

# Owl Canyon Corridor Project

Board of County Commissioners  
Hearing  
Monday, November 17, 2008

# Agenda

- First.... Public Participation
- Background, Purpose and Need
- Alternatives Analysis
- Staff Recommendations
- Next Steps

# Public Participation

# Public Outreach

- Website (1,000+ hits)
- 4 Mailings (~400)
- 3 Open houses;  
Attendance: 130
- Individual and group meetings
- EAB meeting

# Public Involvement

- Web comments
- Emails / phone calls
- Attendance at mtgs
- Comment cards
- Individual and group meetings
- 2 Public Hearings

# If you hear:

The County staff didn't *listen* to me.

# It may really mean:

The County staff didn't *agree* with me.

# *Listening* to the public, we heard opposite opinions...

“I don’t care where it goes—just pave the \$#%& road!”



“There is no need to pave Owl Canyon Road.”

“Thanks for looking ahead and developing a plan.”



“This project is a waste of taxpayer dollars.”

“Thanks for these open houses. Very helpful.”



“Why no public meetings? Open houses are worthless.”

# ...As well as some voices in the middle.

“Please as soon as possible decide where and when this project is going to happen... I’m tired of not knowing how my property is going to be affected.”

“I don’t really like any of these options, but I think (this) choice does the least damage...”

“It’s good to at least feel that the County is *listening* to the concerns of the people who live in this area.”

The final staff recommendations reflect the direction we originally received from the County Commissioners:

- The current conditions cannot continue indefinitely and some improvements will eventually be needed.
- Identify a specific alignment for road surfacing, function and safety improvements to accommodate both the existing and likely future traffic using these County roads

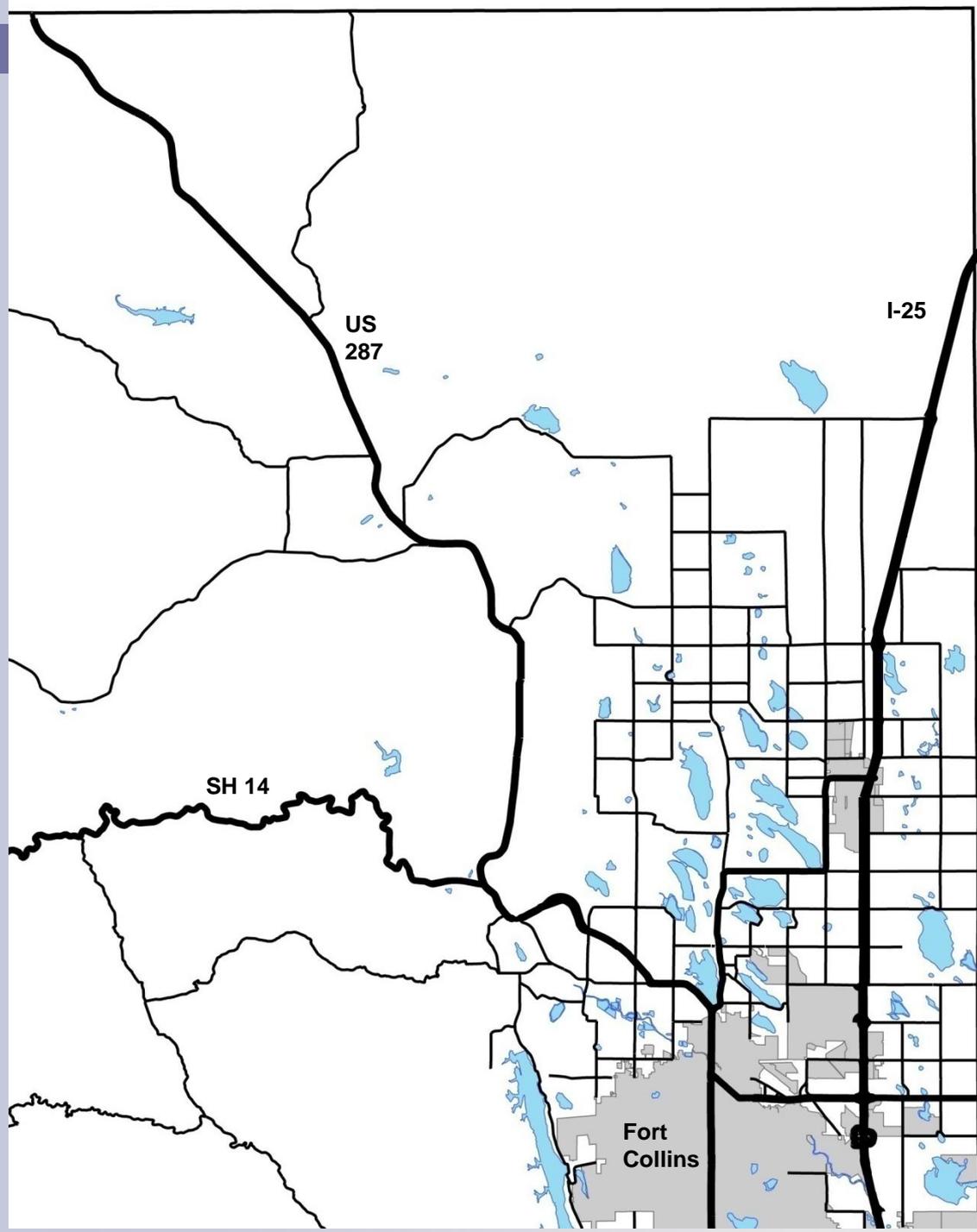
The final staff recommendations **also** reflect numerous ideas, criteria, improvements, etc. we received from citizens:

- First open house gathered insights and perspective about the corridor
- Citizens helped identify weighting for analysis, provided input on route selection
- Throughout the process, citizen input helped achieve a balance between regional mobility and local impact

