

Chapter 2: Entire US287 Corridor

The US287 Study Area spans four incorporated jurisdictions and two counties. Due to the length and density of infrastructure along the US287 Study Area, corridor-wide maps do not provide the level of detail needed for the planning process; however, they provide a good overview and starting point. The following maps provide regional context. More detailed maps and descriptions are provided in the community chapters that follow, organized by community from north to south.

The US287 Study Area spans more than 50 miles from unincorporated Larimer County in the north to the City of Boulder in the south. Due to the high level of detail and variation for some of the inventoried data, this chapter does not include corridor-wide maps for each data type. Specifically, for pedestrian infrastructure, right-of-way, existing land use, and future land use, please refer to Chapters 4 through 10 which present data for each jurisdiction.

Road Network

Figures 2-1 through 2-4 show the infrastructure located along the US287 corridor. **Figure 2-1** shows state and US highway bridges, along with their bridge condition rating by CDOT. There are 49 bridges along the corridor. All are rated in good condition except for three rated as “Fair.” There are three bridges along the corridor with load restrictions. For additional information on the load restricted bridges, refer to **Chapter 5: City of Fort Collins**, **Chapter 6: City of Loveland**, and **Chapter 10: City of Boulder**.

Figure 2-1 Highway Bridge Locations and Conditions

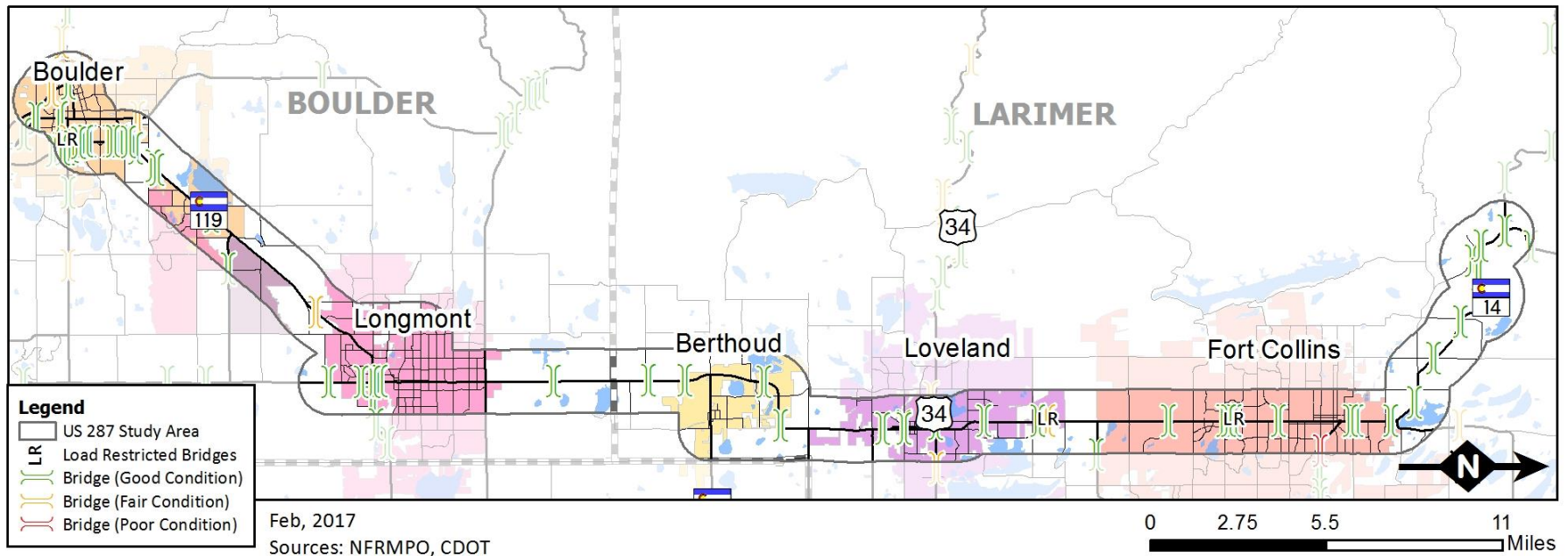
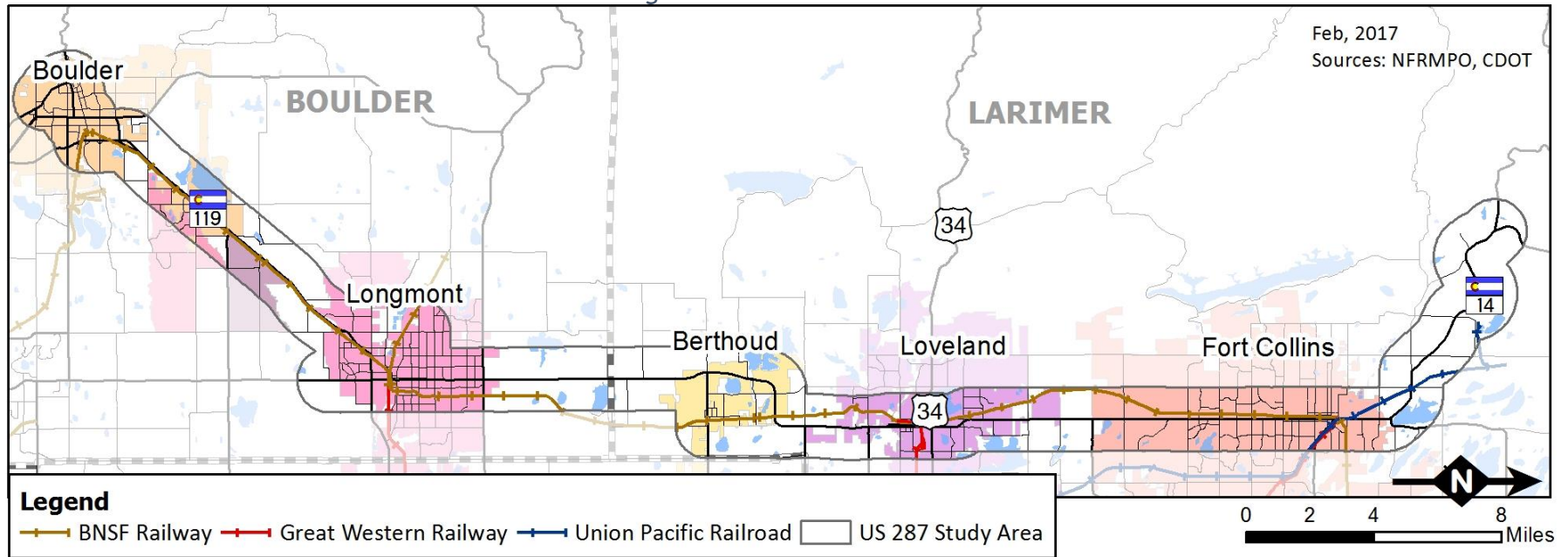


