

A large, light blue shield-shaped logo with the number '85' in the center. The text 'US 85' is at the top, 'ACCESS CONTROL' is across the middle, and 'PLAN' is at the bottom of the shield.

**US 85**  
**ACCESS CONTROL**  
**PLAN**  
**I-76 to WCR 80**

DECEMBER 1999



***US 85***  
***ACCESS CONTROL PLAN***  
***I-76 to WCR 80***

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## **EXECUTIVE SUMMARY**

### **Background and Purpose**

US 85 is one of the most important regional highways in northeast Colorado, providing access to the Denver metropolitan area for a number of communities in Adams and Weld Counties. It also serves as an alternate route for interstate traffic to the north into Wyoming. As such, US 85 carries a wide range of traffic types: long distance interstate traffic, commuter traffic to the large employment bases in Greeley and the Denver metropolitan area, inter-community traffic within its corridor, and considerable agricultural traffic. Furthermore, it has been recognized that development pressures in the corridor lying between Denver and Greeley will continue to increase due to such influencing factors as general growth along the Front Range, the new Denver International Airport, and the proposed construction of the final segment of E-470. If growth in the corridor is to be encouraged and to be accommodated, good mobility along US 85 is essential.

In recognition of the fact that US 85 is the spine of the transportation system serving this area, the Colorado Department of Transportation (CDOT) completed the US 85 Corridor Study in 1992 to assess the long-term needs of the corridor and to develop a plan of improvements to ensure that the highway will continue to be able to provide the level of transportation service needed by the area. One of the key recommendations of this study was to develop an access control plan for the corridor to preserve its functional integrity and to enhance its safety in a cost-effective manner.

The purpose of this current planning effort, then, is to work closely with residents, property owners, local governmental agencies, and highway users to develop a detailed, long-range Access Control Plan for US 85. The Plan addresses how each access in the corridor should be treated, the cost for the recommended access modifications, and the relative priority of the improvements. The ultimate goal is to develop an Access Control Plan which would be adopted by CDOT and the nine cities or towns and the two counties in the corridor through an Intergovernmental Agreement.

### **Study Area**

The study area extends along US 85 from I-76 on the south end to Weld County Road (CR) 80, just south of Ault on the north end. Thus, the study area encompasses nearly 52 miles along US 85.

The corridor is one of varying character. It is urban in character as it passes through a number of communities; in fact, the highway serves as an integral part of the local transportation system in some communities. However, through long stretches of the corridor, it is very rural, primarily agricultural, in nature. Traffic volumes range from over 30,000 vehicles per day in the south end to about 6,000 vehicles per day at the north end.

There are currently 282 accesses, also quite varied, along this corridor. They are best classified as follows:

- 15 public road intersections with signals
- 68 unsignalized public road intersections
- 115 rural accesses
- 84 urban accesses

The accident history of this corridor reveals that 1,257 accidents occurred in this corridor during the period from January 1994 through May 1997. Of these, nearly one-half (47.8 percent) were access related.

### **Development of the Plan**

Throughout the study, the project team maintained close coordination with local staff and officials of the governmental entities in the corridor. A Technical Advisory Committee (TAC) consisted of staff members from all of the local agencies and met almost monthly. They helped to establish technical guidelines for the plan, and they provided the knowledge of the community's local conditions and future planning efforts.

A Policy Committee (PC) was comprised of elected officials from the communities, counties, and regional planning organizations. This committee met four times during the study. The purpose of this group was to review the information developed by the TAC and, more specifically, to provide input to the study from a broader perspective. One specific task was to assist in the development and review of the Intergovernmental Agreement (IGA), which formalizes the work of the study and the final Access Control Plan.

Another critical element of the coordination effort was public involvement. Public open houses were held at three key stages of the study process. At these open houses, exhibits addressing the access control planning efforts were available, and CDOT and consultant representatives were in attendance to answer questions and to receive comments, concerns, and input. During each series of meetings, the open houses were held at three locations in the corridor - in the south (Adams County), middle (Weld County south of the Platte River), and north (Weld County north of the Platte River) segments of the corridor.

In addition to the public open houses, considerable effort was also expended throughout the study in conducting meetings with special interest groups, individual property owners, and governing bodies in the communities within the corridor. During the development of the plan, at least one meeting was held with the governing body of each city, town, or county (City Councils, Town Boards, and Boards of County Commissioners) in the corridor. Many other meetings were held during the planning process with interested groups of business and property owners and with numerous individual property owners. Also, to expand public exposure of the planning process, presentations were made to groups such as the Northern Colorado Transportation Forum, Rotary Club, Lions Club, and Chambers of Commerce.



## Access Control Plan

Figure ES-1 provides an overview of the major access improvements included in the US 85 Access Control Plan. Although the detailed plan includes every access in the corridor, this illustration focuses on public road intersections.

Because implementation of the improvements identified in the Access Control Plan will take many years, and because funding for these improvements must come through the planning efforts of three different transportation planning regions (Denver Regional Council of Governments, North Front Range Transportation and Air Quality Planning Council, and Upper Front Range Regional Planning Commission), a priority was assigned to each improvement in the plan. As it is difficult to define funding levels within specific time frames, the priorities were established on the basis of the greatest need as opposed to a likely time frame for implementation. Improvements were, therefore, separated into three categories: high priority, medium priority, and long-term priority. These priorities are also depicted on Figure ES-1.

The plan recommends that the Adams County portion of the corridor from I-76 north to the Adams-Weld County line be upgraded over time to approach freeway conditions. Existing signalized intersections at Bromley Lane and 104th Avenue would be replaced with interchanges (high priority). New interchanges at 120th Avenue and E-470 are essential elements of larger projects which are addressing regional mobility concerns. The plan recommends that this program of building interchanges (medium and long-term priorities) be extended north into southern Weld County through Fort Lupton. Ultimately, the plan recommends that there be no at-grade public road intersections between I-76 and CR 16 and only a few properties with direct access to US 85.

The central portion of the corridor is bounded by CR 16 on the south and LaSalle on the north. Between the communities, improvements will be made at each of the public road intersections; auxiliary lanes for left and right turns will be upgraded to meet the design standards for the posted speed limits. These public road intersection improvements will also allow large trucks to make U-turns. Once this has been accomplished, the median openings serving property access points will be closed. This will create out-of-direction travel, but it will improve safety because all turns will be made where there are adequate auxiliary turn lanes. In addition, the intersections between Platteville and LaSalle intersect US 85 at an oblique angle. These intersections will be reconstructed so that the cross road is nearly perpendicular to US 85; this will address sight distance and safety concerns. The Plan includes signalization of several intersections in the Towns of Platteville and Gilcrest. Because there are frontage roads which border US 85 through both of these communities, the Plan also includes closing several intersections to reduce the number of conflict points. US 85 through LaSalle was reconstructed in 1994, and no changes are included in the Plan.

North of the Platte River, the Cities of Evans and Greeley represent the most urbanized portion of the corridor. In both communities, frontage roads adjacent to US 85 have created very complicated signalization at intersections. The Plan includes relocation of these frontage roads in the long-term so that there is only a single signal. This will increase the capacity of these intersections because there will be more green time available for the major movements. Also in the long-term, an interchange is proposed at 5th/8th Streets and a grade separation is planned at 18th Street.

The corridor north of Greeley returns to a rural setting, with the exception of the community of Eaton. As with the central portion, the public road intersections will have auxiliary lane improvements which will enable median openings for private access points to be closed. Several traffic signals are included in Eaton, as are access restrictions at three minor intersections.

### **Cost Estimates**

It has been estimated that all of the improvements recommended in the Access Control Plan could be implemented for approximately \$230 million (in 1999 dollars). This estimate is for construction costs only and does not include right-of-way acquisition or displacement/relocation costs.

### **Implementation**

The improvements recommended in the Access Control Plan represent a long range plan and, as such, will be implemented over time as traffic and safety needs arise and as funding allows. In order to ensure that these improvements can be implemented in the future, it is important that the Access Control Plan be adopted by all entities in the corridor and that it be used in all transportation and land use planning which could affect US 85. Therefore, it is recommended that the US 85 Access Control Plan be adopted through an Intergovernmental Agreement (IGA) between CDOT, the towns, the cities, and the counties in the corridor. Because this Plan is a long range plan and conditions may change over time, a key element of the IGA is a specified process for modifying the plan in the future. This process calls for the creation of an Advisory Committee comprised of one representative from each of the signatories of the IGA. Amendment requests would be reviewed by the Committee, and changes could be made only with the affirmative vote of 2/3 of the signatories. This process should ensure continuing coordination between the communities in the corridor.



Figure ES-1  
**US 85 Corridor**  
**Access Control Plan**  
 (For Public Road Intersections)

## 1.0 INTRODUCTION

### 1.1 Project Background

US 85 is an important regional transportation facility in northeast Colorado. It provides a connection from Greeley and other smaller communities in Weld County to the Denver metropolitan area. It is the most direct route from these communities to Denver International Airport (DIA) and downtown Denver. In the metropolitan area, it serves businesses and residents of Brighton and Commerce City. Although I-25 is the primary route for interstate traffic, US 85 provides an alternative route to the north into Wyoming. As such, US 85 carries a wide range of traffic types: long distance interstate traffic, commuter traffic to the large employment bases in Greeley and the Denver metropolitan area, inter-community traffic within its corridor, and considerable agricultural traffic. Furthermore, it has been recognized that development pressures in the corridor lying between Denver and Greeley will continue to increase due to such influencing factors as general growth along the Front Range, the new Denver International Airport, and the proposed construction of the final segment of E-470. If growth in the corridor is to be encouraged and to be accommodated, good mobility along US 85 is essential.

In recognition of the fact that US 85 is the spine of the transportation system serving this area, the Colorado Department of Transportation (CDOT) completed the US 85 Corridor Study in 1992 to assess the long-term needs of the corridor and to develop a plan of improvements to ensure that the highway will continue to be able to provide the level of transportation service needed by the area. This study assessed alternatives to upgrade US 85 to freeway/expressway design standards and analyzed interchanges and bypasses to serve the smaller communities along the corridor. Because of the disruption that these upgrades would create and the cost that would be involved, it was determined that these types of improvements would not likely be implemented in the foreseeable future. One of the recommendations of the 1992 study was to develop an access control plan for the corridor to maintain the safety and efficiency of travel along US 85 by better managing access to the highway in order to preserve its functionality until funds would be available to make long-term improvements.

The purpose of the current study effort was to work closely with residents, property owners, local governmental agencies, and highway users to develop a detailed, long-range Access Control Plan for the US 85 corridor. The limits of the corridor extend from the juncture of US 85 with I-76 on the south end to the intersection of Weld County Road (WCR) 80 north of Eaton on the north end, as illustrated by Figure 1. This report presents the findings of this planning study.

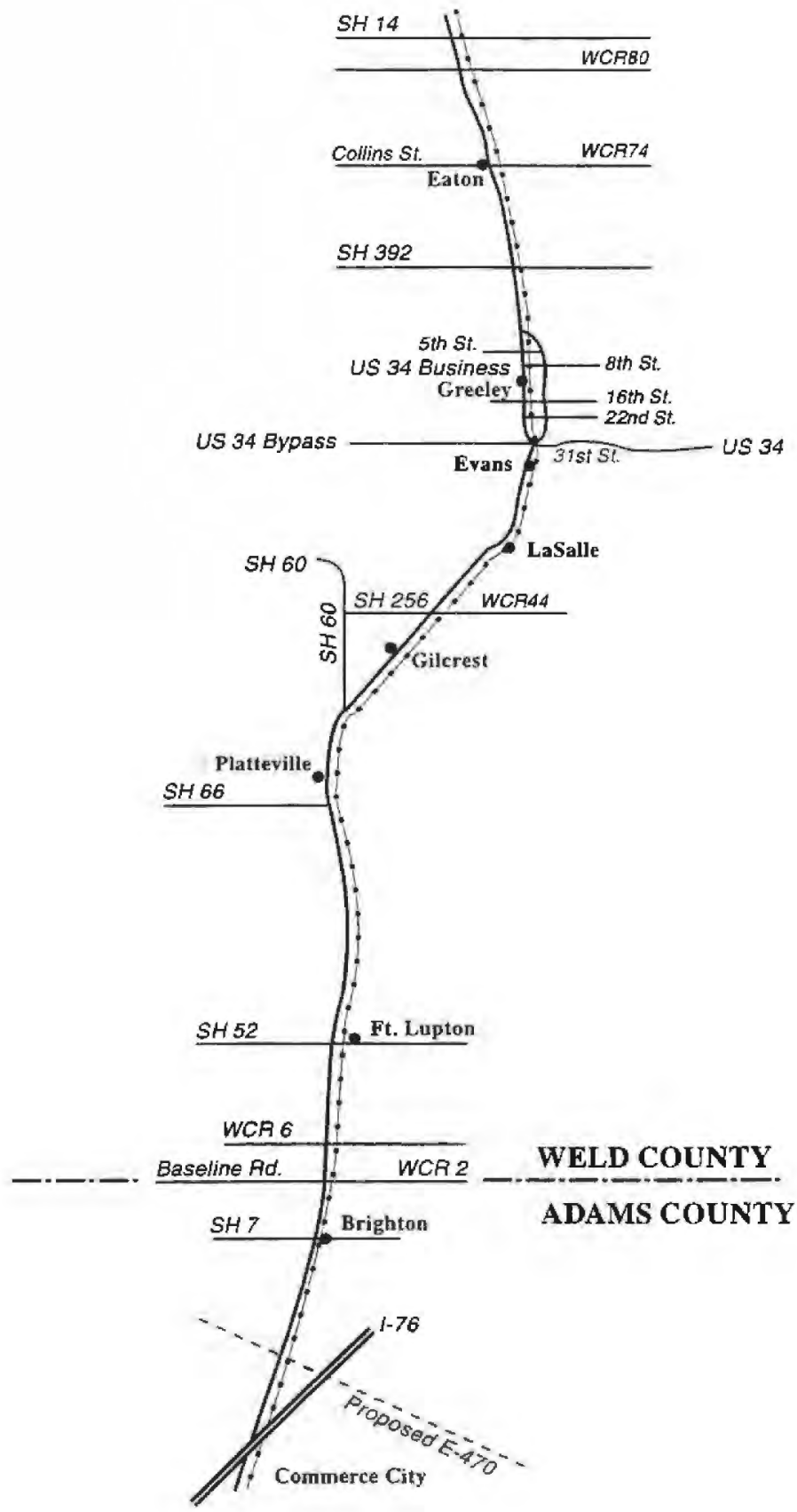


Figure 1

**Study Area**

## **1.2 Project Coordination**

US 85 passes through two counties (Adams and Weld), nine communities (Brighton, Commerce City, Eaton, Evans, Fort Lupton, Gilcrest, Greeley, LaSalle, and Platteville) and two CDOT regions (Four and Six) in the study corridor. In addition, there are three regional planning organizations (the Denver Regional Council of Governments [DRCOG], the North Front Range Transportation & Air Quality Planning Council [NFRT&AQPC], and the Upper Front Range Regional Planning Commission [UFRRPC]) within the corridor. The Town of Milliken, the Federal Highway Administration (FHWA) and the Union Pacific Railroad (UPRR) also participated in the study.

Throughout the study the project team maintained close coordination with local staff and officials. A Technical Advisory Committee (TAC) consisted of staff members from each of the local agencies and met almost monthly. The TAC initiated efforts to develop a statement of objectives and strategies for the access control plan and also to develop a series of guiding principles which would direct implementation of access control measures. In addition, members of the TAC provided the knowledge of each community's future planning efforts and local conditions, which was essential in assessing the sequence of changes which should occur over time at each access point.

A Policy Committee (PC) was comprised of elected officials from the communities, counties, and regional planning organizations. This committee met four times during the study, generally before or after the public open houses. The purpose of this group was to review the information developed by the TAC, and, more specifically, to provide input to the study from a broader perspective. One specific task was to assist in the development and review of the Intergovernmental Agreement (IGA), which formalizes the work of the study and the final Access Control Plan. It is a legally binding agreement between CDOT and the local agencies which stipulates what improvements to access will be allowed in the future.

## **1.3 Public Involvement**

Another critical element of the coordination effort was public involvement. Public open houses were held at three key stages of the study process. At these open houses, exhibits addressing the access control planning efforts were available, and CDOT and consultant representatives were in attendance to answer questions and to receive comments, concerns, and input. During each series of meetings, the open houses were held at three locations in the corridor - in the south (Adams County), middle (Weld County south of the Platte River), and north (Weld County north of the Platte River) segments of the corridor. A mailing list was maintained for the study, including the owners of all properties adjacent to US 85 (based on county assessor's records), local officials, attendees of previous open houses, the media and other interested parties. Meeting announcements were also placed in the daily newspapers in the corridor.

The first series of open houses was held in early April 1998 in Brighton, Platteville, and Greeley. A total of approximately 100 people attended the three open houses. These meetings were held early in the study effort, before specific access concepts had been developed. The intent was to become more familiar with operational concerns in the corridor and to identify problem situations and locations.

The second set of open houses was held in late September 1998. These meetings were held in Henderson, Gilcrest and Evans, with more than 110 people in attendance. Preliminary access control improvements, which had been developed in coordination with the TAC and the PC, were exhibited. There was strong support for the concept of limiting access and the number of signals along the corridor, but many of the attendees had specific questions about access changes proposed in their community or changes that would affect access to their property. Numerous comment letters were received as a result of these meetings.

Based on the input received regarding the preliminary concepts and on additional discussions with the TAC and the PC, the access plan was revised. The revised access control plan was then presented at the final series of public open houses in February 1999 in Henderson, Gilcrest and Greeley. The three meetings were attended by over 115 citizens. Again, there was good support for preserving the functionality of US 85 through the corridor, but there was resistance to changes which would affect individual residents and property owners. This was particularly evident in the more rural portions of the corridor, where median closures for individual access points are recommended.

In addition to the public open houses, considerable effort was also expended throughout the study in conducting meetings with special interest groups, individual property owners, and governing bodies in the communities within the corridor. During the development of the plan, at least one meeting was held with the governing body of each city, town or county (City Councils, Town Boards, and Boards of County Commissioners) in the corridor. The primary purposes of these meetings were to apprise officials about the study, to report on progress made to date, to solicit input on their local needs, and to discuss implementation of the plan through the Intergovernmental Agreement.

Many other meetings were held during the planning process with other interested groups. As an example, two special meetings were conducted with business and property owners in the vicinity of the planned access modifications along the Greeley Bypass near 5th and 8th Streets in order to discuss their specific concerns. Similarly, a group of property owners in the Commerce City area met with representatives of the access planning team and city staff on several occasions. Presentations were also made to groups such as the Northern Colorado Transportation Forum, Rotary Club, Lions' Club, and Chambers of Commerce.

Lastly, the study team met with numerous individual property owners to gain a better understanding of their individual concerns and to discuss potential alternative solutions. These meetings were usually held on-site in the corridor.

## 2.0 EXISTING CONDITIONS

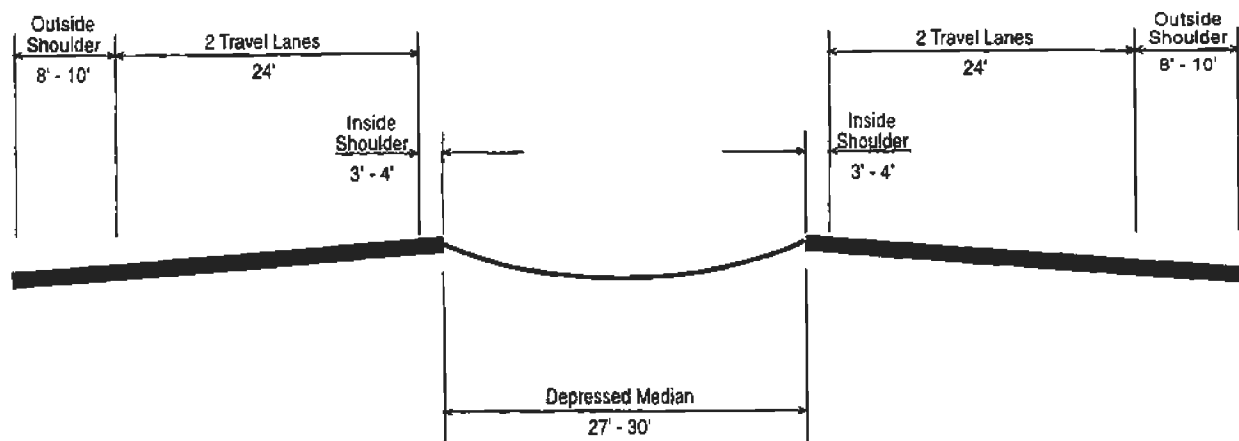
### 2.1 Roadway Physical Characteristics

The report entitled US 85 Corridor Study, Inventory of Existing Roadway Conditions, August 1991 inventoried the physical attributes of US 85 from I-76 to "O" Street in Greeley. Supplemental field reviews were conducted to inventory physical attributes north of "O" Street to WCR 80. A summary of the report and the additional field reviews is presented in the following sections.

#### Typical Section

The typical cross-section for US 85, shown in Figure 2, is comprised of four 12-foot travel lanes, paved outside shoulders, paved inside shoulders, and a depressed median. The dimensions vary throughout the corridor, but the most common dimensions are:

- Outside shoulder: 8 feet - 10 feet
- Inside shoulder: 3 feet - 4 feet
- Depressed median: 27 feet - 30 feet (edge of pavement to edge of pavement)
- Right-of-way: 145 feet - 155 feet



Right-of-Way Width Typically Ranges from 145' to 155'

Figure 2  
**Typical U.S. 85 Cross Section**



Right and left turn deceleration lanes and right turn acceleration lanes are commonly provided at major intersections but are generally accommodated by striping the shoulder (plus a small amount of extra pavement) for this purpose. As a result, many of the turn lanes do not meet current design standards. They can be too short or too narrow and can have inadequate paved shoulder width.

