

**Owl Canyon Open House #1
Route Feasibility Summary Information
February 19, 2008**

One of the stations at the first open house asked attendees to provide their thoughts on potential alignment options in the Owl Canyon corridor that should be considered. 48 cards were submitted. The graphical depictions below indicate the various alignments that were submitted and the related comments attendees made about those routes.

Which route do you think is most feasible?

CR 21 – 2 votes, 2 comments



- I don't care where it goes – just pave the \$#%& road!
- Fewer homes impacted, avoids CR 15, existing road is a better base.

CR 19 – 6 votes, 6 comments



- If Mr. Weaver would grant this marked easement, I feel this would be the most logical way to do this. And most least costly!! If not traffic should stay on CR 70 which is the straightest line.
- The lesser of all evils – are you concerned about the people who live there? Are you concerned about wildlife – antelope, deer, bobcats and other things – many raptors. We who live there care about these things. The speeders who go through don't care about anything but a selfish desire to get somewhere 10 minutes sooner. Why should the County spend money and we risk our lives constantly for people such as this?
- Least amount of cut/fill = cost. Limits property condemnation.
- Bypass Weaver ranch.
- Bypass this bad corner (Weaver corner) – it's a bad curve.
- Exchange land (19 for 21)

CR 17 - none

CR 15 – 8 votes



- Minimize impact to currently lower traffic volume areas
- This route would have least paving and less impact on property values
- Hidden drives on 70. Can't get to mail boxes due to high speeds – too many animals killed on the road due to high speeds. Impact to property. Trash pitched out of cars onto property. Beer bottle hit house – cut him. Speedway. Many bikes on 70.
- This is most cost effective way to accomplish what you want with minimum impact.

- I'm told the traffic dictates what will take place – If that's true, then why ask the homeowner living in the area? We don't have a choice – We moved to be away from the traffic – you're proposing bringing it to us anyway.
- It appears to make the most sense given the existing roadways.

CR 13 - none

CR 11 – 2 votes, 2 comments

- Not 70
- Outside Waverly boundaries and lower the speed limit and collect revenue from speeders and those causing hazard to residents.



CR 9 – 5 votes, 3 comments

- Logic and cost – cutting farther north through area already devastated by mining makes more sense.
- Most direct, impacts fewer residents
- Keep traffic to Laramie on I-25 to I-80 then to Laramie, faster and better roads take sown sign to Laramie at I-25 and Mulberry



CR 7 - 2 votes, 2 comments

- If it is a truck route – say it is a truck route!
- Less cost – less controversy, alignment better



Use CR 72 to I-25 Frontage Road - 3 votes, 3 comments

- Build CR 72 to I-25 – make It a straight shot. Or move truck route farther north.
- From a pure transportation traffic flow, an underpass on railroad and tie to a frontage road extension of CR 7 is the best solution.
- Create off-ramp, use frontage road as access.



Use CR 72 to new interchange at I-25 - 6 votes, 4 comments

- Need one large project in Larimer County looking at Glade Reservoir, CR 72 issues, Highway 14. To involve CDOT, delete highway 287 / 14 and put the miles into CR 72. This should help in money, cost, and combined people to work the project projections / studies.
- It would make the most sense to make a straight shot east on CR 72 and tie into I-25 – need no cuts.
- I think we need to go on 72 straight east – safety of the people along the road – It is a County Road.
- Most direct route



Other - Utilize Glade Bypass – 6 votes, 6 comments



- Glade bypass
- Use 287
- 72 to relocated 287
- Realign 287 to east of hogback – create interchange at CR70. Build new road along road 70, using present 70 road as a service road. Build overpass over road 15, only access to new road. East or west, local traffic would use service road. New road would be OWL CANYON TRUCK ROAD. This would create a fast east west route from I-25 to Highway 287 for trucks and autos going through. At overpass have east bound ramps and westbound ramps (only access). Present traffic could use road 72 until new highway is built.
- Use Glade By-pass!
- Use relocated 287 along east side of hogback to Fort Collins bypass. To have Fort Collins finish and pay for “THEIR” bypass project.

Other - Use CR 70 all the way – 2 votes, 1 comment



- Use CR 70 with new alignment through hogback to US 287. This just seems most logical. It cuts almost completely straight across. However, I prefer that this not happen at all!! It affects too many homeowners.

Other - Make new connection of CR 72 to US 287 through hogback – 2 votes, 2 comments



- Bad blind spot from cutout.
- Safety of accidents @ 287 / 72

Other - Use I-80 - 1 vote, 1 comment

- No one cares about quality of life of the property owners! Anymore paving will make the roads more dangerous for walks, bicyclists, and horses. It is still an open range! Truckers (over the road) use I-80 to I-25 – all others slow down and enjoy our country side.

Other - Use CR 80 - 1 vote, 1 comment

- Actually using CR 80 on east end of area at I-25 and going west from there would be less impact to property and people than any 70 or 72 route.

Other – Use City of Fort Collins Routes - 2 votes, 2 comments

- Only two options? How about this – finish 287 where it ends.
- Proper highway near north boundary of city.



**Owl Canyon Open House #1
Importance of Route Selection Criteria
February 19, 2008**

One of the stations at the first open house asked attendees to indicate what criteria would be most important to them when various alignment options are evaluated. Each attendee received four (4) voting ‘dots’ to place next to various criteria. Over 200 dots were placed. The summary below shows where the dots were placed.

