



# **East County Line Road/ Weld County Road 1**

Master Plan

**Executive Summary**  
September 2020

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*REFERENCE DOCUMENTS SUBMITTED UNDER SEPARATE COVER*

- Existing Plans/Planned Projects
- Traffic Information
- Bridges and Culverts
- Waterway Crossings
- Utility Contact Notes
- Environmental Survey
- Public Involvement Summary
- Project Recommendations
- Map Book
- Engineer's Opinion of Probable Cost

## EXECUTIVE SUMMARY

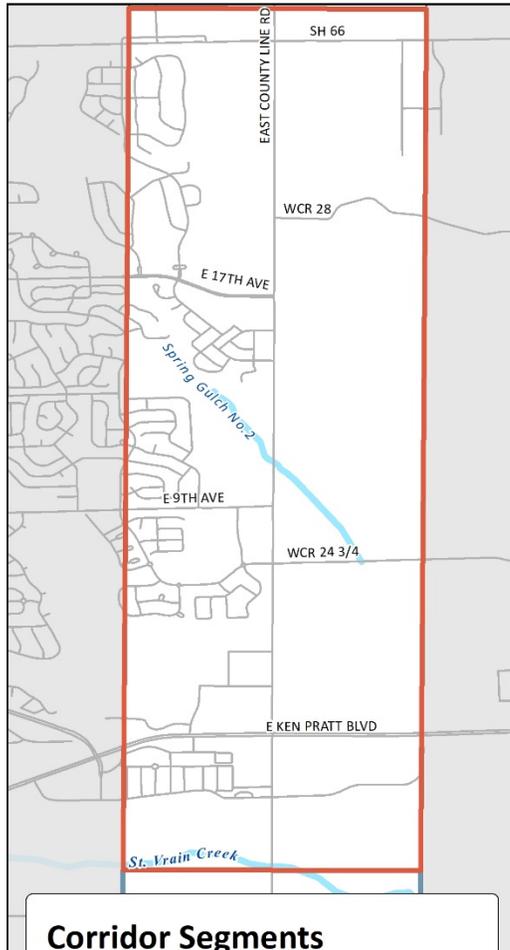
The purpose of the East County Line Road/Weld County Road 1 (ECLR/WCR 1) Master Plan is to develop goals and objectives for future improvements; identify opportunities, constraints and potential obstacles for corridor improvements; and recommend a list of phased projects for completion within the next five to ten years, and ten to twenty years. Recommendations include proposed alignments and typical sections of a future roadway along three road segments through four jurisdictions as described in **Table 1.1** and shown in **Figure 1.1**.

Table 1.1 – Segment Descriptions

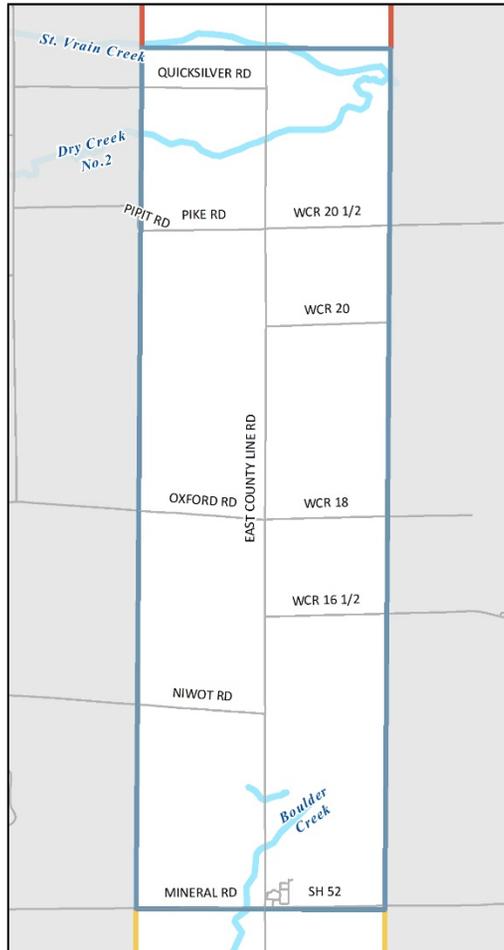
<p><b>Segment 1</b>  <b>City of Longmont</b>          Highway 66 to St. Vrain Creek</p>	<p>Three-and-a-half-mile roadway through the City of Longmont with small sections shared with Weld County and with Boulder County. The corridor is largely urban but passes through rural sections especially at the northern end south of the intersection with Highway 66, and at the south end as it approaches St. Vrain Creek. The City of Longmont has improved or has plans to improve most of this segment. This master plan focuses on recommendations for future project work along the remaining section of the road corridor.</p>
<p><b>Segment 2</b>  <b>Boulder County/ Weld County</b>          St. Vrain Creek to Highway 52</p>	<p>Four-and-a-half miles of rural arterial road with the eastern half owned by Weld County and the western half owned by Boulder County. Segment 2 is largely adjacent to agricultural properties, crosses three major drainages, and has numerous ditch crossing structures with ages varying from the mid-1900s to 2015. The segment includes three major intersections, none of which have been improved in many years. All three have operational issues during peak hour with numerous crashes suggesting a need for safety improvements. This master plan focuses on potential safety and flood resiliency projects for this section given the physical, social, jurisdictional and regulatory constraints.</p>
<p><b>Segment 3</b>  <b>Town of Erie</b>          Highway 52 to Jay Road</p>	<p>The southernmost two-and-a-half miles of the corridor is owned by the Town of Erie. The road is built to old county design standards with no paved shoulders, limited turn lanes and insufficient structure width for future road conditions or current flood conveyance. One major creek crossing of Coal Creek is undersized to carry flood water during flooding of the creek. This master plan focuses on future improvements to assist the Town of Erie with a long-term plan for improvements to address these needs.</p>

FIGURE 1.1 – CORRIDOR SEGMENTS

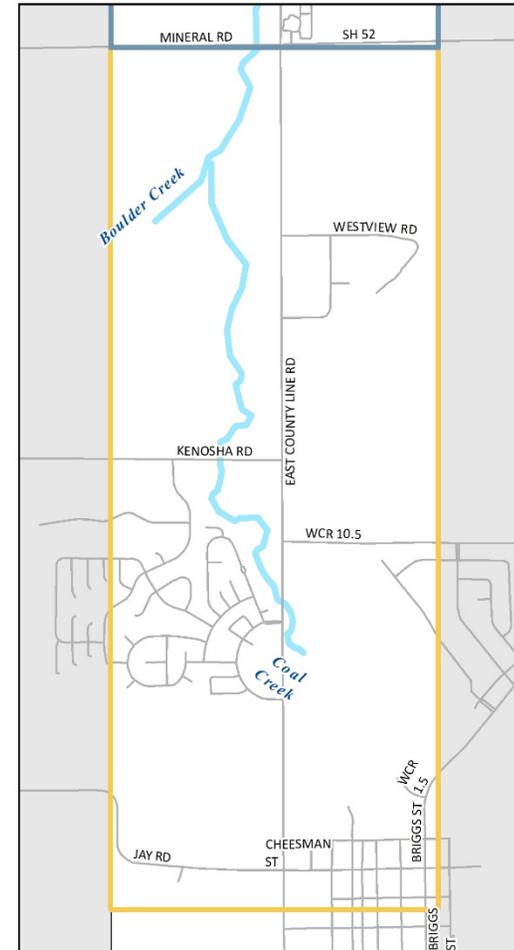
**SEGMENT #1 - CITY OF LONGMONT**



**SEGMENT #2 - BOULDER/WELD COUNTY**



**SEGMENT #3 - TOWN OF ERIE**



**Corridor Segments**

**Segments**

- Segment #1 - City of Longmont
- Segment #2 - Boulder/Weld County
- Segment #3 - Town of Erie



## PROJECT GOALS

This master plan establishes a shared vision of corridor goals and allows the four participating jurisdictions (City of Longmont, Weld County, Boulder County and the Town of Erie) to identify needs and solutions to the shared concerns along the ten-mile corridor. The plan guides future development of this corridor by identifying and prioritizing improvements to be completed by one jurisdiction or multiple jurisdictions. The plan represents a shared understanding of the current and future needs of the corridor that can be used by each agency to assist with future development, property acquisition, inter-agency coordination and capital improvement planning.

Because much of the corridor is shared between two or more jurisdictions, the master plan identifies and addresses existing concerns through intergovernmental cooperative planning. The Steering Committee members acknowledge their individual and often separate goals for the full build-out, all with different design standards and permitting requirements, yet remain open to different philosophies between agencies for the common good of the corridor.

Participation from the general public and adjacent property owners is an important part of the master plan. Input and ideas were collected through an online commenting platform and a series of public meetings where members of the public could speak directly with project representatives.

Final decisions for the corridor plan and individual project recommendations will likely advance beyond Steering Committee members through communications and coordination with City Councils and County Commissioners. There are also many outside stakeholders such as irrigation companies, property owners and open space agencies that will need to be engaged before approval of individual projects. Additionally, public outreach will occur for each project recommended in this report for further input during project design and implementation.

## PROJECT OUTCOMES

The ECLR/WCR 1 master planning process identifies safety, multimodal mobility, and flood resiliency concerns within all three segments but differ in scope and priority across the segments.

### *SAFETY*

Analysis of historic crashes at each of the main intersections combined with safety concerns from property owners related to traffic speeds and large vehicle traffic suggest a need to improve safety for all users including bicyclists and pedestrians.

### *MULTIMODAL MOBILITY*

Multimodal mobility is impacted by residential and industrial development/growth, and increasing use of the road by commuters, homeowners and commercial vehicles. Substantial widening is constrained in areas by adjacent properties, water crossings, and open space along all three segments; however, opportunities for widening to meet required jurisdictional standards exist along most of the corridor.

### *FLOOD RESILIENCY*

ECLR/WCR 1 corridor crosses four major waterways along its ten miles. Each crossing includes a floodplain that inundates the road during large flood events and can prevent north/south travel for weeks or months at a time. The 2013 flood closed ECLR/WCR 1 in three locations and caused significant disruption to travel for over a year following the event. The ECLR/WCR 1 master plan recommends an elevation, prioritization and improvements to some or all crossings that would improve travel along the corridor during and following flood events.

