Appendix F

Capital Improvement Plan Documentation

Updated December 2012

Capital Improvement Plan Documentation

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CAPITAL IMPROVEMENT PLAN UPDATE PROCESS

What is the CIP?

The Transportation Capital Improvement Plan (CIP) presents a list of transportation projects that are needed to achieve the vision of the Transportation Master Plan (TMP). The projects represent all modes of transportation, and range from projects that address existing basic deficiencies to those necessary in the future to achieve the high standards of a world class city. The CIP is also a tool that facilitates the allocation of resources based on project and system level prioritization reflecting the TMP visions and community needs.

How to Use the CIP

The CIP list and spreadsheet tool are dynamic, and can reflect changes in City vision, transportation needs, and resource availability over time. Updates to the CIP are expected every two years and can be related to new opportunities, partnerships, and funding strategies. The CIP update process includes the following steps:

- Update the project lists;
- Reassess project cost and benefits for adherence to the vision, principles, and policies;
- Reassess the relative weight of each scoring category to reflect City priorities;
- Re-sort project lists based on revised input;
- Identify high priority projects within each category;
- Identify funding resource needs and gaps; and
- Use the prioritized list as information for selecting projects during the bi-annual budgeting and strategic planning efforts

The updated CIP includes the specific projects needed through 2035 for the various categories to achieve our community's long-term goals. It is important to note that additional projects may be added to the City's CIP lists over time based upon the outcome of the master plans for each of the remaining Enhanced Travel Corridors as well as other changes resulting from updates to future sub-areas plans. In addition, the City may pursue inter-agency partnerships to construct regional infrastructure projects such as interchanges along I-25, regional transit improvements, and/or multi-use trails as opportunities for collaboration come forward in the future.

2012 CIP Update

The focus of the 2012 CIP update was to ensure that the CIP is accurate, up-to-date, and more user-friendly. The update also supports the next steps laid out in the 2011 CIP:

- Refining project rankings;
- Better identifying a fiscally constrained list; and
- Assisting with the project selection process for funding and grant applications.

Specific updates include:

- Removing projects that have been constructed;
- Adding projects from recently completed plans, based on public input, and based on a review of the Master Street Plan;
- Reorganizing project groupings for consistency and understandability;
- Refining project details, with a particular focus on the highest need, highest priority projects;
- Adding cross-references for projects in separate categories that coincide and should be coordinated; and
- Adding Trails category to eliminate duplication of projects in both Bicycle and Pedestrian categories and to coordinate with Park Planning efforts.

Ongoing efforts include:

- Developing a fiscally constrained CIP project list; and

- Incorporating transportation CIP data into the citywide CIP online tool.

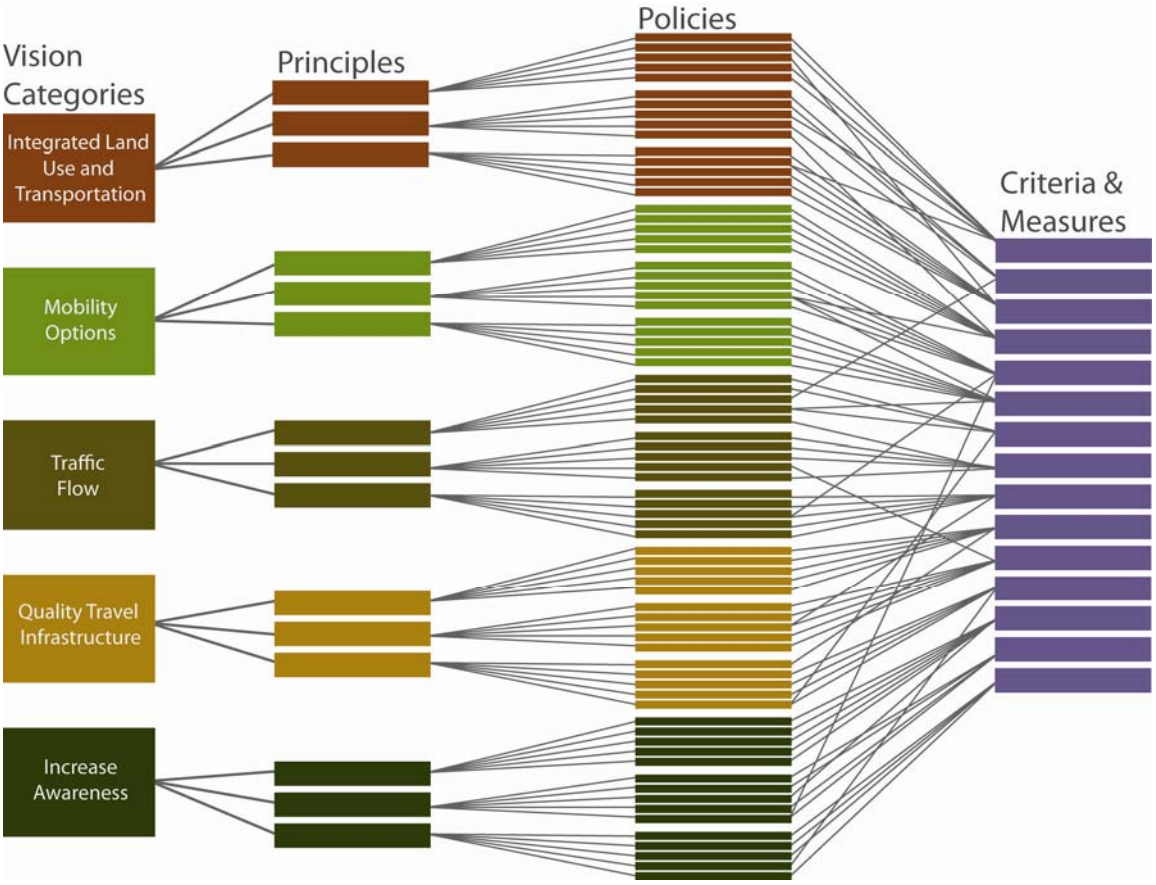
How Are the CIP Criteria Linked to the TMP?

A new matrix format illustrates the linkages between the TMP vision, principles, and policies, and the CIP Criteria and Measures that inform project decisions and reporting on progress.

Vision, Principles, Policies, and Measures Matrix

The TMP Vision, Principles, Policies, and Measures (VPPM) matrix represents a significant effort to reorganize and consolidate the previous planning direction statements without changing their intent. The information has been reorganized to better convey the intent of the vision by directly relating it to the relevant principles and policies and show the alignment among the vision, principles, policies, and measures.

Note that two basic types of measures are needed. One type is needed to assess how well individual projects, strategies, or programs help the City achieve its vision. These are used as **CIP Criteria** to determine an individual project's priority in the CIP list. Another type of measure would be used to assess how well the City has achieved its vision and what level of progress is being made through implementation. These are termed **Progress Measures**, and they are defined and incorporated into the measuring progress section of the TMP.



How Is The Matrix Used?

The matrix helps illustrate how the vision is connected to the principles, the principles to the policies, and the policies to measures and criteria. The nearly direct connection from measures to visions is easy to observe and facilitates a better understanding of how the measures are applied. The matrix was used to consolidate the information in the TMP, making the TMP easier to comprehend.

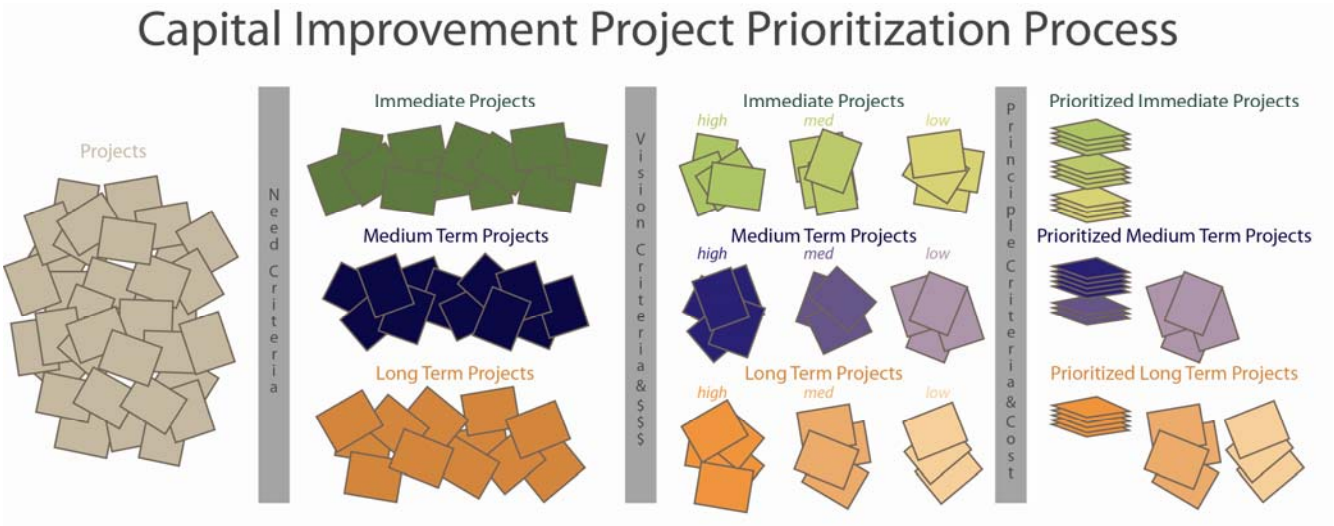
It also forms the basis for the revised CIP tool. The CIP has a much more direct connection to the overall TMP. Project prioritization is based largely on maximizing the overall attainment of the transportation vision as determined by each individual project's ability to address the vision, principles and policies.

CIP Ranking Process

The figure below illustrates the process being used to prioritize projects. It includes an initial assessment of the immediacy of need based on three tiers:

Tier 1. Existing or immediate need
Tier 2. Medium term future need or necessary only in conjunction with significant land development
Tier 3. Long-term planning or forecasted need

Next, projects are evaluated at the vision level for an initial sorting. That is, projects are assessed based on how well they help the City achieve each of its five vision areas (Integrated Land Use & Transportation, Mobility Options, Traffic Flow, Quality Travel Infrastructure, and Increase Awareness). They are scored qualitatively, taking into account the general vision statement and the underlying principles of the vision. Scores were generally arrived at in a group setting with input from key participants of the staff sub-team. Based on the initial scores projects are sorted as either high, medium, or low priority.



In addition, project costs including operations and maintenance were assessed on an order magnitude basis to categorize projects into one of the following six cost categories:

1. < $250,000
2. $250,000 - $1,000,000
3. $1,000,000 - $5,000,000
4. $5,000,000 - $10,000,000
5. $10,000,000 - $20,000,000
6. > $20,000,000

A combination of cost and vision level scoring was used in the prioritization process, which resulted in a cost adjusted vision score. This adjustment allowed for large projects with a high impact on the City's vision to be compared with smaller projects which do not have as much of an impact on the City's vision.

Project Evaluation Criteria

Within project categories and programs, projects were evaluated using criteria specific to the project types. The following factors were evaluated in each project category and are consistent with the intent of the vision statements, principles, and policies in the Transportation Master Plan. Order of magnitude capital costs as well as operating and maintenance costs were factored into the scoring.

ATMS

Advanced Traffic Management System (ATMS) projects were scored and ranked based on traffic engineering criteria related to safety and traffic flow that also take into account traffic operations. These projects were categorized as high priority video detection intersections, serial radio intersections, signalized intersections, countdown pedestrian heads, pushbutton accessibility, pedestrian signal locations, traffic operations center, medium priority video detection, low priority video detection intersections, or traffic operations.

Bicycle

Projects were ranked individually on the following criteria from the 2008 Bicycle Plan: connectivity, convenience, priority bicycle routes, completing existing gaps in the network, and safety. Then, projects were grouped into programs for the CIP list and designated as Tier 1, 2, or 3 projects.

Bridge

Projects were scored and ranked based on engineering criteria related to safety and quality infrastructure that also take into account structural ratings. The inspections of major bridges are performed under the National Bridge Inspection Standard (NBIS) developed by the Federal Highway Administration (FHWA). The NBIS also determines the rating criteria. For Colorado, this is administered through the Colorado Department of Transportation (CDOT). The City's bridge inspection consultant uses the same NBIS criteria for our minor bridge inspections.

Intersection

The recent intersection priority study was used as the basis for intersection evaluation. Projects were ranked based on the following indicators:

- Crashes
- Design
- Cost
- Cost/Benefit
- Project Leveraging
- Implementation
- Congestion
- Buffering
- Noise
- Consistency with Adjacent Land Uses
  Adverse Impacts
- Ability to Accommodate All Users
- Pedestrian/Bicycle Crashes
- Operation & Maintenance Costs
- Minimizes Emissions
- Environmental Impacts
- Movement of Goods, Services and Freight
- Advances Adequate Public Facilities
- Project Funding
- Supports Development Objectives

Parking

Each of the items in the parking list was scored relative to the vision categories. This list will be updated as a result of the 2012 Parking Plan Update.

Pedestrian

Projects were ranked individually on the following criteria:

- Needs Assessment
- Partnership Opportunity
- Pedestrian Volume
- ROW needed
- ADA Concern
- Economic Development Opportunity
- Proximity to Pedestrian Destinations
- Pedestrian Accidents
- Street Classification
- Pedestrian Corridor/Activity Center
- Transit Connector
- Directness
- Continuity
- Street Crossings
- Visual Interest and Amenity
- Security

Projects were then grouped into programs for the CIP list and designated as Tier 1, 2, or 3 projects.

Railroad

Projects were scored and ranked based on engineering criteria related to safety and quality infrastructure and take into account traffic volumes and pavement condition.

