



3

Section 5

Plan Projects

A. Overview

The Regional Transportation Plan (RTP) is a corridor-based plan and does not identify specific projects, except regionally significant projects that require air quality analyses and air quality conformity with Carbon Monoxide (CO), Volatile Organic Compounds (VOC), and Nitrogen Oxides (NO_x) budgets outlined in the applicable Colorado State Implementation Plans (SIPs). A corridor-based RTP provides greater flexibility for financial constraint and selecting projects for the Transportation Improvement Program (TIP).

A Regionally Significant Project is any fiscally constrained project that impacts the roadway network on an RSC. This includes any capacity or non-capacity air quality project on an RSC. All member jurisdictions, including CDOT, were asked to provide information on projects fitting these criteria, with a year of improvement between 2020 and 2045. These project were collected for the 2045 RTP and are included in the 2015 NFRMPO Regional Travel Demand Model (RTDM) and are shown in **Figure 3-40**. Individual project information is detailed in the following section.

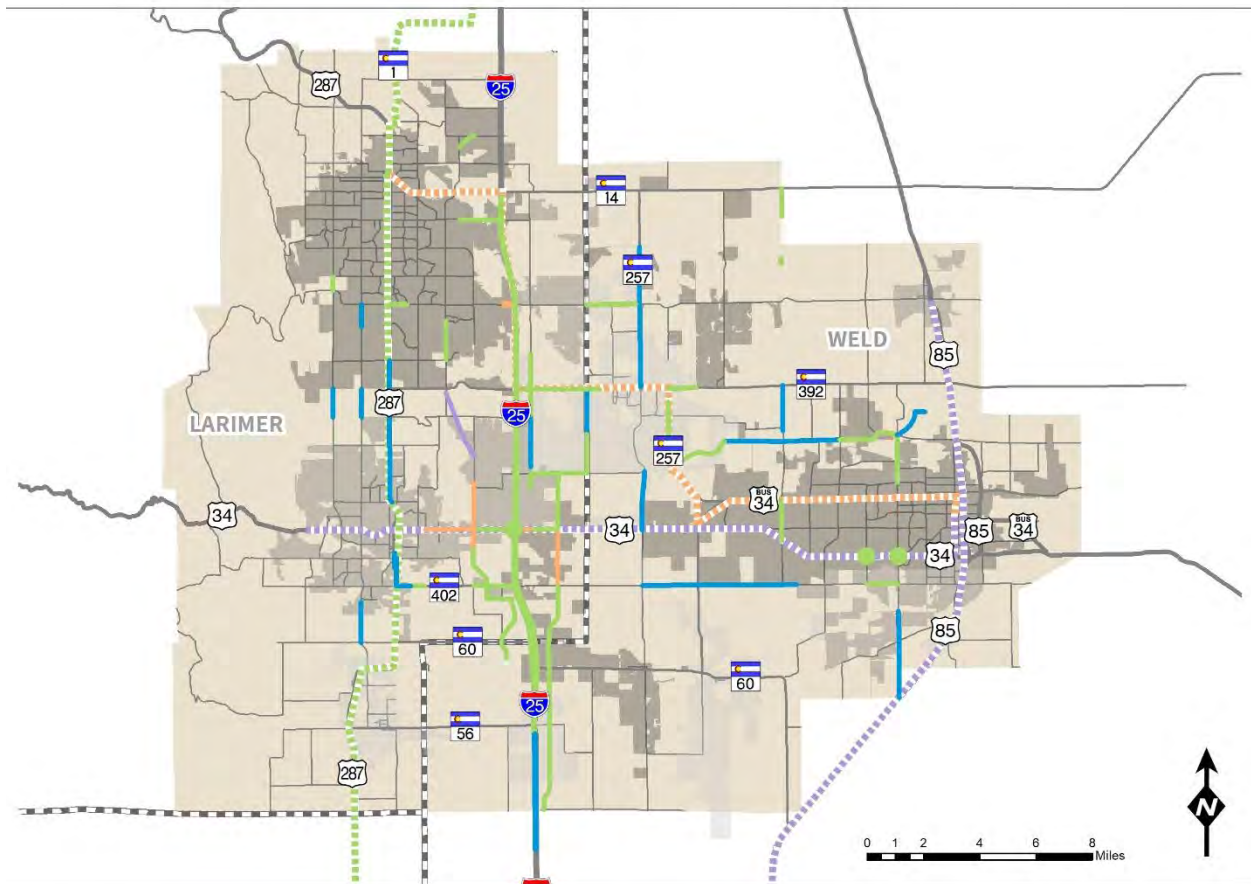
Examples of Air Quality Significant Projects include:

- Adding at least two (2) lane miles, or completing a regional connection;
- Adding a new intersection on principal arterials or above;
- Adding new interchanges or grade-separated intersections;
- Major improvements to existing interchanges, excluding drainage improvements and ramp widening;
- Regional transit projects between jurisdictions;

- Regional transit projects on fixed guideways, which offer a significant alternative to regional roadway travel;
- Addition or deletion of major bus routes with 3,000 riders per day, considering existing service levels.

As identified in **Chapter 3, Section 4: Fiscally Constrained Plan**, \$1.3B in YOE dollars are assigned to capacity projects on RSCs in the 2045 RTP. The funding is assigned from flexible funding programs from a variety of sources, including federally controlled, state-controlled, NFRMPO-controlled, and locally controlled funding, as well as private contributions. The specific funding source(s) for each project will be determined through future funding processes held by each controlling entity and are not identified in the 2045 RTP.

Figure 3-40: Fiscally Constrained Capacity Projects, 2020-2045



Legend

Roadway Projects by Staging Period

- 2020
- 2021-2030
- 2031-2040
- 2041-2045

Transit Projects by Staging Period

- ⋯ 2020
- ⋯ 2021-2030
- ⋯ 2031-2040
- ⋯ 2041-2045

- County Boundary
- NFRMPO Boundary

July 2019
Sources: CDOT, NFRMPO

B. Regionally Significant Projects

The following figures and tables identify the Regionally Significant Projects for the 2045 RTP, including the RSC or RNMC number, project limits, project type, length, and remaining project cost from 2020 through 2045 in millions of Year of Expenditure (YOE) dollars. The projects are organized into four staging periods based on the anticipated year of completion in

accordance with air quality conformity requirements. The four staging periods include:

- Projects completed in 2020
- Projects completed from 2021 through 2030
- Projects completed from 2031 through 2040
- Projects completed from 2041 through 2045

