

Appendix F

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
- 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.

What are the "New" Ideas in the CIP?

The Transportation Capital Improvement Plan has been updated to include environmental, economic, and social factors as project prioritization criteria in conjunction with the traditional transportation criteria. The TMP update organizes the vision, principles, and policies in a logical, concise manner. The CIP identifies pertinent criteria reflecting the vision, principles, and policies to assess and evaluate the potential for each project to achieve the visions. Through this process a number of "new" ideas emerged, including:

- Developing new criteria to reflect the Triple Bottom Line approach
- Establishing a direct connection between the CIP criteria and the TMP vision, principles, and policies
- Developing a short-term, high priority CIP project list (5-6 year)
- Implementing a two year update cycle to more regularly update the project list
- Developing an improved CIP project evaluation tool
- Inclusion of operations and maintenance cost considerations
- Developing a city-wide Capital Improvement Plan to integrate transportation, utilities, parks, cultural and recreational facilities, City facilities, and other capital needs as appropriate (future action item)

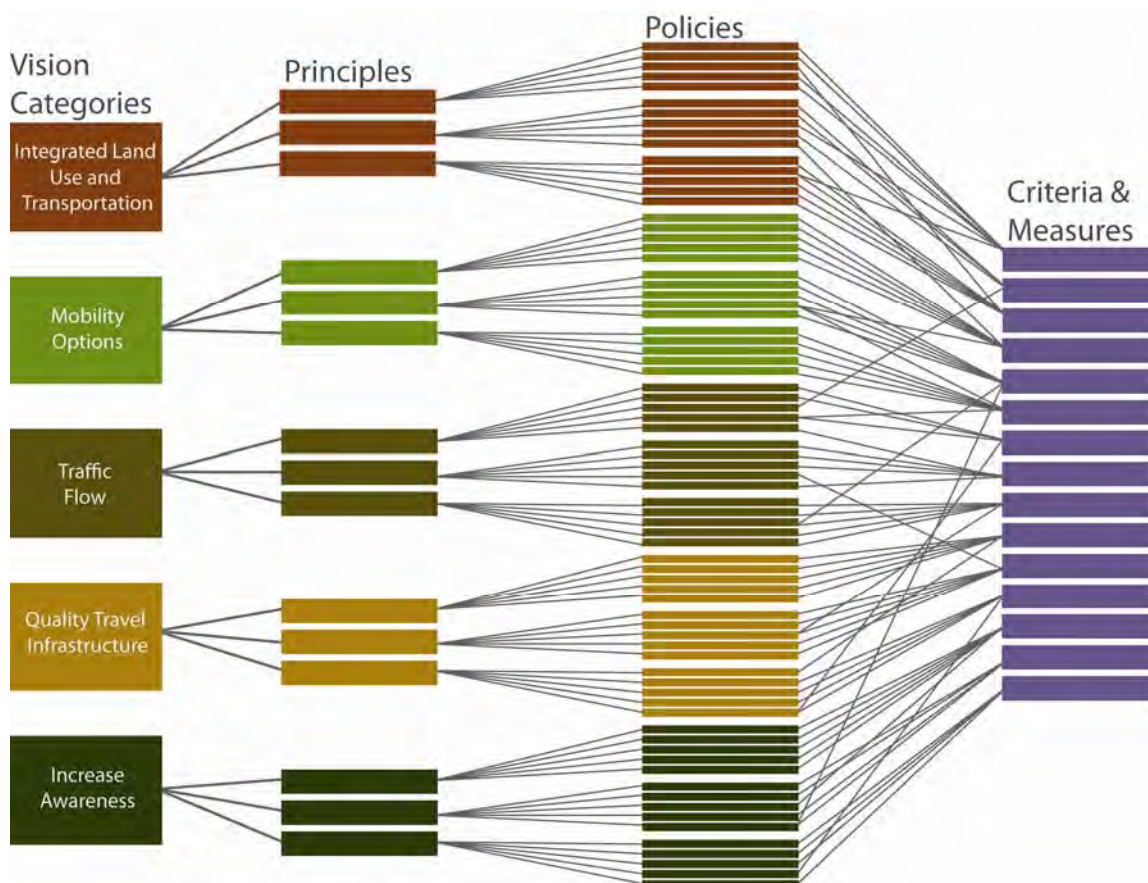
How Are The CIP Criteria Linked to the TMP?

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 Will The Matrix Be 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.

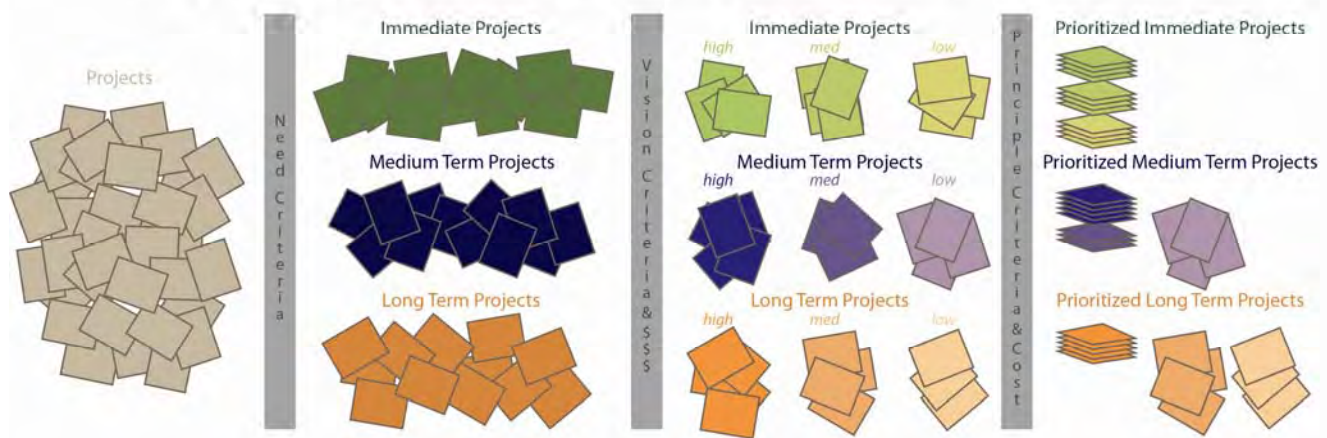
CIP Ranking Process

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.

Capital Improvement Project Prioritization Process



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. Order of magnitude cost estimates were developed for all projects and more detailed cost estimates will be developed for top tier 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.

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. Order of magnitude cost estimates were developed for all projects and more detailed cost estimates will be developed for top tier projects.

Intersection

The current intersection priority study was used as the basis for intersection evaluation. Projects are being 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

Projects were then grouped into programs for the CIP list and designated as Tier 1, 2, or 3 projects. Order of magnitude cost estimates were developed for all projects and more detailed cost estimates will be developed for top tier projects.

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 2011 Parking Study Update.

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. More detailed analysis will be completed for top tier projects.

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 Consolidation

A very large undertaking, the list of projects exceeded 700 at one point. To facilitate a more efficient review process many projects were consolidated into 'programs' which were then evaluated on their aggregated ability to achieve the City's vision. For instance, railroad grade crossing improvements were consolidated 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
- Pedestrian projects
- Railroad grade crossing upgrades
- Transit projects
- Parking

Roadway projects were all scored individually.

Project Costs and Revenue Summary

The following summarizes the 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 81% of near term needs and 82% of long term needs. Bicycle and pedestrian related costs reflect approximately 12% of near term needs and approximately 14% of long term needs. Transit costs are based upon the Transfort Strategic Plan and considered separately from the table below due to the large percentage of operations and maintenance cost.

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, along with the anticipated six year revenue stream from the other transportation portion of 2B and the Street Oversizing Fund. The six year funding shortfall is expected to surpass \$250 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 the \$925 million range, 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 \$37 to \$42 million per year from now through 2035. It also signifies that less than 11 to 12 percent of the needed capital project funding revenue has been secured.

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.

CIP Summary Table (2011 - 2035) (All Values are \$1,000,000s)						
Category*	Short Term (2011-2016)			Long Term (through 2035)		
	Cost	Allocated Revenue	Gap	Cost	Allocated Revenue	Gap
ATMS	\$ 1.5	\$ -		\$ 11.5	\$ -	
Bicycle	\$ 20.0	\$ 0.5	\$ (19.5)	\$ 119.0	\$ 0.5	\$ (118.5)
Bridge	\$ 20.0	\$ 0.6***	\$ (19.4)	\$ 20.0	\$ 0.6***	\$ (19.4)
Intersections	\$ 27.5	\$ 6.5	\$ (21.0)	\$ 27.5	\$ 6.5	\$ (21.0)
Parking	\$ 8.5	\$ -		\$ 53.0	\$ -	
Pedestrian	\$ 14.0	\$ 1.2	\$ (12.8)	\$ 29.5	\$ 1.2	\$ (28.3)
Railroad	\$ 21.5	\$ -		\$ 39.5	\$ -	
Roadway	\$ 173.5	\$ -		\$ 759.0	\$ -	
CIP Revenue Sources		Unallocated Revenue			Unallocated Revenue	
2B - Resourcing Our Future tax revenue**		\$ 2.3			\$ 4.1	
Street Oversizing Fund - 291		\$ 23.3			\$ 110.5	
	Total Cost	Total Revenue	Total Gap	Total Cost	Total Revenue	Total Gap
Total	\$ 286.5	\$ 33.8	\$ (252.7)	\$ 1059.0	\$ 122.8	\$ (936.2)

* Transit costs are excluded due a large percentage of costs associated with Operation & Maintenance (O&M). Five year capital and O&M costs for transit projects are \$128 million.

** Assumes \$375,000 per year until 2022 towards capital projects based on 2010/2011 funding. This could vary in future years.

*** Allocated bridge revenue is part of either 2B or Street Oversizing Fund and not in addition to it

While the resulting gap in needed funding to complete all of the projects identified on the CIP category lists is very large (\$936.2 million), it is lower than the \$1.1 billion funding gap projected in the 2004 TMP. There are several factors that could account for this difference. One is that many projects from the 2004 CIP have been completed over the past seven years through City capital projects as well as by private development. Also, the “right sizing” of the Master Street Plan during this update to the TMP has resulted in the reduction of 29 lane miles of new roadway construction when compared with the 2004 CIP. The 2010-11 updates to the MSP and CIP result in helping to lower the long-term cost of building out the City’s roadway network and reflect the outcome of using the triple bottom line analysis process.

