

Siphon Overpass

Dana Hornkohl

Capital Projects Manager



Primary Project Tea,



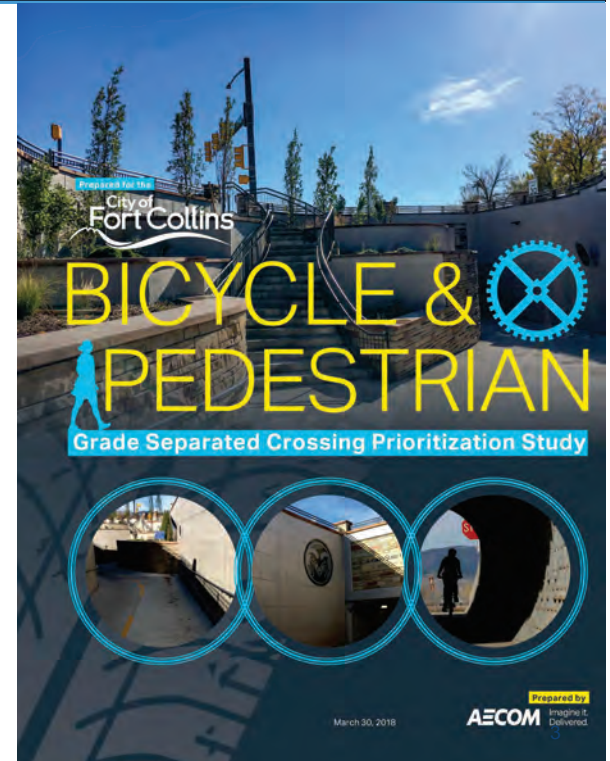
- Jin Wang (Caleb Feaver)
- City Project Manager

- AECOM
- Designer of Record

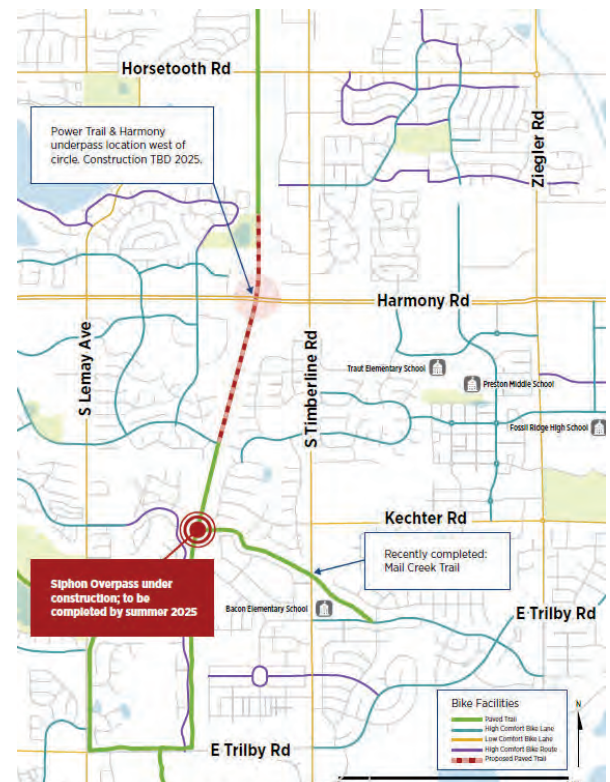
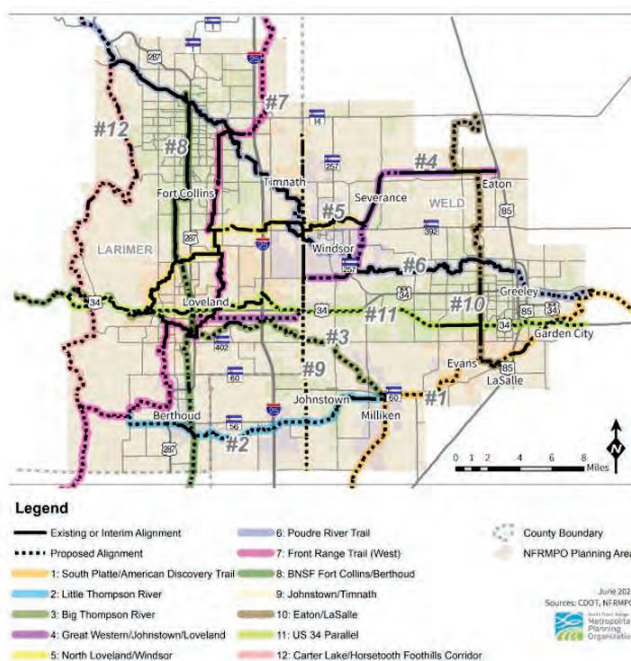


- Cory Kaufmann
- City Construction Project Manager

- Bicycle & Pedestrian Grade Separated Crossing Prioritization Study (2018)
- (1) Power Trail/Harmony (Underpass)
- (5) Power Trail Connection over UPRR (Siphon Overpass)
- Southeast Fort Collins was not directly connected to the City's trail network
- Crossing of the Union Pacific Railroad were limited to roadway corridors, south of Harmony Road there were no low stress permitted connections for active modes to the Power Trail from the east



Areas Served – Trail Connections



Design Considerations, Funding, and Schedule

- Engineering Department managed the project for the Parks Department
- Platte River Power Authority (PRPA) transmission lines
 - 10-feet of vertical clearance minimum, users
 - 15-feet of vertical clearance minimum, vehicles
 - Covered structure, discourage/restrict climbing
 - Lines must be deenergized during bridge placement
- Union Pacific Railroad (UPRR)
- 23-feet – 4-inches of vertical clearance, structure
- Enclosed crossing
- Southridge Golf Course adjacent to overpass