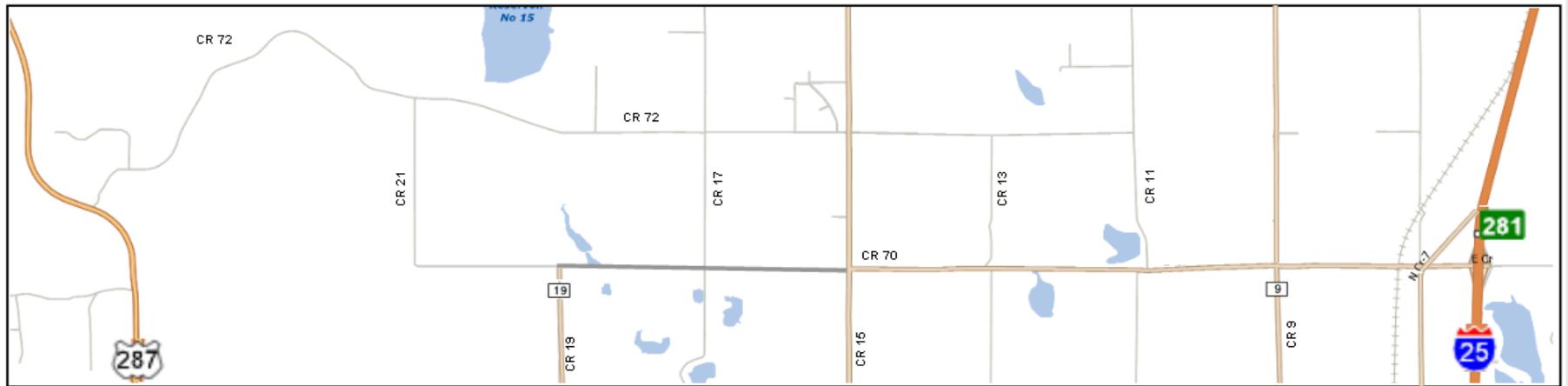
# Background, Purpose and Need

# Project Context

- Lack of east/west roadway connections

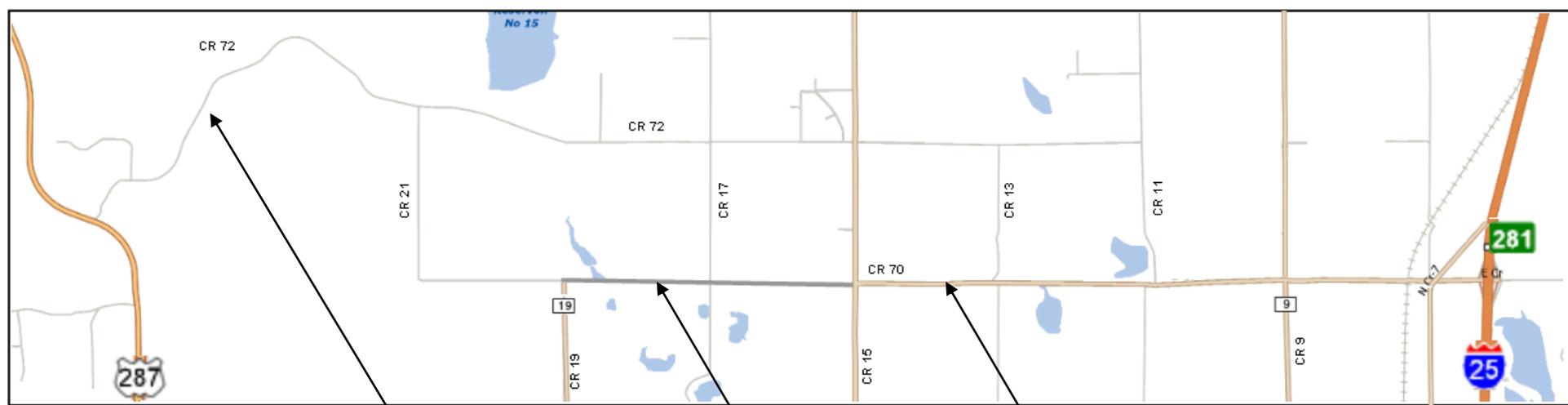


# Owl Canyon Corridor



- How is the corridor being used now?
- How will it be used in the future?
- What do we need to do to respond to that use?  
(alignment, capacity and safety improvements,  
cost estimates, construction phasing)

# Roadway Surface



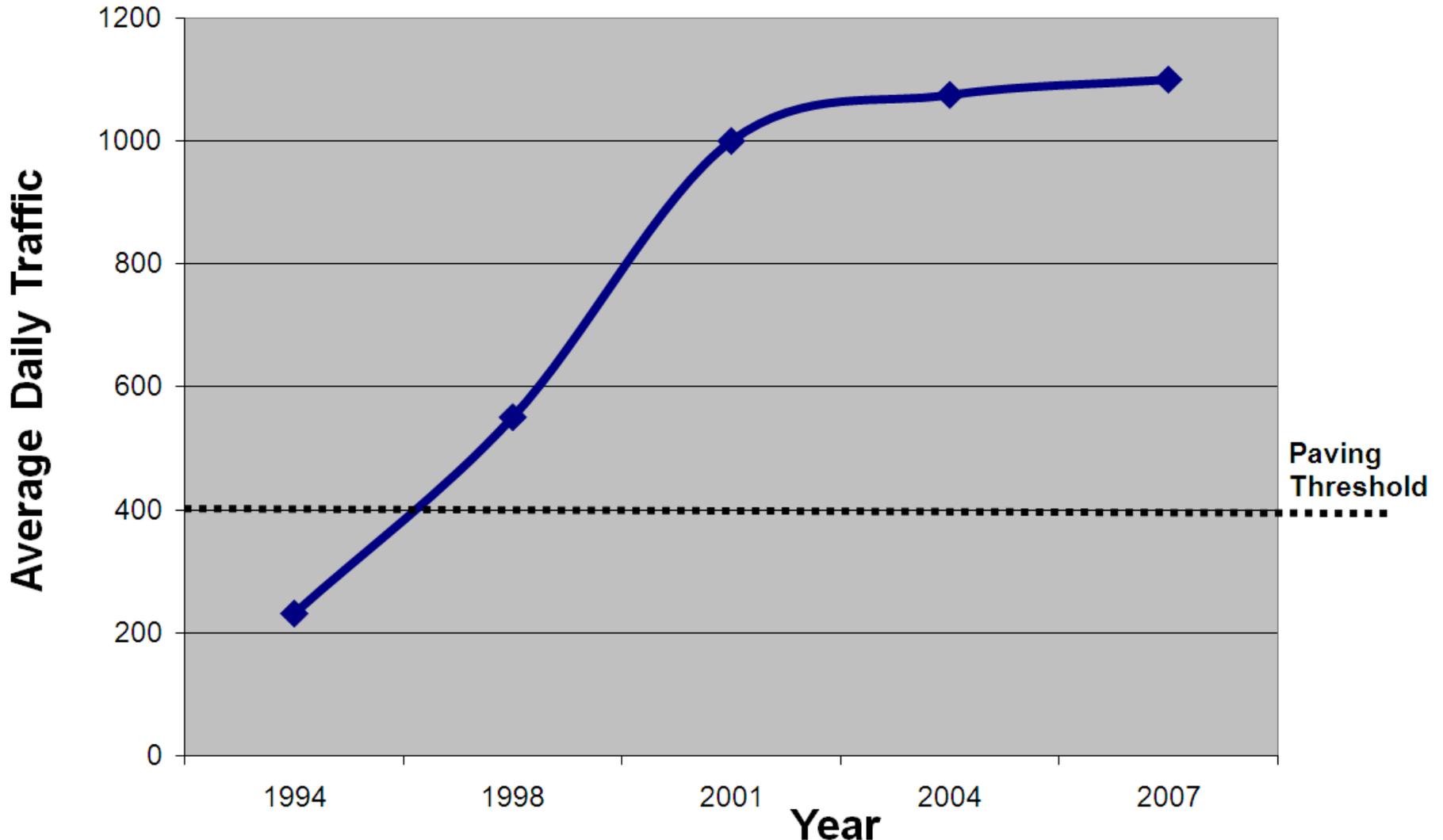
Non Paved  
(Gravel)