This substantial funding gap and the update to the CIP underscore 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.

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:

- Update CIP to reflect projects that are identified in corridor master plans and the results of the Intersection Prioritization Study
- Evaluate the highest need, highest priority projects in greater detail, involving the assessment of projects at the more detailed principle and policy level
- Refine cost estimates for the highest need, highest priority projects, including costs for capital as well as sources of funding for ongoing maintenance and operations
- Revise several of the programs containing multiple projects:
 - Limit the number of projects in each program group to maintain manageable size and budgets
 - Group closely related projects that complement each other
- Implement a more refined method for prioritizing projects among different project categories
- Adjust category weighting to reflect outcomes measured over time

In addition to the transportation related next steps, the City should also develop a city-wide Capital Improvement Plan to integrate transportation, utilities, parks, cultural and recreational facilities, City facilities, and other capital needs as appropriate as a future action item.

CIP List Legend

Using the newly developed CIP tool, 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 will require careful calibration.

The first four columns of each table 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.

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	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)
-	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
-	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 Signal System (ATMS) 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)
-	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 Bicycle Improvements Program Tier 1 (funded), Bicycle Improvements Program Tier 1 (unfunded), Bicycle Improvements Program Tier 2, and Bicycle Improvements Program Tier 3. The Tier 1 improvements program was split to allow for known funding of \$500,000 to be assigned to a separate program. Projects contained within the tiers will be further prioritized in a separate process using more detailed criteria. A table containing the individual bicycle projects within each tier is located in this appendix.

Bicycle 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)
-	Bicycle Improvements Program 1 (funded)			Funded projects from the 11 tier 1 Projects	1	2	4	5	2	4	3	24.3	High	\$ 0.5
-	Bicycle Improvements Program 1 (unfunded)			Unfunded projects from the 11 tier 1 Projects	1	5	4	5	2	4	3	16.2	Medium	\$ 20.0
-	Bicycle Improvements Program 2			7 Projects	3	6	3	4	2	4	3	12.6	Medium	\$ 60.0
-	Bicycle Improvements Program 3			Projects included in 2004 CIP that are not included in 2011 hot list	3	6	2	4	2	3	3	11.2	Low	\$ 119.0

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, but the collective cost of all bridge projects are in the top cost magnitude category of more than \$20,000,000. The calculated score reflects the cumulative benefit of building all bridges in the category. A table containing the individual bridge projects is located in this appendix.

Bridge 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)
-	Deficient bridge list located throughout the City			This project consists of bringing all deficient bridges located throughout the City up to acceptable standards	1	6	4	3	5	4	0	15.2	High	\$ 20.0

Intersections CIP List

Intersections were grouped into three programs which may be referred to as tiers in the Intersection Prioritization Study. The programs contain various arterial intersection improvements prioritized through the Intersection Prioritization Study. Cost and vision scores were calculated considering the cumulative benefit of all intersection improvements contained within the program. A few individual intersections were also scored as part of the process. A table containing individual intersections within the intersection improvement programs is located in this appendix and will be finalized with the outcome of the Intersection Prioritization Study.

Intersections 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)
-	Intersection Improvements Program 1			Group of various arterial intersection improvements prioritized through Intersection Priority Study	1	4	2	2	5	4	0	15.5	High	\$ 6.5
-	Intersection Improvements Program 2			Group of various arterial intersection improvements prioritized through Intersection Priority Study	1	4	1	2	4	3	0	12.3	Medium	\$ 13.0
-	Intersection Improvements Program 3			Group of various arterial intersection improvements prioritized through Intersection Priority Study	1	4	1	2	4	2	0	11.5	Low	\$ 19.5
-	College and Drake			intersection improvements	1	3	1	1	3	2	0	9.7	Low	\$ 23.5
-	College and Horsetooth			intersection improvements	1	3	1	1	3	2	0	9.7	Low	\$ 27.5

Parking CIP List

Parking projects were prioritized using parking improvements categories consisting of individual projects grouped according to project need. This list will be updated with the results of the 2011-12 Parking Study.

Parking CIP Projects														
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)
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 in six programs. Immediate needs projects were categorized as sidewalk, path/trail, or pedestrian crossing programs, while longer term needs were categorized into the same three types of programs. Programs were scored according to the cumulative impacts towards the City's visions. Detailed cost estimates for each project were not available but will be incorporated. A table containing a listing of individual projects within each program is located in this appendix.

Pedestrian 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)
-	Existing Need Sidewalk Projects			Existing needs of 30 Sidewalk projects	1	5	4	4	0	2	1	10.4	High	\$ 11.5
-	Existing Need ADA Ramp Improvements			Annual Pedestrian Plan/ADA Ramps & Crossing Improvements	1	1	1	3	0	1	1	10.4	High	\$ 11.5
-	Existing Need GSC Projects			Existing needs of one Grade Separated Crossing (GSC) project	1	3	2	3	0	1	0	8.3	Low	\$ 14.0
-	Development Driven Sidewalk Projects			Six Development Driven Sidewalk Projects	2	3	3	4	0	1	1	11.4	High	\$ 17.5
-	Forecasted Need Path/Trail Projects			Forecasted needs of one Path/trail projects	3	3	3	4	1	2	0	13.7	High	\$ 19.0
-	Forecasted Need Sidewalk Projects			Forecasted needs of 28 Sidewalk projects	3	4	3	4	0	2	1	10.8	High	\$ 28.0

Pedestrian 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)
-	Forecasted Need GSC Projects			Forecasted needs of one Grade Separated Crossing (GSC) project	3	3	2	3	0	1	0	8.3	Low	\$ 29.5

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. A breakdown of the projects within each program is located in this appendix. 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: BNSF - Trilby, Prospect, Cherry, Laurel; UPRR - Lincoln, Prospect, Horsetooth, Cherry, Mulberry, Drake			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	Trilby	Laurel	railroad quiet zone crossing improvements	1	3	0	1	1	2	1	5.4	Low	\$ 6.5
RR16	BNSF Railroad Crossings	Laurel	Vine	railroad quiet zone crossing improvements	1	5	0	1	1	2	1	4.2	Low	\$ 21.5

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)
-	Tier 2 Annual RR crossing improvement program: BNSF - Timberline, Cherry, LaPorte, W Drake, W Horsetooth, Willow, Mountain, Maple, Lemay, Lincoln, Vine; UPRR: Lemay, Carpenter, Maple			At Grade Crossing Upgrades	2	3	0	1	2	3	0	7.7	High	\$ 23.0
-	Tier 3 Annual RR crossing improvement program: BNSF - Swallow, Mountain Vista, North Mason, CR52, Linden; UPRR: Willox, Hemlock, Hickory, Trilby			At Grade Crossing Upgrades	3	3	0	1	2	2	0	6.9	Medium	\$ 24.5
RR19	Sharpe Point Drive	GNRR		RR crossing	3	4	0	0	2	1	0	3.8	Low	\$ 32.0
RR20	Greenfield Ct.	RR spur		RR grade separation	3	4	0	0	2	1	0	3.8	Low	\$ 39.5

Roadway CIP List

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 network. Projects were prioritized with other projects in the same tier.

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	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	\$ 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	Conifer	Wilcox	upgrade to 4L arterial standards	1	5	4	4	2	3	0	13.6	High	\$ 53.5
R5	LaPorte	Impala	Taft Hill	upgrade to 2L arterial standards	1	3	2	3	2	2	1	12.9	High	\$ 56.0
R8	Linden	Jefferson	Poudre River	upgrade to collector (Downtown River District) standards	1	3	4	3	0	3	0	12.3	High	\$ 57.0
R117	Linden	Poudre River	Vine	upgrade to collector standards	1	3	4	3	0	3	0	12.3	High	\$ 59.0

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	Cumulative Cost (in millions)
R9	Willow	College	Lincoln	upgrade to collector (Downtown River District) standards	1	3	4	4	-1	3	0	12.3	High	\$ 61.0
R10	Lemay and BNSF Railroad Tracks			build grade-separated RR crossing	1	6	2	2	4	4	0	11.2	Medium	\$ 81.0
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	\$ 98.5
R11	Elizabeth	Overland	Taft Hill	upgrade to 2L arterial standards	1	4	3	3	1	2	0	10.5	Medium	\$ 106.0
R6	LaPorte	GMA	Impala	upgrade from CR to 2L arterial	1	5	2	3	2	2	1	10.0	Medium	\$ 116.0
R12	LaPorte	Taft Hill	Shields	upgrade to 2L arterial standards	1	5	2	3	2	2	0	9.8	Medium	\$ 131.0
R13	Buckingham	Linden	Lemay	upgrade to collector standards	1	3	3	3	0	1	0	9.4	Medium	\$ 133.0
R14	Prospect	College	Lemay	upgrade to 4L arterial standards	1	4	-2	4	2	3	0	9.3	Medium	\$ 141.0
R15	Vine	Taft Hill	Shields	upgrade to 2L arterial standards	1	3	1	3	1	1	0	8.9	Medium	\$ 145.0

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	Cumulative Cost (in millions)
R16	Trilby	College	Lemay	upgrade from 2L to 4L arterial	1	3	0	3	1	1	0	7.7	Low	\$ 149.0
R17	Shields	LaPorte	Vine	upgrade to 2L arterial standards	1	3	-1	2	2	1	0	6.6	Low	\$ 152.0
R18	Taft Hill	LaPorte	Vine	upgrade to 2L arterial standards	1	3	0	2	1	1	0	6.0	Low	\$ 154.0
R19	Country Club	State Highway 1	Lemay	upgrade to collector standards	1	3	1	2	0	1	0	5.4	Low	\$ 157.0
R20	Country Club	Lemay	Turnberry	upgrade to collector standards	1	4	1	2	0	1	0	4.8	Low	\$ 162.0
R21	Drake	Harvard	Stover	upgrade to 4L arterial standards	1	3	-1	2	0	0	0	2.3	Low	\$ 164.0
R22	Timberline	Carpenter	Trilby	upgrade to 2L arterial standards	1	4	0	1	0	0	0	1.5	Low	\$ 171.5
R23	LaPorte	Shields	Wood	upgrade to 2L arterial standards	1	3	-2	1	0	0	0	-0.6	Low	\$ 173.5
R24	Realigned Vine	Lemay	Timberline	build new 4L arterial	2	4	5	4	5	4	0	21.5	High	\$ 179.5
R25	Timberline Realignment	Realigned Vine	Giddings	build 4L arterial realignment	2	4	3	4	4	4	0	18.0	High	\$ 186.0
R26	Prospect	Summit View	I-25	upgrade from 2L to 4L arterial	2	4	3	3	4	4	0	16.5	High	\$ 193.5
R27	Avondale	Triangle	College	build new collector	2	2	3	2	3	2	0	16.0	High	\$ 194.5
R28	Troutman	Seneca	Shields	build new collector	2	3	3	3	3	2	1	15.7	High	\$ 195.5

