivial, road repairs. The other major issue is the timing of the stoplights. Someone with experience in such matters could probably be of great service to our wonderful city. What's more frustrating than waiting through 3 cycles of a stoplight because every time you get the green, there's no where to go?! Not much I say! But, it's because the traffic is backed up waiting on the next red light. There is a better way, let's get it done right!
- I think that Larimer County does a good job at taking care of their streets, roads, bike paths and pedestrian ways, I know there is a lot to get done but it would good if roads could be scheduled so that you didn't have so many off line at the same time. Locals really seem to have to zig zag through town especially in Fort Collins.
- Why do we seem to mess up traffic by closing so many roads at the same time (Main roads)
- Better coordination of planned construction/repairs for major north/south and east/west arteries might help lessen traffic back-up and frustration in Ft. Collins. We have had to deal with SO MUCH constant road work all over Ft. Collins since I have lived here the past 6 years! Not sure I understand why we are paying for "pretty" medians on north College rather than having

additional lanes for traffic flow- that the widening project could have provided? Also, is high density residential building (apt. complexes, condos, etc.) coordinated with traffic handling ability of current roadways surrounding these complexes? It would not appear so. Also, is there any future plans for access in to old town or to College for subdivisions recently built in the northeast end of town? Right now Douglas Rd and Country Club Rd are the only 2 roads available, and the intersection of Country Club Rd. and Turnberry has become a zoo during commute times! Can we get turn lanes at Lemay and Vine ever?

- I think that better sequencing of traffic control lights, better communication with construction projects between agencies (and making sure the detour routes can handle the capacity....and the lights are sequenced for the increased capacity) would help matters immensely. Sounds extreme, but I feel like I am trapped in an area frequently and there are no good ways around or out.
- When doing road expansions, repairs, etc., does the County work with the City. For months we had Shields closed, College is still having work done and at the same time, there was work on Taft. The summer was very hard to get around and very inconvenient. It would be nice to not have all the major streets in one area being worked on. Please spread it out a bit. I understand that schedules are never on schedule, but why was the roundabout at Vine and Shields not being worked on at the same time as the shields work?
- What I mean by less construction is construction that allows for the regular flow of traffic and doesn't restrict a person going north or south College, LeMay, Timberline and Shields all at the same time!
- As work crews can only repair roads during good weather it seems that there should be a way to complete one major project on any north south streets before working on another one. This would resolve half of the heavy congestion that occurs each year and would help keep traffic moving.
- I think we also have to think about the amount of construction being done, we are building non stop and traffic is just going to get worst.
- North -south corridors are a mess! Please schedule construction at different times for these routes
- Please consider only partially closing roads instead of completely closing it off this summer has been extremely frustrating!

6. Other Comments

This category includes the recurring comments of electric vehicles, snow removal efforts, and availability of parking. The Miscellaneous comments section includes concerns that did not fit any of the previous categories. The final category is a collection of compliments received through the survey that acknowledge the transportation improvement efforts made by Larimer County and the municipalities.

Categories:

- Electric Vehicles (8)
- Snow Removal (7)
- Parking (6)
- Miscellaneous (87)
- Compliments (29)

Total: 137 Comments

Electric Vehicles (8)

- Additional Electric Vehicle Charging Stations Please
- I didn't see anything associated with Electric Cars. For example more charging stations, special parking
- I love my electric car. I think you should ask about knowledge of EV's and access to charging stations.
- We need fair priced EV charging (quick chargers - Level 3) along highways and Level 2 charging at strategic locations around the County. Example is the Boulder EV charging plan: http://www.swenergy.org/data/sites/1/media/documents/publications/documents/Boulder_Electric_Vehicle_Infrastructure_and_Adoption_Assessment_April-2015.pdf
- I would love to see more EV drivers on the road! I personally drive a Nissan LEAF!
- As an EV owner, there should be more focus on charging stations in the County.
- I don't understand why electric vehicle planning is not incorporated into this. Please fix. We obviously have aggressive EV adoption goals through the CAP and our community should be on top of that. Also, for EV owners we need to know the city is paying attention to this. Thank you
- Larimer County needs to offer electric plug-in stations at all campuses.

Snow Removal (7)

- Our road district here, I think it's #4; since we voted to approve a tax increase for district 4 roads, I would like to see an annual budget plan; receive notification of bids received for snow plowing; and summer maintenance.
- It would be nice if the alternate transportation options here in Larimer County were offered at earlier hours of the morning. It would also be nice if there was a stop in Loveland to commute to Fort Collins. Another issue is snow removal during the winter months. Fort Collins does a pretty good job plowing, but they leave large piles of snow where people need to park. It would be nice if they could place the snow onto the grass or in other areas so it does not limit those of us who have to park on one of the blocks adjacent to the County building. Is there someone in planning or roads that can review the construction plans for the roads?? Every major road has road construction at this time. This makes it VERY difficult to maneuver through the city without delays

- County workers who tend to CR 74E do a superb job (most of the time), and we appreciate them! Hwy 287 between 74E and FoCo could use some extra sanding attention on snow days when there is black ice. PLEASE finish paving Own Canyon!
- I would like to see Road and Bridge be given the funding to expand their winter snow removal routes
- snow and bike lanes - snow removal pushes snow into bike lanes, which are then unusable. There is an important need to avoid pushing snow into bike lanes! More options for transportation for seniors who do not drive.
- Snow removal in County neighborhoods - poor Road maintenance in County neighborhoods - very poor does not promote walking, biking, safe navigating around pedestrians
- Hwy 36 between Pinewood Springs and Estes Park is a virtual *ice rink* in winter. Road crews are rarely out at commuter times plowing, de-icing, or laying down sand/salt on the icy roads in the canyon. Many accidents could be avoided if road crews got out before the roads turn to sheer ice. This is an ongoing problem and I am amazed that it continues year after year. This basic lack of winter road maintenance makes no sense in a mountain canyon with the large number of commuters that travel this road. I travel this stretch daily between 7-8 a.m. and 4-6 p.m. It is RARE that the roads are in decent shape -- they are ALWAYS icy in the canyon. Please beef up basic maintenance for those of us who live and work here (and pay road taxes), before looking to spend money on making the roads *less safe* by adding more bikes and pedestrians that will only be used in heavy summer traffic.

Parking (6)

- I am a state-classified Custodian I with CSU. I cannot afford a CSU parking permit, so I cannot park on campus. I struggle to find parking in the streets surrounding campus, because many of them also require a permit or are limited to two hours. I have heard that there are plans to make all side streets surrounding campus permit parking only, which would mean I would have to park even further away and walk in. My work is physically exhausting, so the extra walking would be quite a burden. I would like to see CSU or the city of FC to provide some sort of parking solution for me and all the other low-paid manual laborers who work for CSU.
- Not enough parking in downtown Ft. Collins and at the Court House Building location
- Parking is the problem, I have to park 3 blocks away and if I did have a permit, then I still wouldn't find a parking spot.
- better parking for staff and every one should be paying the same i.e. upper staff
- What about parking?
- More parking needed, such as parking garages to relieve road congestion.