The most noticeable exceptions to the typical section are:

- The median in south Platteville is extremely wide, accommodating Fort Vasquez and the weigh station.
- Within LaSalle, an "urban" section (with curb, gutter, and raised median) is provided. Right-of-way is only 96 feet, the median area is 18 feet wide, and parking areas are provided in lieu of paved shoulders.
- The mile-long northbound segment between WCR 66 and SH 392 is the last remaining "unimproved" roadway section within the corridor; paved inside and outside shoulders are only 2 feet wide.
- Within Eaton, an "urban" section (with curb, gutter and raised median) is provided. Right-of-way is just over 100 feet and the median area is 12 feet wide.
- Right-of-way in excess of the typical dimension exists within Brighton (175 - 200 feet), Fort Lupton (up to 400 feet), Platteville (230 feet), Gilcrest (200 feet), Evans (up to 300 feet), and Greeley (200 feet - 310 feet). In many of these locations, one or more frontage roads are accommodated within this expanded right-of-way.

### ***Railroad Crossings***

Currently, there are three at-grade railroad crossings of US 85 within the corridor, at the following locations:

- Just south of 112th Avenue in Adams County
- Just south of Denver Street in Brighton
- Immediately north of 16th Street in Greeley.

The railroad crossings south of 112th Avenue and south of Denver Street are owned by the Union Pacific Railroad (UPRR) and are planned to be closed in the summer of 1999. The railroad crossing in Greeley is owned by the Great Western Railroad. Use of these crossings averages less than one train per day.

US 85 generally parallels the Union Pacific Railroad mainline throughout the entire corridor. Between I-76 and Brighton, the highway is about 250 to 300 feet from the track. Upon entering Brighton, US 85 separates from the railroad alignment and remains about ½ mile distant until north of Fort Lupton. At this point, the road comes to within 600 feet of the railroad. The highway remains near the track, coming as close as 70 feet, until reaching LaSalle where it separates once again. Through LaSalle, Evans, and Greeley, US 85 lies 150 feet to ½ mile away from the railroad. North of "O" Street to just south of SH 392, the tracks and US 85 are immediately adjacent (approximately 100 feet). Upon approaching SH 392, US 85 turns slightly to the west, separates from the railroad alignment, and remains about 150 feet distant until WCR 70. At this point, it turns back to the east and remains less than 100 feet from the railroad until reaching Eaton, where it separates once again. Through Eaton, to WCR 76, US 85 lies 100 to 550 feet from the railroad. From WCR 76 to WCR 80, the highway is less than 100 feet from the railroad.

## 2.2 Inventory of Access Points

With the adoption of the new State Highway Access Code in 1998, a new series of access categories was defined for highways in the state. CDOT and local jurisdictions have agreed on access category for each segment of US 85. The recommended access category for US 85 within this corridor is primarily E-X (Expressway). The only NR-A designation in the corridor is the US 85 segment 2,025 feet south of Collins Avenue to Collins Avenue in Eaton. Within the city limits of LaSalle and north of Collins Avenue to 7th Street in Eaton, the US 85 access category designation is NR-B.

The allowable spacing of intersecting streets in the E-X category is one mile (section line alignment); one-half mile is permissible only when no other reasonable alternative access exists. Private direct access is not permitted to an Expressway road unless the property has no other reasonable access to the general street system. Categories NR-A and NR-B provide for more access to the roadway. In the NR-A category, the desirable standard for spacing of all intersecting public roadways and other accesses that will be full movement, or have the potential for signalization, is one-half mile. The NR-A category allows one access per parcel, if reasonable access cannot be obtained from a local roadway. The NR-B category does not designate a desired spacing for public road intersections that will be full movement or will have the potential for signalization. One access will be granted to each parcel under the NR-B category, if it does not create an operational or safety problem. The access, at a minimum, will provide for right turns only. Additional right-in/right-out accesses will be allowed where required auxiliary lanes can be provided.

Most of the existing accesses within the corridor were developed prior to the adoption of the State Highway Access Code and, therefore, have been "grandfathered". The classification of these accesses is quite diverse. At one extreme are seldom used field accesses and lightly traveled private drives. At the opposite end of the spectrum are freeway-type interchanges. In between, there are numerous intersections with state highways, city streets, and county roads, most of which are stop-controlled, but some of which are signalized. Specifically, in the corridor, there are 282 accesses (not including interchanges), which fall into the following classifications:

- Public Road Unsignalized Intersection (PRU) - These types of highway accesses are full movement, at-grade, stop-controlled intersections. Public roads along the corridor are state highways, county roads and city streets. Most unsignalized public road intersections have at least one acceleration and/or deceleration lane, but typically these accel/decel lanes do not meet the State Highway Access Code standards.
- Public Road Signalized Intersection (PRS) - Public road signalized intersections are at-grade, full movement public road intersections with a traffic signal. Signalized public roads are state highways, county roads and city streets. All signalized intersections have at least one acceleration and/or deceleration lane, but typically the accel/decel lanes do not meet the State Highway Access Code standards.
- Rural Access (RA) - Rural accesses are full or partial movement, private highway accesses located in rural areas. Typical rural accesses are gravel, have a median crossing and have no acceleration or deceleration lanes. Rural accesses fall into one of the following categories:
  - Field Access - The primary purpose of a field access is to provide direct highway access to agricultural land. They are generally used only seasonally, most intensely during planting and harvesting seasons. Field accesses can also allow highway access to oil and gas wells located on agricultural land.
  - Single Family / Private Drive Access - These accesses provide direct highway access to single family residences and/or businesses and are generally used multiple times daily. Single Family / Private Drive accesses can also provide access to agricultural land and/or oil and gas wells.
  - Oil and Gas Access - Oil and gas accesses allow vehicles to access oil and gas wells from the highway. There are few highway accesses that exclusively serve only oil & gas wells. Most accesses to oil and gas wells use a field access and/or a single family access.
  - Other Access - Other accesses are rural accesses that do not fall into the above categories. Along US 85 these include the exit and entry points for the weigh station, Fort Vasquez Museum, picnic area and historical markers.
- Urban Access (UA) - Urban accesses are full or partial movement highway accesses found in urban areas. They typically do not have acceleration / deceleration lanes and are generally used multiple times daily. Urban accesses can be a drop curb or other highway access that serves a business such as a gas station, restaurant, or a retail area; or an access serving a single family home along the highway.

Based on the above classifications of accesses, the 282 accesses along the corridor are distributed as follows:

- 15 public road intersections with signals
- 68 unsignalized public road intersections
- 115 rural accesses
- 84 urban accesses

Along the study area corridor, there are five interchanges, each with some unique features:

- The I-76 interchange serves only three movements; the southbound US 85 to eastbound I-76 movement is not provided.
- The SH 7 (Bridge Street) interchange is a compressed diamond configuration and the west frontage road intersects SH 7 immediately adjacent to the southbound ramps.
- The SH 52 interchange in Fort Lupton is a standard diamond configuration, but the ramp intersections are spaced only 350 feet apart.
- The US 85/Business 85/US 34 interchange complex in Greeley extends over nearly a mile, does not accommodate all movements, has major weaving sections, has unique ramp geometry, and even has side street access provided to/from one "ramp".
- The Business 85 interchange complex north of Greeley serves Business 85, Stockyard Road, and "O" Street.

## 2.3 Existing Traffic Conditions

### *Traffic Volumes*

Between December 1997 and February 1998 traffic counts were conducted along the US 85 corridor between I-76 and WCR 84. Figures 3a through 3e illustrate both daily traffic volumes and peak hour turning movement volumes along the US 85 corridor. Traffic counts south of WCR 2 were conducted by Counter Measures Inc. of Denver, while traffic counts north of WCR 2 were performed by the Colorado Department of Transportation.

As shown in Figures 3a through 3e, daily traffic volumes are the greatest in the southern end of the corridor, ranging from over 30,000 vehicles per day (vpd) south of 104th Avenue to just over 20,000 vehicles per day north of WCR 2. From WCR 2 to LaSalle, daily traffic volumes range between 12,000 and 16,000 vehicles per day. In LaSalle, daily traffic volumes increase to nearly 19,000 vehicles per day. They range between 17,000 and 20,000 vpd through Evans. Along the US 85 Bypass in Greeley daily traffic volumes range between 14,000 and 18,000 vehicles per day. North of Greeley, daily traffic volumes gradually taper off to less than 6,500 vpd between Eaton and WCR 80.

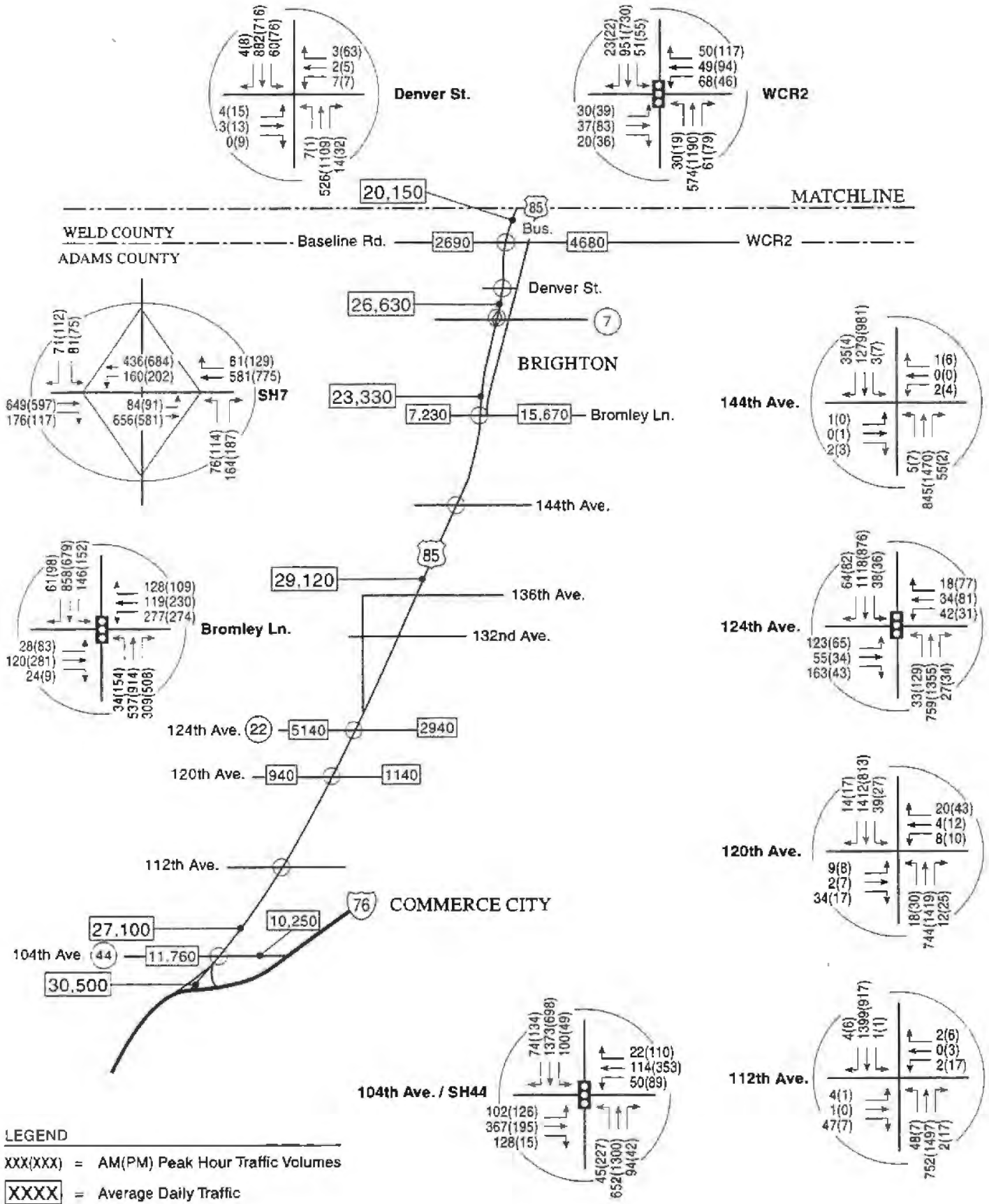
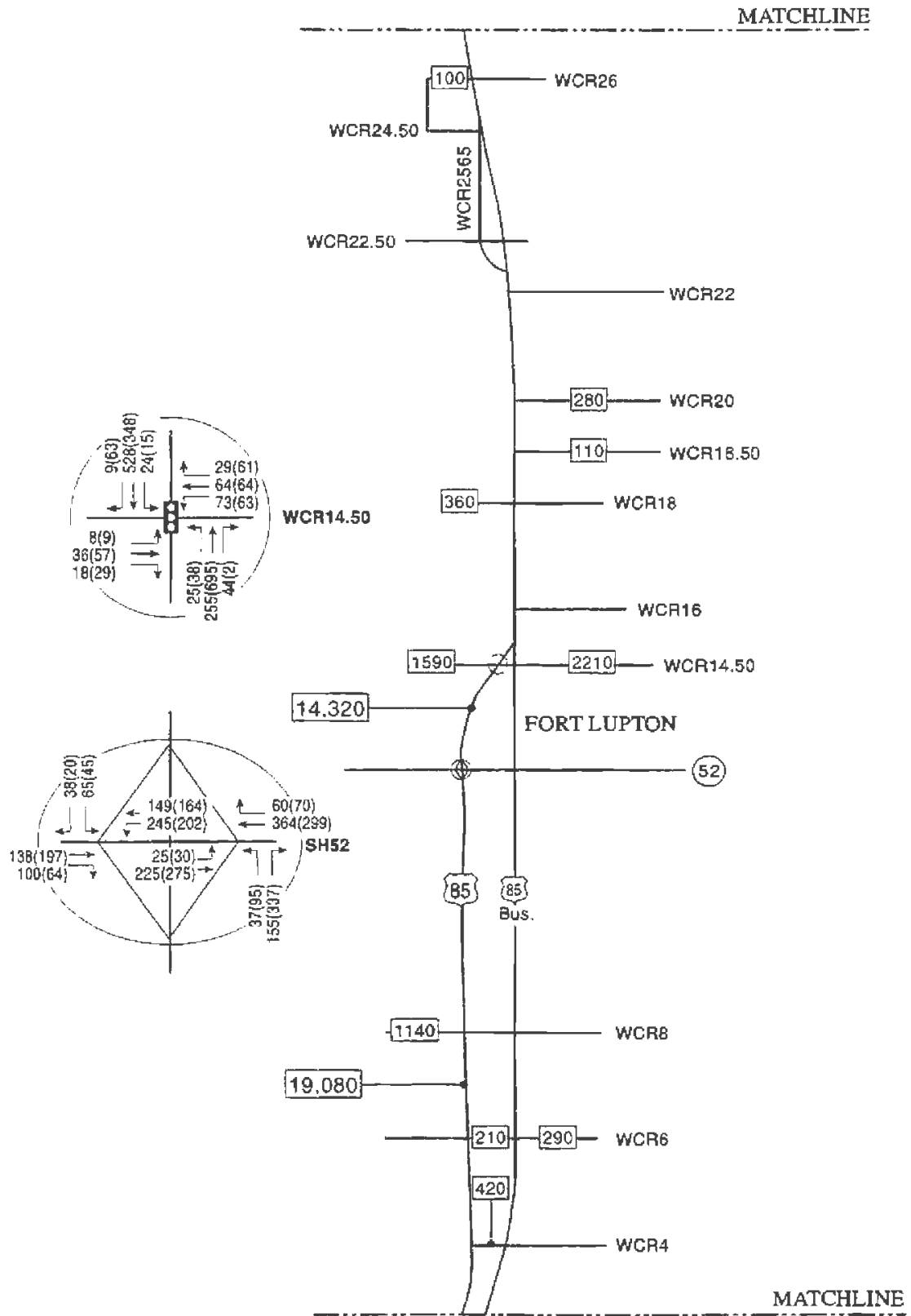


Figure 3a



**LEGEND**

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Average Daily Traffic



= Signalized Intersection

Figure 3b

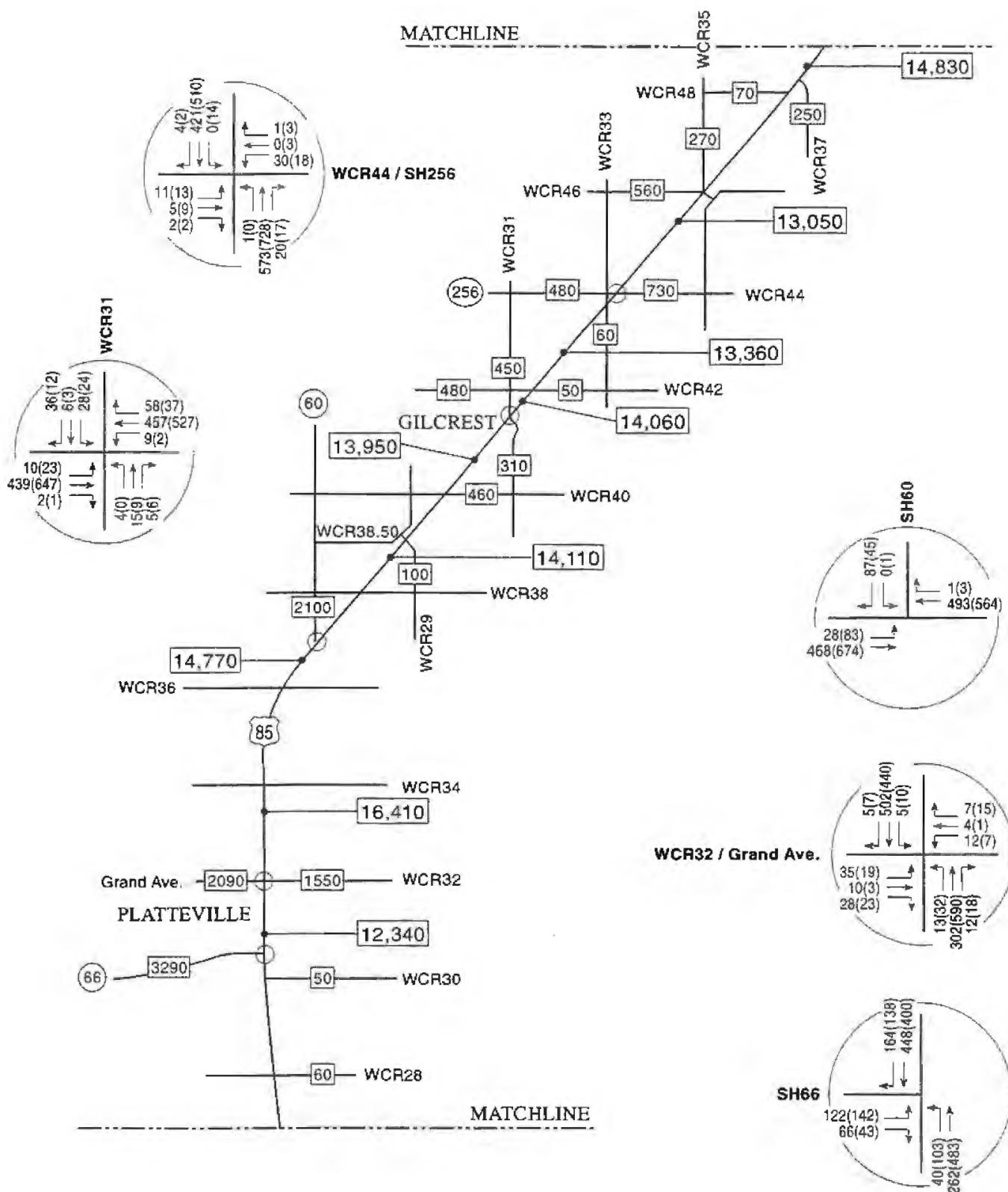


**US 85 ACCESS CONTROL PLAN**

COLORADO DEPARTMENT OF TRANSPORTATION  
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**Existing Traffic Volumes**

(December 1997 - February 1998)



**LEGEND**

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- XXXX = Average Daily Traffic
- = Signalized Intersection

