



VI. LONG RANGE TRANSPORTATION PLAN

A. Long Range Transportation Projects

Table 12 lists potential projects on Weld County’s arterial and collector roadway network over the next 25 years. These projects are intended to depict Weld County’s future needs only and do not imply these improvements will be constructed within this timeframe. The conceptual cost estimates used to generate the project list cost estimates can be found in **Appendix B**.

Table 12: Short, Mid and Long Range Improvement Needs

MPO/TPR	PROJECT LOCATION AND DESCRIPTION	COST ESTIMATE
Short Range (2011-2016)		
County wide	Low Volume Road Paving Program - On average pave 5 miles per year at \$200,000 per mile (prices vary)	\$1,000,000.00
County wide	Recycled Asphalt Program - On average pave 5 - 7.5 miles per year at \$60,000 per mile (prices vary)	\$450,000.00
County wide	Full Depth Program - Treat 70 miles per year at \$9,160 per mile (prices vary)	\$637,630.00
County wide	Gravel Plan - Maintain, Replenish & Rebuild 2,688 miles of unpaved road (prices vary)	\$7,615,000
UFR TPR	Weld County Road 49 Access Control Plan	\$50,000.00
NFR MPO	Weld County Road 74 Access Control Plan	\$50,000.00
DRCOG/UFR	SH 66 Access Control Plan (Phase 1 & Phase 2)	\$400,000.00
UFR/DRCOG	SH 52 Access Control Plan	\$200,000.00
UFR TPR	US 85 and WCR 42 Intersection Improvements	\$1,850,000.00
UFR TPR	Intersection Improvement of WCR 54 and WCR 49	\$600,000.00
NFR MPO	Intersection Improvement of SH 392 and WCR 35	\$600,000.00
UFR TPR	Intersection Improvement of SH 392 and WCR 43	\$600,000.00
UFR TPR	Intersection Improvement SH 66 and WCR 21	\$600,000.00
UFR TPR	Intersection Improvement SH 34 and WCR 53	\$600,000.00
NFR MPO	Intersection Improvement of WCR 84 and WCR 19	\$600,000.00
UFR TPR	Intersection Improvement of WCR 8 and WCR 37	\$600,000.00
UFR TPR	Intersection Improvement of WCR 32.5 and WCR 21	\$600,000.00
UFR TPR	Intersection Improvement of WCR 54 and WCR 47	\$600,000.00
NFR MPO	Intersection Improvement of WCR 58 and WCR 47.5	\$600,000.00
NFR MPO	Intersection Improvement of WCR 66 and WCR 37	\$600,000.00
NFR MPO	Intersection Improvement of WCR 46 and WCR 31	\$600,000.00
UFR TPR	Intersection Improvement of WCR 22 and WCR 41	\$600,000.00
UFR TPR	Intersection Improvement of WCR 49 and WCR 44	\$600,000.00
UFR TPR	Intersection Improvement of WCR 49 and WCR 22	\$600,000.00
UFR TPR	Intersection and Widening Improvement of WCR 55 WCR 60.5 and WCR 53	\$5,093,683.77
UFR TPR	Intersection Improvement of SH 392 and WCR 55	\$600,000.00



