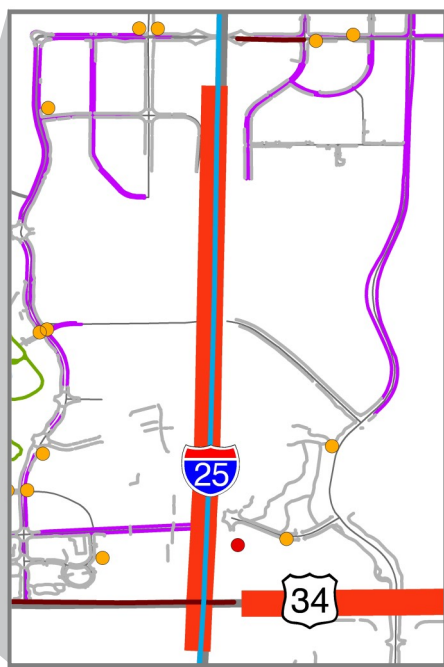
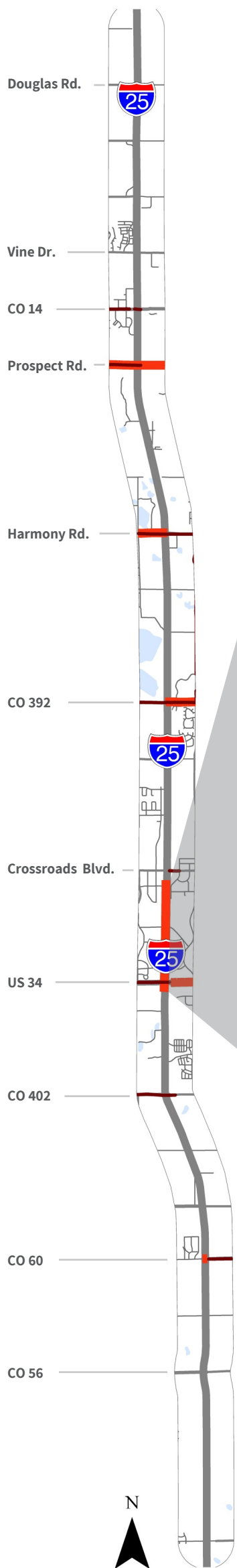


RSC # 1: I-25 Corridor Profile

RSC 1, North Interstate 25, runs through the center of the North Front Range planning area, providing regional, inter-regional, and national connectivity. The corridor is currently two general-purpose lanes in each direction, passing through Fort Collins, Timnath, Windsor, Loveland, Johnstown, and Berthoud.

Opportunities:

- Implement ramp metering at all on-ramps and off-ramps between Johnstown and Fort Collins
- ACST for all signals along US 34 and Crossroads Boulevard within one mile of I-25
- Increase Bustang Express Bus frequency
- Partner with COLT, Transfort, and GET on increasing service to Bustang stops and explore other feeder bus service options
- Complete on-road bicycle infrastructure gaps and develop grade-separated bike/ped crossings across I-25 where feasible
- Add Park-n-Ride capacity where feasible
- Study commuter rail options on parallel corridors as identified in the North I-25 EIS



Congestion and Density

Metric	2018	2030	2045
Percent of corridor with a Travel Time Index (TTI) above 1.5	5.0%	0.0%	2.5%
Percent of corridor with a Travel Time Reliability (TTR) above 1.5	0.0%	-	-
Population living within ¼ mile	7,357	29,828	67,014
Jobs located within ¼ mile	20,126	15,246	50,618

Source: NFRMPO 2045 Regional Travel Demand Model (RTDM), NFRMPO 2045 Land Use Allocation Model, INRIX, NPMRDS