Figure 2-2 shows active railroads in the Study Area, which include the BNSF Railway, the Great Western Railway (GWR), and the Union Pacific Railroad (UPRR). There are six at-grade railroad crossings and one railroad underpass on US287 in the Study Area. Along the rest of the FLEX route, there is one at-grade railroad crossing on SH119, one railroad overpass on SH157, and one at-grade crossing on Pearl Street.

Figure 2-2 Active Railroads



The number of through lanes, displayed on **Figure 2-3**, ranges from two to six lanes along the corridor.

Figure 2-3 Number of Through Lanes

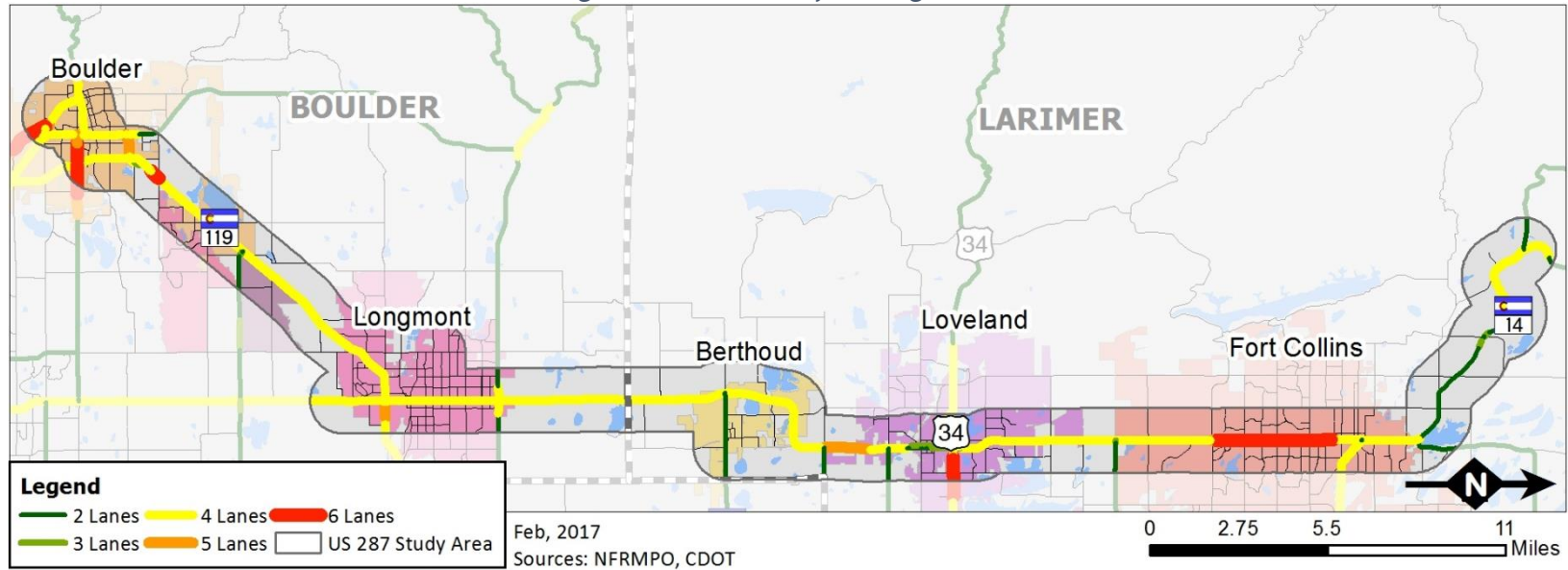


Figure 2-4 shows intersections with traffic signals. There are 116 signalized intersections along the 50 mile corridor.

Figure 2-4 Traffic Signals

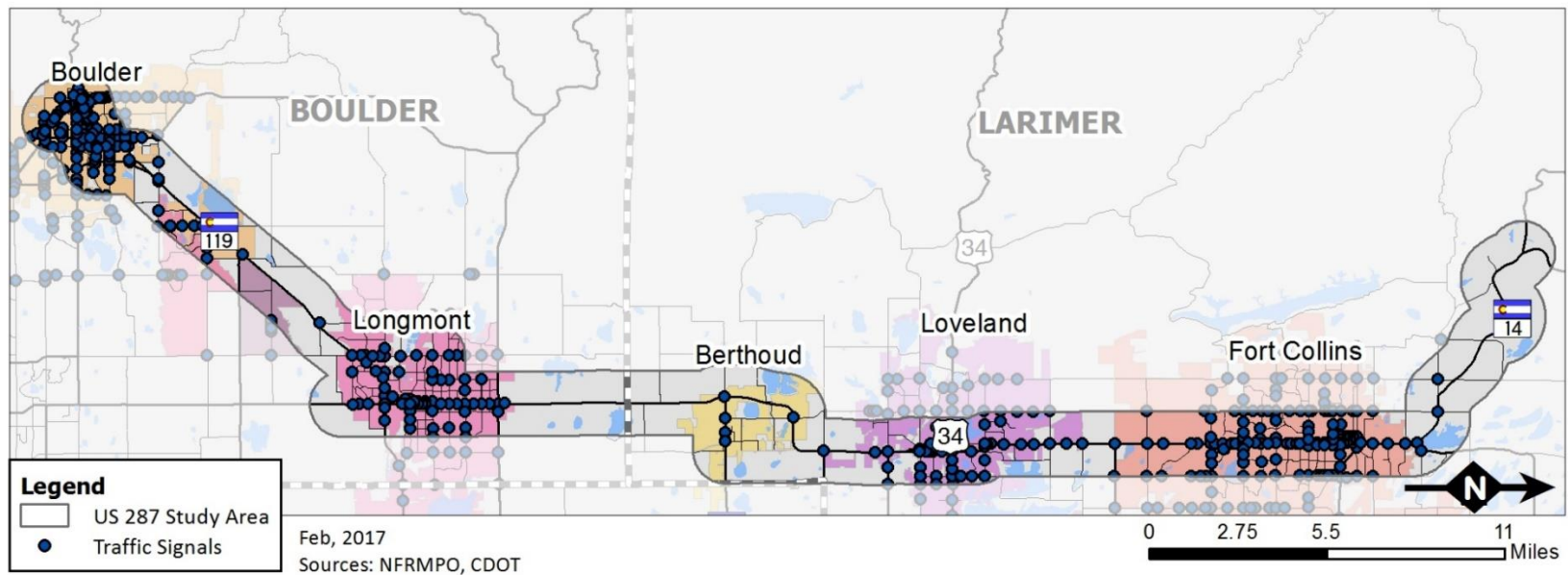


Figure 2-5 shows the 2015 Annual Average Daily Traffic in 2015 on state and US highways. The highest volumes occur in Midtown Fort Collins, and on SH119 between Gunbarrel, Niwot, and Boulder. The lowest volumes occur between south of the City of Loveland boundary to the south Larimer County boundary.

