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10-Year Strategic Pipeline of Projects Work Session

NFRMPO Technical Advisory Committee







North Front Range
Metropolitan
Planning
Organization

November 20, 2019



TC Criteria

Preliminary TC Criteria

 Safety	 Mobility	Economic Vitality 	Asset Management 	 Strategic Nature	Regional Priority
Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria	Potential Criteria
Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities	Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle	TC Guiding Principle
Safety	Mobility Programs and projects leveraging new technology development Integrated System Impacts and Benefits	Economic Impacts Statewide Equity	Asset Management / Preservation Benefits Impact of Asset Management decision on asset life and function	Financial Leverage, Financial innovation, and Partnerships Short term projects vs. Accommodating Long-Term Projects trends How does the system look in 30 years and how does this project fit in?	Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these? Regional flexibility / related smaller scale projects

NFRMPO Priority Roadway Projects

Facility	Project Limits	Improvement Type	Remaining Funding Needed (M 2019 \$)	Local Commitment to Funding Need (M 2019 \$)
I-25	WCR38 to SH56 (Segment 5)	Add tolled express lane in each direction and interchange reconstructions	\$325 ¹	\$0
	WCR38 to SH56 (Segment 5)	Widen from 4 to 6 general purpose lanes	\$29.90 ¹	\$0
	SH56 to SH402 (Segment 6)	Add tolled express lane in each direction	\$0 ²	\$0
	SH56 to SH402 (Segment 6)	Widen from 4 to 6 general purpose lanes	\$74	\$0
	SH402 to SH14 (Segments 7 & 8)	Add tolled express lane in each direction	\$20 ³	\$0
	SH402 to SH14 (Segments 7 & 8)	Widen from 4 to 6 general purpose lanes	\$63.2	\$0
I-25/US34	Interchange at I-25/US34 and US34/Centerra	Interchanges	\$171.4	\$0
I-25/SH14	Interchange	Interchange reconstruction	\$52.2	\$0
US34	LCR3 to Centerra Pkwy	Widen from 4 to 6 lanes including addition of bike lanes and sidewalks	\$10.6	\$0
	Centerra Pkwy to Rocky Mountain Ave	Widen from 4 to 6 lanes	\$6.6	\$0
	Rocky Mountain Ave to Boise Ave	Widen from 4 to 6 lanes including addition of bike lanes and sidewalks	\$19.2	\$4.3
	US34 and 35 th Ave	New interchange	\$30.0	\$15
	US34 and 47 th Ave	New interchange	\$30.0	\$15
	MP 113.65 to LCR3	Widen from 4 to 6 lanes	\$170.0	\$0
	Greeley to Loveland	Other improvements identified in the PEL	\$370.4	\$0
US34/US85	Interchange	Interchange reconfiguration	\$267.0	\$0
US34/US287	Intersection	Intersection improvement including improved bicycle & pedestrian facilities	\$8.1	\$0
US85	I-76 to Wyoming	US85 PEL corridor improvements	\$538.6 ¹	\$0
US287	Trilby to Harmony	Widen from 4 to 6 lanes	\$19.5	\$0
	SH402 to 1 st St	Widen from 4 to 6 lanes	\$17.0	\$0
	LCR32 to Trilby Rd	Widen from 4 to 6 lanes	\$10.5	\$0
	LCR30 to LCR32	Widen from 4 to 6 lanes	\$5.0	\$0
	29 th St to LCR30	Widen from 4 to 6 lanes	\$9.1	\$0
SH14	I-25 to Riverside	Widen from 4 to 6 lanes	\$29.7	\$0
SH392	WCR21 to WCR19	Widen from 2 to 4 lanes	\$3.2	\$0
	17th St to Westgate Dr	Widen from 2 to 4 lanes	\$4.6	\$0
	I-25 to US287	Widen from 2 to 4 lanes	\$19.1	\$0