## CORRIDOR CONDITIONS

The ECLR/WCR 1 master planning process evaluated standard road cross-sections, traffic, bicycle and pedestrian facilities, safety, bridges, flood resiliency, utilities and environmental constraints within all three segments.

### STANDARD ROAD CROSS-SECTIONS

East County Line Road/Weld County Road 1/County Line Road is classified as a minor arterial in all four jurisdictions. Cross-sections in each jurisdiction have their own individual typical lane configuration as listed in **Table 1.2**.

Table 1.2 – Standard Road Cross-sections by Jurisdiction

Segment	Standard Road Cross-section
<b>City of Longmont (Segment 1)</b>	The City of Longmont’s <i>Public Improvement Design Standards and Construction Specifications (Updated July 2007)</i> has a standard design for minor arterial roads to include two twelve-foot travel lanes (one in each direction) with two five-foot bicycle lanes along with an eight-foot multiuse path on each side separated with a twelve-foot planting strip. The full cross section requires a 120-foot right-of-way (ROW) which, in some locations, is double the width of the existing ownership.
<b>Boulder County (Segment 2)</b>	Boulder County’s minor arterial road standard includes two eleven-foot lanes (one in each direction) with a total pavement width of 32 feet to include two paved shoulders. The county’s <i>Multimodal Transportation Standards (July 2012)</i> call for the addition of an eight-foot shared use path along one side of the road separated by a ten-foot roadside ditch. The nominal right-of-way for a minor arterial is 90-feet per the <i>Multimodal Transportation Standards</i> .
<b>Weld County (Segment 2)</b>	Weld County’s <i>Engineering and Construction Guidelines (Updated July 2017)</i> minor arterial road standard includes 140-feet of ROW with two twelve-foot travel lanes (one in each direction) in the interim and four twelve-foot travel lanes in the future (two in each direction), six-foot shoulders in the interim that could be widened to ten-feet in the future for multiuse paths, 52-foot buffers in the interim and 22-foot in the future, with a sixteen-foot center median.
<b>Town of Erie (Segment 3)</b>	The Town of Erie’s <i>Transportation Plan (January 2018)</i> minor arterial road standard includes 120-feet of ROW with two eleven-foot travel lanes (one in each direction), five-foot bicycle lanes, 35-foot open/separated areas with 30-foot landscape buffer/utility easement with the option for two separated eight-foot paths/bikeways and one eighteen-foot center median.

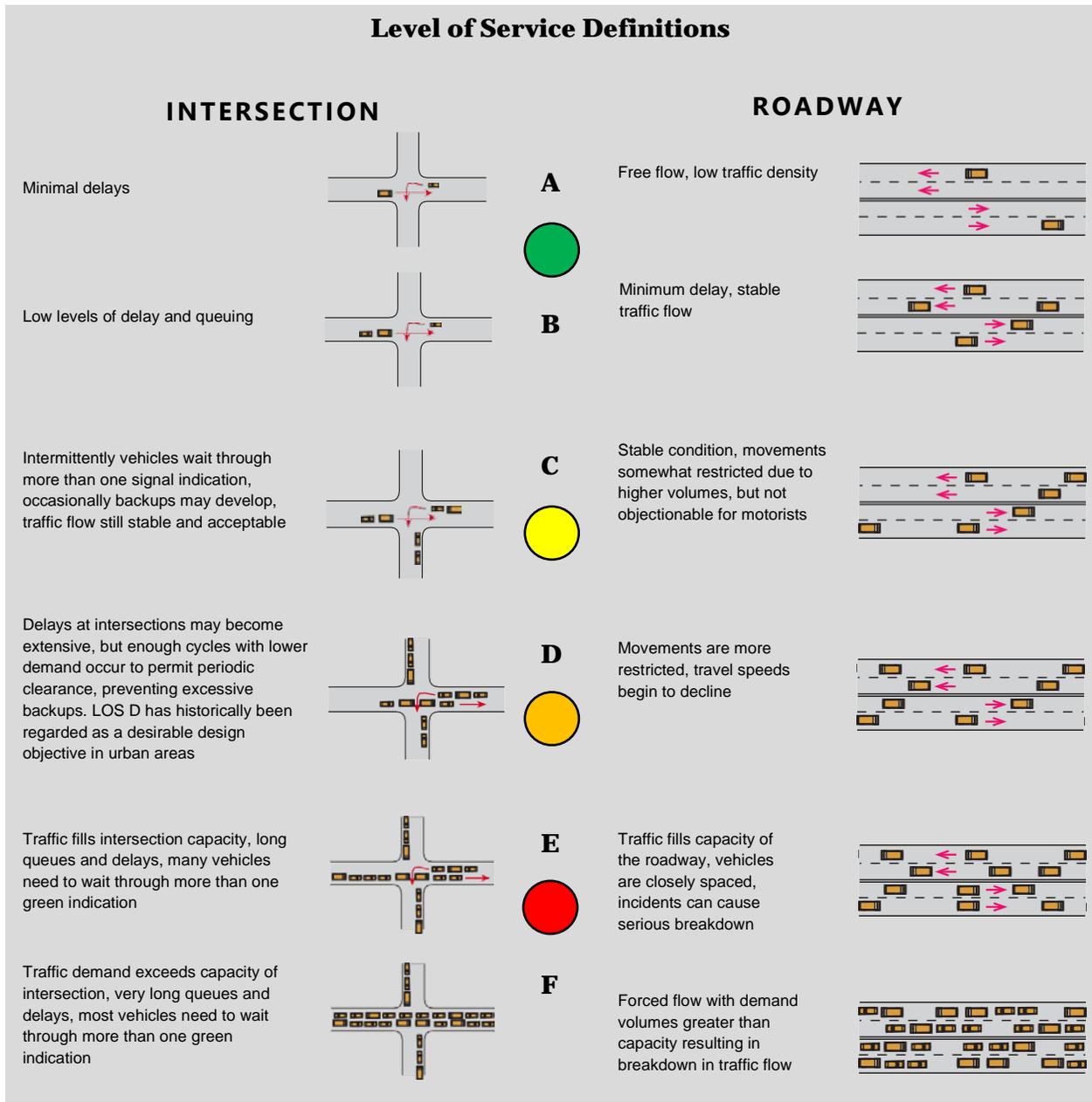
### TRAFFIC VOLUMES OVERVIEW

Intersection traffic data collection consisted of weekday AM and PM peak hour turning movement counts in early November 2018 at seven intersections and 24-hour Average Daily Traffic (ADT) counts at three locations to analyze existing Level of Service (LOS) and determine 2040 no-build LOS.

Roadway segment traffic volume data was collected to determine 2040 no-build LOS by comparing future volumes to the threshold capacity. The threshold capacity is dependent upon many factors beyond volume, such as roadway speed, percentage of trucks, frequency of access/intersections, traffic controls, peak hour traffic characteristics, terrain, and roadway geometry.

See Level of Service Definitions in **Figure 1.2**.

FIGURE 1.2 – LEVEL OF SERVICE DEFINITIONS



## INTERSECTION TRAFFIC PROJECTIONS

In the no-build scenario, five intersections in the City of Longmont segment are projected to operate at LOS D or worse during the AM/PM Peak Hour in 2040. Two intersections in the Boulder County/Weld County segment, Pike Road/Weld County Road 20 ½ and Oxford Road/Weld County Road 18, are projected to operate at LOS F in 2040. All three study intersections in the Town of Erie segment are projected to operate at LOS F in 2040. See **Table 1.3** and **Figure 1.3**.

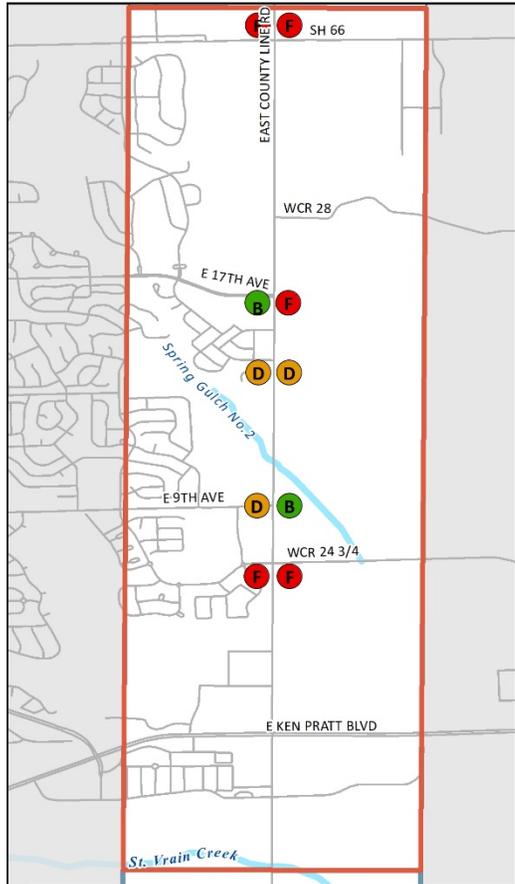
Table 1.3 – Intersection Traffic Operating Conditions and Future Needed Improvements