Evaluation Criteria	# Dots Placed	Percent of Total
Cost	9	4.0 %
Environmental	41	18.1 %
Impacts to Adjacent Properties	68	30.1 %
Meets Regional and Local Traffic Mobility Needs	13	5.8 %
Potential for Phasing Construction	7	3.1 %
Safety	53	23.5 %
Others (Hand written additions by attendees)		
Over the road truckers using it as a bypass	3	1.3 %
No Bike Lanes!	1	0.4 %
Toll road for non residents	1	0.4 %
Fort Collins to finish by bypass at their cost	2	0.9 %
Quality of life for existing property owners	18	8.0 %
Not on 70	4	1.8 %
Tired of getting the cr** kicked out of my vehicles	2	0.9 %
Impact on ALL residents north & west of Wellington	4	1.8 %
	Total Dots	226

**Owl Canyon Open House #1
Text of Comment Cards Submitted
February 19, 2008**

Text of comment cards turned in at open house is provided below. 21 comments were received.

Comment Cards

- Depends on what happens! But most likely!
- I'm concerned about the alternate route that would be taken of a hazmat spill should cause this corridor to be shut down, what would this look like?
- Regardless of what route is chosen, CR 70 between 15 and 19 needs a shoulder and a speed limit sign of 45. Cyclists are at risk!
- Thanks for looking ahead and developing a plan. The current traffic supports the need for improvements soon.
- Why was the CR 70 exit marked owl Canyon? Put interchange at CR 72 and pave west to Owl Canyon. Why doesn't Fort Collins have full disclosure to people considering buying property? Four months after I close on property, I hear about Glade Reservoir, Owl Canyon paving, airport and 287 options.
- Please as soon as possible decide where and when this project is going to happen! As a long established homeowner to CR 72, I'm tired of not knowing how my property is going to be affected.
- I'm disappointed to learn that because the 'traffic' has decided to use these roads – that it will dictate the change. By paving the roads you will encourage more traffic as well. This area is agricultural / livestock. You're proposing to 'kill' that too. "Buyer beware." It's sad and very frustrating. I'm sorry I moved to Colorado. I wouldn't encourage anyone else to move here.
- A much needed route somewhere. North (CR 80) would provide a lesser impact from 287 to I-25 traffic and as such leave existing routes to the south for mainly local traffic.
- It does not hurt anyone to slow down and respect others and animals. We moved out here to get away from freeway traffic – now it looks like we will have one outside our door again. This road does not need to be paved - more stops and roundabouts.
- Re-establish the [intersection] cross alignment of CR 7 and CR 70. The proximity to the I-25 road should factor in any work. This intersection should receive the same careful planning that is planned for other intersections. Perhaps you should plan the best for all intersections along the chosen route. Then fund as safety and accident requires. If you can't fund all you can do it in stages. Give CR 7 and CR 70 the changes it needs.

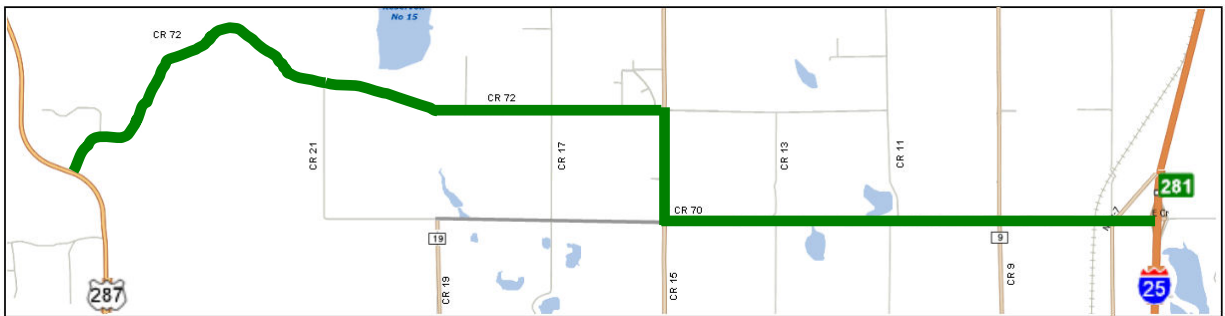
- Feel the state should help pay for the project.
- Put a weight limit on Owl Canyon road for one year to see how it affects your maintenance costs. Encourage big rigs to stay on I-80 over to I-25 (perhaps with money)
- This project is a cave-in to the increased traffic demand that wouldn't exist if the City of Fort Collins had the [guts] to build / improve a proper highway on their north side, instead of giving in to a small vocal group of northside residents who wish to promote sprawl instead.
- Will paving solve the current speeding problems or exaggerate them?
- Thank you for keeping the public informed. I still think there is too much going on (Glade Reservoir, 287 movement, CR 72), hence one large overview project to best help Larimer County, the people that live here, and the people that pass through.
- Thanks for involving and notifying, then giving the northern neighbors a chance to speak up. Please dig up and re-use as much of the data collected for the truck bypass study. It answered many of the questions being generated. Avoid re-inventing the wheel (being said by an engineer).
- Build new two lane road, Owl Canyon truck route, build overpass over CR 15, only access east and west. Use existing CR 70 and CR 72 as local traffic. This would create a fast route for trucks and cars traveling northern east-west route. If 287 is re-aligned, build interchange for Owl Canyon Truck Route.
- Let's face it, the only way to keep this a low volume rural road is to let it go back to nature – like that's going to happen. Let get the pain over and get it paved!
- By-pass not needed. Take down sign on I-25 directing traffic to Laramie through Fort Collins at Mulberry interchange, direct to I-80 through Cheyenne.
- What accommodations do you plan for the local residents; both during the phased construction and afterward during the operation of this high speed thoroughfare? Through properties being subdivided to 10-acres parcels?
- It's good to at least feel that the County is listening to the concerns of the people who live in this area. The overriding concern seems to be only for the people driving through our neighborhood. Should they be required to accommodate to our needs?