Figure 3-41: Fiscally Constrained Roadway Capacity Projects, 2020

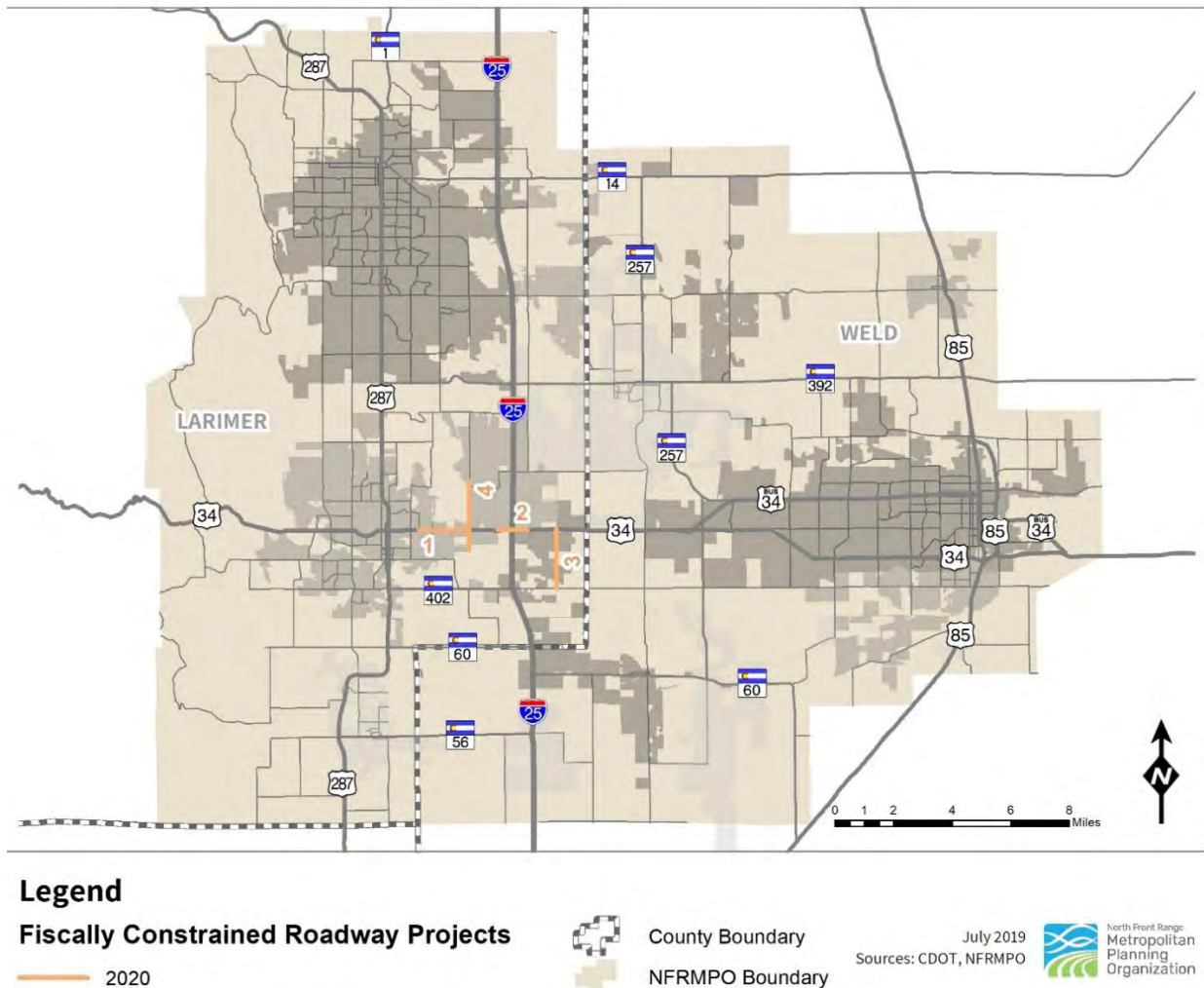
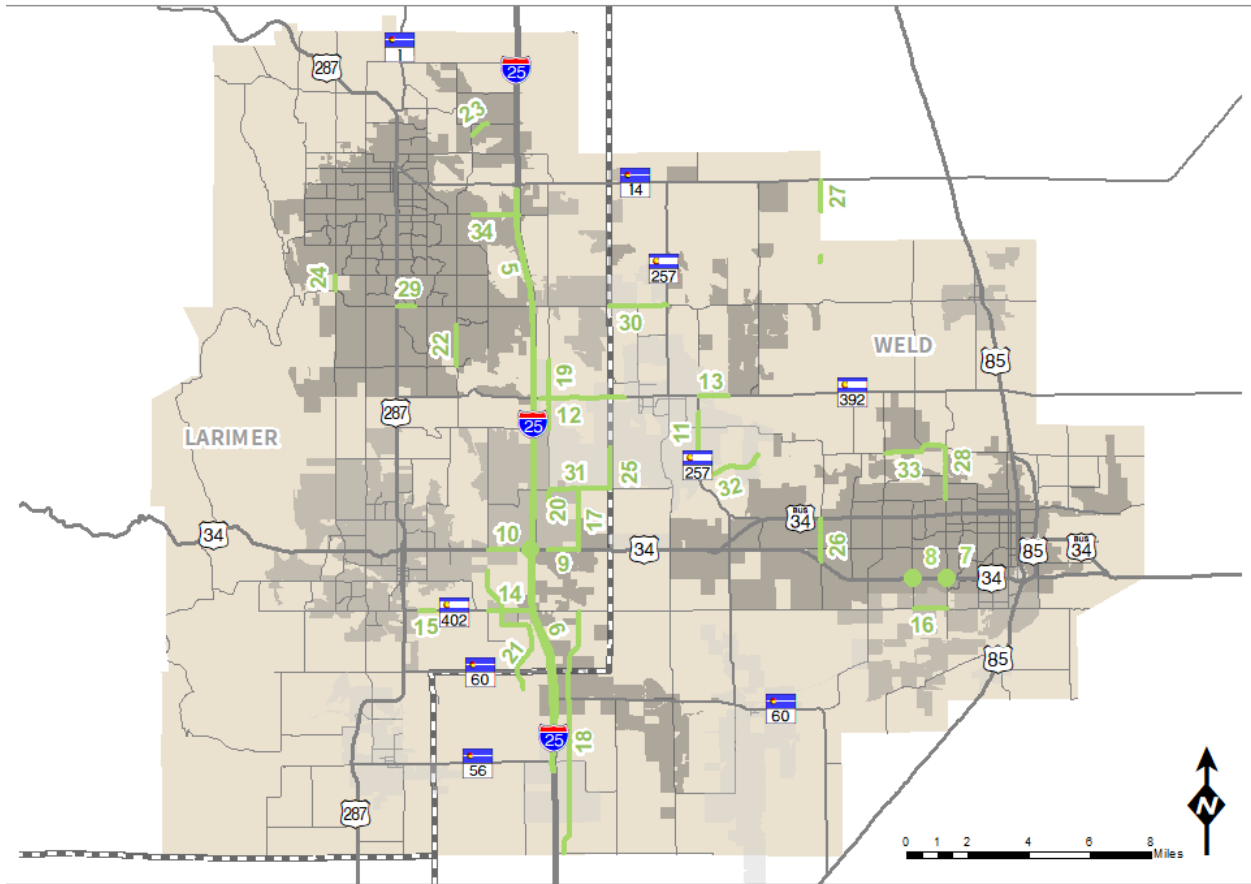