Roadway

Projects were scored and ranked based on relationship to all five vision categories by an interdisciplinary panel including personnel from Engineering, Traffic Operations, Transit, Street Maintenance, Land Use Planning, Transportation Planning, Utilities, and Natural Resources. Each project was scored on how well they supported the following:

- Integrated Land Use and Transportation
- Mobility Options
- Traffic Flow
- Quality Travel Infrastructure
- Increase Awareness

Within each vision category, supporting principles were considered in determining the vision score as well as supporting measures and criteria such as multimodal Level of Service, safety, and pavement condition. The vision scores for each project were adjusted to include order of magnitude cost estimates.

Trails

The new Trail CIP list contains projects related to paved trails (i.e., multi-use paths) and grade-separated crossings (i.e., underpasses and overpasses), including trail projects identified by Park Planning and those in the Bicycle Plan and Pedestrian Plan. Projects were grouped and scored relative to the vision categories.

Transit

Projects represent the phasing recommendations from the 2009 Transfort Strategic Operating Plan. The phases were designated as Tier 1, 2, or 3 projects. Four program phases consisting of existing service, TSP Phase I, TSP Phase II, and TSP Phase III were scored on how well they contribute towards the City's visions.

Project Grouping

A very large undertaking, the list of projects exceeded 700 at one point. To facilitate a more efficient review process many projects were grouped into 'programs' which were then evaluated on their aggregated ability to achieve the City's vision. For instance, railroad grade crossing improvements were grouped in this list into several upgrade programs, rather than list each individual grade crossing that is planned for upgrades. This was done for the following:

- ATMS projects
- Bicycle projects

- Bridge projects
- Intersection improvements
- Parking
- Pedestrian projects
- Railroad grade crossing upgrades
- Trail projects
- Transit projects

Roadway projects were all scored individually.

Project Costs and Revenue Summary

The following summarizes the estimated project costs and revenue forecasts for the short-term and long-term horizons. The lists of projects in the CIP and the resulting costs reflect the continued commitment to a multimodal transportation system. Of the capital costs, automobile related transportation needs represent approximately 55% of near-term needs and 77% of long-term needs. Bicycle and pedestrian related costs reflect approximately 13% of near-term needs and approximately 9% of long-term needs, and transit capital costs are approximately 32% of near-term needs and 15% of long-term needs. The summary table on the next page includes transit capital costs, but it should be noted that a large amount of transit costs also goes towards operations and maintenance (O&M). The Transfort Strategic Operating Plan estimates annual O&M costs for Phases I - III respectively as follows: $11.5M, $18.8M and $25.9M.

Short-term project costs are the sum of costs for all those projects identified as having Tier 1 needs, i.e., immediate or existing needs. Short-term funding sources are based on funding that has been allocated specifically to bicycle, pedestrian, and intersection improvements from the remaining Building on Basics (BOB) funds, from other sources specified in the 2013-14 biennial budget, along with the anticipated six year revenue stream from the other transportation portion of 2B and the Street Oversizing Fund and state and federal grants that have been secured. The six-year funding shortfall is expected to be over $157 million. The short-term project funding needs are clearly and dramatically in excess of the anticipated available revenue.

The long-term funding shortfall is expected to exceed $986 million, including the short-term funding gap. The long-term project funding needs are also dramatically in excess of the anticipated available revenue. Long-term project costs are the sum of costs for all those projects identified in the CIP list and encompass existing needs, midterm needs, and long-term or planned project needs.

While the City is appreciative of local support for existing and new transportation funding initiatives, the short-term and long-term funding gaps represent an annual gap of $26 to $41 million per year from now through 2035. It also signifies that less than 25% percent of the needed capital project funding revenue has been secured in the long term.

Allocated revenue in the table shows known funding for each category in each term and also shows known capital funding from other sources such as 2B and the Street Oversizing Fund.

The resulting gap in needed funding to complete all of the projects identified on the CIP category lists ($986.7 million) is slightly more than the $936.2 million funding gap in the 2011 TMP, largely because of the inclusion of Transit needs in the 2012 table. The funding gap is substantial and underscores the need for the Transportation Master Plan principle and policies related to responsible stewardship of transportation resources. To continue making progress on the CIP, the City will need to seek and secure long-term sustainable funding for capital, operating, and maintenance needs, as well as continue to exercise fiscal responsibility with available resources and pursue new and innovative funding strategies and partnerships.

CIP Summary Table (2013 - 2035) (All Values are $1,000,000s)						
	Short-Term (2013-2018)			Long-Term (through 2035)		
Capital Project Category	Cost	Allocated Revenue	Gap	Cost	Allocated Revenue	Gap
ATMS	$ 1.5	$ 0.3	$ (1.2)	$ 11.5	$ 0.3	$ (11.2)
Bicycle	$ 17.3	$ 0.6	$ (16.7)	$ 58.2	$ 0.6	$ (57.6)
Bridge	$ 35.0	$ 3.4	$ (31.6)	$ 35.0	$ 3.4	$ (31.6)
Intersections	$ 27.0	$ 9.3	$ (17.7)	$ 27.0	$ 10.7	$ (17.7)
Parking	$ 8.5	$ -	$ (8.5)	$ 53.0	$ -	$ (53.0)
Pedestrian	$ 7.1	$ 0.9	$ (6.2)	$ 9.9	$ 0.9	$ (9.0)
Railroad	$ 11.5	$ 0.2	$ (11.3)	$ 29.5	$ 0.2	$ (29.3)
Roadway	$ 87.0	$ 7.8	$ (79.2)	$ 812.0	$ 7.8	$ (804.2)
Trails*	$ 14.3	$ 11.6	$ (2.7)	$ 42.1	$ 24.0	$ (18.1)
Transit**	$ 100.2	$ 90.1	$ (10.1)	$ 186.7	$ 90.1	$ (96.6)
CIP Revenue Sources		Unallocated Revenue			Unallocated Revenue	
2B – Keep Fort Collins Great***		$ 2.3			$ 3.8	
Street Oversizing Fund - 291		$ 25.4			$ 137.8	
	Total Cost	Total Revenue	Total Gap	Total Cost	Total Revenue	Total Gap
Total	**$ 309.4**	**$ 151.9**	**$ (157.5)**	**$ 1,264.9**	**$ 278.2**	**$ (986.7)**

*Trails are largely funded through Conservation Trust Funds.
** In addition to capital costs included in the table a large amount of transit costs go towards operations and maintenance (O&M). The Transfort Strategic Operating Plan estimates annual O&M costs for Phase I - III respectively as follows: $11.5M, $18.8M and $25.9M.
*** Assumes $1 million per year 2015 through 2022 towards capital projects based on 2011-2014 funding. The actual funding amount could vary in future years.

Next Steps

The process of ranking projects on vision level scoring has created high level classifications of projects, but there are still further steps which will be taken to refine the ranking, better identify a fiscally constrained list, and assist with the project selection process:

- Continue to update the CIP every two years to reflect projects that are identified in corridor master plans and the results of other studies;
- Develop fiscally constrained project list; and
- Continue incorporating transportation CIP data into the city-wide Capital Improvement Plan online database.

CIP List Legend

Using the CIP tool developed as part of the 2011 TMP, all individual projects and grouped projects (programs) were ranked against other projects of the same category. The CIP tables show a prioritized list for each of the project categories with summary attributes of the scoring process. The CIP tool is flexible in this process and could be used to rank all project types against each other, but this would require careful calibration.

The first four columns of most tables have descriptor attributes of the project including Location/Program, From, To, and Description. For some project types, the Location/Program field describes the program of projects, and for other project types it describes the street or intersection of the project. The From and To fields are used as descriptors for the start and end of some projects. The Description field gives additional information for many of the projects.

The Tier column of each table is an initial assessment of the immediacy of need based on three categories:

1. Existing or immediate need
2. Midterm future need or necessary only in conjunction with significant land development
3. Long-term planning or forecasted need

There may be projects shown with a different Tier number on separate lists. For example, a roadway project with a bridge or railroad crossing component may be shown as a Tier 3 project on the roadway list, but the bridge or railroad crossing may be shown as a Tier 1 or 2 due to the unique evaluation criteria for each category.

In the Cost Magnitude column, project costs including operations and maintenance were assessed on an order magnitude basis to categorize projects into one of the following six cost categories:

1. < $250,000
2. $250,000 - $1,000,000
3. $1,000,000 - $5,000,000
4. $5,000,000 - $10,000,000
5. $10,000,000 - $20,000,000
6. > $20,000,000

The Cost Adjusted Vision Score column was calculated based on how well the project scored in each of the five vision areas, and the score was adjusted by a factor that reflects the cost magnitude of the project.

The Cost Adjusted Category column indicates a priority level of High, Medium, or Low, based on the Cost Adjusted Vision Score. The break point for this classification is different for each project category to allow for differences in the ranking process between categories.

The Cumulative Cost column displays a running total of projects in the category rounded to the nearest $500,000. This column is limited by the accuracy of cost estimation of some projects, but it provides an indication of which projects can be funded as well as the total funding needs for each category.

Each of the nine project categories are sorted in separate tables based on type and then sorted by tier and Cost Adjusted Vision Score. Only projects of the same tier were ranked against each other. These high level scores do not imply the level of granularity that they may suggest, and a more detailed cost analysis as well as finer-leveled principle-level scoring on projects near the top of the list could result in a more precise ranking.

Summary tables ("CIP Lists") are presented first, and more detailed tables are provided in the **Grouped Project Details** section. Maps showing the locations of the various projects are provided at the end of the document.

CIP Lists

Traffic Signal System (ATMS) CIP List

Traffic signal system projects, otherwise known as Advanced Traffic Management Systems (ATMS), were divided into a combination of grouped intersections and other specific individual projects. Grouped projects, or programs, were ranked on their cumulative impact and cost magnitude, and a specific ranking process was used to prioritize the projects within each program. Tier one programs are considered immediate needs and tier three programs are longer term projects.

Traffic Signal System (ATMS) CIP List												
Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	17 High Priority Video Detection Intersections	Install video detection to replace inductive loops	1	2	0	3	3	4	0	**16.0**	High	$ 0.5
-	23 Serial Radio Intersections	Replacement of Serial Radios with Ethernet Radios	1	1	0	1	2	4	0	**12.0**	Medium	$ 0.5
-	3 Signalized Intersections	Convert from NEMA to 2070 Signal Controller/Cabinet	1	1	0	1	2	4	0	**12.0**	Medium	$ 0.5
-	Countdown Pedestrian Heads	Install Countdown Pedestrian Signal Heads at 131 signalized intersections	1	2	0	3	1	4	0	**12.0**	Medium	$ 1.0
-	Pushbutton Accessibility Project	Minor Concrete Work to provide access to pedestrian pushbuttons on 100 signalized intersection corners	1	2	0	3	0	2	0	**8.0**	Low	$ 1.0

Traffic Signal System (ATMS) CIP List												
Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	32 Pedestrian Signal Locations	Convert from NEMA to 2070 Signal Controller/Cabinet	1	2	0	2	0	4	0	**8.0**	Low	$ 1.5
-	Traffic Operations Center	Replace Video Wall	3	1	0	2	3	4	0	**16.8**	High	$ 1.5
-	50 Medium Priority Video Detection Intersections	Install video detection to replace inductive loops	3	3	0	2	3	4	0	**12.0**	Medium	$ 2.5
-	63 Low Priority Video Detection Intersections	Install video detection to replace inductive loops	3	3	0	1	3	4	0	**10.3**	Low	$ 4.0
-	Traffic Operations Management Center Expansion	Traffic Operations Management Center Expansion	3	4	0	0	2	4	0	**6.0**	Low	$ 11.5

Bicycle CIP List

Bicycle projects were grouped into five programs. Immediate needs projects were categorized as street or intersection programs, while longer term needs were categorized into the same two types of programs, if applicable. The Forecasted Need (Tier 3) projects also included a program for bicycle parking/stations. Programs were scored according to the cumulative impacts towards the City's visions. Projects contained within the tiers will be further prioritized in a separate process using more detailed criteria in conjunction with the update of the city's **Bicycle Plan** in 2013. Tables containing the individual bicycle projects within each grouping are located in the **Grouped Project Details** section.

Note that installation of video detection at intersections is covered in the ATMS category.

Bicycle CIP List												
Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	2 Existing Need Intersection Projects	Existing needs for bicycle-related intersection improvements	1	3	3	4	2	3	3	**17.1**	Medium	$ 3.8
-	27 Existing Need Street Projects	Existing needs for bicycle lanes, shared lane markings or other bicycle infrastructure	1	5	4	5	2	4	3	**16.2**	Medium	$ 17.3
-	3 Development-Driven Street Projects	Development-driven needs for bicycle lanes, shared lane markings or other bicycle infrastructure	2	4	3	4	2	3	3	**15.0**	Medium	$ 25.1
-	2 Forecasted Need Parking/Station Projects	Forecasted needs for bike parking/stations	3	2	3	3	1	2	2	**14.7**	Medium	$ 25.8

Bicycle CIP List												
Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	26 Forecasted Need Street Projects	Forecasted needs for bicycle lanes, shared lane markings or other bicycle infrastructure	3	6	4	5	2	4	3	**14.6**	Medium	$ 58.2

Bridge CIP List

A bridge project list was created which consists of bringing all deficient bridges located throughout the City up to acceptable standards. Individual cost estimates were not available for all projects, so an estimate of $1 million per project was assumed. For the purposes of this plan, the collective cost of all 35 bridge projects puts the bridge program into the top cost magnitude category (more than $20,000,000). The calculated score reflects the cumulative benefit of building all bridges in the category. Tables containing the individual bridge projects are located in the **Grouped Project Details** section.