Chip Seal

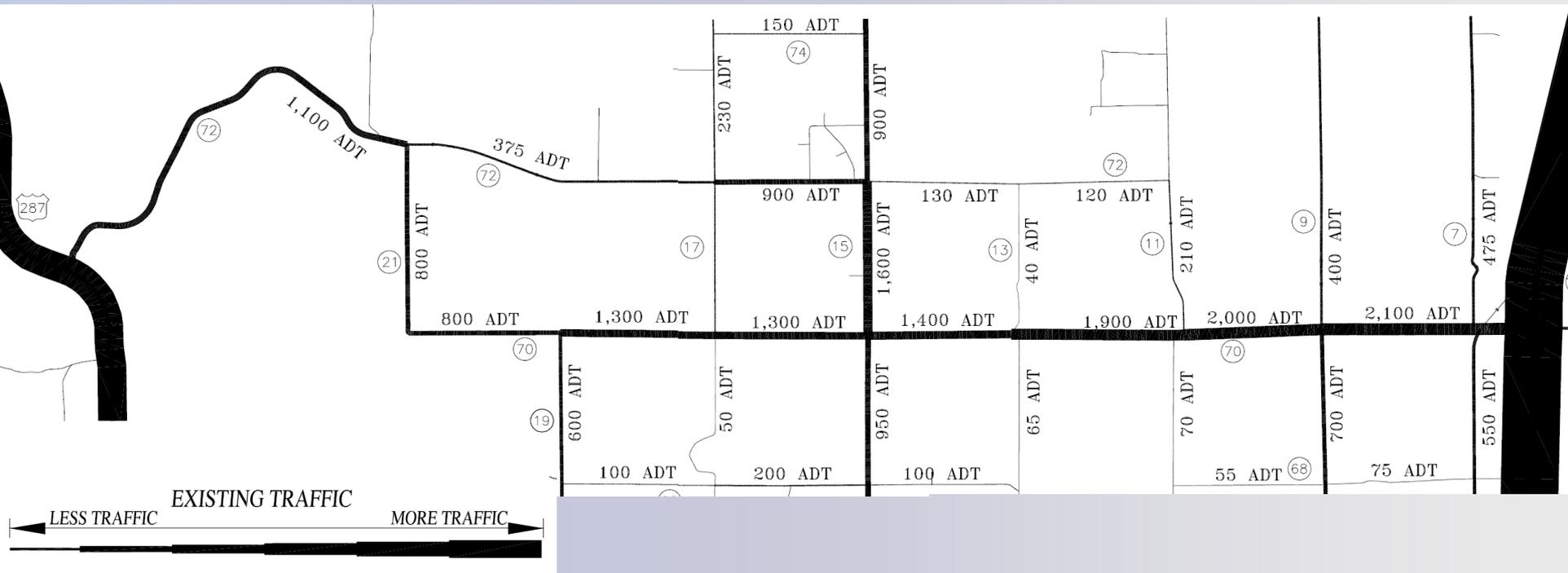
Asphalt

# Traffic Growth

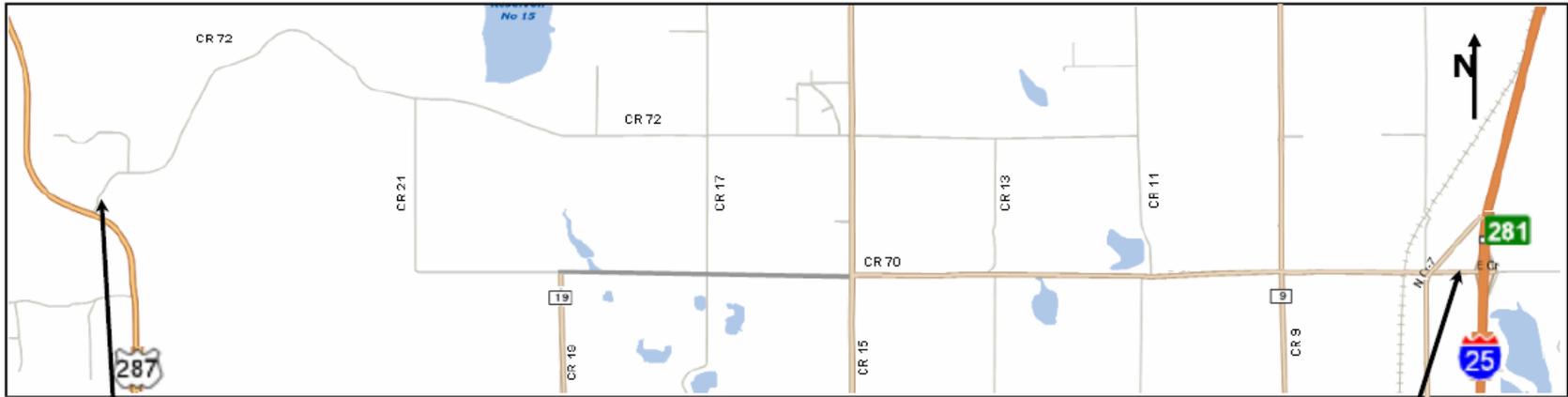
## Historic Volumes along CR 72 Between US 287 and CR 21