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	Cumulative Cost (in millions)
R29	Timberline	Kechter	Battle Creek	upgrade from 2L to 4L arterial	2	3	2	3	3	3	1	15.4	High	\$ 197.5
R30	Trilby	Westchase	Ziegler	build new collector	2	3	3	3	3	2	0	15.4	High	\$ 199.5
R31	Lemay	Lincoln	Realigned Vine	upgrade from 2L to 4L arterial with intersection re-alignment and RR grade separation	2	6	4	5	4	2	0	15.2	High	\$ 222.5
R122	Mountain Vista	Bar Harbor	Timberline Realignment	build new 2L arterial	2	3	3	2	3	2	0	13.7	High	\$ 224.0
R32	Mountain Vista	Turnberry	Bar Harbor Extended	upgrade to 2L arterial standards	2	3	3	2	3	2	0	13.7	High	\$ 227.0
R33	Sharp Point	Midpoint	Mileshouse	build new collector	2	3	3	2	3	2	0	13.7	High	\$ 229.0
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	\$ 239.0
R118	Giddings	Richards Lake	Mountain Vista	build new 2L arterial	2	3	3	3	1	3	0	12.9	High	\$ 243.0
R35	Turnberry	Mountain Vista	Douglas	upgrade from CR to 2L arterial	2	3	3	3	1	3	0	12.9	High	\$ 245.0

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	Cumulative Cost (in millions)
R36	Aran	Skyway	Saturn	upgrade to collector standards	2	1	2	1	2	2	0	12.8	High	\$ 245.0
R37	Strauss Cabin	Harmony	Horsetooth	upgrade from CR to collector	2	3	2	2	3	2	0	12.6	High	\$ 247.5
R38	Horsetooth	Ziegler	Strauss Cabin	upgrade from CR to collector	2	3	1	3	2	3	0	12.3	High	\$ 250.5
R39	Strauss Cabin	Kechter	Harmony	upgrade to 2L arterial standards	2	3	3	3	1	2	0	12.0	Medium	\$ 253.0
R40	Timberline	Trilby	Kechter	upgrade from 2L to 4L arterial	2	5	2	3	3	3	1	12.0	Medium	\$ 268.0
R41	Conifer Extension	Lemay	Timberline	build new 2L arterial	2	5	4	3	2	2	0	11.6	Medium	\$ 283.0
R42	Snow Mesa	Timberwood	Ridge Creek	build new collector	2	2	3	2	1	1	0	11.0	Medium	\$ 283.5
R43	International	Bannock	Timberline	upgrade to 2L arterial standards	2	3	2	2	2	2	0	10.9	Medium	\$ 286.5
R44	International	Timberline	Greenfields	build new 2L arterial	2	3	2	2	2	2	0	10.9	Medium	\$ 287.5
R45	Prospect	I-25	GMA	upgrade from 2L to 4L arterial	2	3	2	2	2	2	0	10.9	Medium	\$ 290.5
R46	Timberline and BNSF Railroad Tracks			build grade-separated RR crossing	2	6	3	2	3	3	0	10.2	Medium	\$ 310.5

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	Cumulative Cost (in millions)
R47	College	Carpenter	Trilby	upgrade from 4L to 6L arterial	2	5	2	3	2	2	0	9.8	Medium	\$ 321.0
R48	College	Trilby	Fossil Creek	upgrade from 4L to 6L arterial	2	5	2	3	2	2	0	9.8	Medium	\$ 332.0
R49	Nancy Gray	Bucking Horse	Mileshouse	build new collector	2	2	2	2	1	1	0	9.7	Medium	\$ 332.5
R50	Mountain Vista and BNSF Railroad Tracks			build grade-separated RR crossing	2	6	3	2	3	2	0	9.6	Medium	\$ 352.5
R51	Lemay	Realigned Vine	Conifer	upgrade from 2L to 4L arterial	2	4	2	2	2	2	0	9.5	Medium	\$ 360.0
R52	Kechter	Timberline	Ziegler	upgrade to 2L arterial standards	2	3	3	2	1	1	0	9.4	Medium	\$ 362.5
R54	William Neal	Chase	Ziegler	build new collector	2	3	3	2	1	1	0	9.4	Medium	\$ 364.0
R55	Bar Harbor	Mountain Vista	Conifer	build new collector	2	3	3	2	1	1	0	9.4	Medium	\$ 367.0
R56	Mileshouse	Nancy Gray	Drake	build new collector	2	3	3	2	1	1	0	9.4	Medium	\$ 370.0
R57	New Roadway	Trilby	Skyway	build new collector	2	3	3	1	2	1	0	9.4	Medium	\$ 372.0
R58	Technology	Harmony	Rock Creek	build new collector	2	3	3	2	1	1	0	9.4	Medium	\$ 374.0
R59	Aran	Trilby	Skyway	build new collector	2	3	2	1	2	2	0	9.1	Medium	\$ 376.0

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	Cumulative Cost (in millions)
R60	Richards Lake	Turnberry	Giddings	upgrade from CR to 2L arterial	2	3	2	2	1	1	0	8.3	Medium	\$ 378.5
R61	International	Lincoln	Bannock	build new 2L arterial	2	6	2	2	2	2	0	7.6	Low	\$ 398.5
R62	Kechter	Strauss Cabin Rd	I-25	upgrade to 2L arterial standards	2	3	1	2	1	1	0	7.1	Low	\$ 400.5
R63	Douglas	County Road 13	Turnberry	upgrade from CR to 2L arterial	2	3	2	1	1	1	0	6.6	Low	\$ 403.5
R64	Hickory	College	Soft Gold Park Trailhead	upgrade to collector standards	2	3	2	1	1	1	0	6.6	Low	\$ 406.5
R65	Timberwood	Timberline	Snow Mesa	build new collector	2	3	2	1	1	1	0	6.6	Low	\$ 408.0
R68	Redwood	Vine	Conifer	build new collector	2	2	1	1	1	1	0	6.3	Low	\$ 409.0
R66	Mason	Willox	State Highway 1	build new collector	2	3	1	1	1	1	0	5.4	Low	\$ 413.0
R67	Redwood	Willox	Country Club	build new collector	2	3	1	1	1	1	0	5.4	Low	\$ 415.0
R70	Richards Lake	Giddings	I-25	upgrade from CR to 2L arterial	2	3	1	1	1	1	0	5.4	Low	\$ 417.5
R71	Swallow	Taft Hill	Bassick	build new collector	2	3	1	1	1	1	0	5.4	Low	\$ 419.0

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	Cumulative Cost (in millions)
R72	Timberline	Sykes	Realigned Vine	upgrade from 2L to 4L arterial - includes realignment and grade-separated RR crossing	3	5	3	5	3	1	0	14.0	High	\$ 429.5
R120	Timberline	Custer	Horsetooth	upgrade to 6L Arterial standards	3	4	3	2	4	2	0	13.5	High	\$ 436.0
R73	Timberline	Harmony	Horsetooth	upgrade from 4L to 6L arterial	3	4	3	2	4	2	0	13.5	High	\$ 442.5
R74	Mulberry	Timberline	Summit View	upgrade from 4L to 6L arterial	3	3	2	2	3	2	0	12.6	High	\$ 444.5
R75	College	Fossil Creek	Harmony	upgrade from 4L arterial to 6L arterial	3	4	2	3	3	2	0	12.5	High	\$ 453.0
R76	Timberline	Drake	Prospect	upgrade from 4L to 6L arterial	3	5	3	2	4	2	0	12.0	Medium	\$ 463.5
R77	Timberline	Mulberry	Sykes	upgrade from 2L to 4L arterial	3	5	3	3	3	2	0	12.0	Medium	\$ 478.5
R78	Trilby	Shields	College	upgrade to 2L arterial standards	3	3	2	2	3	1	0	11.7	Medium	\$ 482.5
R79	Carpenter	Lemay	Timberline	upgrade from 2L to 4L arterial	3	3	1	2	3	2	0	11.4	Medium	\$ 486.5
R80	Carpenter	County Road 9	I-25	upgrade from 2L to 4L arterial	3	3	1	2	3	2	0	11.4	Medium	\$ 490.5

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	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	\$ 494.5
R82	Willox	Shields	College	upgrade to 2L arterial standards	3	3	3	2	2	1	0	11.1	Medium	\$ 498.0
R83	Lemay	Conifer	Country Club	upgrade from 2L to 4L arterial	3	4	2	3	2	2	0	11.0	Medium	\$ 504.0
R84	Riverside	Mulberry	Lincoln	upgrade to 4L arterial standards	3	4	2	2	3	2	0	11.0	Medium	\$ 510.0
R85	Horsetooth	Taft Hill	Shields	upgrade from 2L to 4L arterial	3	3	2	2	2	1	0	10.0	Medium	\$ 514.0
R86	Shields	Carpenter	Trilby	upgrade from 2L to 4L arterial	3	3	2	2	2	1	0	10.0	Medium	\$ 518.0
R87	Shields	Trilby	Fossil Creek	upgrade from 2L to 4L arterial	3	3	2	2	2	1	0	10.0	Medium	\$ 522.0
R88	Carpenter	College	Lemay	upgrade from 2L to 4L arterial	3	4	1	2	3	2	0	10.0	Medium	\$ 528.0
R89	Mulberry	Riverside	Timberline	upgrade from 4L to 6L arterial	3	5	2	2	3	2	0	9.8	Medium	\$ 544.0
R90	Mulberry	Summit View	I-25	upgrade from 4L to 6L arterial	3	5	2	2	3	2	0	9.8	Medium	\$ 554.0
R119	College	Vine	Conifer	implement access management plan	3	3	1	1	3	2	0	9.7	Medium	\$ 556.0