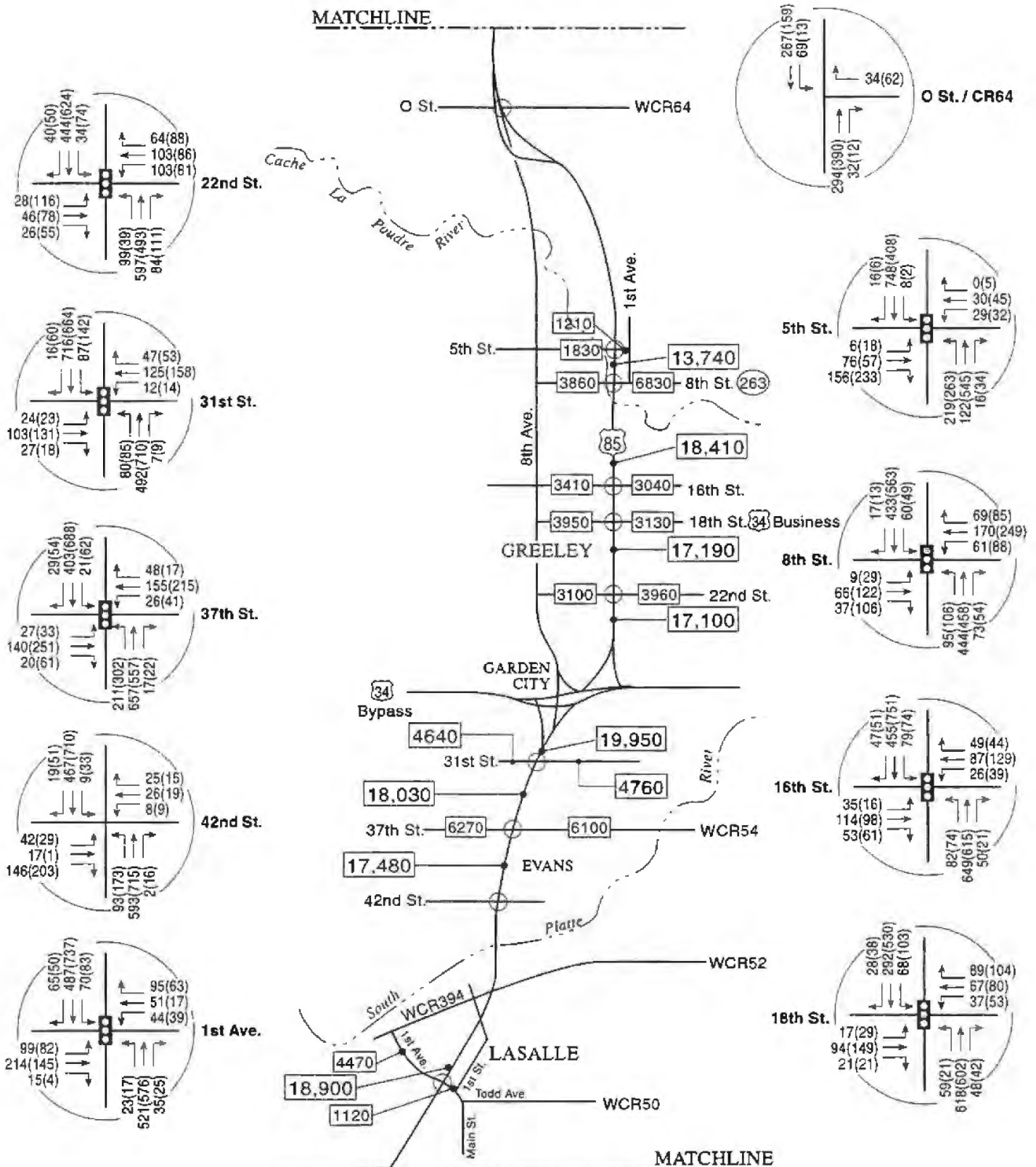
Figure 3c



**US 85 ACCESS CONTROL PLAN**  
 COLORADO DEPARTMENT OF TRANSPORTATION  
 FELSBURG HOLT & ULLEVIG

**Existing Traffic Volumes**  
 (December 1997 - February 1998)

MATCHLINE



**LEGEND**

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- XXXX = Average Daily Traffic
- = Signalized Intersection

Figure 3d



**US 85 ACCESS CONTROL PLAN**

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**Existing Traffic Volumes**

(December 1997 - February 1998)



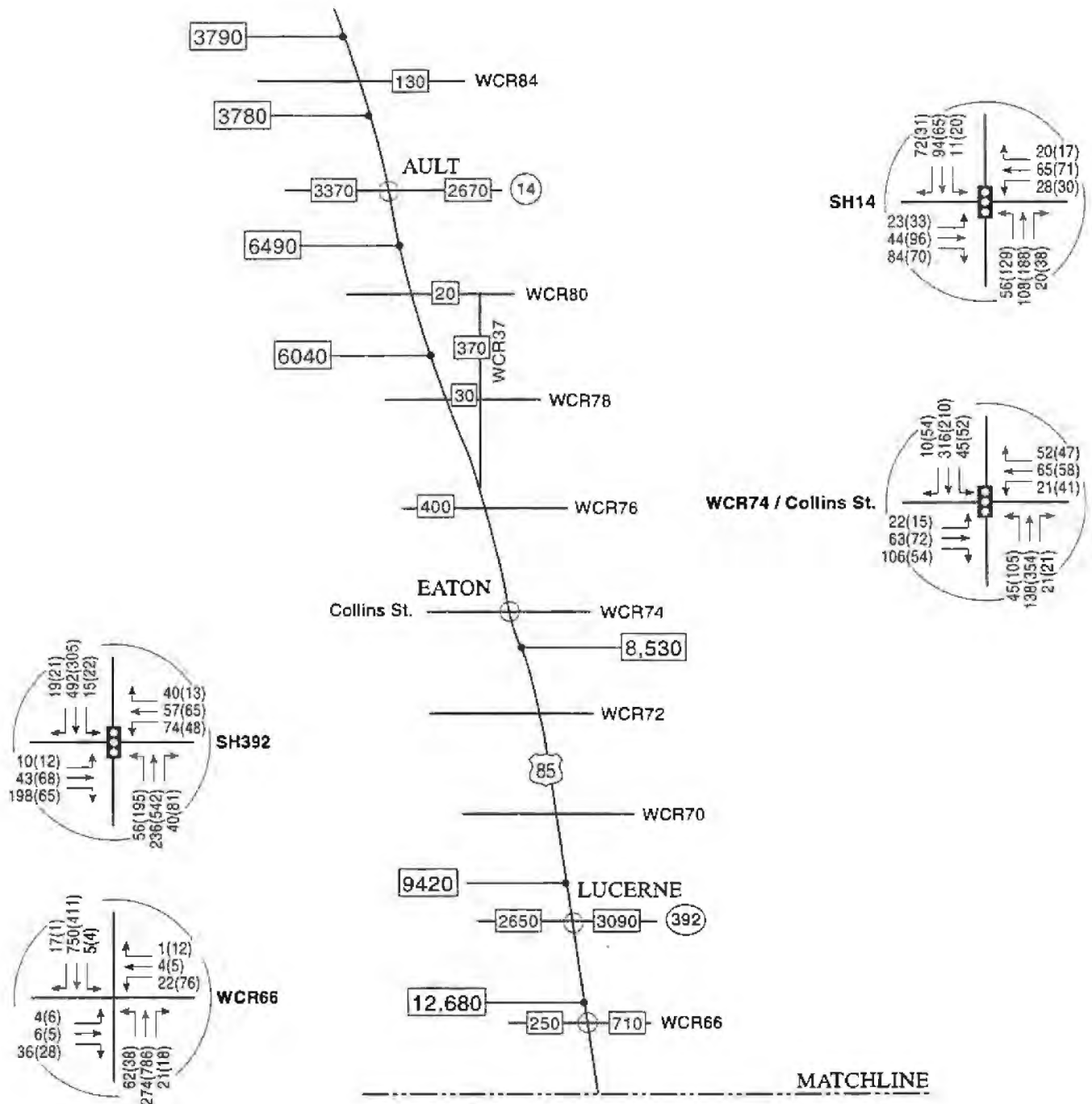


Figure 3e



Figures 3a through 3e also illustrate AM and PM peak hour turning movement counts compiled at public road intersections along the US 85 corridor. Peak hour turning movement counts were conducted at 30 intersections along the corridor, including all signalized intersections, ramp termini at diamond interchanges, and other key stop-controlled public road intersections. In addition to the turning movement counts, daily traffic counts were conducted on some side street approaches to US 85. The highest volume side street approaches in the southern section are 104th Avenue in Adams County, Bromley Lane in Brighton and WCR 2; in the middle section 31st and 37th Streets in Evans; and in the northern section 22nd, 18th, 16th, and 8th Streets in Greeley.

Supplemental traffic counts were also conducted in mid to late September 1998 to determine whether increased agricultural and gravel pit operations during the fall cause significantly increased traffic volumes on US 85 and key side streets. In the vicinity of 124th Avenue daily traffic volumes on US 85 range from 29,300 to 30,200 vehicles per day, which are similar to counts recorded during the winter. On the west approach on 124th Avenue, 5,170 vehicles were counted during the fall, which is only 30 vehicles greater than the winter count; on the east approach 2,830 vehicles were counted (110 vehicles lower than the winter count). Between 136th and 144th Avenues the daily traffic count was approximately 28,600 vehicles, which was about 2 percent lower than the winter count at the same location. Daily traffic counts in the fall in Platteville ranged from 15,000 vpd south of WCR 32 to 14,800 vpd north of WCR 32; the winter daily traffic counts ranged from 12,340 vpd south of WCR 32 to 16,410 vehicles north of WCR 32. At SH 392 in Lucerne, daily traffic counts in the fall ranged from 13,730 vpd south of SH 392 to 8,790 vpd north of SH 392 compared to winter daily counts ranging from 12,680 vehicles per day south of SH 392 to 9,420 vehicles per day north of SH 392. Based on these supplemental data, the seasonal effect does not appear to be consistent, and none of the differences are significant to the development of the access control plan.

Based on the AM and PM peak hour turning movement volumes as shown in Figures 3a through 3e, current traffic operations were evaluated at these intersections using the analysis methods documented in the 1994 Highway Capacity Manual (TRB Special Report No. 209). Traffic operations are defined by a letter designation ranging from "A" to "F". LOS A represents the best possible operating conditions, and LOS F represents congested conditions. LOS D or better is generally considered to be acceptable for peak period conditions in urban areas. LOS C is acceptable in rural areas. At signalized intersections, more than 60 seconds of average stopped delay characterizes LOS F conditions and is typically indicative of traffic demand exceeding intersection capacity. At stop-controlled intersections, LOS F is considered more than 45 seconds of average stopped delay. It is not uncommon for left turn and through movements from the stop-controlled approach to operate at LOS F even if left turn and through movement volumes are too low to meet MUTCD signal warrants.

Existing lane geometry, shown in Figures 4a through 4e, and signal timing information were used to estimate peak hour LOS for each signalized intersection. As shown in Figures 4a through 4e, LOS at signalized intersections in the corridor is generally very good. Most signalized intersections operate at LOS B or C during both the AM and PM peak hours, with the exceptions of 31st and 37th Streets in Evans and 16th and 18th Streets in Greeley. As shown in Figure 4d, 31st Street operates at a poor level of service during the both peak hours; at 37th Street traffic operations are somewhat better with a LOS D in the morning and LOS E in the PM peak hour. The two intersections in Greeley operate at LOS D in both peak periods. The two intersections in Greeley operate at LOS D in both peak periods. Poor levels of service at 37th, 31st, 16th and 18th Streets, even though traffic volumes are lower than traffic volumes in the south section of the corridor, can be attributed to the multi-phase signal operation which must accommodate the nearby frontage road intersections with additional signal phases.

Throughout the entire corridor at unsignalized intersections, the left and through movements from the side street typically operate at LOS E or F. On the southern section from I-76 to WCR 2, left and through movements from side streets at 112th, 120th, 144th, and Denver Street operate at LOS F during both the AM and PM peak hour, even though traffic volumes on the side street approaches are very low (less than 50 vehicles in the peak hour). These poor levels of service are attributed to high peak hour traffic volumes on US 85 which prevent left and through movements from entering or crossing US 85. Between WCR 2 and LaSalle, left and through movements from the side street operate at LOS E or F at SH 66 (AM and PM peak), SH 60 (PM peak), SH 256 (PM peak), and WCR 31 (PM peak). Finally, north of Greeley at WCR 66, left and through movements during the PM peak from the east approach operate at LOS F.

### ***Vehicle Classification***

In addition to the daily traffic volumes and the peak hour turning movement counts, vehicle classification information was also recorded throughout the corridor. This data collection effort identified the percentage of total traffic which was comprised of vehicles between 20 and 40 feet in length and those greater than 40 feet long. (All vehicles less than 20 feet long are assumed to be passenger cars, pickup trucks or other light vehicles.) These data were compiled at over twenty locations.

The data indicate that the percentage of large vehicles is generally greater in the more northern reaches of the corridor. On the southern segment between I-76 and Brighton, the percentage of vehicles longer than 20 feet ranges from 11.5 to 13.5 percent of all traffic; of these, between 6 and 7 percent are longer than 40 feet. Between Brighton and LaSalle, all vehicles over 20 feet in length comprise between 12 and 22.5 percent. Vehicles in the longer category (greater than 40 feet) represent between 4.5 and 6.5 percent of all traffic on the roadway. In the northern segment between LaSalle and WCR 80, the percentage of vehicles greater than 20 feet long ranges from about 18 percent to 25 percent; those vehicles over 40 feet represent from 4 to 8 percent of the traffic.

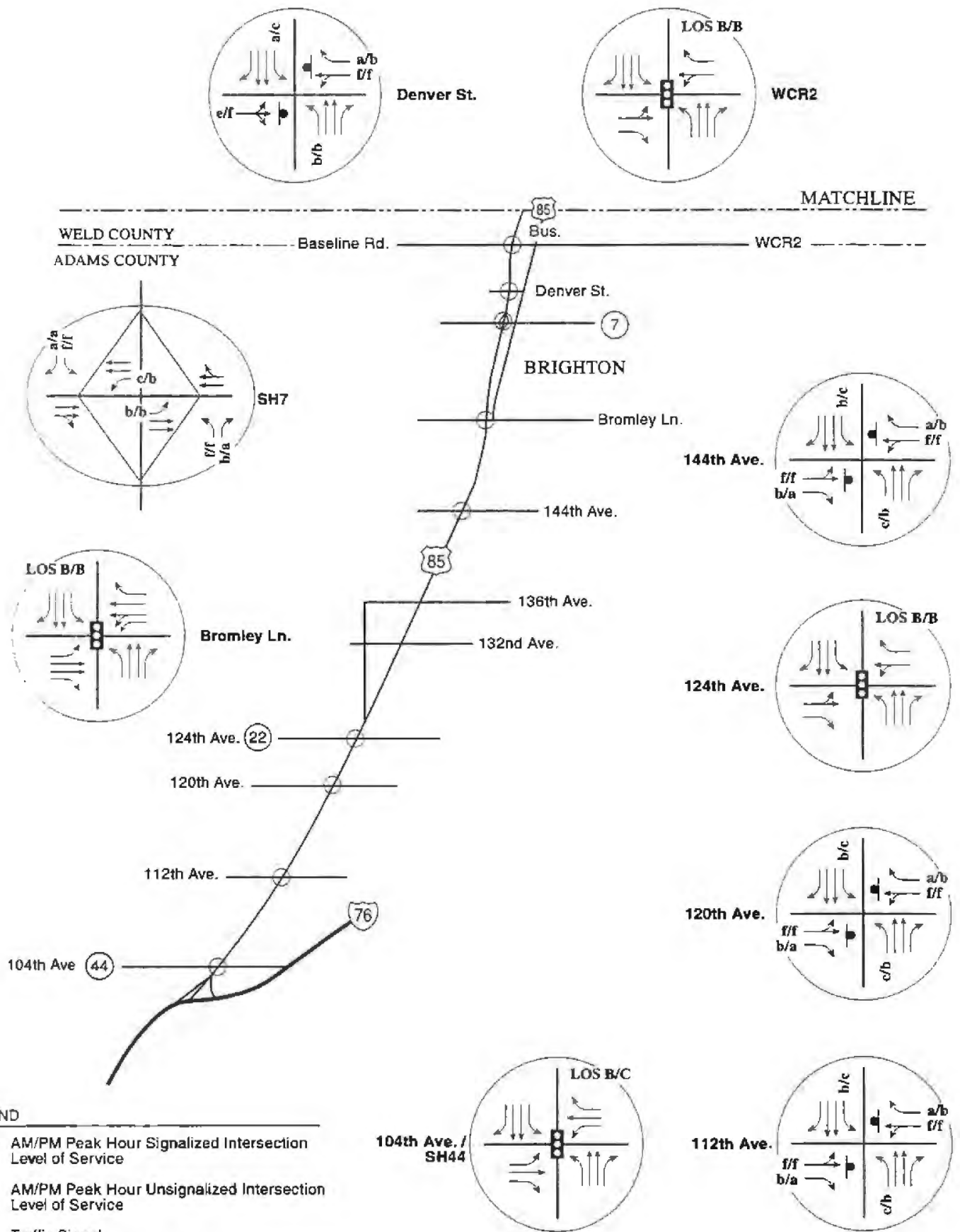


Figure 4a

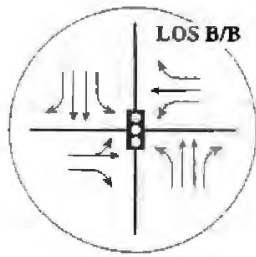
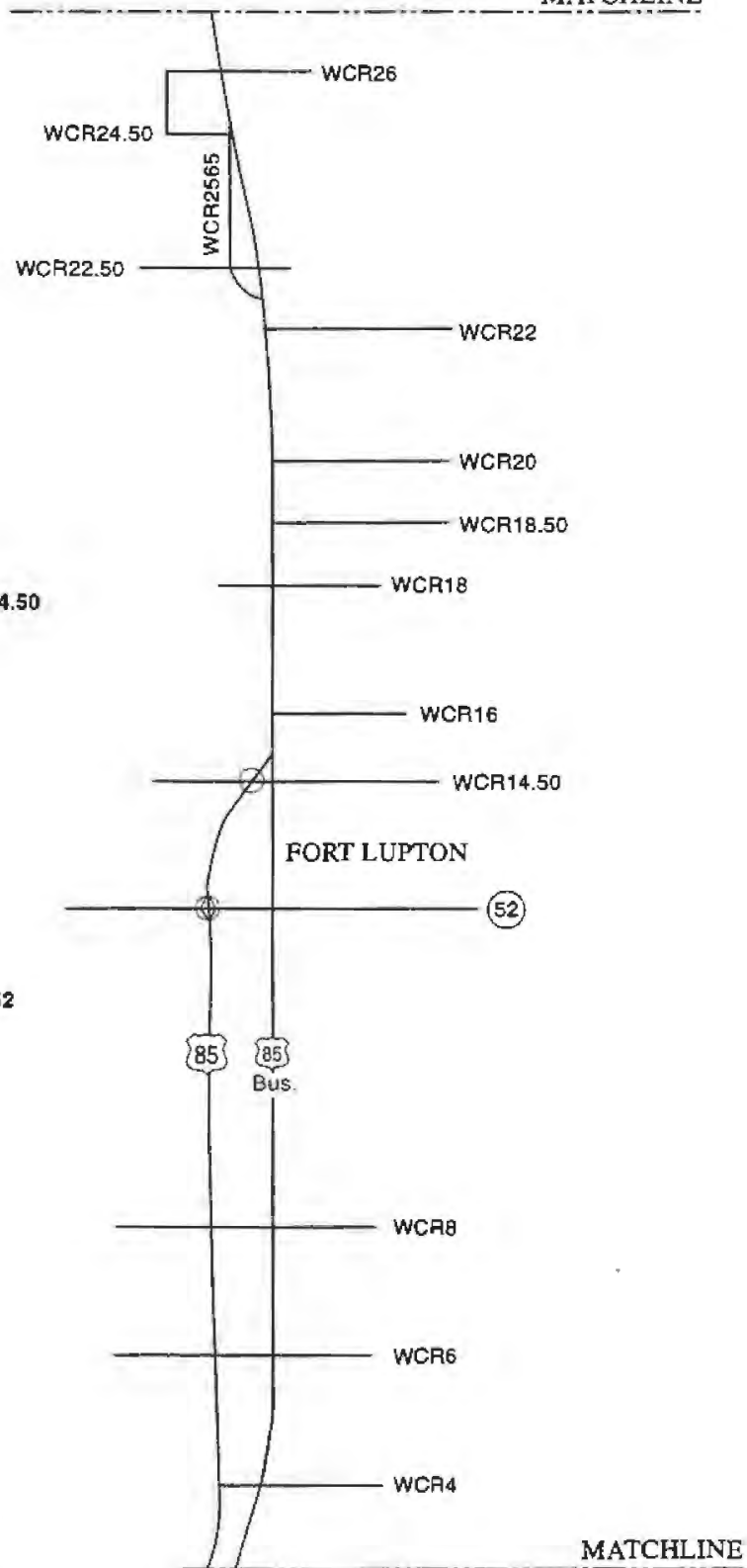
## Existing Intersection Geometry and Level of Service



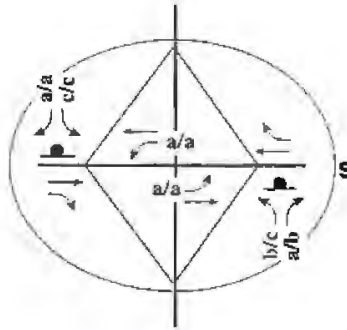
### US 85 ACCESS CONTROL PLAN

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MATCHLINE





WCR14.50



SH52

**LEGEND**

- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service
-  = Traffic Signal
-  = Stop Sign

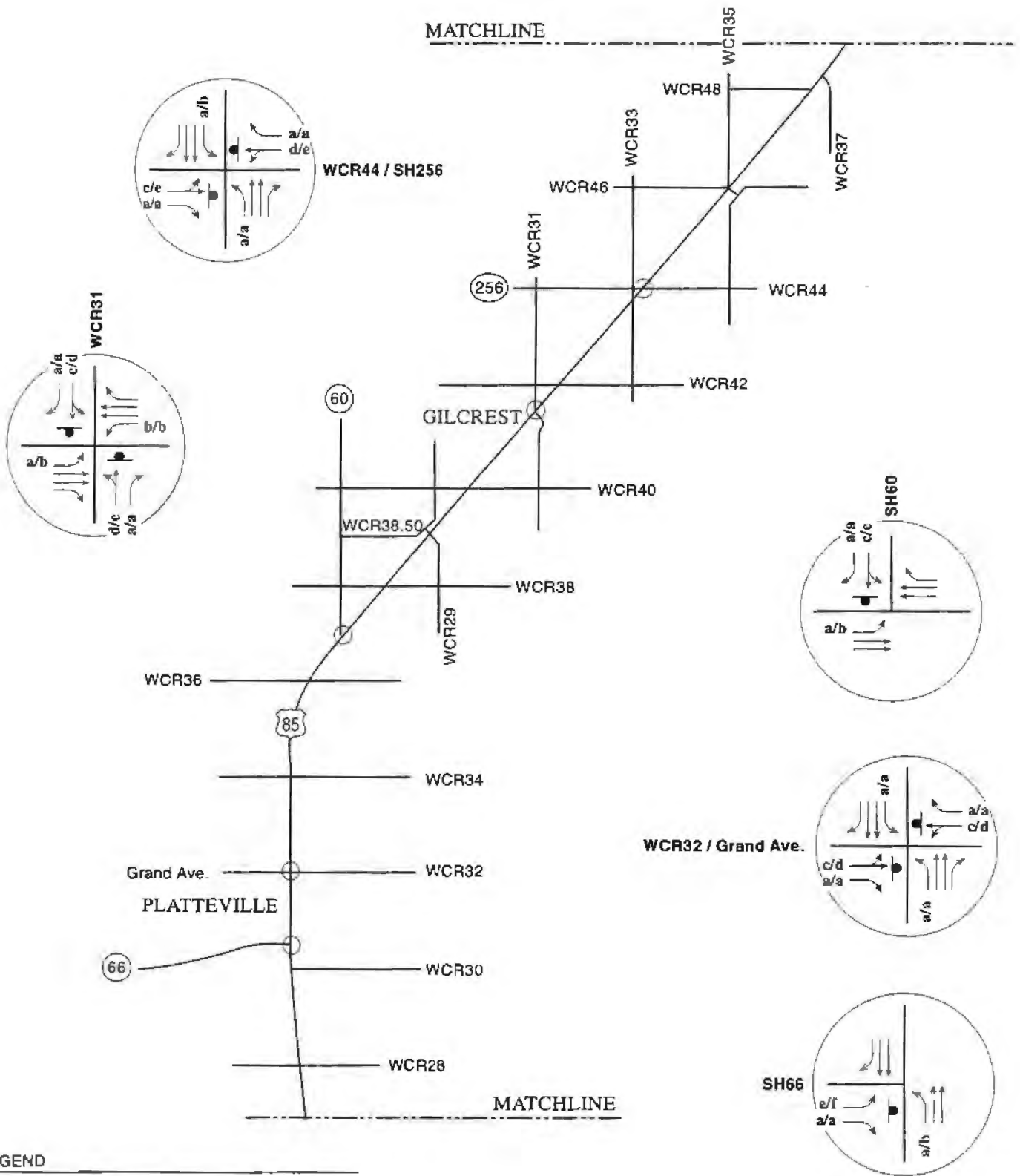
MATCHLINE

Figure 4b



**US 85 ACCESS CONTROL PLAN**  
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**Existing Intersection Geometry  
 and Level of Service**