Figure 2-5 Annual Average Daily Traffic

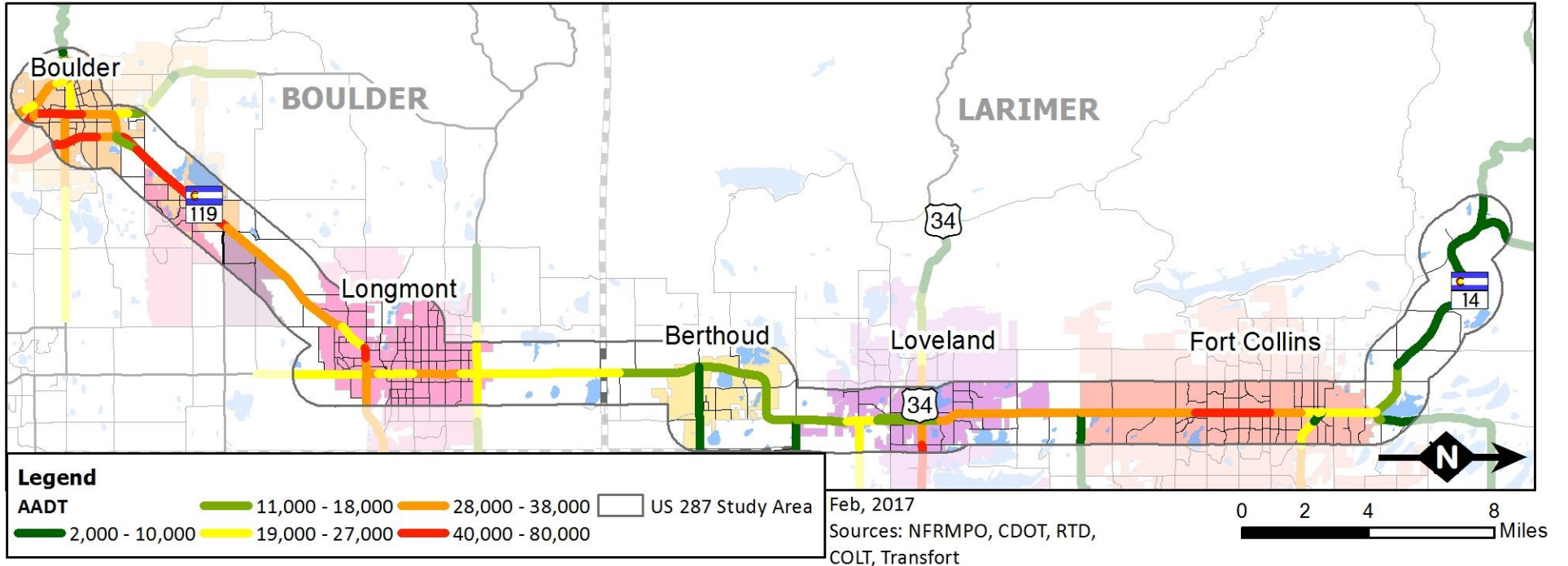


Figure 2-6 shows the 2015 Annual Average Daily Truck Traffic (AADTT) on state and US highways. The highest truck volumes occur at SH119 on the northeast boundary of the City of Boulder. The lowest truck volumes occur on US287 between the north Boulder County boundary and the north Longmont city limit.