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	Cumulative Cost (in millions)
R91	Taft Hill	Harmony	Horsetooth	upgrade from 2L to 4L arterial	3	3	1	2	2	2	0	9.7	Medium	\$ 560.0
R92	Taft Hill	Vine	GMA	upgrade from CR to 2L arterial	3	3	1	2	2	2	0	9.7	Medium	\$ 564.0
R93	Drake and BNSF Railroad Tracks			build grade-separated RR crossing	3	6	1	3	3	2	0	9.2	Medium	\$ 584.0
R94	Shields	Fossil Creek	Harmony	upgrade from 2L to 4L arterial	3	4	2	2	2	1	0	8.8	Medium	\$ 590.5
R95	Taft Hill	GMA	Harmony	upgrade from 2L to 4L arterial	3	4	1	2	2	2	0	8.5	Medium	\$ 598.5
R96	Vine	Overland Trail	Taft Hill	upgrade to 2L arterial standards	3	3	2	2	1	1	0	8.3	Medium	\$ 601.5
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	\$ 602.5
R117	Mason	Realigned Vine	Willox	build new collector	3	4	3	1	2	1	0	8.3	Medium	\$ 610.0
R98	Prospect	Overland Trail	Taft Hill	upgrade from 2L to 4L arterial	3	4	1	3	1	1	1	8.0	Medium	\$ 616.0
R99	Trilby and UPRR Railroad Tracks			build grade-separated RR crossing	3	6	1	3	2	1	0	7.4	Low	\$ 636.0

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	Cumulative Cost (in millions)
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	\$ 644.0
R101	Overland Trail	Elizabeth	Vine	upgrade to 2L arterial standards	3	3	1	2	1	1	0	7.1	Low	\$ 646.0
R102	Overland Trail	Vine	Michaud	upgrade to 2L arterial standards	3	3	1	2	1	1	0	7.1	Low	\$ 650.0
R104	US 287	State Highway 1	GMA	upgrade from 2L to 4L arterial	3	5	1	2	2	1	0	6.9	Low	\$ 665.0
R105	Trilby	Taft Hill	Shields	upgrade to 2L arterial standards	3	3	2	1	1	1	0	6.6	Low	\$ 668.0
R106	Carpenter and UPRR Railroad Tracks			build grade-separated RR crossing (see Railroad CIP)	3	6	0	1	3	2	0	6.0	Low	\$ 688.0
R107	Mulberry	Overland Trail	Tyler	upgrade to 2L arterial standards	3	3	0	2	1	1	0	6.0	Low	\$ 692.0
R108	Timberline	Prospect	Mulberry	upgrade from 2L arterial to 4L arterial	3	5	-1	2	2	2	0	5.8	Low	\$ 708.0
R103	Overland Trail	Wells Fargo	Drake	upgrade from 2L to 4L arterial	3	5	1	2	1	1	0	5.6	Low	\$ 718.0

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	Cumulative Cost (in millions)
R109	Shields	Vine	Douglas Road	upgrade from CR to 2L arterial	3	5	1	2	1	1	0	5.6	Low	\$ 728.0
R110	Gregory	Country Club	State Highway 1	upgrade from CR to 2L arterial	3	3	1	1	1	1	0	5.4	Low	\$ 732.0
R111	Hickory	Soft Gold Park Trailhead	Shields	build new collector	3	3	1	1	1	1	0	5.4	Low	\$ 735.0
R112	Michaud	Overland Trail	GMA	upgrade to collector standards	3	3	1	1	1	1	0	5.4	Low	\$ 736.0
R113	Vine	College	Redwood	upgrade to 2L arterial standards	3	3	1	1	1	1	0	5.4	Low	\$ 739.0
R114	Trilby and BNSF Railroad Tracks			build grade-separated RR crossing	3	6	1	1	2	1	0	5.0	Low	\$ 759.0

Transit CIP List

Transit is different than other items on the CIP list as a large portion of the cost consists of operation and maintenance (O&M). 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. The incremental cost magnitude estimates for capital costs, O&M costs, and combined capital and O&M costs include the additional capital costs and O&M costs incurred beyond the baseline of the previous phase or service. The TSP phases are planned to start in future years, so only O&M costs starting after the completion of each phase are included.

Transit 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)
-	Existing Service			O&M, Vehicle Replacement, Bus Stop Improvements, Bus Stop Signage, Service Vehicles/ Pool Vehicles	1	6	5	5	3	2	2	15.2	Medium	\$ 45.5
-	TSP Phase I			Vehicles, Local Service O&M , South Transit Center (Includes Mason BRT and other benefits)	1	6	5	5	2	4	4	15.6	Medium	\$ 66.5

Transit 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)
-	TSP Phase II			Vehicles, Local Service O&M , Regional Service Vehicles, Regional Service O&M, Maintenance Facility Expansion, Proposed PVH Harmony Campus Transit Center, Mason Corridor	3	6	4	3	0	2	2	8.4	Low	\$ 113.0
-	TSP Phase III			Vehicles, Local Service O&M , Regional Service Vehicles, Regional Service O&M	3	5	0	4	0	0	3	6.0	Low	\$ 128.0

Consolidated Projects Detail

The following tables grouped by type show the detail of consolidated projects from the CIP list.

Bicycle Projects

Three programs of bicycle projects based on priority and need were scored on the 'program level'. The following list of individual bicycle projects compiled from the 2004 CIP list and the hot list from the 2008 Bicycle Plan make up these three categories.

Bicycle Projects					
Project ID	Program	Location	From	To	Description/Facility Type
B2	1	Horsetooth	College	Stover	Add bicycle lanes
B4	1	Laurel	Howes	Remington	Add bicycle lanes
B1	1	Citywide			Actuation at signals
B5	1	Mason Trail	Harmony		Grade Separated Crossing
B6	1	Mason Trail	Horsetooth		Grade Separated Crossing
B7	1	Mason Trail	Troutman/BNSF		Grade Separated Crossing
B8	1	Mason Trail	Prospect	Lake	Mason Trail Extension
B9	1	Mountain	Meldrum	Riverside	Shared lane restriping
B11	1	Trilby	Lemay	Timberline	Add Bicycle lanes
B10	1	Poudre River Trail			Access to Timnath under I-25
B3	1	LaPorte	Overland	College	Add Bicycle Lanes
B14	2	Off Street Trail	Lions Park	Spring Canyon Park	Bicycle trail parallel to Overland (inc ROW)
B15	2	Poudre River Trail			Pave bicycle path to Environmental Learning Center and Drake Road
B18	2	Shields	Laurel	Poudre River Trail	
B16	2	Prospect	Shields	Centre/Mason Trail	Add bicycle lanes
B13	2	Mason Trail	Drake		Grade Separated Crossing
B12	2	Conifer	College	Lemay	Resurface bicycle Lanes
B17	2	Riverside	Prospect	Mountain	Add bicycle lanes
B24	3	College	Poudre River	State Highway 1	Add Bicycle lanes
B46	3	Jefferson Street	Mountain	College	Add bicycle lanes
B35	3	Elizabeth	Overland Trail	Taft Hill	Add bicycle lanes

Bicycle Projects					
Project ID	Program	Location	From	To	Description/Facility Type
B54	3	Mason	Prospect	Laurel	Add bicycle lanes/sidewalks
B55	3	Mason	Laurel	Cherry	Add bicycle lanes/sidewalks
B53	3	Mason	NRRC Employment/CSU Vet Campus		Grade Separated Crossing
B65	3	Prospect	Shields	Timberline	Add bicycle lanes
B33	3	Drake	College	Stover	Add bicycle lanes
B50	3	Lincoln	12th	Summit View	Add bicycle lanes
B78	3	Trilby	Lynn	Constellation	Add bicycle lanes
B79	3	Vine	Overland Trail	Taft Hill	Add bicycle lanes
B25	3	College	Laurel		Street crossing improvements
B49	3	Lemay	Horsetooth	Riverside	Widen bicycle lanes
B48	3	Timberline Road/Power Trail	Keenland		Grade Separated Crossing
B38	3	Timberline Road/Power Trail	Harmony		Grade Separated Crossing
B39	3	Timberline Road/Power Trail	Horsetooth		Grade Separated Crossing
B34	3	Timberline Road/Power Trail	Drake		Grade Separated Crossing
B22	3	Carpenter	College	Timberline	Add bicycle lanes
B66	3	Prospect	Poudre River Trail	GMA	Add bicycle lanes
B80	3	Vine	Lemay	Timberline	Add bicycle lanes or off-road path
B60	3	Mulberry	Jackson	Mason	Add bicycle lanes
B26	3	College	Woodlawn		Grade Separated Crossing
B67	3	Prospect	Whitcomb		Intersection improvement
B74	3	Taft Hill	Prospect	Mulberry	Widen on-street bicycle lanes
B30	3	Cooper Slough	Mulberry		Underpass
B27	3	College	Canal #2		Bicycle/pedestrian underpass, connection to Foothills Mall
B36	3	Elizabeth	Stover	Lemay	Add bicycle lanes
B59	3	Mountain Vista	I-25 Frontage Road	GMA	Add bicycle lanes
B71	3	Shields	Poudre River	Douglas	Add bicycle lanes
B68	3	Riverside Path	Prospect	Mulberry	Add bicycle path
B69	3	Riverside Path	Mulberry	Lincoln	Add bicycle path

Bicycle Projects					
Project ID	Program	Location	From	To	Description/Facility Type
B61	3	Mulberry	Mason	Riverside	Add bicycle lanes
B64	3	Oak	Sherwood	Mason Street	Improve/add bicycle lanes
B62	3	Mulberry frontage roads	Lemay	I-25	Add bicycle lanes/off street path south side of street
B63	3	Mulberry frontage roads	Lemay	I-25	Add bicycle lanes/off street path north side of street
B75	3	New bicycle trail	Mountain Vista	Richards Lake	Construct new off-street bicycle trail
B52	3	Magnolia	Canyon	Riverside	East-west bicycle connection
B31	3	Country Club Rd	Turnberry	State Highway 1	Add bicycle lanes
B42	3	I-25 Frontage Road	Carpenter	Harmony	Add bicycle lanes west side of I-25
B43	3	I-25 Frontage Road	Carpenter	Harmony	Add bicycle lanes east side of I-25
B44	3	I-25 Frontage Road	Mulberry	Vine	Add bicycle lanes west side of I-25
B45	3	I-25 Frontage Road	Mulberry	Vine	Add bicycle lanes east side of I-25
B32	3	Turnberry	Mountain Vista	Douglas	Add bicycle lanes
B47	3	Kechter	Strauss Cabin	I-25	Add bicycle lanes
B72	3	Strauss Cabin	Kechter	Harmony	Add bicycle lanes
B40	3	Horsetooth	Ziegler	Strauss Cabin	Add bicycle lanes
B73	3	Summit View	Prospect	Lincoln	Add bicycle lanes
B37	3	Gregory Rd	Country Club Rd	State Highway 1	Add bicycle lanes
B19	3	Bikestation	North Transit Center		Bicycle parking and commuter facilities
B20	3	Bikestation	South Transit Center		Bicycle parking and commuter facilities
B21	3	Canal #2	CSU Vet Hospital	Centre	Construct new off-street bicycle trail
B23	3	Castlerock	Prospect	Springfield	Add bicycle lanes
B28	3	College	Cherry		Grade Separated Crossing
B81	3	Zeigler	Trilby	Kechter	Add bicycle lanes
B29	3	Constitution	Prospect	Elizabeth	Add bicycle lanes
B51	3	Lynnwood	Prospect	Springfield	Add bicycle lanes
B77	3	Trail Connection	BNSF	Taft Hill	Grade Separated Crossing and add bicycle path

Bridge Projects

Bridges were consolidated into one program consisting of all structurally deficient, functionally obsolete, and scour vulnerable bridges. This program was scored on 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.