**LEGEND**

- x/x** = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x** = AM/PM Peak Hour Unsignalized Intersection Level of Service
- = Traffic Signal
- = Stop Sign

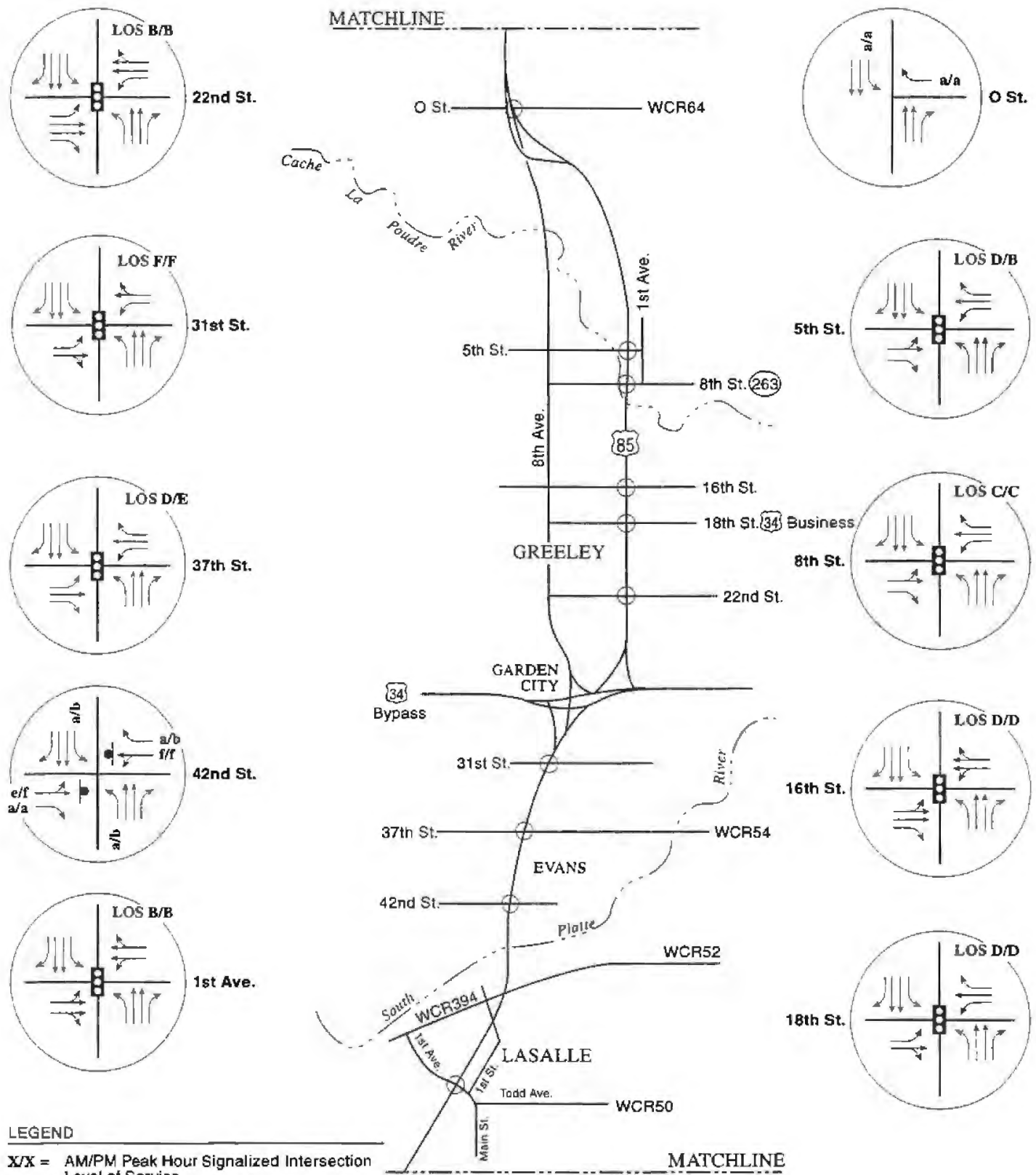
Figure 4c



**US 85 ACCESS CONTROL PLAN**

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**Existing Intersection Geometry  
 and Level of Service**



**LEGEND**

X/X = AM/PM Peak Hour Signalized Intersection Level of Service

x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service

= Traffic Signal

= Stop Sign

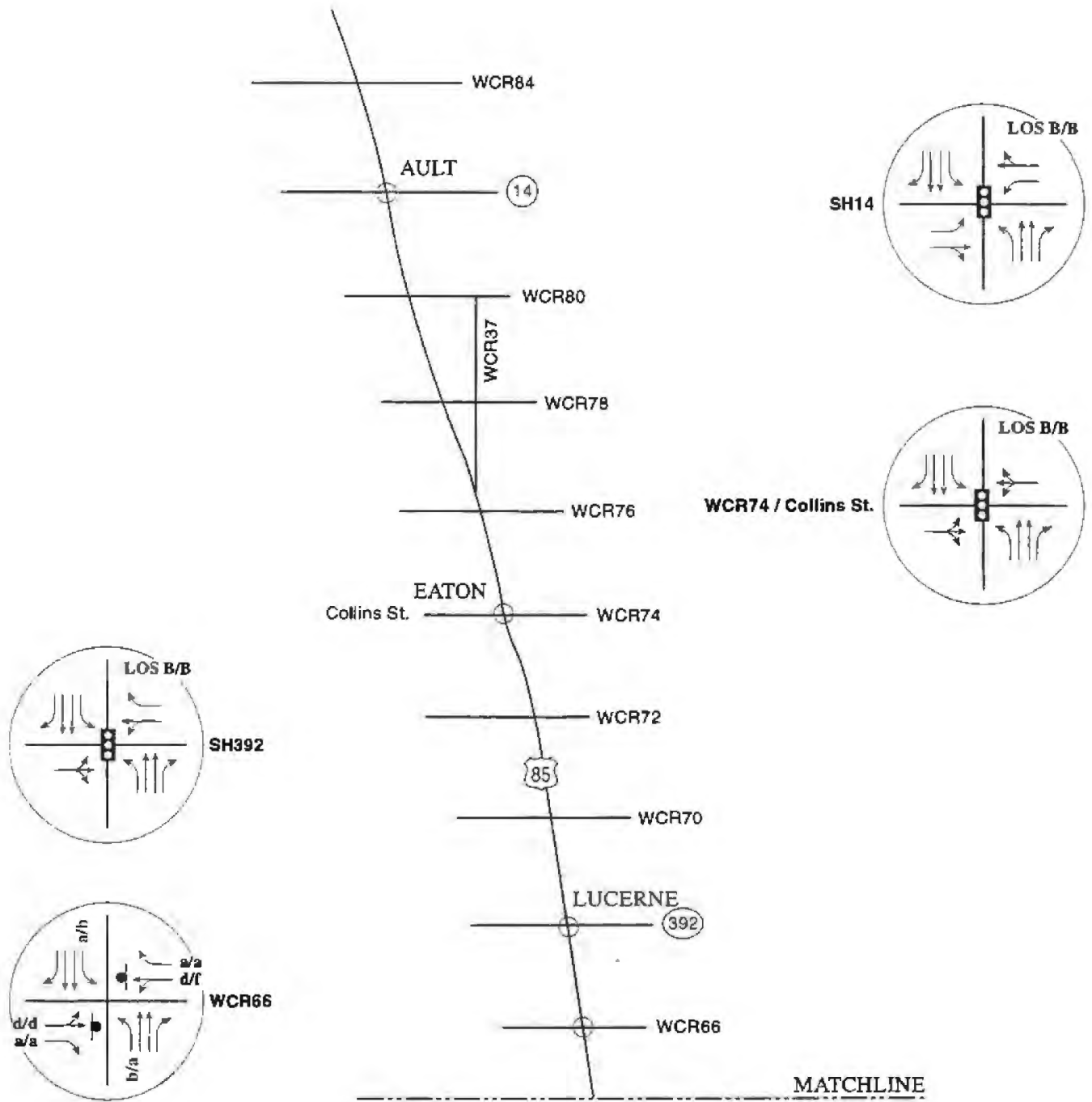
Figure 4d



**US 85 ACCESS CONTROL PLAN**

COLORADO DEPARTMENT OF TRANSPORTATION  
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**Existing Intersection Geometry and Level of Service**



**LEGEND**

- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service
- Ⓛ = Traffic Signal
- ▾ = Stop Sign

Figure 4e



**Accidents**

The Colorado Department of Transportation compiled a detailed list of all accidents occurring on US 85 between January 1994 to May 1997. During this period, 1,257 accidents were reported along US 85. Of these reported accidents, 535 (42.6 percent) had at least one injury, 15 (1.2 percent) had at least one fatality, and the remaining 707 accidents (56.2 percent) were property damage only.

Table 1 presents a summary of accident types along the US 85 corridor during this period. The predominant types of accidents were collisions with a fixed road side object (22.5 percent) and rear end collisions (22.1 percent). Other common accident types were approach turn (13.3 percent), broad side accidents (14.1 percent), and over turning (11.2 percent). Head on accidents were almost non-existent because of the median separation of northbound and southbound lanes.

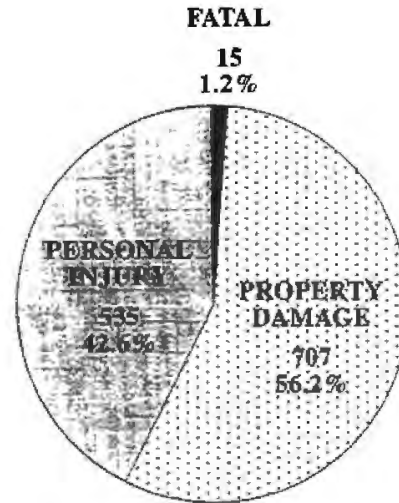
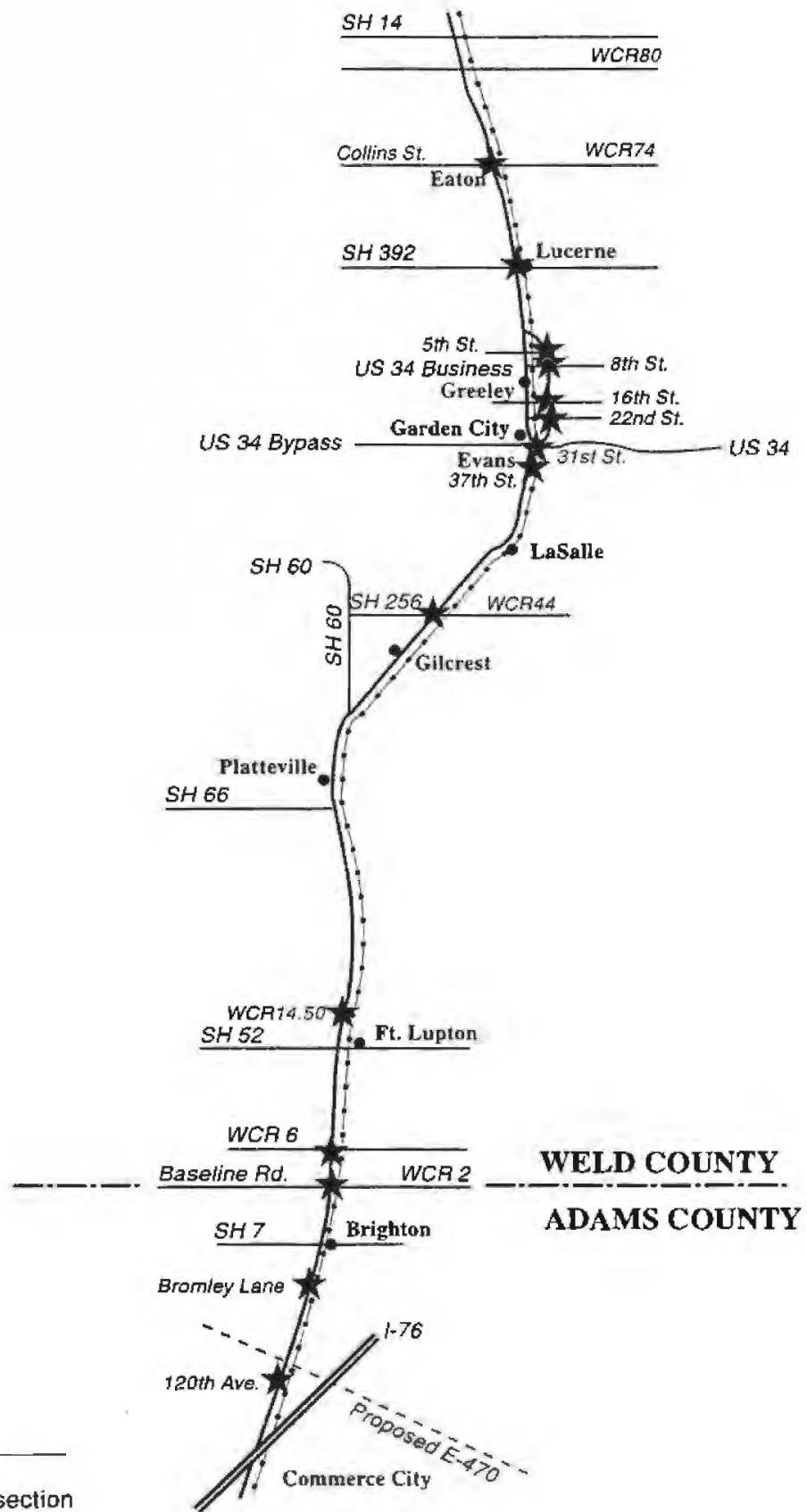


Figure 5  
**Corridor Accidents by Severity**  
 (January 1994 - May 1997)

**Table 1**  
**Corridor Accidents by Type (1/94 - 5/97)**

Accident Type	Number of Accidents	Percentage
Rear End	278	22.1%
Left Turn	167	13.3%
Right Angle	177	14.1%
Side Swipe	84	6.7%
Head On	9	0.7%
Over Turn	141	11.2%
Fixed Object	283	22.5%
Other	118	9.4%
<b>Total</b>	<b>1257</b>	<b>100.0%</b>

The accident data also indicated that nearly one-half (47.8 percent) of all corridor accidents between January 1994 and May 1997 were access related. Furthermore, the data showed that 405, over two-thirds, of the access related accidents occurred at the fourteen high hazard locations shown in Figure 6. A high hazard intersection is an intersection that is among the top 20 intersections for both the number of accidents and the accident rate. Ten of the 16 signalized intersections along the corridor are among the 14 high hazard locations. The US 85 intersections with 37th Street in Evans, Bromley Lane in Brighton, 31st Street in Evans, and WCR 2 in Weld County are, respectively, the top four locations in both number of accidents and accident rate. These four locations accounted for over one-third of the corridor's accidents between January 1994 and May 1997.



**LEGEND**

★ = High Hazard Intersection

Figure 6



**US 85 ACCESS CONTROL PLAN**

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**High Hazard Locations**

Table 2 presents accident types, number of accidents and accident rates for the high hazard locations shown in Figure 6. At signalized intersections the predominant type of accidents were rear end, right angle (broad side), and left turn. At the Bromley Lane signal in Brighton, rear end accidents were the most common. At WCR 2 the most common type of accident was left turn accidents; however, a closer look at accident data indicated that all of the approach turn accidents occurred before protected only left turn phasing was implemented on US 85. In Evans at 37th Street and 31st Street, rear end and left turn accidents were nearly equal, while in Greeley left turn accidents predominated at high hazard locations along the "Bypass" (22nd, 16th, 8th and 5th Streets). Also in Greeley, there was a high incidence of right angle collisions at 22nd, 16th, and 8th Streets. North of Greeley at SH 392 and Collins Street in Eaton, the predominant accident types were left turn and right angle. Not surprisingly, the right angle (broad side) was the most common type of accident recorded at the three high hazard unsignalized intersections.

**Table 2**  
**High Hazard Locations**

Intersection	Accident Type								Total Accidents	Accident Rate <sup>1</sup>
	Rear End	Left Turn	Right Angle	Side Swipe	Head On	Over Turn	Object	Other		
37th Street	24	30	2	2	0	0	7	0	65	1.998
Bromley Lane	28	6	8	7	1	0	12	2	64	1.436
31st Street	17	19	5	1	0	0	2	0	44	1.431
WCR 2	8	16	7	1	0	1	2	0	35	1.154
120th Avenue	1	3	14	1	0	11	4	0	34	0.937
8th Street	4	16	4	2	0	0	0	2	28	1.085
WCR 6	4	2	11	0	0	0	4	0	21	0.791
WCR 14 1/2	3	5	1	3	0	1	6	0	19	0.980
SH 256/CR 44	0	0	12	1	0	0	4	1	18	0.936
22nd Street	2	7	8	0	0	0	1	0	18	0.646
SH 392	2	6	5	1	0	1	2	1	18	1.074
16th Street	6	2	5	0	0	1	1	0	15	0.552
Collins Street	2	3	4	1	0	0	3	1	14	0.881
5th Street	2	8	2	0	0	0	0	0	12	0.765

<sup>1</sup> Accident Rate = accidents per million vehicles entering the intersection annually.

### ***Travel Times***

Because travel time "to Denver" on US 85 is a commonly used measure of the quality of the transportation service provided by the roadway, the travel time from the US 34 interchange to I-76 was determined for the existing conditions. Travel time is comprised of two elements:

- Over-the-road travel
- Delay at signals

The over-the-road travel time is a function of posted speed limits, adherence to those limits, and traffic congestion. Currently, congestion to the extent that the posted speed limit cannot be achieved is not evident in the corridor. For purposes of discussion, the over-the-road travel time was calculated assuming travel at the posted speed limit. The current over-the-road travel time from US 34 in Greeley to I-76 at the posted speed limit is about 38 minutes.

Delay at signalized intersections is comprised of stopped delay and deceleration/acceleration delay. There are currently eight signals between US 34 and I-76, each operating independently and on a semi-actuated basis. Not every through vehicle on US 85 is stopped at every signal, and the extent of delay for an individual vehicle that is stopped is a function of what point in the cycle the vehicle arrives at the intersection (i.e., at beginning of red, or later in the stopped phase) and how much traffic there is on the other approaches. The delay due to deceleration and acceleration for a vehicle that must stop at a signal is on the order of 15 seconds for an automobile, and double that for a truck (or for an automobile behind a truck). Overall, the average delay resulting from the eight signals on US 85 between SH 34 and I-76 totals about 8 minutes for peak hour conditions.

The total travel time from US 34 to I-76 is therefore calculated to be 46 minutes for peak hour conditions for a motorist traveling at the posted speed limits.

## 3.0 FUTURE CONDITIONS

### 3.1 Future Development

The recommendations of the Access Control Plan presented later in this report were at times based on proposed development likely to occur in the immediate future and on comprehensive plans identifying future development areas and future roadway networks within communities and counties along the corridor. Evans, Fort Lupton, and Weld County have comprehensive plans that are fairly current (less than 3 years old). LaSalle has a master plan, but it was completed in May 1978 and the proposed future transportation network never developed. Brighton, Platteville and Eaton have been working on comprehensive plans and are expected to complete them soon. Finally, the City of Greeley in the last three years has completed a transportation plan which identified intersection improvements along the "Bypass".

#### *Coordination With Comprehensive Plans*

The comprehensive plans were used to predict locations for future development and to assess whether modifying US 85 accesses was consistent with the proposed land use. Technical Advisory Committee members had more detailed knowledge of pending future development in their communities, which helped to define the access control concepts within communities. For example, in Platteville future development to the east led to the recommendations east of US 85. Also, in Adams County pending future development directly led to access control recommendations between 104th and 112th Avenues. Based on the recommendations in the Greeley Transportation Plan, short term intersection improvements and signal modifications along the "Bypass" were incorporated into the access control plan.

### 3.2 Traffic Forecasts

The study corridor is located in the modeling areas of two different travel demand models: the North Front Range Model and the Denver Regional Plan Model. The North Front Range model covers the Weld County portion of the corridor. The Denver Regional Plan Model covers the Adams County portion of the corridor and Weld County to just south of SH 66. These models were used to forecast daily traffic volumes for most of the corridor from I-76 to just north of Eaton.