- Total Project Cost: \$6.25 M
- Planning 2018
- Design 2018 to 2023
- Construction 2025
- Opened December 5, 2025

Funding Type	Amount	Percentage
Community Capital Improvement Program (2018 to 2024)	\$ 3,650,000	58%
Multimodal Transportation and Mitigation Options Fund (2021 and 2023)	\$ 1,054,569	17%
Transportation Capital Expansion Fee (2021)	\$ 503,939	8%
Transportation Services Fund (2021)	\$ 1,111	0%
Conservation Trust Fund (2021)	\$ 850,000	14%
Art in Public Places (2021)	\$ (5,050)	0%
Carbon Reduction Program (2023)	\$ 195,431	3%
TOTAL	\$ 6,250,000	

Grant Funds	\$ 1,250,000	20%
Local Funds	\$ 5,000,000	80%
TOTAL	\$ 6,250,000	

5

Construction



- Primary construction
 - February to August 2025
- Pause
 - Fabrication delay
 - Deenergize scheduling
 - September – October 2025
- Pick and Placement
 - November 2025
- Opening
 - December 5, 2025

6



PROJECT COMPLETION SUMMARY

WAYFIDING SIGNAGE ALONG THE

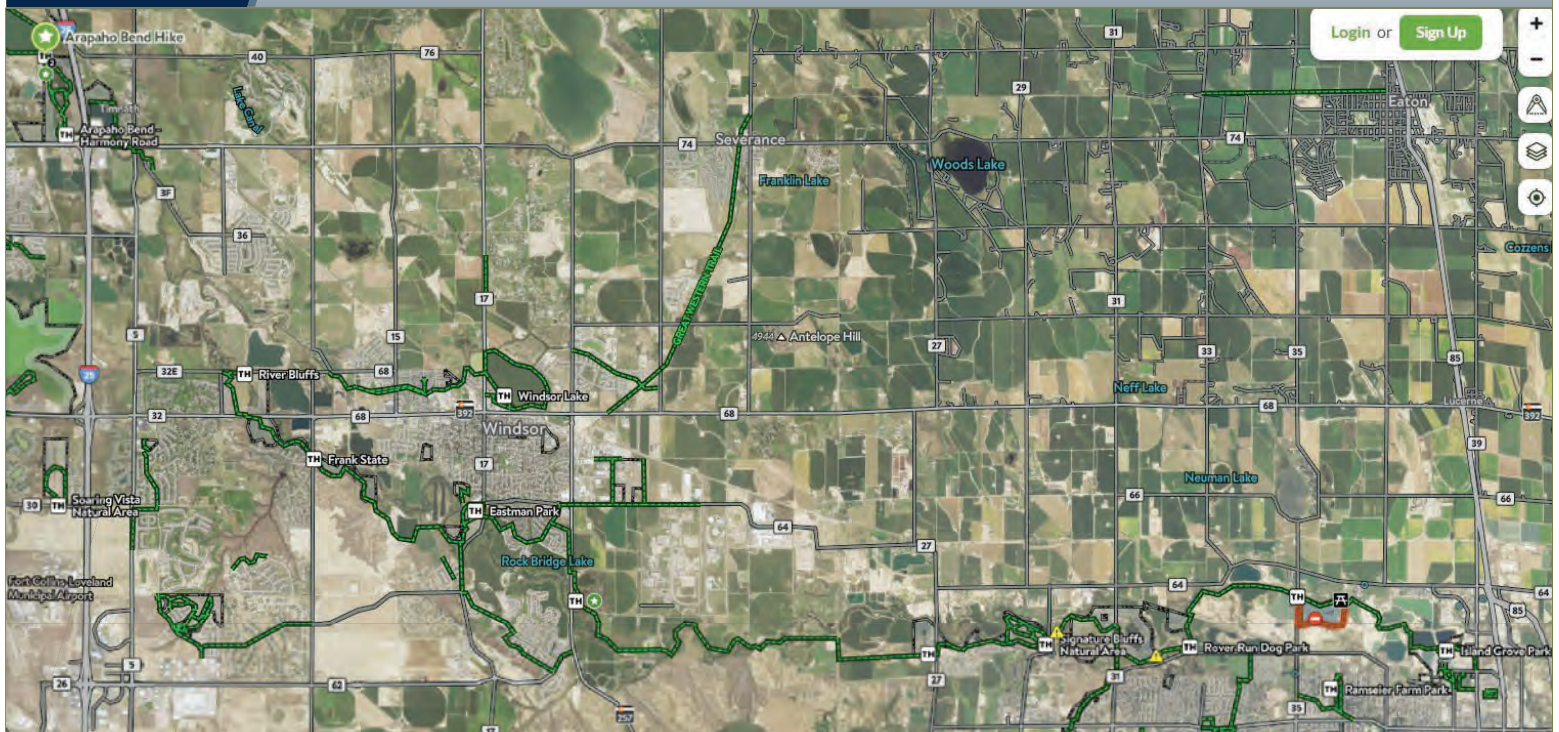
POUDRE RIVER TRAIL

LARIMER COUNTY, TIMNATH, WINDSOR, GREELEY, POUDRE RIVER TRAIL
CORRIDOR BOARD



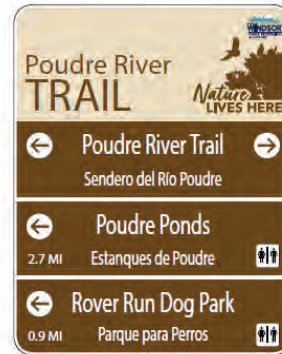
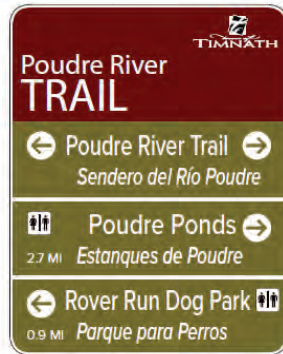
PROJECT SCOPE

- Implement wayfiding on the entirety of the Poudre River Regional Trail between I25 and Island Grove Park.