Figure 3-42: Fiscally Constrained Roadway Capacity Projects, 2021-2030



Legend

Fiscally Constrained Roadway Projects

— 2021-2030



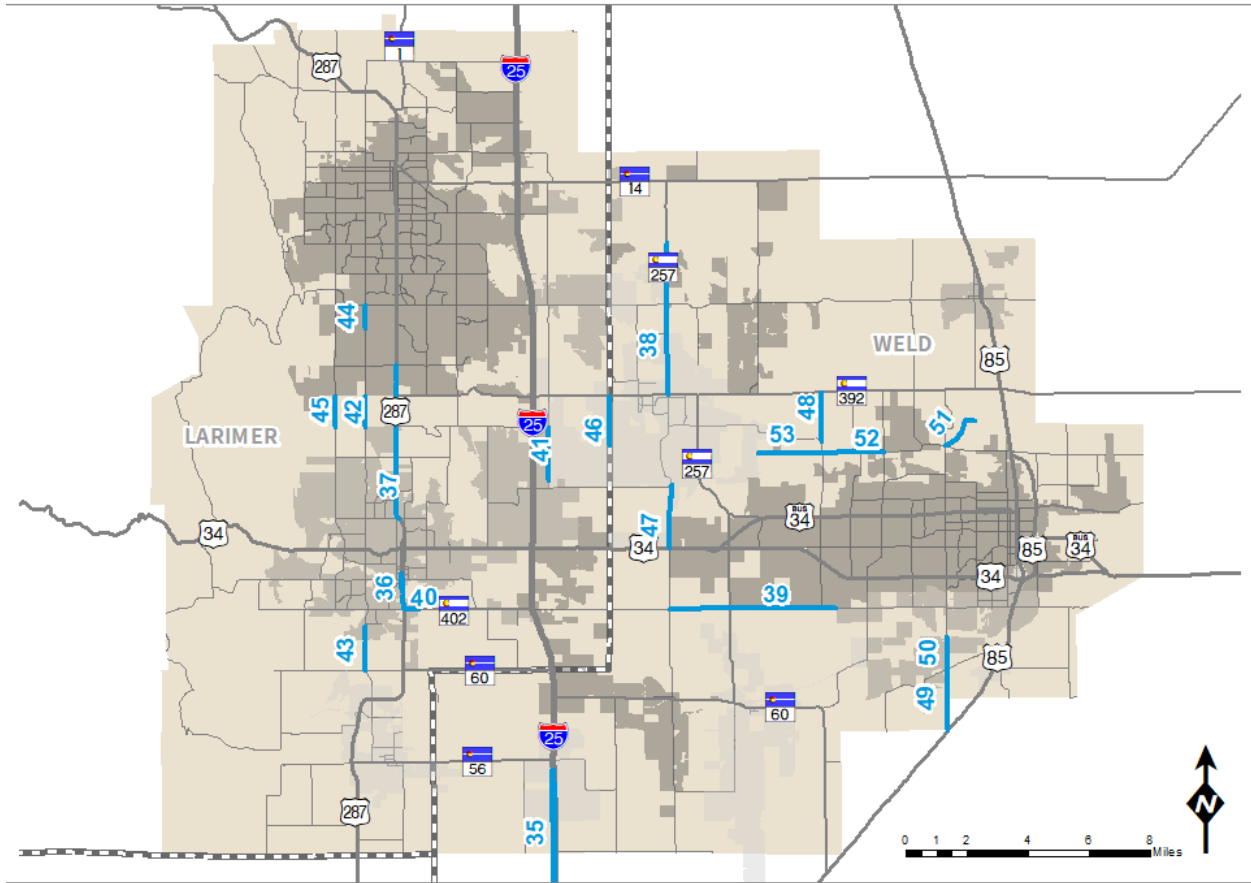
County Boundary

NFRMPO Boundary

September 2019
Sources: CDOT, NFRMPO



Figure 3-43: Fiscally Constrained Roadway Capacity Projects, 2031-2040



Legend

Fiscally Constrained Roadway Projects

— 2031-2040



County Boundary



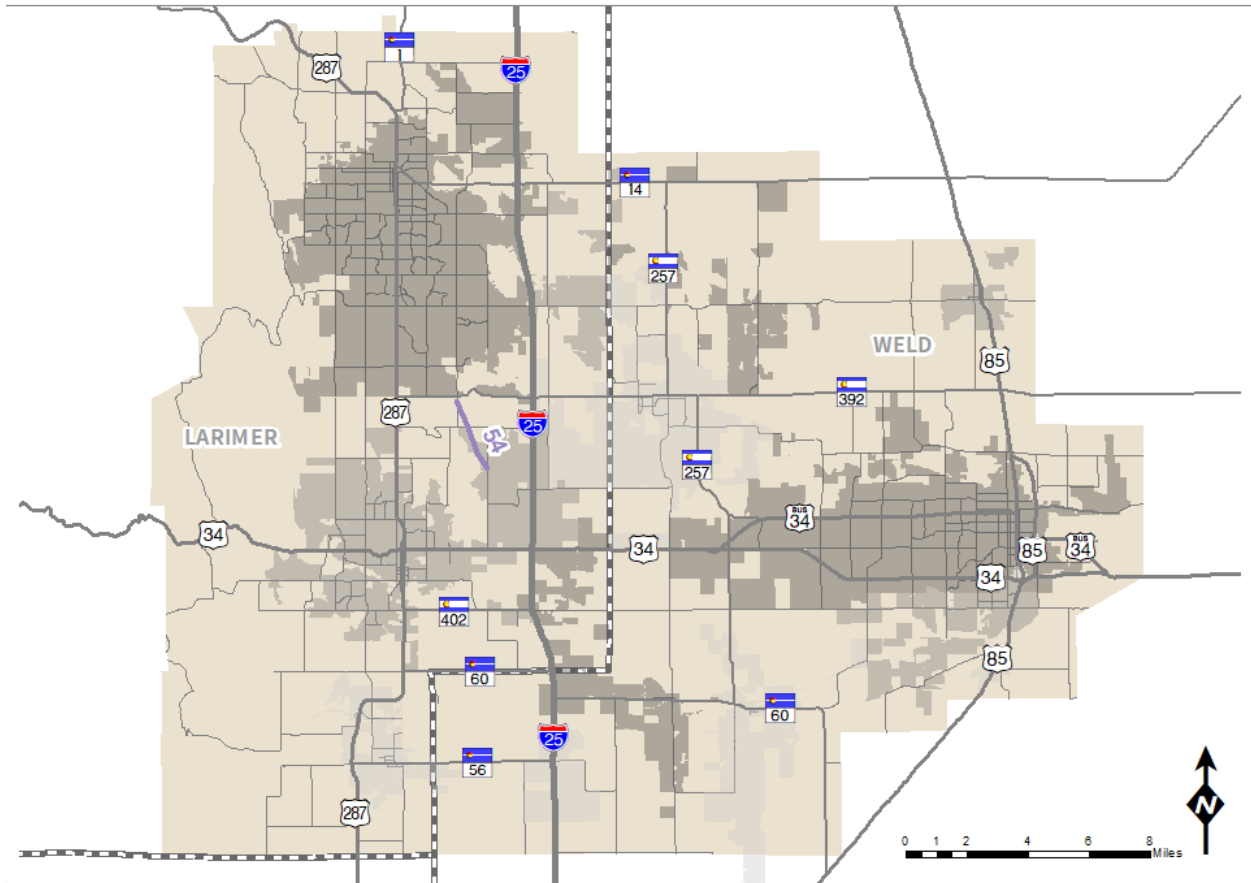
NFRMPO Boundary

September 2019
Sources: CDOT, NFRMPO



North Front Range
Metropolitan
Planning
Organization

Figure 3-44: Fiscally Constrained Roadway Capacity Projects, 2041-2045



Legend

Fiscally Constrained Roadway Projects

— 2041-2045



County Boundary



NFRMPO Boundary

September 2019
Sources: CDOT, NFRMPO



Table 3-19: Fiscally Constrained Roadway Capacity Projects, 2020

Map ID	RSC	Facility	Project Limits	Improvement Type	Length (Mi)	Remaining Project Cost (\$M, YOE)
1	2	US34	Boyd Lake Ave to Boise Ave	Widen from 4 lanes to 6 lanes	1.7	\$8.6
2	2	US34	Centerra Pkwy to Rocky Mountain Ave	Widen from 4 lanes to 6 lanes	1.0	\$6.8
3	14	LCR3	LCR18 to US34	Pave unpaved road	2.0	\$11.0
4	16	Boyd Lake Ave	LCR20C to 37 th St	Widen from 2 lanes to 4 lanes	2.3	\$16.6