Miscellaneous (87)

- My only concern is how this will be accomplished in a timely fashion with the pre-existing funds and resources.
- I hope the County takes a leadership role in decreasing greenhouse gases. This needs to be a major consideration in all transportation projects, from the type of road material to the building of effective trails for pedestrians and bicyclists. It also needs to be a consideration when contracting vendors to insure they are using the most environmentally friendly products as well as clean-burning diesel trucks. Trucks carrying hot asphalt must be covered to protect the local air and cold in-place technology for asphalt roads must be used whenever possible instead of hot or warm mix.
- Health concerns, resulting from the heavy dust created by the increase of vehicle traffic traveling on Co. Road 44H entering the Roosevelt National Forest, should be investigated.
- Institute a new tax based on automobile usage as measured by license plate scanners.

- This survey doesn't appear to provide any actual useful information. For instance it gives no indication as to where the improvements asked about are wanted/needed. I live in zone 5 at the far north west end. An expressway or two running E/W would be helpful, but more N/S running lanes are less important. New transit options are important to me, not because I'm likely to use them, but because there are people in this town who rely on it and many areas that are under-served...mostly the areas where some of our poorest neighbors live.
- What are "pedestrian facilities"?
- Please work on the local roads. It is ok to get revenue from build multi-dwellings however think about this every house hold usually has 2 vehicles so that is a huge increase! So, think of what this does to our roads, bike paths and ped. crossing
- We need to spend money on transportation upgrades so that commerce can happen which pays the bills and less on social issues which cost everyone.
- great roads encourage driving, great bike lanes encourage biking, great public transportaion may encourage doing that. I prefer less driving.
- How do you communicate with people that aren't on your email list and don't take the paper?
- I believe that more could be done to improve the flow of traffic, e.g. more traffic circles, replace stop signs with giveway, default traffic lights to flashing red/amber at low traffic times. Also, as a cyclist, I find it VERY frustrating when I can't trip a traffic light at which I am forced to stop - I'm supposed to wait for the next car!
- Please adjust the light at US34 and Boyd Lake. The left turn light from 34 east to Boyd north is ridiculously short (about 4 or 5 cars max) in the AM and leads to people having to take chances with oncoming traffic to avoid sitting through multiple cycles. With winter coming it will only be more dangerous. It's an easy fix and can switch back after the morning rush.
- I feel there are two MAJOR ISSUES with transportation in the city of Fort Collins: One, as I stated above, is the ridiculously slow and ineffective road maintenance program. It seems to routinely take a painfully long time to complete even the smallest, seemingly trivial, road repairs. The other major issue is the timing of the stoplights. Someone with experience in such matters could probably be of great service to our wonderful city. What's more frustrating than waiting through 3 cycles of a stoplight because every time you get the green, there's no where to go?! Not much I say! But, it's because the traffic is backed up waiting on the next red light. There is a better way, let's get it done right!
- Not sure what pedestrian options and transit options are entirely
- Please continue to encourage the CSU staff to educate students on basic safety and rules of the road. Continue to use the green boxes. Keep up the good work!
- As population increases, it would behoove us to encourage alternative forms of transportation. Also, placing new homes close to supermarkets, shopping facilities, etc. could help reduce drive times, pollution emissions, and traffic congestion.
- Cell phone use a major distraction! behind the wheel!
- I use Lemay as my primary road to get into town from north of Terry Lake. Lemay and Vine is a disastrous intersection. It doesn't just lack turn signals, but it doesn't even have a turn lane to go left nor right. The train there is not the problem. It is dangerous because we must illegally pass a left turning car or literally one car would get through on a green. Please help those of us living north, please, please, fix this intersection!
- Bicycles are not the primary mode of transportation for citizens of this County (or state or country for that matter). They pay contribute nothing to the infrastructure and yet our politically sensitive administrators cater to their every whim. The myopic idea to rebuild Mulberry bridge without adding traffic lanes while greatly expanding bike and pedestrian capacity was a classic waste of taxpayer money and short sighted planning. Political expediency trumps efficiency and fiscal responsibility in this community. Clear justification for the bad rap that government often receives.
- Left turns without red lights can be impossible.

- Please consider adding more sidewalks on the NW side of Fort Collins. My family uses Overland Trail daily, and although we are outside the city limits just south of the town of Laporte, our community members would like to be able to walk along Overland Trail without having to walk in the bike lane.
- It is a great dream to have everyone riding bicycles, but not realistic.
- Limit the use of mediums, they actually cause 2nd lane back up in certain areas.
- I am a senior, mid-70's, still astute & very capable of driving. I follow the rules & am the driver in my family...still comfortably living in our own home in Nelson Farm. Every time I go out I see wrecks & irresponsible driving. I was brought up to follow the rules...hope there will be some way for me to get around when I no longer can drive...would prefer to age in place...but I can't walk more than a mile now, nor carry heavy stuff...need to cook 3 meals a day at home, due to husband's & my dietary restrictions...thus groc store plus meds is major errand, plus working out 2x wk with trainer at FC club...& of course PVH outpatient health care facilities & docs. Will consider retirement facilities if needs can't be met, but prefer to age in place. Hope city can facilitate individual transportation without a several day preliminary request. An RN PhD married to an ortho surgeon...would be happy to discuss if I can help, but can't do committee work anymore, due to caregiving responsibilities at home, as well as my 103+ yr old Dad thriving at Lemay Rehab...visited him Sun & discussed Ohio State's game intelligently.
- Eighteen wheelers are driving in areas of town that are simply not designed for these big trucks. I have never seen it this bad in my fifteen years of residence here. Could there be restrictions on which streets these big trucks are allowed to travel? I know they've got things to do, but many are using narrow side streets when they are just passing through, and endangering other motorists.
- Reducing the speed limit on roads like Harmony and Horsetooth will make bike commuting safer, more enjoyable, and more accessible. I suggest 35mph.
- The transportation plan needs to go out into the future long before the here and now.
- Road sharing is really important if we are ever going to move forward with transportation choice. Make roads sage fore all and stop the dangerous bullying from those who think they are entitled to the road and use their vehicles for intimidation.
- We know this is very political, please know We Vote! We understand Agenda 21 and the influence it has on public policy in Larimer County.
- Please protect existing neighborhoods.
- All roads used for multi modal transport.
- I believe if more individuals, both young and old, knew the rules of driving, that is how to handle 4-way and 2-way stops, pedestrian cross walks, etc. things would be much safer on the roads. Also what speed limit signs actually mean -- not 5 or 10 miles over, but drive the limit! Also learn and obey what the different road stripping means.
- Actively encourage PID's for rural non-paved, non-County-maintained roads.
- the traffic coming off of campus is terrible. Only have 2 ways out and you can only go north when exiting.
- I use the MAX transit system and bike trails almost every weekend. I don't use during the week as I carry brief case, lunch box, and coats.
- Why not use sidewalks for bicycles. Rarely do people use them except for down town Ft. Collins and on campus.
- Traffic is horrible in Ft. Collins & LVLD Wilson, Taft or Sheilds are a nightmare pretty much all the time.
- I'm not quite sure what "pedestrian facilities" are, but feel strongly that we need as many sidewalks and safeguards as possible to keep our community safe.
- Concerned about all the traffic on side roads -- we need to promote "Right to Farm" with more signs on these roads -- especially in the southern part of the County.
- It feels like the Commissioners are pro-growth with little understanding of the complexitiy.