Bridge Projects				
Project ID	On	Nearest Cross Street	Bridge Structure	Category
BR3	Mountain	Whitcomb	MOUNTAN-WHTCOM	Structurally Deficient
BR4	Canyon	Mulberry	CANYON-MULBERR	Structurally Deficient
BR5	Olive	Loomis	OLIVE-LOOMIS	Structurally Deficient
BR6	Myrtle	Sherwood	MYRTLE-SHERWOD	Structurally Deficient
BR7	Bryan	Mulberry	FCBRYN-0.2-MULB	Structurally Deficient
BR8	Oak	Whitcomb	OAKST-WHTCOM	Structurally Deficient
BR9	Riverside	Prospect	FCRVSDE-S.2PRST	Structurally Deficient
BR10	Lincoln	Willow	FCLINC-0.0-WLLW	Functionally Obsolete
BR11	LaPorte	Grandview	LAPORTE-GRANDVW	Functionally Obsolete
BR12	Vine	Summit View	FCVINE-W.5-SUMV	Functionally Obsolete
BR13	Mulberry	Overland	FCMULB-0.1-OVLD	Functionally Obsolete
BR14	LaPorte	Taft Hill	FCLAPT-0.1-TFTH	Functionally Obsolete
BR15	Lemay	Vine	LEMAY-VINE	Functionally Obsolete
BR16	Elizabeth	Bryan	FCELIZ-0.1-BRYN	Functionally Obsolete
BR17	Crestmore	Bryan	FCCRST-0.1-BRYN	Functionally Obsolete
BR18	Monroe	College	FCMNR-0.0-CLGE	Functionally Obsolete
BR19	Mulberry	Crestmore	MULBERR-CRSTMRE	Functionally Obsolete
BR20	Plum	City Park	FCPLM-W0.1-CTYP	Functionally Obsolete
BR21	Lemay	Vine	FCLMY-1.2-VINE	Functionally Obsolete
BR22	Prospect	Centre	PROSPCT-CNTRAVE	Functionally Obsolete
BR23	Shields	Hill Pond	FCSHLD-0.1-HLPD	Functionally Obsolete
BR24	Cemetery	Park Shop Maintenance	CEMETRD-PARKSPS	Functionally Obsolete
BR25	Lemay	Stuart	FCLMY-0.1-STUT	Functionally Obsolete
BR26	Cemetery	Mountain	CEMETRD-MOUNTAN	Functionally Obsolete
BR27	Lincoln	Willow	FCLINC-0.0-WLLW	Scour Vulnerable
BR28	Elizabeth	Bryan	FCELIZ-0.1-BRYN	Scour Vulnerable
BR29	Horsetooth	College	FCHTH-W0.1-CLGE	Scour Vulnerable
BR30	Lemay	Southridge Greens	FCLMY-0.2-SRGB	Scour Vulnerable
BR31	Lemay	Trilby	FCLMY-0.2-TRILB	Scour Vulnerable
BR32	Linden	Willow	FCLIND-0.1-WLLW	Scour Vulnerable
BR33	Morseman	Rocky Mountain	FCMRSN-0.0-RYMT	Scour Vulnerable
BR34	Timberline	Mulberry	FCTMB-0.1-MULB	Scour Vulnerable

Intersection Improvements

Funding for intersection improvements were categorized into three programs. A separate and more detailed intersection prioritization process is in process to ensure that individual intersections are prioritized into the appropriate program. This listing of individual intersections is sorted alphabetically.

Intersection Projects		
Project ID	Location	Description
I30	College and Monroe	Intersection improvements
I29	College and Boardwalk	Intersection improvements
I40	College and Carpenter	Intersection improvements
I7	College and Harmony	Intersection improvements
I12	College and Mulberry	Intersection improvements
I3	College and Prospect	Intersection improvements
I25	College and Skyway	Intersection improvements
I19	College and Swallow	Intersection improvements
I9	College and Willox	Intersection improvements
I35	Elizabeth and McHugh	Intersection improvements
I4	Harmony and Mason	Intersection improvements
I11	Harmony and Ziegler	Intersection improvements
I41	Horsetooth and McClelland	Intersection improvements
I37	Jefferson and Chestnut	Intersection improvements
I26	Jefferson and Linden	Intersection improvements
I36	Jefferson and Pine	Intersection improvements
I15	John F Kennedy and Troutman	Intersection improvements
I31	LaPorte and College	Intersection improvements
I24	Laurel and College	Intersection improvements
I21	Lemay and Carpenter	Intersection improvements
I6	Lemay and Drake	Intersection improvements
I13	Lemay and Harmony	Intersection improvements
I10	Lemay and Horsetooth	Intersection improvements
I18	Lemay and Riverside	Intersection improvements
I22	Lemay and Trilby	Intersection improvements
I38	Mulberry and Canyon	Intersection improvements
I20	Mulberry and Summit View	Intersection improvements
I44	Overland and Country Road 42C	Intersection improvements
I27	Overland and Drake	Intersection improvements
I34	Overland and Elizabeth	Intersection improvements
I42	Overland and LaPorte	Intersection improvements
I46	Overland and Mulberry	Intersection improvements
I47	Overland and Vine	Intersection improvements

Intersection Projects		
Project ID	Location	Description
I14	Prospect and Lemay	Intersection improvements
I33	Prospect and Overland	Intersection improvements
I1	Shields and Elizabeth	Intersection improvements
I16	Shields and LaPorte	Intersection improvements
I23	Shields and Mulberry	Intersection improvements
I39	Shields and Trilby	Intersection improvements
I51	Shields and US 287	Intersection improvements
I43	Shields and Vine	Intersection improvements
I48	Shields and Willox	Intersection improvements
I2	Taft Hill and Elizabeth	Intersection improvements
I5	Taft Hill and Horsetooth	Intersection improvements
I17	Taft Hill and Mulberry	Intersection improvements
I8	Taft Hill and LaPorte	Intersection improvements
I32	Trilby and College	Intersection improvements
I49	Timberline and Carpenter	Intersection improvements
I28	Timberline and Horsetooth	Intersection improvements
I50	Timberline and Kechter	Intersection improvements
I45	Timberline and Trilby	Intersection improvements

Pedestrian Projects

Pedestrian projects were categorized as existing sidewalk projects, existing pedestrian crossings, existing path/trails, forecasted sidewalk projects, forecasted pedestrian crossings, and forecasted path/trails. Projects with N/A in the CIP Tier column are funded through other types such as transit, ATMS or Parks and Recreation.