Location	Traffic Operating Conditions	Future Needed Improvements
<b>Segment 1 - City of Longmont</b>		
Highway 66 (Ute Highway)	Signalized intersection with a Colorado Department of Transportation (CDOT) state highway. The intersection is projected to operate at LOS F in both the AM and PM peak hours in 2040.	Long-term traffic projections show the need for widening ECLR/WCR1 to a five-lane section. CDOT's Planning and Environmental Linkage (PEL) study recommends upgrading Highway 66 to two-lanes in each direction with dual left-turn lanes from westbound Highway 66 to southbound ECLR/WCR1.
17th Avenue	Side-street stop-controlled intersection projected to operate at LOS B in the AM peak hour and LOS F in the PM peak hour in 2040.	Addition of through and turn lanes will need to be added to this intersection. A traffic signal or a roundabout will be needed in order to maintain a LOS below F.
Sunshine Avenue & Rustic Drive	Side-street stop-controlled intersection projected to operate at LOS D in both the AM and PM peak hours in 2040.	Raised median and island upgrades that allow three-quarter-movements (no left-outs) is scheduled to be performed by the City of Longmont to maintain a LOS D during AM and PM peak hours.
St. Vrain Road/9th Avenue	Signalized intersection projected to operate at LOS D in the AM peak hour and LOS B in the PM peak hour in 2040.	No improvements other than traffic signal adjustments are recommended at this time.
Deerwood Drive/Weld County Road 26	Side-street stop-controlled intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	A traffic signal and an eastbound right-turn lane is recommended to meet projected traffic volumes and operate at a LOS D or better in 2040.
Great Western Drive/Zlaten Drive	Stop-controlled intersection, WB lefts projected to operate at LOS F in both the AM and PM peak hours in 2040.	A traffic signal or roundabout recommended upon final buildout of the Springs at Sandstone Ranch development to operate at a LOS B in the AM peak hour and LOS C in the PM peak hour in 2040.
<b>Segment 2 - Boulder County/ Weld County</b>		
Pike Road/Weld County Road 20.5	Side-street stop-controlled intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	Addition of through and turn lanes, along with a traffic signal or a roundabout are recommended.
Oxford Road/ Weld County Road 18	Side-street stop-controlled intersection projected to operate at LOS D in the AM peak hour and LOS F in the PM peak hour in 2040.	A roundabout, or the addition of turn lanes and a traffic signal, are recommended.
Weld County Road 16.5	Side-street stop-controlled intersection projected to operate at LOS C in the AM peak hour and LOS B in the PM peak hour.	The addition of left turn lanes is recommended to improve the safety of motorists accessing private driveways turning on WCR 16.5. Additionally, the existing non-standard vertical curve south of WCR 16.5 should be flattened.
Niwot Road	Side-street stop-controlled intersection projected to operate at LOS D in both the AM and PM peak hours in 2040.	A roundabout is recommended, primarily to reduce speed but will also improve capacity.
<b>Segment 3 - Town of Erie</b>		
Kenosha Road	Side-street stop-controlled intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	It is proposed that Kenosha Road be improved with a roundabout and WCR 10.5 be improved as a stop sign controlled intersection.
Weld County 10.5	Side-street stop-controlled intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	

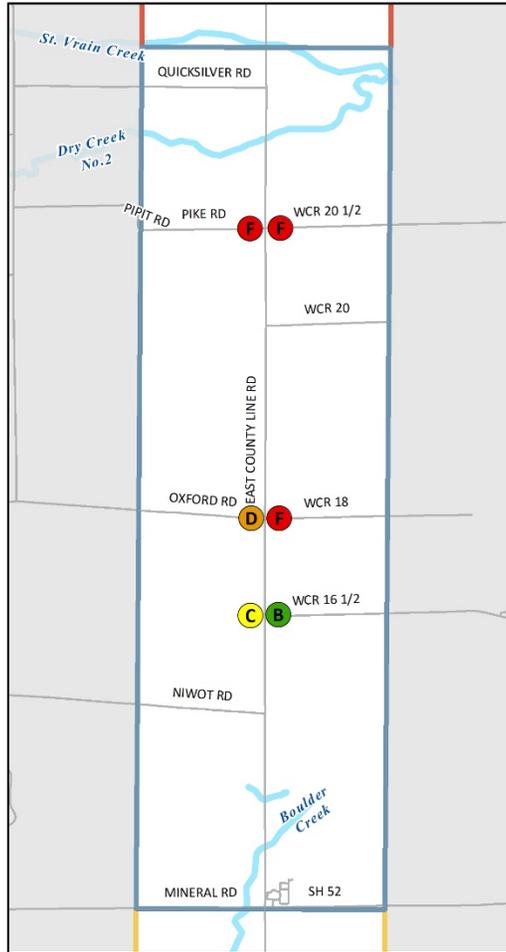
Location	Traffic Operating Conditions	Future Needed Improvements
Jay Road/ Cheesman Street	All-way stop intersection projected to operate at LOS F in both the AM and PM peak hours in 2040.	A roundabout, or the addition of turn lanes and a traffic signal will be required at this intersection. A traffic signal is recommended due mainly to the negative impacts of acquiring the ROW needed for a roundabout.

FIGURE 1.3 – INTERSECTION LEVEL OF SERVICE (NO BUILD 2040)

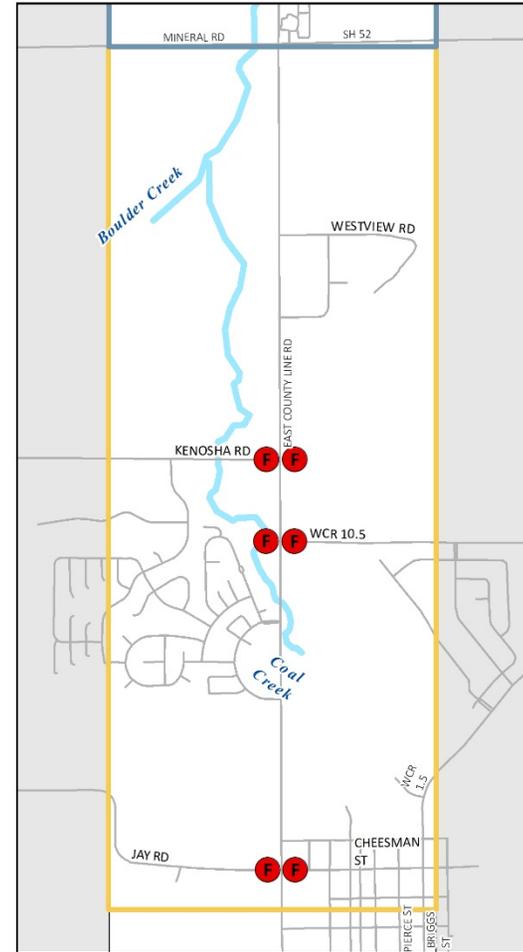
**SEGMENT #1 - CITY OF LONGMONT**



**SEGMENT #2 - BOULDER/WELD COUNTY**



**SEGMENT #3 - TOWN OF ERIE**



**Intersection Level of Service  
(No Build 2040)**

LOS (AM/PM)

<span style="color: green;">●</span> B	<span style="color: orange;">●</span> D
<span style="color: yellow;">●</span> C	<span style="color: red;">●</span> F



## ROADWAY SEGMENT TRAFFIC PROJECTIONS

Based on the Highway Capacity Manual (HCM) capacity analysis, the entirety of ECLR would operate at LOS D or LOS E in 2040. Two segments in the City of Longmont segment, St. Vrain Road/9<sup>th</sup> Street to 17<sup>th</sup> Avenue and Ken Pratt Boulevard (Highway 119) to St Vrain Road/9<sup>th</sup> Street, are projected to operate at LOS E in 2040. One roadway segment in the Town of Erie segment, Jay Road to Kenosha Road, is projected to operate at LOS E in 2040. See **Table 1.4** and **Figure 1.4**.

Table 1.4 - Roadway Segment Traffic Operating Conditions and Future Needed Improvements

Location	Traffic Operating Conditions	Future Needed Improvements
<b>Segment 1 - City of Longmont</b>		
17th Avenue to Ute Highway (Highway 66)	Two travel lanes with a projected ADT of 17,400 and a LOS D in 2040.	Improve corridor to a five-lane section per City of Longmont standards, add a raised median in areas to assist in access control, and remove substandard vertical curve.
St. Vrain Road / 9th Street to 17th Avenue	Two travel lanes with a projected ADT of 19,500 and a LOS E in 2040.	Improve corridor to a five-lane section per City of Longmont standards and add a raised median in areas to assist in access control.
Ken Pratt Boulevard (Highway 119) to St. Vrain Road/9th Street	Four travel lanes with a projected ADT of 20,500 and a LOS E in 2040.	No roadway improvements are slated for this section of the corridor. The addition of a multiuse path along the east side of the road will be driven by development.
St. Vrain Creek bridge to Ken Pratt Boulevard (Highway 119)	Two travel lanes south of Zlaten Drive and four north of Zlaten Drive with a projected ADT of 11,400 and a LOS D in 2040.	Addition of shoulders and a multiuse path on the east side of the road from the St. Vrain bridge to Zlaten Drive/Great Western Drive.
<b>Segment 2 - Boulder County/Weld County</b>		
Quicksilver Road to Great Western Drive/Zlaten Drive	Two travel lanes with a projected ADT of 10,300 and a LOS D in 2040. This evaluated segment encompasses the City of Longmont and Boulder County/Weld County segments.	This section of the corridor was elevated out of the 100-year flood zone and had shoulders added in 2015. No improvements are recommended at this time.
Pike Road/WCR 20 1/2 to Quicksilver Road	Two travel lanes with a projected ADT of 10,300 and a LOS D in 2040.	Addition of seven-foot shoulders and improvements to Dry Creek Channel/Bridge to remove the road from the Dry Creek floodplain.
Oxford Road to Pike Road/WCR 20 1/2	Two travel lanes with a projected ADT of 10,300 and a LOS D in 2040.	Addition of seven-foot shoulders and reconstruction of a portion of the Liggett Ditch.
Niwot Road to Oxford Road	Two travel lanes and a projected ADT of 11,200 and a LOS D in 2040.	Addition of seven-foot shoulders for safety.
Highway 52 to Niwot Road	Two travel lanes with a projected ADT of 11,000 and a LOS D in 2040.	Addition of seven-foot shoulders and elevate the road through the Boulder Creek floodplain. Roadway design should be coordinated with the Boulder Creek Bridge design/construction project.
<b>Segment 3 - Town of Erie</b>		
Westview Road to Highway 52/Mineral Road	Two travel lanes with a projected ADT of 12,300 and a LOS D in 2040.	Widen road to three lanes and the addition of seven-foot shoulders for safety.
Kenosha Road to Westview Road	Two travel lanes with a projected ADT of 12,300 and a LOS D in 2040.	Widen road to three lanes and the addition of seven-foot shoulders for safety.
Jay Road to Kenosha Road	Two travel lanes with a projected ADT of 10,900 and a LOS E in 2040.	Widen road to three lanes and the addition of seven-foot shoulders for safety.