- Street lights, would like to see more.
- Why is a lot of the law enforcement budget hidden?
- Please don't take our homes to expand the freeway. I love my home.
- traffic in town is awful now. CSU's stadium will make it a nightmare.
- I work for CSU and there are many different modes of transportation available to me.
- Do not try to fill the County with buses and bike lanes that no one will use.
- All options should be on the table: cars, transit, bikes, pedestrian accommodation, road maintenance and even expansion where feasible....and MORE law enforcement for the absolutely CRAZY (and potentially dangerous) drivers who think that the rules of the road do not apply to them. We need more licence suspensions for reckless driving and in some select cases jail time!!
- Improve Route 7 EP to Allenspark ASAP
- Yes a sidewalk in front of the homes off Lemay and just south of Vine
- Commuting from Loveland to Fort Collins is absolutely horrible anymore. Even in trying to take County road doesn't help. Too much traffic everywhere.
- The traffic in the Fort Collins area is horrible. I would prefer to drive in Denver than in Larimer County and Fort Collins in particular. Some of the worst drivers in the state reside in this County and most of them are on the roads in FTC. I don't like coming to the Fort Collins area, but have to for work. The traffic engineers leave a lot to be desired.
- I think it is important to watch what is going on in other growing communities (Boulder County). Sometimes what seems like it would be important, actually isn't.
- Stop trying to have our area replicate Denmark. We like our private cars.
- FYI—once I drive my car to work, I park it there for the day. I will walk to errands during my break/lunch like the bank, post office and grocery shopping
- traffic is getting worse every year and there really isn't a way to expand the car lanes.
- Forest service roads have been abandoned.
- Do this without tax increase. I have seen the growth for fifty plus years I know the cost of registering trucks has gone up and with more trucks on the road means more money in the coffers.
- Larimer County Sheriff's Office needs more resources to address the speeding traffic on all sections of W. CR 74E...please
- Major congestion in zone 5 makes commuting between the cities very challenging. If there is an accident on I-25 you can be stuck for a long time. Safety is a concern.
- The Zone map is confusing. I live in the city limits of Fort Collins and thought from the map that I was in Zone 1 (figured out I was Zone 50. Map
- Not fond of the traffic circles
- What can the County do to make the state of Colorado back off on the recent fuel storage site condemnations in the Red Feather Lakes area?
- The County road through Crystal Lakes would be the only escape route if there were (again) a fire downhill from us as there was in 2012. It is unpassable going north, leaving us with no escape.
- I also own property in Zone 1 but did not see an option to answer any questions in regards to that area.
- The traffic, and the increase of stress while driving due to the major increase in numbers of cars, needs to be addressed to ensure the safety of all who use the roadways.
- What are Pedestrian Facilities? If there was a better explanation I may have answered differently. I live in unincorporated Larimer County I need to drive into town areas to even get close to transit options. Once I'm there, I do not see a convenient option to park my car for other transit options. And at this time, it would not make sense to spend money to bring transit options

to unincorporated Larimer County. Much of the traffic I see on South County Rd 17 (Taft Ave) seems to travel south to 287 and then further south with various destinations.

- BY IN LARGE I AM HAPPY WITH THE COUNTY'S CARE OF THOSE COUNTY ROADS I DRIVE ON. I AM ALWAYS CONCERNED THAT PEDESTRIANS ARE BEING OVERLOOKED AS WE REDESIGN. IT'S EASIER TO USE ALTERNATIVE TRANSPORTATION IF IT'S SAFE TO BE A PEDESTRIAN.
- When planning and encouraging people the bike to work and take the bus, please consider those of us who are disabled and/or caring for elderly parent.
- Although shifting productively, we have a considerable gap between our current attitude and a safe/respectful attitude towards users other than motorists. Annoying someone is of lesser importance than threatening someone's life and safety. The first isn't even a misdemeanor. The second is violating one of the another citizen's inalienable rights. Assault with a deadly weapon is the same thing whether it is by gun or automobile. Only difference is the automobile is more likely to effectively inflict permanent harm or death to someone with less mass and momentum at their disposal. This even with incidental contact.
- Question #6 needed other responses to explain more in depth. For example ADD TRANSIT OPTIONS. FC has MAX but might need additional parking....
- Please do an actual extensive more than 1 week study of the Barnes dance in Estes park. The current study is flawed because of the limited study timeframe and the fact the timing of the lights cycle were not lengthened for car traffic. I see reducing the auto pedestrian conflict a higher priority than increasing flow of traffic. The proposed loop which essentially move more traffic to the park "quicker" will only extend the bottleneck at the national park entrance and along moraine. These plans are all based on flawed studies from 20 years ago with inaccurate traffic predictions and/or unscientific studies.
- I try to walk many places using sidewalks and ride my bike on side streets and the shoulder of the road. Some improvement would be nice but it is already pretty good for me.
- I support the Estes Park Loop one-way couplet.
- Go for it. need to address any/all flood related issues - Fish Creek, CR 43; etc
- Allowing Gas powered Golf Carts (Low Speed Vehicles) would be an improvement. Other communities have them.
- Most important is improving road safety; worst example is I-25; also problems with roads like Taft/Shields due to highly variable vehicle speeds; other big example is almost daily reports of car-bicycle accidents
- As our growth continues, we must focus on all forms of transportation. Cars will not go away and are only increasing.
- I would like to participate in a citizen/public group to discuss and work towards solutions for the next 25 years.
- Please ensure that results of this survey are distributed via email or web (at least a link to the results).
- Would LOVE to see some planning towards a bypass around Loveland. We routinely drive from Greeley to Estes, and getting through Loveland takes FOREVER. Way too many stoplights, way too long to get through town.
- 4.2 million visitors equals an impossible traffic jam of chaotic size, plus highest summer ozone in the State. Parking near impossible. All, slowly, being addressed.
- East/West travel through Fort Collins needs to be improved and 3 travel lanes in each direction from Fort Collins to Firestone along I-25.
- Need to start considering planning by passes, express ways, or loops around Loveland and Fort Collins
- The population in this area is growing far faster than the City is assessing roadway growth. You put in a new street and a year later you are tearing part of it out and widening it or adding turn

lanes. Just do it right the first time. There should have been a right hand turn lane added to northbound Timberline to turn east on Horsetooth during the recent construction. You have already paved Horsetooth east of Ziegler and you know that's going to be built up in a matter of time. Another example is the right turn lane added westbound from Ziegler/Drake at Timberline. That turn lane was needed immediately upon completion of the Ziegler expansion, not a year later. Traffic is bottle necked regularly throughout the entire city and downright hazardous because of it. Regardless of whether you think people should take a bus, most people are still going to want to drive. It's Fort Collins, not Denver, and you can drive across town on a good day in less than 20 to 30 minutes. Also, is it really necessary to make parking lots impossible for trucks to maneuver in and must you stick the medians out so far into the turning traffic? I've seen the sign coming out of King Soopers turning south onto Timberline wiped out many times and the curb there is constantly getting trashed. People who plan these city streets need to maneuver through this town in a semi truck before they do the street planning. I don't drive one and don't know anyone who does, but I do feel sorry for them as I see them wiping out plants, trees, signs, etc. on a regular basis. Not everyone drives small cars. Anyhow, catch up with the times before the times catch up with you - I think they already have.