UFR TPR	Intersection Improvement of WCR 18 and WCR 25	\$600,000.00
NFR MPO	Realign WCR 23 offset from SH 392 north to Severance city limits	\$4,000,000.00
DRCOG	Intersection Improvement of SH 52 and WCR 19	\$600,000.00
UFR TPR	Intersection Improvement of WCR 39 and WCR 28	\$600,000.00
DRCOG	Improve WCR 28 from WCR 7 to WCR 9.5	\$600,000.00
UFR TPR	Weld County Road 77 Access Control Plan	\$50,000.00
NFR MPO	Intersection Improvement of WCR 35 and O Street	\$650,000.00
UFR TPR	24.5/25A Replacement	\$150,000
County wide	2011 Bridge Rehabilitations	\$275,000
DRCOG	6/25A Rehabilitation - Deck and Piers	\$400,000
NFR MPO	68.5/13A Replacement	\$160,000
UFR TPR	57/66A Replacement	\$80,000
UFR TPR	2/47B Replacement	\$160,000
UFR TPR	49/24A Replacement - Slip Lining	\$80,000
NFR MPO	19/46.5A Rehabilitation – Deck	\$80,000
UFR TPR	72/47B Rehabilitation – Deck	\$40,000
County wide	2012 Bridge Rehabilitations	\$275,000
UFR TPR	22/43A Rehabilitation - Deck and Girders	\$80,000
NFR MPO	13/44B Replacement	\$220,000
UFR TPR	29/34A Replacement	\$140,000
UFR TPR	34/25A Replacement	\$120,000
UFR TPR	42/29A Replacement	\$440,000
UFR TPR	68/59A Replacement	\$1,500,000
County wide	2013 Bridge Rehabilitations	\$275,000
NFR MPO	52.2/13A Replacement	\$200,000
UFR TPR	26/25A Replacement	\$140,000
UFR TPR	29/80A Replacement	\$120,000
UFR TPR	22.5/25A Replacement	\$160,000
County wide	2014 Bridge Rehabilitations	\$275,000
UFR TPR	38/31A Replacement	\$80,000
UFR TPR	61/68A Replacement	\$140,000
UFR TPR	45/6A Replacement	\$140,000
Short Range Subtotal:		\$39,776,313.77

Mid Range (2016-2025)		
UFR TPR	US 85 and WCR 40 Intersection Improvements	\$350,000.00
UFR TPR	US 85 and WCR 80 Intersection Improvements	\$700,000.00
UFR TPR	Widen WCR 22 to 3 lane Collector Standard from SH 85 to WCR 49	\$14,915,281.46
DRCOG	RAP WCR 26 from WCR 3 to WCR 7	\$2,975,192.00
NFR MPO	Widen 83rd Avenue to 3 lane Collector Standard from SH 34 to WCR 64	\$2,059,148.76
NFR MPO	Widen Two Rivers Parkway to 3 lane Collector Standard from WCR 396 to WCR 52	\$1,571,455.63
DRCOG	Widen WCR 28 to 3 lane Collector Standard from WCR 5 to I-25	\$2,324,368.76