# Current Traffic Volumes



# Truck Volumes



**West End Daily Traffic**  
~1,100 Daily Vehicles

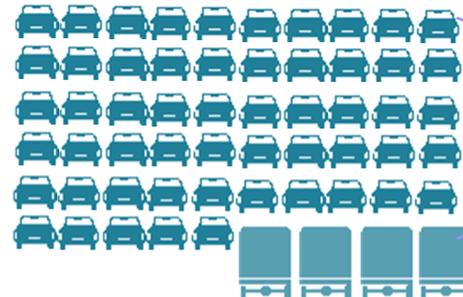


Local Traffic



Through Traffic

**East End Daily Traffic**  
~2,100 Daily Vehicles

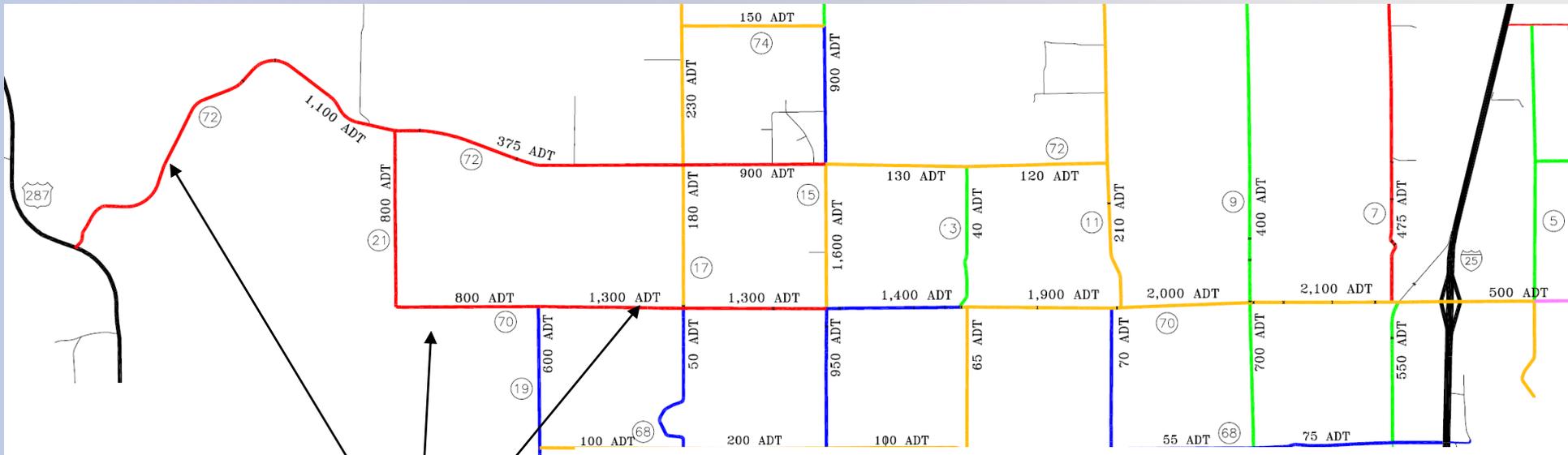


= 25 cars

= 25 trucks



# Roadway Capacity



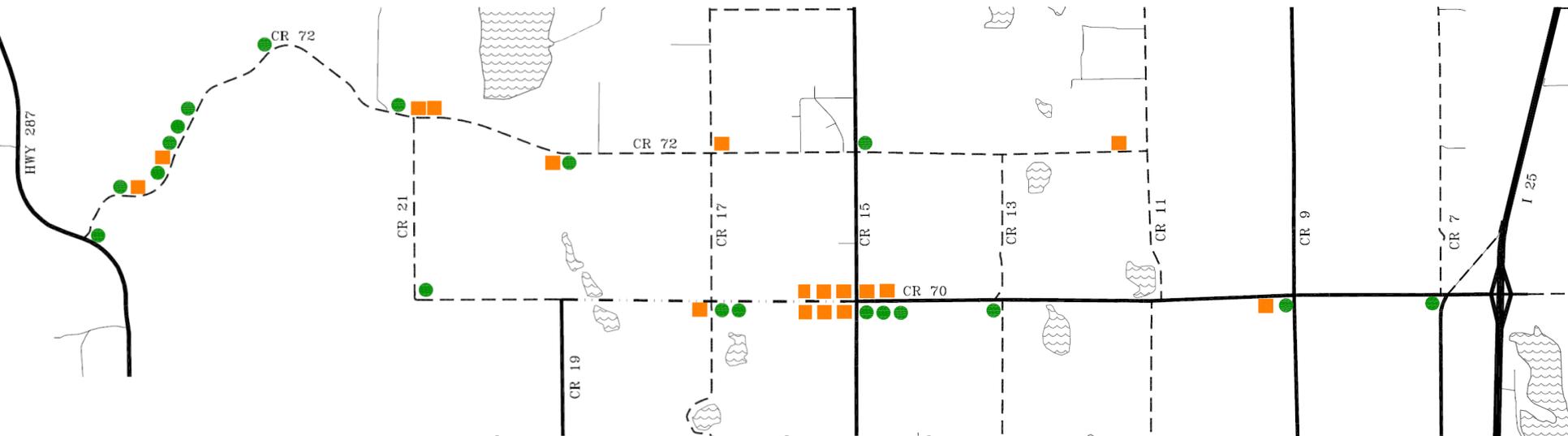
## MAP LEGEND

- █ EXISTING ROADWAY CAPACITY GRADE A
- █ EXISTING ROADWAY CAPACITY GRADE B
- █ EXISTING ROADWAY CAPACITY GRADE C
- █ EXISTING ROADWAY CAPACITY GRADE D
- █ EXISTING ROADWAY CAPACITY GRADE F
- █ EXISTING HIGHWAYS

-  EXISTING BRIDGE STRUCTURE
-  ROADWAY DESIGNATION (NAME)
- 800** AVERAGE ANNUAL DAILY TRAFFIC VOLUME (ADT)

Roads significantly over capacity

# Accident History



## MAP LEGEND

-  EXISTING ASPHALT PAVED ROADWAY
-  EXISTING CHIP SEAL PAVED ROADWAY
-  EXISTING NON-PAVED ROADWAY
-  EXISTING MINOR ROADWAYS
-  EXISTING HIGHWAYS
-  ROADWAY DESIGNATION (NAME)
-  5 YEAR ACCIDENT (PROPERTY DAMAGE ONLY)
-  5 YEAR ACCIDENT (WITH INJURY)
-  5 YEAR ACCIDENT (WITH FATALITY)  
(NO FATALITIES WITHIN LAST 5 YEARS)