Figure 2-6 Annual Average Daily Truck Traffic

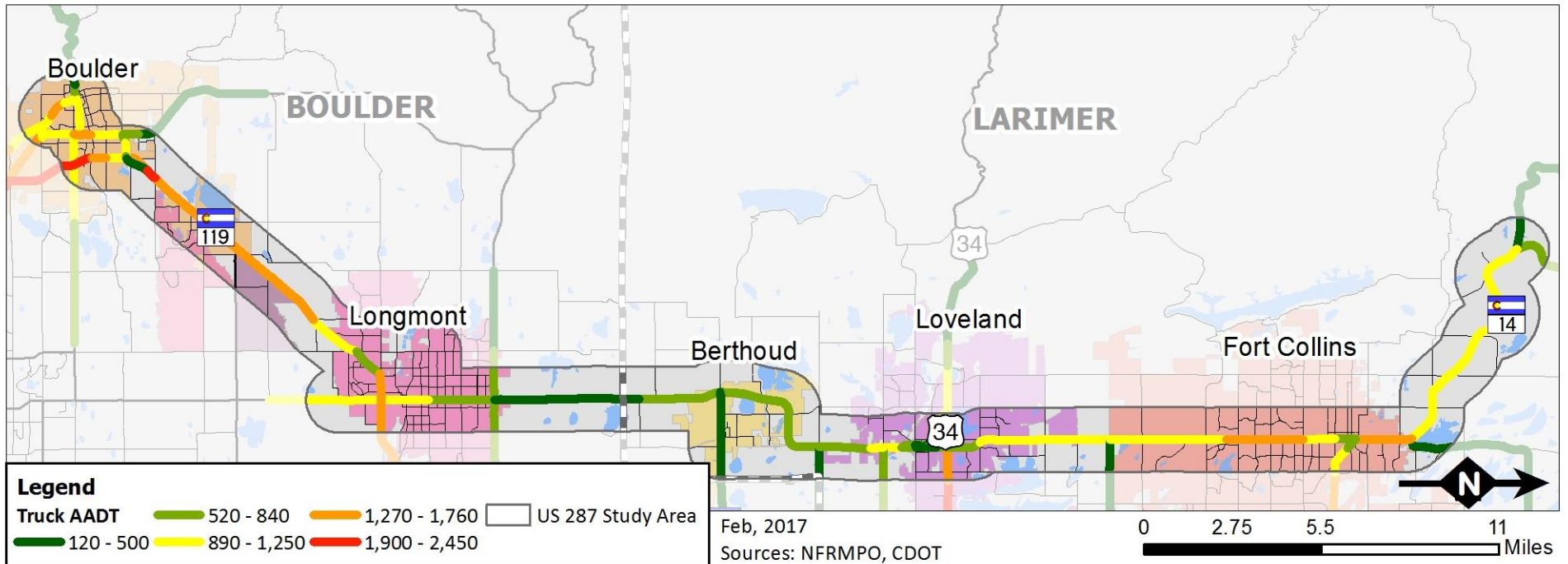


Figure 2-7 displays the speed limits for highways, as well as local roads used by FLEX. Speed limits may differ between northbound and southbound lanes of travel due to roadway geometry or other road or environmental