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## 6.0 IMPLEMENTATION

The improvements recommended in the Access Control Plans represent both Short-Term and Long-Range plans and, as such, will be implemented over time as traffic and safety needs arise and as funding allows. Future funding for implementation will require participation from both public and private sources. The designs shown in these plans are schematic concept alignments. Detailed engineering drawings of exact roadway alignments and other access related improvements will be conducted as project funding is identified and will consider constraints due to natural features, storm drainage, floodplain issues and other topographic features. The recommended improvements could be implemented by several means:

- Re-development by Property Owner - When a property re-develops to a new land use, or when an existing property owner wishes to modify access or the property frontage, the governing agency can require the property owner to implement the Access Control Plan recommendations.
- City, County or CDOT Capital Improvement Funds - Larger scale projects could be constructed as capital improvement funds become available from the governing agencies.
- Metropolitan Planning Organizations - In addition to funds that may be available from local or state agencies, monies could be available through the North Front Range Transportation & Air Quality Planning Council that would provide construction incentives for larger scale projects.

In order to ensure that these improvements can be implemented in the future, it is important that the Access Control Plans be adopted by each of the governing entities in the corridor and that they be used in all transportation and land use planning which could affect either US 287 or SH 14. Therefore, it is recommended that the US 287 and SH 14 Access Control Plans be adopted through Intergovernmental Agreements between CDOT, Larimer County and the City of Fort Collins.

Since conditions may change over time, a key element of the IGA's is a specified process for modifying the plan in the future. This process calls for the creation of an Advisory Committee comprised of one representative from each of the signatories of the IGA. Amendment requests would be reviewed by the Committee and changes could be made only with the affirmative vote of all signatories. The Advisory Committee will review the Access Control Plans and IGA's at least every three years for needed updates and will adjust project cost estimates annually to reflect inflation. This process should ensure continuing coordination between the agencies in each corridor.