Figure 7, illustrates the forecasted daily traffic volumes for the year 2020. As shown in the figure, 2020 projections include traffic volumes ranging from 37,000 vehicles per day in Brighton to 50,000 vehicles per day just north of E-470. North of WCR 2, daily traffic projections begin to decrease from 40,000 vpd, in the vicinity of WCR 6 to 31,000 vpd in Fort Lupton, and to 25,000 vpd in the Platteville area. Daily traffic projections between LaSalle and Greeley range from 35,000 vpd in LaSalle to 29,000 vehicles per day in Evans and Greeley. North of 5th Street, traffic projections drop significantly to 19,000 vehicles per day, but increase to 22,000 vehicles per day between "O" Street and WCR 66. North of WCR 66, traffic projections decrease to about 18,000 vehicles per day south of Eaton to 13,000 vehicles per day between Eaton and WCR 80.

The theoretical upper limit capacity of a four-lane expressway is approximately 36,000 vehicles per day. Projected 2020 daily traffic volumes north of Fort Lupton to LaSalle and north of "O" Street are within the capacity of a four-lane expressway. However, daily traffic projections exceed capacity for the section from I-76 to WCR 8 and are approaching this capacity for the section between LaSalle and "O" Street. Therefore, "enhancements", such as upgrading these sections to freeway status or elimination of access and traffic signals through access management will be necessary.

# MATCHLINE

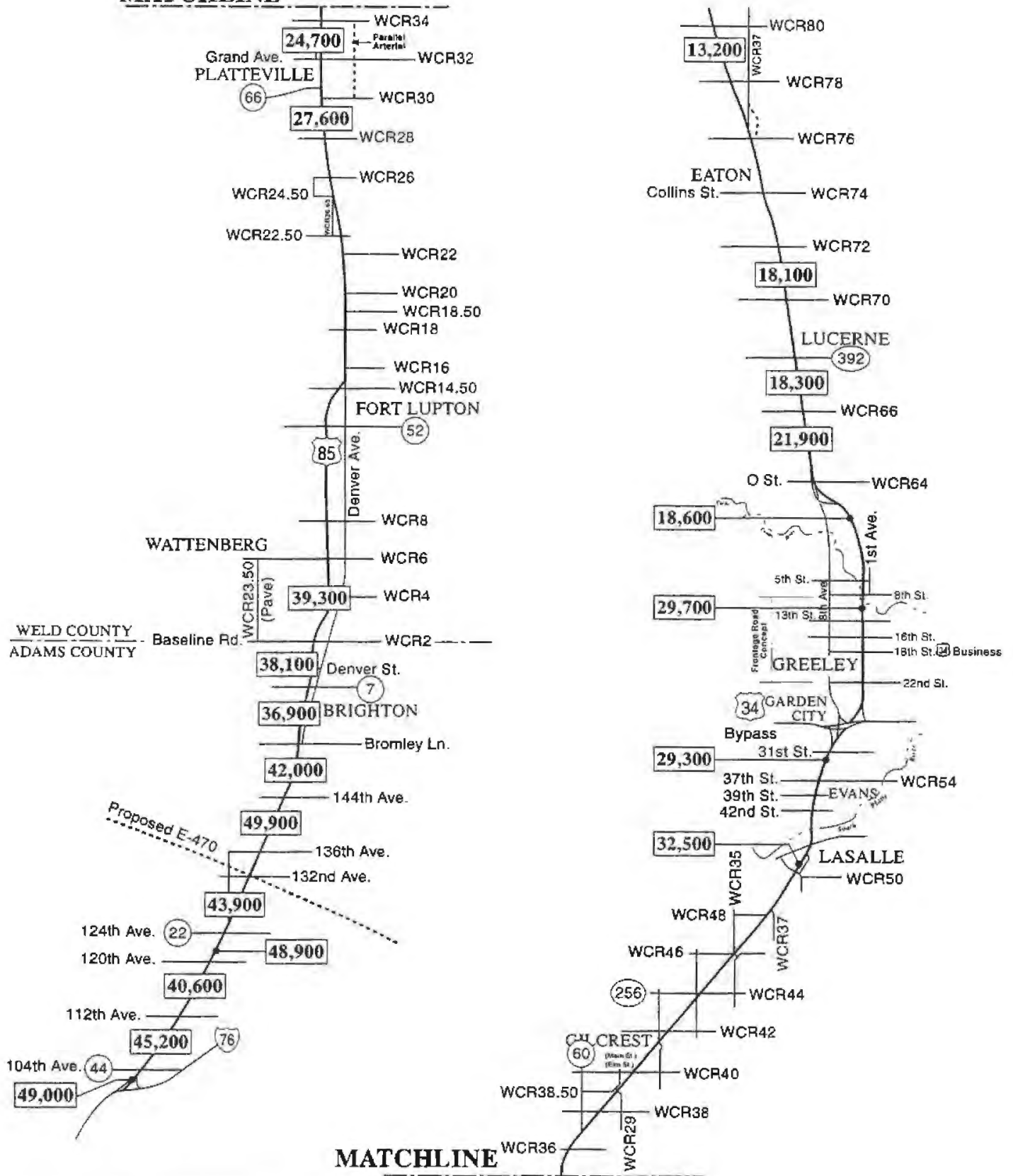


Figure 7



## US 85 ACCESS CONTROL PLAN

COLORADO DEPARTMENT OF TRANSPORTATION  
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## 2020 Daily Traffic Projections



## **4.0 ACCESS OBJECTIVES AND PRINCIPLES**

Early in the development of the access control plan, both the Policy Committee and the Technical Advisory Committee provided important direction to the study process. The TAC developed initial objectives for what access control should accomplish in the US 85 corridor. These were reviewed and refined by the PC at their initial meeting. The resulting objectives for the plan are provided in Section 4.1. Guiding principles (Section 4.2) were developed in coordination with both committees to insure that the recommended treatments throughout the corridor are applied in a uniform manner. There are a number of typical situations which should be treated in the same general manner in the interest of fairness. However, it was also recognized that there are a number of unique situations which need to be treated on an individual basis.

### **4.1 Objectives**

The following are the objectives established for the Access Control Plan:

- **Maintain and improve the functional integrity (safety, capacity and speed) of, and the transportation service provided by, US 85 in order to most efficiently and safely move people and goods in the corridor by:**
  - **Upgrading to the highest possible roadway standards**
  - **Improving high hazard intersections and access points**
  - **Improving congested intersections**
  - **Minimizing the number of signalized intersections**
  - **Reducing the number of access points**
  - **Requiring that all new access points comply with access principles**
  - **Improving the geometric configuration of intersections and access points**
  - **Building interchanges, as appropriate**
  - **Reducing conflict points between highways and the railroad**
  - **Identifying future roadway widening and right-of-way needs**
- **Reduce reliance on US 85 by providing alternatives:**
  - **Providing parallel roadways for local circulation**
  - **Improving alternative routes for regional travel**
  - **Enhancing opportunities for alternative modes by providing facilities for transit, park and rides, and bicycles**
- **Improve the aesthetics of the corridor**
- **Enhance the environment along the corridor**
- **Recognize the economic impact of US 85 and its accesses on the communities and businesses in the corridor.**

## 4.2 Principles

The following principles were established for use in the development of the Access Control Plan and should be used, where applicable, to help determine appropriate modifications to the Access Control Plan in the future:

- **Public Road Intersections**
  - Appropriate auxiliary lanes (for right, left, and U-turns) will be upgraded to CDOT standards at all public road intersections.
  - Signals will be installed at locations identified in Chapter 5 when appropriate warrants (as defined in the latest edition of the Manual On Uniform Traffic Control Devices, U.S. Department of Transportation, Federal Highway Administration) are met and an appropriate engineering study indicates that a signal will improve the overall safety and/or operation of the intersection.
  - All other intersections which have not been identified for signalization, when there is a safety problem or a signal warrant is met, will be converted to a right-in/right-out only (RIRO) or a 3/4 (no left turns or through traffic from the side street) access point.
  - Major improvements along State Highway 85 (such as interchanges or grade separations) should not be constructed unless there is an agreement to build a grade separation of the railroad tracks for the cross street.
- **Agricultural Accesses**
  - No new agricultural accesses will be allowed.
  - Every attempt will be made to eliminate the need for existing agricultural accesses by providing alternative access to the local road system. Only one access should be allowed for each individual parcel/property which has no other access available. Consolidation of agricultural accesses will be encouraged among adjoining property owners.
  - All agricultural accesses will be restricted to RIRO movements by closing the break in the median after provisions have been made to accommodate safe U-turn movements in both directions. Reasonable access will be provided either through the provision of safe turn lanes at the nearest full-movement public road intersections to both the north and south so that U-turns can be allowed or through other appropriate traffic engineering measures. Special consideration may be given to those farmers having access to land on opposite sides of the highway.

- Single Family Residential, Business, and other Accesses
  - The principles noted previously for agricultural accesses are also applicable in these situations. As with agricultural accesses, it is generally believed that all such accesses should, as a minimum, be restricted to RIRO movements by closing the break in the median.
- Change of Land Use
  - Future land development (different land use) will not change these principles. If access to the local road system is available, existing direct private property access(es) to US 85 will be closed. If access to the local road system is not possible, a RIRO will be allowed with deceleration and acceleration lanes as required according to the guidelines in the State Highway Access Code.
  - Through much of the corridor, there is a narrow strip of land between US 85 and the railroad. There are businesses in this strip of land in many of the towns and at some cross roads. Many of the rural sections are fallow or are used for agriculture. The local jurisdictions are encouraged to work (possibly as a group) with the railroad to reach agreement concerning future development of these properties and their access. It is recommended that all possibilities to access the land via opportunities other than directly from US 85 should be explored.

## 5.0 ACCESS CONTROL PLAN

This chapter presents the Access Control Plan which has been formulated through the considerable input of the Technical Advisory Committee, the Policy Committee, and the public. After considering both existing and future conditions in the corridor, the plan defines how each access should be treated, provides cost estimates for the recommended access improvements, and establishes the relative priority for each improvement. The narratives included in this chapter have been divided into fourteen segments of the corridor and are meant to serve as a summary of the key features of the plan, with particular emphasis on public road intersections in the corridor. A detailed explanation of every access in the corridor is presented in Exhibit A of the Intergovernmental Agreement (see Appendix B). The Access Control Plan is also illustrated on aerial photographs (Figures A-1 through A-24) in Appendix A.

Because implementation of the improvements identified in the Access Control Plan will take many years, and because funding for these improvements must come through the planning efforts of three different transportation planning regions (Denver Regional Council of Governments, North Front Range Transportation and Air Quality Planning Council, and Upper Front Range Regional Planning Commission), a priority was assigned to each improvement in the plan. As it is difficult to define funding levels within specific time frames, the priorities were established on the basis of the greatest need as opposed to a likely time frame for implementation. Improvements were therefore, separated into three categories: high priority, medium priority, and long-term priority.

When reviewing these narratives, it should be noted that auxiliary lane upgrades will be part of all improvements for at-grade intersections, whether they are signalized or not. Many of the existing intersections in the corridor currently have turn lanes with substandard lengths and widths. The Plan calls for the turn lanes at all public road intersections to be improved to the standards established in the 1998 State Highway Access Code. It should also be noted that improvements to US 85 must often be made in concert with off-system improvements to local streets. Examples include frontage road realignments and auxiliary lanes on parallel roads to improve truck turning capabilities.

### 5.1 Segment Descriptions

#### *I-76 to E-470*

This is the most southerly section of the corridor and is part of Adams County and DRCOG. It is primarily within Commerce City's growth area, although land north of 120th Avenue may be annexed into Brighton in the future. Existing development includes residences and businesses along 104th Avenue, gravel mining to the west on 112th Avenue and Nome Street, and residential/business development north of 120th Avenue (particularly along 124th Avenue in the area of Henderson). Undeveloped areas are fallow or used for agricultural purposes. Future planned development is primarily residential in nature.

104th Avenue - This is an existing signalized intersection (see Figure A-1 in Appendix A). 104th Avenue (SH 44) is currently a major access route to Denver International Airport (DIA) for residents of the north metropolitan area as well as residents along US 85. A new interchange is planned at this location for the future (*high priority*). The new construction will include a grade separation of the UPRR tracks. This overpass would eliminate all possibility of access to the businesses on both sides of 104th Avenue between US 85 and the railroad tracks. This property will need to be purchased, and as a result, US 85 could be relocated to the east. This will allow better separation of intersections along 104th Avenue to the west of US 85. A partial cloverleaf configuration is shown on Figure A-1, but a tight diamond or single-point urban interchange (SPUI) are also possibilities. This project is not included in DRCOG's 2020 Regional Transportation Plan (RTP) and the use of 104th Avenue could be greatly affected by improvements to 120th Avenue (see following).

New 3/4 Access - A number of coordination meetings were held with Commerce City, Adams County, Brighton, emergency service providers, property owners, and others to determine the best access plan for the area between 104th and 120th Avenues, which has a high potential for growth. The final plan, which was accepted by all agencies, included a new partial access (3/4) between 104th and 112th Avenues. The new 3/4 access would serve a large (400 unit) residential development which is planned on the west side of US 85 immediately to the north of 104th Avenue (see Figure A-1). US 85 and 104th Avenue are the eastern and southern boundaries of the property and currently the only way to provide access. A 3/4 access is designed to allow left turns from the major street (in this case US 85) while prohibiting through movements and left turns from the side street. The new access (*medium priority*) is necessary to minimize traffic disruptions on 104th Avenue at the US 85 intersection. This access will be removed in the future when the interchange at 104th Avenue is constructed or when a connection from the development to either Brighton Road or 112th Avenue is built.

112th Avenue - This four-legged intersection is unsignalized (see Figure A-2). It is currently used by a large number of gravel trucks; this activity is likely to continue for the foreseeable future. A large residential subdivision is also under construction on the east side. Improvements of the intersection to provide adequate auxiliary lanes are recommended, particularly a deceleration lane for northbound left turns and an acceleration lane for eastbound right turns. This intersection will be signalized when warranted for traffic or safety reasons (*medium priority*). The UPRR has considered submitting a request to the Public Utilities Commission (PUC) to close the grade crossing on the east leg, but a joint study with Commerce City is currently underway to determine the best way to improve railroad operations in this vicinity. Sufficient right-of-way should be reserved at this intersection so that an interchange can be built in the future (*long-term priority*). A diamond configuration has been illustrated (see Figure A-2).

120th Avenue - This four-legged intersection is currently unsignalized. It will be signalized when it is warranted for traffic or safety reasons (*high priority*). Adams County has been conducting studies (alignment, environmental, etc.) for a number of years to complete 120th Avenue across the South Platte River. The plan would include a diamond interchange at US 85 and a grade separation of the UPRR tracks to the east (*high priority*). This project has been included in DRCOG's 2020 Regional Transportation Plan. The interchange is included in the 1999-2004 Transportation Improvement Program (TIP), but it is slated for discretionary funds. Preliminary geometry (alignments and grades) has been analyzed at US 85, and the interchange shown in Figure A-2 is based on these studies.

124th Avenue - This is an existing signalized intersection (see Figure A-2). There will be no major change at this intersection until interchanges have been built at both 120th Avenue and E-470. It would not be a safe situation to have a signal midway between two interchanges. When the signal is removed, the intersection will be converted to a right-in/right-out only (RIRO) in order to maintain reasonable access to the business(s) on the east side of US 85 (*medium priority*). If these businesses close another access can be provided, the intersection should be closed (*long-term priority*).

E-470 - A new interchange for E-470 is proposed near the current intersection at Nome Street (*high priority*). A conventional diamond interchange is proposed at US 85 (see Figure A-2). Loop ramps are proposed for the connection to the E-470 tollway which will cross US 85 just south of 132nd Avenue (see Figure A-3). Concern has been expressed by people living to the north on US 85 about the amount of out-of-direction travel that the basic interchange configuration will require, especially for people returning from DIA. A ramp which would directly connect westbound E-470 with northbound US 85 has been proposed to alleviate this situation. This ramp could potentially conflict with a potential interchange at 136th Avenue (weaving distances would be short). The final configuration of the interchange will be analyzed in detail in upcoming feasibility and environmental studies which E-470 is required to complete according to Federal and CDOT regulations.

Rural Accesses - In this section, there are a total of five minor access points which serve either fields or residences. They will be closed: one will be displaced by interchange construction (120th Avenue), one when 124th Avenue is modified, one when an interchange is constructed at 136th or 144th Avenues, and the two others will be replaced by the new 3/4 intersection north of 104th Avenue.

### ***132nd Avenue to 144th Avenue***

Most of this section is currently in unincorporated Adams County (and the DRCOG region), but it is included in the City of Brighton's future planning area. Currently, this section is primarily used for agriculture, although there are scattered businesses and farm residences in the area. Because of floodplain considerations, Brighton's draft Comprehensive Plan shows much of the area east of US 85 as remaining agricultural, with future business development shown west along 136th Avenue and north of 144th Avenue.

132nd Avenue - This four-legged intersection is currently unsignalized. The west leg will be closed when E-470 is constructed (see Figure A-3). The median will be closed to create a RIRO intersection when required to address safety or traffic volume problems. Ultimately, this intersection will be closed (*long-term priority*) when interchanges are built on both sides (E-470 to the south and either 136th or 144th Avenue to the north).

136th Avenue - This four-legged intersection is currently unsignalized. It will be signalized when it is warranted for traffic or safety reasons (*medium priority*). Sufficient right-of-way should be reserved on the west side of US 85 so that an interchange can be built in the future (*long-term priority*). A diamond configuration has been illustrated (see Figure A-3). This project is not included in DRCOG's 2020 RTP.

144th Avenue - This four-legged intersection is currently unsignalized. The intersection will be converted to a 3/4 configuration (*medium priority*) in the future to address safety or traffic volume problems. Sufficient right-of-way should be reserved on the west side of US 85 so that an interchange can be built in the future (*long-term priority*). A diamond configuration has been illustrated (see Figure A-3). This project is not included in DRCOG's 2020 RTP.

Rural Accesses - In this section, there are three minor access points which serve fields. Their medians will be closed when adequate turn lanes have been provided to the north and south. The access points will be closed when there are interchanges on each side, and this segment of US 85 can be considered a freeway.

### ***Bromley Lane to CR 2***

This section of US 85 serves the developed portions of the City of Brighton (and is included in the DRCOG Planning Region). No changes in land use are specifically planned, but traffic volumes will continue to increase on all intersecting roadways because of continued growth in the community and redevelopment of existing land uses.

Bromley Lane - This is an existing signalized intersection (see Figure A-4). Because of operational problems (traffic congestion and safety), the City of Brighton has long planned for an interchange at this location (*high priority*). This project has been included in DRCOG's 2020 RTP, but no date for implementation has been definitely set since it is not included in the 1999-2004 TIP. A single-point urban interchange (SPUI) configuration is shown in Figure A-4 to minimize the taking of business property in the vicinity. As shown, it would be beneficial to relocate several city streets. Unfortunately, a grade-separation of the UPRR tracks can only be achieved if the businesses between US 85 and the tracks on both sides of Bromley Lane are displaced.

SH 7 - This is an existing diamond interchange (see Figure A-4). There are currently operational problems because the ramp intersections and frontage road intersections are too closely spaced. The ramp intersections need to be signalized, but this cannot be accomplished until the existing frontage roads are closed and alternative connections made farther away from the interchange (*medium priority*). The plan illustrates using Miller Avenue (via Egbert Circle and Walnut Street) for the west frontage road and Strong Street and First Avenue for access to the east frontage road.

Denver Street - This four-legged intersection is currently unsignalized. The median will be closed to create a RIRO intersection (*high priority*). When this modification is made, adequate turning radii for large trucks should be included at the intersection of Denver Street and the east frontage road. There are several businesses on the east side that rely heavily on large trucks for their operations. Other improvements at local intersections may be necessary to accommodate these trucks. Ultimately, this intersection will be closed after the frontage road improvements have been made at the SH 7 interchange and implementation of the interchange at CR 2 is imminent (*long-term priority*).

CR 2 - This is an existing signalized intersection (see Figure A-5). A new interchange is planned at this location for the future (*medium priority*). A single-point urban interchange (SPUI) configuration is shown in Figure A-5 which would minimize the taking of residences and business property in the vicinity. This project has not been included in DRCOG's 2020 RTP. When an interchange is built at either CR 6 or CR 8, a frontage road system should be implemented to serve properties on the west side of US 85 so that US 85 can function as a freeway. The southern terminus of this frontage road would be at CR 2 with sufficient separation from the US 85 interchange so that interference between the intersections would be minimized. Turn lane improvements to the intersection of CR 2 and CR 27 (*high priority*) may be necessary to accommodate large trucks, similar to the intersection improvements to the north that are discussed in the next section.

Rural Accesses - In this section there is one minor access point serving a business and residence just north of CR 2. The access will be closed when the interchange at CR 2 is built.

### **CR 2.5 to CR 8**

This section is the southernmost part of Weld County and is included in the area served by the Upper Front Range Regional Planning Commission (UFRRPC). The land uses are general industrial with a mixture of residences and agricultural. In the future, the City of Fort Lupton foresees continued development to the south from the currently developed portions of the city. This will affect traffic volumes at CR 8 and, to a lesser extent, at CR 6. In addition, traffic volumes will increase on all intersecting roadways because of continued growth in the area.

CR 2.5 - This is a "T" intersection which is currently unsignalized (see Figure A-5). Properties on the west side of US 85 have access at the intersection. As soon as possible, this intersection will be modified to a 3/4 access (*high priority*). Weld County must make auxiliary lane improvements on CR 27 at CR 2.5 and adjacent intersections so large trucks can safely make turns. Ultimately, this intersection will be closed (*long-term priority*). At that time,



property on the west side will have access from a new frontage road between CR 2 and CR 8, and east side properties will have access from CR 27.