features. Speed limits are highest north of Fort Collins in unincorporated Larimer County, south of Berthoud to the north Longmont city limit, and between Longmont’s southern boundary and the east Niwot boundary.

Figure 2-7 Speed Limits

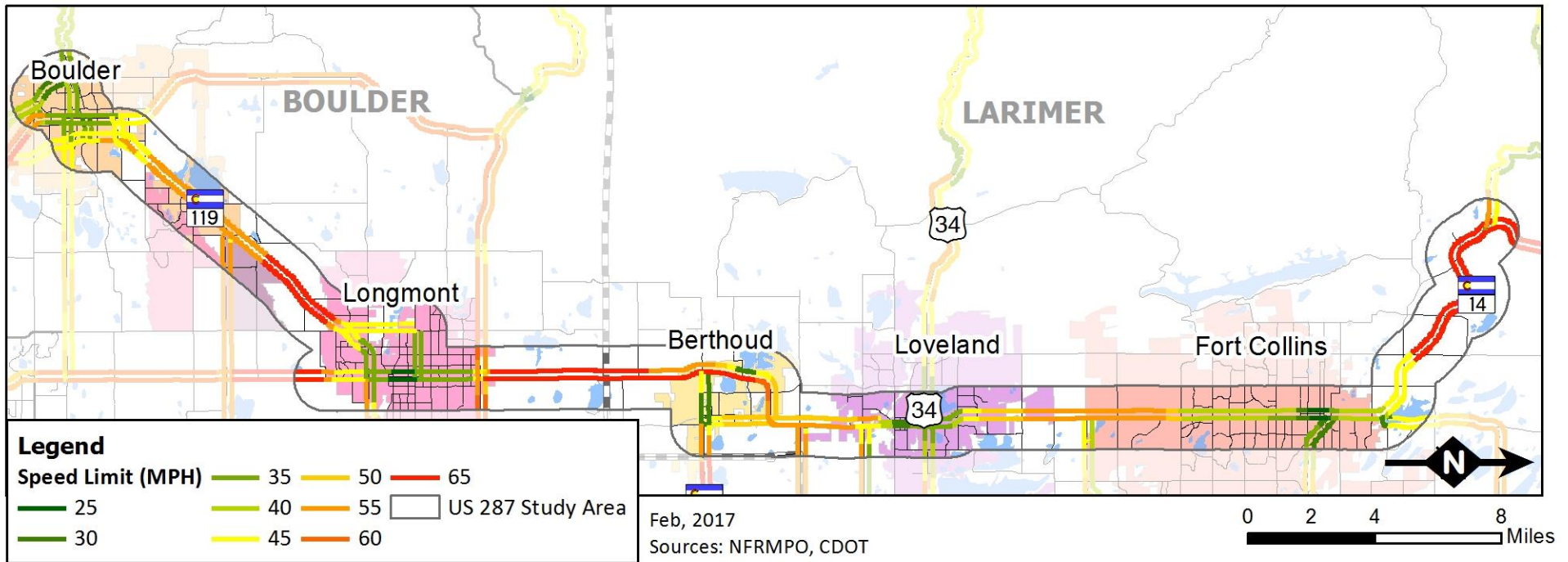
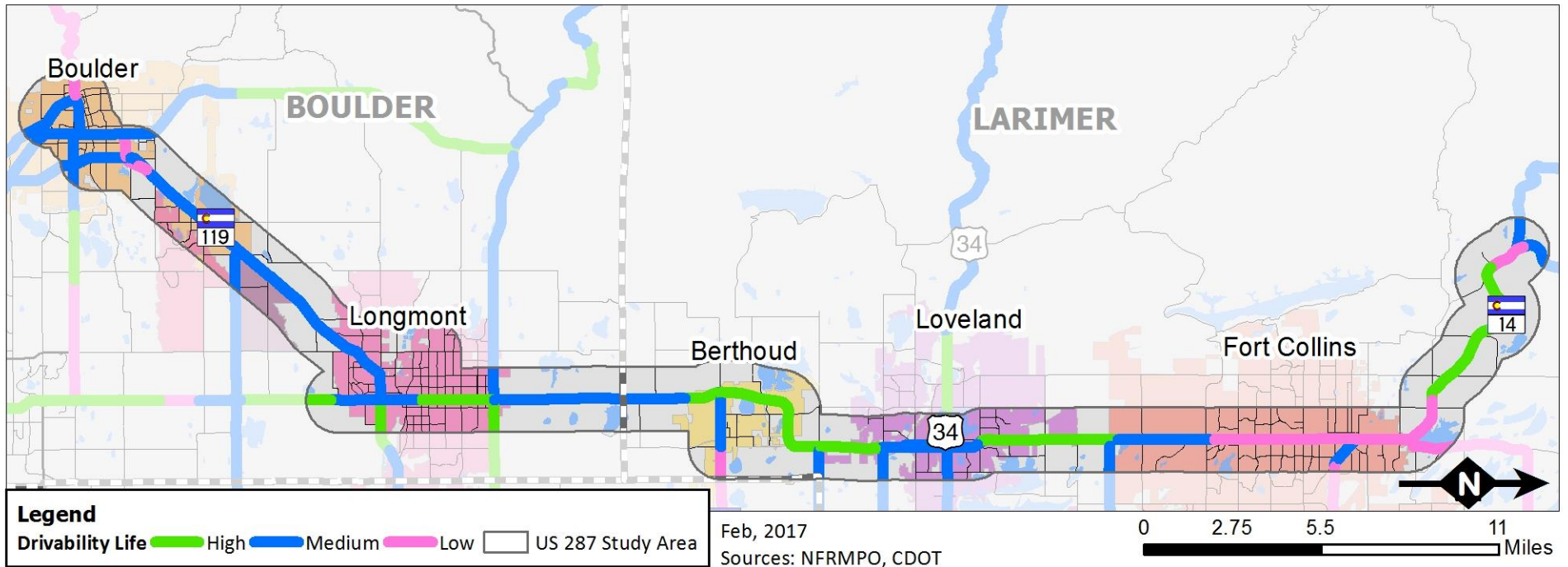