CMP Strategies

	Implemented	Planned
Tier 1: Reducing Trip Generation and Shortening Trips		
Mixed-Use Developments	X	
Transit-Oriented Zoning		
Tier 2: Encouraging Shift to Transit and Non-Motorized Modes		
Bike Facility Improvements	X	X
Bike Share Service		
Bus Rapid Transit		
Car Sharing		
Intercity Bus Service	X	X
Park-n-Rides	X	X
Parking Management / Parking Pricing		
Pedestrian Improvements	X	X
Transit Service Quality Factors		X
Transit Service Quantity Factors	X	X
Tier 3: Increasing Vehicle Occupancy and Shifting Travel Times		
Congestion Pricing		X
Designated Parking for Ridesharing	X	
HOV Lanes		X
Tier 4: Improving Roadway Operations without Expansion		
Access Control Plan		
Adaptive Signal Control Technology (ASCT)		
Automatic Road Enforcement		
Data Collection	X	X
Electronic Toll Collection		X
Fiber-Optic Communications		X
Maintenance Decisions and Support System (MDSS)	X	X
Ramp Metering	X	X
Road Weather Information Systems	X	X
Transit Signal Priority		
Variable Speed Limits		
Tier 5: Traffic Incident Management		
Courtesy Patrol	X	
Collision Detection		
Emergency Vehicle Notification Systems		
Incident Management Plans	X	
Tier 6: Road Capacity		
Climbing Lanes	X	
Extended Acceleration / Deceleration Lanes	X	X
Grade-Separated Railroad Crossings / Intersections	X	
New lanes/roads		X
Roundabouts		
Toll / Express Lanes		X
Turning Lanes		

Legend

- 2018 TTI > 1.5
- 2030 TTI > 1.5
- Bustang Express Route
- Bike Lanes
- Shared-Use Path
- Park-n-Ride
- Fixed-route transit stop
- Sidewalk
- Highway / Interstate
- Major / Local Road

STBG Project Adjustment Request- Follow Up

59th Avenue and O Street Roundabout

Outstanding questions from TAC

- Project selection/rationale
- Environmental/historic
- Schedule
- Source of local overmatch