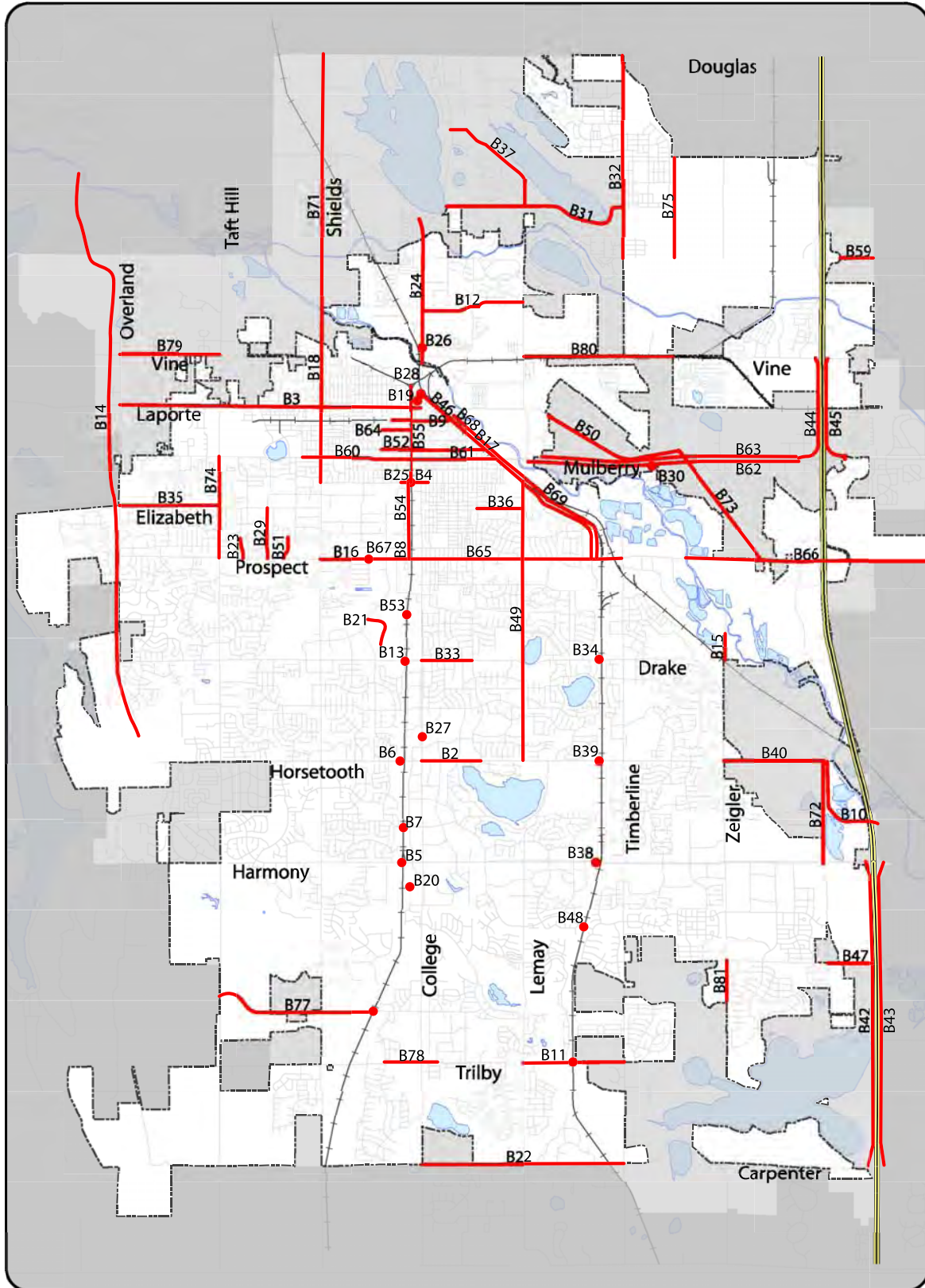
Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD1	1	Sidewalk	Lincoln	Riverside	Lemay	Discontinuous/Non Existent
PD2	1	Sidewalk	Linden	Jefferson	Poudre River Trail	Discontinuous sidewalk
PD3	1	Sidewalk	College	Hickory	Willox	Discontinuous/Non Existent
PD5	1	Sidewalk	Willow	Lincoln	College	Discontinuous/Non Existent
PD6	1	Sidewalk	College	Conifer	Hickory	Discontinuous/Non Existent
PD9	1	Sidewalk	Vine	Linden	Lemay	Non-Existent
PD10	1	Sidewalk	Linden	Poudre River Trail	Linden Center	Needs sidewalks both sides
PD11	1	Sidewalk	College	Foothills	Monroe	Discontinuous sidewalk
PD12	1	GSC	MasonTrail/NRRC			Grade separated trail crossing of BNSF
PD13	1	ADA Ramp Improvements	Fort Collins (citywide)			Annual Pedestrian Plan/ADA Ramps & Crossing Improvements
PD14	1	Sidewalk	LaPorte	Shields	Bryan	Non-Existent/Narrow
PD16	1	Sidewalk	Vine	Linden	College	Non-Existent
PD18	1	Sidewalk	Myrtle	Howes	Washington	Needs sidewalk, discontinuous sidewalks, Pedestrians Must Walk in Street/Lawns
PD25	1	Sidewalk	Alta Vista Neighborhood	Vine	Lemay	Needs sidewalk connections to transit stops
PD26	1	Sidewalk	Lemay	Lincoln	Buckingham	Discontinuous sidewalk
PD27	1	Sidewalk	Cherry	Howes	College	Needs sidewalk, 1 side continuous
PD29	1	Sidewalk	Mulberry	Remington	Riverside	Discontinuous sidewalks and missing intersection ramps
PD30	1	Sidewalk	Prospect	Stover	Lemay	Needs sidewalk, discontinuous
PD31	1	Sidewalk	Horsetooth	Taft Hill	Shields	Discontinuous sidewalks
PD34	1	Sidewalk	John F Kennedy	Bockman	Horsetooth	Needs sidewalk, discontinuous
PD35	1	Sidewalk	College Frontage Road	Drake	Harvar	Install sidewalk along East Frontage Rd along S. College, between Harvard/1 block north.

Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD37	1	Sidewalk	1st	Buckingham	Lincoln	Discontinuous sidewalk
PD38	1	Sidewalk	John F Kennedy	Boardwalk	Bockman	Discontinuous sidewalk
PD39	1	Sidewalk	Mulberry	Shields	City Park	Missing sidewalks, and increase width of attached walks
PD40	1	Sidewalk	Buckingham	Linden	Lemay	Discontinuous/Non-Existent
PD42	1	Sidewalk	Lemay /Lincoln			Connection needed between sidewalks in back of Walmart and Buffalo Run Apartments to the North. Currently barricaded and prohibits travel.
PD43	1	Sidewalk	Lemay	Vine	Wilcox	Non-Existent
PD49	1	Sidewalk	Timberline	Kechter	Zephyr	Non-Existent
PD50	1	Sidewalk	Riverside	EPIC Center	Erin	Discontinuous sidewalk
PD51	1	Sidewalk	Vine	Lemay	Timberline	Non-Existent
PD55	1	Sidewalk	Lemay	Buckingham	Vine	Needs Sidewalks on both sides of Lemay Ave
PD73	1	Sidewalk	Harmony & Taft Hill			Missing sidewalk
PD24	2	Sidewalk	College	Carpenter	Trilby	Non-Existent
PD33	2	Sidewalk	College	Trilby Rd	Skyway	Non-Existent
PD44	2	Sidewalk	Mulberry	Lemay	I-25	Discontinuous sidewalk
PD46	2	Sidewalk	College	Skyway	Fossil Creek	No pedestrian facilities between transit stop and Foothills Gateway Center
PD59	2	Sidewalk	Vine	Elgin	Waterglen	Non-Existent
PD61	2	Sidewalk	Trilby	College	Timberline	Discontinuous sidewalks
PD7	3	Sidewalk	Prospect	Shields	College	Narrow/missing sidewalk
PD8	3	GSC	Mason Trail/Troutman			Grade Separated trail Crossing (GSC) of BNSF and Troutman Pkwy.

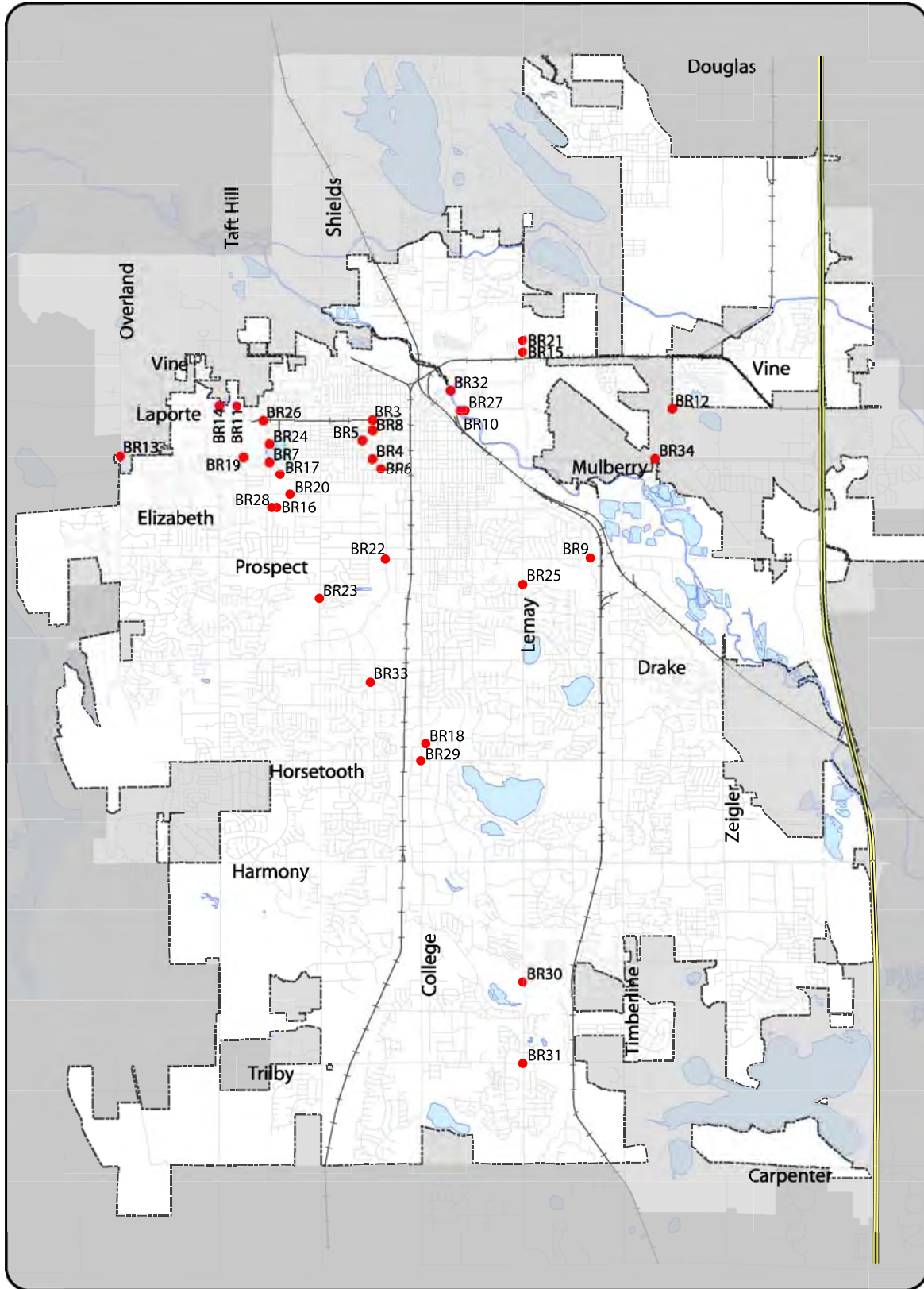
Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD17	3	Sidewalk	Lemay	Lincoln	Mulberry	Needs sidewalk on west side of Lemay Ave, and connection to Transit Stop across from Walmart.
PD19	3	Sidewalk	Shields	Laurel	Mulberry	Widen & Improve Sidewalk, narrow attached sidewalks
PD21	3	Sidewalk	College	Wilcox	State Highway 1	Non-Existent
PD22	3	Sidewalk	Prospect & Whitcomb			Narrow sidewalks near intersection of Prospect and Whitcomb. Whitcomb is a main route to CSU
PD28	3	Sidewalk	Lake	Shields	Center	Needs sidewalk and widen sidewalk
PD32	3	Sidewalk	Harmony Rd	Timberline	McMurry	Needs sidewalk, missing sidewalk on north side
PD36	3	Sidewalk	LaPorte	Sunset	Taft Hill	Non-Existent
PD45	3	Sidewalk	LaPorte	Taft Hill	Bryan	Narrow to Non-Existent
PD47	3	Sidewalk	Prospect	Stover	College	Widen & Grade Sidewalk, narrow sidewalk
PD48	3	Sidewalk	College	Harmony	Fossil Creek	Discontinuous sidewalk
PD52	3	Sidewalk	Skyway	Gateway Center	College	Non-Existent
PD53	3	Sidewalk	Rutgers	Mathews	College	Narrow attached sidewalks
PD54	3	Sidewalk	Taft Hill	Mulberry	LaPorte	Discontinuous sidewalk
PD56	3	Sidewalk	Shields	Vine	Poudre River Trail	Non-Existent
PD57	3	Multi-use Path	Overland	Spring Creek Trail	Poudre River Trail	Multi-use path adjacent to and on west side of Overland Tr.
PD58	3	Sidewalk	Riverside	Rivendale	Mulberry	Discontinuous sidewalk
PD60	3	Sidewalk	Hickory	Soft Gold Park	Hickory Spur Trail	Needs path connection to link trail to park along Hickory St.
PD62	3	Sidewalk	Lemay	Linden Lake	Country Club	Non-Existent

Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD63	3	Sidewalk	Mulberry	Riverside	Lemay	Needs Sidewalk, needs pedestrian connection on north side of Mulberry
PD64	3	Sidewalk	Lemay	Stuart	Comanche	Widen Sidewalk, narrow Sidewalk
PD65	3	Sidewalk	Horsetooth	Landings	Stover	Discontinuous sidewalk
PD66	3	Sidewalk	Vine	Taft Hill	Lyons	Non-Existent
PD67	3	Sidewalk	Tavelli Elementary Path	Belmont	Treemont	Missing sidewalks connecting to school
PD68	3	Sidewalk	Lemay	Kirkwood	Rosewood	Needs sidewalk, discontinuous/Limited markings
PD69	3	Sidewalk	Trilby & UPRR bridge			Need pedestrian facilities under RR bridge to access park, Non-Existent/No Shoulder
PD70	3	Sidewalk	Laurel	Stover	Endicott	Discontinuous
PD71	3	Sidewalk	Manhattan	Horsetooth	Troutman	Discontinuous sidewalk/narrow sidewalk
PD72	3	Sidewalk	Riverside	Mulberry	Mountain	Missing and discontinuous sidewalks
PD4	N/A	Pedestrian X-ing	Citywide			High Priority Pedestrian Crossing - Installations/Enhancements
PD15	N/A	Sidewalk	College	Vine	Conifer	Discontinuous sidewalk
PD20	N/A	Transit Stop Improvements	Citywide			Transit stop improvements including ramp, pads, shelters, and sidewalk access covered by Transit Capital Improvement Program
PD23	N/A	Intersection Pushbutton Access	Citywide			Provide and Improve Intersection Signal Pushbutton Accessibility
PD41	N/A	Pedestrian X-ing	Citywide			Long-Term Priority Pedestrian Crossing - Installations/Enhancements
PD74	N/A	GSC	Mountain Vista	Timberline	Mountain Vista	Grade separated trail crossing and connection from Community park to Community Commercial District

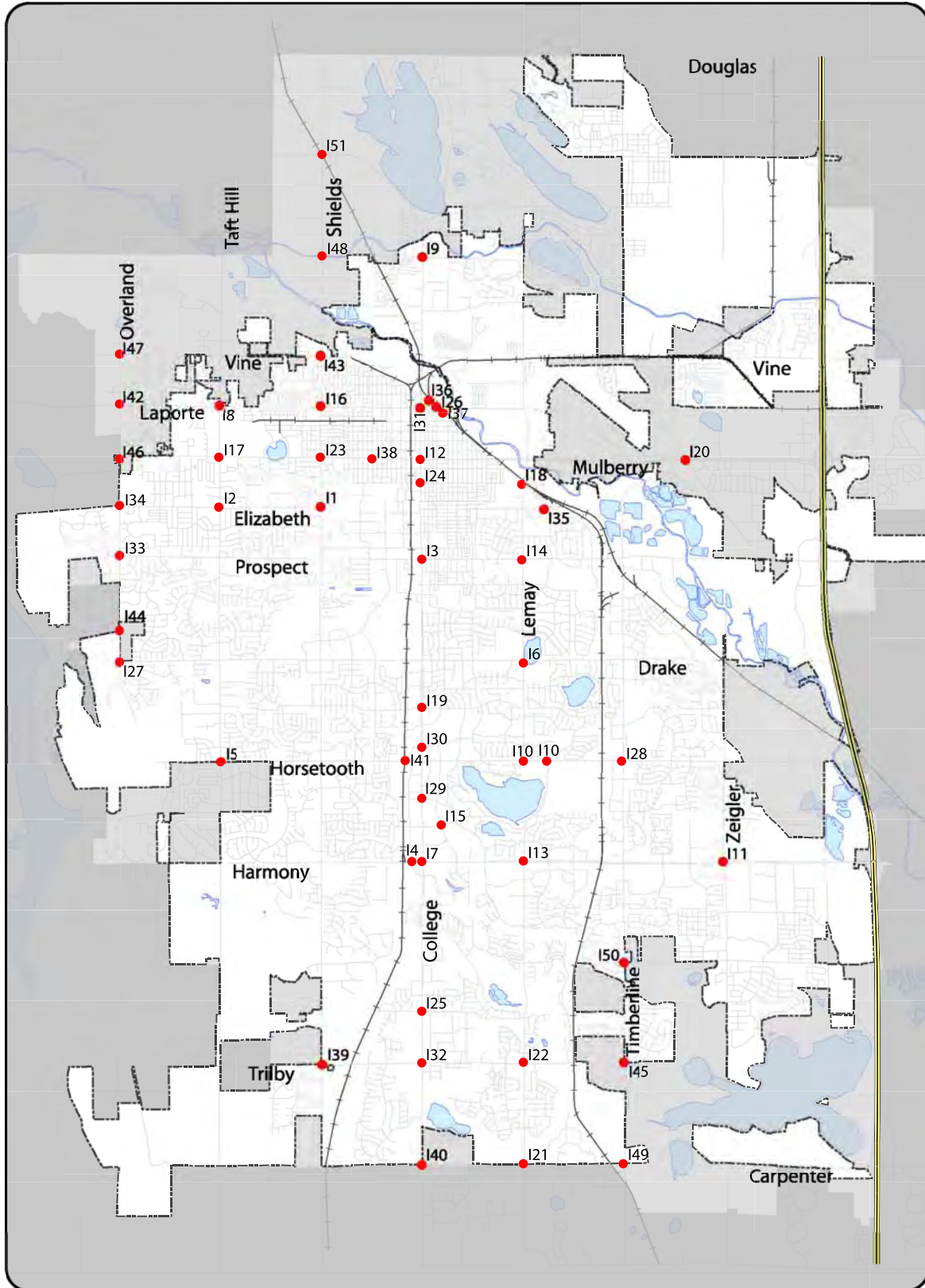
Pedestrian Projects						
Project ID	CIP Tier	CIP Facility Type	On Street	From	To	Description
PD75	N/A	GSC	Timberline/Power Trail	Caribou		Grade Separated trail crossing at Power Trail/Caribou and Connection to Timberline Road on east side.
PD76	N/A	GSC	Timberline/Power Trail	Keenland		Grade separated power trail crossing of UPRR and Keenland Dr.
PD77	N/A	GSC	Timberline/Power Trail	Horsetooth		Grade separated power trail crossing of UPRR and Horsetooth Rd.
PD78	N/A	GSC	Timberline/Power Trail	Harmony		Grade separated power trail crossing of UPRR and Harmony Rd.
PD79	N/A	GSC	Timberline/Power Trail	Drake		Grade separated power trail crossing of UPRR and Drake Rd.
PD80	N/A	GSC	CO RD 38E			Grade separated Spring Creek trail crossing of CORD 38E
PD81	N/A	GSC	Fairway Seven	Timberline	Power Trail/UPRR	Grade separated trail crossing and connection to Timberline Rd.



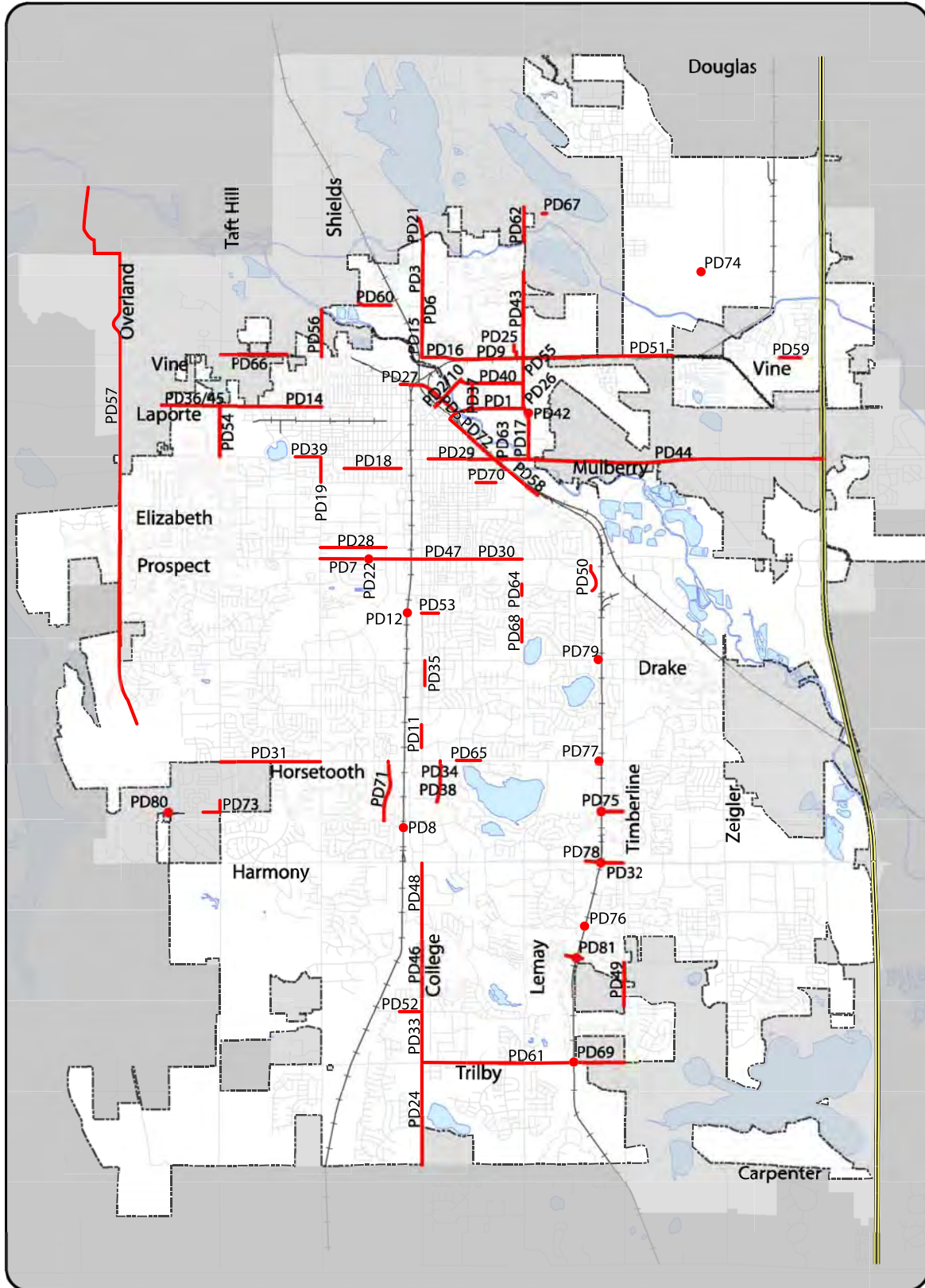
- Grade-Separated Crossing / Intersection Improvements
 - On-Street / Trail Improvements
- Unincorporated Areas within Growth Management Area
 - Outside Growth Management Area
 - City Limits