Table 3-20: Fiscally Constrained Roadway Capacity Projects, 2021-2030

Map ID	RSC	Facility	Project Limits	Improvement Type	Length (Mi)	Remaining Project Cost (\$M, YOY)
5	1	I-25	SH402 to SH14	Add tolled express lane in each direction, improve the US34 interchange, and other interchange reconstructions	14.0	\$360.0
6	1	I-25	SH56 to SH402	Add tolled express lane in each direction and interchange reconstructions	5.0	\$0.6
7	2	US34	US34 and 35 th Ave	New interchange	N/A	\$34.5
8	2	US34	US34 and 47 th Ave	New interchange	N/A	\$34.5
9	2	US34	LCR3E to Centerra Pkwy	Widen from 4 lanes to 6 lanes	1.0	\$5.6
10	2	US34	Rocky Mountain Ave to Boyd Lake Ave	Widen from 4 lanes to 6 lanes	1.0	\$5.6
11	11	SH257	Crossroads Blvd to Garden Dr	Widen from 2 lanes to 4 lanes	2.2	\$4.6
12	12	SH392	17 th St to Westgate Dr	Widen from 2 lanes to 4 lanes	2.8	\$5.6
13	12	SH392	WCR21 to WCR19	Widen from 2 lanes to 4 lanes	1.0	\$3.6
14	13	SH402	I-25 to LCR9	Widen from 2 lanes to 4 lanes	1.5	\$11.0
15	13	SH402	Boise Ave to St. Louis Ave	Widen from 2 lanes to 4 lanes	0.5	\$6.7
16	13	37 th St	35 th Ave to 47 th Ave	Widen from 2 lanes to 4 lanes	1.1	\$12.6
17	14	LCR3	Crossroads Blvd to US34	Pave unpaved road	2.0	\$12.0
18	14	WCR9.5	WCR38 to SH402	New 2 lane road	8.1	\$62.8
19	15	LCR5	LCR30 to LCR34C	Widen from 2 lanes to 4 lanes	2.3	\$8.4
20	15	LCR5	0.5 mi south of Crossroads Blvd to Crossroads Blvd	Widen from 2 lanes to 4 lanes	0.5	\$4.2
21	16	Boyd Lake Ave	SH60 to LCR20C	New 2 lane road	4.4	\$18.0
22	16	Timberline Rd	Trilby Rd to Stetson Creek Dr	Widen from 2 lanes to 4 lanes	1.4	\$6.0
23	16	Timberline Rd	S of LCR50 to LCR9	Widen from 2 lanes to 4 lanes and realign	0.7	\$8.1
24	18	Taft Hill Rd	Harmony Rd to Horsetooth Rd	Widen from 2 lanes to 4 lanes	0.5	\$5.4
25	19	WCR13	Crossroads Blvd to Kaplan Dr	Widen from 2 lanes to 4 lanes	1.4	\$5.3
26	21	83 rd Ave	US34 Bypass to US34 Business	Widen from 2 lanes to 4 lanes	1.4	\$9.9

Map ID	RSC	Facility	Project Limits	Improvement Type	Length (Mi)	Remaining Project Cost (\$M, YOY)
27	21	WCR27	WCR80 to SH14 and WCR76 to WCR78	New 2 lane road	2.0	\$4.3
28	22	35 th Ave	4 th St to O St	Widen from 2 lanes to 4 lanes	1.7	\$9.6
29	23	Harmony Rd	Boardwalk Dr to College Ave	Widen from 4 lanes to 6 lanes	0.6	\$11.4
30	23	Harmony Rd	WCR15 to WCR13	Widen from 2 lanes to 4 lanes	1.9	\$5.8
31	26	Crossroads Blvd	WCR13 to Centerra Pkwy	Widen from 2 lanes to 4 lanes	2.0	\$6.7
32	26	Crossroads Blvd	WCR23 to SH257	New 2 lane road	2.3	\$14.3
33	26	O St	35 th Ave to 59 th Ave	Widen from 2 lanes to 4 lanes	2.2	\$22.5
34	28	Prospect Rd	I-25 to Sharp Point Dr	Widen from 2 lanes to 4 lanes	1.6	\$11.5

Table 3-21: Fiscally Constrained Roadway Capacity Projects, 2031-2040

Map ID	RSC	Facility	Project Limits	Improvement Type	Length (Mi)	Remaining Project Cost (\$M, YOY)
35	1	I-25	WCR38 to SH56	Add tolled express lane in each direction and interchange reconstructions	3.0	\$236.9
36	6	US287	SH402 to 1 st St	Widen from 4 lanes to 6 lanes	1.4	\$23.8
37	6	US287	29 th St to Trilby Rd	Widen from 4 lanes to 6 lanes	5.1	\$34.5
38	11	SH257	SH392 to WCR78	Widen from 2 lanes to 4 lanes	5.0	\$19.4
39	13	37 th St	77 th Ave to WCR17	Widen from 2 lanes to 4 lanes	5.5	\$53.0
40	13	SH402	St. Louis Ave to US287	Widen from 2 lanes to 4 lanes	0.5	\$6.0
41	15	Fairgrounds Ave	Rodeo Dr to LCR30	Widen from 2 lanes to 4 lanes	1.7	\$5.3
42	17	LCR17	SH60 to 23 rd St SW	Widen from 2 lanes to 4 lanes	1.4	\$26.9
43	17	LCR17	LCR30 to LCR32	Widen from 2 lanes to 4 lanes	1.0	\$7.4
44	17	LCR17	Fossil Creek Dr to Harmony Rd	Widen from 2 lanes to 4 lanes	0.8	\$9.7
45	18	LCR19	LCR30 to LCR32	Widen from 2 lanes to 4 lanes	1.0	\$7.4
46	19	WCR13	Kaplan Dr to SH392	Widen from 2 lanes to 4 lanes	1.6	\$4.3
47	20	WCR17	US34 to Crossroads Blvd	Widen from 2 lanes to 4 lanes	2.1	\$7.9
48	21	WCR27	WCR64.5 to SH392	New alignment of 2 lane road	1.6	\$7.8
49	22	35 th Ave	US85 to WCR394	Widen from 2 lanes to 4 lanes	2.0	\$22.4
50	22	35 th Ave	WCR394 to 49 th St	New 4 lane road	1.1	\$38.8
51	26	O St	35 th Ave to AA St	Widen from 2 lanes to 4 lanes and realign	1.5	\$22.4
52	26	O St	59 th Ave to 83 rd Ave	Widen from 2 lanes to 4 lanes	2.0	\$34.0
53	26	O St	83 rd Ave to WCR23	New 4 lane road	2.1	\$10.4

Table 3-22: Fiscally Constrained Roadway Capacity Projects, 2041-2045

Map ID	RSC	Facility	Project Limits	Improvement Type	Length (Mi)	Remaining Project Cost (\$M, YOE)
54	16	Boyd Lake Ave	North of UPRR Crossing to Timberline Rd	New 4 lane road	2.5	\$51.6