- Yes, why when you could make North College into 6 lanes is the money spent on just four and a huge planting box in the middle.. That is a waste of space, money and time.
- Slow down HWY 287 traffic to 45 MPH at intersections!
- I would love to see Fort Collins and other cities stop focusing on growth. Why do we need to grow, except to benefit builders, developers and others who could make a living doing things that don't have a negative impact on the community.

Compliments (29)

- Thanks
- Larimer County does a fantastic job!
- Glad to see - with increased population and travel transportation needs need to be addressed
- Please do anything you can to expand I-25. Thanks for the survey! And all the work you do!
- Living in in zone 5 just northwest of Fort Collins city limits, I'd like to commend the County road maintenance crews for a job well done in resurfacing and slightly widening streets in our neighborhood (e.g., Hollywood, Sunset, Vine, Laporte, and Overland).
- No, keep up the great job and thank the person who created this survey!
- I commute from Loveland to Greeley everyday for work. I take 402 almost the entire way and the improvements on that road are much appreciated! I don't take Highway 34 unless I have to. It feels like a disaster/accident waiting to happen.
- Lived in Larimer County in Fort Collins at Shields and Prospect from 2011-2014. Loved the city, loved the MAX bus, more public transit is ALWAYS a good investment.
- Keep up the great work with mass transit.
- I feel the County does a good job, state and federal highways leave a bit to be desired.
- Fort Collins is not a pedestrian friendly city. I think Larimer County roads are really good.
- Thank you for asking these questions!
- I think the city and County are doing well with roads and bike lanes
- I commute to work by walking. I ride my bike for recreation. Rural sidewalks do not make much sense but, improved (wide, protected) bike lanes are a great asset for our County. Thanks!
- Easy survey, thank you
- GOOD SURVEY, asked the right questions.
- I appreciate all you do. I love the new right turn lane at Horsetooth and Timberline. Prospect Road makes me crazy! I love the bike lanes, bike paths, sidewalks...Fort Collins is lucky we have

these things. No matter how bad traffic gets I feel blessed to live here and have what we have.
Love the Max!

- Thank you!
- I think R&B and Engineering do a fine job with the resources given.
- Thank you for considering input from the citizens.
- Good luck!
- Larimer County is an awesome place to live!
- thank you for doing this - it's great that you're looking at these needs
- Thanks for asking for input
- You are doing a good job--within reason! Thx.
- with snow season coming, want to recognize that the country does a very good job of snow removal on the country roads that I bike on; frequently better than the city. Thank you
- Thank you for including us (Estes Park) in this survey! We hope to expand our public transportation options in the future, so this is important.
- Overall, Larimer Co. does quite well with transportation relative to other places. Estes Park will need more shuttles into the Nat'l Park someday, but that could be a Federal problem.
- Good luck with any changes.



Appendix C:

Larimer County Master Plan (1997)
Guiding Principles and Strategies

Larimer County Master Plan Guiding Principles & Strategies

The *Larimer County Master Plan* was adopted in 1997 and remains in force for the development of this plan. Following are the guiding principles, along with strategies for implementing those principles, contained in the Transportation section of the *Larimer County Master Plan, 1997*.

TR-1 The Larimer County transportation planning process shall complement the development patterns and principles of the Master Plan.

- TR-1-s1 The Functional Road Classification Map shall be used as the official future roadway plan for the County.
- TR-1-s2 The Land Use Code shall establish roadway standards that enhance capacity and safety, improve air quality and aesthetics and implement the development patterns of the Land Use Framework Map.
- TR-1-s3 County road projects shall be designed and constructed in a manner that minimizes the impact on water quality and sensitive environmental areas and considers aesthetics.

TR-2 New development shall occur only where existing transportation facilities are adequate or where necessary improvements will be made as part of the development project.

- TR-2-s1 Adequate facilities and service levels for transportation shall be clearly defined in the Land Use Code. In Growth Management Areas, service level standards shall reflect those of the adjacent municipality. In other areas, standards shall be based on the density and intensity of the use.
- TR-2-s2 The Land Use Code shall establish traffic impact requirements to identify the need for improvements created by future development in order to meet adopted level of service standards.

TR-3 New development shall pay its equitable share for necessary improvements to the County transportation system.

- TR-3-s1 The Land Use Code shall require construction of improvements identified through a traffic impact study.
- TR-3-s2 The Land Use Code shall include a traffic improvement fee to support other future improvements to the County transportation system made necessary by the impact of the development, including cumulative impacts.
- TR-3-s3 The Land Use Code shall establish a mechanism to allow a party who initially funds an improvement to be reimbursed by future developments that also impact that facility.

TR-4 Larimer County shall encourage the development and use of alternative modes of transportation.

- TR-4-s1 Larimer County will continue to participate in cooperative efforts with cities and counties in the region to develop a preferred transit system within Growth Management Areas and between cities and towns, consistent with the adopted Transit Development Plan.
- TR-4-s2 Larimer County shall establish a bicycle plan that recognizes the need to serve both commuters and recreational users and that coordinates with the plans of adjoining cities and counties.
- TR-4-s3 Larimer County shall support the regional Travel Demand Management (TDM) program by encouraging all major employers to adopt a TDM program and by adopting incentives for promoting use of alternative modes of transportation and for implementing telecommuting programs.
- TR-4-s4 Larimer County shall continue to support the study and development of commuter rail service in the Northern Front Range.

TR-5 Larimer County shall establish a Capital Improvement Program for County transportation facilities.