CR 4 - This is a "T" intersection which is currently unsignalized (see Figure A-5). Properties on the west side of US 85 have access at the intersection. The future treatment of this intersection is the same as at CR 2.5. As soon as possible, this intersection will be modified to a 3/4 access (**high priority**). Weld County must make auxiliary lane improvements on CR 27 at CR 4 and adjacent intersections so large trucks can safely make turns. Ultimately, this intersection will be closed when interchanges are built at CR 2 on the south and either CR 6 or CR8 to the north (**long-term priority**). Property on the west side will have access from a new frontage road between CR 2 and CR 8, and east side properties will have access from CR 27.

CR 6 - This four-legged intersection is currently unsignalized (see Figure A-6). It will be signalized when it is warranted for traffic or safety reasons (**high priority**). The intersection has a fifth approach (northeast leg) which serves a small residential area. This approach will need to be relocated to the east away from the intersection before it is signalized. Sufficient right-of-way should be reserved at this intersection so that an interchange can be built in the future (**long-term priority**). A diamond configuration has been illustrated (see Figure A-6). Weld County must make auxiliary lane improvements on CR 27 at CR 6 at the same time as adjacent intersections on CR 27 are improved so large trucks can safely make turns.

CR 6.25 - This is a "T" intersection which is currently unsignalized (see Figure A-6). A residence on the west side of US 85 has access at the intersection. As soon as possible, this intersection will be modified to a RIRO by closing the median (**high priority**). Weld County must make auxiliary lane improvements on CR 27 at CR 6.25 and adjacent intersections so large trucks can safely make turns. Ultimately, this intersection will be closed (**long-term priority**) when an interchange is built at CR 6. At that time, property on the west side will have access from a new frontage road between CR 2 and CR 8, and east side properties will have access from CR 27.

CR 8 - This four-legged intersection is currently unsignalized (see Figure A-6). The intersection will be converted to a 3/4 configuration (**medium priority**) in the future to address safety or traffic volume problems (as stipulated in the Design Guidelines). Weld County must make auxiliary lane improvements on CR 27 at CR 8 and adjacent intersections so large trucks can safely make turns. Sufficient right-of-way should be reserved so that an interchange can be built ultimately (**long-term priority**). A diamond configuration has been illustrated (see Figure A-6).

Rural Accesses - In this section, there are a total of eight minor access points which serve fields and residences. Their median openings will be closed (except where the same owner has property on both sides of US 85) when adequate auxiliary lanes have been provided at the intersections to the north and south.

### **SH 52 to CR 14.5**

This section of US 85 serves the currently developed portions of the City of Fort Lupton, which is a member of the UFRRPC. No changes in land use are planned directly along US 85, but traffic volumes will increase on all intersecting roadways because of continued growth in the community.

**SH 52** - This is an existing diamond interchange (see Figure A-7). The ramp intersections with SH 52 should be signalized when warranted for traffic or safety reasons (*medium priority*). These signals will not affect through traffic on US 85.

**CR 14.5** - This is an existing signalized intersection (see Figure A-7). A new interchange is planned at this location for the future (*long-term priority*). A single-point urban interchange (SPUI) configuration is shown in Figure A-7, which would result in the least disruption to nearby properties and businesses. Interim intersection improvements may be necessary to address safety and operational problems.

**Rural Accesses** - In this section there is a rest stop which has two access points on southbound US 85 and one minor access point serving a field just north of CR 14.5. These accesses will be closed when the interchange at CR 14.5 is built.

### **CR 16 to CR 28**

This is a rural section of US 85 in Weld County between Fort Lupton and Platteville, and is included in the UFRRPC. The primary land use is agriculture, with scattered residences to serve this use. No changes in land use are specifically planned, but minor increases in traffic volumes are expected on the intersecting roadways.

**CR 16** - This is a "T" intersection which is currently unsignalized (see Figure A-8). The intersection may be converted to a 3/4 configuration (*medium priority*) in the future to address safety or traffic volume problems. Because this intersection is close to CR 14.5, it will be closed (*long-term priority*) when this interchange is built.

**CR 28** - This is a four-legged intersection which is currently unsignalized (see Figure A-10). In addition to the auxiliary lane improvements (*medium priority*) discussed in the following paragraph, the intersection of CR 28 with CR 25.5 (from the south) and Main Street (from the north) should be relocated farther to the west (*long-term priority*). There have been recent developments between US 85 and CR 25.5, and this change will improve the safety of maneuvers at the intersection.

Intersection Improvements - There are currently nine unsignalized public road intersections with US 85 in this section (see Figures A-8 through A-10). Full movement intersections occur at CR 18, CR 26, and CR 28. "T" intersections are located at CR 16 (east leg), CR 18.5 (east leg), CR 20 (east leg), CR 22 (east leg), CR 22.5 (west leg), and CR 24.5 (west leg). There will be significant improvements to the auxiliary lanes at all of these intersections (*medium priority*) to bring them up to State Highway Access Code standards. This will include left and right turn deceleration lanes as well as right turn acceleration lanes on US 85 in both directions so that it will be safe for large trucks (WB-50) to make U-turns, as illustrated in Figure 8. This will allow field accesses and residential median openings between the intersections to be closed (*medium priority*). These intersections may be converted to RIRO or 3/4 access to address safety issues (*long-term priority*).

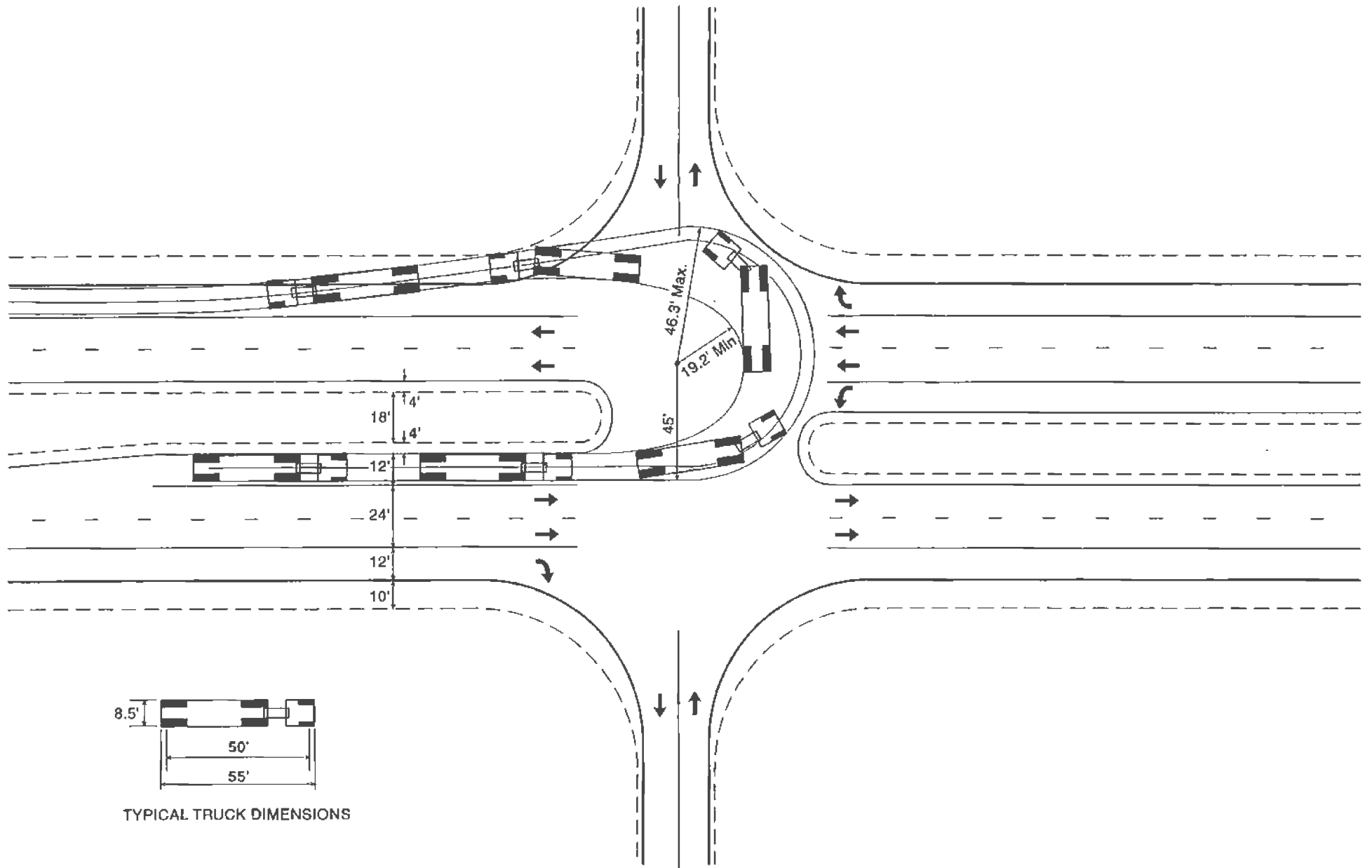
Fort Vasquez Museum and Port of Entry - These two facilities are owned and operated by the State of Colorado. They are located in the median of US 85 (which has been widened to accommodate them). Long deceleration and acceleration lanes are provided for trucks, and they are generally adequate for cars stopping at the Museum. There is an overflow parking lot on the north side of the Museum which has two access points on both the east and the west sides. Two of these four access points will be closed. These changes have been coordinated with a new master plan which was recently completed for the Museum.

Field and Residential Accesses - In this section, there are a total of 15 median openings that serve residences or field accesses. In accordance with the Access Principles (Section 4.2), all median openings at these private drives, will be closed over time as the public road intersections to the north and south are improved to adequate standards.

### ***Platteville (CR 30 to CR 34)***

This section of US 85 serves the Town of Platteville, which is a member of the UFRRPC. The Town is currently in the process of updating its comprehensive plan. The following access improvements resulted from extensive coordination between Platteville, Weld County, and the Union Pacific Railroad. The UPRR has a passing (double) track between CR 30 and CR 34 and is very interested in working with the local agencies to develop a future plan which minimizes interference between automobile and train traffic, particularly when trains must stop on the siding track. The plan includes creating a new connection from the east at SH 66 on the south end of Platteville. This new road and CR 34 will be emphasized, and one or more parallel north-south arterials will be constructed on the east side of the railroad tracks to connect them. This will provide alternative routes for vehicles when a train is blocking the at-grade crossing at CR 32.

CR 30 - This is a "T" intersection which is currently unsignalized (see Figure A-11). The distance between US 85 and the UPRR tracks and the approach grade between them create a very substandard at-grade crossing. This intersection will be closed (*high priority*) when a new connection is constructed to the east side of SH 66 (see following discussion).



TYPICAL TRUCK DIMENSIONS

**US 85 ACCESS CONTROL PLAN**

COLORADO DEPARTMENT OF TRANSPORTATION  
 FELSBURG HOLT & ULLEVIG

Figure 8  
**U-Turn Template  
 for Large Trucks (WB-50)**

SH 66 - This four-legged intersection really operates as a "T" intersection. The existing east leg is a lightly used service road that does not cross the railroad and extends north to several agricultural processing plants. This intersection is currently unsignalized (see Figure A-11). A new east leg will be added by a pending development on the east side of the railroad tracks. This change will trigger signalization of the intersection (*high priority*). The east leg will cross the railroad tracks and then tie to a connection which will be built to CR 30. The southern end of the UPRR siding track will be moved north of this new crossing so there is no interference with standing trains. In the future, Weld County and Platteville will cooperate to build a new connection (bypass) between SH 66 and CR 32 on the east side of Platteville to facilitate travel for people headed south on US 85 or west on SH 66.

Marion Street - This four-legged intersection is currently unsignalized (see Figure A-11). Operations at this intersection are complicated by Vasquez Boulevard, the frontage road immediately west of US 85, which also intersects Marion Street. These intersections will be converted to RIRO (*high priority*). This will be accomplished by closing the median in the middle of US 85. The median between US 85 and Vasquez Boulevard may also be closed in the future.

CR 32 - This full movement intersection is currently unsignalized (see Figure A-11). The west leg is Grand Avenue in Platteville. As discussed previously, Platteville's planning efforts focus on CR 30/SH 66 and CR 34 as the primary crossings of the railroad tracks. Because CR 32 is at the mid-point of the UPRR passing track, this crossing may be blocked for extended periods of time. The frontage road on the immediate east side of the railroad tracks will be upgraded and paved to facilitate the north connection between CR 32 and CR 34. A future north-south arterial on the east side of the Platte Valley Canal between CR 30 and CR 34 will also provide an alternative route during the times CR 32 is blocked. Electronic signs that warn motorists that CR 32 is blocked should be installed on CR 32 east of the railroad tracks at decision points. A typical message could be "CR 32 blocked ahead. Turn left to use CR 30 (or turn right to use 34)." Electronic signs with similar messages would be placed on northbound US 85 south of SH 66 and on southbound US 85 north of CR 34. This intersection may require signalization (*long-term priority*), although it is hoped that signals at SH 66 and CR 34 will be sufficient for Platteville's needs. Before this intersection is signalized, Vasquez Boulevard (the frontage road on the west side of US 85) will need to be relocated to the west (for the south approach to Grand Avenue) or closed (north approach). This will simplify operations at the signalized intersection.

Main Street - This is a "T" intersection which is currently unsignalized (see Figure A-11). It intersects US 85 at an oblique angle. This intersection will be closed (*long-term priority*), and Main Street will be relocated to the west to intersect CR 34 at Division Street.

CR 34 - This four-legged intersection is currently unsignalized (see Figure A-11). It will be signalized when it is warranted for traffic or safety reasons (*medium priority*).

Rural Accesses - In this section, there are a total of two median openings which serve fields and residences. These median openings will be closed over time (except where the same owner has property on both sides of US 85) as the public road intersections to the north and south are improved to adequate standards.

**CR 36 to CR 29/CR 38.5**

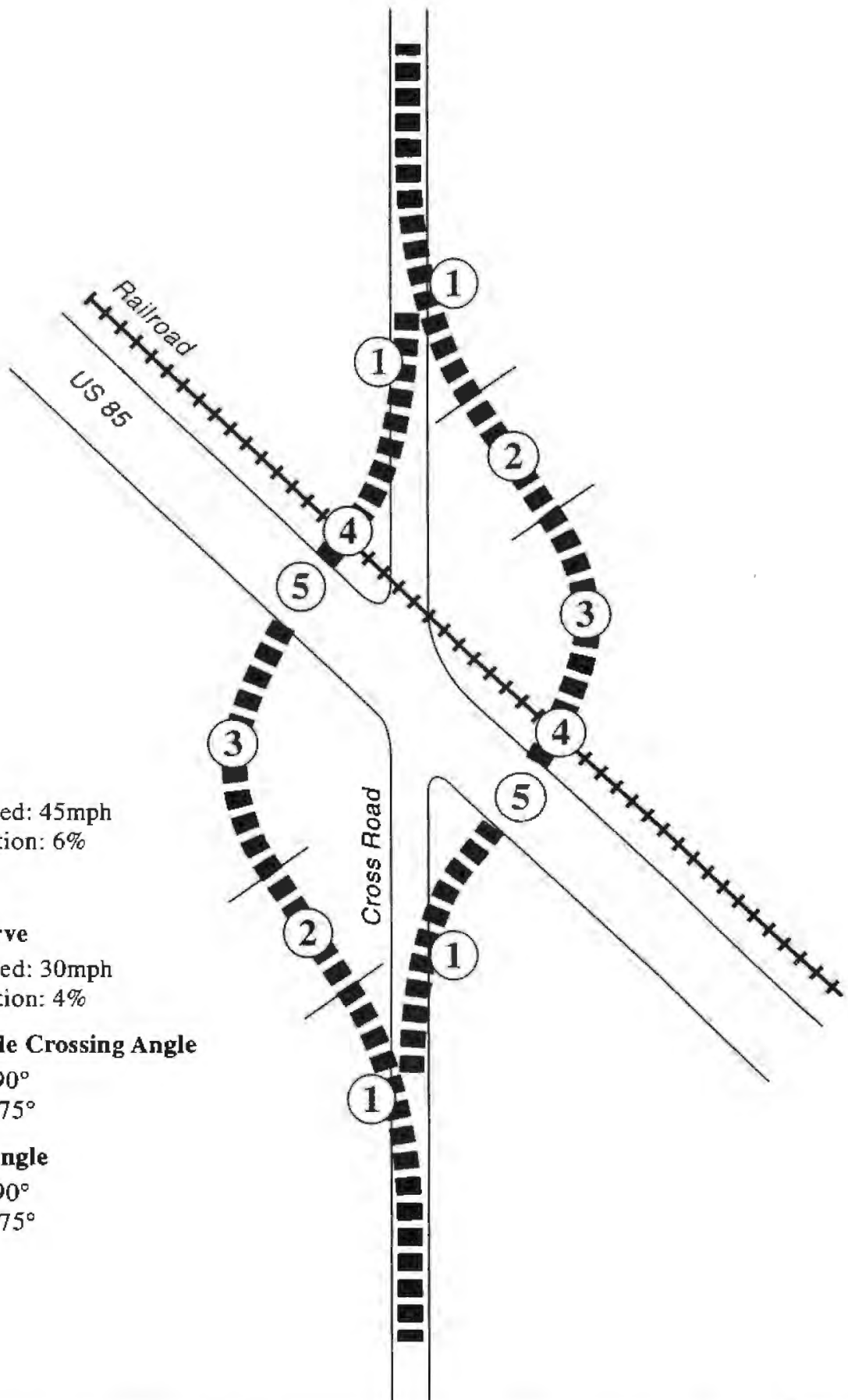
This is a rural section of US 85 in Weld County between Platteville and Gilcrest and lies within the UFRRPC area. The primary land use is agriculture, with scattered residences to serve this use. No changes in land use are specifically planned, but minor increases in traffic volumes are expected on the intersecting roadways.

All of the public road intersections in this segment have a common problem in that US 85 (which parallels the UPRR tracks) has a northeast/southwest orientation. These intersections intersect US 85 at approximately 50 degrees. This angle creates inadequate sight distance and resulting safety problems for vehicles (particularly trucks) approaching both US 85 and the railroad tracks. An angle of 75 degrees or more is required to meet typical design standards for intersections and grade separations. Realignment of the cross road approaches to create perpendicular (or near-perpendicular) intersections would be desirable in the future. This can be accomplished in a number of ways. Figure 9 illustrates two possible alternatives and also provides the design speeds which will be safe for vehicles approaching on the side roads. Obviously, properly designed acceleration and deceleration lanes will be included as an integral element of these new intersections.

Improving the safety of the at-grade railroad crossings is equally important as it is at the US 85 intersections. These crossings should be perpendicular to the tracks, and there should be full protection of the new at-grade crossings (crossing gates and automatic lights).

CR 36 - This full movement intersection is currently unsignalized (see Figure A-12). CR 36 intersects US 85 at an oblique angle (50 degrees). It will be realigned to an intersection angle of 75 degrees or more when traffic volumes increase to a level that safety problems can be anticipated (**long-term priority**).

SH 60 - This is a "T" intersection which is currently unsignalized (see Figure A-12). This intersection is the southern terminus of the Two Rivers Parkway, which is a route being developed by Weld County and the City of Greeley for people on the west side of the Greeley area to more conveniently access US 85 when they travel to the south. As such, traffic movements between US 85 on the south and SH 60 on the north will increase in the future. The southbound movement can easily be accommodated with a free-flowing right turn lane with an adequate acceleration and merge distance. The northbound left turn will conflict with southbound US 85 traffic. As opposed to signaling this intersection to reduce the conflict, the plan calls for a flyover ramp for the northbound left turn (**medium priority**). This will eliminate potential conflicts.



- ① **Initial Curve**
  - Design Speed: 45mph
  - Superelevation: 6%
- ② **Tangent: 100'**
- ③ **Approach Curve**
  - Design Speed: 30mph
  - Superelevation: 4%
- ④ **Railroad Grade Crossing Angle**
  - Preferred: 90°
  - Minimum: 75°
- ⑤ **Intersection Angle**
  - Preferred: 90°
  - Minimum: 75°

Figure 9



CR 38 - This four-legged intersection is currently unsignalized (see Figure A-12). CR 36 intersects US 85 at an oblique angle (50 degrees). It will be realigned to an intersection angle of 75 degrees or more when traffic volumes increase to a level that safety problems can be anticipated (*long-term priority*).

CR 38.5/CR 29 - This four-legged intersection is currently unsignalized (see Figure A-13). CR 29 intersects US 85 at an oblique angle (50 degrees), and at the same point, CR 38.5 intersects from the west. This intersection should be simplified before higher traffic volumes complicate operations (*long-term priority*). The west side access from CR 29 and CR 38.5 will be closed, but the connection between these roads will remain. CR 29 on the east side will become a RIRO with the closure of the median.

Rural Accesses - Between CR 36 and CR 29/CR 38.5, there are two median openings which serve fields and residences. These median openings will be closed over time (except where the same owner has property on both sides of US 85) as the public road intersections to the north and south are improved to adequate standards.

#### ***Gilcrest (CR 40 to CR 42)***

This section of US 85 serves the developed portions of the Town of Gilcrest, which is a member of the UFRRPC. No changes in land use are specifically planned, but there are existing operational problems which are addressed in the Plan. Traffic volumes will increase on all intersecting roadways because of continued growth in the community.

There are currently three intersections with US 85 in the developed portion of Gilcrest: Elm Street, Main Street, and CR 31. Railroad Street is the frontage road on the west side of US 85 through Gilcrest. These two roads are very close together and the intersections are dangerous because southbound US 85 traffic can turn onto Railroad Street at a relatively high speed (30 mph or more). In addition, the CR 31 intersection is used by many students from Valley View High School, and the oblique angle for left turn movements to northbound US 85 is unsafe. In the future, this situation will get worse as traffic volumes increase, and signalization of any of these intersections along US 85 would be very complicated. To rectify this situation, the Plan will consolidate access to US 85 at Elm Street and CR 42, which are proposed to be signalized. The proposed geometry will be simplified (particularly at Elm Street) to reduce confusion and improve safety at these locations. The intersection at Main Street will be closed, and the median will be closed at CR 31 to create a RIRO intersection.