Figure 3-45: Fiscally Constrained Transit Projects, 2020-2045

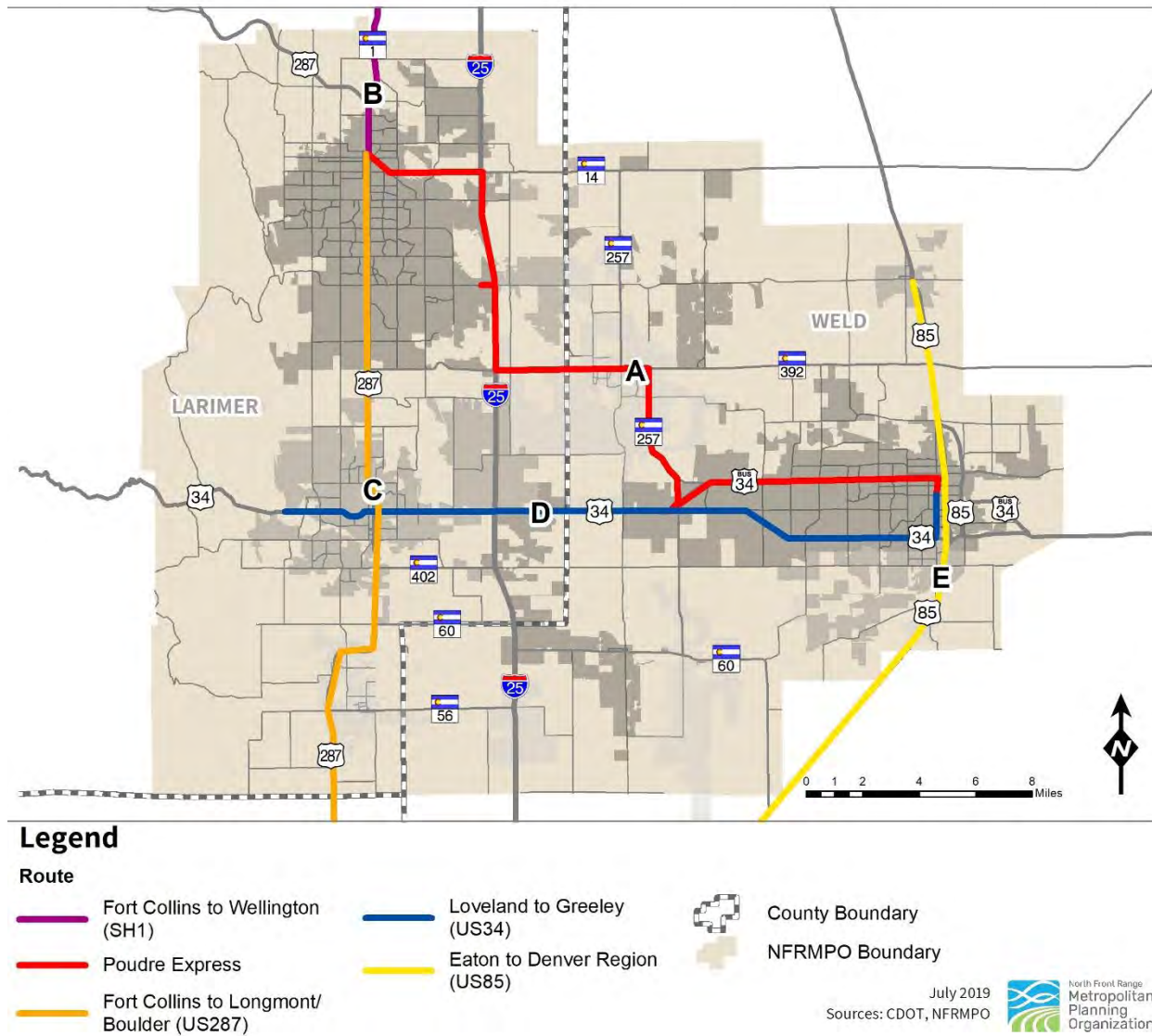


Table 3-23: Fiscally Constrained Transit Capacity Projects, 2020

Map ID	RTC	Agency	Corridor	Project Type	Length (Mi)	Remaining Capital Cost through 2045(\$M, YOE)	Remaining Operating Cost through 2045 (\$M, YOE)
A	8	GET	Poudre Express	New Service	37	\$3.7	\$18.9

Table 3-24: Fiscally Constrained Transit Capacity Projects, 2021-2030

Map ID	RTC	Agency	Corridor	Project Type	Length (Mi)	Remaining Capital Cost through 2045(\$M, YOE)	Remaining Operating Cost through 2045 (\$M, YOE)
B	2	Transfort	Fort Collins to Wellington (SH1)	New Service	13	\$3.2	\$13.0
C	9	Transfort	Fort Collins to Longmont/Boulder (US287)	Increased Frequency	45	\$9.0	\$85.8

Table 3-25: Fiscally Constrained Transit Capacity Projects, 2041-2045

Map ID	RTC	Agency	Corridor	Project Type	Length (Mi)	Remaining Capital Cost through 2045(\$M, YOE)	Remaining Operating Cost through 2045 (\$M, YOE)
D	10	Unidentified	Loveland to Greeley (US34)	New Service	24	\$2.5	\$1.9
E	11	Unidentified	Eaton to Denver Region (US85)	New Service	69	\$5.3	\$4.0

C. Environmental Analysis

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) introduced the requirement for MPOs and state DOTs to identify potential environmental mitigation activities in their long-range plans and the FAST Act continues these requirements. These activities should be developed alongside federal, State, land management, and regulatory agencies. Federally funded transportation projects are required to complete the National Environmental Policy Act (NEPA) process, as discussed in **Chapter 2, Section 4**. As part of the NEPA process, transportation projects must analyze potential impacts to the environment. Federal Register 40 CFR § 1500.1(b): Purpose describes the NEPA process as a way to help public officials make decisions based on an understanding of environmental consequences and to take actions that protect, restore, and enhance the environment.²⁹

NFRMPO staff analyzed the potential impacts of transportation projects according to the environmental features detailed in **Chapter 2, Section 4**. Transportation projects included are from 2045 RTP Regionally Significant Projects

list. Project impacts are shown in **Table 3-26**, with the darker blue showing a higher impact than white or light blue. **Figure 3-46** through **Figure 3-52** show each environmental feature compared to the proposed projects in a visual format.

Transportation projects affect each environmental resource differently, depending on the resource's location within the region. The most impacted resource is water, with 20 projects located within the 500-year flood zone as defined by the Federal Emergency Management Area (FEMA). Wetlands may potentially be affected by 18 proposed projects. 17 projects are located within the Wattenberg Gas Field and 17 projects are within Environmental Justice areas. Only one Historical and Archeological Site may be impacted by these projects. One transportation project will be located atop the Laramie-Fox Hills aquifer (Water Resources), and one project will be built within potential Conservation Areas. As each project moves forward, the respective agencies/jurisdictions will need to study individual project impacts on each environmental resource.

²⁹ 40 CFR § 1500.1(b):
<http://environment.fhwa.dot.gov/projdev/tdmmitig2.asp>

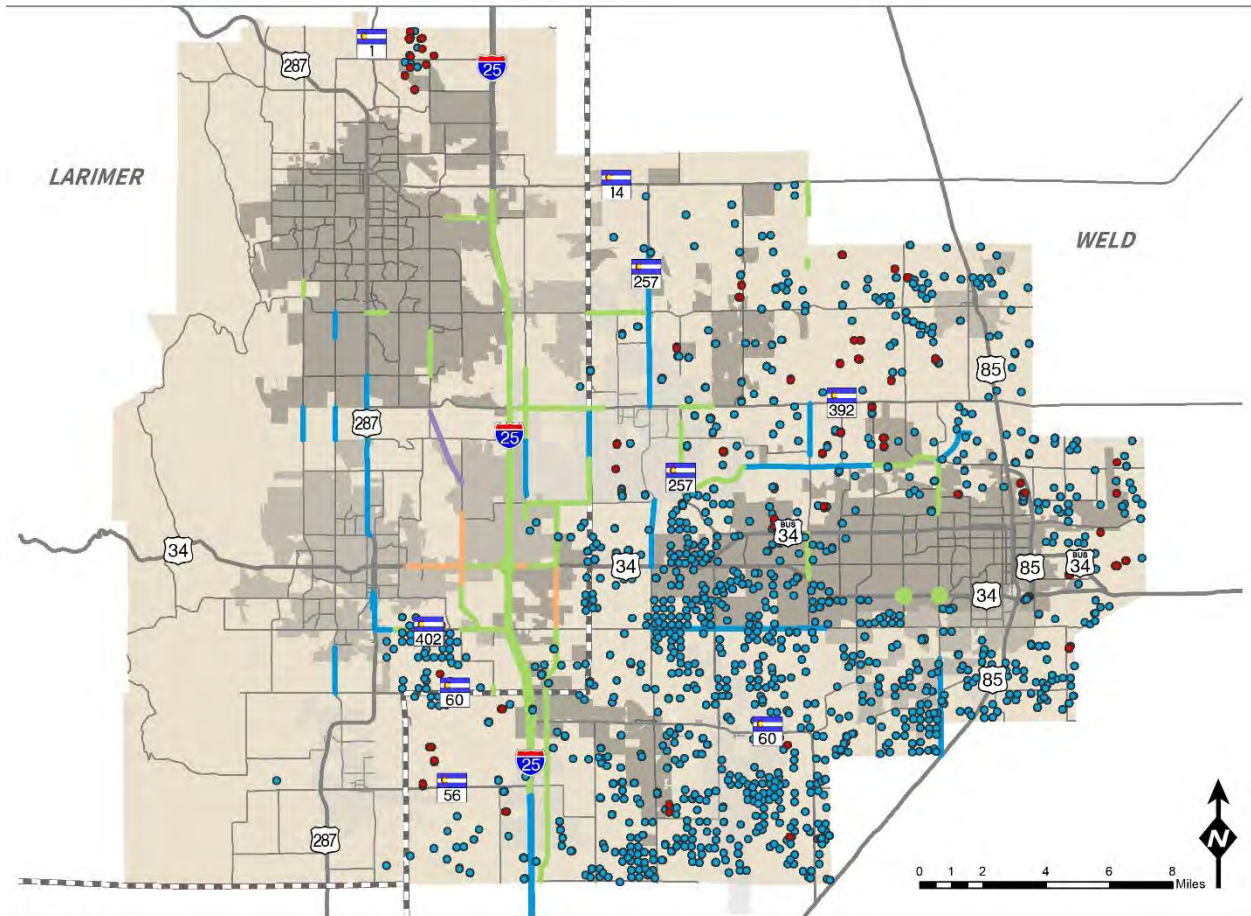
Table 3-26: Regionally Significant Projects Environmental Mitigation Analysis