- TR-5-s1 The Capital Improvement Program shall identify a methodology for prioritizing projects which emphasizes the importance of maintaining the existing roadway system.
- TR-5-s2 The Capital Improvement Plan for roadway maintenance and improvement shall consider consistency with the Master Plan as an element of project prioritization.
- TR-5-s3 The Capital Improvement Program shall identify methods to share costs with adjacent cities and other governmental entities.
- TR-5-s4 The Capital Improvement Program shall consider funding for alternative transportation mode projects including facilities for bicycles and transit



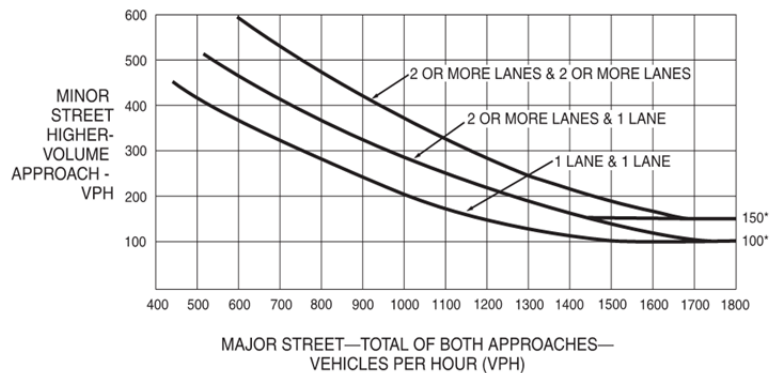
Appendix D:

Intersection Control Analysis

Existing Signal Warrant Analysis Worksheet

Intersection	Direction	K factor	Minor	Major	Existing		Peak Hour	Lanes	Minor Street Threshold	Major Street Threshold	Meet Warrant?
					Highest Volume Approach AADT	Total Both Approaches AADT					
1	N-S	0.1	x		112		12	2	150		No
	E-W	0.1		x		3,500	350	2		1800	
2	N-S	0.1	x		850		85	2	150		No
	E-W	0.1		x		8,500	850	2		1800	
3	N-S	0.1	x		175		18	2	150		No
	E-W	0.1		x		900	90	2		1800	
9	N-S	0.1		x		4,500	450	2		1800	
	E-W	0.1	x		1,500		150	2	150		No
13	N-S	0.1	x		650		65	2	150		No
	E-W	0.1		x		7,500	750	2		1800	
16	N-S	0.1		x		2,500	250	2		1800	
	E-W	0.1	x		375		38	2	150		No
17	N-S	0.1	x		375		38	2	150		No
	E-W	0.1		x		2,350	235	2		1800	
25	N-S	0.1		x		6,150	615	2		1400	
	E-W	0.1	x		2,200		220	2	150		No
28	N-S	0.1	x		500		50	2	150		No
	E-W	0.1		x		5,450	545	2		1800	
31	N-S	0.1	x		2,500		250	2	150		No
	E-W	0.1		x		7,000	700	3		1300	
32	N-S	0.1	x		650		65	2	150		No
	E-W	0.1		x		1,850	185	2		1800	
35	N-S	0.1	x		1750		175	2	150		No
	E-W	0.1		x		1,800	180	2		1550	
42	N-S	0.1		x		6,250	625	2		1800	
	E-W	0.1	x		1,250		125	2	150		No
46	N-S	0.1	x		600		60	2	150		No
	E-W	0.1		x		2,950	295	2		1800	
52	N-S	0.1		x		3,800	380	2		1625	
	E-W	0.1	x		1,550		155	2	150		No
57	N-S	0.1	x		375		38	2	150		No
	E-W	0.1		x		625	63	2		1800	

Figure 4C-3. Warrant 3, Peak Hour

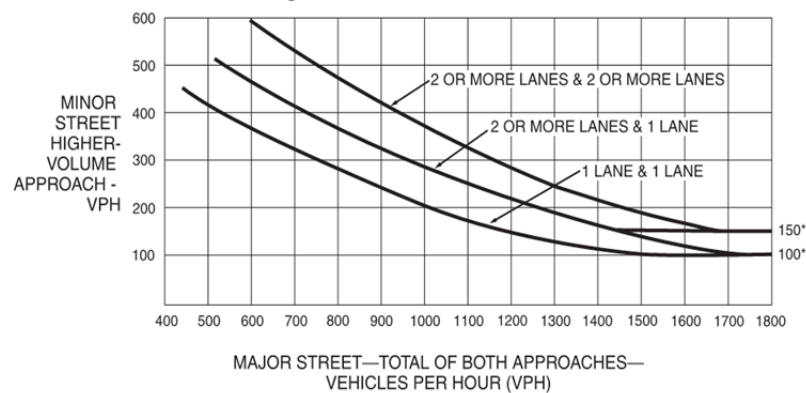


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Future Signal Warrant Analysis Worksheet

Future											
Intersection	Direction	K factor	Minor	Major	Highest Volume Approach AADT	Total Both Approaches AADT	Peak Hour	Lanes	Minor Street Threshold	Major Street Threshold	Meet Warrant?
1	N-S	0.1	x		6500		650	2	150		Yes
	E-W	0.1		x		19,000	1900	2		600	
2	N-S	0.1	x		6000		600	2	150		Yes
	E-W	0.1		x		20,500	2050	2		600	
3	N-S	0.1	x		4750		475	2	150		Yes
	E-W	0.1		x		8,000	800	2		800	
9	N-S	0.1		x		14,500	1450	2		600	
	E-W	0.1	x		8,500		850	2	150		Yes
13	N-S	0.1	x		5000		500	2	150		Yes
	E-W	0.1		x		16,700	1670	2		750	
16	N-S	0.1	x		2500		250	2	150		No
	E-W	0.1		x		9,200	920	2		1300	
17	N-S	0.1	x		750		75	2	150		No
	E-W	0.1		x		5,000	500	2		1800	
25	N-S	0.1		x		16,000	1600	2		950	
	E-W	0.1	x		4,000		400	2	150		Yes
28	N-S	0.1	x		2,000		200	2	150		No
	E-W	0.1		x		9,000	900	2		1450	
31	N-S	0.1	x		5,000		500	2	150		Yes
	E-W	0.1		x		12,750	1275	3		750	
32	N-S	0.1	x		1250		125	2	150		No
	E-W	0.1		x		3,750	375	2		1800	
35	N-S	0.1		x		4,800	480	2		1100	
	E-W	0.1	x		3,250		325	2	150		No
42	N-S	0.1		x		11,500	1150	2		1200	
	E-W	0.1	x		2,900		290	2	150		No
46	N-S	0.1	x		1,150		115	2	150		No
	E-W	0.1		x		6,800	680	2		1800	
52	N-S	0.1		x		5,500	550	2		1400	
	E-W	0.1	x		2,250		225	2	150		No
57	N-S	0.1	x		750		75	2	150		No
	E-W	0.1		x		1,250	125	2		1800	

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.