NFR MPO	Widen WCR 31 from the Greeley city limits to SH 392	1,354,703.13
NFR MPO	Widen 35th Avenue/WCR 35 from WCR 62.25 to SH 392	\$3,454,493.02
UFR TPR	Improve WCR 49 from Gravel to RAP from WCR 4 to Hudson/WCR 16	\$6,020,115.09
UFR TPR	Widen WCR 49 from 2 to 4 lanes from WCR 18 to SH 34	\$49,912,192.50
NFR MPO	Widen WCR 54 to 3 lane Collector Standard from WCR 13 to WCR 25	\$6,041,975.96
NFR MPO	Widen WCR 74 from Windsor City Limits to SH 392	\$22,329,134.50
UFR TPR	Widen WCR 77 to 3 lane Collector Standard from SH 14 to WCR 136	\$31,212,360.12
UFR TPR	Widen WCR 79 to 3 lane Collector Standard from WCR 136 to WCR 140	\$3,007,440.95
DRCOG	Improve WCR 3.5 from Gravel to RAP from existing pavement to WCR 26	\$581,092.19
UFR TPR	Widen WCR 21 to 3 lane Collector Standard from WCR 28 to SH 66	\$2,695,859.23
NFR MPO	Widen WCR 64.5 from WCR 23.75 to WCR 27	\$2,831,329.54
NFR MPO	Widen WCR 64.75 from WCR 23 to WCR 23.75	\$1,016,027.35
NFR MPO	Improve WCR 66 from Gravel to RAP from WCR 25 to WCR 31	\$170,000.00
NFR MPO	Improve WCR 378 from Gravel to RAP from Evans city limits to WCR 396	\$767,041.69
UFR TPR	Intersection Improvement of SH 14 and WCR 33	\$600,000.00
DRCOG	Intersection Improvement of SH 66 and WCR 13	\$600,000.00
UFR TPR	Intersection Improvement of US 85 and WCR 18	\$600,000.00
UFR TPR	Intersection Improvement of SH 52 and WCR 37	\$600,000.00
UFR TPR	Intersection Improvement of US 85 and WCR 16	\$600,000.00
NFRMPO	Intersection Improvement of SH 392 and WCR 33	\$600,000.00
UFR TPR	Intersection Improvement of US 85 and WCR 28	\$600,000.00
NFRMPO	Intersection Improvement of SH 392 and WCR 27	\$600,000.00
UFR	Intersection Improvement of WCR 42 and WCR 29	\$600,000.00
UFR	Intersection Improvement of WCR 32 and WCR 39	\$600,000.00
DRCOG	Intersection Improvement of WCR 6 and WCR 23	\$600,000.00
NFR	Intersection Improvement of WCR 64.75 WCR 23.75	\$600,000.00
DRCOG	Intersection Improvement of WCR 2 WCR 45	\$600,000.00
UFR	Intersection Improvement of WCR 24 and WCR 23	\$600,000.00
UFR	Intersection Improvement of WCR 74 and WCR 51	\$600,000.00
NFR	Intersection Improvement of WCR 74 and WCR 31	\$600,000.00
DRCOG	Intersection Improvement of WCR 6 and WCR 19	\$600,000.00
NFRMPO	Intersection Improvement of SH 392 and WCR 31	\$600,000.00
UFR TPR	Intersection Improvement of SH 52 and WCR 41	\$600,000.00
DRCOG	Intersection Improvement of SH 66 and WCR 7	\$600,000.00
UFR/NFR	Construct WCR 49 new 2 lane alignment and new 4 lane bridge from WCR 56 to WCR 58	\$9,914,174.00
UFR TPR	Weld County Road 77 Access Control Plan	\$50,000.00
Mid Range Subtotal:		\$178,253,385.88

Long Range- (2025-2035)

DRCOG	Widen WCR 1 to Rural Arterial Road Standard from Longmont City Limits to Boulder County limits	\$7,477,961.28
UFR TPR	Construct new alignment of WCR 2 between WCR 49 and WCR 51 (Imboden Study)	\$5,126,957.50
DRCOG/NFR	Construct new alignment of WCR 7 between WCR 34 and WCR 40	\$7,880,872.50