Projects by Staging Period	Historical and Archaeological Sites	Flood Zones	Water Resources	Wetlands	Conservation Areas	Energy Production	Environmental Justice	Total
2020								4
2021-2030								42
2031-2040								29
2041-2045								0
Total	1	20	1	18	1	17	17	

Legend

0 projects	1-4 projects	5-9 projects	10+ projects
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Figure 3-46: Regionally Significant Projects and Active Oil Wells



Legend

Regionally Significant Roadway Projects

- 2020
- 2021-2030
- 2031-2040
- 2041-2045

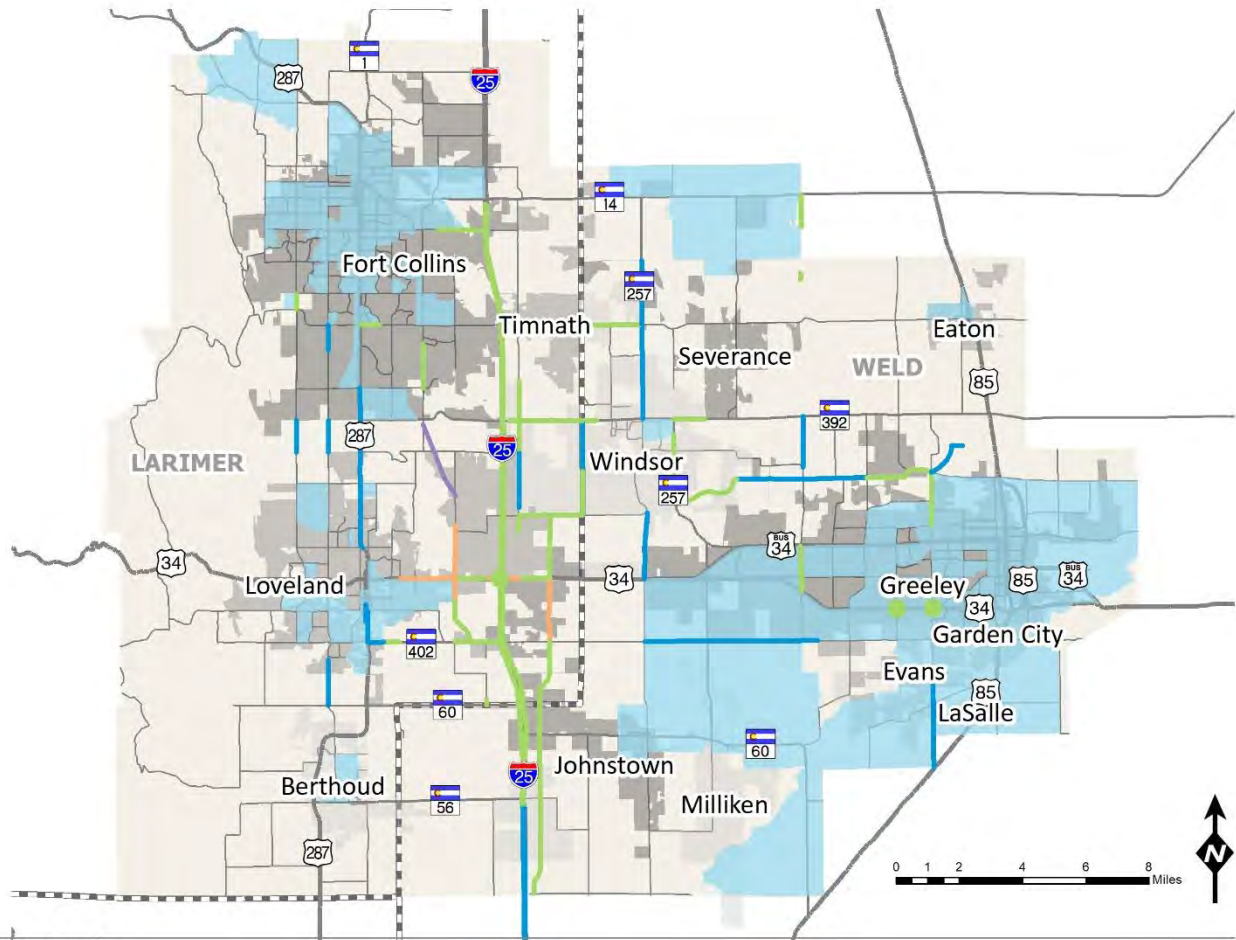
- Developing Wells
- Producing Wells

- ▬ County Boundary
- ▬ NFRMPO Boundary

August 2019
Sources: Colorado Oil & Gas Conservation Commission (COGCC), NFRMPO