Bridge CIP List												
Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Bridge Program	Program to bring all deficient bridges located throughout the City up to acceptable standards	1	6	4	3	5	4	0	**15.2**	High	$ 35.0

Intersection CIP List

Intersections were grouped into programs and prioritized through the 2012 **Arterial Intersection Prioritization Study** with a focus on improving operations and safety. Cost and vision scores were calculated considering the cumulative benefit of all intersection improvements contained within the program. Tables containing individual intersections within the intersection improvement programs are located in the **Grouped Project Details** section.

Intersections CIP List												
Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Intersection Improvements Program, Priority 1 (8 projects)	Priority 1 group of arterial intersection improvements from Arterial Intersection Priority Study	1	5	2	3	5	4	0	**15.1**	High	$ 10.7
-	Intersection Improvements Program, Priority 2 (19 projects)	Priority 2 group of arterial intersection improvements from Arterial Intersection Priority Study	1	5	1	2	4	3	0	**10.9**	Low	$ 27.0

Parking CIP List

Parking projects were prioritized using parking improvement categories consisting of individual projects grouped according to project need. This list will be updated with the results of the ongoing **Parking Plan Update** (2012).

Parking CIP Projects												
Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
PK1	Downtown	Parking improvements	1	4	5	2	3	3	1	**15.0**	Medium	$ 8.5
PK2	Downtown	Parking improvements	2	4	5	2	3	3	1	**15.0**	Medium	$ 17.0
PK3	Harmony/I-25	Additional park and ride parking spaces	3	3	3	3	3	2	1	**15.7**	High	$ 18.0
PK4	Downtown	Parking improvements	3	4	5	2	3	3	1	**15.0**	Medium	$ 26.5
PK5	Downtown	Parking improvements	3	4	5	2	3	3	1	**15.0**	Medium	$ 35.0
PK6	Downtown	Parking improvements	3	4	5	2	3	3	1	**15.0**	Medium	$ 43.5
PK7	Downtown	Parking improvements	3	4	5	2	3	3	1	**15.0**	Medium	$ 52.0
PK8	Mulberry/I-25	New park and ride facility	3	3	2	3	3	2	1	**14.6**	Medium	$ 53.0

Pedestrian CIP List

Pedestrian projects were grouped into five programs. Immediate needs projects were categorized as sidewalk or intersection programs, while longer term needs were categorized into the same two types of programs, as applicable. Programs were scored according to the cumulative impacts towards the City's visions. A table containing a listing of individual projects within each program is located in this appendix. Note that Transit-related sidewalk connections (to transit stops) are now listed in the Transit category, and off-street paths and underpasses/overpasses are now listed in the Trails category. In addition, projects in the 2011 CIP were reviewed and those projects that would not be constructed independent of a larger roadway project were removed from this list.

The ongoing **Pedestrian Needs Assessment** (2012) will be a citywide comprehensive reassessment of pedestrian-related needs that will likely add a number of projects to the CIP list in future revisions. Tables containing the individual pedestrian projects within each grouping are located in the **Grouped Project Details** section.

Pedestrian CIP List

Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	28 Existing Need Sidewalk Projects	Existing needs to build missing sidewalks and upgrade to standards	1	4	4	4	0	2	1	**11.8**	High	$6.1
-	4 Existing Need Intersection Projects	Existing needs to build intersection, ADA ramp, and crossing improvements	1	3	1	3	0	1	1	**7.4**	Low	$7.1
-	2 Development-Driven Sidewalk Projects	Development driven needs to build missing sidewalks and upgrade to standards	2	2	3	4	0	1	1	**13.3**	High	$7.6
-	6 Forecasted Need Sidewalk Projects	Forecasted needs to build missing sidewalks and upgrade to standards	3	3	3	4	0	2	1	**12.3**	High	$9.1

Pedestrian CIP List												
Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	2 Forecasted Need Intersection Projects	Forecasted needs to make intersection, ADA ramp, and crossing improvements	3	2	1	3	0	1	1	**8.7**	Low	$9.9

Railroad CIP List

Railroad projects were categorized into three programs which each contain several projects. Additionally, a few other crossings and grade separation projects were also scored individually. To avoid double counting cost for railroad projects, grade separated projects are not included in this list if they are part of a bicycle, pedestrian, or roadway CIP project. Examples of this include bicycle and pedestrian grade separated crossings at CSU Vet Campus, Keenland Drive, Harmony, Horsetooth, and Fairway Lane as well as grade-separated crossings at Drake/BNSF, Vine/Lemay, Vine/Timberline, Trilby/UPRR, Trilby/BNSF, and Carpenter.

Railroad CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Tier 1 Annual RR Crossing Improvement Program			At Grade Crossing Upgrades	1	3	0	1	2	4	0	**8.6**	High	$ 1.5
RR14	UPRR Railroad Crossings	Lincoln	Linden	Railroad Quiet Zone Crossing Improvements	1	2	0	1	1	2	1	**6.3**	Medium	$ 2.5
RR15	BNSF Railroad Crossings	Laurel	Trilby	Railroad Quiet Zone Crossing Improvements	1	3	0	1	1	2	1	**5.4**	Low	$ 6.5
RR16	BNSF Railroad Crossings	Linden	Laurel	Railroad Quiet Zone Crossing Improvements	1	4	0	1	1	2	1	**4.8**	Low	$ 11.5
-	Tier 2 Annual RR Crossing Improvement Program			At Grade Crossing Upgrades	2	3	0	1	2	3	0	**7.7**	High	$ 13.0
-	Tier 3 Annual RR Crossing Improvement Program			At Grade Crossing Upgrades	3	3	0	1	2	2	0	**6.9**	Medium	$ 14.5

Railroad CIP List														
Project ID	Location/Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
RR19	Sharpe Point Drive	GNRR		RR crossing	3	4	0	0	2	1	0	**3.8**	Low	$ 22.0
RR20	Greenfield Ct.	RR spur		RR grade separation	3	4	0	0	2	1	0	**3.8**	Low	$ 29.5

Roadway/Complete Street CIP List

Examples of roadway projects include construction of new roadways, roadway widening, and upgrading roadways to standards. Roadway projects were scored individually on how well they contribute to the City's visions and on cost magnitude estimates. Projects include the necessary improvements to build out the Master Street Plan (MSP) network. Projects were prioritized with other projects in the same tier.

New projects that have been added since the 2011 CIP are noted as *NEW* in the Project ID column. These projects include the Jefferson Street project (from the Jefferson Street Alternatives Analysis completed in June 2012) and other projects needed to build out the MSP that were missing from the 2011 list.

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R1	Realigned Vine	College	Lemay	build new 4L arterial	1	5	4	5	3	3	0	**16.2**	High		$19.0
R3	Lincoln	Riverside	Lemay	upgrade to 2L arterial standards	1	4	4	4	2	3	0	**15.3**	High	PD42	$27.5
R121	Harmony	Boardwalk	Timberline	upgrade to 6L arterial standards	1	4	3	3	3	3	0	**14.3**	High		$33.0
R4	Harmony	College	Boardwalk	upgrade to 6L arterial standards	1	4	3	3	3	3	0	**14.3**	High		$42.5
R2	College	Willox	Conifer	upgrade to 4L arterial standards	1	5	4	4	2	3	0	**13.6**	High		$53.5

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R9	Willow	College	Lincoln	upgrade to collector (Downtown River District) standards	1	3	5	4	-1	3	0	**13.4**	High		$55.5
R125 *NEW* (AA)	Jefferson	College	Lincoln/ Mountain	upgrade to 3L section with Jefferson/ Riverside/ Lincoln/ Mountain intersection improvements	1	4	5	4	0	3	0	**13.3**	High		$63.0
R5	LaPorte	Impala	Taft Hill	upgrade to 2L arterial standards	1	3	2	3	2	2	1	**12.9**	High		$65.0
R117	Linden	Vine	Poudre River	upgrade to collector standards	1	3	4	3	0	3	0	**12.3**	High		$67.0
R10	Lemay and BNSF Railroad Tracks			build grade-separated RR crossing	1	6	2	2	4	4	0	**11.2**	Medium		$87.0
R7	Trilby	Lemay	Timberline	upgrade from 2L to 4L arterial - with grade-separated RR crossing	1	5	1	3	2	2	0	**11.1**	Medium		$104.5

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R11	Elizabeth	Overland	Taft Hill	upgrade to 2L arterial standards	1	4	3	3	1	2	0	**10.5**	Medium		$112.0
R6	LaPorte	GMA	Impala	upgrade from CR to 2L arterial	1	5	2	3	2	2	1	**10.0**	Medium		$122.0
R12	LaPorte	Taft Hill	Shields	upgrade to 2L arterial standards	1	5	2	3	2	2	0	**9.8**	Medium		$137.0
R13	Buckingham	Linden	Lemay	upgrade to collector standards	1	3	3	3	0	1	0	**9.4**	Medium		$139.0
R14	Prospect	College	Lemay	upgrade to 4L arterial standards	1	4	-2	4	2	3	0	**9.3**	Medium		$147.0
R15	Vine	Taft Hill	Shields	upgrade to 2L arterial standards	1	3	1	3	1	1	0	**8.9**	Medium		$151.0
R16	Trilby	College	Lemay	upgrade from 2L to 4L arterial	1	3	0	3	1	1	0	**7.7**	Low		$155.0
R17	Shields	Vine	LaPorte	upgrade to 2L arterial standards	1	3	-1	2	2	1	0	**6.6**	Low		$158.0
R19	Country Club	State Highway 1	Lemay	upgrade to collector standards	1	3	1	2	0	1	0	**5.4**	Low		$161.0

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R20	Country Club	Lemay	Turnberry	upgrade to collector standards	1	4	1	2	0	1	0	**4.8**	Low		$166.0
R21	Drake	Harvard	Stover	upgrade to 4L arterial standards	1	3	-1	2	0	0	0	**2.3**	Low		$168.0
R22	Timberline	Trilby	Carpenter	upgrade to 2L arterial standards	1	4	0	1	0	0	0	**1.5**	Low		$175.5
R23	LaPorte	Shields	Wood	upgrade to 2L arterial standards	1	3	-2	1	0	0	0	**-0.6**	Low		$177.5
R24	Realigned Vine	Lemay	Timberline	build new 4L arterial	2	4	5	4	5	4	0	**21.5**	High		$183.5
R25	Timberline Realignment	Realigned Vine	Giddings	build 4L arterial realignment	2	4	3	4	4	4	0	**18.0**	High		$190.0
R26	Prospect	Summit View	I-25	upgrade from 2L to 4L arterial	2	4	3	3	4	4	0	**16.5**	High		$197.5
R27	Avondale	Triangle	College	build new collector	2	2	3	2	3	2	0	**16.0**	High		$198.5
R28	Troutman	Seneca	Shields	build new collector	2	3	3	3	3	2	1	**15.7**	High		$199.5
R29	Timberline	Battlecreek	Kechter	upgrade from 2L to 4L arterial	2	3	2	3	3	3	1	**15.4**	High		$201.5
R30	Trilby	Westchase	Ziegler	build new collector	2	3	3	3	3	2	0	**15.4**	High		$203.5

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R31	Lemay	Realigned Vine	Lincoln	upgrade from 2L to 4L arterial with intersection re-alignment and RR grade separation	2	6	4	5	4	2	0	**15.2**	High	PD26 PD42	$226.5
R122	Mountain Vista	Bar Harbor	Timberline Realignment	build new 2L arterial	2	3	3	2	3	2	0	**13.7**	High		$228.0
R32	Mountain Vista	Turnberry	Bar Harbor	upgrade to 2L arterial standards	2	3	3	2	3	2	0	**13.7**	High		$231.0
R33	Sharp Point	Midpoint	Mileshouse	build new collector	2	3	3	2	3	2	0	**13.7**	High		$233.0
R34	Mountain Vista	Giddings	I-25	upgrade from 2L to 4L arterial - with grade-separated RR crossing	2	5	3	3	3	4	0	**13.3**	High		$243.0
R118	Giddings	Richards Lake	Mountain Vista	build new 2L arterial	2	3	3	3	1	3	0	**12.9**	High		$247.0
R35	Turnberry	Mountain Vista	Douglas	upgrade from CR to 2L arterial	2	3	3	3	1	3	0	**12.9**	High		$249.0
R36	Aran	Saturn	Skyway	upgrade to collector standards	2	1	2	1	2	2	0	**12.8**	High		$249.0
R37	Strauss Cabin	Horsetooth	Harmony	upgrade from CR to collector	2	3	2	2	3	2	0	**12.6**	High		$251.5

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R38	Horsetooth	Ziegler	Strauss Cabin	upgrade from CR to collector	2	3	1	3	2	3	0	**12.3**	High		$254.0
R39	Strauss Cabin	Harmony	Kechter	upgrade to 2L arterial standards	2	3	3	3	1	2	0	**12.0**	Medium		$257.0
R40	Timberline	Kechter	Trilby	upgrade from 2L to 4L arterial	2	5	2	3	3	3	1	**12.0**	Medium	R40	$272.0
R41	Conifer Extension	Lemay	Timberline	build new 2L arterial	2	5	4	3	2	2	0	**11.6**	Medium		$287.0
R42	Snow Mesa	Timberwood	Ridge Creek	build new collector	2	2	3	2	1	1	0	**11.0**	Medium		$287.5
R43	International	Bannock	Timberline	upgrade to 2L arterial standards	2	3	2	2	2	2	0	**10.9**	Medium		$290.5
R44	International	Timberline	Greenfields	build new 2L arterial	2	3	2	2	2	2	0	**10.9**	Medium		$291.5
R45	Prospect	I-25	GMA	upgrade from 2L to 4L arterial	2	3	2	2	2	2	0	**10.9**	Medium		$294.5
R46	Timberline and BNSF Railroad Tracks			build grade-separated RR crossing	2	6	3	2	3	3	0	**10.2**	Medium		$314.5
R47	College	Trilby	Carpenter	upgrade from 4L to 6L arterial	2	5	2	3	2	2	0	**9.8**	Medium	PD24	$325.0
R48	College	Fossil Creek	Trilby	upgrade from 4L to 6L arterial	2	5	2	3	2	2	0	**9.8**	Medium		$336.0