Sign consistency while maintaining branding for each community



PROJECT SUMMARY

Entity	Quantity	Total	TA Funding	Match	% of overall project	Cost for each entity design only
Timnath	67	\$46,900.00	\$38,828.51	\$8,071.49	45.89%	\$12,528.08
Larimer County	6	\$4,200.00	\$3,477.18	\$722.82	4.11%	\$1,121.92
Windsor	38	\$26,600.00	\$22,022.14	\$4,577.86	26.03%	\$7,105.48
Greeley	35	\$24,500.00	\$20,283.55	\$4,216.45	23.97%	\$6,544.52
Poudre River Trail Corridor Board	105	\$6,003.90	\$3,800.00	\$2,500.00		
Total	251	\$108,203.90	\$88,411.38	\$20,088.62		\$27,300.00

Entity	Percent of Total	Quantity	Engineering/ JUB	Sign and Post Cost	Total	TA Funding	PHA Grant	Match	Cost for each entity design only (original)
Timnath	54.64%	106	\$ 22,320.65	\$467.79	\$49,585.31	-\$41,051.68	-\$2,731.96	\$28,122.32	\$14,916.49
Larimer County	3.61%	7	\$ 1,474.01	\$467.79	\$3,274.50	-\$2,710.96	-\$180.41	\$1,857.13	\$985.05
Windsor	21.13%	41	\$ 8,633.46	\$467.79	\$19,179.23	-\$15,878.48	-\$1,056.70	\$10,877.50	\$5,769.59
Greeley	20.62%	40	\$ 8,422.89	\$467.79	\$18,711.44	-\$15,491.20	-\$1,030.93	\$10,612.20	\$5,628.87
Total	100.00%	194	\$ 40,851.00		\$90,750.48	-\$75,132.32	-\$5,000.00	\$51,469.16	\$27,300.00
		194			Construction Total Eligible for Grant Rimb	Actual Reimbursement Amount		New Match w/ Engineering	Original JUB Scope for Assistance. Note final invoice reflects all extra effort to support ASA on CDOT Requirements



Status

PROJECT SUCCESSFULLY COMPLETED

I MADE A LOT OF ASSUMPTIONS REGARDING THE
GRANT ADMINISTRATIVE PROCESS

COMMUNITIES SPENT AN ADDITIONAL \$40,000 ON
ENGINEERING

CONTRACTOR AND SUBCONTRACTORS LACKED
UNDERSTANDING OF REPORTING REQUIREMENTS



QUESTIONS?

US 34 Transit Plan

NFRMPO Technical Advisory Committee (TAC)

Wednesday, December 17, 2025

2025-12-17



1

Agenda

- 01** Schedule/Recap
- 02** Capital Improvements
- 03** First/Last Mile
- 04** Route Expansion
- 05** Funding/Implementation
- 06** Next Steps

US 34

Transit Plan

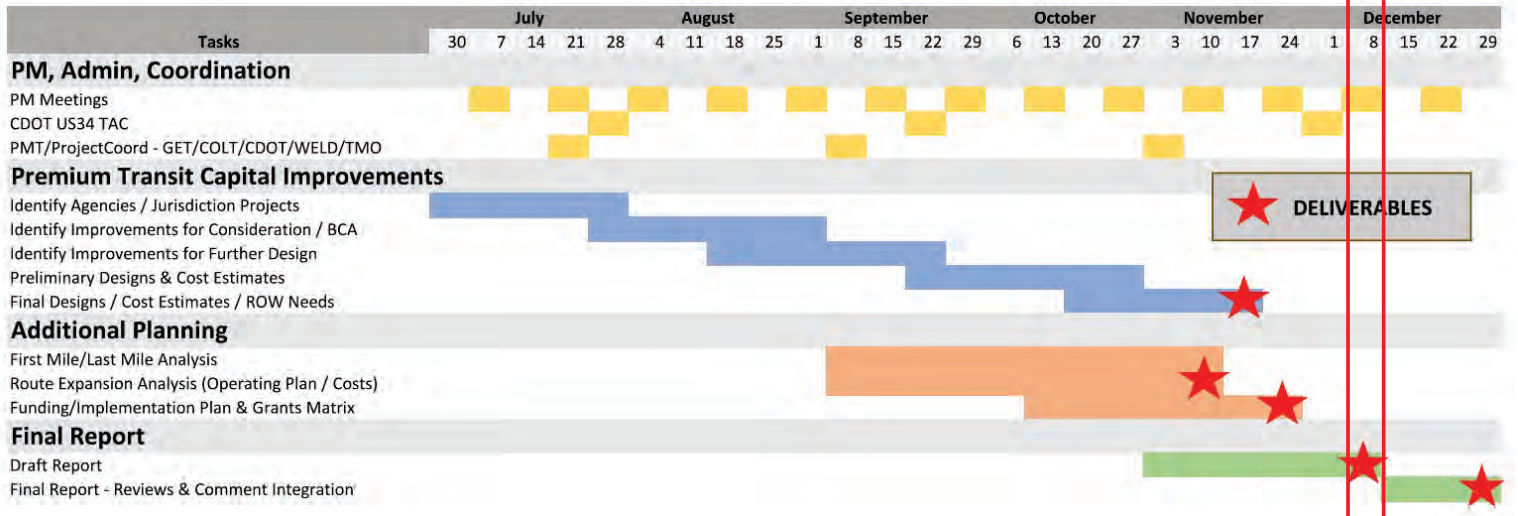


2

Project Schedule

US 34 Transit Plan

WE ARE HERE!