Figure 3-47: Regionally Significant Projects and EJ Areas



Legend

Regionally Significant Roadway Projects

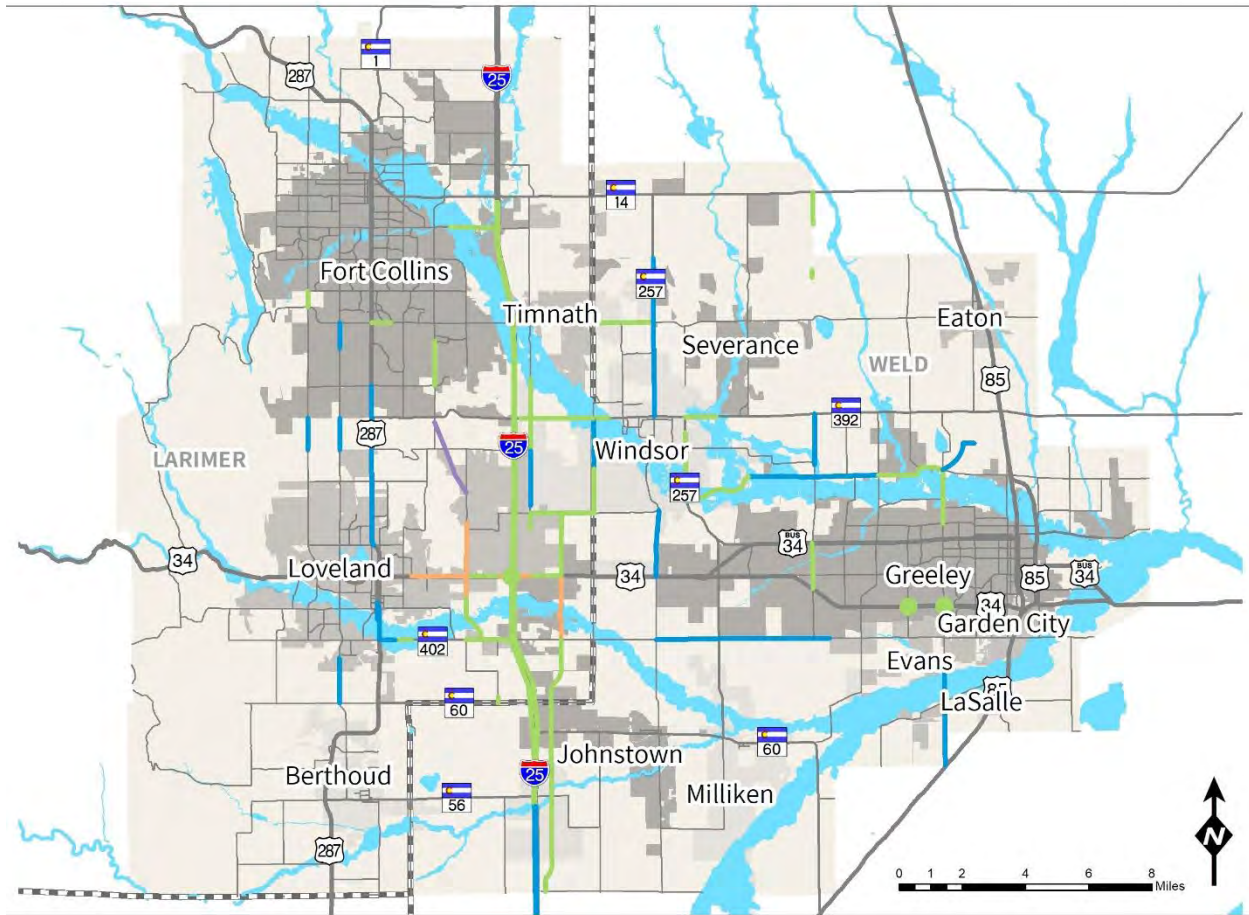
- 2020
- 2021-2030
- 2031-2040
- 2041-2045

-  EJ Area
-  County Boundary
-  NFRMPO Boundary

July 2019
Sources: CDOT, NFRMPO,
HUD, US Census Bureau



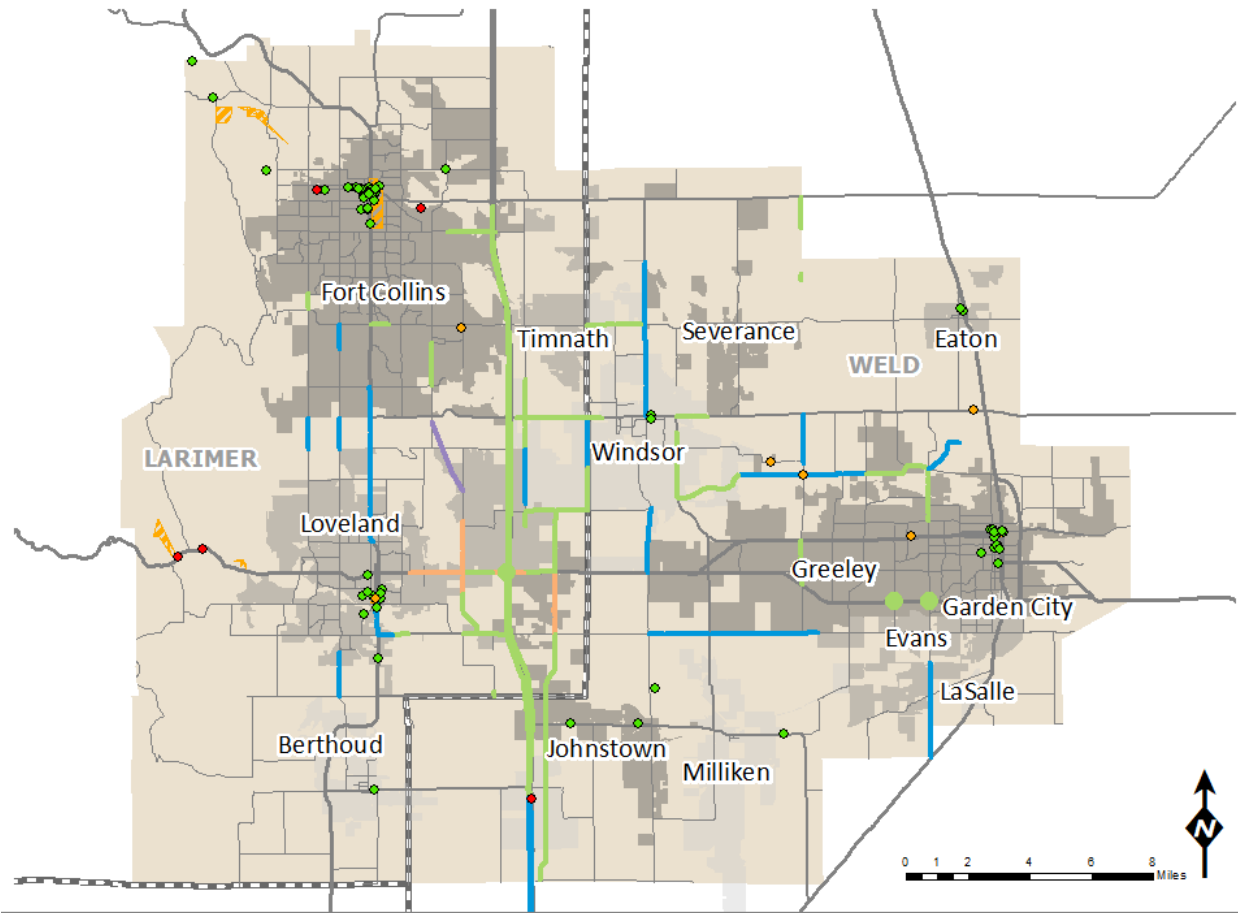
Figure 3-48: Regionally Significant Projects and Flood Zones



- Legend**
- | | |
|---|---|
| Regionally Significant Roadway Projects |  500-Year Flood Zone |
|  2020 |  County Boundary |
|  2021-2030 |  NFRMPO Boundary |
|  2031-2040 | |
|  2041-2045 | |

July 2019
 Sources: FEMA, NFRMPO
 North Front Range
 Metropolitan
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 Organization