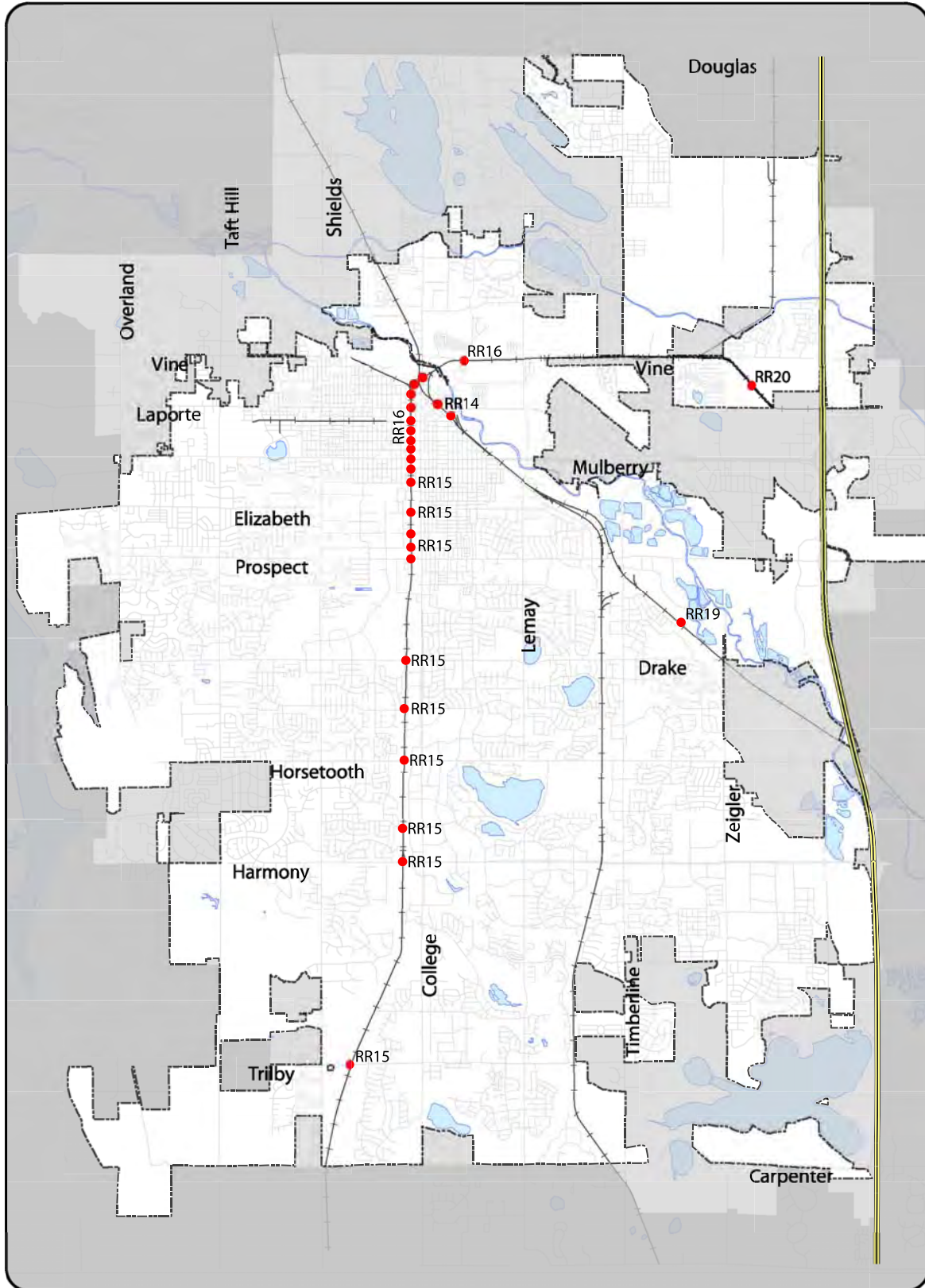
- Bridge Improvements
 - City Limits
- Unincorporated Areas within Growth Management Area
 - Outside Growth Management Area



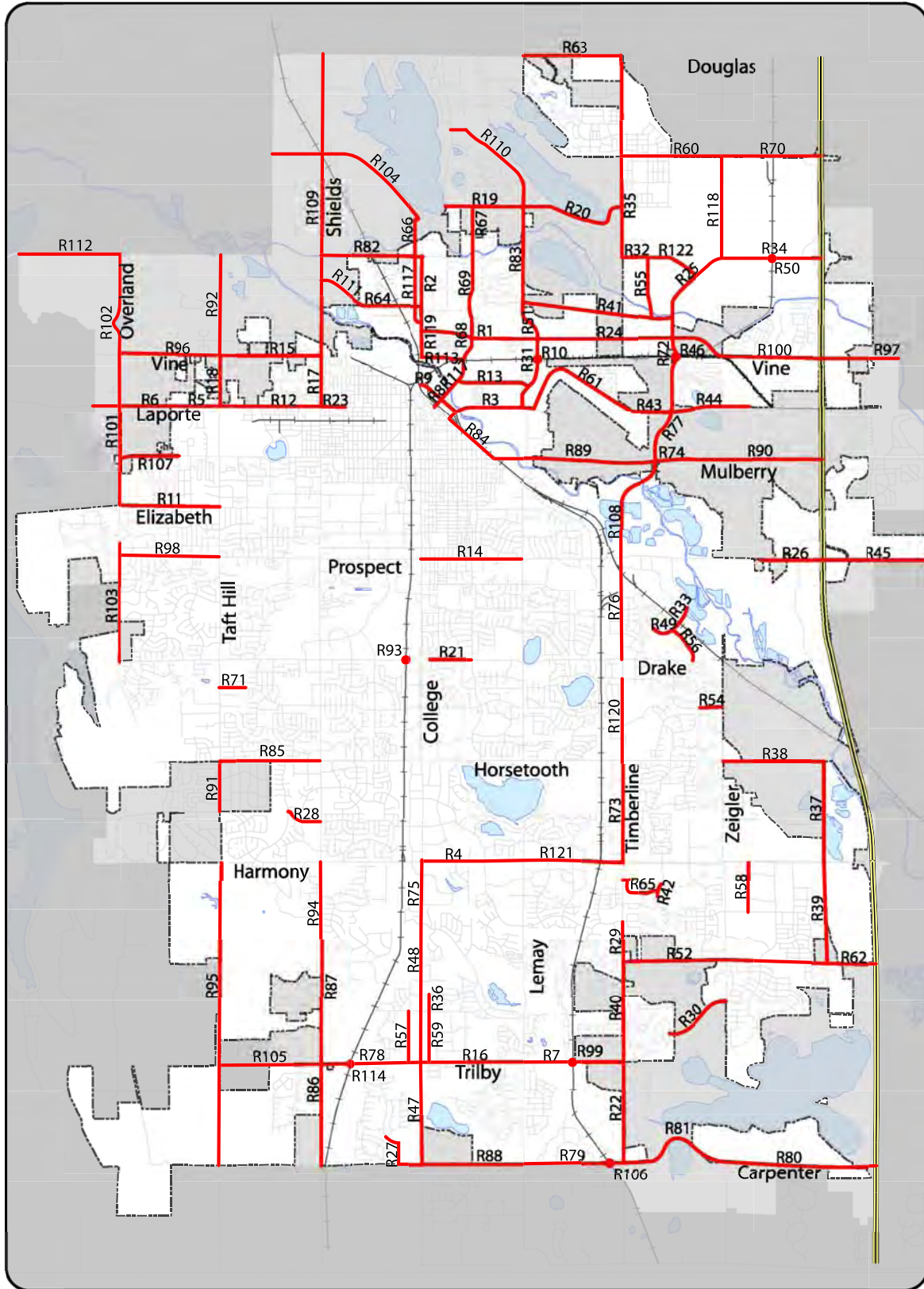
- Intersection Improvements
 - City Limits
- Unincorporated Areas within Growth Management Area
 - Outside Growth Management Area



- Grade-Separated Crossing / Intersection Improvements
 - Sidewalk / Trail Improvements
- Unincorporated Areas within Growth Management Area
 - Outside Growth Management Area
 - City Limits



- Railroad Crossing Improvements
- City Limits
- Unincorporated Areas within Growth Management Area
- Outside Growth Management Area



- Grade-Separated Crossings
 - Roadway Improvements
- Unincorporated Areas within Growth Management Area
 - Outside Growth Management Area
 - City Limits