Owl Canyon Open House #2
Which of the Short List of Routes Do You Think Is Most Feasible?
July 2nd, 2008

One of the stations at the second open house asked attendees to indicate which of the three ‘short list’ of alignments (or routes) they thought was most feasible to locate an improved, paved roadway. 25 votes were received. Number of votes, percentage of total, and any related written comments are shown below.

Using CR 15

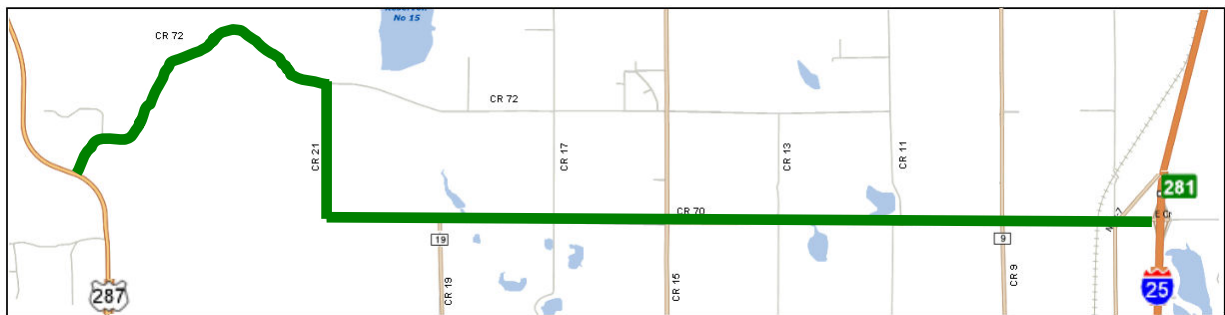
5.5 votes
22%



- I don't really like any of these options but I think the CR 15 choice does the least damage to the large farms like the Weaver Ranch. It is important not to chop up these old ranches.
- I want to keep semis farther from my house. 15 is already the highest traffic NS road.
- CR 15 is already paved. Safety
- Using CR 15, the route is already established and houses / neighborhood is designed adequately, CR 19 and CR 21 there are many homes right on the road.
- One of the cheaper choices and less impact on large properties.

Using CR 21

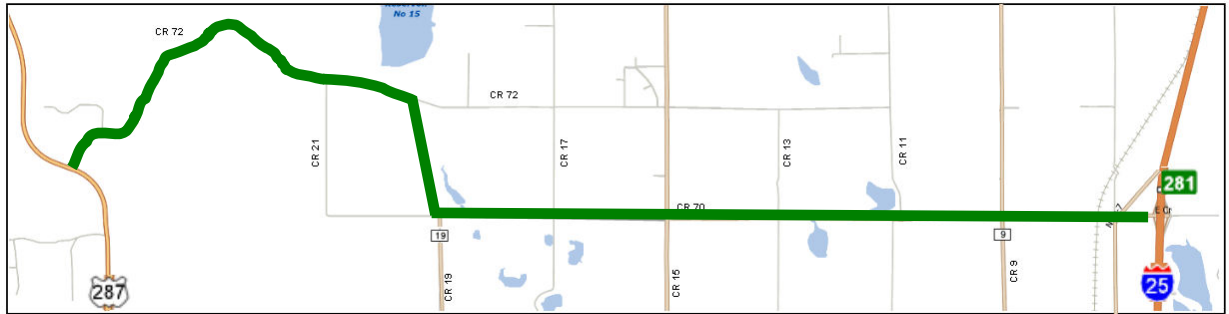
2 votes
8%



- CR 15 has more grade to deal with. CR 19 has ROW and water issues.

Using an Extension of CR 19

**16.5
votes
66%**



- Preservation of Weavers Farm. Discourage truck traffic – current and future! (*this response marked both the CR 15 and CR 19 option*)
- Cuts out the right angle in the Weaver ranch. Better than 15 because of the Grant Farm traffic on 15 and 72.
- Least impact on existing homes, allows the county to lessen maintenance costs on CR 21. Roundabouts are good ideas.
- This addresses the traffic from CR 19 the best. It also allows for a “bike lane” where it will be most used. On 70 between 19 and 15.
- The connection with Taft Hill Rd (CR 19) to CR 72 would be highly positive for local and regional reasons.
- Least residential impact; keeps Weaver ranch mostly intact, logical intersection with CR 19. However, all bets off if Glade is approved and 287 comes north.
- Most feasible under both scoring methods, and makes the most sense.
- Avoids Weaver and residential density on CR 15
- I feel this option is more feasible because if it is turning into an existing paved road, it will eliminate a large amount of road, and it would avoid an already dangerous intersection at CR 15 / 72. It would also have a more direct route to the I-25 interchange.
- This option appears to be the most direct route. We would certainly make more use of Owl Canyon if it were paved.
- Would be safer and better for Waver Ranch operation. Easier for tourists and truckers to find their way to I-25. Need better direction signs to point the way.
- Colorado Avenue should be considered instead of present Owl Canyon road off of 287.
- If we can save the beautiful trees.
- Least conflict with busy road exists.
- It would be nice to not have people speeding in front of our house – But if you pave it who knows how fast people will drive.

**1 vote
4% Other or None of The Above**

- None!



**Owl Canyon Open House #2
Text of Comment Cards Submitted
July 2, 2008**

Text of comment cards turned in at the open house is provided below. Nine (9) cards received.