Appendix E:

Conceptual Opinion of Construction Costs

THIS IS AN ESTIMATE ONLY FOR A:				
1 MILE of a Paving a 2 lane gravel road with widened shldr's RURAL: 2 - lane section with bike lanes (no c,g,sw)				
	Estimated			
	Contract	Unit	Estimate	Estimate
Item Description	Quantity		Unit Price	TOTAL
Clear and Grub	1	LS	\$ 10,000.00	\$ 10,000.00
				\$ -
Unclassified Excavation	7,040	CY	\$ 5.00	\$ 35,200.00
Embankment - (CIP)	7,040	CY	\$ 5.00	\$ 35,200.00
Haul & Dispose	1,000	CY	\$ 4.94	\$ 4,940.00
Borrow ABC (Class 5 or 6) - (CIP)	500	CY	\$ 18.49	\$ 9,245.00
Muck Excavation - (CIP)	500	CY	\$ 22.04	\$ 11,020.00
Topsoil - (Stripping, Stockpiling, Placing) - 6" Depth	3,520	CY	\$ 11.46	\$ 40,339.20
Erosion Control	1	LS	\$ 15,000.00	\$ 15,000.00
Aggregate Base Course - (Class 5 or 6) - 6" Depth - (CIP)	7,000	TON	\$ 26.32	\$ 184,240.00
Fly ash Sub grade Stabilization - (12%)	21,120	SY	\$ 12.00	\$ 253,440.00
Hot Bituminous Pavement - Grading S (4" Depth) - (PG 64-28)	4,750	TON	\$ 99.00	\$ 470,250.00
Hot Bituminous Pavement - Grading SX (2" Depth) - (PG 64-28)	2,500	TON	\$ 116.00	\$ 290,000.00
Storm Sewer Mainline (assume 24" RCP half length)	2,640	LF	\$ 100.00	\$ 264,000.00
Storm Sewer laterals (assume 18" RCP)	150	LF	\$ 60.00	\$ 9,000.00
Storm Sewer Manholes	4	EA	\$ 3,000.00	\$ 12,000.00
Storm Sewer Inlets	2	EA	\$ 5,000.00	\$ 10,000.00
Concrete Sidewalk (6")	0	SY	\$ 40.00	\$ -
Concrete Access Ramps with Truncated Dome (8")	0	SF	\$ 6.30	\$ -
Concrete Drive Approach (6")	0	SF	\$ 4.27	\$ -
Concrete Cross pan with Aprons (9 1/2 ")	0	SF	\$ 6.65	\$ -
Hi-Early Concrete (24 Hour)	0	CY	\$ 54.40	\$ -
Flow able Fill Concrete	0	CY	\$ 135.74	\$ -
Exposed Aggregate Median Splash block (4")	0	SF	\$ 6.46	\$ -
Pedestrian Refuge Island	0	SF	\$ 4.10	\$ -
Patterned and Decorative Asphalt Crosswalks	0	SF	\$ 7.37	\$ -
	0			
Vertical Curb & Gutter (30")	0	LF	\$ 12.07	\$ -
Outfall Curb & Gutter (18")	0	LF	\$ 11.53	\$ -
Driveway Curb Cuts (25' Width)	0	EA	\$ 160.61	\$ -
Construction Bid Items Subtotal				\$ 1,653,874.20
Construction Surveying (2%)	1.00	LS	\$ 33,077.48	\$ 33,077.48
Mobilization (8%)	1.00	LS	\$ 132,309.94	\$ 132,309.94
Traffic Signals	0.00	EA	\$ 250,000.00	\$ -
Traffic Control (6%)	1.00	LS	\$ 99,232.45	\$ 99,232.45
Subtotal Misc. Quantities:				\$ 264,619.87
Estimated Contract Amount				\$ 1,918,494.07
Project Contingency (20%)	1	LS	0.2	\$ 383,698.81
TOTAL ESTIMATED PROJECT CONSTRUCTION COSTS				\$ 2,302,192.89
Design, Engineering or Const Management Costs (30%)				\$ 690,657.87
TOTAL ESTIMATE PROJECT COSTS				\$ 2,992,850.75
Project cost do not include water/sewer/other utilities				
Project cost do not include landscaping costs				
Estimated Construction Cost per lineal foot				\$ 436.02
Estimated TOTAL PROJECT Cost per lineal foot				\$ 566.83

THIS IS AN ESTIMATE ONLY FOR A:				
1 MILE of a reconstructing paved 2 lane road with widened shldrs RURAL: 2 - lane section with bike lanes (no c,g,sw)				
	Estimated			
	Contract	Unit	Estimate	Estimate
Item Description	Quantity		Unit Price	TOTAL
Clear and Grub	1	LS	\$ 10,000.00	\$ 10,000.00
				\$ -
Remove Exist Asphalt Matt (Milling)	15,250	SY	\$ 3.00	\$ 45,750.00
Unclassified Excavation	7,040	CY	\$ 5.00	\$ 35,200.00
Embankment - (CIP)	7,040	CY	\$ 5.00	\$ 35,200.00
Haul & Dispose	1,000	CY	\$ 4.94	\$ 4,940.00
Borrow ABC (Class 5 or 6) - (CIP)	500	CY	\$ 18.49	\$ 9,245.00
Muck Excavation - (CIP)	500	CY	\$ 22.04	\$ 11,020.00
Topsoil - (Stripping, Stockpiling, Placing) - 6" Depth	3,520	CY	\$ 11.46	\$ 40,339.20
Erosion Control	1	LS	\$ 15,000.00	\$ 15,000.00
Aggregate Base Course - (Class 5 or 6) - 6" Depth - (CIP)	7,000	TON	\$ 26.32	\$ 184,240.00
Fly ash Sub grade Stabilization - (12%)	21,120	SY	\$ 12.00	\$ 253,440.00
Hot Bituminous Pavement - Grading S (4" Depth) - (PG 64-28)	4,750	TON	\$ 99.00	\$ 470,250.00
Hot Bituminous Pavement - Grading SX (2" Depth) - (PG 64-28)	2,500	TON	\$ 116.00	\$ 290,000.00
Storm Sewer Mainline (assume 24" RCP half length)	2,640	LF	\$ 100.00	\$ 264,000.00
Storm Sewer laterals (assume 18" RCP)	150	LF	\$ 60.00	\$ 9,000.00
Storm Sewer Manholes	4	EA	\$ 3,000.00	\$ 12,000.00
Storm Sewer Inlets	2	EA	\$ 5,000.00	\$ 10,000.00
Concrete Sidewalk (6")	0	SY	\$ 40.00	\$ -
Concrete Access Ramps with Truncated Dome (8")	0	SF	\$ 6.30	\$ -
Concrete Drive Approach (6")	0	SF	\$ 4.27	\$ -
Concrete Cross pan with Aprons (9 1/2 ")	0	SF	\$ 6.65	\$ -
Hi-Early Concrete (24 Hour)	0	CY	\$ 54.40	\$ -
Flow able Fill Concrete	0	CY	\$ 135.74	\$ -
Exposed Aggregate Median Splash block (4")	0	SF	\$ 6.46	\$ -
Pedestrian Refuge Island	0	SF	\$ 4.10	\$ -
Patterned and Decorative Asphalt Crosswalks	0	SF	\$ 7.37	\$ -
	0			
Vertical Curb & Gutter (30")	0	LF	\$ 12.07	\$ -
Outfall Curb & Gutter (18")	0	LF	\$ 11.53	\$ -
Driveway Curb Cuts (25' Width)	0	EA	\$ 160.61	\$ -
Construction Bid Items Subtotal				\$ 1,699,624.20
Construction Surveying (2%)	1.00	LS	\$ 33,992.48	\$ 33,992.48
Mobilization (8%)	1.00	LS	\$ 135,969.94	\$ 135,969.94
Traffic Signals	0.00	EA	\$ 250,000.00	\$ -
Traffic Control (6%)	1.00	LS	\$ 101,977.45	\$ 101,977.45
Subtotal Misc. Quantities:				\$ 271,939.87
Estimated Contract Amount				\$ 1,971,564.07
Project Contingency (20%)	1	LS	0.2	\$ 394,312.81
TOTAL ESTIMATED PROJECT CONSTRUCTION COSTS				\$ 2,365,876.89
Design, Engineering or Const Management Costs (30%)				\$ 709,763.07
TOTAL ESTIMATE PROJECT COSTS				\$ 3,075,639.95
Project cost do not include water/sewer/other utilities				
Project cost do not include landscaping costs				
Estimated Construction Cost per lineal foot				\$ 448.08
Estimated TOTAL PROJECT Cost per lineal foot				\$ 582.51