## BICYCLE/PEDESTRIAN FACILITIES

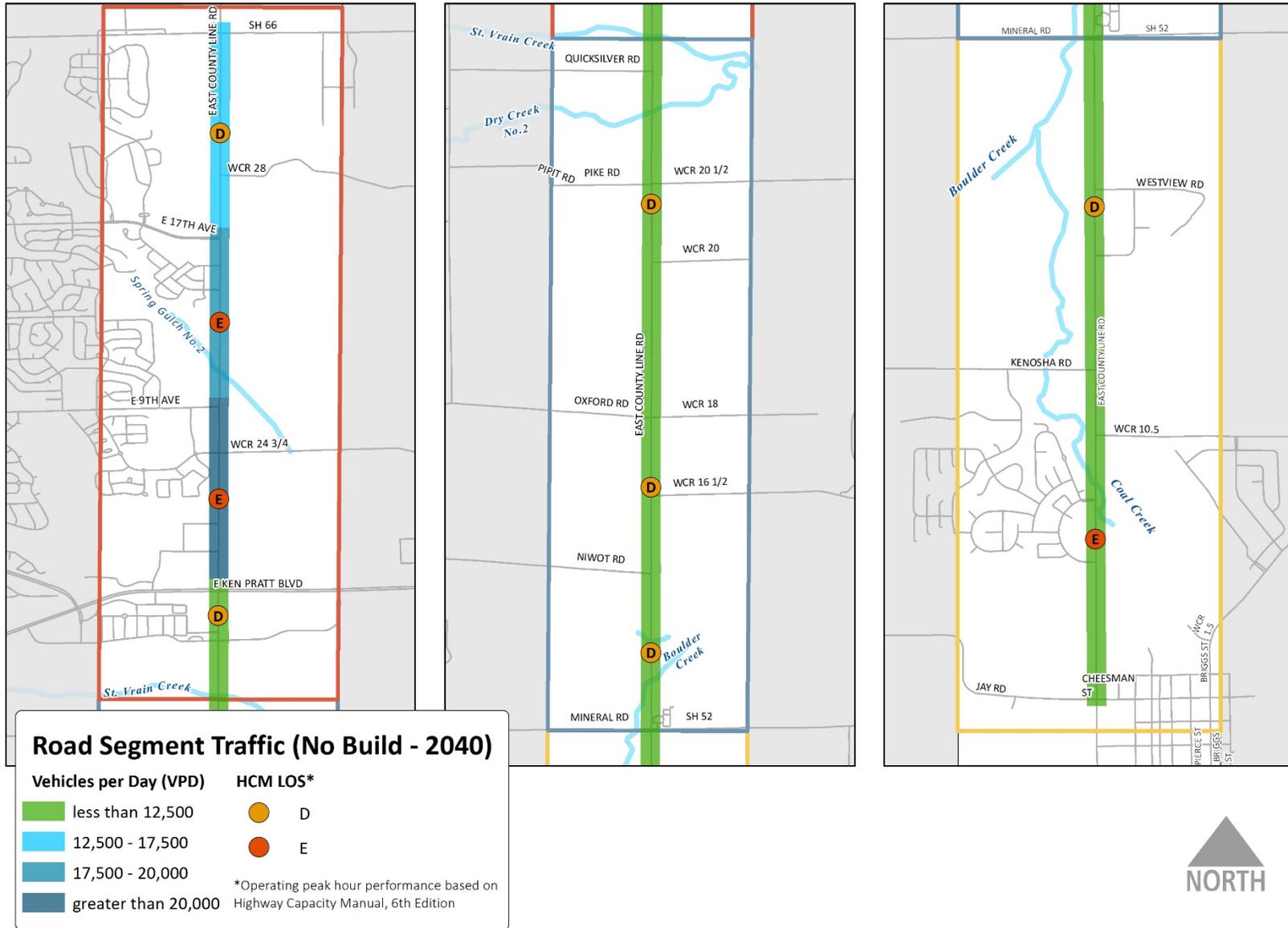
The ECLR/WCR1 corridor lacks bicycle and pedestrian facilities along most of its length but paved shoulders and/or bike lanes are envisioned for the entire corridor. There are some sidewalks along one or both sides of ECLR/WCR1 adjacent to developed properties within the Longmont and Town of Erie segments. Most of the existing sidewalks are not continuous. There is one crosswalk that crosses ECLR/WCR1 within the north intersection leg of Ken Pratt Boulevard/Highway 119 in the Longmont segment, and one crosswalk within the south intersection leg in the Erie segment at Jay Road/Chessman Street. The St. Vrain Greenway passes under ECLR, south of Quicksilver Road, and a future pedestrian underpass is proposed between Jay Road and Kenosha Road.

FIGURE 1.4 – ROADWAY SEGMENT LEVEL OF SERVICE (NO BUILD 2040)

**SEGMENT #1 - CITY OF LONGMONT**

**SEGMENT #2 - BOULDER/WELD COUNTY**

**SEGMENT #3 - TOWN OF ERIE**



## SAFETY

There was a total of 379 crashes along ECLR / WCR 1 within a five-year period based on the most recent and available crash data. Crash types are predominately rear end, broadside, and approach turn with five crashes involving either cyclists or pedestrians. Most crashes were intersection related. Sixty-eight percent of crashes consisted of property damage only (PDO) and 32 percent included an injury. Fatalities occurred at three locations along the corridor: Highway 66 (2015), Sunshine Avenue (2018), and Deerwood Drive/Weld County Road 26 (2017).

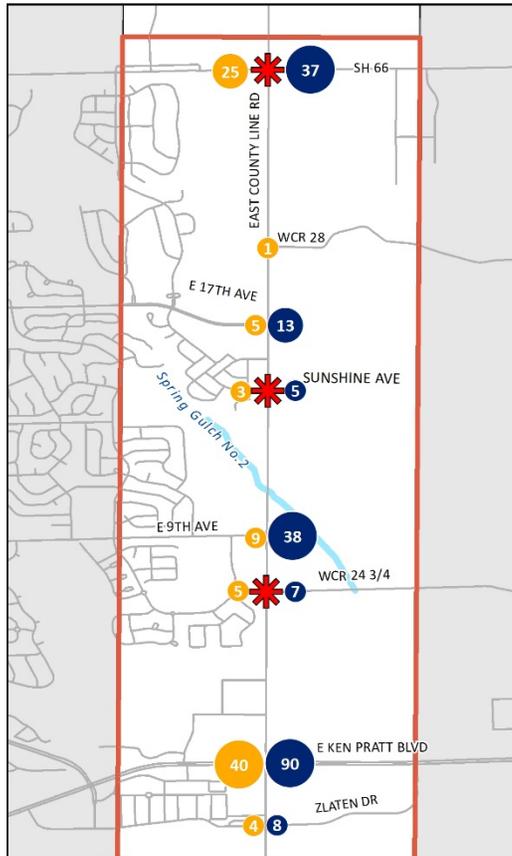
The highest crash location in the five-year period was in the Longmont Segment at Highway 119 with 130 crashes, followed by Highway 66 (Ute Highway) with 63 crashes, with rear ends being the primary type of crash. See **Table 1.5** and **Figure 1.5**.

Table 1.5 – Five-Year Crash Summary and Future Needed Improvements

Location (Crash period)	Crash Information	Future Needed Improvements
<b>Segment 1 - City of Longmont</b>		
Highway 66 (Ute Highway) (7/2012-06/2017)	Sixty-three crashes predominately rear end (36), approach turn (7), broadside (4)	Proposed additional lanes, updated traffic signal and signing.
Weld County Road 28 (2014-2018)	One crash: fixed object	Potential road widening.
17th Avenue (2014-2018)	Eighteen crashes predominately rear end (11), broadside (2)	Roundabout should reduce both the amount and the severity of accidents.
Sunshine Avenue (2014-2018)	Nine crashes predominately rear end (3), pedestrian (2), approach turn (2)	Additional turn lanes and raised medians will better direct motorists.
9th Avenue/St. Vrain Road (2014-2018)	Forty-seven crashes predominately rear end (24), curb/raised median (5), approach turn (3)	Proposed additional southbound through lane and advance signal warning signs.
Deerwood Drive/Weld County Road 26 intersection (2014-2018)	Thirteen crashes predominately curb/raised median (3), sideswipe same direction (3), bicycle (1)	Proposed traffic signal and eastbound right-turn lane.
Highway 119 intersection (7/2013-6/2018)	One hundred thirty crashes predominately rear end (88), broadside (11), approach turn (7), bicycle (1)	No improvements recommended.
Great Western Road/Zlaten Drive (2012-2017)	Twelve crashes predominately rear end (5), broadside (4), curb/raised median (2)	Removal of existing raised median and installation of a traffic signal or roundabout.
<b>Segment 2 - Boulder County/ Weld County</b>		
Quicksilver intersection (2012-2016)	Three crashes predominately overturning (2), utility pole (1)	Proposed addition of shoulders on ECLR/WCR1, and advanced signing on Quicksilver.
Pike Road/Weld County 20.5 intersection (2015-2019)	Eleven crashes predominately broadside (3), approach turn (2), embankment (2)	Proposed roundabout to reduce accident severity.
Oxford Road/Weld County 18 intersection (2015-2019)	Five crashes predominately broadside (1), sideswipe same direction (1), overturning (1)	Proposed roundabout to reduce accident severity.
Weld County Road 16.5 intersection (2012-2016)	Three crashes predominately approach turn (1), overturning (1), rear end (1). The presence of several private driveways has contributed to crashes in the area.	Addition of a center turn lane to reduce rear-end accidents, shoulder widening to reduce the risk of driving off the road, and removal of substandard vertical curve to improve sight distance.
<b>Segment 3 - Town of Erie</b>		
Highway 52 (2012-2016)	Thirty-eight crashes predominately rear end (21), approach turn (4), overturning (3)	Intersection improvements including longer storage area for turning movements will improve traffic flow through the intersection to possibly reduce crashes. CDOT is performing a PEL study on SH-52.
Kenosha Road to Highway 52 segment (2014-2018)	Two crashes predominately approach turn (1), embankment (1)	Addition of shoulders to improve safety.
Kenosha Road (2013-2017)	Ten crashes predominately rear end (3), approach turn (2), bicyclist (1)	The addition of a center lane, roundabout at Kenosha Road and the addition of turn lanes at WCR 10-1/2 should reduce both accidents and accident severity.
Weld County Road 10.5 (2014-2018)	Four crashes predominately fixed object (1), rear end (1), embankment (1)	
Jay Road to Weld County Road 10.5 segment (2014-2018)	Four crashes predominately fixed object (2), rear end (1), wild animal (1)	Addition of a center lane and shoulders will improve safety.
Jay Road/Cheesman Street (2014-2018)	Six crashes predominately broadside (4), rear end (2)	A signalized intersection to improve safety. The nearby schools must be considered when designing this intersection and signal.