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R49	Nancy Gray	Bucking Horse	Mileshouse	build new collector	2	2	2	2	1	1	0	**9.7**	Medium		$336.5
R50	Mountain Vista and BNSF Railroad Tracks			build grade-separated RR crossing	2	6	3	2	3	2	0	**9.6**	Medium		$356.5
R51	Lemay	Conifer	Realigned Vine	upgrade from 2L to 4L arterial	2	4	2	2	2	2	0	**9.5**	Medium	PD43	$364.0
R52	Kechter	Timberline	Ziegler	upgrade to 2L arterial standards	2	3	3	2	1	1	0	**9.4**	Medium		$366.5
R54	William Neal	Chase	Ziegler	build new collector	2	3	3	2	1	1	0	**9.4**	Medium		$368.0
R55	Bar Harbor	Mountain Vista	Conifer	build new collector	2	3	3	2	1	1	0	**9.4**	Medium		$371.0
R56	Mileshouse	Nancy Gray	Drake	build new collector	2	3	3	2	1	1	0	**9.4**	Medium		$374.0
R57	New Roadway	Skyway	Trilby	build new collector	2	3	3	1	2	1	0	**9.4**	Medium		$376.0
R58	Technology	Harmony	Rock Creek	build new collector	2	3	3	2	1	1	0	**9.4**	Medium		$378.0
R59	Aran	Skyway	Trilby	build new collector	2	3	2	1	2	2	0	**9.1**	Medium		$380.0
R60	Richards Lake	Turnberry	Giddings	upgrade from CR to 2L arterial	2	3	2	2	1	1	0	**8.3**	Medium		$382.5

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R61	International	Lincoln	Bannock	build new 2L arterial	2	6	2	2	2	2	0	**7.6**	Low		$402.5
R124 *NEW* (MSP)	Greenfields	Vine	Mulberry	build new 2L arterial	2	6	2	2	2	2	0	**7.6**	Low		$427.5
R62	Kechter	Strauss Cabin	I-25	upgrade to 2L arterial standards	2	3	1	2	1	1	0	**7.1**	Low		$429.5
R63	Douglas	County Road 13	Turnberry	upgrade from CR to 2L arterial	2	3	2	1	1	1	0	**6.6**	Low		$432.5
R64	Hickory	Soft Gold Park Trailhead	College	upgrade to collector standards	2	3	2	1	1	1	0	**6.6**	Low	PD60	$435.5
R65	Timberwood	Timberline	Snow Mesa	build new collector	2	3	2	1	1	1	0	**6.6**	Low		$437.0
R68	Redwood	Conifer	Vine	build new collector	2	2	1	1	1	1	0	**6.3**	Low		$437.5
R66	Mason	State Highway 1	Willox	build new collector	2	3	1	1	1	1	0	**5.4**	Low		$441.5
R67	Redwood	Country Club	Willox	build new collector	2	3	1	1	1	1	0	**5.4**	Low		$443.5
R70	Richards Lake	Giddings	I-25	upgrade from CR to 2L arterial	2	3	1	1	1	1	0	**5.4**	Low		$446.5
R71	Swallow	Taft Hill	Bassick	build new collector	2	3	1	1	1	1	0	**5.4**	Low		$447.5

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R72	Timberline	Realigned Vine	Vine	upgrade from 2L to 4L arterial - includes realignment and grade-separated RR crossing	3	5	3	5	3	1	0	**14.0**	High		$458.5
R120	Timberline	Drake	Horsetooth	upgrade to 6L Arterial standards	3	4	3	2	4	2	0	**13.5**	High		$465.0
R73	Timberline	Horsetooth	Harmony	upgrade from 4L to 6L arterial	3	4	3	2	4	2	0	**13.5**	High		$471.5
R74	Mulberry	Timberline	Summit View	upgrade from 4L to 6L arterial	3	3	2	2	3	2	0	**12.6**	High		$473.5
R75	College	Harmony	Fossil Creek	upgrade from 4L arterial to 6L arterial	3	4	2	3	3	2	0	**12.5**	High		$482.0
R76	Timberline	Prospect	Drake	upgrade from 4L to 6L arterial	3	5	3	2	4	2	0	**12.0**	Medium		$492.5
R77	Timberline	Vine	Mulberry	upgrade from 2L to 4L arterial	3	5	3	3	3	2	0	**12.0**	Medium		$507.5
R78	Trilby	Shields	College	upgrade to 2L arterial standards	3	3	2	2	3	1	0	**11.7**	Medium		$511.5
R79	Carpenter	Lemay	Timberline	upgrade from 2L to 4L arterial	3	3	1	2	3	2	0	**11.4**	Medium		$515.5
R80	Carpenter	County Road 9	I-25	upgrade from 2L to 4L arterial	3	3	1	2	3	2	0	**11.4**	Medium		$519.5

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R81	Carpenter	Timberline	County Road 9	upgrade from 2L to 4L arterial	3	3	1	2	3	2	0	**11.4**	Medium		$523.5
R82	Willox	Shields	College	upgrade to 2L arterial standards	3	3	3	2	2	1	0	**11.1**	Medium		$527.0
R83	Lemay	Country Club	Conifer	upgrade from 2L to 4L arterial	3	4	2	3	2	2	0	**11.0**	Medium	PD43	$533.0
R84	Riverside	Lincoln	Mulberry	upgrade to 4L arterial standards	3	4	2	2	3	2	0	**11.0**	Medium		$539.0
R85	Horsetooth	Taft Hill	Shields	upgrade from 2L to 4L arterial	3	3	2	2	2	1	0	**10.0**	Medium		$543.0
R86	Shields	Trilby	Carpenter	upgrade from 2L to 4L arterial	3	3	2	2	2	1	0	**10.0**	Medium		$547.0
R87	Shields	Fossil Creek	Trilby	upgrade from 2L to 4L arterial	3	3	2	2	2	1	0	**10.0**	Medium		$551.0
R88	Carpenter	College	Lemay	upgrade from 2L to 4L arterial	3	4	1	2	3	2	0	**10.0**	Medium		$557.0
R89	Mulberry	Riverside	Timberline	upgrade from 4L to 6L arterial	3	5	2	2	3	2	0	**9.8**	Medium		$573.0
R90	Mulberry	Summit View	I-25	upgrade from 4L to 6L arterial	3	5	2	2	3	2	0	**9.8**	Medium		$583.0
R119	College	Conifer	Vine	upgrade to 4L arterial (North College) standards	3	3	1	1	3	2	0	**9.7**	Medium		$585.0

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R91	Taft Hill	Horsetooth	Harmony	upgrade from 2L to 4L arterial	3	3	1	2	2	2	0	**9.7**	Medium	PD73	$589.0
R92	Taft Hill	GMA	Vine	upgrade from CR to 2L arterial	3	3	1	2	2	2	0	**9.7**	Medium		$593.0
R93	Drake and BNSF Railroad Tracks			build grade-separated RR crossing	3	6	1	3	3	2	0	**9.2**	Medium		$613.0
R94	Shields	Harmony	Fossil Creek	upgrade from 2L to 4L arterial	3	4	2	2	2	1	0	**8.8**	Medium		$619.5
R95	Taft Hill	Harmony	GMA	upgrade from 2L to 4L arterial	3	4	1	2	2	2	0	**8.5**	Medium		$627.5
R96	Vine	Overland Trail	Taft Hill	upgrade to 2L arterial standards	3	3	2	2	1	1	0	**8.3**	Medium		$630.5
R97	Vine	I-25	GMA	upgrade to 2L arterial standards, includes realignment for potential interchange	3	3	2	2	1	1	0	**8.3**	Medium		$631.5
R117	Mason	Willox	Realigned Vine	build new collector	3	4	3	1	2	1	0	**8.3**	Medium		$639.0
R98	Prospect	Overland Trail	Taft Hill	upgrade from 2L to 4L arterial	3	4	1	3	1	1	1	**8.0**	Medium		$645.0

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R99	Trilby and UPRR Railroad Tracks			build grade-separated RR crossing	3	6	1	3	2	1	0	**7.4**	Low		$665.0
R100	Vine	Timberline	I-25	upgrade to 2L arterial standards with connection to realigned Vine	3	4	2	2	1	1	0	**7.3**	Low		$673.0
R101	Overland Trail	Vine	Elizabeth	upgrade to 2L arterial standards	3	3	1	2	1	1	0	**7.1**	Low		$675.0
R102	Overland Trail	Michaud	Vine	upgrade to 2L arterial standards	3	3	1	2	1	1	0	**7.1**	Low		$679.0
R104	US 287	GMA	State Highway 1	upgrade from 2L to 4L arterial	3	5	1	2	2	1	0	**6.9**	Low		$694.0
R18	Taft Hill	Vine	LaPorte	upgrade from 2L to 4L arterial	3	4	0	2	2	1	0	**6.8**	Low		$700.0
R105	Trilby	Taft Hill	Shields	upgrade to 2L arterial standards	3	3	2	1	1	1	0	**6.6**	Low		$703.0
R123 *NEW* (MSP)	Elizabeth	Taft Hill	Constitution	upgrade from 2L to 4L arterial	3	4	1	2	1	1	0	**6.3**	Low		$709.0

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R106	Carpenter and UPRR Railroad Tracks			build grade-separated RR crossing	3	6	0	1	3	2	0	**6.0**	Low	RR Tier 2	$729.0
R107	Mulberry	Overland Trail	Tyler	upgrade to 2L arterial standards	3	3	0	2	1	1	0	**6.0**	Low		$733.0
R108	Timberline	Mulberry	Prospect	upgrade from 2L arterial to 4L arterial	3	5	-1	2	2	2	0	**5.8**	Low		$749.0
R103	Overland Trail	Elizabeth	Drake	upgrade from 2L to 4L arterial	3	5	1	2	1	1	0	**5.6**	Low		$759.0
R109	Shields	Douglas	Vine	upgrade from CR to 2L arterial	3	5	1	2	1	1	0	**5.6**	Low		$769.0
R110	Gregory	State Highway 1	Country Club	upgrade from CR to 2L arterial	3	3	1	1	1	1	0	**5.4**	Low		$773.0
R111	Hickory	Shields	Soft Gold Park Trailhead	build new collector	3	3	1	1	1	1	0	**5.4**	Low		$776.0
R112	Michaud	GMA	Overland Trail	upgrade to collector standards	3	3	1	1	1	1	0	**5.4**	Low		$777.0
R113	Vine	College	Redwood	upgrade to 2L arterial standards	3	3	1	1	1	1	0	**5.4**	Low		$780.0

Roadway CIP List															
Project ID	Location/ Program	From	To	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cross-Reference	Cumulative Cost (in millions)
R114	Trilby and BNSF Railroad Tracks			build grade-separated RR crossing	3	6	1	1	2	1	0	**5.0**	Low	RR Tier 1	$800.0
R126 *NEW* (MSP)	Taft Hill	Laporte	Prospect	upgrade to 4L arterial standards	3	5	-2	2	1	3	0	**4.2**	Low		$812.0

Trail CIP List

The new Trail CIP list contains projects related to paved trails (i.e., multi-use paths) and grade-separated crossings (i.e., underpasses and overpasses). The list combines trail projects identified by Park Planning and those in the Bicycle Plan and Pedestrian Plan to avoid double-counting. Tables containing the individual trail projects within each grouping are located in the **Grouped Project Details** section.

Trail CIP List												
Project ID	Location/ Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	3 Existing Need Trail Projects	Existing needs to build new trails	1	3	3	4	0	2	1	**12.3**	High	$ 3.2
-	7 Existing Need Grade-Separated Crossing Projects	Existing needs to build new grade-separated crossings	1	5	2	3	0	1	0	**6.4**	Low	$ 14.3
-	6 Development-Driven Trail Projects	Development-driven new trails	2	4	3	4	0	2	1	**10.8**	High	$ 23.5
-	7 Development-Driven Grade-Separated Crossing Projects	Development-driven new grade-separated crossings	2	4	2	3	0	1	0	**7.3**	Low	$ 32.5
-	5 Future Need Trail Projects	Future need new trails	3	4	3	4	0	2	1	**10.8**	High	$ 37.9
-	3 Future Need Grade-Separated Crossing Projects	Future need new grade-separated crossings	3	3	2	3	0	1	0	**8.3**	Low	$ 42.1

Transit CIP List

The capital costs associated with Transit are summarized in the table below according to the four program phases laid out in the Transfort Strategic Operating Plan (existing service, TSP Phase I, TSP Phase II, and TSP Phase III). Each program was scored on how well it contribute towards the City's visions. The summary included here focuses on transit capital costs, but it should also be noted that a large amount of transit costs go towards Operations and Maintenance (O&M). The Transfort Strategic Operating Plan estimates annual O&M costs for Phases I - III respectively as follows: $11.5M, $18.8M and $25.9M. The map at the end of the CIP shows the current inventory of planned transit stop improvements. A new detailed transit stop inventory is scheduled to begin by the end of 2012 and any updates from that inventory will be incorporated into future revisions of the CIP.

