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.

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 14		CR 1	JOHNSTOWN CL	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
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

Larimer County Road	Alias	From	To	SR Capacity Need	LR Capacity Need
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
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

Larimer County Road	Alias	From	To	SR Capacity Need	LR Capacity Need
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 67	YMCA ENTRANCE	LR69B-S0.1-S66-A		Reconstruct
LCR 69	Tunnel Rd/ Hwy 68	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 14/WCR50	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 LR1-0.5-40A	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

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	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
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	0.75	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

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
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
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

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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
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
013-6.985	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	0.066	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
014-6.36	014	LCR 14		CR 1	JOHNSTOWN CL	Minor Collector		N	R	625	2017	8,700	0.46	Gravel - treated	2	1.56	21.75	unknown	unknown	unknown	unknown	unknown	Pave	2 - Medium			$1,376,711
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

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
015-3	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
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			$718,264
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

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
017-12.674	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
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			$3,865,847
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

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
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
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	0.498	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

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
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
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	3.856	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	0.64	$170,220	$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

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
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
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	$170,220	$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

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
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
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 PRAIRIE)	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 (0VERLAND)	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 (0VERLAND)	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

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
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
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	Willox 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	Willox 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 PRAIRIE)	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 PRAIRIE)	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	1.20	$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

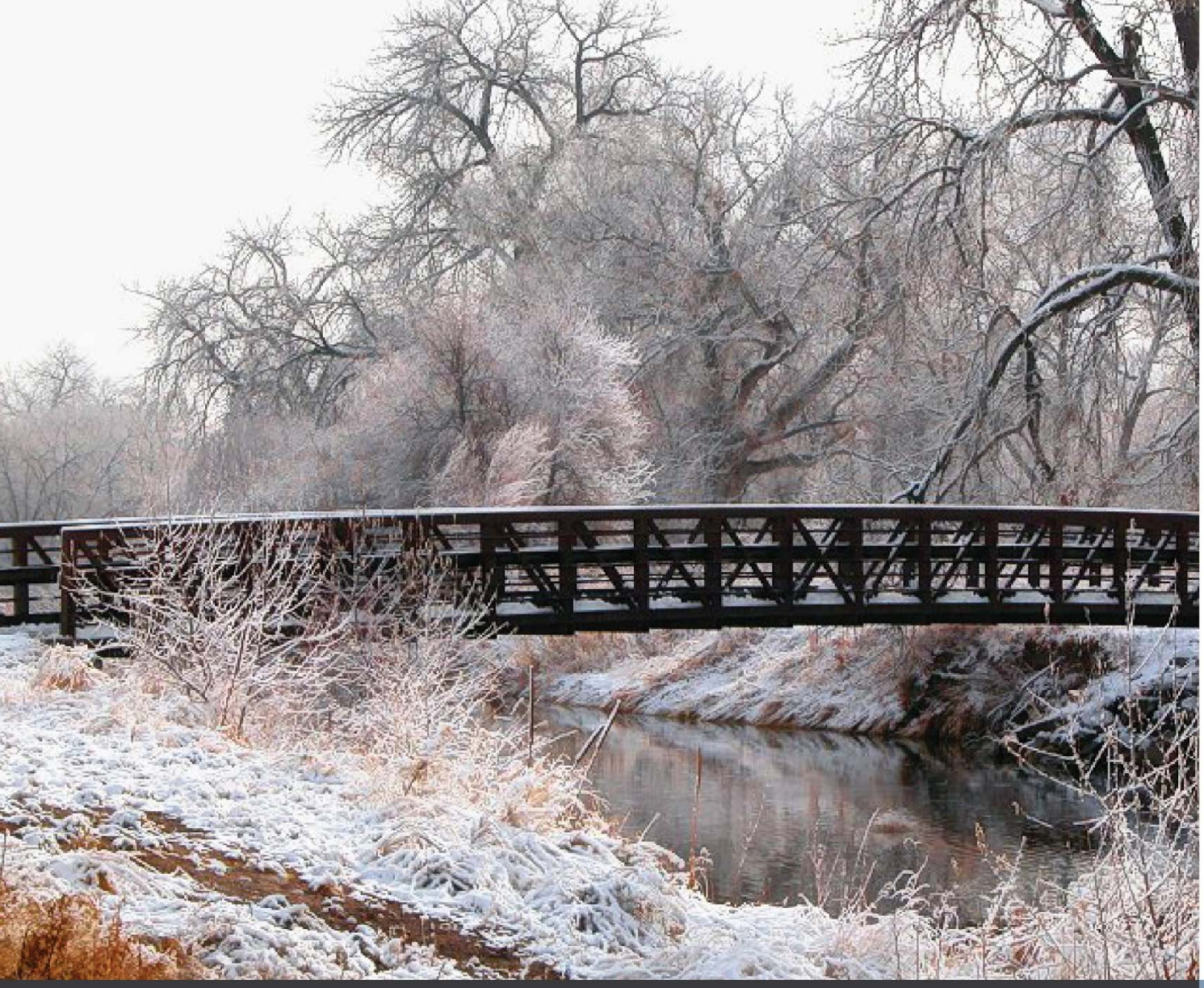
Section ID	Road ID	Larimer County Road	Alias	From	To	Func Class	GMA	Regional Road	2014 Area Type	Adjusted ADT	ADT Year	2040 ADT	Length (Mi)	Surface Type	No. of Lanes	EC 2014 V/C	NB 2040 V/C	EC Weighted Crash Count	EC Overall Crash Rate per Million VMT	EC Crash Cost	EC Maintenance Cost per Mile	EC Safety Need	SR Capacity Need	SR Improvement Priority	LR Capacity Need	LR Improvement Priority	Total Improvement Cost
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
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	0.00	11	1.07	$199,210	$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	0.63	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