Comment Cards

- I would like to do whatever is possible to keep semis off my road. I live near the west corner of CR 15 and 70. I have small children and animals. I don't mind the weekend traffic or cars (usually). But the semis and motorcycle 'gangs' concern me (2 hours of straight motorcycles). I am also concerned about my property value decreasing (and taxes increasing).
- Thanks for these open houses. Very helpful.
- Why CR 70? Impacted by a bypass along Owl Canyon – high speed vehicles – increased crime in the area – water pollution – growth – sprawl – using taxpayer's money on a road that already exists and is still in good condition for all traffic. The waterways along CR 70 should be taken into consideration and protected. 5 bridges and many delivery ditches cross from north to south off CR 70 – several wetlands. Comment from another person: Make it a toll road and no bicycles!
- I would like to see a paved road all the way.
- Have you considered using Colorado Lane coming off of Highway 287? The present Owl Canyon Road just off 287 is kind of a mess.
- Jake brakes at 4-way stop are loud!
- Weekend traffic especially on Sundays after 1 p.m. until dark when campers and tourists are trying to get home make it difficult to turn left only Highway 287. Increased traffic and tired people, going south on the highway AND turning to go across to I-25. Traffic backs up on Owl Canyon Road.
- Every few cars (trucks, trailers, semis) that turn from Highway 287 to Owl Canyon Road stops to check their load, to urinate, to let their dogs out to run, or change drivers. The road is not design to allow this activity and creates a safety hazard for other vehicles turning at that intersection.
- Left turn lane on Highway 287 to Owl Canyon Road does not have enough attention drawn to it or is not long enough. Vehicles come too fast, squeal tires, try to beat on-coming traffic, and cut the corner short instead of making a right angle turn. Some overshoot the intersection and have to U-turn on the Highway and come back.

Open House #3 Text of Comment Cards Submitted September 4, 2008

Text of comment cards turned in at the open house is provided below. Nine (9) cards received.

Comment Cards

- Why no public meetings? Open houses are worthless. Where are the handouts? We should get copies of all the maps. We pay enough county taxes to pay for them. Who is behind this? There is no need for it.
- Every time I turn on or off of 72 into my driveway I feel like I'm risking my life and the life of my animals passengers etc. The speeds are high on the road now and it will only be higher. We don't have nay speed control now will there any in the future? Middle turn/merge lanes and wide shoulders are an absolute must on 72 west of 21. There are several homes / driveways amongst those corners. People pull in and out with trailers.
- On Road 70, east of Road 15 (Waverly Road):
 1. The speed limit at 55 mph is too fast in places.
 2. Extending the shoulder and drainage area - will the county be responsible for fences and irrigation ditches (cement) and head gates of the North Poudre Ditch?
- Have lived off CR 72 and 15 on Appaloosa for the last 20 years, I would absolutely not recommend the Project down CR 72 for the following reasons – there are many families who live in the at area who walk their dogs, jog, bike and ride horses down CR 72. In addition, there are lots of farm workers and machinery that are on, or just off, the road. Having a fast paved road would be a dangerous proposition. Keeping CR 72 between 15 and 17 unpaved seems to lessen and slow down traffic, which is great for this community with all the families and kids.
- Thank you for choosing CR 19! I believe that the CR19 is the best option, not just because of staff recommendations, but also due to the fact, as a homeowner on CR72 (just 3 houses west of CR 15), I believe CR 19 is the safest and truly best option. The amount of traffic that already passes in front of our /neighborhood' is tremendous; if you increase that amount, you are not only putting the lives of those families and pets in the area in danger, but you would be taking away our quality of life that we experience at our homes and acreages.
- There is no need to pave Owl Canyon Road.
 1. The damage is being done by the through trucks. The Commissioners have the authority to limit truck traffic to local trucks, too.
 2. Why have you not had a real meeting? These open houses are a poor substitute.
 3. Why are public comments not posted on your website? What are you hiding?
 4. Martina Wilkinson was quoted (at a meeting with the Commissioners) as saying there is no opposition to this project out here. False! There are over 10,000 of us who universally oppose it!
 5. The County staff at these open houses have been rude and condescending.
 6. This project is nothing but a continuation of Ft Collins truck bypass efforts.

- I think it is a shame to put a highway next to the lovely serene, Heckendorf farm. Just because the County wants a straight shot off of Taft Hill Road and to save ground. Do you people EVER consider the life styles of people that have lived here for decades before any of you were here?

- It would be nice to prohibit the (noisy) truck traffic. That would be a small bone to throw to the people who have to live by this increasingly high roadway – As well as anything you can to slow the traffic down. The Weaver cur across (on CR 19) is probably as agreeable to them as anything, short of taking it up on 72.

- The truckers along the Owl Canyon corridor use their jake brake at all times of the day or night. This will obviously only increase. I would like something done about this. Many people swerve around the rumble strips on 70.

Text of Web and Email Comments Submitted Throughout the Project

Text of comments received for the project via web and email to various individuals are included below.

Comments received

- 9-19-08. One comment on roundabouts – if they would be designed anything like the one recently installed at Vine and either Shields or Taft Hill (can't remember), they ARE NOT truck and horse trailer friendly. There is absolutely no margin for error and I would not like to take a rig through there at night or in winter. I have a non-extended-cab truck with a regular bed and a three-horse slant trailer, so this is not a very big rig really, and I had to check all mirrors constantly through the whole maneuver through the roundabout. Just adds extra stress in an already stressful situation of hauling livestock anywhere. Other than being way too small here in the West (back east they are 4 times bigger), the problem is that it really isn't clear to all who has the right of way, or when, so it creates too many ambiguous potential problems even with regular cars, even more so with large equipment. STOP signs are much, much better and SAFER. Thanks for the opportunity to comment.

- 9-18-08. Many in the community think that the idea of roundabouts is bad for the following reasons:
 1. the amount of additional space they require,
 2. the confusion of operation through them and possible safety issues.
 3. and, of course, the additional inconvenience and mess of the construction to nearby occupants as well as the racing around of material haulers needed for such construction (as was evidenced with the rebuilding of the section of NCR 17 between CRs 68 and 70 recently).We want 4-way stops and flashing red lights which have been very effective at the intersection of CRs 15 and 70.