Figure 2-8 shows the Drivability Life of state-maintained facilities in the US287 corridor. CDOT uses Drivability Life to grade pavement conditions as high, medium, or low.⁵ Between the southern city limits of Fort Collins and 29th Street, between the southern Loveland city limit and the south Berthoud town boundary, and between the north City of Longmont boundary and Longs Peak Avenue, the pavement is rated as ‘high’. The lowest grade is for US287 in Fort Collins between Trilby Road and west of LCR17. A project currently underway by CDOT is repaving this portion.

Figure 2-8 Drivability Life

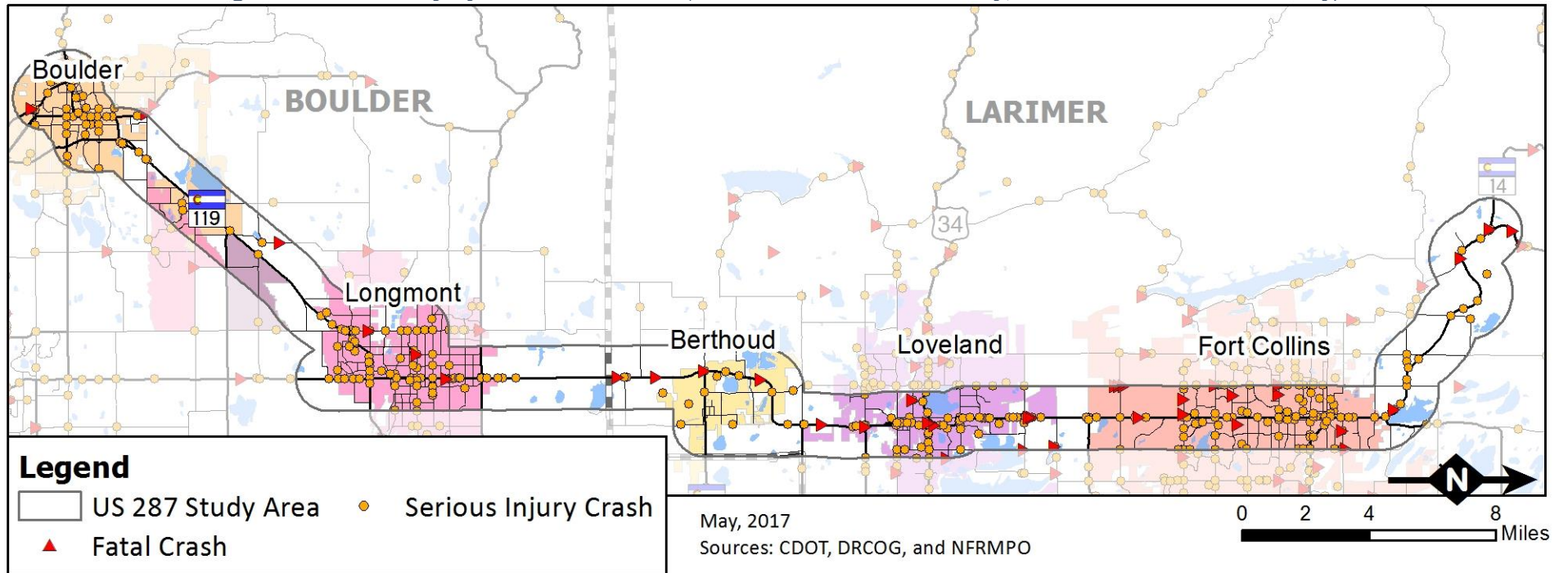


⁵ Additional information on Drivability Life is provided in the Appendix.

Crash Data

Figure 2-9 displays serious injury and fatal crashes along the corridor. Data for all crashes reported by law enforcement officers was provided by CDOT. Crashes on highways and interstates were geocoded by CDOT, while crashes on local and county roads were geocoded by DRCOG and NFRMPO