Transit CIP List												
Project ID	Location/Program	Description	Tier	Cost Magnitude	Integrated Land Use and Transportation	Mobility Options	Traffic Flow	Quality Travel Infrastructure	Increase Awareness	Cost Adjusted Vision Score	Cost Adjusted Category	Cumulative Cost (in millions)
-	Existing Service and TSP Phase I	Vehicle Replacement, New Vehicles, and Capital Improvements (includes Mason BRT, South Transit Center)	1	6	5	5	3	4	4	**16.8**	High	$ 100.2
-	TSP Phase II	Vehicle Replacement, New Vehicles, and Capital Improvements	3	5	4	3	0	2	2	**9.3**	Low	$ 119.8
-	TSP Phase III	Vehicle Replacement, New Vehicles, and Capital Improvements (includes Elizabeth BRT)	3	6	0	4	0	0	3	**5.4**	Low	$ 186.7

Grouped Project Details

The following tables show the detail of grouped projects from the CIP lists in the previous section for the various categories.

Bicycle Project Detail

Bicycle projects were categorized as existing street projects, existing intersection projects, development-driven street projects, forecasted street projects, and forecasted parking/station projects. New projects that have been added since the 2011 CIP to complete the bicycle network are noted as NEW in the Project ID column. This project list will be updated in future revisions of the CIP based on the 2013 **Bicycle Plan**.

Note that signal-related improvements (e.g., video detection) are included under ATMS. Trail projects, including grade-separated crossings (i.e., underpasses and overpasses), are included in the new Trails category.

Tier 1 – Existing Need Intersection (2 Projects)

- In alphabetical order by location

Bicycle Projects				
Project ID	Tier	Location	Description	Cross-Reference
B25	1	College & Laurel	Make Intersection Improvements	
B67	1	Prospect & Whitcomb	Make Intersection Improvements	PD22

Tier 1 – Existing Need Street (27 Projects)

- In alphabetical order by location

Bicycle Projects						
Project ID	Tier	Location	From	To	Description	Cross-Reference
B100 *NEW*	1	Bryan	Mulberry	Oak/Jackson	Add Bicycle Lanes or Shared Lane Markings	
B99 *NEW*	1	Canyon	Mulberry	Olive	Road Diet	
B23	1	Castlerock	Prospect	Springfield	Add Bicycle Lanes or Shared Lane Markings	
B84 *NEW*	1	City Park	Mulberry	Springfield	Add Bicycle Lanes	
B98 *NEW*	1	College	Maple	Laurel	Add Shared Lane Markings	
B24*	1	College	State Highway 1	Poudre River	Add Bicycle Lanes	R2, R119
B29	1	Constitution	Elizabeth	Prospect	Add Bicycle Lanes	

Bicycle Projects						
Project ID	Tier	Location	From	To	Description	Cross-Reference
B36	1	Elizabeth	Stover	Lemay	Add Bicycle Lanes	
B35	1	Elizabeth	Kimball	Ponderosa	Add Bicycle Lanes	
B2	1	Horsetooth	College	Spindrift	Add Bicycle Lanes	
B82	1	Laporte	Shields	Wood	Add Bicycle Lanes or Shared Lane Markings	
B3	1	Laporte	Bryan	Shields	Add Bicycle Lanes or Shared Lane Markings	
B4	1	Laurel	Howes	Remington	Add Bicycle Lanes	
B50	1	Lincoln	12th	Timberline	Add Bicycle Lane Signing & Striping	
B51	1	Lynnwood/ Heatheridge	Springfield	Stuart	Add Bicycle Lanes or Shared Lane Markings	
B52	1	Magnolia	Canyon	Riverside	Add Bicycle Lanes or Shared Lane Markings	
B55*	1	Mason/MAX	Cherry	Laurel	Add Bicycle Lanes	
B54*	1	Mason/MAX	Laurel	Prospect	Add Bicycle Lanes	
B101 *NEW*	1	Mathews/ Harvard/ Remington	Spring Creek Trail	Swallow	Add Bicycle Lanes or Shared Lane Markings	
B64	1	Oak	Sherwood	Oak Street Plaza	Add/Upgrade Bicycle Lanes or Add Shared Lane Markings	
B103 *NEW*	1	Oak	Remington	Riverside	Add Bicycle Lanes or Shared Lane Markings	
B83 *NEW*	1	Olive	Canyon	Riverside	Add Bicycle Lanes or Shared Lane Markings	
B79	1	Vine	Overland	Shields	Upgrade Bicycle Lanes	
B105 *NEW*	1	Walnut	College	Mountain	Replace Bike Lanes with Shared Lane Markings (because of diagonal parking)	
B85 *NEW*	1	Washington	Laporte	Laurel	Add Bicycle Lanes or Shared Lane Markings	
B86 *NEW*	1	Whitcomb	Lake	Balsam	Add Bicycle Lanes or Shared Lane Markings	

Tier 2 – Development-Driven Street (3 Projects)

- In alphabetical order by location

Bicycle Projects						
Project ID	Tier	Location	From	To	Description	Cross-Reference
B16	2	Prospect	Shields	Mason Trail	Add Bicycle Lanes	
B17	2	Riverside	Prospect	Mountain/Lincoln	Add Bicycle Lanes or Off-Street Path	R84, PD58
B18	2	Shields	Poudre River Trail	Laurel	Add Bicycle Lanes	

Tier 3 – Forecasted Parking/Station (2 Projects)

- In alphabetical order by location

Bicycle Projects				
Project ID	Tier	Location	Description	Cross-Reference
B19	3	Downtown Transit Center	Add Bicycle Parking and Commuter Facilities	
B20	3	South Transit Center	Add Bicycle Parking and Commuter Facilities	

Tier 3 – Forecasted Need Street (26 Projects)

- In alphabetical order by location

Bicycle Projects						
Project ID	Tier	Location	From	To	Description	Cross-Reference
B22	3	Carpenter	College	I-25	Upgrade Bicycle Lanes	
B31	3	Country Club	Turnberry	State Highway 1	Add Bicycle Lanes	
B33	3	Drake	Harvard	Stover	Add Bicycle Lanes	
B37	3	Gregory	Country Club	State Highway 1	Add Bicycle Lanes	
B40	3	Horsetooth	Ziegler	Strauss Cabin	Add Bicycle Lanes	
B43	3	I-25 Frontage Road (east side)	Harmony	Kechter	Add Bicycle Lanes	
B45	3	I-25 Frontage Road (east side)	Vine	Mulberry	Add Bicycle Lanes	
B42	3	I-25 Frontage Road (west side)	Kechter	Carpenter	Add Bicycle Lanes	
B44	3	I-25 Frontage Road (west side)	Vine	Mulberry	Add Bicycle Lanes	

Bicycle Projects						
Project ID	Tier	Location	From	To	Description	Cross-Reference
B47	3	Kechter	Northern Lights	CR 5	Add Bicycle Lanes	
B49	3	Lemay	Riverside	Horsetooth	Upgrade Bicycle Lanes to Standards	
B59	3	Mountain Vista	Busch	CR 5	Add Bicycle Lane Signing & Striping	
B60	3	Mulberry	City Park	Mason	Add Bicycle Lanes	
B61	3	Mulberry	Mason	Lemay	Add Bicycle Lanes	
B63	3	Mulberry Frontage Road (north side)	Lemay	I-25	Add Bicycle Lanes or Off-Street Path	
B62	3	Mulberry Frontage Road (south side)	Lemay	I-25	Add Bicycle Lanes or Off-Street Path	
B65	3	Prospect	Mason Trail	Timberline	Add Bicycle Lanes	
B66	3	Prospect	Poudre River Trail	CR 5	Add Bicycle Lanes	
B71	3	Shields	Douglas	Poudre River Trail	Add Bicycle Lanes	
B72	3	Strauss Cabin	Horsetooth	Kechter	Add Bicycle Lanes	
B73	3	Summit View	Donella	Prospect	Add Bicycle Lanes	
B74	3	Taft Hill	Mulberry	Prospect	Upgrade Bicycle Lanes to Standards	
B32	3	Turnberry	Douglas	Mountain Vista	Add Bicycle Lanes	
B80	3	Vine	Lemay	Timberline	Add Bicycle Lanes or Off-Street Path	PD25
B81	3	Ziegler	Kechter	Trilby	Add Bicycle Lanes	

Bridge Project Detail

Bridges were consolidated into one program consisting of all structurally deficient, functionally obsolete, and scour critical bridges, as described below. This program was scored at the vision level based on the following projects. Projects were scored and ranked based on engineering criteria related to safety and quality infrastructure and take into account structural ratings. New projects that have been added since the 2011 CIP are noted as NEW in the Project ID column.

Structurally Deficient Category (11 Bridges):

This rating focuses on the basic structural integrity of the bridge. These include bridges that are in advanced stages of deterioration, marginal condition, and those that do not have the desired load carrying capacities.

Bridge Projects				
Project ID	**On**	**Nearest Cross Street**	**Bridge Structure**	**Category**
BR7	Bryan	Mulberry	FCBRYN-0.2-MULB	Structurally Deficient
BR4	Canyon	Mulberry	CANY-S-MULB	Structurally Deficient
BR35 *NEW*	Drake	Meadowlark	FCDRK-0.1-MDWLK	Structurally Deficient
BR3	Mountain	Whitcomb	MTN-W-WHTM	Structurally Deficient
BR19	Mulberry	Crestmore	FCMULB-CRESTMR	Structurally Deficient
BR6	Myrtle	Sherwood	MYRT-W-SHWD	Structurally Deficient
BR8	Oak	Whitcomb	OAK-WHTM	Structurally Deficient
BR5	Olive	Loomis	OLIV-W-LOOM	Structurally Deficient
BR36 *NEW*	Prospect	Brentwood	FCPRST-0.1-BRTW	Structurally Deficient
BR9	Riverside	Prospect	FCRVSDE-S.2PRST	Structurally Deficient
BR37 *NEW*	Shields	Raintree	FCSHLD-0.4-DRK	Structurally Deficient

Functionally Obsolete Category (16 Bridges)

This rating addresses the ability of a bridge to deal with traffic conditions regarding number of lanes, clearances, geometry, limited sight distances, speed reducing curves, etc. These bridges have acceptable load carrying capacity, but impose unacceptable physical restrictions.

Bridge Projects				
Project ID	**On**	**Nearest Cross Street**	**Bridge Structure**	**Category**
BR26	City Park Cemetery	Mountain	CEMT-MTN	Functionally Obsolete
BR24	City Park Cemetery	Park Shop Maintenance	CEMT-PRKS	Functionally Obsolete
BR17	Crestmore	Bryan	FCCRST-0.1-BRYN	Functionally Obsolete
BR16*	Elizabeth	Bryan	FCELIZ-0.1-BRYN	Functionally Obsolete
BR11	Laporte	Taft Hill	LAPT-GDV	Functionally Obsolete
BR14	Laporte	Taft Hill	FCLAPT-0.1-TFTH	Functionally Obsolete

Bridge Projects				
Project ID	**On**	**Nearest Cross Street**	**Bridge Structure**	**Category**
BR10*	Lincoln	Willow	FCLINC-0.0-WLLW	Functionally Obsolete
BR25	Lemay	Prospect	FCLMY-0.1-STUT	Functionally Obsolete
BR21	Lemay	Lowell	FCLMY-1.2-VINE	Functionally Obsolete
BR15	Lemay	Vine	LMY-S-VINE	Functionally Obsolete
BR18	Monroe	College	FCMNR-0.0-CLGE	Functionally Obsolete
BR13	Mulberry	Overland	FCMULB-0.1-OVLD	Functionally Obsolete
BR20	Plum	City Park Ave.	FCPLM-W0.1-CTYP	Functionally Obsolete
BR22	Prospect	Center	PRST-W-CTRE	Functionally Obsolete
BR23	Shields	Stuart	FCSHLD-0.1-HLPD	Functionally Obsolete
BR12	Vine	Timberline	FCVINE-W.5-SUMV	Functionally Obsolete

Scour Critical Category (8 Projects)

Scour is the removal of material from the streambed or embankment because of the erosive action of stream flow. This rating addresses bridges at which scour has had an adverse effect on the stability of the abutments and the piers, which essentially are what hold up a bridge.

Bridge Projects				
Project ID	**On**	**Nearest Cross Street**	**Bridge Structure**	**Category**
BR16*	Elizabeth	Bryan	FCELIZ-0.1-BRYN	Scour Critical
BR29	Horsetooth	College	FCHTH-W0.1-CLGE	Scour Critical
BR31	Lemay	Muirfield	FCLMY-0.2-SRGB	Scour Critical
BR32	Lemay	Paragon	FCLMY-0.2-TRILB	Scour Critical
BR10*	Lincoln	Willow	FCLINC-0.0-WLLW	Scour Critical
BR27	Linden	Willow	FCLIND-0.1-WLLW	Scour Critical
BR33	Morsman	Meadowlark	FCMRSN-0.0-RYMT	Scour Critical
BR34	Timberline	Mulberry	FCTMB-0.1-MULB	Scour Critical

**Bridges with deficiencies in multiple categories*

Intersection Project Detail

Intersection improvements include projects such as the addition of turn lanes, acceleration/deceleration lanes, and construction of roundabouts. Funding for intersection improvements focused on improving operations and safety. All projects are considered near-term needs, and the intersections were categorized into two programs. Within the first program ("Priority 1"), the intersections are identified in order of priority; the priority of implementation of the second program ("Priority 2") will be determined at a later time.