- 9-11-08. Dear Commissioners - Below please find a copy of an email that I sent to members of the Environmental Advisory Board and the Planning Commission prior to the meeting on September 10 regarding opposition to the paving of Owl Canyon and concerns about the Engineering Department's process for gathering information regarding the public's concerns about this project. As I was unable to attend the meeting, I would like the following information:
 1. which commissioners were in attendance?
 2. was any mention made of my email?
 3. was there any other discussion regarding opposition to paving Owl Canyon Road?
 4. as I had sent a previous comment to the Owl Canyon Corridor website and have not seen it posted there, how can I obtain copies of ALL written remarks on the paving as the public has to rely on the project coordinators to obtain this information and rely on their accuracy in reporting the same. What assurance can you give the taxpayers that the project coordinators (County employees involved in this project) have reported the comments accurately.
 5. a summary of the discussion that took place at your meeting and any comments members of the Planning Commission or the Commissioners made regarding the presentation.
 6. if a recording was made of the meeting, please advise me of the process to obtain it.

I look forward to hearing from all of you. Below is my email.

DATE: September 7, 2008

TO: Members of the Environmental Advisory Board (EAB) and Planning Commission

RE: Owl Canyon Corridor

I am writing to you because of the upcoming work session between the Planning Commission and the County Commissioners regarding the update on the Owl Canyon Corridor and the letter from the EAB which is included.

To the members of the EAB, I believe that you wrote this letter in support of the paving without having information regarding opposition to this project in your possession. I do not think you are aware of how strong this opposition is given that the project developers have given the impression both at the Open Houses and at Administrative Matters meetings that it is minimal if non-existent.

Those of us opposed to the paving were not aware that this item was on the agenda at your August 12 meeting. (I regularly receive agendas for various boards and did not get this one.) If we had, you may be certain that we would have been there to express our opposition. When you only hear one side of the equation it is difficult to come to a fair conclusion.

The project coordinators have presented the issue as one of only choosing the best route. There never was a “do not pave it” option. They have used statistics to justify this “route selection” even though they are very aware that there is no current funding or any in the foreseeable future. Suggestions regarding putting up signs to decrease traffic and ban all but local truck traffic have been ignored over the last 15 years and now the increased traffic is used as justification. There are other issues also which this group has not brought to your attention which should be part of any discussion.

The letter from the EAB will be used to further support their proposal. They have refused to hold a community meeting regarding this issue and believe that their “open houses” are sufficient even though the phrasing of the question is such that the conclusion is obvious.

Some of you on the Planning Commission and on the EAB are probably aware of how long this issue of the paving of Owl Canyon has been around. To not give those opposed to it the opportunity to discuss the likelihood of increased growth, environmental and agricultural damage, and cultural havoc designating a “future” route will wreck on this area is shameful. While this is a work session, how can either the commissioners or the Planning Commission get an accurate picture when they are only hearing the side of tax-payer supported employees who refuses to acknowledge any opposition.

It is also important that you hear from residents in the area who will be directly impacted about what they are hearing from public officials at meetings at the T-Bar in Wellington about why the route should be designated and paved. You should also be made aware, in case you are not, of the connection between the County, Glade Reservoir, and the paving of Owl Canyon. Public Works claims there is no connection even though there is a letter to the Army Corps of Engineers stating that there is. I can send a copy to you if you would like to see it.

I also do not see any place on their website where comments from the public other than those received at the open houses are posted. I would be glad to send you a copy of the one I sent in July if you would like to see it.

Because I do not have all members’ emails, I would appreciate you sharing my concerns with the other members of your committees. I would be happy to further discuss my concerns with you.

- 9-5-08. My husband and I were at the open house last night and we agree with the staff recommendation to use an extension of CR 19 for this project. Thank you for the information.

- 9-5-08. [email to the Commissioners forwarded to Engineering that was marked private. The text of the email is therefore not included, but the following general points were made in the email:]
 - Complement to staff for patience, knowledge, and professionalism.
 - Concern over the appropriateness of preferred route as the cost estimate did not include fair market value for the land. Request to complete a fair market comparative cost analysis.
 - Concern that the recommended alternative will adversely impact CR 19 south of CR 70.
 - Questions about the exclusion of the CR 17 alternative.
 - Strongly indicates that a route should be chosen that utilizes existing roadways.

- 8-26-08. I am so very concerned about the Owl canyon road project. As I sit here today, I am facing the very real possibility that highway #287 will be re-routed to within one mile west of my property, thanks to the proposed NISP.

One of the Counties main proposed Owl canyon routes shows Taft Hill directly coupled to CR #70, (via donated land) increasing the traffic volumes on Taft Hill, directly east of my property. This all seems so short sighted. Moving highway #287 and re-routing Owl canyon? I fail to understand why, as informed professionals, we cannot come up with a true bypass north of CR #70?

Each time work is proposed, the residents of my area stare down the barrel of the shotgun effect making several changes in one area has, including the degradation of our property values, the loss of rural quiet, and the IMMENSE increase of high speed traffic on Taft Hill road. We loose the very reason we purchased rural land, the beauty and quiet solitude.

It has GOT to be more cost effective to combine roadway systems! No section of the county should be forced to bare the entire brundt of the proposed expansions, either for the proposed reservoir or to re-alligned Owl canyon. Our property at Miners Lake Estates will be fenced in by two, very large, very high volume highways if Glade AND Owl canyon are constructed or realigned.

Weaver Ranches offer to donate property to the county to realign the road east of CR #21 and #70 is no doubt tempting. It is however, very suspect. Why, if this is such a safety issue or hazard, does the county not force traffic re-routing on existing county roads further east?