CR 40 - This four-legged intersection is currently unsignalized (see Figure A-13). CR 40 intersects US 85 at an oblique angle (50 degrees). It will be realigned to an intersection angle of 75 degrees or more when traffic volumes increase to a level that safety problems can be anticipated (*long-term priority*). In addition, the frontage road (Railroad Street) on the west side will be relocated farther away from US 85 to simplify operations at each intersection. The east side intersection cannot be shifted to any great extent because of its proximity to the UPRR tracks.



Elm Street - This four-legged intersection is currently unsignalized (see Figure A-13). Elm Street intersects US 85 at an oblique angle (50 degrees). The intersection with US 85 will be realigned to an intersection angle of 75 degrees or more. Elm Street should be paved north to at least Main Street. Fifth Street will be paved between Elm Street and Railroad Street so that the frontage road connection at Elm Street can be terminated. South of Elm Street, Railroad Street will end at Fourth Street, (access to existing homes will be maintained). The intersection will be signalized when it is warranted for traffic or safety reasons (*medium priority*). On the east side of US 85, the frontage road is also close to US 85, but the use of the road is less. Gilcrest and CDOT should work together so that future development preserves the opportunity for a better approach to this side of the Elm Street intersection.

Main Street - This four-legged intersection is currently unsignalized (see Figure A-13). This intersection will be closed (*medium priority*). Southbound traffic will be directed to Elm Street, while northbound traffic will use CR 42. The additional traffic on Elm Street, will require that it be paved, at least to the south of Main Street.

CR 31 - This four-legged intersection is currently unsignalized (see Figure A-13). The median of US 85 should be closed (*high priority*) in the near future to address current operational problems. On the west side, CR 31 should be shifted to the northeast into vacant land so that there is more separation between US 85 and Railroad Street to create a safer intersection for southbound US 85 traffic turning onto Railroad Street.

CR 42 - This four-legged intersection is currently unsignalized (see Figure A-14). CR 42 intersects US 85 at an oblique angle (50 degrees). When the median at CR 31 is closed, this will be the primary access from the high school to the north. It will be realigned to an intersection angle of 75 degrees or more (*high priority*). It will also be signalized when it is warranted for traffic or safety reasons.

Rural Accesses - In this section, there is one median opening which serves a field. The median opening will be closed as the public road intersections to the north and south are improved to adequate standards.

### **CR33/CR 44 to CR 37/CR 48**

This is a rural section of US 85 in Weld County between Gilcrest and LaSalle and is part of the UFRRPC area. The primary land use is agriculture, with scattered residences to serve this use. No changes in land use are specifically planned, but minor increases in traffic volumes are expected on the intersecting roadways. As with the section of US 85 south of Gilcrest, the county roads intersect US 85 at an oblique angle (50 degrees).

SH 256/CR 44/CR 33 - These two four-legged intersections are currently unsignalized (see Figure A-14). Both roads intersect US 85 at oblique angles (50 degrees). Because of the close spacing between these intersections, the CR 33 intersection will be closed (*medium priority*). This will eliminate an at-grade railroad crossing in addition to the intersection. CR 33 from SH 256 to the railroad tracks can be vacated. East of the railroad tracks, a new connection from CR 33 will be needed to CR 44. The UPRR has indicated that their right-of-way might be

used for this connection. The CR 256/CR 44 intersection will be realigned to an intersection angle of 75 degrees or more (*high priority*). There has been coordination with Weld County about development on the west side which may help effect the improvement. There is currently a safety problem at this intersection so these improvements should be done as soon as funding can be made available.

CR 35/CR 46 - This four-legged intersection is currently unsignalized (see Figure A-15). Both approaches to US 85 are at right angles. However, the connections between these two county roads are unconventional. This configuration would not be usable for significant levels of traffic. The recommended improvement would be much the same as has been recommended for other oblique angle intersections (*long-term priority*).

CR 37/CR 48 - This four-legged intersection is currently unsignalized (see Figure A-15). It also has a connection of CR 48 to the immediate south. All approaches to US 85 are at right angles. However, the connections between these two county roads are unconventional. This configuration would not be usable for significant levels of traffic. The recommended improvement (*long-term priority*) will create perpendicular approaches. The existing portion of CR 48 parallel to US 85 will become a frontage road.

Field and Residential Accesses - Between CR 44 and CR 48, there are a total of four median openings which serve fields. These median openings will be closed over time as the public road intersections to the north and south are improved to adequate standards.

#### ***LaSalle (UPRR Overpass to South Platte River)***

US 85 through LaSalle was reconstructed several years ago (1994) to solve drainage problems and improve the roadway cross section. A new concrete street was built which included raised medians from First Avenue north to Fifth Avenue with the provision for on-street parking. There are wide sidewalks on each side with driveways for all access points. The intersection of US 85 and First Avenue is currently signalized. LaSalle is a member of the North Front Range Transportation and Air Quality Planning Council (NFRT & AQPC).

The Access Control Plan does not include any changes to existing street intersections (see Figure A-16). In the future, the capacity of the First Avenue intersection may need to be increased by creating dual left turn lanes on the west approach. This can be accomplished by removing parking for a block. In addition, the Town of LaSalle will work to improve the Sunset Drive intersection. Sunset Drive is a narrow street which intersects US 85 at a 60 degree angle. Future residential development is planned on the southwest side of the town, and traffic from this development will find Sunset Drive the shortest access route. As more traffic uses this intersection, it should be straightened and the frontage road on the west side closed.

Some of the access points along US 85 are no longer used, with chains or parked trailers blocking their use. It would be expensive to permanently close these because the sidewalk would need to be rebuilt. This should be done as necessary to address any safety concerns with their use.

CR 52/CR 394 - This four-legged intersection is currently unsignalized (see Figure A-16). CR 52/CR 394 intersects US 85 at an oblique angle (65 to 70 degrees). This intersection is used by a large number of trucks carrying cattle to a feed lot to the west, and the auxiliary lanes do not have sufficient length. In addition, the grade between US 85 and the at-grade railroad crossing immediately to the east is too steep. This intersection will be realigned to an angle of 75 degrees or more (*medium priority*), and the existing grade and auxiliary lane deficiencies will be addressed at the same time.

#### ***Evans (42nd Street to US 34)***

This section of US 85 traverses the City of Evans, which is a member of NFRT & AQPC. Commercial establishments have developed on both sides of US 85, and the West Service Road has been built on the west side of US 85 to serve these businesses. There are two signalized and two unsignalized intersections in this section, but there are no access points providing direct property access. No specific changes in land use are planned, but there are existing operational problems which are addressed in the Plan. Traffic volumes will increase on all intersecting roadways because of continued growth in the Evans/Greeley area.

42nd Street - This four-legged intersection is currently unsignalized (see Figure A-17). The traffic volumes on 42nd Street are already sufficient that signalization is warranted (*high priority*). When it is signalized (or as soon afterward as possible), the frontage road immediately west of US 85 should be relocated to the west to eliminate a second signalized intersection adjacent to US 85. West Service Road is the approach from the north and Brantner Road approaches from the south.

39th Street - This four-legged intersection is currently unsignalized (see Figure A-17). The US 85 median will be closed (*high priority*) to create a RIRO intersection on the east side only. The west side approach from West Service Road will be closed entirely.

37th Street - This four-legged intersection is currently signalized (see Figure A-17). Operations at this location are complicated by a second signal serving the West Service Road intersection immediately west of US 85. These two signals must be coordinated and the resulting cycle length during high volume periods is very long. In order to simplify operations, the West Service Road intersection will be closed (*medium to long-term priority*). Traffic on the West Service Road will be directed to St. Vrain Street to the west to access 37th Street. In addition to improving St. Vrain Street north of 37th Street, 36th Street will also be improved and paved.

31st Street - This four-legged intersection is currently signalized (see Figure A-17). A situation very similar to that at 37th Street exists at this intersection in that there is also a second signal serving the West Service Road intersection immediately west of US 85 and a third signal serving the State Street intersection immediately east of US 85. These three signals must be coordinated, and the resulting cycle length during high volume periods is very long. In order to simplify operations, both the West Service Road intersection and the State Street intersection will be closed (*medium to long-term priority*). On the west side of US 85, new frontage road connections will need to be built both north and south of 31st Street. There is

currently undeveloped land on the north side, but the south side will need to wait for redevelopment of the existing mixed commercial area to create the envelope for a new road. On the east side of US 85, a new frontage road intersection will require some business relocations south of 31st Street.

**US 34 Interchange** - The interchange, which connects US 85 with SH 34, is very complicated and is in need of upgrading. An assessment of potential improvement alternatives will require a separate Feasibility Study and, as such, was considered beyond the scope of this study.

### ***Greeley (22nd Street to CR 66)***

The City of Greeley is by far the largest community in Weld County and a member of the NFRT & AQPC. It is the one of the main centers for commercial activity along the North Front Range. This section of US 85 traverses a mixed use area of Greeley, just east of the central business district. There are five signalized and three unsignalized intersections in this section, and one additional access point directly serves a property. Second Avenue lies immediately west of US 85 and serves as a frontage road from 13th Street south. No changes in land use are specifically planned, but there are existing operational problems which are addressed in the Plan. Traffic volumes will increase on all intersecting roadways because of continued growth in the Evans/Greeley area.

**22nd Street** - This four-legged intersection is currently signalized (see Figure A-18). 2nd Avenue is the frontage road immediately to the west of US 85, and its intersection with 22nd Street is not currently signalized. When traffic increases sufficiently that signalization of this second intersection is warranted for volume or safety reasons, the frontage road should be relocated away from US 85 to simplify operations (***long-term priority***).

**18th Street** - This four-legged intersection is currently signalized (see Figure A-18). Operations at this location are complicated by a second signal serving the 2nd Avenue intersection (frontage road) immediately west of US 85. As with the two intersections in Evans, these two signals must be coordinated and the resulting cycle length during high volume periods is very long. An overpass will be built at this location, with US 85 being elevated (***long-term priority***). This will eliminate the delays currently experienced at this intersection.

**16th Street** - This four-legged intersection is currently signalized (see Figure A-18). Operations at this location are also complicated by a second signal serving the 2nd Avenue intersection immediately west of US 85. In order to simplify operations, the 2nd Avenue intersection will be closed (***long-term priority***). From the south, traffic destined to 16th Street will use 18th Street and 3rd Avenue (which must be widened and improved), while traffic from the north will use 15th Street to get to 3rd Avenue.

**13th Street** - This four-legged intersection is currently unsignalized (see Figure A-18). The US 85 median will be closed (***high priority***) to create a RIRO intersection on both the east and west sides.

8th/5th Streets - These two four-legged intersections are currently signalized (see Figure A-18). Turn arrow indications are currently needed on US 85 at 5th Street (*high priority*). Ultimately, a split-diamond interchange will be built to serve both locations (*long-term priority*). 1st Avenue on the east side will be used as a one-way frontage road northbound between the two cross streets. A new frontage road will be needed on the west side for southbound traffic. Two configurations for the intersection at 5th Street were analyzed. The preferred alternative (see Figure A-18) has shorter travel distance for the primary users, although it will require several business relocations on the east side.

"O" Street - This location is a complicated interchange on the northeast side of Greeley. US 85, 8th Avenue (US 85 Business), and "O" Street all come together. Conventional ramps accommodate the US 85 movements. In 1989, the City of Greeley completed a comprehensive study of this interchange (Final Report, Highway 85/"O" Street Interchange, Alternatives Analysis and Conceptual Design, Turner Collie & Braden, Inc., August 1989). This study called for a three phase improvement program. The first phase was completed within a few years and involved several intersection improvements to improve safety. Ultimately, the plan calls for an overpass structure to carry "O" Street entirely over the US 85 interchange (*medium priority*). Various ramp improvements will also be completed to provide connections for some movements. No additional studies of this location were deemed necessary for the Access Control Plan.

11th Avenue - This is a "T" intersection which is currently unsignalized (see Figure A-20). It intersects US 85 at an oblique angle. This intersection will be closed (*medium priority*), and 11th Avenue will be relocated to the west to intersect with CR 66.

### **CR 66 to CR 80**

This is a rural section of US 85 in Weld County between Greeley and Ault and is part of the UFRRPC area. The Town of Eaton is in this section. Eaton has been working to complete a new Comprehensive Plan which shows areas slated for future growth. The primary land use in the rural area is agriculture, with scattered residences to serve this use. No changes in land use are specifically planned, but increases in traffic volumes are expected on the intersecting roadways. As discussed with previous rural sections of the corridor, all public road intersections will need auxiliary lane improvements to bring them up to State Highway Access Code standards.

CR 66 - This four-legged intersection is currently unsignalized (see Figure A-20). Full protection of the at-grade railroad crossing (crossing gates and automatic lights) will be installed in the near future. It will be signalized when it is warranted for traffic or safety reasons (*medium priority*).

SH 392 (Lucerne) - This four-legged intersection is currently signalized (see Figure A-20). There will be improvements to the auxiliary lanes, as appropriate (*medium priority*).

CR 70 - This four-legged intersection is currently unsignalized (see Figure A-21). There will be improvements to the auxiliary lanes, as appropriate (*medium priority*).

CR 72 - This four-legged intersection is currently unsignalized (see Figure A-21). There will be improvements to the auxiliary lanes, as appropriate (*medium priority*).

Oak Street (Eaton) - Oak Street is a loop road on the southern end of Eaton which has two "T" intersections with US 85, both of which are currently unsignalized (see Figure A-22). The southern intersection is expected to have a fourth leg extending west of US 85 and will be signalized when it is warranted for traffic or safety reasons (*long-term priority*). The northern intersection will be converted to a 3/4 configuration when traffic conditions dictate (*medium priority*).

Collins Street (CR 74) - This four-legged intersection is currently signalized (see Figure A-22). No major changes are anticipated in the future, although auxiliary lane improvements may be necessary in the future as traffic volumes increase.

1st Street - This four-legged intersection is currently unsignalized (see Figure A-22). No major changes are anticipated in the future, although auxiliary lane improvements may be necessary in the future as traffic volumes increase.

2nd Street - This four-legged intersection is currently unsignalized (see Figure A-22). A raised median will be constructed at this intersection, and it will be converted to a RIRO configuration when traffic conditions dictate (*medium priority*).

3rd Street - This "T" intersection is currently unsignalized (see Figure A-22). A raised median will be constructed at this intersection, and it will be converted to a RIRO configuration when traffic conditions dictate (*medium priority*).

4th Street - This "T" intersection is currently unsignalized (see Figure A-22). No major changes are anticipated in the future, although auxiliary lane improvements may be necessary in the future as traffic volumes increase.

5th Street - This four-legged intersection is currently unsignalized (see Figure A-22). No major changes are anticipated in the future, although auxiliary lane improvements may be necessary in the future as traffic volumes increase.

7th Street - This "T" intersection is currently unsignalized (see Figure A-22). The intersection will be converted to a 3/4 configuration when traffic conditions dictate (*medium priority*).

CR 76 - This four-legged intersection is currently unsignalized (see Figure A-22). This intersection will be signalized when it is warranted for traffic or safety reasons (*long-term priority*). As described in the following paragraph, CR 37 traffic will use this intersection in the future.

CR 37 - This "T" intersection is currently unsignalized (see Figure A-22). Full protection of the at-grade railroad crossing (crossing gates and automatic lights) will be installed in the near future. There will be improvements to the auxiliary lanes, as necessary (*medium priority*). At a later date, the intersection and at-grade railroad crossing will be closed and a connection will be built south to CR 76 (*long-term priority*). This will improve safety for both the railroad crossing and the intersection.

CR 78 - This four-legged intersection is currently unsignalized (see Figure A-23). There will be improvements to the auxiliary lanes, as appropriate (*medium priority*).

CR 80 - This four-legged intersection is currently unsignalized (see Figure A-23). There will be improvements to the auxiliary lanes, as appropriate (*medium priority*).

Field and Residential Accesses - In this section, there are a total of 15 median openings that serve residences or field accesses which approach from either one or both sides of US 85. These median openings will be closed over time as the public road intersections to the north and south are improved to adequate standards.

## 5.2 Cost Estimates

Based on the segment descriptions in the previous section, cost estimates (1999 dollars) were developed for the recommended improvements at public road intersections. Because the recommendations are conceptual at this point, detailed cost estimates could not be determined. Therefore, the following basis was used to develop cost estimates, which are for construction cost only and do not include right-of-way acquisitions or displacements/relocations:

- Interchanges - All recommended interchanges were either a traditional diamond or a single point urban, with the exceptions of 104th Avenue, SH 60 and 5th/8th Street in Greeley. The cost estimate for a diamond interchange that does not require a railroad grade separation is \$12 million, while a railroad grade separation increases the cost estimate to \$15 million. A single point interchange was estimated to cost approximately \$16 million. The cost estimate for the interchange at 104th Avenue is \$30 million, while the cost estimate for the split diamond concept proposed at 5th/8th Street in Greeley is \$18 million. The flyover concept recommended at SH 60 has a cost estimate of \$10 million.
- Grade Separation - The access control plan recommends grade separations at 18th Street and at "O" Street in Greeley. The cost estimate for highway grade separations that require a grade separation of the railroad is \$9 million. If a railroad grade separation is not necessary, then the cost estimate for a highway grade separation is \$6 million.
- Traffic Signals - The estimated cost for a traffic signal on US 85 is \$200,000 and at ramp intersections is \$150,000.

- Railroad Crossings - The estimated cost for automatic railroad crossing protection (gates and lights) is \$150,000.
- Unit Cost of Pavement - The estimated unit cost of pavement for lengthening left turn deceleration lanes is \$7.37 per square foot, while for right turn deceleration/acceleration lanes is \$7.54 per square foot. For any new public road or the realigning of public roads, the unit cost of pavement is estimated to be \$7.45 per square foot.

The cost estimates for access improvements along the corridor are presented in Appendix C. As previously noted, they represent construction cost only and do not include cost for right-of-way acquisitions or displacement/relocations.

Table 3 presents the estimated total cost (in 1999 dollars) for all recommended improvements in the southern section (I-76 to WCR 2), the middle section (WCR 2.5 to WCR 394/WCR 52) and the northern section (Evans to WCR 80) of the corridor. As shown, the total cost of implementing all improvements is estimated to be approximately \$230 million. Improvements in the southern section, at \$112 million, account for almost half of the total cost estimate; improvements in the middle section are approximately \$76.6 million, while improvements in the northern section are approximately \$41.3 million.

**Table 3**  
**Total Cost Estimates By Section**

Corridor Section	Total Cost Estimate <sup>1</sup>
Southern Section (I-76 to CR 2)	\$ 112.0 million
Middle Section (WCR 2.5 to CR 394/ CR 52)	\$ 76.6 million
Northern Section (Evans to CR 80)	\$ 41.3 million
Entire Corridor (I-76 to CR 80)	\$ 229.9 Million
<sup>1</sup> None of the cost estimates include cost for right-of-way acquisitions or displacement/relocations. All cost estimates in 1999 dollars.	

In the southern section, proposed interchanges at 104th Avenue, 120th Avenue, 136th Avenue, 144th Avenue, Bromley Lane and CR 2 account for \$107 million of the total estimated cost of improvements. The remaining \$5 million are for acceleration/deceleration lanes, signalization, a new frontage road between 104th and 112th Avenues and frontage road improvements in the vicinity of Bromley Lane.



Interchanges at CR 6, 8, and 14.5 and the flyover at SH 60 account for approximately \$48 million of the \$76 million in improvements proposed in the middle section of the corridor. In the Town of Platteville, new roadway construction, traffic signals and improved acceleration/deceleration lanes have an estimated cost of \$7.5 million. The realignment of county roads between Platteville and LaSalle represents another \$7.5 million in proposed improvements. The remaining \$13.1 million in improvements are for a new frontage road on the west side of US 85 between CR 2 and CR 8 and for acceleration / deceleration lanes at public road intersections.

Between Evans and CR 80, \$33 million of the estimated \$41.3 million for proposed improvements in the northern section, are for the 5th/8<sup>th</sup> Street split diamond interchange and the grade separations at 18th Street and "O" Street. In Evans, realignment of frontage roads at 37th and 31st Streets and signalization of 42nd Street have an estimated cost of \$1.6 million. In Eaton, the access and roadway improvements have an estimated cost of \$1.8 million and include new roadways, signalization, and improved acceleration / decelerations lanes. Improved acceleration / deceleration lanes at public road intersections account for most of the remaining estimated cost for improvements in the northern section of the corridor.