staff. The most recent data available for Boulder County is 2009-2013. Data for Larimer County is from 2011-2015. There were five fatal crashes and 147 serious injury crashes within the Boulder County Study Area between 2009 and 2013. There were 28 fatal crashes and 195 serious injury crashes in the Larimer County Study Area between 2011 and 2015. The difference in number of crashes between the Boulder County and Larimer County Study Areas is due to many factors, including, but not limited to, the difference in time period, corridor length, and traffic volumes.

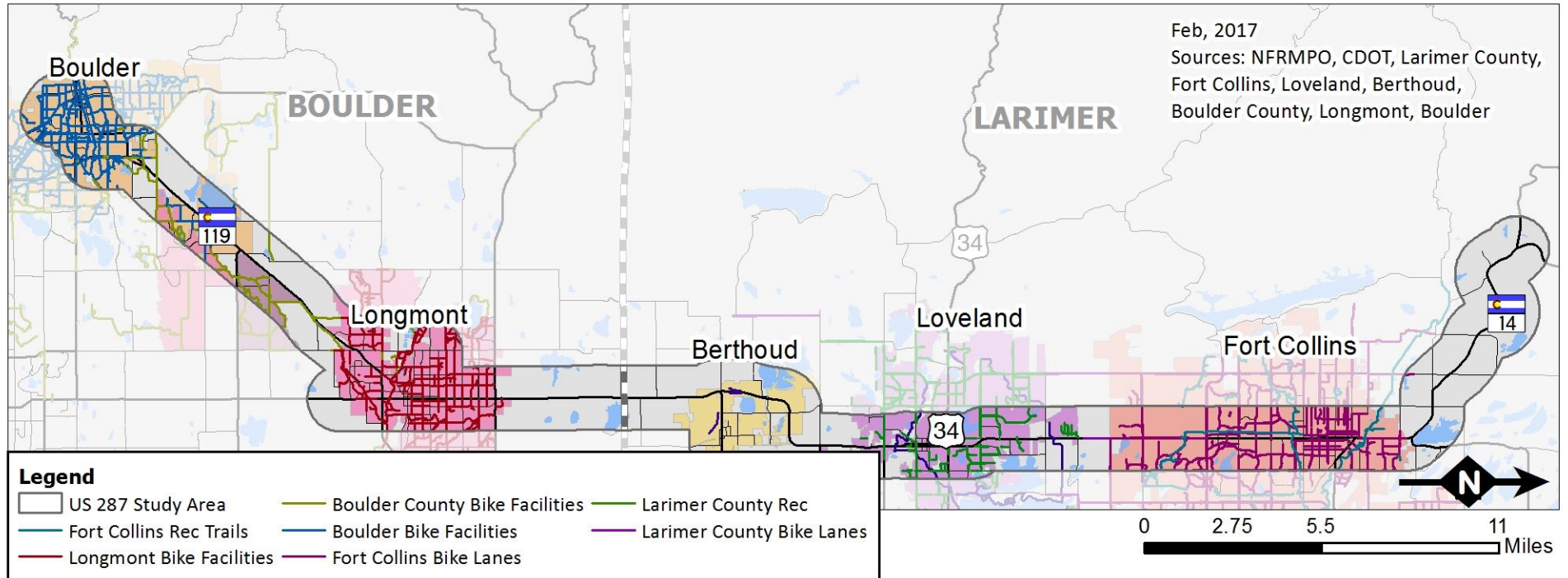
Figure 2-9 Serious Injury and Fatal Crashes (2009-2013 in Boulder County, 2011-2015 in Larimer County)



Bicycle Network

Figure 2-10 illustrates the bicycle infrastructure within the Study Area, but does not show the pedestrian network. Due to the density of the bicycle and pedestrian network, it is difficult to show in detail at the corridor level. Maps are provided in each community chapter at larger scale.