THIS IS AN ESTIMATE ONLY FOR A:				
1 MILE of a widening from a paved 2 lane road to a 3 lane Arterial Road RURAL: 3 - lane section with bike lanes (no c.g, sw "16 ft CENTER TURN LANE				
	Estimated			
Item Description	Contract Quantity	Unit	Estimate Unit Price	Estimate TOTAL
Clear and Grub	1	LS	\$ 17,500.00	\$ 17,500.00
				\$ -
Unclassified Excavation	10,200	CY	\$ 5.00	\$ 51,000.00
Embankment - (CIP)	10,200	CY	\$ 5.00	\$ 51,000.00
Haul & Dispose	1,000	CY	\$ 4.94	\$ 4,940.00
Borrow ABC (Class 5 or 6) - (CIP)	500	CY	\$ 18.49	\$ 9,245.00
Muck Excavation - (CIP)	500	CY	\$ 22.04	\$ 11,020.00
Topsoil - (Stripping, Stockpiling, Placing) - 6" Depth	5,100	CY	\$ 11.46	\$ 58,446.00
Erosion Control	1	LS	\$ 15,000.00	\$ 15,000.00
Aggregate Base Course - (Class 5 or 6) - 6" Depth - (CIP)	10,000	TON	\$ 26.32	\$ 263,200.00
Fly ash Sub grade Stabilization - (12%)	35,200	SY	\$ 12.00	\$ 422,400.00
Hot Bituminous Pavement - Grading S (4" Depth) - (PG 64-28)	6,900	TON	\$ 99.00	\$ 683,100.00
Hot Bituminous Pavement - Grading SX (2" Depth) - (PG 64-28)	3,500	TON	\$ 116.00	\$ 406,000.00
Storm Sewer Mainline (assume 24" RCP half length)	2,640	LF	\$ 100.00	\$ 264,000.00
Storm Sewer laterals (assume 18" RCP)	150	LF	\$ 60.00	\$ 9,000.00
Storm Sewer Manholes	4	EA	\$ 3,000.00	\$ 12,000.00
Storm Sewer Inlets	2	EA	\$ 5,000.00	\$ 10,000.00
Concrete Sidewalk (6")	0	SY	\$ 40.00	\$ -
Concrete Access Ramps with Truncated Dome (8")	0	SF	\$ 6.30	\$ -
Concrete Drive Approach (6")	0	SF	\$ 4.27	\$ -
Concrete Cross pan with Aprons (9 1/2 ")	0	SF	\$ 6.65	\$ -
Hi-Early Concrete (24 Hour)	0	CY	\$ 54.40	\$ -
Flow able Fill Concrete	0	CY	\$ 135.74	\$ -
Exposed Aggregate Median Splash block (4")	0	SF	\$ 6.46	\$ -
Pedestrian Refuge Island	0	SF	\$ 4.10	\$ -
Patterned and Decorative Asphalt Crosswalks	0	SF	\$ 7.37	\$ -
	0			
Vertical Curb & Gutter (30")	0	LF	\$ 12.07	\$ -
Outfall Curb & Gutter (18")	0	LF	\$ 11.53	\$ -
Driveway Curb Cuts (25' Width)	0	EA	\$ 160.61	\$ -
Construction Bid Items Subtotal				\$ 2,287,851.00
Construction Surveying (2%)	1.00	LS	\$ 45,757.02	\$ 45,757.02
Mobilization (8%)	1.00	LS	\$ 183,028.08	\$ 183,028.08
Traffic Signals	1.00	EA	\$ 250,000.00	\$ 250,000.00
Traffic Control (6%)	1.00	LS	\$ 137,271.06	\$ 137,271.06
Subtotal Misc. Quantities:				\$ 616,056.16
Estimated Contract Amount				\$ 2,903,907.16
Project Contingency (20%)	1	LS	0.2	\$ 580,781.43
TOTAL ESTIMATED PROJECT CONSTRUCTION COSTS				\$ 3,484,688.59
Design, Engineering or Const Management Costs (30%)				\$ 1,045,406.58
TOTAL ESTIMATE PROJECT COSTS				\$ 4,530,095.17
Project cost do not include water/sewer/other utilities				
Project cost do not include landscaping costs				
Estimated Construction Cost per lineal foot				\$ 659.98
Estimated TOTAL PROJECT Cost per lineal foot				\$ 857.97