3

Public/Stakeholder Engagement

US 34 Transit Plan

Public Engagement:

- Online Public Open House in May, 2024
- Online Public Presentation in September, 2024



Stakeholder Engagement:

- Project Management Team (PMT)
- Technical Advisory Committee (TAC)
- US 34 Coalition
- NFRMPO TAC
- One-on-Ones with GET, COLT, Johnstown
- Greeley Citizen Transportation Advisory Board
- Northern Colorado Mobility Committee

PMT Members:

- **Loveland** (Nathan Beauheim, AnnaRose Cunningham, Candice Folkers, Nicole Hahn, Keith Wakefield)
- **Greeley** (Hanna Feldmann, Michelle Johnson, Will Jones, Victoria Leonhardt)
- **Weld County** (Evan Pinkham)
- **CDOT Region 4** (Rich Christy, Katrina Klobberdanz)
- **GoNoCo34 TMO** (Jaclynn Streeter)

Project Recap

US 34 Transit Plan



Ongoing Efforts:

- Capital Improvements:
 - Selected 5 intersection locations for improvements
 - Developed DRAFT 10% designs/costs
- Planning:
 - First/Last Mile & Route Expansion Analysis
 - Funding/Implementation Plan



5

Capital Improvements

US 34 Transit Plan

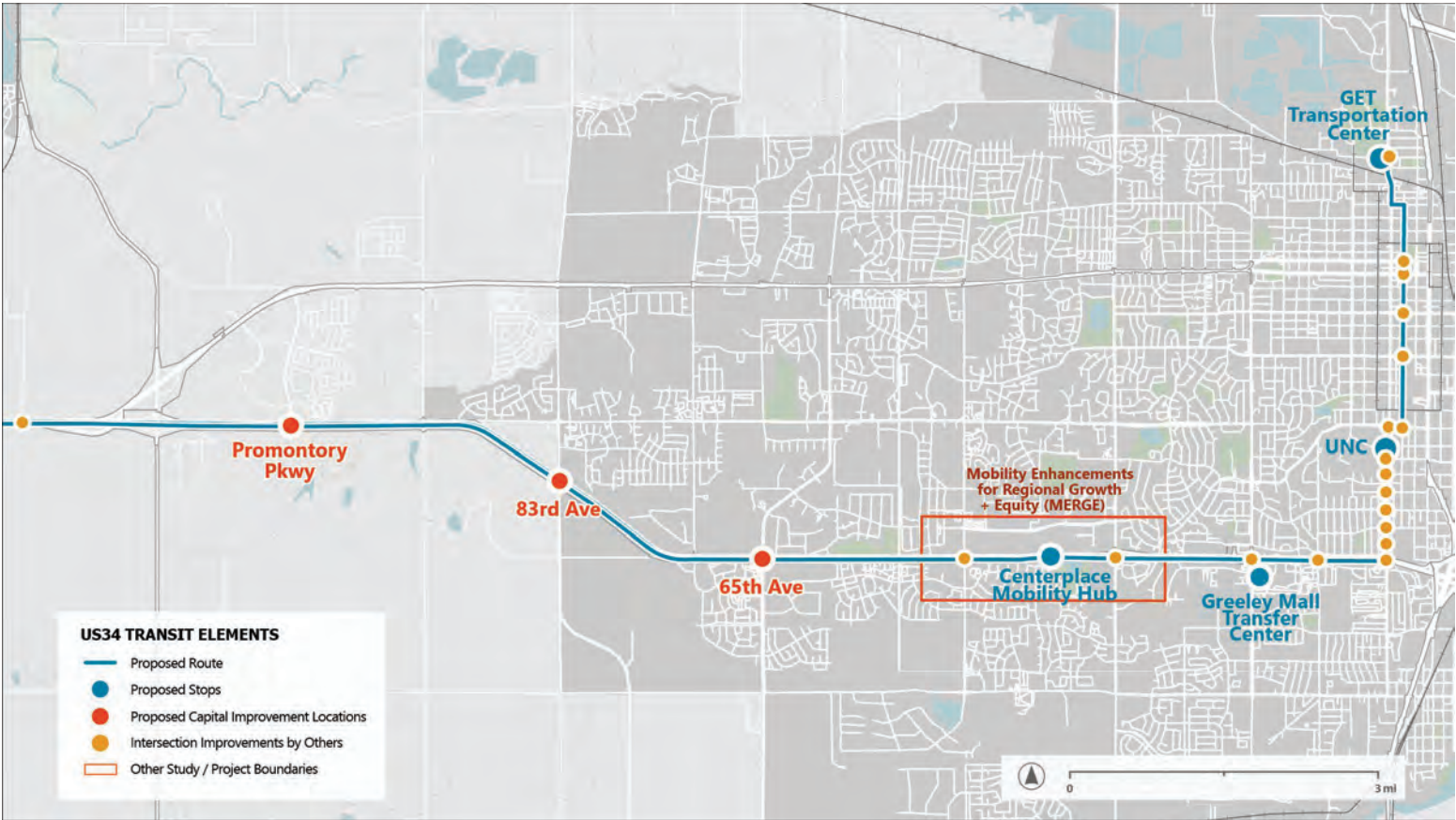
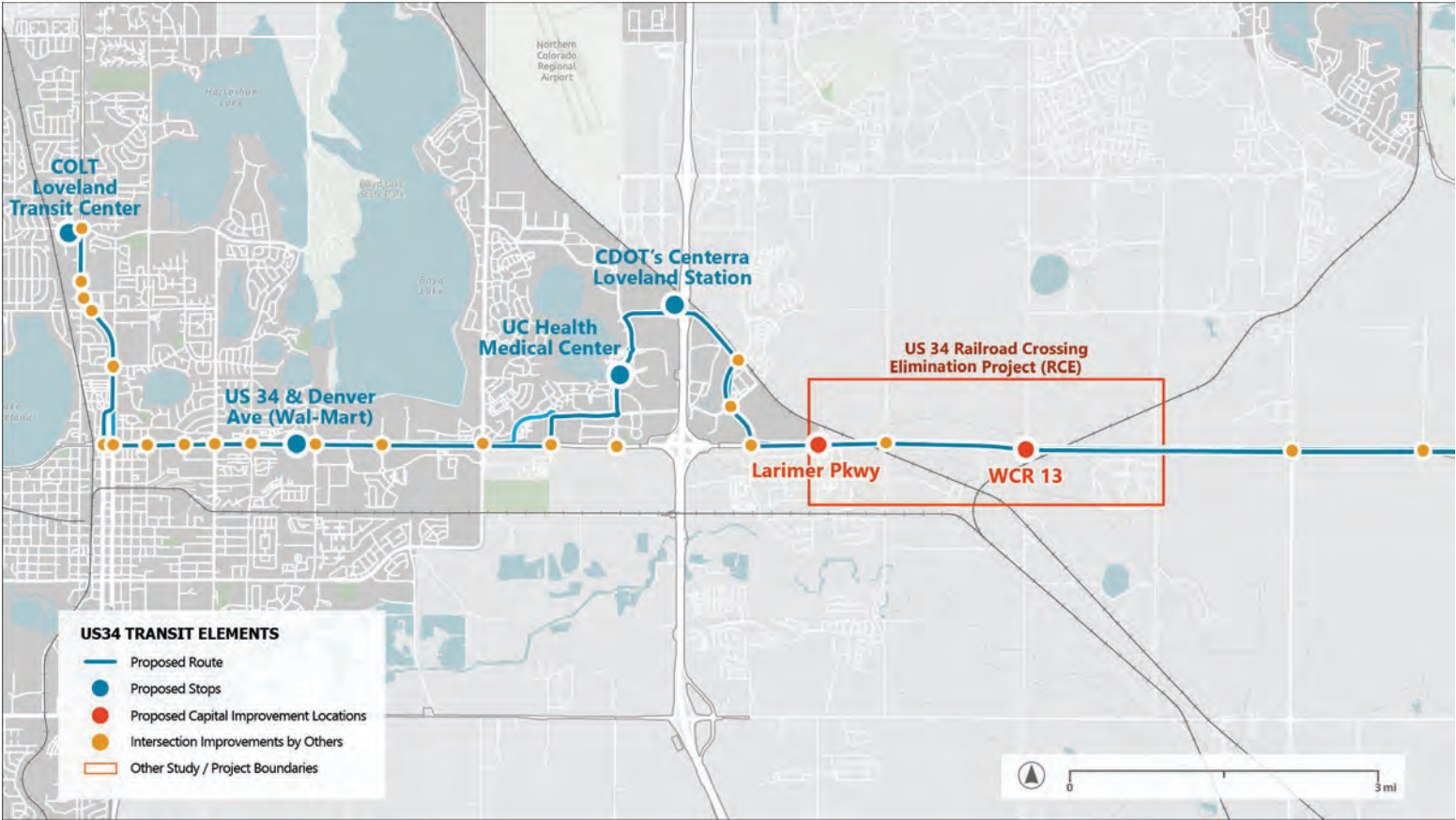