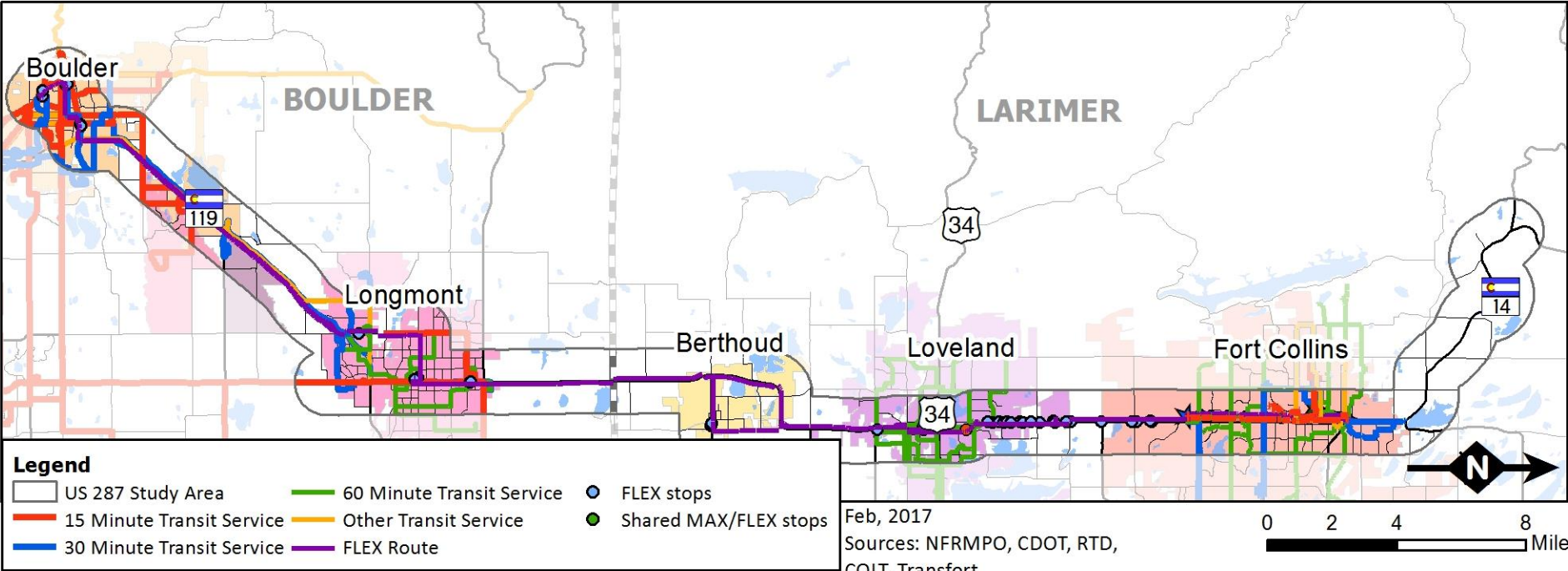
Figure 2-10 Bicycle Infrastructure



Transit

Figure 2-11 shows transit within the US287 Study Area. Transit is operated at the municipal level in Fort Collins and Loveland, and on a regional level in Longmont and Boulder. The Fort Collins system, Transfort, operates the two interregional FLEX routes: the FLEX to Loveland, Berthoud, and Longmont route and the express service on FLEX to Boulder. Routes on the map are displayed based on service frequency during peak periods. Red routes have 15-minute or better frequency, blue routes have service every 30 minutes, and green routes have service every 60 minutes. Routes shown in gold operate either less frequently or irregularly.

Figure 2-11 Transit Routes



Environmental Features

Larimer and Boulder counties have diverse environments resulting from their location along the foothills of the Rocky Mountains, as shown on **Figure 2-12**. A mix of irrigation ditches, creeks like the Dry Creek, and rivers like the Cache la Poudre River, provide a wide network of waterways and wetlands. The Colorado Division of Wildlife uses a rating system to determine Potential Conservation Areas (PCAs). The rating system, from B1: Outstanding Biodiversity Significance to B5: General Biodiversity Interest reflects the range of environmental features needing to be incorporated into planning efforts and conserved. Together, Larimer and Boulder counties have habitats which correspond to each of these levels of biodiversity significance. Flooding is a major issue due to the network of rivers, ditches, and creeks, and as a result, the Federal Emergency Management Agency (FEMA) identifies a variety of flood hazards in both counties.

Figure 2-12 Environmental Features