THIS IS AN ESTIMATE ONLY FOR A:				
1 MILE of a widening from a paved 2 lane road to a 4 lane Arterial Road RURAL: 4 - lane section with bike lanes (no c.g.sw				
	Estimated			
Item Description	Contract Quantity	Unit	Estimate Unit Price	Estimate TOTAL
Clear and Grub	1	LS	\$ 17,500.00	\$ 17,500.00
				\$ -
Unclassified Excavation	11,750	CY	\$ 5.00	\$ 58,750.00
Embankment - (CIP)	11,750	CY	\$ 5.00	\$ 58,750.00
Haul & Dispose	1,000	CY	\$ 4.94	\$ 4,940.00
Borrow ABC (Class 5 or 6) - (CIP)	500	CY	\$ 18.49	\$ 9,245.00
Muck Excavation - (CIP)	500	CY	\$ 22.04	\$ 11,020.00
Topsoil - (Stripping, Stockpiling, Placing) - 6" Depth	5,900	CY	\$ 11.48	\$ 67,614.00
Erosion Control	1	LS	\$ 15,000.00	\$ 15,000.00
Aggregate Base Course - (Class 5 or 6) - 6" Depth - (CIP)	11,100	TON	\$ 26.32	\$ 292,152.00
Fly ash Sub grade Stabilization - (12%)	35,200	SY	\$ 12.00	\$ 422,400.00
Hot Bituminous Pavement - Grading S (4" Depth) - (PG 64-28)	8,000	TON	\$ 99.00	\$ 792,000.00
Hot Bituminous Pavement - Grading SX (2" Depth) - (PG 64-28)	4,050	TON	\$ 116.00	\$ 469,800.00
Storm Sewer Mainline (assume 24" RCP half length)	2,640	LF	\$ 100.00	\$ 264,000.00
Storm Sewer laterals (assume 18" RCP)	150	LF	\$ 60.00	\$ 9,000.00
Storm Sewer Manholes	4	EA	\$ 3,000.00	\$ 12,000.00
Storm Sewer Inlets	2	EA	\$ 5,000.00	\$ 10,000.00
Concrete Sidewalk (6")	0	SY	\$ 40.00	\$ -
Concrete Access Ramps with Truncated Dome (8")	0	SF	\$ 6.30	\$ -
Concrete Drive Approach (6")	0	SF	\$ 4.27	\$ -
Concrete Cross pan with Aprons (9 1/2 ")	0	SF	\$ 6.65	\$ -
Hi-Early Concrete (24 Hour)	0	CY	\$ 54.40	\$ -
Flow able Fill Concrete	0	CY	\$ 135.74	\$ -
Exposed Aggregate Median Splash block (4")	0	SF	\$ 6.46	\$ -
Pedestrian Refuge Island	0	SF	\$ 4.10	\$ -
Patterned and Decorative Asphalt Crosswalks	0	SF	\$ 7.37	\$ -
	0			
Vertical Curb & Gutter (30")	0	LF	\$ 12.07	\$ -
Outfall Curb & Gutter (18")	0	LF	\$ 11.53	\$ -
Driveway Curb Cuts (25' Width)	0	EA	\$ 160.61	\$ -
Construction Bid Items Subtotal				\$ 2,514,171.00
Construction Surveying (2%)	1.00	LS	\$ 50,283.42	\$ 50,283.42
Mobilization (8%)	1.00	LS	\$ 201,133.68	\$ 201,133.68
Traffic Signals	1.00	EA	\$ 250,000.00	\$ 250,000.00
Traffic Control (6%)	1.00	LS	\$ 150,850.26	\$ 150,850.26
Subtotal Misc. Quantities:				\$ 652,267.36
Estimated Contract Amount				\$ 3,166,438.36
Project Contingency (20%)	1	LS	0.2	\$ 633,287.67
TOTAL ESTIMATED PROJECT CONSTRUCTION COSTS				\$ 3,799,726.03
Design, Engineering or Const Management Costs (30%)				\$ 1,139,917.81
TOTAL ESTIMATE PROJECT COSTS				\$ 4,939,643.84
Project cost do not include water/sewer/other utilities				
Project cost do not include landscaping costs				
Estimated Construction Cost per lineal foot				\$ 719.65
Estimated TOTAL PROJECT Cost per lineal foot				\$ 935.54

THIS IS AN ESTIMATE ONLY FOR A:				
1 MILE of a constructing a 5 lane Arterial Road URBAN: 5 - lane section with bike lanes , c,g, & sw)				
**8 ft bike lanes and 16 ft center lane				
	Estimated			
	Contract	Unit	Estimate	Estimate
Item Description	Quantity		Unit Price	TOTAL
Clear and Grub	1	LS	\$ 25,000.00	\$ 25,000.00
				\$ -
Unclassified Excavation	15,645	CY	\$ 5.00	\$ 78,225.00
Embankment - (CIP)	15,645	CY	\$ 5.00	\$ 78,225.00
Haul & Dispose	1,000	CY	\$ 4.94	\$ 4,940.00
Borrow ABC (Class 5 or 6) - (CIP)	500	CY	\$ 18.49	\$ 9,245.00
Muck Excavation - (CIP)	500	CY	\$ 22.04	\$ 11,020.00
Topsoil - (Stripping, Stockpiling, Placing) - 6" Depth	7,823	CY	\$ 11.46	\$ 89,651.58
Erosion Control	1	LS	\$ 15,000.00	\$ 15,000.00
Aggregate Base Course - (Class 5 or 6) - 6" Depth - (CIP)	15,650	TON	\$ 26.32	\$ 411,908.00
Fly ash Sub grade Stabilization - (12%)	46,950	SY	\$ 12.00	\$ 563,400.00
Hot Bituminous Pavement - Grading S (4" Depth) - (PG 64-28)	10,550	TON	\$ 99.00	\$ 1,044,450.00
Hot Bituminous Pavement - Grading SX (2" Depth) - (PG 64-28)	5,400	TON	\$ 116.00	\$ 626,400.00
Storm Sewer Mainline (assume 24" RCP half length)	2,640	LF	\$ 100.00	\$ 264,000.00
Storm Sewer laterals (assume 18" RCP)	150	LF	\$ 60.00	\$ 9,000.00
Storm Sewer Manholes	4	EA	\$ 3,000.00	\$ 12,000.00
Storm Sewer Inlets	2	EA	\$ 5,000.00	\$ 10,000.00
Concrete Sidewalk (8")	7,040	SY	\$ 40.00	\$ 281,600.00
Concrete Access Ramps with Truncated Dome (8")	2,880	SF	\$ 6.30	\$ 18,144.00
Concrete Drive Approach (8")	4,500	SF	\$ 4.27	\$ 19,215.00
Concrete Cross pan with Aprons (9 1/2 ")	5,760	SF	\$ 6.65	\$ 38,304.00
Hi-Early Concrete (24 Hour)	0	CY	\$ 54.40	\$ -
Flow able Fill Concrete	0	CY	\$ 135.74	\$ -
Exposed Aggregate Median Splash block (4")	10,560	SF	\$ 6.46	\$ 68,217.60
Pedestrian Refuge Island	192	SF	\$ 4.10	\$ 787.20
Patterned and Decorative Asphalt Crosswalks	11,520	SF	\$ 7.37	\$ 84,902.40
	0			
Vertical Curb & Gutter (30")	10,560	LF	\$ 12.07	\$ 127,459.20
Outfall Curb & Gutter (18")	10,560	LF	\$ 11.53	\$ 121,756.80
Driveway Curb Cuts (25' Width)	12	EA	\$ 160.61	\$ 1,927.32
Construction Bid Items Subtotal				\$ 4,014,778.10
Construction Surveying (2%)	1.00	LS	\$ 80,295.56	\$ 80,295.56
Mobilization (8%)	1.00	LS	\$ 321,182.25	\$ 321,182.25
Traffic Signals	1.00	EA	\$ 250,000.00	\$ 250,000.00
Traffic Control (6%)	1.00	LS	\$ 240,886.69	\$ 240,886.69
Subtotal Misc. Quantities:				\$ 892,364.50
Estimated Contract Amount				\$ 4,907,142.60
Project Contingency (20%)	1	LS	0.2	\$ 981,428.52
TOTAL ESTIMATED PROJECT CONSTRUCTION COSTS				\$ 5,888,571.12
Design, Engineering or Const Management Costs (30%)				\$ 1,766,571.33
TOTAL ESTIMATE PROJECT COSTS				\$ 7,655,142.45
Project cost do not include water/sewer/other utilities				
Project cost do not include landscaping costs				
Estimated Construction Cost per lineal foot				\$ 1,115.26
Estimated TOTAL PROJECT Cost per lineal foot				\$ 1,449.84



Larimer County
P.O. Box 1190
Fort Collins, CO 80522
(970) 498-7000
larimer.org