FIGURE 1.5 - FIVE-YEAR CRASHES

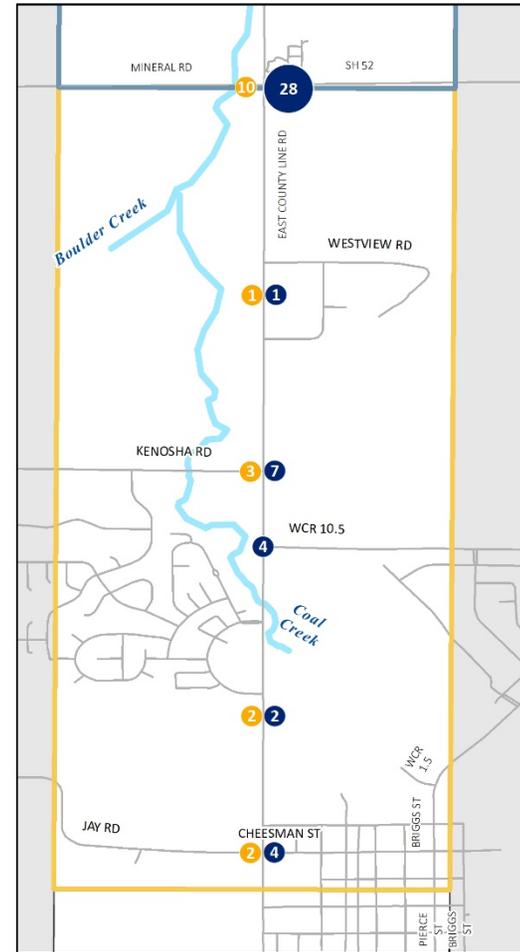
**SEGMENT #1 - CITY OF LONGMONT**



**SEGMENT #2 - BOULDER/WELD COUNTY**



**SEGMENT #3 - TOWN OF ERIE**



**5-Year Crash Data**

- Fatalities
- Property Damage Only
  - greater than 25
  - less than 10
- Injuries**
  - greater than 25
  - less than 10

Sources: 2013-2018 datasets from Boulder County, Weld County, CDOT, Town of Erie, and City of Longmont



## BRIDGES AND STRUCTURES

The ECLR/WCR 1 corridor includes multiple crossings of streams, creeks, ditches and other drainages, including four bridges with a minimum of 20-foot-long spans and four structures of significant size. Based on an analysis of structural conditions and allowable roadway width, several of these crossings are recommended for replacement. Additionally, the existing structures at Spring Creek, Dry Creek, Boulder Creek and Coal Creek do not meet current storm water conveyance requirements of the associated owner’s/jurisdiction’s design criteria. There are also several irrigation ditches and minor crossings throughout the corridor. These irrigation facilities will need to be considered as part of future individual designs. See **Table 1.6** and **Figure 1.6**.

Table 1.6 – Bridge Inspection Results and Future Needed Improvements

No.	Bridge-Crossing/Type	Future Needed Improvements
<b>Segment 1 - City of Longmont</b>		
1	Spring Creek/ 5.5'x4' metal pipe culvert	The culvert does not pass the 100-year storm. The City of Longmont has completed plans to construct a new crossing at this location.
<b>Segment 2 - Boulder County/ Weld County</b>		
2	ECLR over St. Vrain Creek (BC-902-22.1-SVA)/280' long x 37'-2" bridge	Bridge width is adequate for vehicle traffic with two eleven-foot lanes and two six-foot shoulders. A separate multiuse pedestrian bridge east of the vehicle bridge is recommended. Utilities and a drainage structure are east of the existing bridge, and Boulder County open space extends both east and west of the exiting bridge.
3	ECLR south of Quicksilver Road/ 48' long concrete box culvert w/13'-9" x 8'3" opening pedestrian undercrossing	Concrete box culvert is in good condition. Existing width would allow for a widened shoulder. There may be a need/desire to update the existing barrier for bicyclist safety.
4	ECLR over Big Dry Creek (BC-901-20.5-DR2)/31' long x 27' wide bridge	Total replacement of this structure is recommended. The roadway width over the bridge is not wide enough for seven-foot shoulders. The current bridge will not pass the 100-year storm.
5	ECLR over Boulder Creek (BC-901-11.6-BO)/126' long x 38'-9" bridge	The current structure was built in 1976. The bridge rail does not meet current standards. The current roadway width would allow for two twelve-foot vehicle lanes and two six-foot shoulders. The 2015 Boulder Creek Restoration Master Plan performed by ICON Engineering recommends bridge replacement.
<b>Segment 3 - Town of Erie</b>		
6	Boulder and Weld County Ditch/40' long concrete box culvert	Increasing roadway width to add shoulders will require extending the concrete box culvert. Extension of box with like precast members is an option. Widening to west may be preferred. Address scour issues with widening.
7	Coal Creek/36' long concrete box culvert	Replacement of existing concrete box culvert with a new bridge. The 2017 Coal Creek Restoration Conceptual Design Report performed by ICON Engineering recommends bridge replacement.
8	ECLR over Sullivan Ditch/20' long x 38'2" wide concrete bridge	Increasing roadway width to add shoulders will require extension or replacement of existing 20-foot long bridge. Guardrail will also need to be replaced.

## RESILIENCY EVALUATION

ECLR/WCR 1 crosses five major floodplains along its ten-mile stretch. Generally, all the major floodplains cross the corridor from west to east except for Coal Creek, which crosses from southeast to northwest prior to its confluence with Boulder Creek upstream of Highway 52. Based on Federal Emergency Management Agency (FEMA) delineations of the regulatory floodplains, the existing 100-year crossing facilities do not meet the selected evaluation criteria except for the St. Vrain Creek crossing, which was replaced with a larger bridge after the 2013 Flood and does not overtop during the 100-year flood event. As such, resiliency improvements are needed if protection against flood events is desired. The 100-year floodplain crossings are summarized in **Table 1.7** and shown in **Figure 1.6**.

Generally, evaluation focuses on developing concept floodplain crossing configurations that would protect ECLR from overtopping during the one percent (100-year) annual change discharge flood event

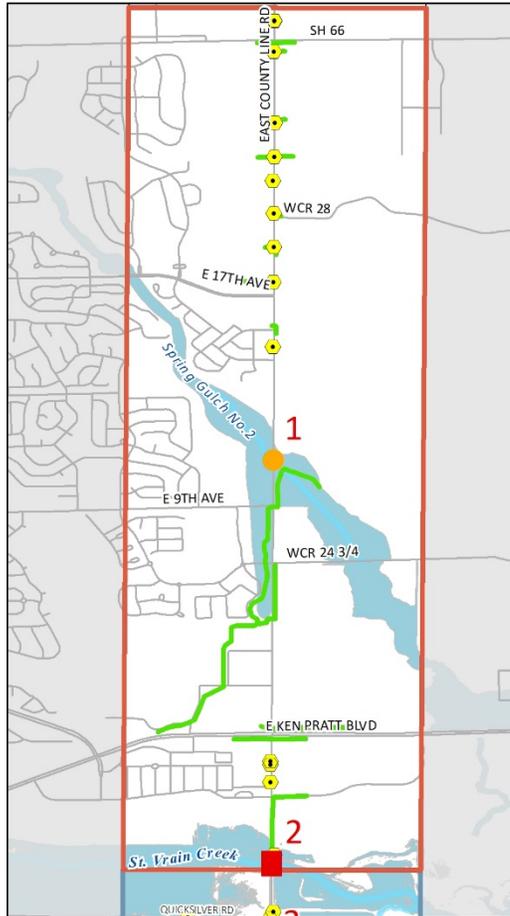
and assumes future widening projects would consist of a two or four-lane roadway. One of the main goals of this master plan is to evaluate and identify how much, if any, of the corridor should be protected from the one percent 100-year flood, where and what types of improvements are needed. Four of the five major floodplain crossings within the study area do not meet selected evaluation criteria: 1) Spring Gulch No. 2, 2) Dry Creek No. 2, 3) Boulder Creek, and 4) Coal Creek.