It does not make sense to expand the area of degradation by moving the road a mile (plus or minus) east regardles of property cost.

Miners Lake Home Owners do not have land with which to tempt the county to avoid surrounding us with highways! We are a small group of thirty-five acre properties owned by the working class - teachers, retired persons, water plant operators and yard care services.

I recognize that you are attempting to make a sound assessment and reduce road maintenance costs. Dumping both roadways on this area of the county is a very large disservice to your constituents.

I ask that you do not make a decision on re-routing Owl canyon until the final determination of the EIS for Glade reservoir proposal.

I also would like the dates of any public meeting regarding the Owl canyon corridor changes.

- 7-28-08. Out of fear that anyone reviewing this project might get the impression that opposition to it is minimal, please know that opposition to the creation of a corridor has been extensive and vocal over the last 15 years. It is difficult for volunteers who wish to preserve the rural lifestyle and agriculture to compete with full-time employees whose very jobs (at least in Public Works) appear to be based on paving over the rural areas.

When Fort Collins wanted to create a truck bypass, the city at least allowed for public input. The county has stated that Owl Canyon will be paved even though no money is currently available and insist upon designating a route. Under the guise of "people need to know," the county seems very willing to pander to residents who knowingly moved up to Red Feather, Cherokee Park and Bonner Peak and now want the road paved for their convenience. Commissioner Rennels even speaks of people from Laramie in Wyoming. Highway 287 is quite able to accommodate these people. Maintenance of that highway is the state's expense, not that of the taxpayers of Larimer County.

The county (and Public Works in particular) has been less than honest and forthcoming in its approach to Owl Canyon, trucks, and responsiveness to residents who live along County Roads 70 and 72. The county wrote to the Army Corps of Engineers pushing the Northern Alignment for Highway 287 when and if it is rerouted because of Glade Reservoir. Their letter specifically spoke of an Owl Canyon connector. Also, I requested

on several occasions over a period of years that signs be posted stating "local truck traffic only" at the entrance of County Road 72 off of Highway 287. The semis were tearing up the roads. Mark Peterson said it couldn't be done each time. Yet now Public Works is saying the signs can be posted.

The truck angle didn't seem to work to get the road paved so the reasoning is now car traffic.

Who does the county think they are kidding? Whether it is private developers hoping to make a killing, county employees trying to justify their jobs, elected officials looking to future offices, none seem to care about the rural residents and their desires. Yes there is opposition. This project is a waste of taxpayer dollars.

- 7-25-08. I live on CR 17 between CR 70 and CR 72. Turning onto CR 70 from CR 17, as it is today, is a bit dangerous. There is a hill on CR 70 that crests just east of the intersection with CR 17. This makes it very difficult to see oncoming traffic until it is very close. Also, CR 70 west of CR 17 drops into a little valley, and you can not see cars until they come out of that valley, which is also a little difficult - though not as dangerous as the hill previously described. At times, farm equipment does cross the CR 70 - CR 17 intersection. At their reduced speeds, it can be very difficult to cross safely over CR 70. I am concerned that improving Owl Canyon Road all the way through to Hw 287 will increase the amount of traffic traveling between Hw 287 and I-25. This will make the CR 70 - CR 17 intersection more difficult and less safe. If the decision is made to direct traffic along CR 72 to CR 21 or CR 19, then on to CR 70, I would like to see the safety of the CR 70 - CR 17 intersection addressed.

- 7-15-08. It is very frustrating for those of us that live in this area and chose to live in this area for the rural life style. Fort Collins has a problem so the County is allowing them to dump it in the County so the City doesn't have the congestion and the noise etc. There have been a number of different suggestions.... keep the traffic on I-25 and give the truckers a break etc. Why do the people involved in the alternate truck route (which really this is what this is) continually suggest areas that have neighborhoods that will be effected. This is no different than the proposed route off of Lemay towards Jax in the area of Conifer Rd. The people were smart enough to vote that one down. This seems like it is just going to be crammed down the throat of people that live in our nice quiet rural area. Please look at this from the point of view that "what if I lived there" "What if I moved away from town by choice and the City/County is dumping its problem on me?" "Why are County elected officials sitting by and allowing our way of life to change and letting the City dump their problems on us" Heck the City/State hasn't even started on the road that has been set to go in the area south of Aragon Metal that the State said ok to. Why should we, in a nice rural area of the County, get a bunch of semi's driving through it?

You say the road needs to be fixed right now but.... right now it is a dirt road/40 mph (some 30 mph) road that keeps traffic under control. Paved "improved" road means more traffic, faster speed limits and just an overall invasion of the tranquility that we moved to that area for.

PLEASE quit dumping problems on the citizens and stop and make a plan when HWY 287 needs to be moved due to the proposed new lake/water source. Then you can finalized a smart over all plan and not a piece meal plan! Thank you!

7-15-08. *(same individual)* Reference the last email I sent.

If for some reason there is not an option other than creating a truck route through our nice quiet rural area. Please focus on the 2 plans that keep the traffic moving west on County Rd 70. This plan impacts the least number of people and isn't right next to a subdivision that is already there and the probable subdivision that will go in south of the intersection of CR72/CR15 on the land that is for sale now.

It seems like the route that goes to County road 21 is probably the route that will impact people the least. The land to the west of CR21 has very few homes on it. Also, people right now on CR70 have had most of the existing traffic and knew that when they built or moved to that area, where the people north of there were not of that knowledge.

- 7-3-08. Arrived via fax. Map showing my suggestion for other option for reroute of Highway 287 (CR 70 from US 287 to I-25).

7-2-08. *(same individual)* I am in favor of the NISP Project proposed for Northern Colo. I am not in favor to extend the comment period past July 30, 2008.