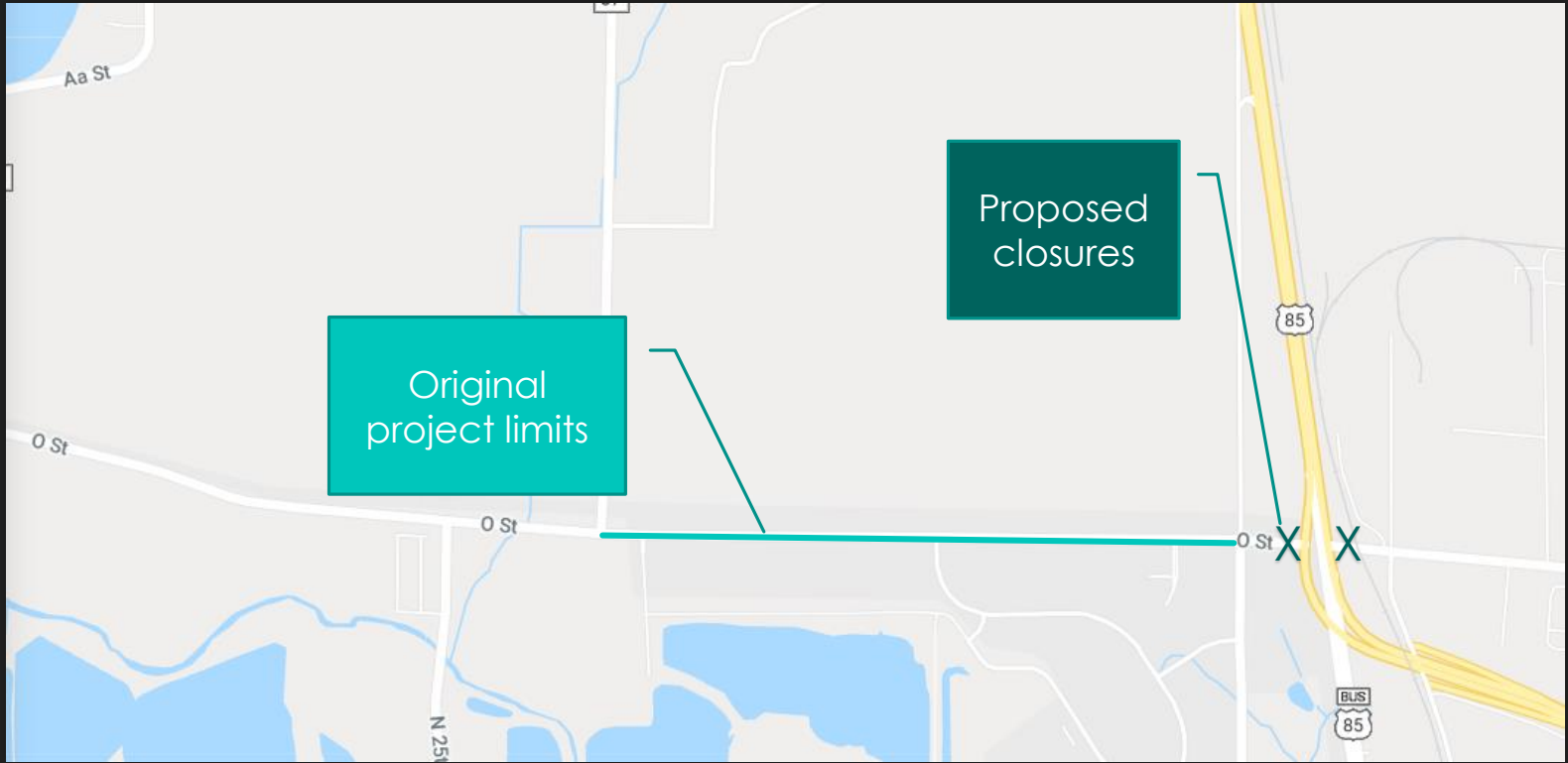
US 85 Access Control Plan 1999



Planned bridge over US 85 to extend O St

	IMPROVED ACCELERATION/DECELERATION LANES		NEW FRONTAGE ROAD		RAILROAD		3/4 ACCESS AT A T-INTERSECTION
	ACCESS TO REMAIN OPEN (CONDITIONALLY)		EXISTING FRONTAGE ROAD		EXISTING OR FUTURE TRAFFIC SIGNAL		3/4 ACCESS AT A 4-WAY INTERSECTION
	NEW PUBLIC ROADWAY		BRIDGE		HIGHWAY ACCESS OR MEDIAN CLOSING TO BE CLOSED		
	EXISTING PUBLIC ROADWAY		RIGHT-IN / RIGHT-OUT ACCESS		INTERSECTION IMPROVEMENT		

US 85 PEL 2017



Section 3 (Greeley to Lucerne)	
<i>Operational Classification</i>	<i>Enhanced Expressway</i>
O Street	Closure
CR 66	Intersection Improvements

Project Selection

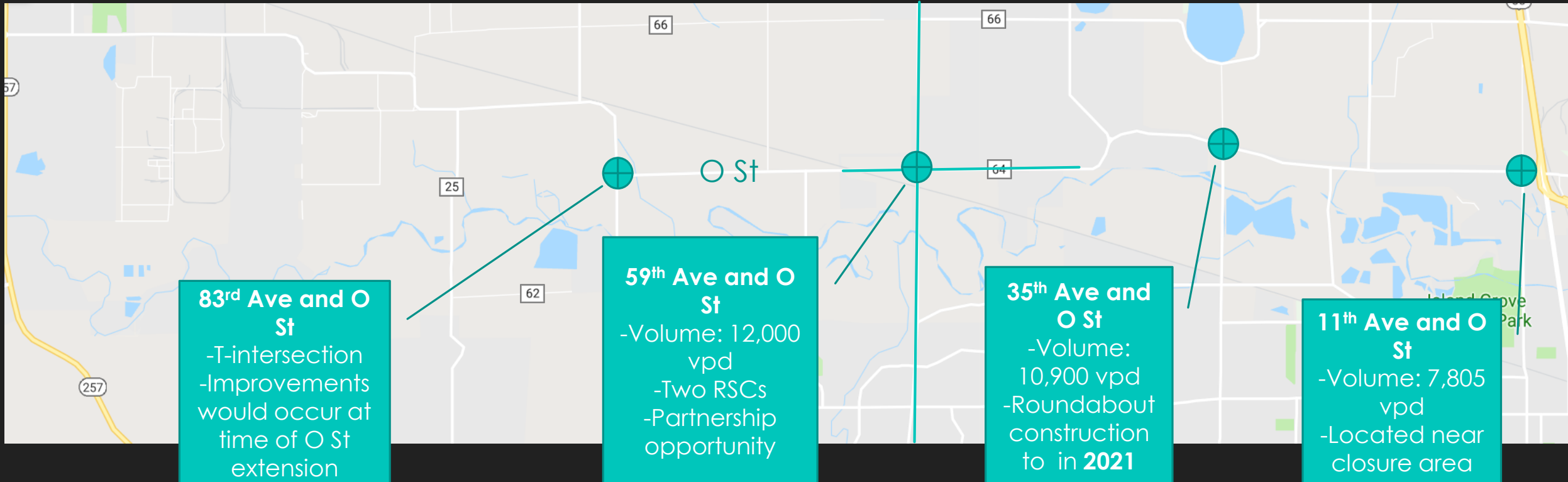
- US 85 PEL intent
- Closure of O St near original project area