Table 1.7 – 100-year Floodplain Crossings and Potential Solutions

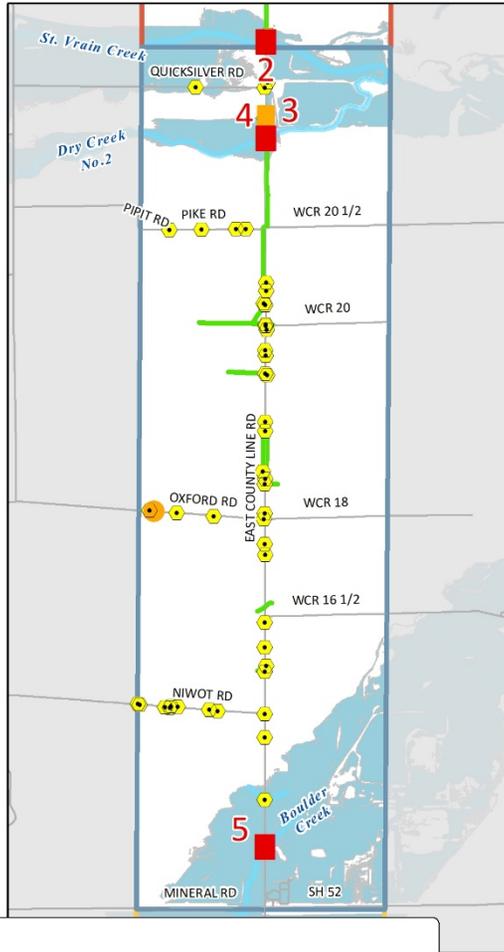
Floodplain	Floodplain Crossing Conditions	Potential Solutions
<b>Segment 1 - City of Longmont</b>		
Spring Gulch No. 2	Detailed overtopping information not included in best available data sources.	City of Longmont 2018-2019 Design for Channel & Trail Improvements. Detailed 100-year floodplain information not available.
<b>Segment 2 - Boulder County/ Weld County</b>		
St. Vrain Creek	Post 2013 Flood structures passes the updated 100-year discharge without overtopping. Slightly less freeboard than standard exists due to updated hydrology after construction.	No updates are required for resiliency. A pedestrian bridge is recommended east of the vehicle bridge. Resiliency efforts similar to the vehicle bridge should be followed.
Dry Creek No. 2	Between Quicksilver Road and Dry Creek only a small percentage of the 100-year flows pass under ECLR/WCR1 at the existing Dry Creek Crossing. The remaining flows overtop ECLR/WCR1.	A drainage study of the Dry Creek floodplain was completed. Improvement alternatives include re-channelizing Dry Creek, replacement bridge at ECLR/WCR1, possible addition of a bridge on Quicksilver Road, or a combination of these options depending on available funding.
Boulder Creek	The existing Boulder Creek Bridge will pass only minor storms. The 100-year storm will overtop ECLR/WCR1 starting approximately 1,000-feet south of the bridge to a point approximately 1,400-feet north of the bridge. Overtopping is as much as two feet in depth.	Construction of a new, larger bridge at Boulder Creek and ECLR/WCR1 is recommended. Bridge replacement design should occur in coordination with channel improvements to Boulder Creek. Resiliency measures to protect ECLR/WCR1 should be part of the design.
	From Highway 52 to Westview Road: Boulder Creek flows overtop ECLR south of Highway 52.	Improvements to Boulder Creek and Coal Creek along with replacement bridges will address flooding issues along this section of road.
<b>Segment 3 - Town of Erie</b>		
Coal Creek	From Westview Road to CW Bixler Boulevard (approximate distance of one-and-a-half miles), ECLR/WCR1 is overtopped in the 100-year storm event.	Construction of a new, larger bridge at Coal Creek and ECLR/WCR1 is recommended. Bridge replacement design should occur in coordination with channel improvements to Coal Creek. Resiliency measures to protect ECLR/WCR1 (including raising the road) should be part of the design. The realignment of Kenosha Road along with the replacement of the Kenosha Bridge should be included in the design/construction effort.

FIGURE 1.6 – BRIDGES AND WATER CROSSINGS

**SEGMENT #1 - CITY OF LONGMONT**



**SEGMENT #2 - BOULDER/WELD COUNTY**



**SEGMENT #3 - TOWN OF ERIE**



**Bridges and Water Crossings**  
 (Field Inspection #1 - 8, see Table 1.6)

<span style="color: red;">■</span> Major Bridge Structure (greater than 20' span)	<span style="color: orange;">●</span> Minor Oval Structure (48"-20')
<span style="color: orange;">■</span> Minor Box Structure (48" - 20')	<span style="color: yellow;">●</span> Culvert (less than 48") - see Table 1.6
	<span style="color: green;">—</span> Ditches
	<span style="color: blue;">—</span> 100-Year Floodplains



## UTILITIES

Overhead electrical lines, vaults and boxes owned by both United Power and Xcel Energy run along the entire corridor. Left Hand Water District has a water line that runs throughout Segment 2, predominately on the east side of the corridor.

Xcel distribution gas lines run north-south along the corridor. Additionally, there are private oil facilities between CR 16 1/2 and CR 20. These facilities include two oil tank batteries and one well head just east of the ROW line. There is also an oil tank battery on the west side of the road approximately 1,800-feet north of Boulder Cheek, and a large oil facility consisting of numerous well heads and tanks on the northeast corner of WCR10-1/2 and ECLR/WCR1.

Ditch and utility companies were contacted as part of the study process and will need to be contacted again as individual projects are developed. Due to the extensive effort associated with contacting utility owners, only a partial list of known utility owners with facilities along the corridor were identified, as shown in **Table 1.8**.

Table 1.8 – Utility Owners (Partial List)

Crestone Peak Resources	Town of Erie
Extraction Oil & Gas	Left Hand Water District
KP Kaufmann & Co	Level 3 now CenturyLink
Kerr McGee Anadarko Production...Gathering, Platte Valley	New Consolidated Lower Boulder Reservoir & Ditch
Xcel Energy	Northern Water
PDC Energy	United Power Inc.
Peterson Energy	United Private Networks
Black Hills Energy District	CDOT Region 4
8 North, LLC (Extraction Oil & Gas)	

## ENVIRONMENTAL CONSTRAINTS

There are multiple environmental conditions that could impact the design of future improvements of the ECLR/WCR1 corridor; however, none of these conditions are likely to impact the feasibility of improving safety, mobility and/or flood resiliency.

Wetlands and waters in the study area include 33 mapped features consisting of irrigation ditches, roadside drainages, swales, natural streams, fringe wetlands and one pond. Several irrigation ditches occur in the study area. Major irrigation ditches, such as the Liggett Ditch, have wide open-water channels with abutting wetland and/or riparian vegetation. The irrigation laterals vary from well-defined channels with well-developed wetlands to narrow (one-foot wide) field laterals lacking any wetland vegetation. Some of the field laterals are constructed of concrete. The smaller laterals and roadside drainage ditches were not included in the mapping unless they are associated with well-developed wetland vegetation that extends beyond the main ditch. Natural drainages include St. Vrain Creek, Dry Creek, Boulder Creek and Coal Creek.

## EXTERNAL STAKEHOLDER OUTREACH

The Master Plan employed a comprehensive public outreach process to evaluate the needs, issues and opportunities along East County Line Road/Weld County Road 1. Public outreach activities to notify stakeholders about the project and invite them to participate in the process were combined with an

interactive comment map for users to provide a comment on the nature and specific location of their concerns.

### *PUBLIC OUTREACH*

Aside from several meetings and close coordination with Boulder County, Weld County, City of Longmont and Town of Erie representatives, a robust public outreach process was used to gather input from property owners, the general public, ditch and utility companies.

### *PROPERTY OWNERS*

There are approximately 179 properties along the ECLR/WCR 1 corridor. Existing public ROW widths vary along the corridor but are predominately 60-feet within the counties and between 60 and 120-feet in some areas within the incorporated areas. In areas where road improvements have occurred, ROW has often been dedicated during development to match the City/Town ROW needs based on the roadway classification.

As with many projects, additional ROW will be required, especially in areas where the existing county ROW is all that is currently available. All property owners along the corridor were notified during the planning process and all four jurisdictions are committed to working with individual property owners during future design and construction processes.

### *GENERAL PUBLIC*

Emails, social media, press releases websites and postcards were used to notify stakeholders about the project and invite them to provide input and feedback. Public input opportunities/events that yielded over 200 comments included online interactive maps, public open houses and one-on-one stakeholder interviews.

The May 16, 2019 public open house served as an opportunity to present corridor conditions, visit with the public and collect feedback. Maps, stickers and flipcharts were displayed, and participants were encouraged to add their comments directly on the location of concern. Maps were split by corridor segments and jurisdictional staff was on hand to answer questions. There were 62 meeting attendees, 78 comments received at the open house, and 102 online comments received during comment period.

Comments received were separated into four categories: access, safety, congestion, bike/pedestrian, or other. Safety was the most categorized comment, followed by congestion and bike/pedestrian concerns. **Table 1.9** summarizes the types of comments received.

**Table 1.9 – Public Comment Types**

<b>Comment Category</b>	<b>Number of Comments</b>	<b>Percent</b>
Safety	72	40%
Other	45	25%
Congestion	30	17%
Bike/Pedestrian	20	11%
Access	13	7%
<b>Total</b>	<b>180</b>	<b>100%</b>

Comments were analyzed to specify which segments received the most comments and the issues associated with those geographical locations. As shown in **Figure 1.7**, there were 49 comments in Segment 1 (Longmont), 85 comments in Segment 2 (Boulder/Weld County) and 46 comments in Segment 3 (Town of Erie). Most comments received were located within Segment 2 (Boulder/Weld County) between WCR 18 and WCR 16 ½. Many of these comments were related to visibility issues, and the need to add turn lanes and install traffic signals. Several safety comments involved bike/pedestrian issues, as it was expressed that protected bike lanes should be implemented throughout the corridor. Other safety concerns were related to heavy truck traffic and visibility/sight distance issues. **Table 1.10** summarizes public comments and **Figure 1.7** shows the comment locations. Project numbers (i.e. “L1”) are incorporated in **Table 1.10** to demonstrate concerns that will be addressed with recommended improvements identified in the *Project Recommendations* document.