DRCOG	Construct new alignment of WCR 7.5 between WCR 20 and WCR 24.5	\$5,910,654.38
DRCOG	Construct new alignment of WCR 11 between WCR 22 and WCR 34	\$15,761,745.00
UFR TPR	Construct new alignment and new 4 lane Bridge for WCR 22 between WCR 49 to WCR 59 (Pioneer)	\$14,159,300.00
UFR TPR	Construct new alignment and new 4 lane bridge for WCR 24 between WCR 21.5 and WCR 25.5	\$13,507,830.00
NFR MPO	Construct new 2 lanes and 2 lane bridge of WCR 27 from WCR 64 to SH 392	\$3,476,957.50
NFR MPO	Construct new two lanes of WCR 27 from WCR 76.5 to WCR 78	\$2,626,957.50
NFR MPO	Construct new 4 lane alignment and new 4 lane bridge of Two Rivers Pkwy from SH 60 north to WCR 27	\$5,792,192.40
NFR MPO	Construct new 4 lanes for WCR 40 from I-25 to WCR 9.5	\$735,548.10
NFR MPO	Construct new O Street alignment and new 4 lane bridge from 83rd Avenue to SH 257	\$6,569,149.90
UFR TPR	Construct new 2 lane WCR 31 from WCR 12 to WCR 12.5	\$677,351.57
UFR TPR	Widen WCR 35 to 3 lane Collector Standard from SH 392 north to Ault city limits	\$8,087,577.69
NFR/UFR	Improve WCR 390 from Gravel to RAP from SH 14 to WCR 136	\$32,761,977.67
UFT/NFR	US 85 Frontage Road Relocation/Realignment Improvements (Platteville, Gilcrest, Evans, Greeley, Eaton & Ault)	\$3,000,000.00
NFR MPO	US 85 and O Street Interchange Improvements	\$16,000,000.00
UFR TPR	US 85 and US 60 Interchange Improvements	\$10,000,000.00
DRCOG	US 85 and WCR 6 Interchange Improvements	\$15,000,000.00
UFR TPR	US 85 and WCR 16 Intersection Improvements	\$600,000.00
UFR TPR	US 85 and WCR 36 Intersection Improvements/Realignment	\$1,065,000.00
UFR/NFR	US 85 and WCR 38 Intersection Improvements/Realignment	\$1,450,000.00
NFR MPO	Improve WCR 7 from SH 56 to WCR 48	\$1,600,000.00
NFR MPO	Intersection improvement of WCR 54 and WCR 17	\$600,000.00
NFR MPO	Improve WCR 13 to 3 lane Collector Standard from WCR 48.5 to WCR 54	\$3,386,757.83
DRCOG	Improve Turner Blvd from SH 119 south to dead end	\$800,000.00
NFR MPO	Widen WCR 37 to 3 lane Collector Standard between SH 392 & WCR 74	\$2,032,054.70
UFR TPR	Intersection Improvement of WCR 44 and WCR 35.5	\$300,000.00
NFR MPO	Drainage Improvements for Unincorporated County Towns (i.e. Gill, Espanola, etc.)	TBD
Long Range Subtotal:		\$186,386,845.52

Combined Construction Total \$404,416,545.17

*Projects listed in red font denote new road alignments not currently constructed.

Since these projects are **unfunded**, this list does not guarantee the improvements will be constructed in the next 25 years, but is intended to identify the level of need throughout the County.



Weld County Public Works budget for 2010 totaled approximately \$27,550,340. The Public Works Fund records all costs related to road & bridge construction and maintenance. This fund is also utilized for allocation of monies to cities and towns for use in their road and street activities.

Historically, the Public Works Department has been proactive in applying for Energy & Mineral Impact Grants through the Department of Local Affairs. On average, the County received approximately \$500,000-\$1,000,000 each year. However, due to current State budget shortfalls, the Energy & Mineral Impact Grant Program was suspended in 2009 and 2010, with the hopes it will resume in 2011.

A summary of the needed county improvements and the resulting estimated construction costs are identified in **Table 13**.

Table 13: Summary of Roadway Improvement Needs

<i>Scenario</i>	<i># of Projects</i>	<i>Miles</i>	<i>Estimated Costs</i>
Short Term Improvement Needs	61	2,796	\$39,776,313.77
Mid-Range Improvement Needs	42	103	\$178,253,385.88
Long Range Improvement Needs	28	96	\$186,386,845.52
Total Improvement Needs	131	2,995	\$404,416,545.17

Improvements highlighted red in the Table 12 project list are new planned road alignments not yet constructed. The majority of these projects were developed as part of the corridor alignment studies.

Public Works is not identifying new planned road projects beyond those already proposed in the previous alignment studies and one collector road connection. Most of the capital projects identified recommend enhancing the existing roadway system for safety and efficiency, such as intersection improvements and shoulder or lane widening.

Collectively, the list of projects identifies the County's needs for the next 25 years. Based on current funding levels and the amount of need identified, Weld County should focus on maintaining the existing roadway system and the short-range project list. Should additional grant funding become available, new roads can be considered for future construction.