Capital Improvement Locations

Five (5) US 34 intersections selected for 10%-level design/cost estimation:

- Larimer Parkway
- WCR 13/Colorado Boulevard
- Promontory Parkway
- 83rd Avenue
- 65th Avenue





Capital Improvements

US 34 Transit Plan

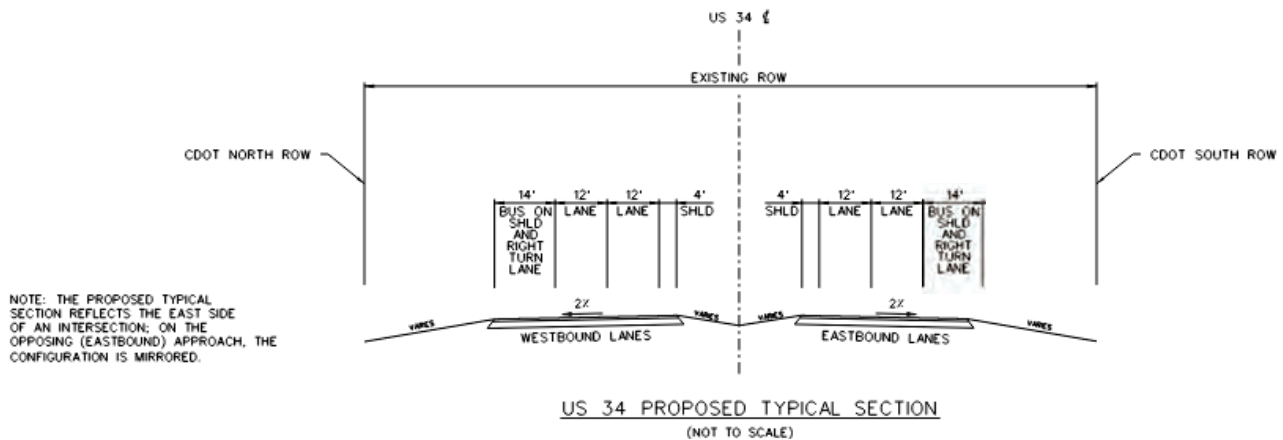
Corridor	Cross Street	Improvement Type	Proposed Improvements (EB Route)	Proposed Improvements (WB Route)	PMT Comments
US 34	Larimer Parkway	Capital Improvements	Queue Jump - Use existing EBR lane for shared queue jump lane, add porkchop, change to free right	Queue jump - Widen shoulder to 14' from stop bar to RR tracks (1,500')	CDOT resurfacing project in this area. Planning dollars are available for the RR crossing. In Planning level now, if developer driven improvements TSP may be required of developer.
	Colorado Blvd / WCR 13	Operational (EB)/ Capital Improvements (WB)	Queue Jump - Use existing accel and turn lane, add TSP and signal head	Queue jump - Add porkchop/free right, widen shoulder to 14' from stop bar (3,800')	May be included as part of Rail Elimination study and/or developer improves in area including LCR 3.
	Promontory Parkway	Capital Improvements	Queue Jump - Widen shoulder to 14' from stop bar to SH 257 on-ramp (3,100')	Queue Jump - Use existing WBR lane for shared queue jump, redesign porkchop, widen shoulder to 14' (3,100')	No comments
	83rd Avenue	Capital Improvements	Queue Jump	Queue Jump	Single span wire - needs a bigger look at improvements at this intersection. Small amount of queueing in initial analysis
	65th Avenue	Capital Improvements	Queue Jump - Use existing EBR lane, redesign porkchop, add free right, widen shoulder to 14' (850')	Queue Jump - Use existing WBR lane, redesign porkchop, add free right, widen shoulder to 14' (850')	Adjust porkchops for queue jump. Make sure design does not impact frontage road and drainage. Evaluate queue length, will the new interchanges at 35th and 47th result in free flow traffic/longer queues at 65th.