Tier 1 – Intersection Improvement Program, Priority 1 (8 Projects)

- In order of priority, as identified in the 2012 Arterial Intersection Prioritization Study

Intersection Projects					
Project ID	Tier	Location	Description	Cross-Reference	Notes
I1	1	Horsetooth & Timberline	Addition of N/S Dual Lefts and SB Right Turn Lane	R73, R120	Operations and Safety
I2	1	Drake & Shields, Shields & Davidson	Addition of NB and SB Right Turn Lanes and Median to restrict Side Street Left Turns		Operations and Safety
I3	1	Westbury & Shields	Addition of SB Thru Lane	R95	Operations
I4	1	Kechter & Timberline	Addition of NB Right Turn Lane	R29, R40, R52	Operations
I5	1	Drake & Lemay	Addition of SB Right Turn Lane		Operations
I6	1	Horsetooth & College (US 287)	Addition of N/S Dual Lefts		Operations and Safety
I7	1	Vine & Shields	Roundabout	R109, R17, R15	Substandard Intersection
I8	1	Harmony & Corbett	Addition of SB Right Acceleration Lane		Operations and Safety

Tier 1 – Intersection Improvement Program, Priority 2 (19 Projects)

- In alphabetical order by location

Intersection Projects					
Project ID	Tier	Location	Description	Cross-Reference	Notes
I9	1	Drake & College (US 287)	E/W Dual Lefts	R93, I29	Operations and Safety
I10	1	Drake & Lemay (Option 1)	EB Dual Left		Operations
I11	1	Drake & Shields (Option 1)	E/W Dual Lefts		Operations and Safety
I12	1	Harmony & McMurry	SB Dual Left	R121	Operations
I13	1	Horsetooth & Lemay (E)	EB Right Decel Lane; EB Free Right		Safety
I14	1	Horsetooth & Lemay (W)	WB Right Decel Lane; WB Free Right		Operations
I15	1	Horsetooth & Taft Hill	SB Dual Left	R85, R91	Safety
I16	1	Mulberry & College (US 287) (Option 1)	SB Dual Left		Operations
I17	1	Mulberry & College (US 287) (Option 2)	WB Dual Left; Convert WB Right to Thru/Right		Operations
I18	1	Mulberry & Link Lane (Option 1)	SB Left Turn Protected Phasing	R89	Operations
I19	1	Mulberry & Link Lane (Option 2)	Offset E/W Lefts to Improve Sight Distance	R89	Operations
I20	1	Prospect & College (US 287)	Extend WB Left Turn Lane	R14	Operations and Safety
I21	1	Prospect & Lemay	EB Right Turn Lane	R14	Operations
I22	1	Prospect & Prospect Parkway	NB Dual Left		Operations
I23	1	Prospect & Timberline	EB Right Accel Lane	R108, R76	Operations
I24	1	Shields & Laporte	Roundabout	R17, R23, R12	Substandard Intersection
I25	1	Stover & Prospect	Coordinate Ped Signal	R14	Safety
I26	1	Vine & Lemay	N/S Left Turn Lanes	R31, R10, R51	Operations
I27	1	Welch & Prospect	Coordinate Ped Signal		Safety

Pedestrian Project Detail

Pedestrian projects were categorized as existing sidewalk projects, existing intersection (pedestrian crossing) projects, development-driven sidewalk projects, forecasted sidewalk projects, and forecasted intersection (pedestrian crossing) projects. One new project has been added since the 2011 CIP related to Safe Routes to School (SRTS) and is noted as *NEW* in the Project ID column. This project list will be updated in future revisions of the CIP based on the ongoing **Pedestrian Needs Assessment** (2012).

Note that signal related improvements (e.g., pushbutton access) are included under ATMS, and transit stop-related improvements are included under the Transit category. Trail projects, including grade-separated crossings (i.e., underpasses and overpasses) are included in the new Trails category.

Tier 1 – Existing Need Sidewalk (28 Projects)

- In order of priority, as identified in the 2011 Pedestrian Plan

Pedestrian Projects						
Project ID	Tier	Location	From	To	Description	Cross-Reference
PD7	1	Prospect	Shields	College	Add Missing Sidewalk, Upgrade to Standards	
PD9	1	Vine	Linden/ Redwood	Lemay	Add Missing Sidewalk	
PD11	1	College	Foothills	Monroe	Add Missing Sidewalk	T18
PD17	1	Lemay	Lincoln	Mulberry	Add Missing Sidewalk	
PD18	1	Myrtle	Washington	Howes	Add Missing Sidewalk	
PD19	1	Shields	Mulberry	Laurel	Upgrade to Standards	
PD21	1	College	SH1 (Terry Lake)	Willox	Add Missing Sidewalk	
PD25	1	Alta Vista Neighborhood	Vine	Lemay	Add Missing Sidewalk	B80
PD26	1	Lemay	Buckingham	Lincoln	Add Missing Sidewalk	R31
PD27	1	Cherry	Howes	College	Add Missing Sidewalk	
PD29	1	Mulberry	Remington	Riverside	Add Missing Sidewalk, Add Intersection Ramps	
PD34	1	John F Kennedy	Horsetooth	Bockman	Add Missing Sidewalk	
PD35	1	College Frontage Road	Drake	Harvard	Add Missing Sidewalk	
PD37	1	1st	Buckingham	Lincoln	Add Missing Sidewalk	
PD38	1	John F Kennedy	Bockman	Boardwalk	Add Missing Sidewalk	
PD39	1	Mulberry	City Park	Shields	Add Missing Sidewalk, Upgrade to Standards	
PD40	1	Buckingham	Linden	Lemay	Add Missing Sidewalk	
PD82 *NEW*	1	Boardwalk	Oakridge	Bluestem	Add Missing Sidewalk	

Pedestrian Projects						
Project ID	Tier	Location	From	To	Description	Cross-Reference
(SRTS)						
PD83 *NEW* (SRTS)	1	Palmer	Hogan	Boardwalk	Add Missing Sidewalk	
PD43	1	Lemay	Willox	Vine	Add Missing Sidewalk	R83, R51
PD49	1	Timberline	Kechter	Zephyr	Add Missing Sidewalk	R40
PD50	1	Riverside	Erin	EPIC Center	Add Missing Sidewalk	
PD51	1	Vine	Lemay	Timberline	Add Missing Sidewalk	
PD52	1	Skyway	Gateway Center	College	Add Missing Sidewalk	
PD64	1	Lemay	Stuart	Commanche	Upgrade to Standards	
PD67	1	Tavelli Elementary Path	Treemont	Belmont	Add Missing Sidewalk	
PD68	1	Lemay	Kirkwood	Rosewood	Add Missing Sidewalk	
PD70	1	Laurel	Stover	Endicott	Add Missing Sidewalk	

Tier 1 – Existing Need Intersection (4 Projects)

- In order of priority, as identified in the 2011 Pedestrian Plan

Pedestrian Projects				
Project ID	Tier	Location	Description	Cross-Reference
PD4	1	Citywide	Near-Term Priority Ped Crossing - Installations/ Enhancements	
PD13	1	Citywide	ADA improvements (e.g., ramps, pushbuttons, etc.)	
PD42	1	Lemay & Lincoln	Add Missing Sidewalk	R3, R31
PD73	1	Harmony & Taft Hill	Add Missing Sidewalk	R91

Tier 2 – Development-Driven Sidewalk (2 Projects)

- In order of priority, as identified in the 2011 Pedestrian Plan

Pedestrian Projects						
Project ID	Tier	Location	From	To	Description	Cross-Reference
PD24	2	College	Trilby	Carpenter	Add Missing Sidewalk	R47
PD71	2	Manhattan	Horsetooth	Troutman	Add Missing Sidewalk, Upgrade to Standards	

Tier 3 – Forecasted Need Sidewalk (7 Projects)

- In order of priority, as identified in the 2011 Pedestrian Plan

Pedestrian Projects						
Project ID	Tier	Location	From	To	Description	Cross-Reference
PD28	3	Lake	Shields	CSU Ped/Bike Path	Add Missing Sidewalk, Upgrade to Standards	
PD53	3	Rutgers	College	Mathews	Upgrade to Standards	
PD54	3	Taft Hill	Laporte	Mulberry	Add Missing Sidewalk	
PD58	3	Riverside	Mulberry	Rivendal	Add Missing Sidewalk	B17
PD60	3	Hickory	Soft Gold Park	Hickory Spur Trail	Add Missing Sidewalk	R64
PD65	3	Horsetooth	Landings	Stover	Add Missing Sidewalk	

Tier 3 – Forecasted Need Intersection (2 Projects)

- In order of priority, as identified in the 2011 Pedestrian Plan

Pedestrian Projects				
Project ID	Tier	Location	Description	Cross-Reference
PD22	3	Prospect & Whitcomb	Upgrade to Standards	B67
PD41	3	Citywide	Long-Term Priority Ped Crossing - Installations/ Enhancements	

Trail Project Detail

Trail projects are categorized as paved trails (i.e., multi-use paths) and grade-separated crossings (i.e., underpasses and overpasses). The list combines trail projects identified by Park Planning and those in the Bicycle Plan and Pedestrian Plan. Those projects that were formerly on the Bicycle and/or Pedestrian project list are noted with the Bike and/or Ped-related Project IDs from the 2011 CIP.

Tier 1 – Existing Need Trail (3 Projects)

- In alphabetical order by location

Trail Projects							
Project ID	Tier	Location	From	To	Description	2011 Bike/ Ped Project ID	Cross-Reference
T1	1	Fossil Creek Trail	Shields	College	Add off-street multi-use path		
T2	1	Mason Trail/MAX	Lake	Prospect	Add off-street multi-use path	B8	B54
T3	1	Off-Street Trail Connection (new)	Lincoln Junior High School	Poudre Trail	Add off-street multi-use path		

Tier 1 – Existing Need Grade-Separated Crossings (7 Projects)

- In alphabetical order by location

Trail Projects					
Project ID	Tier	Location	Description	2011 Bike/ Ped Project ID	Cross-Reference
T4	1	Fossil Creek Trail between Trilby & Carpenter	Add off-street multi-use path and underpass (Trilby)		
T5	1	Mason Trail/MAX & Harmony	Add underpass or overpass (BNSF)	B5	
T6	1	Mason Trail/MAX & Horsetooth	Add underpass or overpass (BNSF)	B6	
T7	1	Mason Trail/MAX & NRRC Employment/ CSU Vet Campus	Add overpass (BNSF)	B53, PD12	
T8	1	Mason Trail/MAX & Troutman	Add underpass (BNSF)	B7, PD8	
T9	1	Michaud Lane from Foothills Trail to Overland Trail; Poudre Trail & Overland Trail	Realign/add off-street multi-use path; add underpass (Overland Trail)		
T10	1	Poudre Trail from Environmental Learning Center to Tinmath	Add off-street multi-use path with overpass (I-25)	B10, B15	

Tier 2 – Development-Driven Trail (6 Projects)

- In alphabetical order by location

Trail Projects							
Project ID	Tier	Location	From	To	Description	2011 Bike/ Ped Project ID	Cross-Reference
T11	2	Boxelder Recreational Trail	Poudre Trail	Prospect	Add off-street multi-use path		
T12	2	Canal #2	CSU Vet Hospital	Centre	Add off-street multi-use path	B21	
T13	2	Canal Recreational Trail	Horsetooth	Spring Creek Trail	Add off-street multi-use path		
T14	2	Fossil Creek Trail	Lemay	Harmony	Add off-street multi-use path		
T15	2	Fossil Creek Trail (North Branch)	Timberline	Strauss Cabin	Add off-street multi-use path		
T16	2	Overland – Off-Street Trail (new)	Lions Park	Spring Canyon Park	Add off-street multi-use path	B75	

Tier 2 – Development-Driven Grade-Separated Crossings (7 Projects)

- In alphabetical order by location

Trail Projects					
Project ID	Tier	Location	Description	2011 Bike/ Ped Project ID	Cross-Reference
T17	2	College & Woodlawn	Add underpass or overpass (College)	B26	
T18	2	Foothills between Mason Trail/MAX & Foothills Mall	Add off-street multi-use path and underpass (College)	B27	PD11
T19	2	Midway (Taft Hill to Skyway)	Add off-street multi-use path and underpass (BNSF)	B77	
T20	2	Mulberry & Cooper Slough	Add underpass or overpass (Mulberry)	B30	
T21	2	Power Trail & Drake	Add underpass (Drake)	B34, PD79	
T22	2	Power Trail & Harmony	Add underpass or overpass (Harmony)	B38, PD78	
T23	2	Power Trail & Horsetooth	Add underpass or overpass (Horsetooth)	B39, PD77	

Tier 3 – Forecasted Need Trail (5 Projects)

- In alphabetical order by location

Trail Projects							
Project ID	Tier	Location	From	To	Description	2011 Bike/ Ped Project ID	Cross-Reference
T24	3	Airport Recreational Trail	Northeast Trail	Planned Neighborhood Park	Add off-street multi-use path		
T25	3	Lake Canal Recreational Trail	College	Northeast Trail	Add off-street multi-use path		
T26	3	Northeast Recreational Trail	Poudre Trail	North edge of city limits	Add off-street multi-use path	PD74	RR Tier 2
T27	3	Northeast Recreational Trail (Spur)	Northeast Recreational Trail (north of Vine)	Mulberry	Add off-street multi-use path		
T28	3	West Trail to Loveland (along Shields)	Fossil Creek Trail	South edge of city limits	Add off-street multi-use path		

Tier 3 – Forecasted Need Grade-Separated Crossings (3 Projects)