¹ Cost within NFRMPO TBD

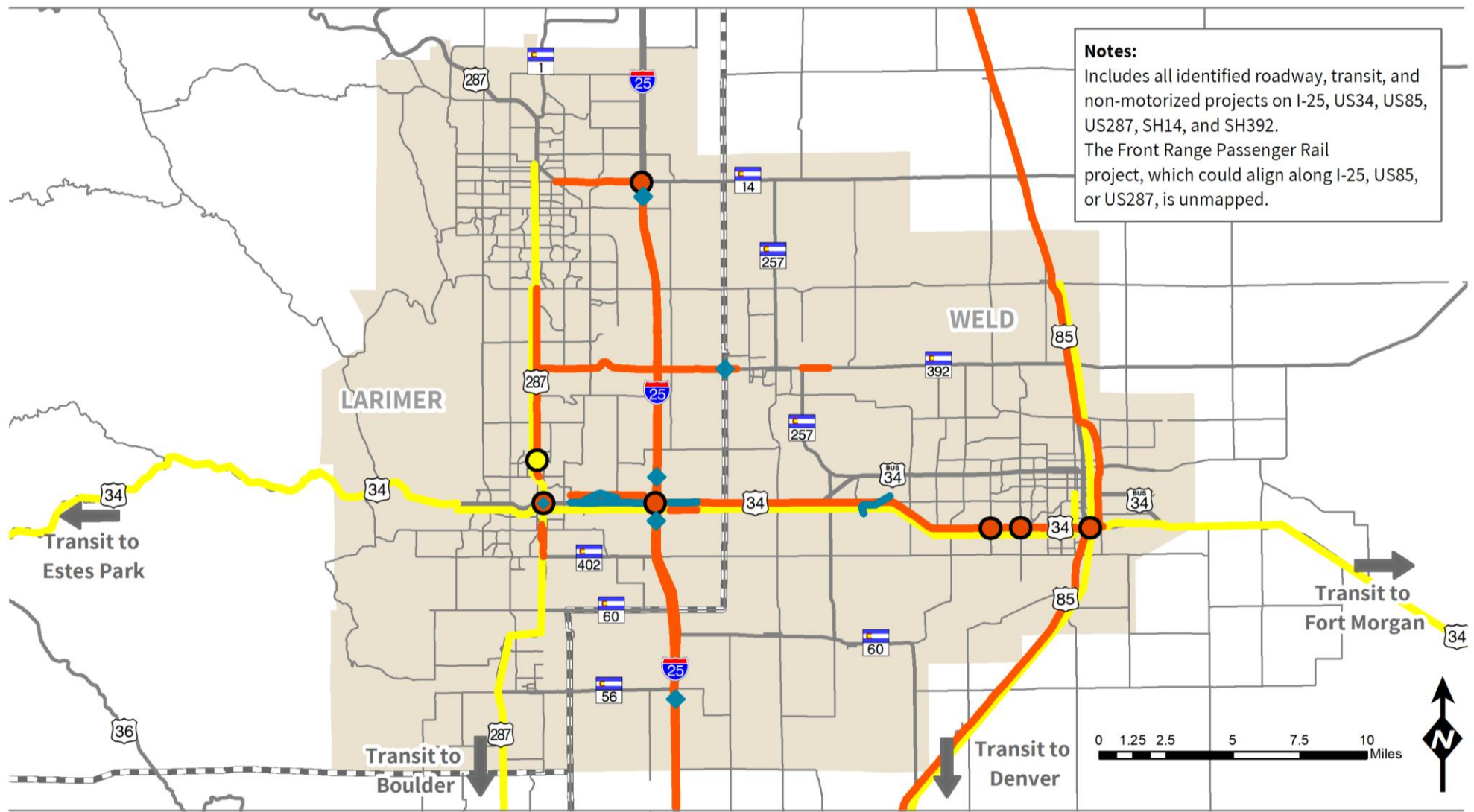
² Accounts for \$20M anticipated to be secured in December 2019 from SB267

³ Accounts for \$230M anticipated to be secured in December 2019 from SB267

Facility	Project Limits	Improvement Type	Remaining Funding Needed (M 2019 \$)	Local Commitment to Funding Need (M 2019 \$)
I-25, US85, or US287	Front Range Passenger Rail (within the NFR)	New rail service	\$622.5 / \$0	\$0
US34	Greeley to Fort Morgan	New bus service	\$1.7 / \$1.0	\$0
	Loveland to Estes Park	New bus service	\$1.7 / \$0.7	\$0
	Loveland to Greeley	New bus service	\$1.5 / \$1.2	\$0
US85	Eaton to Denver Region	New bus service	\$3.2 / \$2.4	\$0
US287	Fort Collins to Longmont/Boulder	Increased bus frequency	\$4.5 / \$3.0	\$0
	US287 and 37th St	COLT North Transit Center	\$2.90	\$0

Facility	Project Limits	Improvement Type	Remaining Funding Needed (M 2019 \$)	Local Commitment to Funding Need (M 2019 \$)
I-25	RNMC #2: Little Thompson River	Trail crossing	\$0	\$0
	RNMC #3: Big Thompson River	Trail underpass	\$0	\$0
	RNMC #7: Front Range Trail (West) at Boxelder Creek	Grade-separated crossing	TBD	\$0
	RNMC #11: US 34 Non-Motorized at Kendall Parkway	Bike lane construction	TBD	\$0
US34	RNMC #11: US 34 Non-Motorized Trail Construction from Denver Ave to Boyd Lake Ave	Trail Construction	TBD	\$0
	RNMC #11: US 34 Non-Motorized Trail Construction from Sheep Draw Trail at 95th Avenue to Ashcroft Draw	Trail Construction and Crossing	TBD	\$0
SH392	RNMC #9: Johnstown/Timnath Trail Crossing at County Line Road and SH392	Trail Crossing	TBD	\$0





NFRMPO Priority Project Candidates



Legend

Project Type

-  Roadway
-  Transit
-  Non-motorized

-  Highways
-  Major Roads
-  County Boundary
-  NFRMPO Boundary

November 2019
Source: NFRMPO