4-10-08. *(same individual)* My main interest is to have truck and auto traffic rerouted out of Fort Collins that is headed to Highway 287 North and traffic headed South to I-25. This has been the endeavor the City of Fort Collins has been working on since 1996, or there about, but failed to come up with a solution.

Mark Egemoen, Director of Public Works, for Larimer Co. said at a Dec. 4, 2007 work session, that he agrees with this assumption for Truck/Auto route through Owl Canyon Road, per North Forty News article in January 2007. Also at the meeting was Carl Brouwer, project director for NISP. He related that two alternative routes for the realignment of Highway 287 exist, if the Glade Reservoir is built. The reservoir is proposed as part of the Northern Supply Project. The northern route, which would overlap with Owl Canyon Road, could take 4.2 miles off the county road system. The western route would cut through a hogback and rejoin Highway 287 further south. Commissioner Glenn Gibson said he would recommend the northern alignment, if it would save taxpayer dollars on the Owl Canyon Road.

An environmental impact statement concerning the project was due to be released in March and the commissioners will be asked to comment on the two alternatives for a realignment of Highway 287. I think if the Western route is picked, the commissioners will be faced with roads north and south to tie in with Highway 287 and that would be more costly.

If my calculations are correct on the northern alignment, the new route for Hwy 287 would come South through CO RD 21. CO RD #70 East would be a straight shot to I-25.

Another option, would be to reroute HWY 287 East onto CO RD #70 with an interchange at this point then continue on East to I-25, then south to rejoin HWY 287 South and West of Loveland. Another secondary option could be to use CO RD #15, south of CO RD #70 to be a new route for HWY 287 B (business). This would tie in with existing HWY 287 at north Fort Collins. Larimer County is planning to rebuild the Owl Canyon road soon. This could end up being a State / County project.

Let's hope the NISP Project will be approved and we can get on with the program.

- 4-1-08. *(in response to presentation at Waverly meeting)*. 1) Purchase construction easements ½ mile on either side and designate as a scenic byway with additional restrictions for no motel, convenience stores, gas stations to within ½ mile of I-25 interchange. 2) run connecting alignment for 72 / 70 on east side of Limestone ridge through Weaver (if willing) with cattle underpass as appropriate. 3) Designate as no thru trucks road and mean it. Thanks for being open to mitigation and constructive solutions for a very difficult issue.
- 3-13-08. I have lived on owl canyon for 60 years, I have seen 2 people die at the corner of 9&70, one was a good friend. Safety needs to come first and then you need to shorten the rout as much as possible. If you can shorten the road by 2 miles, 1100 cars times 2 miles, saves 2200 miles a day. At 22 miles per gallon=100X365=36500 gallons of fuel per year, and tons of carbon emissions.
- 2-27-08. I hope this is a correct email address for you. I am following up on our conversation at the Open House a couple of weeks ago regarding Owl Canyon.

The proposals that have been put forth regarding suggested "improvements" are very frustrating for many locals who will be directly impacted any proposed changes. I understand that traffic patterns have changed over the last 10-15 years. I understand that annual maintenance costs more for unpaved than paved roads. I understand that most of the people who want that road paved do not reside on or near that road, but that there are some folks residing in proximity who, for reasons of their own, would like to see that road paved.

I remain opposed to paving the unpaved portion for a number of reasons, chief among them are the following:

1) Paving invites more infrastructure. More infrastructure fragments an already beleaguered agricultural community in this part of the county. That's really bad news for a county that should be more proactively engaged in agricultural preservation.

2) Contrary to popular perception, paving Owl Canyon is not going to make it a "safer" road. This perception, promoted by black-top proponents, and printed in the Coloradoan recently, is a bald-faced lie. People's driving habits make the road safer, not asphalt. You know that, and I know that. Mark, as an emergency responder in the area, I can tell you that pavement makes people drive faster. All you have to do is post yourself anywhere along CR 15 for an hour or two, and you'll see plenty of idiots driving too fast for road conditions. People drive slower on dirt roads (for the most part), and that's a good thing. That's what save lives and reduces injury.

If the County paves Owl Canyon, we will see a marked increase in MVA activity. That's a certainty, not speculation. All you have to do is look at the MVA history for Hwy 287 in the area north and south of Owl Canyon, and you can see that people drive way too fast. They drive too fast for conditions. You all know that. Law Enforcement knows that. Fire and EMS crews know that.

I don't believe the County should cater to the trucking industry who use that road (the Truckers who use that road know it's unpaved--no surprises for them), and I don't believe the County should cater to people who've built their McMansions out here and drive vehicles too fast into town everyday that are much to expensive for some of the road conditions out here. If they want paved roads, they should move back to town where pavement abounds. I'm not trying to sound intolerant, but I strongly believe that when a person moves to a rural area, they must leave the city behind. Otherwise, what's the point?

If the County wishes to save money on road maintenance for Owl Canyon between 287 and CR15, I believe the County should dial back whatever road indexing you use to maintain that stretch of road. Perhaps that will discourage use by some folks. I would also gladly volunteer to have the County not grade my road the 2-3 times a year that occurs, so that those costs can be diverted to maintaining Owl Canyon as an unpaved road. I bet several people in the area would feel the same way. We're here because we like dirt roads! Dirt roads are great. Unpaved roads equals reduced infrastructure, and reduced infrastructure is a wonderful thing to most folks living out here. Most of us would just as soon keep it that way.

I appreciate your taking the time to read this, and hope that my input/opinion matters on issues as important to local residents as this one appears to be.

- 2-5-08. As an avid road cyclist, and future resident off CR17, I am very aware of the danger on CR 70 between CR 15 and CR19 for a cyclist. I ride these roads more than any other cyclist in Larimer County and have had many close calls on this section of road.