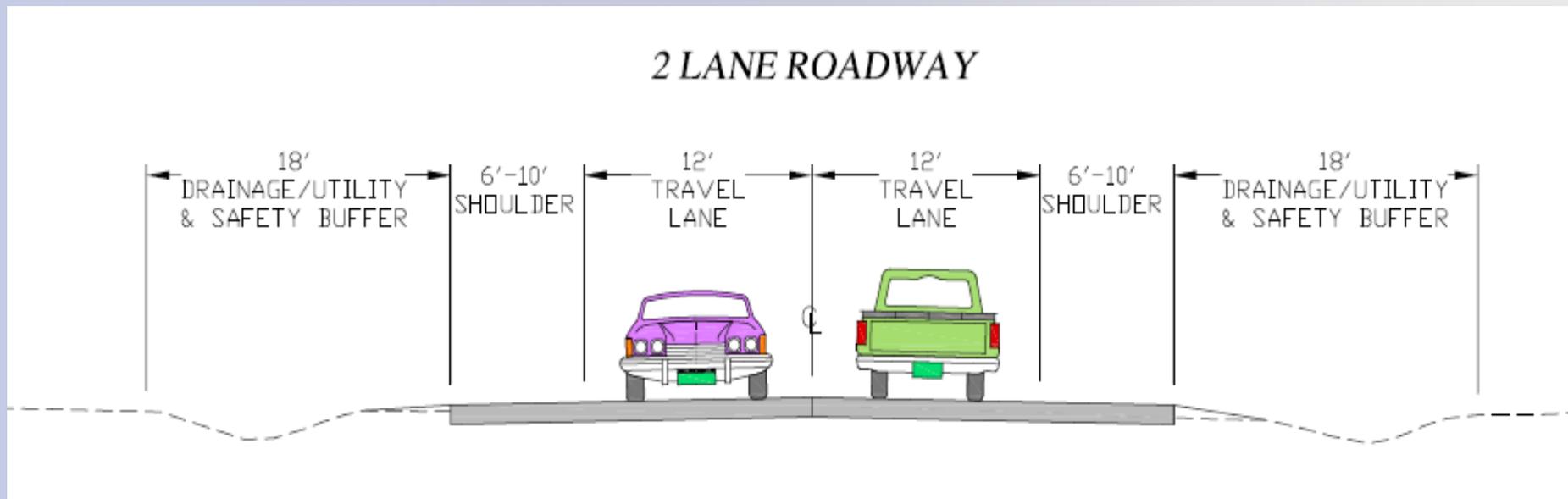
# Maintenance Costs

Maintenance Cost  
Per Mile Per Year

- Average mainline County road
  - Gravel surface (< 400 daily vehicles) \$ 9,450
  - Paved surface (400 -14,000 daily vehicles) \$ 6,500
- Owl Canyon corridor
  - Gravel surface (> 800 daily vehicles) \$ 29,300

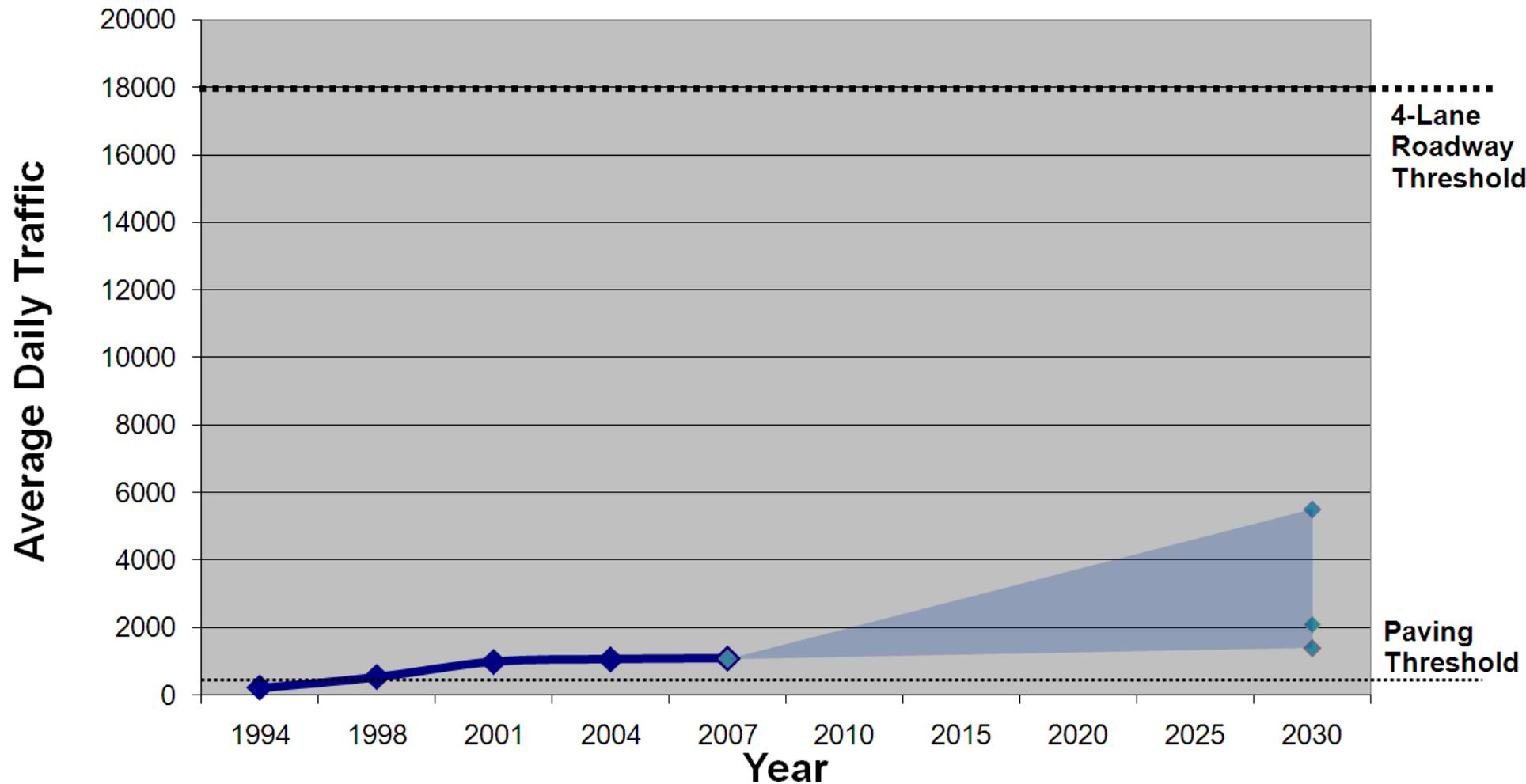
# How will the Owl Canyon corridor be used in the future?

