

SHARP POINT AND NANCY GRAY CONNECTION PROJECT FREQUENTLY ASKED QUESTIONS

1. Why is the City building this project?

The connection between Sharp Point/Midpoint and Nancy Gray was identified as part of the City Plan in the 1990s and was adopted by City Council as part of the Master Street Plan in 1999. Both the Prospect Park development and the Bucking Horse development were planned, designed and constructed assuming the connection would eventually be built.

Typically, the City builds a grid system of roadways to provide mobility and connectivity around and within each square-mile of development. Connections tend to reduce vehicle miles traveled, reduce emissions, and support multi-modal travel options. Because of physical constraints in this area including the Poudre River, floodplains, and Natural Areas, a road on the east side of the square mile section isn't possible. This project will address the missing connectivity.

This project will provide an additional option for emergency access, which is currently hampered because of substandard connectivity. This includes the ability to access Bucking Horse and Fort Collins Police Services from the north, especially when a train is blocking Prospect and Timberline. In addition, the Larimer County Sheriff's Department has expressed repeated concerns about the ability to provide emergency response to the south from their facility during trains' blockages at Timberline.

This project will provide a safe, legal place for people to cross the railroad tracks. Currently people are crossing the tracks at unsafe places.

2. Who decided to build the project, and who approved it?

The connection was identified as a part of City Plan in the 1990s and adopted by City Council as a part of the Master Street Plan in 1999. The connection is consistent with the City's goals of providing an interconnected multi-modal transportation system that limits vehicle miles traveled, reduces emissions, and supports safety and travel options.

Both the Prospect Park and Bucking Horse development's street systems were designed to reflect the adopted Master Street Plan, and were approved through the City's development review process, including public hearings with the Planning and Zoning Board.

The Colorado Public Utilities Commission (PUC) governs roadway/railroad crossings in Colorado, and the railroad companies are involved in new crossings. City staff began negotiations with the Great Western Railway and the Colorado Public Utilities Commission (PUC) about constructing the crossing several years ago. The railroad and City reached an agreement for the crossing, and the PUC approved the application in late 2018.

3. When will the project be constructed?

City and private utility companies are working to install new utilities and relocate existing utilities. This work will take place in the first and second quarters of 2019. Roadway construction will happen shortly after, with a target completion date prior to the 2019-2020 school year starting.

4. How long will construction take?

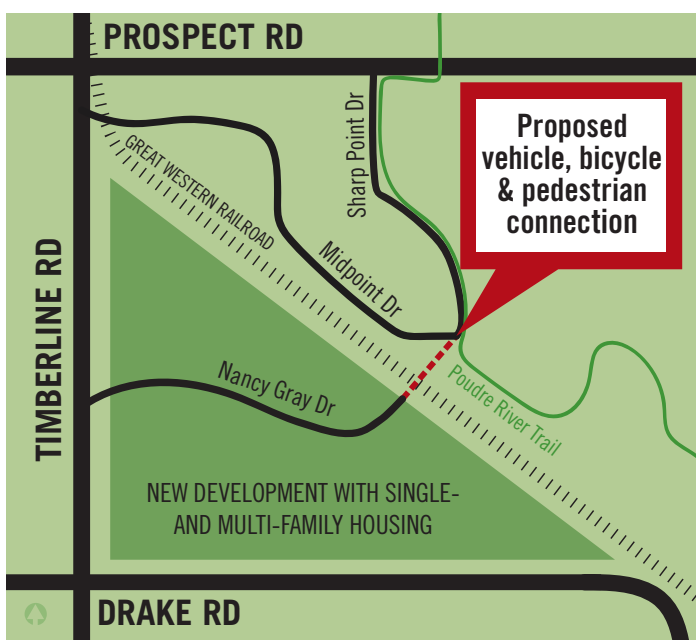
Utility work will last several weeks. Roadway construction will take approximately 90 days.

5. What are the working hours for construction?

The roadway work will follow normal City construction hours, from 7 a.m. to 7 p.m. Monday through Friday. Weekend work may also occur depending on the contractor's schedule.