Table 1.10 – Public Comments

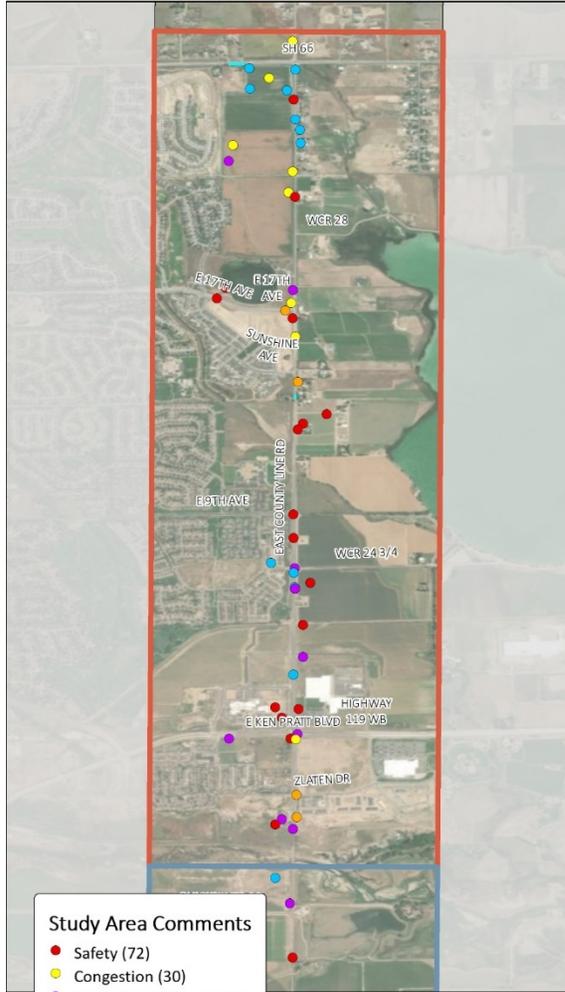
Location	Public Comments	Potential Solutions/Project Recommendations
<b>General and Miscellaneous (applicable to most of the corridor)</b>	<ul style="list-style-type: none"> <li>• Designated or protected bike lanes throughout the corridor</li> <li>• Consider alternate parallel bike corridor</li> <li>• Potholes were noted as a maintenance issue</li> <li>• Industrial/oil industry-related truck traffic</li> <li>• Consider wildlife corridors and impacts, particularly around creeks and drainageways</li> <li>• Historic properties, buildings and facilities</li> </ul>	Project recommendations include widened shoulders and/or bike lanes whenever possible/feasible and will follow design guidelines to accommodate traffic volumes and truck traffic. Environmental impacts will also be considered with every project, including wildlife corridors and historic properties, buildings and facilities.
<b>Segment 1 - City of Longmont</b>		
<b>Highway 66 (L1)</b>	<ul style="list-style-type: none"> <li>• Future widening should occur on the west, on the City of Longmont side, to lessen impacts to existing residences on the Weld County side</li> <li>• A traffic study should be conducted, and a traffic light is needed at Hwy 66</li> <li>• Intersection should be expanded to two lanes in each direction from 9th to 66</li> <li>• Suggestion for 35 mph and electronic speed limit signs</li> </ul>	Upgrade the existing signalized intersection with five lanes south of Highway 66 with a detached multiuse pathway on the west side. Future movements would include dual westbound left-turns off Highway 66. City of Longmont property west of the roadway would allow for future widening to avoid or minimize the need for acquisition of right-of-way from property owners east of ECLR/WCR 1.
<b>17th Avenue (L3)</b>	<ul style="list-style-type: none"> <li>• A traffic signal should be installed at this intersection</li> <li>• Issues and safety concerns with turning north from 17th Avenue onto ECLR</li> <li>• Speed of traffic causes pedestrian crossing issues on 17th Avenue at the Jim Hamm Nature Area</li> <li>• Maneuverability issues/tight turning and congestion (need for reconfiguration and additional lanes)</li> </ul>	Replace the stop-controlled “T” intersection with a double-lane three-legged roundabout to improve safety, traffic flow and maneuverability. The roundabout and approaches would include detached sidewalks to improve pedestrian access and safety. The double-lane roundabout would help regulate/reduce speeds through the intersection.
<b>Sunshine Avenue (L3)</b>	<ul style="list-style-type: none"> <li>• Access on to county road from driveway</li> <li>• High traffic volumes, narrow shoulders</li> <li>• Area is dark, suggested streetlights</li> <li>• Suggested adding a traffic signal or roundabout</li> </ul>	Proposed future roadway widening to five lanes and sidewalk improvements along this stretch of the corridor.
<b>9th Avenue (L4)</b>	<ul style="list-style-type: none"> <li>• Replace light with roundabout, concerns about traffic speeds</li> </ul>	
<b>Deerwood Drive/County Road 26 (L5)</b>	<ul style="list-style-type: none"> <li>• Concerns about traffic speed and noise in residential area</li> <li>• Suggested pedestrian crossing light for safe access to Union Reservoir Nature Area</li> <li>• Request for northbound right turn lane on ECLR/WCR1 onto County Road 26</li> </ul>	Proposed future traffic signal.
<b>Ken Pratt BLVD/Highway 119</b>	<ul style="list-style-type: none"> <li>• Improve turn lane markings for those turning into the distribution center.</li> <li>• Suggested bike/pedestrian underpass for safer access to Walmart</li> <li>• Driver confusion about merging and yielding for eastbound traffic heading southbound on ECLR/WCR1</li> </ul>	
<b>Great Western/Zlaten Drive (L6)</b>	<ul style="list-style-type: none"> <li>• Need pedestrian crosswalk for Great Western to Zlaten Drive and protected bike lanes</li> <li>• Connections to the St. Vrain Greenway and surrounding destinations are desired</li> <li>• A turn lane for northbound traffic turning onto Zlaten and advance notice that people are turning would aid traffic turning southbound out of Walmart</li> </ul>	Widen ECLR/WCR 1 between Zlaten Drive and the bridge over the Saint Vrain Creek to allow for paved shoulders. The multiuse trail would be extended south to Saint Vrain Creek and connect to the proposed pedestrian bridge over Saint Vrain Creek. Recommend installing a traffic signal at time of widening.

Location	Public Comments	Potential Solutions/Project Recommendations
<b>Segment 2 - Boulder County/ Weld County</b>		
<b>Quicksilver Road/St. Vrain Creek (C2)</b>	<ul style="list-style-type: none"> <li>Consider sparing removal of fences, gates, and well-established trees</li> <li>Extend no passing zone further to the south to the fire station</li> <li>Suggested roundabout at Quicksilver Road</li> </ul>	Proposed future widened shoulders from Quicksilver Road to County Road 20 ½.
<b>Pike Road/County Road 20 ½ (C4)</b>	<ul style="list-style-type: none"> <li>Add bike lanes and a shoulder or a multiuse trail/path</li> <li>Recommend turn lanes and a roundabout or traffic signal</li> <li>Visibility and speeding issues</li> <li>Liggett Ditch has erosion/sedimentation impacts</li> <li>Narrow shoulder and ditch on the west side of the road</li> <li>Concerns about traffic speed</li> </ul>	Improve the existing two-way stop-controlled intersection with a single-lane roundabout to accommodate future traffic volumes. Major irrigation facilities with the existing ditch running diagonally under intersection should also be addressed with the proposed project.
<b>Oxford Road/WCR 18 (C6 &amp; C6A)</b>	<ul style="list-style-type: none"> <li>Recommend roundabout or traffic signal and widened shoulders to address speed, facilitate traffic flow and improve safety</li> <li>Sight distance/visibility concerns associated with trees and fences on the NW corner of the intersection</li> <li>Driveway access and domestic farm animal presence concerns</li> </ul>	Improve the existing two-way stop-controlled intersection with a single-lane roundabout to accommodate future traffic volumes and improve approaches and sight distance. Irrigation improvements would also be included.
<b>WCR 16 1/2 (C8 &amp; C6A)</b>	<ul style="list-style-type: none"> <li>Safety issues associated with passing on a double yellow line/speeding, and poor visibility/sight distance</li> <li>Concerns about adding a third lane through this area</li> <li>Widening should occur on the undeveloped side of the road</li> </ul>	Improve the existing one-way stop-controlled intersection by widening the roadway and adding turn lanes. Improve access and accommodate the many turning movements that occur into and out of the properties on the west, a majority of which are trucks and semitrailers. Improve visibility and access to and from the existing western driveways by removing the sub-standard vertical curve.
<b>Niwot Road (C10 &amp; C6A)</b>	<ul style="list-style-type: none"> <li>Both concerns and advocating for roundabout</li> <li>Suggestion for a four-way stop</li> <li>Speed and truck traffic concerns</li> <li>Visibility/sight distance issues with vertical curves</li> <li>Residential access issues</li> </ul>	Improve the existing one-way stop-controlled intersection with a new single-lane roundabout.
<b>Mineral Road/Highway 52 (C13)</b>	<ul style="list-style-type: none"> <li>Residential access close to the intersection – safety concerns</li> <li>Signal timing improvements needed</li> <li>Add turn lanes and additional through lanes</li> <li>Increase length of turn lane onto Highway 52</li> </ul>	Existing traffic signals are operated by the Colorado Department of Transportation (CDOT) and traffic analyses indicate that a southbound right turn lane would be needed to accommodate 2040 volumes of ECLR/WCR1 and Mineral Road/Highway 52. Additionally, there is a need to increase storage and add shoulders.
<b>Segment 3 - Town of Erie</b>		
<b>Westview Road</b>	<ul style="list-style-type: none"> <li>No turn lane and poor visibility.</li> <li>Historic site (southeast of West View Road)</li> <li>Existing water well to be aware of</li> </ul>	Proposed future road widening to three lanes from Highway 52 to Jay Road.
<b>Buffalo Road</b>	<ul style="list-style-type: none"> <li>Concerns about turning left off Buffalo Rd onto ECLR, suggested a left turn lane or median</li> </ul>	
<b>South of Buffalo Road</b>	<ul style="list-style-type: none"> <li>Increased congestion, difficult for school bus traffic pulling from dirt to asphalt.</li> <li>Poor visibility</li> <li>Steep ditches</li> </ul>	
<b>Kenosha Road/Weld County Road 10.5 (E3)</b>	<ul style="list-style-type: none"> <li>Request turn lane on County Line Rd</li> <li>Poor visibility (vertical sight distance issues) when turning from Kenosha Rd on to County Line Rd</li> <li>Lots of driveways/access points</li> <li>Motorists frequently run stop signs</li> <li>Request for separated sidewalk/path</li> <li>Speeding concerns, suggested electronic speed monitoring signs</li> </ul>	Proposed future road widening to three lanes from Highway 52 to Jay Road. Proposed future roundabout at Kenosha, and the addition of right turn and left turn lanes at the WCR 10½ intersection. WCR 10 ½ would remain stop sign controlled.
<b>CW Bixler Boulevard</b>	<ul style="list-style-type: none"> <li>Speeding concerns, recommended 35mph past neighborhoods</li> <li>Lack of desire for raised medians</li> </ul>	Proposed future road widening to three lanes from Highway 52 to Jay Road.
<b>South of CW Bixler Boulevard</b>	<ul style="list-style-type: none"> <li>Lack of room to expand road (homes, mature trees and utilities)</li> <li>Speeding concerns, prefers no medians</li> <li>Need for sidewalks</li> <li>Request for turn lanes into subdivision</li> </ul>	
<b>Evans Street</b>	<ul style="list-style-type: none"> <li>Request for turn lanes to accommodate church traffic</li> </ul>	
<b>Jay Road/Cheesman Street (E6)</b>	<ul style="list-style-type: none"> <li>Recommend sidewalks and turn lanes</li> <li>School zone sign flashing activates with no children present</li> <li>Heavy congestion around school drop off/pick up</li> </ul>	Improve the existing four-way stop-controlled intersection with a traffic signal to meet current and future traffic demand. Intersection improvements would be designed to improve approaches and bicycle and pedestrian safety in a school zone area.