Project Selection

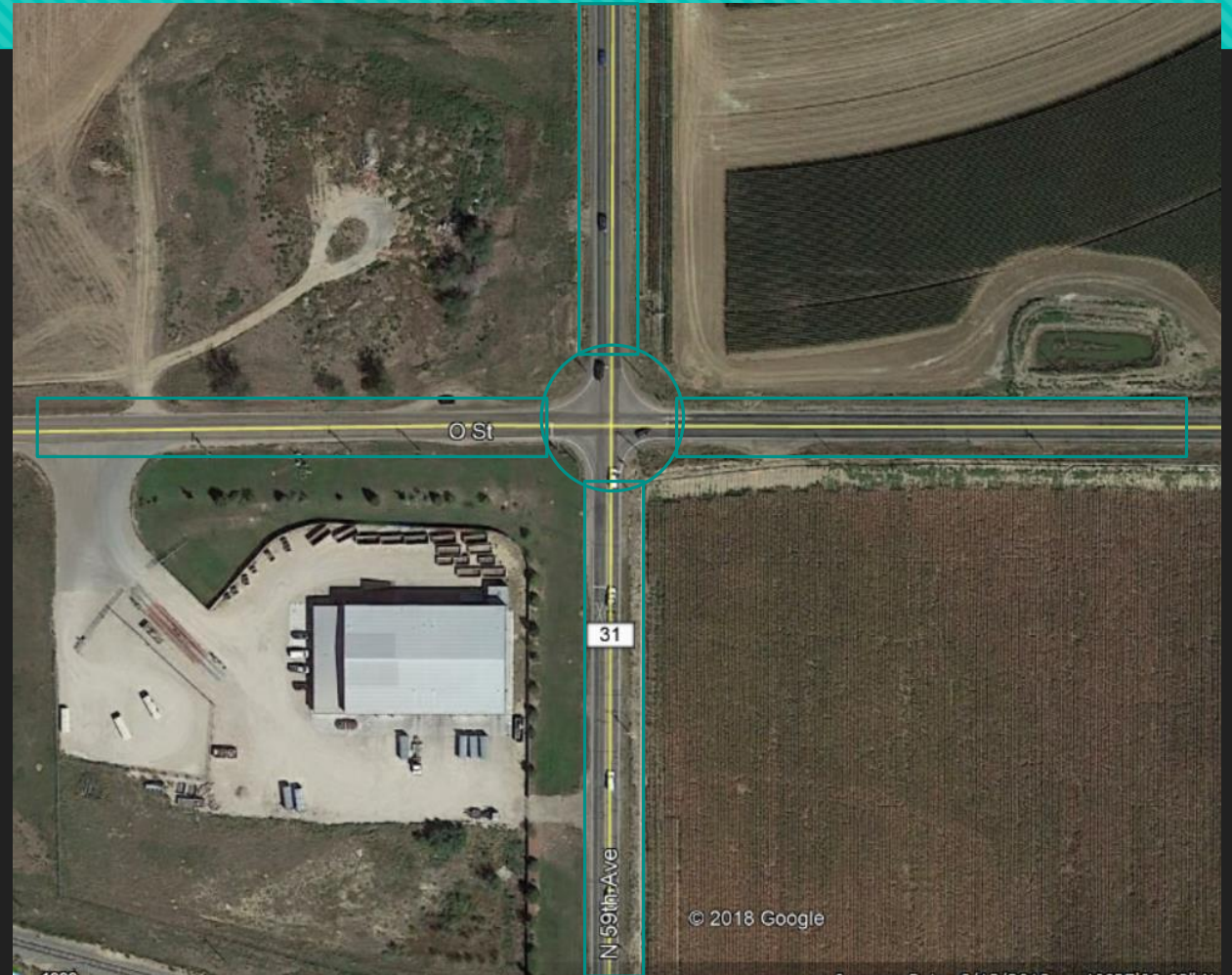
- Shifting from capacity expansion to operational improvements
- More volume and greater impact to regional travel
- Highest volume intersection along existing O St corridor