No shoulder on CR 70, extreme speeds by drivers, oversized trucks and those nasty rubble strips that force cyclist to go into the oncoming lane to avoid losing water bottles, crashing or breaking a spoke.

The CR70 route is very popular for cyclist coming from Fort Collins on CR 15 or CR19 and going east or west on CR70. CR70 needs to have a shoulder. It is just a matter of time before a cyclist is hit by a vehicle and killed.

This just one single reason to move the traffic pattern north onto CR72 and still put a shoulder on CR70.

Lower the speed limits on all these roads to 45 mph. Most drivers think these rural roads are just an extension of I-25. Thanks for Listening

- 1-31-08. I own property in section 9, between CR's 7 and 9, north of CR 70. I wanted to let you know how welcome the suggested improvements to the existing roads would be. My family uses the corridor for vehicles and bicycles on a regular basis. The safety for both need to be addressed as traffic increases.

I also wanted to point out that the corridor map indicates that CR 72 exists as public ROW between CR's 7&9, this is incorrect. While there are addresses indicating it to be public, it is in fact private and closed to thru access. All use is for residents with adjacent property. Thanks

- 1-30-08. A four-way stop is much preferred at CR 15 & 70 rather than a roundabout.

Copies of Mailed Letters Received Throughout the Project

June 16, 2008

Martina Wilkinson
Larimer County Engineering Dept.
P.O. Box 1190
Fort Collins, CO 80522-1190

RECEIVED

JUN 18 2008

LARIMER COUNTY
ENGINEERING DEPARTMENT

Re: Owl Canyon Corridor Project

Dear Ms. Wilkinson:

I would like to make the following comments in reference to the Owl Canyon Corridor Project.

1. Since the County supposedly does not have money budgeted and/or allocated for this particular project, why is time and money being spent on it anyway? Where is this money coming from to conduct this analysis and study? As a Larimer County taxpayer, I would hope tax money is not being spent frivolously.
2. If Owl Canyon Road is paved, it WILL BECOME nothing other than the "Truck By-Pass" Road that the truckers and Fort Collins want, and at whose expense ??? If these trucks traveled on the roads through Fort Collins, they would be adding revenue to the City. All these trucks need to stay on I25 or use Hwy 287. Currently, they speed through Owl Canyon Road as if they are on I25. Maybe if these trucks were not allowed on Owl Canyon Road to begin with, this road would not need paving. These trucks are causing significant damage to it anyway. Maybe the County should charge these truckers a fee/tax to use this road and use the money collected for maintenance/grading of the road.
3. Paving this road would forever change the pure, raw beauty of the landscape in this area. The local environment would forever be destroyed. Traffic would significantly increase, lower property values and create hazards to those who live on this road. People live in this area for the solitude and serenity it provides.

Thank you for your interest in the public's comments.

Sincerely,



20 January 2008



RECEIVED JAN 22 2008

Larimer County Engineering
Larimer County Commissioners
200 W. Oak St.
Fort Collins CO 80521

re: Owl Canyon Road - WorkSession of Jan. 24 '08

To: Engineering Staff; Commissioners:

As a resident of northern Larimer County and one who resides adjacent to a recently designated "minor arterial collector" intersecting with Cnty Rd 70, I naturally have questions/ concerns about plans to realign and pave the western section of county roads 70 and/or 72 known as "Owl Canyon".

Based on project engineers' descriptive comments, I offer the following questions/ comments for your consideration:

1. Corridor Project/ Plan - Use of "corridor" / "entire corridor" may be simply an engineering term, but please clarify / define the "corridor" concept and approach. Realizing the proposed re-alignment of US 287, is this a significant descriptor with overtones for future projects?
2. Existing deficiencies - Staff has regularly commented about maintenance and safety for this road area. Commissioner Rennels has commented that county residents in other areas express frustration about dollars allotted to Owl Canyon. Current traffic volume may indicate need for paving. However, my consistent frustration: county roads are by definition rural and usually *unpaved*. While engineers must provide safe design and maintenance crews upkeep, if drivers choose to drive 75 mph on such roads, should taxpayers fund paved *raceways*? Should a means be found to share road improvement fees with entities who create the additional usage?
I'd like to learn a) detailed specifics of annual costs for upkeep and who determines frequency of maintenance activities b) comparable costs and safety issues for other similar roads in the county. Annual dollars allotted for Roads 70/72 - paved and unpaved portions?
Lastly, several intersections do need safety improvements. How about monster roundabouts?
3. Function and air quality - How is "function" defined by engineering? Owl Canyon functions as a convenient by-pass by northern-area residents. Is it Larimer County's responsibility to underwrite costs of a by-pass for *truck traffic* as well as travelers traversing from US 287 - I-25? What are sources and specifics of air quality issues? How will anticipated increased traffic affect future "air quality" for residents of the immediate area?
4. Anticipated future traffic - Please explain with source details? Paving will increase traffic, will it not? What entities are encouraging development for this pristine rural area?
5. Project Kickoff - (Referring to Jan. 24 worksession?) Phrasing suggests issues & planning completed. Creates feeling that citizen input at "open house" neighborhood meetings becomes basically a "show & tell".
6. As noted above, residents in the Buckeye / Waverly communities will be affected, not merely those residents w/i a mile of C.R. 70/72. A focused effort to involve and inform area residents is respectfully requested.

As you certainly are aware, residents of these northern community areas are much concerned about a variety of planned and proposed development issues that will significantly affect the northern rural/ agricultural landscape. We hope to offer input that our Commissioners and Engineering planners will listen to and perhaps apply. How can we address change, be wise and consider the value of this northern area for another generation?

Thanks for your work and for listening.

Best wishes,