FIGURE 1.7 – PUBLIC COMMENTS

**49 Comments**

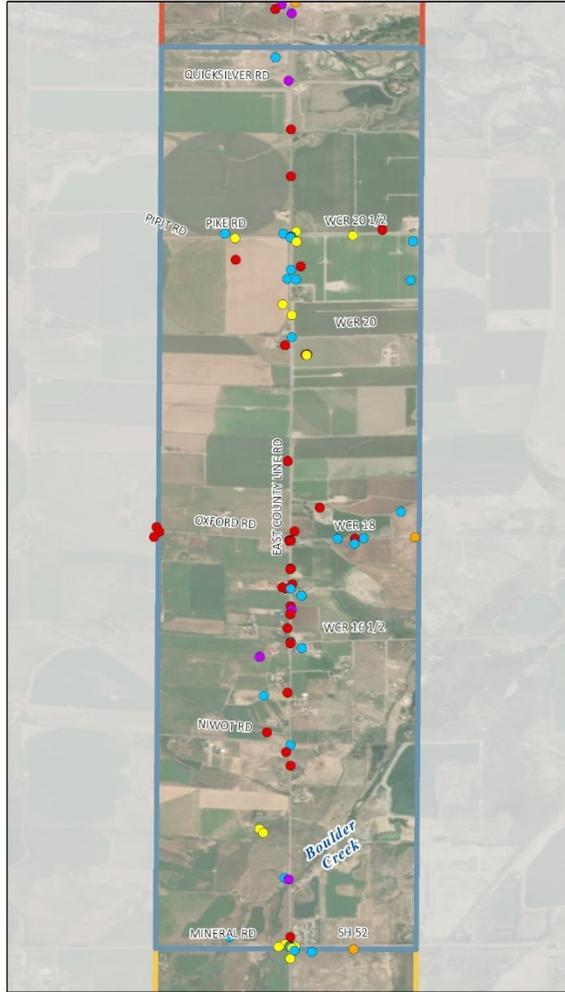
**SEGMENT #1 - CITY OF LONGMONT**



- Study Area Comments**
- Safety (72)
  - Congestion (30)
  - Pedestrian / Bicycle (20)
  - Access (13)
  - Other (45)

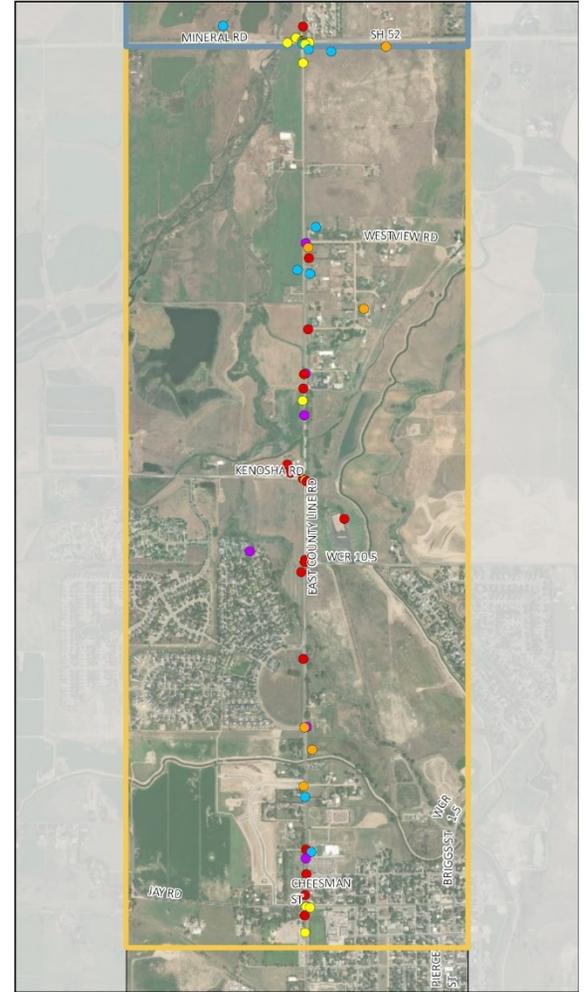
**85 Comments**

**SEGMENT #2 - BOULDER/WELD COUNTY**



**46 Comments**

**SEGMENT #3 - TOWN OF ERIE**



## RECOMMENDATIONS FOR FUTURE IMPROVEMENTS

Based on the results of this study, the East County Line Road/ Weld County Road 1 Master Plan recommends a series of improvements along the corridor to improve safety, assist in multimodal mobility, and protect against future flood events in all three segments of roadway. Implementation will require a phased approach due to funding constraints and interagency coordination needs.

Based on a technical analysis of existing and future conditions, input from the four main agencies, and input from property owners and the public, concerns fall into six general categories:

1. Potential safety impacts from high traffic speed in the area
2. Property access
3. Safety for bicycles and pedestrians
4. Intersection operations for both safety and capability
5. Truck traffic both speed and weight.
6. Impacts of widening on adjacent properties

### ROADWAY CAPACITY IMPROVEMENTS

- Widen ECLR between 17th Avenue and Highway 66 to a full width minor arterial
- Widen East County Line Road south of Zlaten Drive to St. Vrain Creek including paved shoulders and multiuse path to improve access to open space areas
- Coordinate with CDOT's PEL studies at Highway 66 and Highway 52
- Widen ECLR/WCR1 from Quicksilver Road to Highway 52. Realign centerline, when practicable, to reduce impacts to adjacent properties, utilities and natural features.
- Widen ECLR/WCR1 from Highway 52 to Jay Road to a three-lane section with improved shoulders

### BRIDGE IMPROVEMENTS

- New pedestrian bridge over Saint Vrain Creek to connect City of Longmont multimodal trail system to trails south of the Saint Vrain Creek
- New Dry Creek Bridge to match selected Dry Creek channelization
- New bridge at Kenosha Road over Coal Creek
- New Bridge over Boulder Creek and Coal Creek – current bridge is not designed for large flooding events and is the bottleneck that causes flooding in surrounding areas

### INTERSECTION SAFETY IMPROVEMENTS

- Traffic signal at 17th Avenue.
- Signalized intersection at Deerwood Road/WCR 26
- Signalized or roundabout intersection at Zlaten Drive
- Roundabout at the intersection of Pike Road/WCR 20.5
- Roundabout at the intersection of Oxford Road/WCR 18
- Added center lanes for turning at WCR16.5
- Roundabout at the intersection of Niwot Road
- Improvements to Highway 52 turn lane northbound to eastbound to reduce congestion.
- Roundabout at the intersection of Kenosha Road
- Add turn lane northbound to eastbound at WCR 10.5 to reduce congestion
- Signalized intersection at Jay Street

## GENERAL SUGGESTIONS

- Create a utility map for the entire corridor.
- Speed limit consistency for the entire corridor.
- Focus on safety for all users.
- Continuous center turn lane at all major signalized intersections.
- Signal timing should be coordinated with the rest of the corridor.
- Develop a plan with all creek and ditch crossings.
- Oil and Gas consistent agreements for the corridor and map their lines.
- Map irrigation facilities.

## NEXT STEPS/FUNDING

The projects recommended in this study are meant as first steps toward identifying needs, securing potential partnerships and prioritizing within a larger scope of infrastructure needs within each jurisdiction. Funding for transportation improvements is limited compared to needs; however, many, if not all, of the improvements recommended in this report result in benefits that far outweigh costs and should be pursued by the participating agencies.

Potential funding sources include road funds from all four jurisdictions, private development, oil and gas revenues, and state and federal safety funds.

### BOULDER COUNTY

A 2007 Boulder County ballot issue passed by voters in 2007 provides funding for a list of 47 projects including improvements to East County Line Road. The sales tax is focused on adding paved shoulders to East County Line Road south of Longmont to Jay Road in the Town of Erie. However, given the newly identified safety and flood resiliency needs identified in this report, it might be more beneficial to focus that funding on those needs first.

### WELD COUNTY

While Boulder County has maintenance responsibility for ECLR/WCR1 south of Longmont, many of the intersection needs on the corridor primarily access Weld County and are of high benefit to Weld County residents. Cost-sharing or other funding arrangements are likely needed for specific locations where benefit to both counties warrant additional discussion on funding and implementation. Property acquisition for ROW should be handled by each corresponding jurisdiction to avoid property ownership in one county by the other.

### CITY OF LONGMONT

The City of Longmont has sole responsibility for implementation of most of the improvements in Segment 1. Ownership, both north of 17th Avenue and south of Zlaten Drive, is jointly owned by Boulder County and Weld County and could provide opportunities for funding partnerships.

### TOWN OF ERIE

The Town of Erie has primary responsibility for implementation of future improvements south of Kenosha Road within Segment 3. Ownership north of Kenosha Road is jointly owned by Boulder County and Weld County and could provide opportunities for funding partnerships.

## *CONCLUSION*

Regardless of funding source, time of implementation, or final design of specific projects, the improvements recommended in this plan will greatly enhance access, mobility, safety and resiliency for users from within and beyond the four jurisdictions participating in this plan.