- Not a state highway
- 2-lane county roadway



# Future Traffic Volumes

## Potential Future Volumes along CR 72 Between US 287 and CR 21

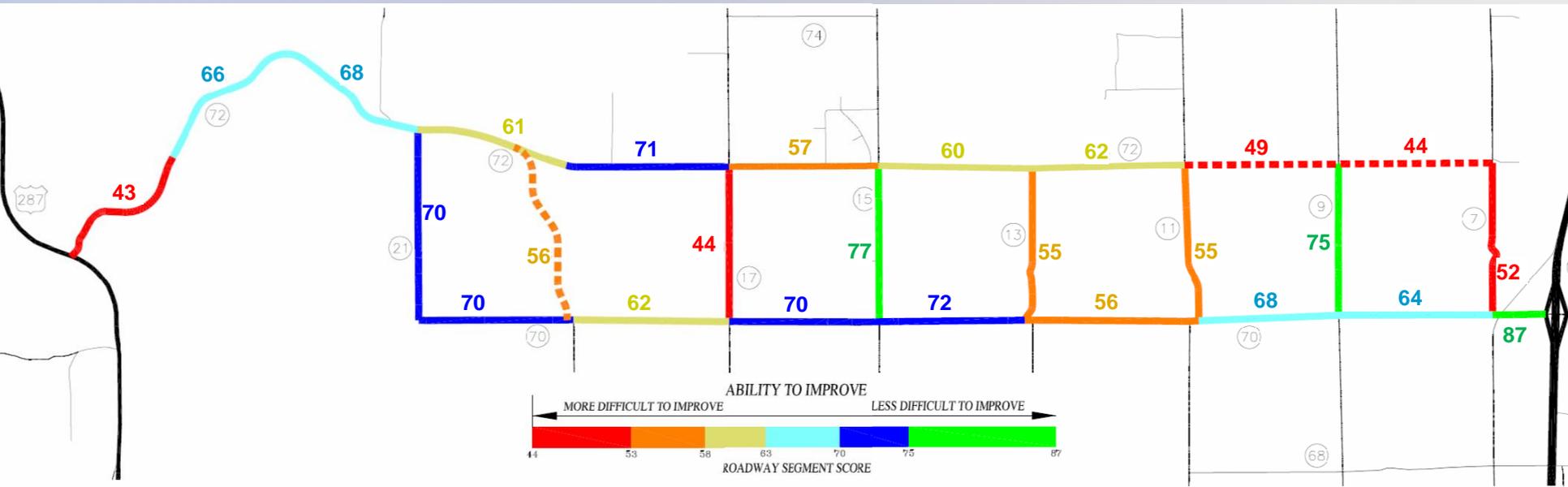


# Alternatives Analysis

# Roadway Segment Analysis

Analysis Criteria	Score 1-10	Weight ( <i>importance factor</i> )	Max Score
<b>Cost Effectiveness</b> Geometrics (i.e. curves), Paving, Bridges, and Cost for Right of Way	1-10	3.0	30
<b>Minimize Adjacent Owner Impacts</b> # of properties along segment # of structures within 150 ft # of driveways Type of land use Landscaping (trees / fences etc)	1-10	2.5	25
<b>Safety</b> Accident History Roadside hazards Intersections Slopes from road	1-10	2.5	25
<b>Minimize Environmental Impacts</b>	1-10	1.0	10
<b>Capacity and Connectivity</b>	1-10	1.0	10
<b>TOTAL</b>		<b>10.0</b>	<b>100</b>

# Roadway Segment Analysis



# Roadway Segment Analysis



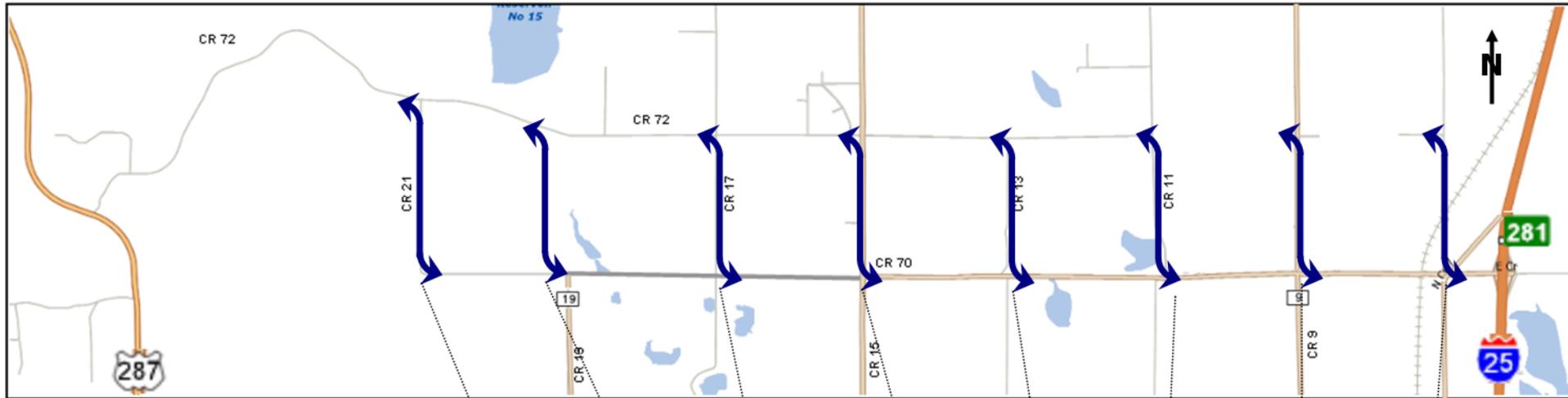
**Overall Route Score  
Using Larimer County  
Staff Weights**