6. When will Timberline be widened at the railroad tracks?

As part of the agreement with Great Western, the railroad agreed to build both their portion of the Timberline crossing and Sharp Point/Nancy Gray crossing. City staff anticipates the railroad to be complete with on-site construction activities in the first part of 2019. Once the railroad is done on Timberline, a City contractor will widen the Timberline roadway, finish the sidewalks, and re-striping can take place. Final completion is expected by the end of summer 2019.



	Added to City Plan		Funded in City's budgets		Engineering Design completed	Start of Construction	
PROJECT TIMELINE	1990's	1999	2016 - 2020	2017	2018	2019	Ongoing
		City Council adopts as part of Master Street Plan		City files application for the new crossing with the PUC	PUC Final Decision approved		Railroad and Utility Coordination

7. How many cars will there be on Nancy Gray once the road is open?

It's estimated that traffic on Nancy Gray will be like other City collector streets such as Constitution, Swallow, or Lady Moon. Current volumes on Nancy Gray vary from very low on the east end of Bucking Horse to more than 1,800 vehicles per day close to Timberline Road. Long-term future volumes could be several thousand vehicles per day in the overall corridor. Typically, traffic patterns take several weeks to normalize after a change like this, at which time City Traffic will evaluate the traffic volumes and patterns for any needed changes.

8. How will the City control speeds in my neighborhood?

City Traffic will evaluate traffic volumes and speeds on Nancy Gray and Miles House after the connection is open and traffic patterns have stabilized (typically this takes several weeks or even months). City Traffic will work with the neighborhood to determine whether additional humps or other speed control measures are appropriate and desired by the neighborhood.

9. Are other traffic changes possible in the Bucking Horse neighborhood?

Other changes such as multi-way stops, pedestrian crossings, and consideration of a signal at Miles House and Drake will be evaluated once the connection is open and traffic patterns have stabilized.

10. How many trains per day use the track?

There is currently an average of 1-2 trains per day using this portion of track. Approximately 70% of these trains occur during daylight hours.

11. Are we going to hear more train horns once the connection is open?

There may be some train horns at the crossing, however the City is working to limit this with a Quiet Zone. The Federal Railroad Administration (FRA) requires that trains blow their horns when approaching a roadway crossing. The FRA also has a

process for implementing a Quiet Zone at roadway/railroad crossings which removes the requirement to blow the horn (although train personnel reserve the right and always have the discretion to use horns any time they believe it's necessary for safety).

City Staff are pursuing a Quiet Zone at the Sharp Point/Nancy Gray crossing through the FRA. The process is separate from PUC approval, and PUC approval was required before starting work on the Quiet Zone. In anticipation of a Quiet Zone, the City and railroad are installing all the safety measures required for a quiet zone including medians, gates, lights and modern signal circuitry.

The City's goal is to have a Quiet Zone in place before the crossing is open to the public.

12. Can a school zone be created in front of the Liberty Common School?

Schools zones are implemented at unsignalized school pedestrian crossings to slow traffic and create appropriate gaps in traffic for students to cross. They are generally focused on supporting students walking and biking to school.

At Liberty Common, traffic circulation and school drop off and pickup patterns have been established that do not require students to cross Sharp Point Drive. The City will continue to work with Liberty Common administrators and parents on appropriate locations for parent parking and evaluate whether roadway striping changes along Sharp Point Drive in front of the school are needed once the connection opens.

13. Can a traffic signal be installed at Sharp Point Drive and Prospect Road?

The City recognizes the potential need for a traffic signal at Sharp Point Drive and Prospect Road. City staff will study this once the Sharp Point connection is open as a part of the East Prospect Widening Project scheduled for design in 2019. There is an existing signal at Prospect Park Way and Prospect Road that can be utilized for motorists in the area to access Prospect Road.

Who do I contact with questions or concerns?

Caleb Feaver, Engineering Department
 p. 970-416-4229
 e. cfeaver@fcgov.com

How can I find more information and stay up to date?

fcgov.com/engineering/sharppoint