9

Capital Improvements - Design Typical Section

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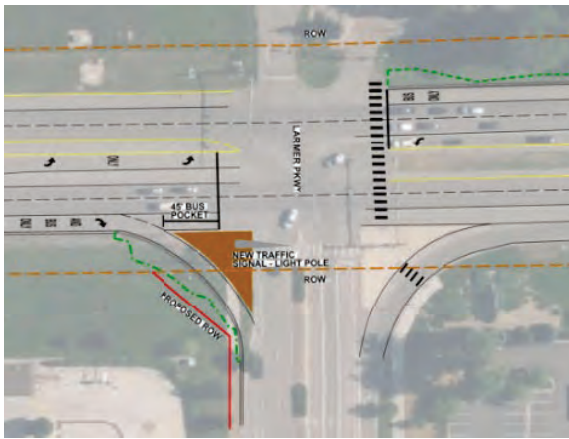


10

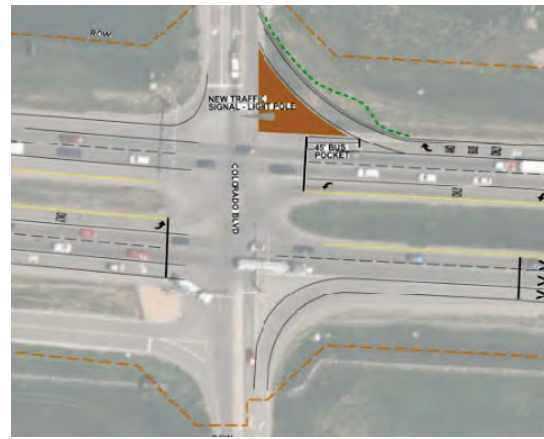
Capital Improvements - 10% Design

US 34 Transit Plan

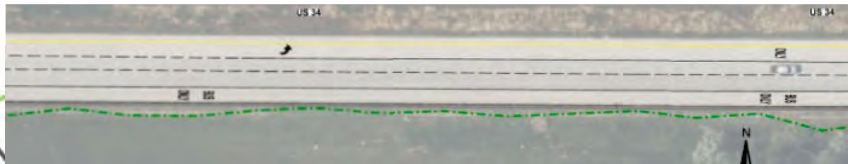
@ Larimer Parkway



@ WCR 13 / Colorado Blvd



Typical Widening Section



11

10%-Design

US 34 Transit Plan

@ Promontory



@ 83rd



@ 65th



12

Capital Improvements

US 34 Transit Plan



Corridor	Cross Street	Description of Proposed Improvements (EB Route)	Description of Proposed Improvements (WB Route)	Estimate Cost Ranges		
				-30%	Estimate	+50%
US 34	Larimer Parkway	Queue Jump - Use existing EBR lane for shared queue jump lane, add porkchop, change to free right, add TSP and replace signal pole in SW corner	Queue jump - Widen shoulder to 14' from stop bar to RR tracks (1,500'), add TSP and signal head	\$ 700,000	\$ 1,000,000	\$ 1,500,000
	Colorado Boulevard / WCR 13	Queue Jump - Use existing accel and turn lane, add TSP and signal head	Queue jump - Add porkchop/free right, widen shoulder to 14' from stop bar (3,800'), add TSP and replace signal pole in SW corner	\$ 600,000	\$ 825,000	\$ 1,250,000
	Promontory Parkway	Queue Jump - Widen shoulder to 14' from stop bar to SH 257 on-ramp (3,100'), add TSP and signal head	Queue Jump - Use existing WBR lane for shared queue jump, redesign porkchop, widen shoulder to 14' (3,100'), add TSP and replace two signal poles on north side	\$ 875,000	\$ 1,250,000	\$ 1,875,000
	83rd Avenue	Queue Jump - Add TSP and signal head	Queue Jump - add TSP and signal head	\$ 100,000	\$ 125,000	\$ 200,000
	65th Avenue	Queue Jump - Use existing EBR lane, redesign porkchop, add free right, widen shoulder to 14' (850'), add TSP and signal head	Queue Jump - Use existing WBR lane, redesign porkchop, add free right, widen shoulder to 14' (850'), add TSP and signal head	\$ 225,000	\$ 325,000	\$ 475,000
Total				\$ 2,500,000	\$ 3,525,000	\$ 5,300,000