- In alphabetical order by location

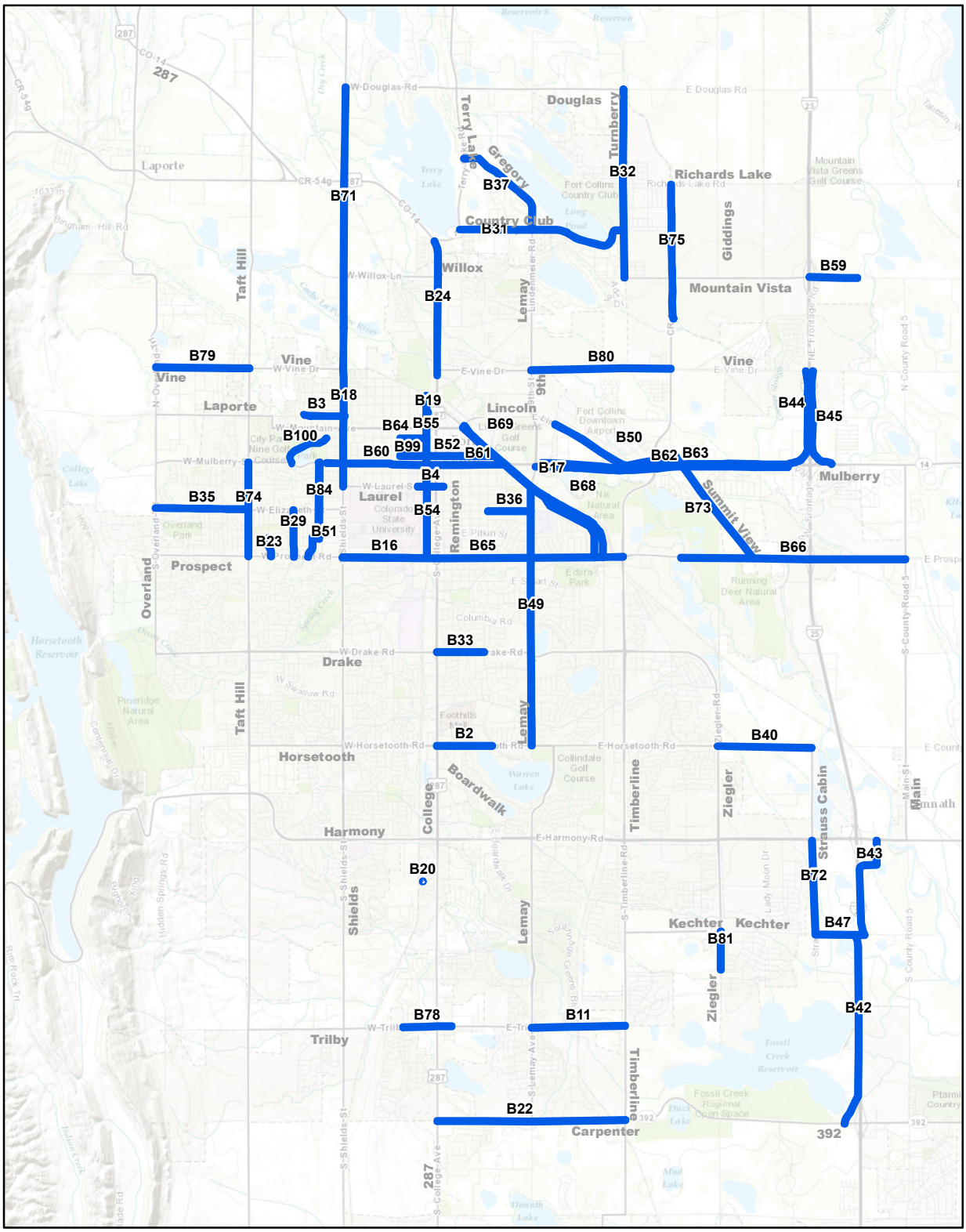
Trail Projects					
Project ID	Tier	Location	Description	2011 Bike/ Ped Project ID	Cross-Reference
T29	3	College & Cherry	Add underpass or overpass (College)	B28	
T30	3	Power Trail (Caribou to Timberline)	Add off-street multi-use path and underpass (UP RR)	PD75	
T31	3	Power Trail (Keenland to Battlecreek)	Add off-street multi-use path and underpass (UP RR)	B48, PD76	

Maps

Maps showing the location of projects in each category are provided on the following pages. Maps are included for:

- Bicycle Projects
- Bridge Projects
- Intersection Projects
- Pedestrian Projects
- Railroad Projects
- Roadway/Complete Street Projects
- Trail Projects
- Transit Stop Projects

Capital Improvement Plan
Bicycle Projects



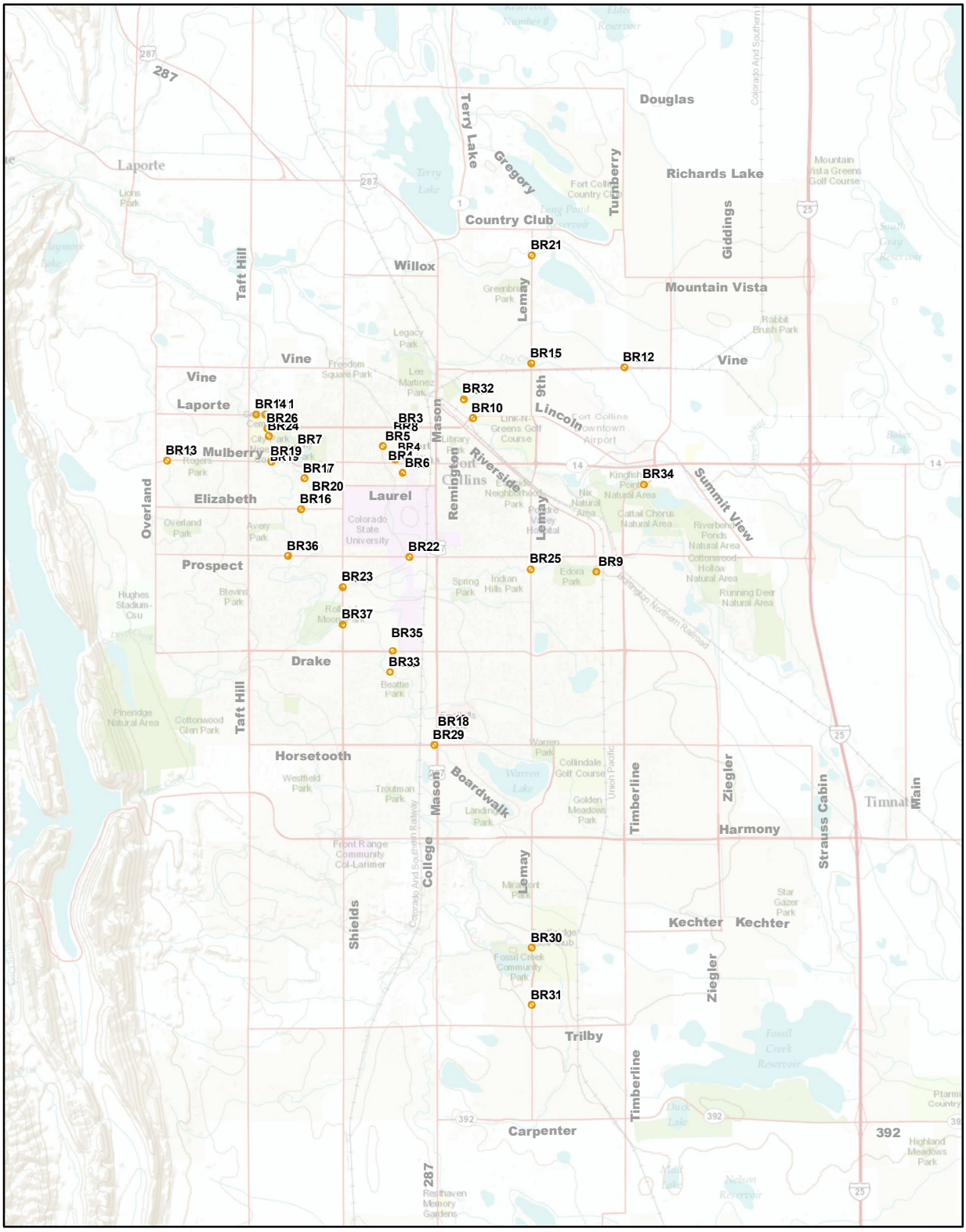
Legend

Bicycle Projects

B000 Project ID

N
W E
S

Capital Improvement Plan
Bridge Projects



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Bridge Projects

BR00 Project ID

N
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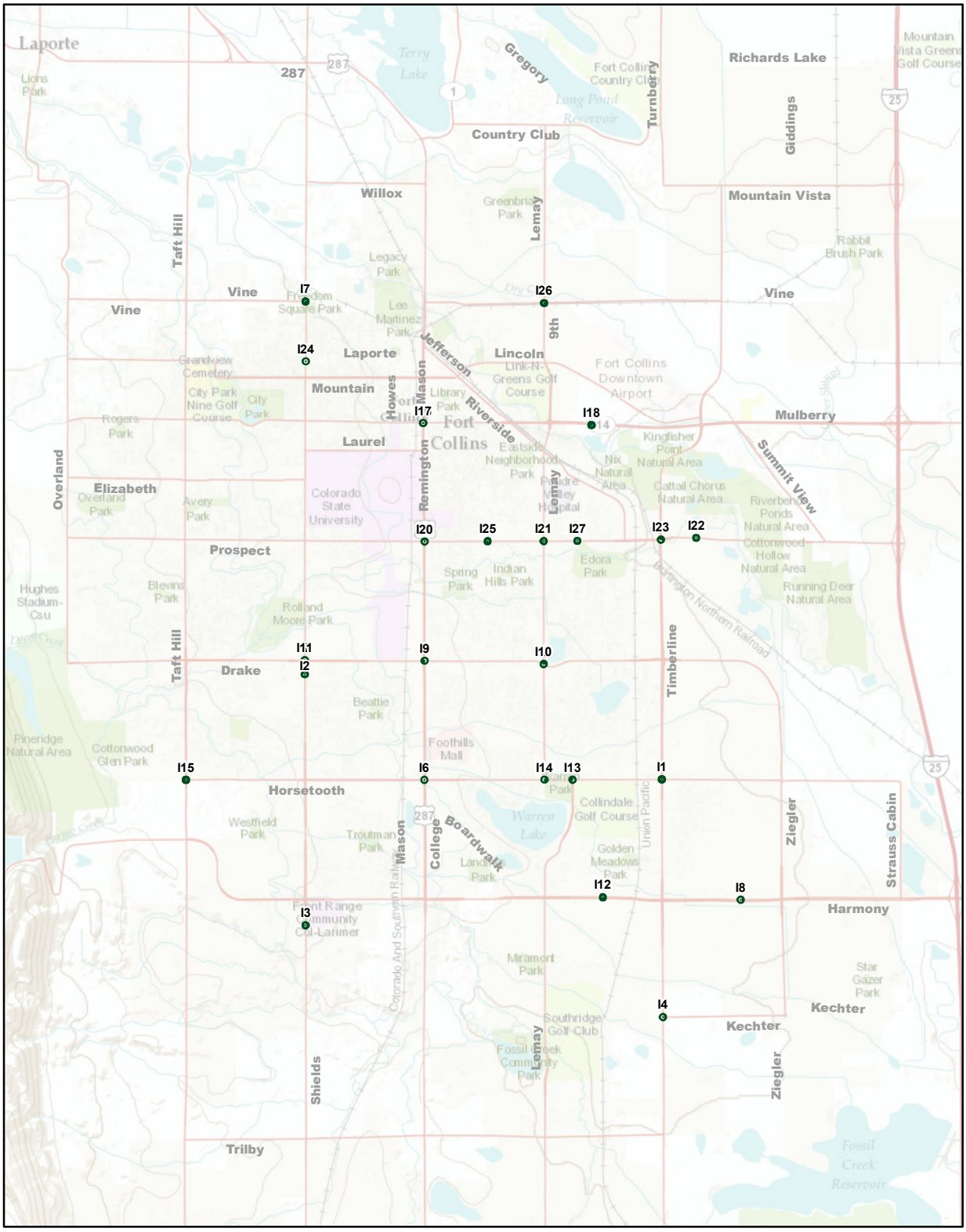
Capital Improvement Plan
Intersection Projects



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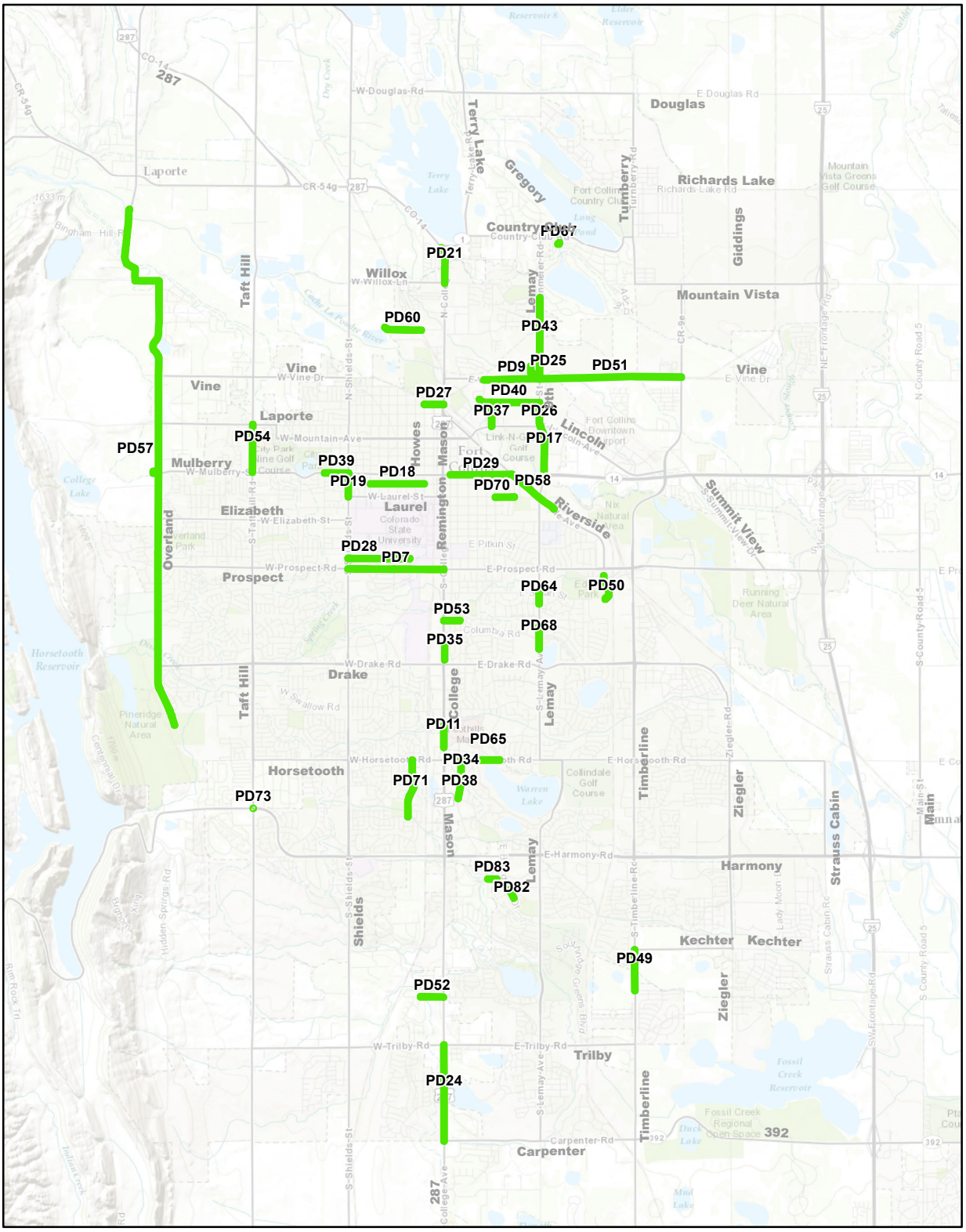
Intersection Projects