Figure 3-49: Regionally Significant Projects and Historic Sites



Legend

Regionally Significant Roadway Projects

- 2020
- 2021-2030
- 2031-2040
- 2041-2045

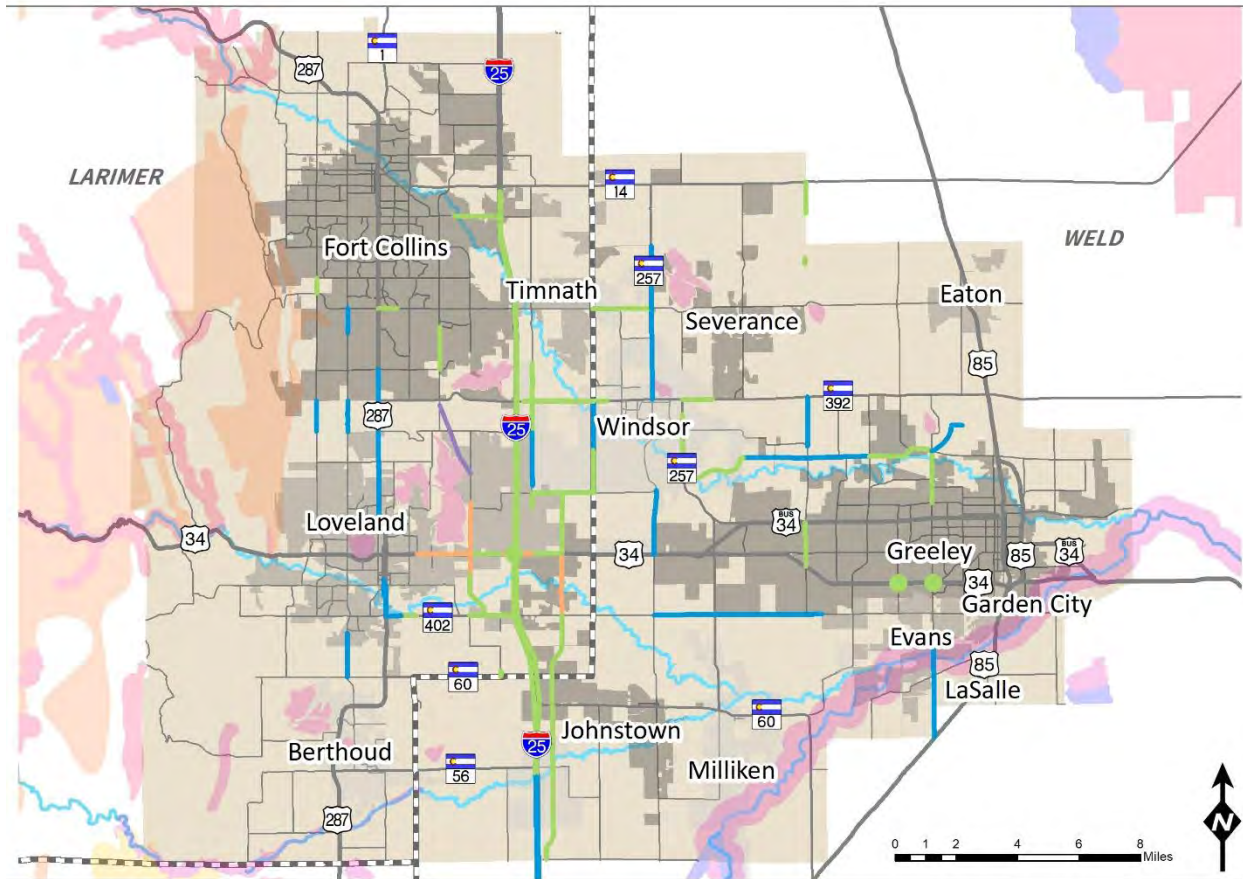
- Historic Structure
- ◆ Historic Districts
- Historic Buildings
- ▨ Historic Districts

- ⊞ County Boundary
- ⊞ NFRMPO Boundary

September 2019
 Sources: Matt Stutts, Cultural Resources GIS, National Park Service, NFRMPO



Figure 3-50: Regionally Significant Projects and Biodiversity Significance



Legend

Regionally Significant Roadway Projects

- 2020
- 2021-2030
- 2031-2040
- 2041-2045

Biodiversity Significance Rank

- B1: Outstanding Biodiversity Significance
- B2: Very High Biodiversity Significance
- B3: High Biodiversity Significance
- B4: Moderate Biodiversity Significance
- B5: General Biodiversity Interest

July 2019
Sources: Colorado Parks and Wildlife, NFRMPO

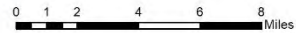
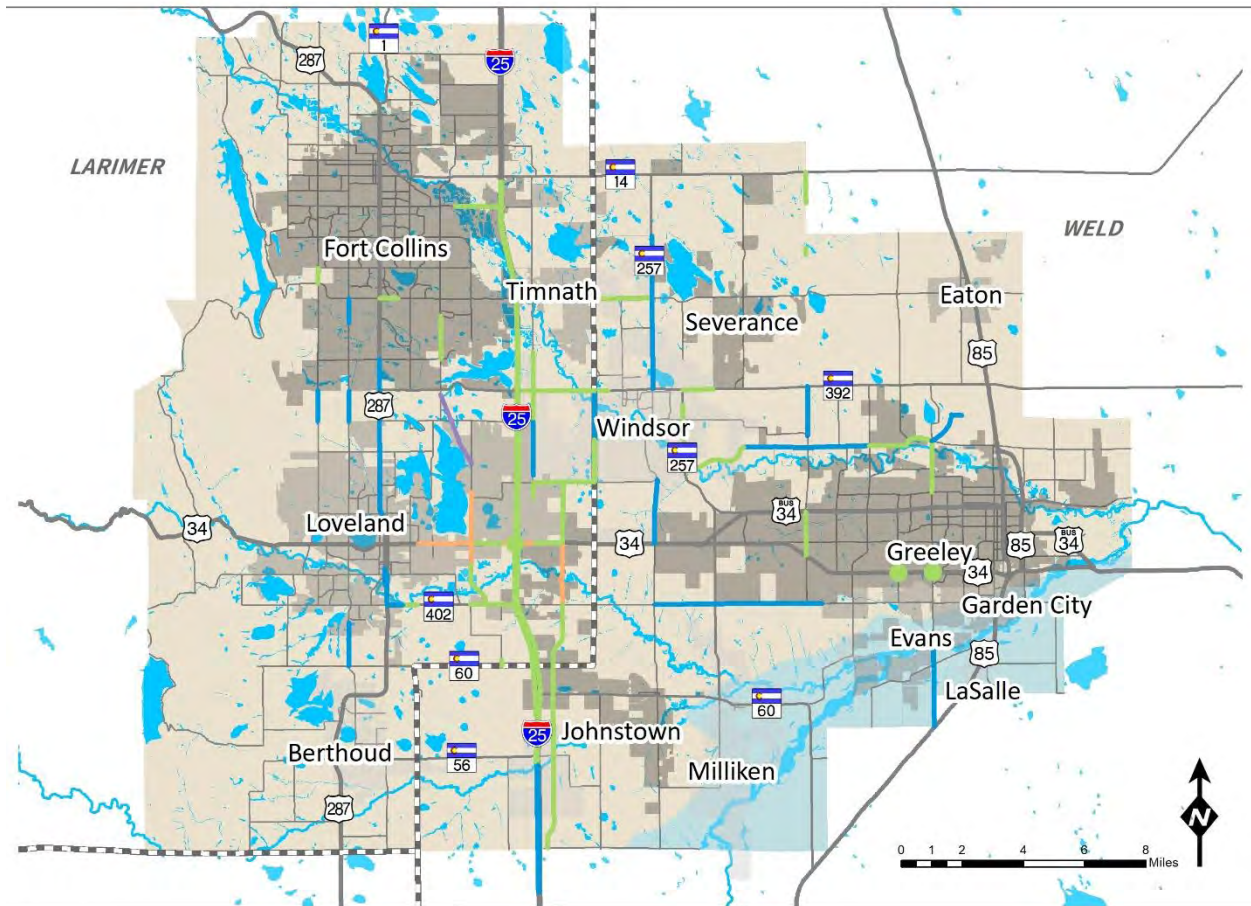


Figure 3-51: Regionally Significant Projects and Water Features



Legend

Regionally Significant Roadway Projects

- 2020
- 2021-2030
- 2031-2040
- 2041-2045

- Aquifers
- Surface Waters and Wetlands
- County Boundary
- NFRMPO Boundary

July 2019
Sources: US Fish and Wildlife Service, NFRMPO



Figure 3-52: Regionally Significant Projects and Habitat Areas