Using CR 21	Using CR 19	Using CR 17	Using CR 15	Using CR 13	Using CR 11	Using CR 9	Using CR 7
<b>64</b>	<b>67</b>	<b>57</b>	<b>58</b>	<b>51</b>	<b>51</b>	<b>54</b>	<b>43</b>

# Using Different Weighting for Criteria

Analysis Criteria	Importance Factors (Weights)	
	Larimer County Staff	Public / Citizen
Cost	3.0	.5
Adjacent Owner Impacts	2.5	3.6
Safety	2.5	2.7
Environmental	1.0	2.2
Connectivity, Capacity	1.0	1.0
<b>TOTAL</b>	<b>10.0</b>	<b>10.0</b>

# Segment Analysis Results



**Overall Route Score  
Using Larimer County  
Staff Weights**

Using CR 21	Using CR 19	Using CR 17	Using CR 15	Using CR 13	Using CR 11	Using CR 9	Using CR 7
<b>64</b>	<b>67</b>	<b>57</b>	<b>58</b>	<b>51</b>	<b>51</b>	<b>54</b>	<b>43</b>

**Re-Calculated Route  
Score Using Public's  
Priority Weighting  
Preferences**

<b>70</b>	<b>74</b>	<b>63</b>	<b>65</b>	<b>58</b>	<b>60</b>	<b>64</b>	<b>54</b>
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# Comparing The Three Routes



Criteria	Using CR 21	Using CR 19	Using CR 15
Length in miles	11.43	~11.25	11.17
# Segments	12	12	12
Capacity			
# Segments currently paved	5	5	6
# Segments currently chip sealed	2	2	0
# Segments currently gravel	5	4	6
# Segments over existing capacity	7	5	4
Total daily traffic (sum of all segments)	17,100	16,674 *	16,150
Adjacent Owner Impacts			
# of Access Points (Driveways)	81	73	82
# Properties Abutting	88	91	101
# Buildings w/in 150 ft	21	21	24
# Buildings w/in 90 ft			
Main Residences	5	5	4
Outbuildings	8	8	10
Environmental			
Wetlands	CR 70 between 19-17	CR 70 between 19-17	none **
Threatened / Endangered Species	none	none	none
Existing Road Right of Way	10 miles of 60 ft 1 mile of 80 ft	9 miles of 60 ft 1 mile of 80 ft 1 mile of 0 ft	10 miles of 60 ft 1 mile of 70 ft
Structures along Alignment			
Box or Bridge	12	11	9
# to be ultimately re-built	11	11	9
Unique Significant Issues	Alignment at CR 70/21 ('Weaver corner')	New Roadway	Neighborhood along CR 72 west of CR 15
		Realign intersection at CR 70 / CR 19	Lack of travel mobility from CR 19 to the west
Unique Benefits		1 mile less of road to maintain	
Public Preference	8%	71%	17%
Cost	\$15,610,000	\$15,840,000	\$ 15,435,000 \$2,620,000
<i>Add eventual paving of CR 70 between     CR 19 and CR 15 due to regional needs</i>			
<b>TOTAL COST</b>	<b>\$15,610,000</b>	<b>\$15,840,000</b>	<b>\$18,055,000</b>

\* With relocated traffic from CR 21

\*\* With eventual paving needs, this would be similar to other alternatives

## LEGEND

How Results Compare To Other Routes  
better   
neutral   
worse

# Staff Recommendation for Alignment of Eventual Paved 2-lane Road

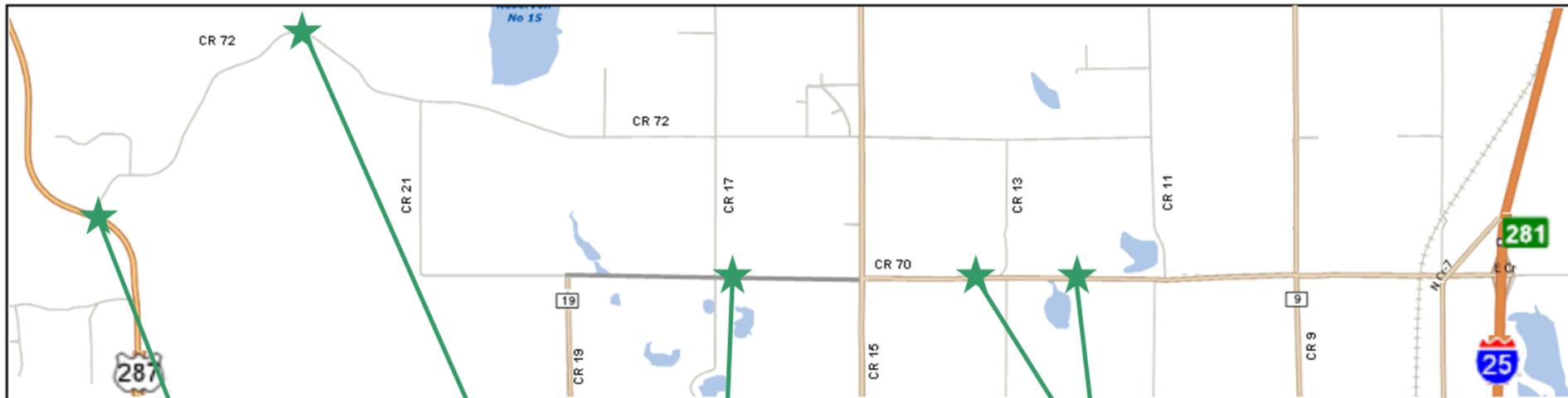


# Next Steps

(when funding becomes available)