I00 Project ID

N
W E
S

Capital Improvement Plan
Pedestrian Projects



Legend

Pedestrian Projects

PD00 Project ID

N
W E
S

Capital Improvement Plan
Railroad Projects

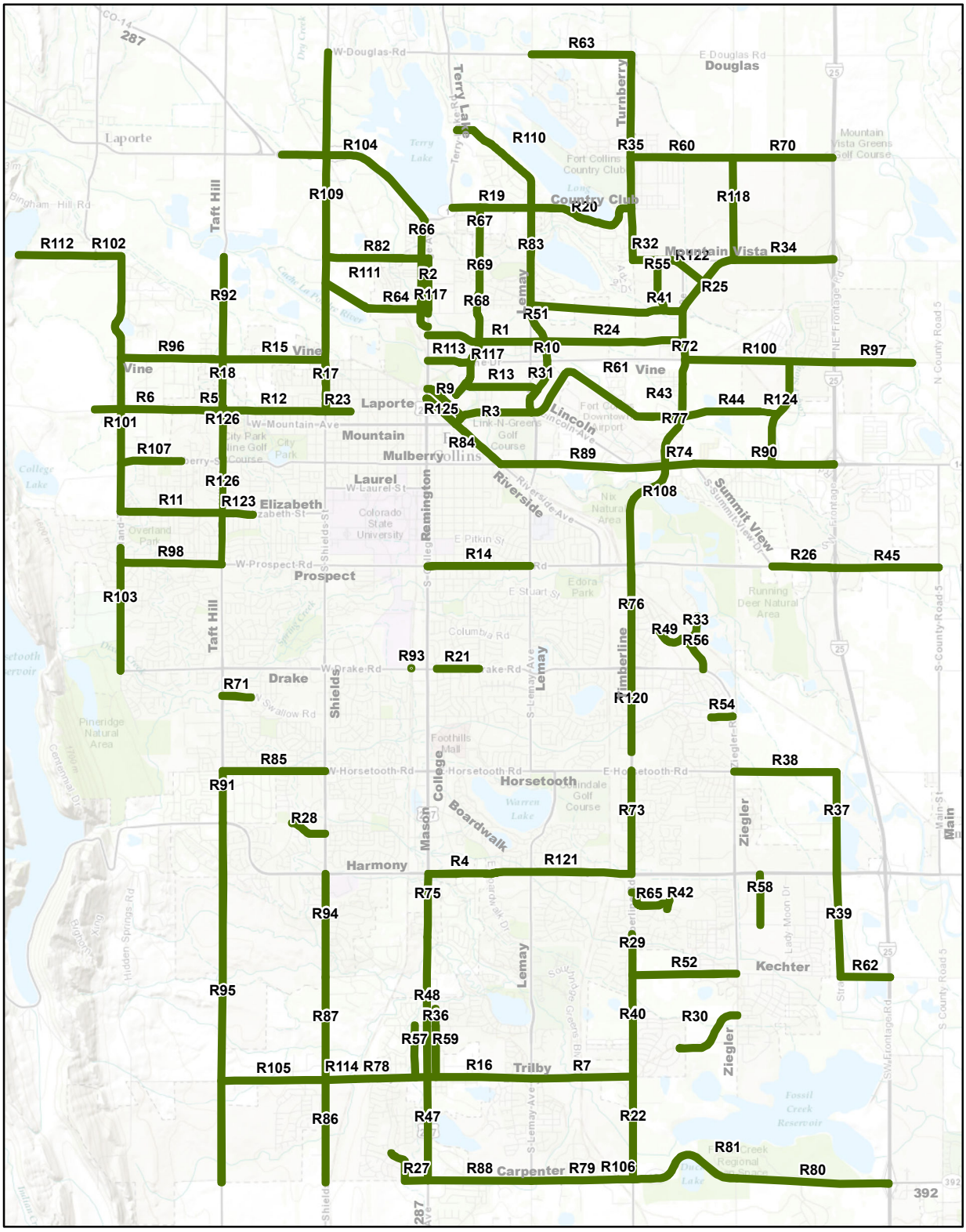
Legend

- Railroad Projects

RR00 Project ID

N
W E
S

Capital Improvement Plan
Roadway/Complete Street Projects



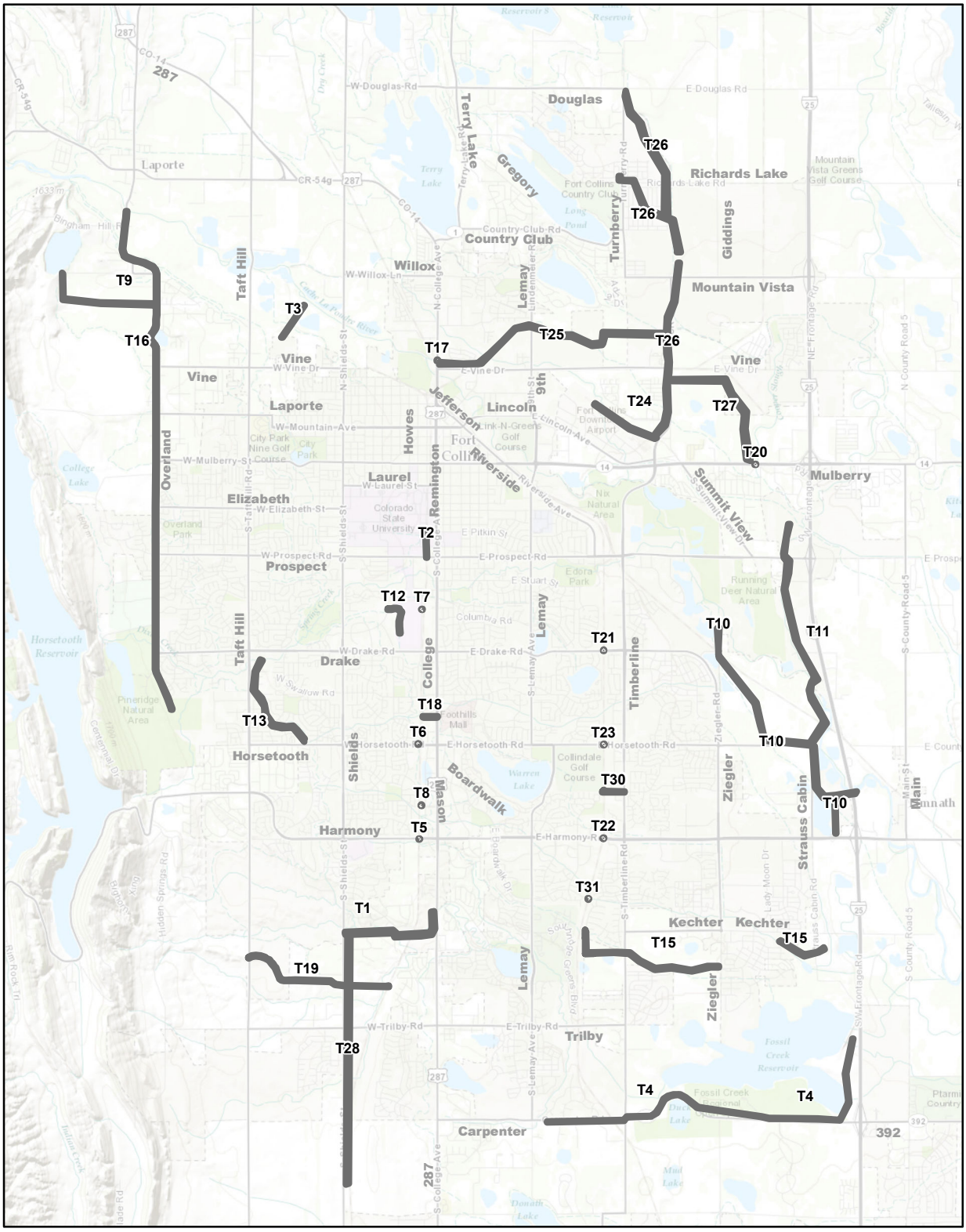
Legend

Roadway/Complete Street Projects

R000 Project ID

N
W E
S

Capital Improvement Plan
Trail Projects



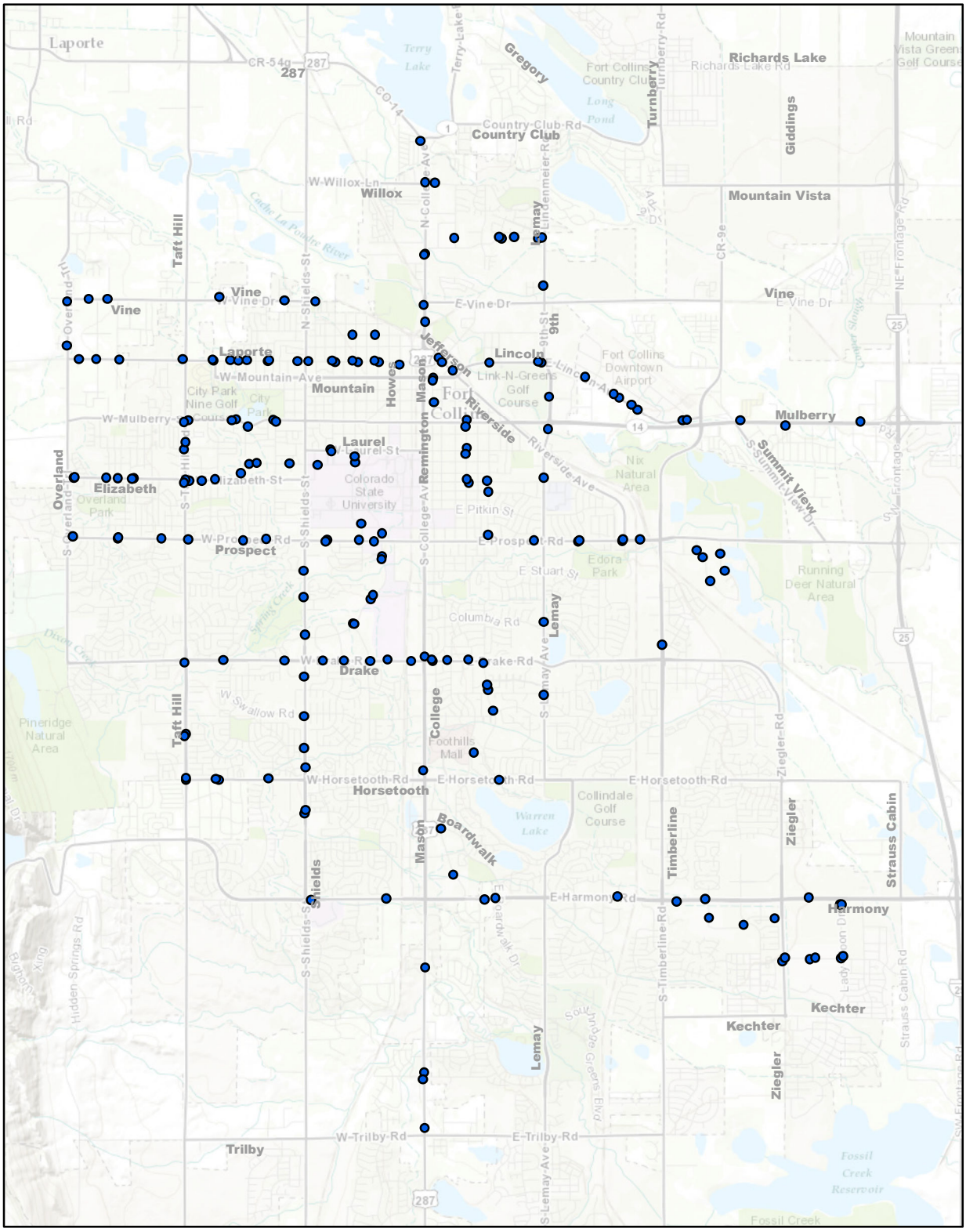
Legend

Trail Projects

T00 Project ID

N
W E
S

Capital Improvement Plan
Transit Stop Projects



Legend

- Transit Stop Projects

N
W E
S