Intersection analysis



Environmental/ Historic

- Dump site
 - Not within primary area of impact
 - May contain hazardous material, however this unknown
- Potentially historic property
 - Will require SHPO coordination
 - Expected impact < 1 acre



Schedule

Milestone	Month/Year
Completion of IGA	n/a
FIR	7/2018-12/2018
FOR	6/2019-10/2019
Utility Clearance	7/2019-9/2019
ROW Clearance	3/2018-9/2019
Environmental Clearance	12/2018-8/2019
Advertisement	11/2019-1/2020

Milestone	Month/Year
Completion of IGA	n/a
FIR	4/2020 -4/2021
FOR	4/2021-7/2021
Utility Clearance	7/202 -8/2021
ROW Clearance	8/2021-6/2022
Environmental Clearance	8/2021-4/2022
Advertisement	6/2022-9/2022

Local Overmatch- City of Greeley

Expenditures											
Page	Project	Title	2017 Actual	2018 Original	2018	2019	2020	2021	2022	2023	2019 - 2023
	799	71st Ave: Bridge/Road Widening from 12th to 22nd St	1,001,825	6,565,000	8,927,848	-	-	-	-	-	-
	388	Investment Charges	6,287	2,169	2,169	6,500	6,825	7,200	7,560	8,000	36,085
398	312.1601	65th Ave/34 Bypass - Frontage Rd Relocation and North 65th Ave road widening	74,355	-	383,645	3,144,913	-	-	-	-	3,144,913
	127D	20th Street Phase IV: Widening 83rd to 90th Avenue	726,100	3,535,000	5,858,900	-	-	-	-	-	-
	2134	20th Street: 71st to 86th Avenue (Design and right of way)	124,349	-	-	-	-	-	-	-	-
	410A	65th Avenue: 29th Street to City of Evans city limits (Design and construction)	4,157,765	-	260,576	-	-	-	-	-	-
	127B	20th Street Phase II: 74th to 83rd Avenues (Construction)	802,487	-	-	-	-	-	-	-	-
400	312.1504	Intersection Improvements at 35th Avenue and "O" Street	-	-	-	303,000	1,717,000	-	-	-	2,020,000
402	312.1739	Turn Lanes on 20th St at & Clubhouse Dr from Aims Blvd to 59th Ave	-	-	-	151,500	2,227,200	-	-	-	2,378,700
404	312.1603	O Street - Road Widening	-	-	-	555,500	202,000	-	6,264,000	-	7,021,500
406	882	55th Avenue road widening: 4th Street to F Street	-	-	-	404,000	606,000	8,080,000	-	-	9,090,000
410	312.1602	83rd Ave - 18th St to 34 Bypass - Road widening and Traffic Signal	-	-	-	-	343,400	606,000	-	3,942,500	4,891,900
412	312.1727	83rd Ave:18th St to 10th St - Road widening	-	-	-	-	-	303,000	399,999	4,040,000	4,742,999
414	312.2	20th Street: 90th to 95th Avenue - relocation and road widening - Design	-	-	-	-	-	505,000	-	-	505,000
418	312.3	95th Avenue: Hwy 34 Bypass to 20th Street Road widening - Design	-	-	-	-	-	303,000	505,000	-	808,000
420	312.1806	23rd Avenue - Turn Lane at 20th Street	-	-	-	-	-	-	-	250,000	250,000

Local Overmatch- Weld County

○ 25% of total project cost has been pledged by Weld County, programmed in CIP

Thank you

○ Questions?