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
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
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	$9,436	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

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
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
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	0.90	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

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
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 SUFRACE 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
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	$9,604,190	$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

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
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
099-0	099	LCR 99	Chimney Rock	CR 80C	STATE LINE	Local		N	M	35	2012	75	5.869	Graded and drained - earth	2	0.10	0.30	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 ft collins bike trails to fossil creek resevoir 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 accessibilty 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 as 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 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 irrate 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 disappinted and disgusted with the light sentances 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 acknowedging 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. Larmier 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 races 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 form 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 Manhatten, you can get anywhere by bus, train, Metro, cheap taxi. And Manhatten 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 aweek 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 increasing 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 collons,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. Their 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 is 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, ect..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 relay 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 accessable 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 Carpender 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/Willox 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 form 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 pasing 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 raod 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 9o 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 form 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 done 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 controll 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 there cars behind. The money is going everwhere except road expansion. Let's quite 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 roda 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 detrimentail.
- 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 lines. Larmier 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. Round-abouts 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 pediatricians

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 Sheilds. 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, ahhhhhh
- 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 lesson 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 repeated 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 lesson 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 pediatricians
- 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 complextiy.

- Street lights, would like to see more.
- Why is a lot of the law enforcement budget hidden?
- Please dont 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 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 contstruction. 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.

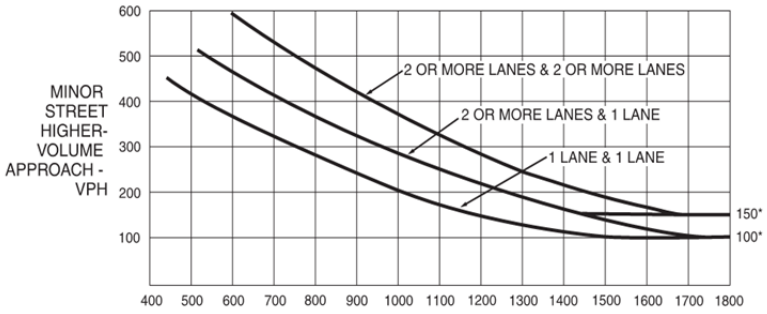
- TR-5-s1 The Capital Improvement Program shall identify a methodology for prioritizing projects which emphasizes the importance of maintaining the existing roadway system.
- TR-5-s2 The Capital Improvement Plan for roadway maintenance and improvement shall consider consistency with the Master Plan as 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

Existing											
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		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

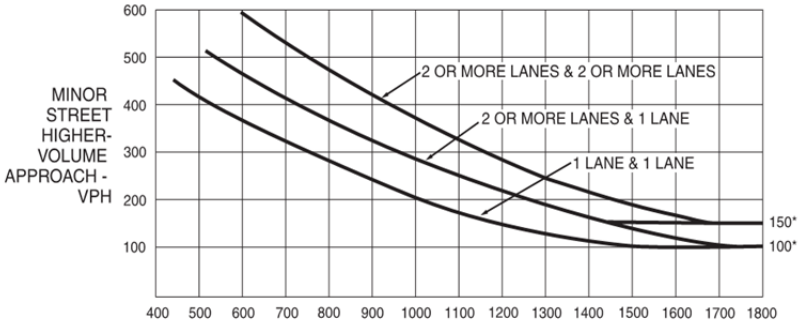


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

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 shldrs RURAL: 2 - lane section with bike lanes (no c,g,sw)				
Item Description	Estimated Contract Quantity	Unit	Estimate Unit Price	Estimate 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)				
Item Description	Estimated Contract Quantity	Unit	Estimate Unit Price	Estimate 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

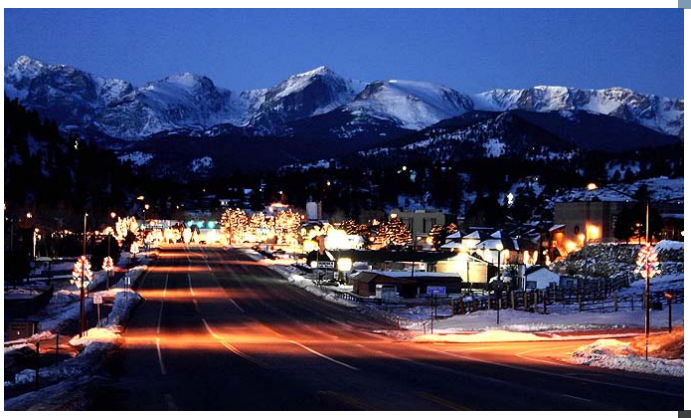
Item Description	Estimated Contract Quantity	Unit	Estimate Unit Price	Estimate TOTAL
Clear and Grub	1	LS	$ 17,500.00	$ 17,500.00
				$ -
Unclassified Excavation	10,200	CY	$ 5.00	$ 51,000.00
Embankment - (CIP)	10,200	CY	$ 5.00	$ 51,000.00
Haul & Dispose	1,000	CY	$ 4.94	$ 4,940.00
Borrow ABC (Class 5 or 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

Item Description	Estimated 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	$ 11.46	$ 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 construting 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 (6")	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 (6")	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



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