Extend shoulder widening 2,500' in each direction



US 34 Transit Planning

US 34 Transit Plan



Ongoing Planning Efforts:

- First/Last Mile Strategies & RATCs
- Future Route Expansion Options (Operating Plan/Costs)
- Funding/Implementation Plan



US 34 Transit Planning

FIRST/LAST MILE STRATEGIES & RATCs

US 34

Transit Plan



- **FIRST/LAST MILE (FLM):** challenge of accessing transit at the beginning (first mile) and end (last mile) of a trip.
- **APPROACH:**
 - Review industry best practices to identify strategies and evaluate based on applicability to NFRMPO Area Typologies
 - Review NFRMPO's Regional Active Transportation Corridors (RATCs) to identify future connections to the US 34 stop areas



15



US 34 Transit Planning

FIRST/LAST MILE STRATEGIES & RATCs

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FLM Strategies Toolkit: Primary Themes

Theme	Description
Repurposing Existing Infrastructure	Enhancements or adaptive reuse of existing assets to improve transit access and connectivity.
New Infrastructure	Construction of new or upgraded facilities that support multimodal access to transit stops and stations.
Transportation Services	New or enhanced mobility services that complement fixed-route transit.
Transportation Demand Management	Programs and policies that incentivize transit use and encourage walking, biking, or shared modes.
General Guidance / Policies	Design and policy guidance on infrastructure types and treatments that improve FLM connections.

16



US 34 Transit Planning

FIRST/LAST MILE STRATEGIES & RATCS

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FLM Sample Strategies

Theme	Strategy	Description	Implementing Agencies	Area Typologies				
				CBD	Urban	Commercial	Suburban	Rural
Repurpose Existing Infrastructure	Repurpose Publicly Owned Land and Parking	Convert publicly owned land and parking stalls for other types of mobility (e.g., bike lockers, micromobility devices, ride-share, etc.).	Local governments	●	●	●	●	●
New Infrastructure	Bicycle Facilities	Provide new bicycle infrastructure connections to transit stop areas (e.g., protected bike lanes, bike boxes, etc.).	Local governments, NFRMPO, CDOT	●	●	●	●	●
Transportation Services	Micromobility Services	Support implementation of micromobility services (e.g., e-scooters, bike-share, etc.) through establishment of policies/ ordinances, pilot programs, etc.	Local governments	●	●	●	●	●
Transportation Demand Management	Subsidized TNC/Taxi Programs	Establish partnerships with TNCs (e.g., Lyft/Uber) and taxi companies to subsidize the cost of first/last-mile trips.	Local governments, NFRMPO, property owners	●	●	●	●	●
General Guidance / Policies	Transit-Oriented Development (TOD)	Develop TOD plans, policies, and/or programs to encourage walkable, mixed-use developments around transit stop areas/alignments.	Local governments, NFRMPO, property owners	●	●	●	●	●

● = Most applicable, ● = Applicable ● = Not applicable

17



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ROUTE EXPANSION

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- **POTENTIAL ADDITIONAL STOP LOCATIONS:**
 - Locations previously analyzed and deferred
 - New locations based on development patterns, recommendations from relevant studies/plans, or stakeholder input
- **OPERATING PLAN EXPANSION SCENARIO:**
 - Improve weekday peak frequencies (comparable to peer services)
 - Dependent on ridership and future demand

18



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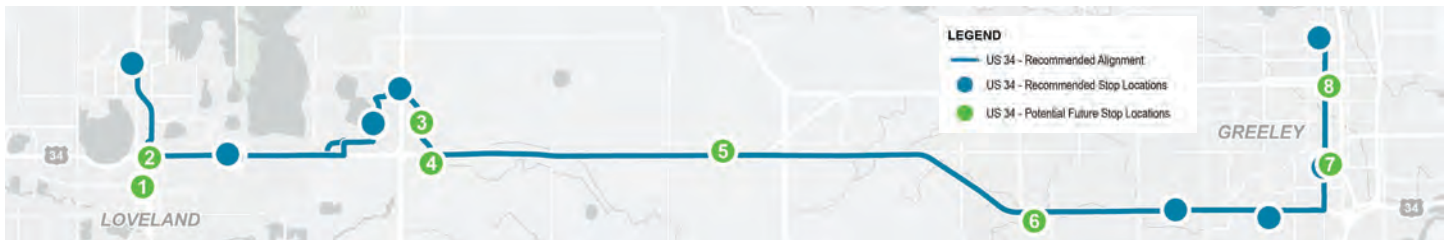
ROUTE EXPANSION

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ID	Stop Location	Jurisdiction	Considerations / Context
1	Vicinity of 8th St & Railroad Ave	Loveland	Potential Front Range Passenger Rail (FRPR) station. Exact location/site layout TBD.
2	US 34 between Cleveland Ave and Lincoln Ave	Loveland	Potential new transfer location under consideration by Loveland. Exact location/site layout TBD.
3	Centerra Pkwy & Kendall Pkwy	Loveland	Identified as part of US 34 Transit Plan to serve travel demand to Centerra; deferred due to low projected boarding activity.
4	Johnstown Plaza (on US 34)	Johnstown	Identified as future stop location in LINKNoCo Phase I and analyzed in US 34 Transit Plan; deferred due to lack of existing infrastructure, low transit connectivity, and low projected boarding activity.
5	Cascadia (West of SH 257 at 131st Ave)	Greeley	Proposed Regional Hub in <i>Greeley Mobility Development Plan</i> (2025). Would serve the planned Cascadia mixed-use development and business district.
6	US 34 & 65th Ave (UCHealth Greeley Hospital)	Greeley	Identified as part of US 34 Transit Plan to serve medical center & growth in SW Greeley; deferred due to minimal existing infrastructure and lack of transit connectivity. Proposed Regional Hub in <i>Greeley Mobility Development Plan</i>
7	University of Northern Colorado (10th Ave & 22nd St)	Greeley	US 34 service will serve existing stop location at 11th Ave & 22nd St. Details on mobility hub TBD; US 34 service could deviate to 10th Ave to serve new facility.
8	Greeley City Hall	Greeley	Proposed Community Hub in <i>Greeley Mobility Development Plan</i> . Part of Greeley's Micromobility Pilot Zone.