# Phase I

## 1 – Spot Safety Improvements - Corridor Wide



Review intersection for safety concerns

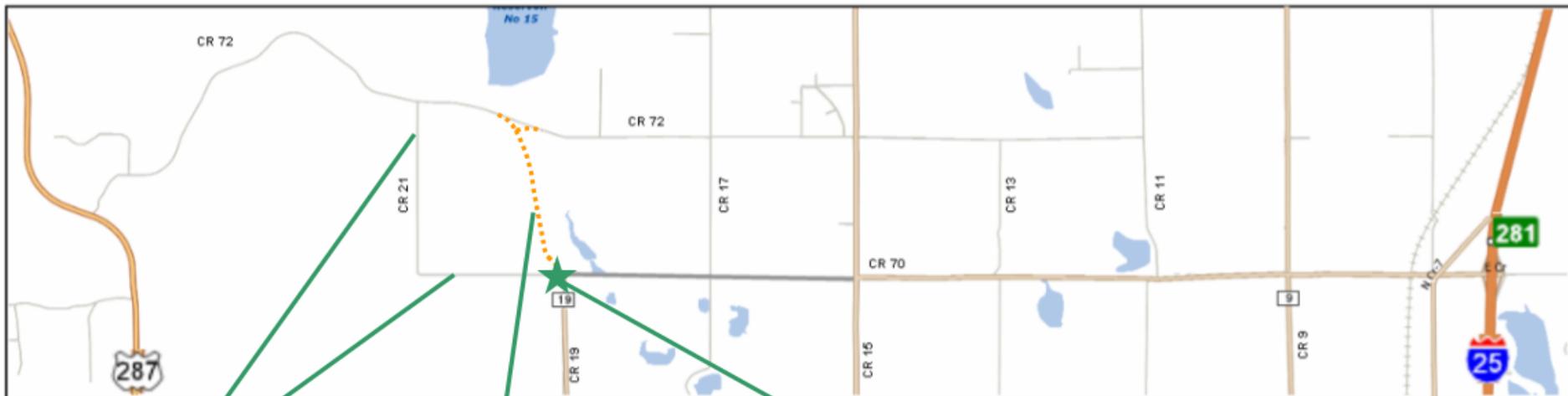
Add guardrail

Review sight distance issue to east

Add bridgerail to narrow bridges

# Phase 2

## 2 – Construct New Alignment and Intersection at CR 19



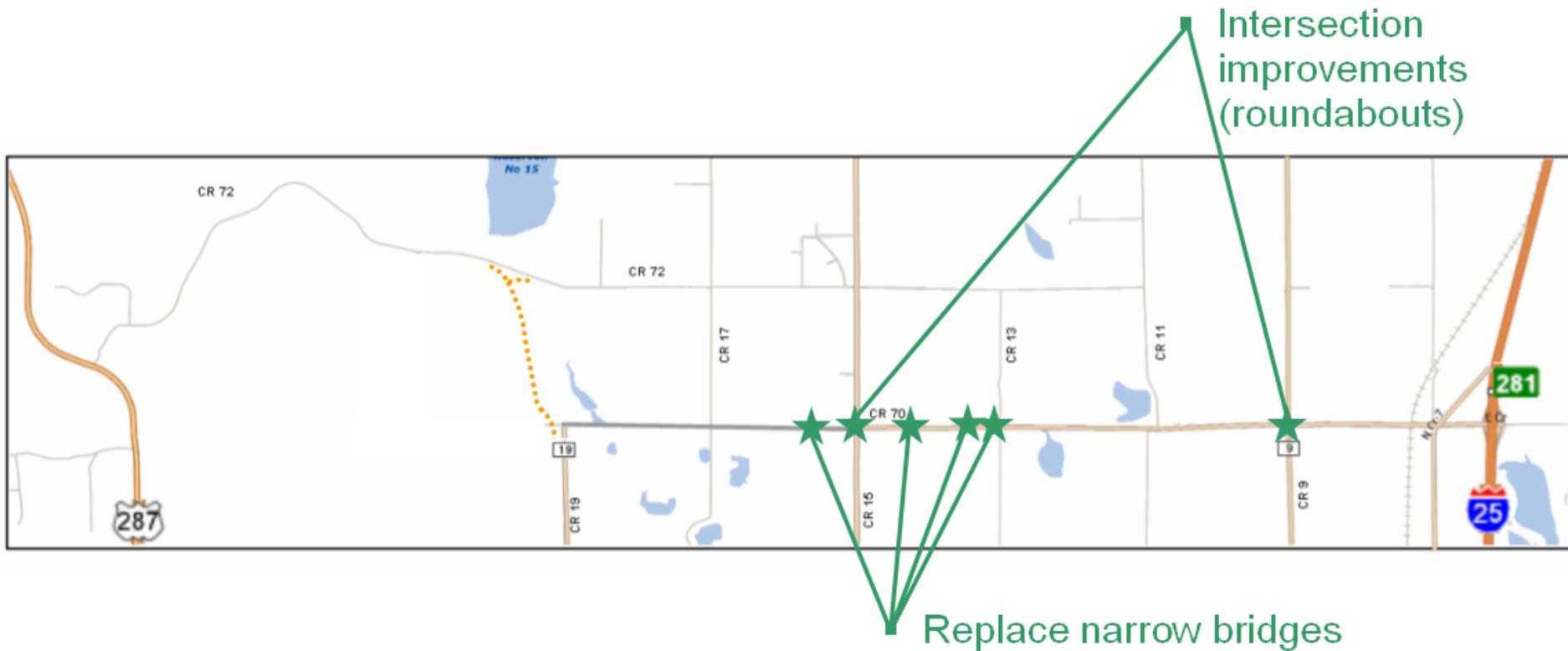
Vacate roads

Build new roadway (likely gravel)

Realign intersection to the west (roundabout)

# Phase 3

## 3 - Miscellaneous Geometric Improvements



# Phase 4

## 4 – Paving (2-lane road)





# Project Adoption Timeline

Planning Commission  
Hearing

October 15

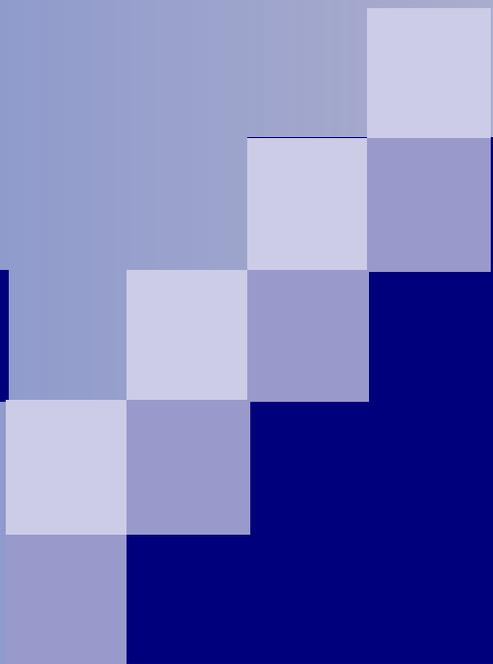
*(unanimous  
recommendation for  
adoption)*

Board of County  
Commissioner Hearing

November 17

Implementation

Depending on  
funding



Questions  
Questions

&

Answers  
Answers