B. Implementation Strategies

Weld County Public Works is recommending implementation of the following transportation planning strategies:

1. Safety is a priority to Weld County's transportation network.
2. To protect the investment of existing infrastructure by placing an emphasis on maintaining and upgrading existing transportation facilities over the provision of new facilities.
3. The Roadway Master Plan represents a general project list that identifies projects for the collector and arterial roadway system. Table 9 includes the short, mid, and long range projects, implementation timing, and conceptual cost estimates. The roadway cost estimates are included separately in Appendix B. The majority of projects are unfunded, but have been identified for the sole purpose of funding allocation. The project list and concept level cost estimates assist the County with looking at funding so planning of future Impact Fees and other funding sources, such as grants, can be procured. However, the current CIP includes the short range projects from 2011-2015.
4. The strategic roadways were developed as part of the 2002 Road Impact Fee Study. The capital improvement program (CIP) has focused solely on these roads for the past eight years. While these strategic roads are important regional corridors in Weld County, they are not the only arterial roadways that need improvements. The 2010 Impact Fee Study recommends a shift from using road impact fees on only strategic roads to applying them on a county-wide basis to all arterial and collector roads. This change will ensure Weld County resources are contributing to the entire roadway network. It also recommends the Strategic Roadways map be incorporated into the entire arterial road network rather than isolating it as a separate document. In addition, all roadways identified in the Strategic Roadway Plan were classified as arterials. Conversely, it is recommended that portions of WCR 7 and WCR 11 remain arterials, but portions of the proposed southern alignments of these same roads with the I-25 parallel arterial corridor study be reconsidered, and downgraded to collector status due to their close proximity to the I-25 Corridor/frontage road system.
5. Weld County currently has limited roadway design criteria relative to alignment geometry, and the vast majority of the County's standards rely on AASHTO (the Green Book). However, The Public Works Department is currently in the process of writing a Weld County Design Criteria Manual. This manual will help establish design guidelines that are more reflective of Weld County's roadway network. For example, adopting some design



parameters more restrictive than the Green Book may be desirable in light of inclement weather which occurs within the County. These changes could include upper limits on superelevation rates and on roadway grades.

6. Weld County will continue current rural transit services. It is recommended that Weld County consider developing a county-wide Regional Transit Plan. Elements of the plan should align with the recommendations of the North I-25 EIS, identify potential transit markets, plan for park-n-ride connections, and whenever feasibly possible, consider multi-modal improvements.
7. Weld County should continue to partner with the local jurisdictions to support regional planning, trails coordination, and infrastructure development. Weld County should continue partnership with the Highway 85 Coalition to expand on these regional planning efforts.
8. The County realizes each local jurisdiction has future plans for their community outside the jurisdiction's current corporate limits. The key consideration for these "in between" areas is communicating urban and rural roadway transitions between the municipality and the county. Since these areas have a high potential to be developed by the local jurisdiction using urban roadway standards, the municipality's cross sections would make a good starting point for consideration. Any issues or development proposals within these growth boundaries should include participation of both the local jurisdiction and the county through a Public Works/Planning referral process.
9. Coordinate the Capital Improvements Plan (CIP) with the short range improvements identified in the Transportation Plan. As well as put into effect an Adequate Public Facilities Ordinance to ensure funding mechanisms for transportation are sufficient to maintain the County's adopted level of service C (LOS C).
10. The Weld County Functional Classification Map shown in **Figure 24** includes all the proposed changes, and should be updated every two to five years. In addition, the Transportation Plan should be updated annually and revised every five years.
11. The road impact fee should be revisited every five years to ensure consistency with the Transportation Plan and current growth and development.
12. To ensure safety and functionality is a priority of the arterial roadway network, new Access Control Plans (ACPs) should be considered for WCR 49, WCR 74 and WCR 77 in accordance with the newly adopted access



control criteria in Chapter 6 the Weld County Design Criteria Manual. In addition, Weld County should partner with CDOT to develop Access Control Plans for SH 66 and SH 52.

13. Weld County should consider hosting an annual meeting with other municipalities and adjacent counties to discuss future construction projects and identify any possible economy of scale efforts for potential joint project coordination. This annual meeting should coincide with budget season and capital improvements programming for the upcoming year.
14. Coordinate with the Planning Department to modify certain zoning code definitions, such as, street, in the zoning code to be consistent with the Transportation Plan.



Westbound WCR 26 at Union Reservoir