19



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ROUTE EXPANSION

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Base & Expansion Operating Scenario Comparison

Operating Measure	Base		Expansion Scenario <i>Increased WD Peak Frequency</i>	
	Weekday	Sat/Sun	Weekday	Sat/Sun
Service Day	Weekday	Sat/Sun	Weekday	Sat/Sun
Service Span	5:00 am –10:00 pm	6:00 am –10:00 pm	5:00 am –10:00 pm	6:00 am –10:00 pm
Peak Service Periods	13 hours 6:00 am - 7:00 pm	13 hours 6:00 am - 7:00 pm	6 hours 6:00 am - 9:00 am 3:00 pm - 6:00 pm	13 hours 6:00 am - 7:00 pm
Off-Peak Service Periods	4 hours 5:00 am - 6:00 am 7:00 pm - 10:00 pm	3 hours 7:00 pm - 10:00 pm	11 hours 5:00 am - 6:00 am 9:00 am - 3:00 pm 6:00 pm - 10:00 pm	3 hours 7:00 pm - 10:00 pm
Peak Frequency	30	30	15	30
Off-Peak Frequency	30	60	30	60

20



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ROUTE EXPANSION

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Operating Cost Comparison

Operating Measure	Base	Expansion Scenario	Difference	Percent Difference
Annual Revenue Miles	585,000 mi	805,000 mi	220,000 mi	
Gross Operating Cost	\$5,270,000	\$7,250,000	\$1,980,000	37.5%

Assumes cost per mile of \$9.01 (2023 value escalated to 2026\$). Source: NTD Agency Profile, 2023

Fleet Requirements

Operating Measure	Base	Expansion Scenario
Peak Frequency (mins)	30	15
Peak Vehicle Requirements	5	10
Spare Vehicle Requirements	1	2
Total Vehicle Requirements	6	12

21



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FUNDING

Federal funding

- Given the size and nature of the improvements, unlikely to be competitive in many of traditional grant programs.
- Potential Grants:
 - Safe streets for All – project must be included in local and/or regional Safety Action Plan
 - Congressionally Directed Spending – may or may not be an opportunity this year.
 - BUILD

State Funding

- CDOT 10-year capital improvement plan
- MMOF

Local Funding

- There are few sources available for transit operating



22



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GRANT APPLICATION STRATEGY

- Bundle intersections as one project for maximum benefit.
- Data collection: safety and congestion along corridor.
- Development activities:
 - Project description
 - Schedule
 - Additional pre-construction activities



23

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IMPROVEMENT PRIORITIZATION

Three possible strategies for prioritizing improvements:

1. **Quick Wins** (83rd Ave and 65th Ave)
2. **Critical congestion areas** (WCR13/Colorado Blvd and Larimer Parkway)
3. **Other Planning and/or Construction Efforts**
 - Larimer Parkway/US 34
 - Colorado Boulevard (WCR 13)/US 34
 - Promontory Parkway/US 34

24

Next Steps

- Early/Mid-December:
 - Finalize design/costs
 - Address comments to planning memorandums
- December 17th – NFRMPO TAC meeting
- End of 2025/Early 2026 – Update/Finalize US 34 Transit Plan
- January – Planning Council & NFRMPO TAC meetings
- February – Council adoption

US 34 Transit Plan



25

Open Floor

US 34 Transit Plan

Questions/Comments?

26

Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, December 10, 2025

Hybrid Meeting

November 2025 Meeting Recap

Rouser noted the November 2025 NoCo Bike & Ped meeting was held at the Milliken Athletic Complex with a focus on small community bike/ped planning. During the meeting, the group heard from four small communities who answered a series of questions. The group discussed ways to assist small communities in their bike/ped planning efforts. The group discussed RATCs #1,2,3,7 and 8. The group went out to the proposed RATC #1 location south of Milliken and discussed strategies to help advance that corridor.

2025 NoCo Bike & Ped Year End Review

Rouser gave an overview of the topics discussed in 2025. The group discussed the meeting format and future agenda topics for 2026. Rouser will send out a poll to the group to pick the group's meeting format. The January 2026 NoCo Bike & Ped meeting will be virtual only and the group will finalize the meeting format during this meeting. Proposed topics include bike/ped counters, special events on trails, the transportation funding reauthorization bill, safety on trails, the difference between e-bikes and e-motos, CSU's micromobility plan, and the NFRMPO 2055 Regional Transportation Plan. The group discussed future in-person "deep dive" events.

2025 Safe Routes to School Subcommittee Year End Review

Rouser gave an overview of the topics discussed in 2025. The group discussed the meeting format and frequency. The group decided to meet once a quarter after one of the NoCo Bike & Ped meetings with SRTS becoming a standing item at each NoCo Bike & Ped meeting. Proposed 2026 topics include safety action plan recaps, bike buses and walking school buses, and a demonstration of the MyWaytoGo Schoolpooling program.

Roundtable

Rouser noted the Active Transportation and Transit Inventories are due on December 31st.