## **6.0 IMPLEMENTATION**

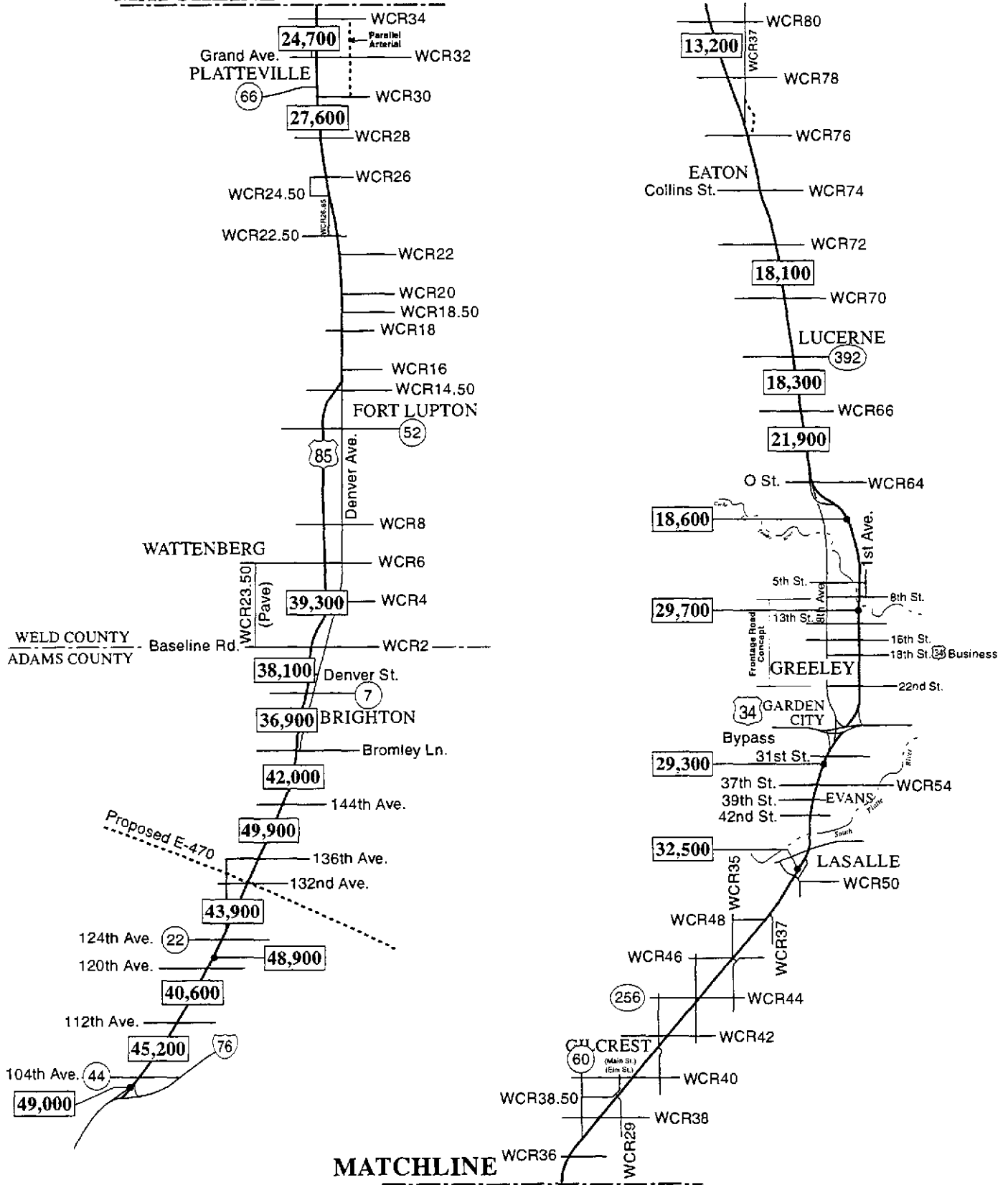
The improvements recommended in the Access Control Plan represent a long range plan and, as such, will be implemented over time as traffic and safety needs arise and as funding allows. However, in order to ensure that these improvements can be implemented in the future, it is important that the Access Control Plan be adopted by all entities in the corridor and that it be used in all transportation and land use planning which could affect US 85.

Therefore, the US 85 Access Control Plan has been adopted through an Intergovernmental Agreement (IGA) between CDOT, the towns, the cities, and the counties in the corridor. The IGA is included in Appendix B. The format and content of this IGA were major topics of discussion with the Policy Committee.

Because this Plan is a long range plan and conditions may change over time, a key element of the IGA is a specified process for modifying the plan in the future. This process calls for the creation of an Advisory Committee comprised of one representative from each of the signatories of the IGA. Amendment requests would be reviewed by the Committee, and changes could be made only with the affirmative vote of 2/3 of the signatories. This process should ensure continuing coordination between the communities in the corridor.

***APPENDIX A - Illustrative Access Control Plan***

**MATCHLINE**



**MATCHLINE**

Figure 7



**US 85 ACCESS CONTROL PLAN**

COLORADO DEPARTMENT OF TRANSPORTATION  
FELSBURG HOLT & ULLEVIG

**2020 Daily Traffic Projections**

## ***APPENDIX B - Intergovernmental Agreement***

*(Note: The executed Intergovernmental Agreement has been published separately.)*

**INTERGOVERNMENTAL AGREEMENT  
AMONG  
ADAMS COUNTY,  
THE CITY OF BRIGHTON,  
THE CITY OF COMMERCE CITY,  
THE TOWN OF EATON,  
THE CITY OF EVANS,  
THE CITY OF FORT LUPTON,  
THE TOWN OF GILCREST,  
THE CITY OF GREELEY,  
THE TOWN OF LASALLE,  
THE TOWN OF PLATTEVILLE,  
WELD COUNTY,  
AND  
THE STATE OF COLORADO  
DEPARTMENT OF TRANSPORTATION**

**THIS AGREEMENT** is entered into effective as of the \_\_\_\_ day of \_\_\_\_\_ 2000, by and among Adams County, the City of Brighton, the City of Commerce City, the Town of Eaton, the City of Evans, the City of Fort Lupton, the Town of Gilcrest, the City of Greeley, the Town of LaSalle, the Town of Platteville, and Weld County (hereafter referred to collectively as the "Cities and Counties"), and the State of Colorado, Department of Transportation (hereafter referred to as the "Department"), all of said parties being referred to collectively herein as the "Agencies."

**WITNESSETH:**

**WHEREAS**, the Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, *et. seq.*, C.R.S., to enter into contracts with each other for the performance of functions which they are authorized by law to perform on their own; and

**WHEREAS**, each Agency is authorized by Section 43-2-147(l)(a), C.R.S., to regulate access to public highways within its jurisdiction; and

**WHEREAS**, the coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare; and

**WHEREAS**, the Agencies desire to provide for the coordinated regulation of vehicular access for the section of State Highway 85 between Interstate 76 (MP 227.00) and Weld County Road 80 (MP 278.74) (hereafter referred to as the "Segment"), which passes through the jurisdiction of each Agency; and

**WHEREAS**, the Agencies are authorized pursuant to Section 2.12 of the 1998 State Highway Access Code, 2 C.C.R. 601-1 to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segment for the purposes above recited; and

**WHEREAS**, the development of this Access Control Plan adheres to the requirements of the 1998 State Highway Access Code, 2 C.C.R. 601-1, Section 2.12.

**NOW THEREFORE**, for and in consideration of the mutual promises and undertakings herein contained, the Agencies agree as follows:

1. This Agreement shall constitute an approved access control plan for the Segment, within the meaning of Section 2.12 of the 1998 State Highway Access Code, 2 C.C.R. 601-1.
2. The Agencies shall regulate access to the Segment in compliance with the Highway Access Law, Section 43-2-147, C.R.S. (the "Access Law"), the Highway Access Code, 2 C.C.R. 601 -1 (the "Code"), and this Agreement, including Exhibits A (US 85 Access Control Plan), B (US 85 Corridor Map) and C (Access Plan Amendment Process) attached hereto and incorporated herein by reference. Vehicular access to the Segment shall be permitted only when such access is in compliance with the Access Law, the Code and this Agreement.
3. Private accesses which were in existence in compliance with the Access Law prior to the adoption of this Agreement may continue in existence until such time as a change in the private access is required by the Access Law, the Code or this Agreement or in the course of highway construction. When closure, modification, or relocation of a private access is required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to effect such action.
4. Actions taken by any Agency with regard to transportation planning and traffic operations within the areas described in Exhibits A and B to this Agreement shall be in conformity with this Agreement
5. Parcels of real property created after the effective date of this Agreement which adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.
6. This Agreement is based upon and is intended to be consistent with the Access Law and the Code as now or hereafter constituted, but no amendment to either the Access Law or the Code which becomes effective after the effective date of this Agreement and which conflicts irreconcilably with an express provision of this Agreement shall be binding on any Agency without the express written consent of such Agency.

7. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, but, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body or director. All financial obligations of the Agencies hereunder shall be subject to annual appropriations as provided by law.
8. Should any one or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.
9. This writing supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to the subject matter of this instrument. No additional or different oral representation, promise or agreement shall be binding on any Agency. This Agreement may be amended only in writing executed by all Agencies on express authorization from their respective governing bodies or director. The Agencies agree to confer every three years with respect to whether a necessity exists for amendment to the Agreement, or regarding the continuation hereof, or both. Notwithstanding the foregoing, however, this Agreement shall remain in force until terminated by written agreement of all of the agencies.
10. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.
11. No portion of this Agreement shall be deemed to constitute a waiver of any immunities the parties or their officers or employees may possess, nor shall any portion of this Agreement be deemed to have created a duty of care which did not previously exist with respect to any person not a party to this Agreement .
12. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.



**IN WITNESS WHEREOF**, the Agencies have executed this Agreement effective as of the day and year first above written.

**Adams County, Colorado**

**ATTEST:**

\_\_\_\_\_  
Commissioner, Adams County

\_\_\_\_\_  
County Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
County Attorney

**City of Brighton, Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, City of Brighton

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**City of Commerce City Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, City of Commerce City

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**Town of Eaton, Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, Town of Eaton

\_\_\_\_\_  
Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Town Attorney

**City of Evans, Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, City of Evans

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**City of Fort Lupton, Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, City of Fort Lupton

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**Town of Gilcrest, Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, Town of Gilcrest

\_\_\_\_\_  
Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Town Attorney

**City of Greeley, Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, City of Greeley

\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**Town of LaSalle, Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, Town of LaSalle

\_\_\_\_\_  
Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Town Attorney

**Town of Platteville, Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, Town of Platteville

\_\_\_\_\_  
Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Town Attorney

**Weld County, Colorado**

**ATTEST:**

\_\_\_\_\_  
Commissioner, Weld County

\_\_\_\_\_  
County Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
County Attorney

**State of Colorado  
Department of Transportation**

**ATTEST:**

\_\_\_\_\_  
Chief Engineer

\_\_\_\_\_  
Chief Clerk

CONCUR:

\_\_\_\_\_  
Regional Transportation Director

**EXHIBIT A**  
**US 85 ACCESS CONTROL PLAN**  
**I-76 to Weld County 80**  
**Adams and Weld Counties, Colorado**

**PURPOSE**

1. The purpose of the Access Control Plan is to provide Adams County, the City of Brighton, the City of Commerce City, the Town of Eaton, the City of Evans, The City of Fort Lupton, the Town of Gilcrest, the City of Greeley, the Town of LaSalle, the Town of Platteville, Weld County, (hereafter referred to collectively as the "Cities and Counties"), and the Colorado Department of Transportation (hereafter referred to as the "Department") with a comprehensive roadway access control plan for US 85 from the junction of I-76 to the junction of Weld County Road 80 (hereafter referred to as the "Segment"). The development of this Access Control Plan adheres to the requirements of the State Highway Access Code (2 C.C.R. 601-1), Section 2.12, 1998. It is the agreement of all parties that all access decisions for this Segment of state highway shall be in conformance with this intergovernmental agreement.

**RESPONSIBILITIES**

2. Responsibility for construction costs for roads, closures, traffic control and/or any other features covered by this agreement and plan shall be based on a fair and equitable allocation of the costs as agreed upon by the involved parties. No party shall be required to expend its public funds for such undertaking without the express prior approval of its governing body or director.

**ACCESS LOCATIONS**

3. Accesses described in Section 7, below, may be closed, relocated, or consolidated, or turning movements may be restricted when in the opinion of the Cities and Counties with Department concurrence, or in the opinion of the Department, any of the following conditions occur: a) the access is detrimental to the public's health, safety and welfare, b) the access has developed an accident history that is correctable by restricting access, or c) the restrictions are necessitated by a change in road or traffic conditions.
4. The following principles were used to develop the Access Control Plan and should be used, where applicable, to help determine appropriate modifications to the Access Control Plan in the future:

Public Road Intersections

- Appropriate auxiliary lanes (for right, left, and U-turns) will be upgraded to current Department standards at all public road intersections.

- Signals will be installed at the locations identified in Section 7 when appropriate warrants (as defined in the latest edition of the Manual On Uniform Traffic Control Devices, U.S. Department of Transportation, Federal Highway Administration) are met and an appropriate engineering study indicates that a signal will improve the overall safety and/or operation of the intersection.
- All other intersections which have not been identified for signalization, when there is a safety problem or a signal warrant is met, will be converted to a right-in/right-out only (RIRO) or a 3/4 (no left turns or through traffic from the side street) access point.
- Major improvements along US 85 (such as interchanges or grade separations) should not be constructed unless there is an agreement to build a grade separation of the railroad tracks for the cross street.

#### Agricultural Accesses

- No new agricultural accesses will be allowed.
- Every attempt will be made to eliminate the need for existing agricultural accesses by providing alternative access to the local road system. Only one access should be allowed for each individual parcel/property which has no other access available. Consolidation of agricultural accesses will be encouraged among adjoining property owners.
- All agricultural accesses will be restricted to RIRO movements by closing the break in the median after provisions have been made to accommodate safe U-turn movements in both directions. Reasonable access will be provided either through the provision of safe turn lanes at the nearest full-movement public road intersections to both the north and south so that U-turns can be allowed or through other appropriate traffic engineering measures. Special consideration may be given to those farmers having access to land on opposite sides of the highway.

#### Single Family Residential Accesses

- The principles stated previously for agricultural accesses are also applicable in these situations. As with agricultural accesses, it is generally believed that all such accesses should, as a minimum, be restricted to RIRO movements by closing the break in the median.

### Change of Land Use

- Future land development (different land use) will not change these principles. If access to the local road system is available, existing direct private property access(es) to US 85 will be closed. If access to the local road system is not possible, a RIRO will be allowed with deceleration and acceleration lanes as required according to the guidelines in the State Highway Access Code.
5. Any proposed access change or addition not identified in this Exhibit will require that an amendment request be processed as described in Exhibit C.

### **POTENTIAL ACCESS MODIFICATIONS**

6. There are a number of existing access conditions on US 85 which will be modified with similar improvements in the future. Instead of providing a full description for each access point, the following descriptions summarize this typical information and are referenced later in the individual access point discussions (Section 7).

#### Public Road Unsignalized Intersection (PRU)

These types of highway accesses are full movement, at-grade, stop-controlled intersections. Public roads along the corridor include state highways, county roads and city streets. Most unsignalized public road intersections have at least one acceleration and/or deceleration lane, but typically these accel/decel lanes do not meet the State Highway Access Code standards. These highway accesses will be modified according to the following scenarios:

- *Scenario 1. Public Road Unsignalized Intersections with adequate intersection angle (PRU1).* Unsignalized public roads of this scenario intersect US 85 at a 75 degree or greater angle. All acceleration / deceleration lanes, with the exception of left turn acceleration lanes, will be improved to meet the design requirements and standards of the Department. Signalization of these accesses will not be allowed, and if signal warrants are met (as stated in the latest edition of the Manual On Uniform Traffic Control Devices, U.S. Department of Transportation, Federal Highway Administration) or if the intersection develops an accident history (defined as five preventable accidents in one year) that is correctable by restricting access, the intersection will be modified to a 3/4 (no left turn or through traffic from the side street) or right-in/right-out only (RIRO) access point.

- *Scenario 2. Public Road Unsignalized Intersections with substandard intersection angle (PRU2).* Unsignalized public roads of this scenario intersect US 85 at less than 75 degrees (typically approximately 50 degrees in the corridor). An intersection angle of 75 degrees or greater is required to meet national design standards for intersections and at-grade railroad crossings. As traffic volumes grow or there is an accident history which an appropriate engineering study determines can be alleviated by realigning the intersection, the public road will be realigned to intersect US 85 at 75 degrees or more. Realigning the public road will eliminate the current railroad crossing and create a new railroad crossing. There will be full protection of the new at-grade railroad crossing (crossing gates and automatic lights). When the public road is realigned, the new intersection will have acceleration / deceleration lanes that meet the design requirements and standards of the Department.
- *Scenario 3. Public Road Unsignalized Intersections programmed to be signalized (PRU3).* These unsignalized public roads are identified by the Access Control Plan for future signalization. All acceleration / deceleration lanes, with the exception of left turn acceleration lanes, will be improved to meet the design requirements and standards of the Department. Signalization will be allowed once signal warrants are met (as stated in the latest edition of the Manual On Uniform Traffic Control Devices, U.S. Department of Transportation, Federal Highway Administration) and an appropriate engineering study indicates that a signal will improve the overall safety and/or operation of the intersection.

#### Public Road Signalized Intersection (PRS)

Public road signalized intersections are at-grade, full movement public road intersections with a traffic signal. Signalized public roads include state highways, county roads and city streets. Acceleration / deceleration lanes will be constructed that meet the design requirements and standards of the Department.

#### Rural Access (RA)

Rural accesses are full or partial movement, private highway accesses located in rural areas. Their primary purpose is to provide access to agricultural land, single family residences, businesses, and oil and gas wells. Typical rural accesses are gravel, have a median crossing, and have no acceleration or deceleration lanes. These accesses will be modified or closed under the following circumstances:

- They will be closed if the land use changes, or if there is a change that will increase the daily trip generation by 20 percent or more, and if other access is available.



- They will be modified to right-in/right-out only (RIRO) by closing the median opening. This modification will occur only after the nearest public road intersections (immediately to the north and south) meet the full turning movement intersection design requirements and standards of the Department to accommodate U-turns by a WB-50 design vehicle.
- They will not be modified as long as there are two access points opposite each other on US 85 that have the same land owner.

#### Urban Access (UA)

Urban accesses are full or partial movement, private highway accesses found in urban areas. They are typically accesses with a drop curb or other highway access that serves a business such as a gas station, restaurant, or a retail area; or a single family home with a driveway access to the highway. They can be closed if they are blocked off or are no longer used. If land redevelops, then these accesses could potentially be modified in the following manner:

- Converted to a right-in/right-out (RIRO) if reasonable alternative access cannot be provided to a city street as stated by section 4 of this Exhibit under 'Change of Land Use'.
- Closed, if reasonable access can be provided to another street.
- Consolidated if the redeveloped land has multiple access points and reasonable access to the entire redevelopment cannot be provided from a city street.

#### **INDIVIDUAL ACCESS POINT DESCRIPTIONS**

7. The following is a description of all existing and future access points, including their current status and changes which are included in the Access Control Plan. All locations are defined by the approximate milepoint (in hundredths of a mile) along US 85 at the centerline of the access.

##### I-76 to E-470

- 104th Avenue (MP 227.32): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Upgrade of this access to a grade-separated interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns. See PRS.
- MP 227.82 (east): Existing rural access with median opening. See RA.

- MP 227.82 (west): Existing rural access with median opening. Access will be closed when the access at MP 227.85-228.00 is built.
- MP 227.85-228.00 (west): Future 3/4 public road access. This new 3/4 access will serve a large (400 unit) residential development which is planned on the west side of US 85 immediately to the north of 104th Avenue. The access will be located in relation to the street system of the residential development. This access will be closed in the future when the interchange at 104th Avenue is constructed or a connection for the development to either Brighton Road or 112th Avenue is built.
- MP 228.23 (east): Existing rural access with median opening. See RA.
- MP 228.23 (west): Existing rural access with median opening. See RA.
- 112th Avenue (MP 228.39): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim see PRU - Scenario 3. Ultimately, an interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before signalization, intersection improvements may be necessary to address capacity and safety concerns.
- 120th Avenue (MP 229.74): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, see PRU - Scenario 3. Ultimately, an interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before signalization, interim intersection improvements may be necessary to address capacity and safety concerns.
- MP 229.97 (west): Existing rural access with median opening. Access will be closed when interchange at 120th Avenue (MP 229.74) is built. In the interim, see RA.
- 124th Avenue (MP 230.28): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. This access will be modified to a right-in/right-out (RIRO) only intersection by closing the median and removing the traffic signal either when 120th Avenue is signalized or upon completion of adjacent interchanges (at 120th Avenue and E-470 near Nome Street). After completion of these interchanges and businesses between US 85 and the railroad tracks close, then this intersection should be closed. Interim intersection improvements may be necessary to address capacity and safety concerns.
- MP 230.41 (east): Existing rural access with median opening. Access will be closed when E-470 interchange is built. In the interim, see RA.

- MP 230.41 (west): Existing rural access with median opening. Access will be closed when E-470 interchange is built. In the interim, see RA.
- Nome Street (MP 230.58): An public road with access to the west side of US 85. This access currently functions as a full movement, unsignalized intersection. Will be closed when E-470 / US 85 interchange is built.
- E-470 / US 85 Interchange (MP 230.72) - A proposed new diamond interchange for the E-470 toll way.
- MP 231.04 (east): Existing rural access with median opening. In the interim, see RA.
- MP 231.04 (west): Existing rural access with median opening. Access will be closed when the E-470 interchange is built. In the Interim, see RA.

#### 132nd Avenue to 144th Avenue

- 132nd Avenue (MP 231.28): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The west leg will be closed when E-470 is constructed. In the interim, the median will be closed to create a RIRO intersection when safety or traffic volumes become a problem. Ultimately, this intersection will be closed when interchanges are built on both sides at E-470 (MP 230.72) and either at 136th Avenue (MP 231.93) or 144th Avenue (MP 233.03).
- MP 231.66 (east): Existing rural access with median opening. See RA.
- MP 231.66 (west): Existing rural access with median opening. See RA.
- 136th Avenue (MP 231.93): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim see PRU - Scenario 3. Ultimately, an interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before signalization, interim intersection improvements may be necessary to address capacity and safety concerns.
- MP 232.49 (east): Existing rural access with median opening. See RA.
- MP 232.49 (west): Existing rural access with median opening. See RA.

- 144th Avenue (MP 233.03): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, see PRU - Scenario 1. Ultimately, an interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before modification to a 3/4 access, intersection improvements may be necessary to address capacity and safety concerns.
- MP 233.45 (east): Existing rural access with median opening. See RA.
- MP 233.45 (west): Existing rural access with median opening. See RA.

#### Bromley Lane to CR 2

- Bromley Lane (MP 234.07): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Upgrade of this intersection to a grade-separated interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.
- SH 7 (MP 235.09): An existing diamond interchange. Ramp intersections will be signalized once the existing frontage road intersections are closed and alternative frontage road connections are made further away from the interchange.
- Denver Street (MP 235.61): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The median will be closed to create a RIRO intersection. Turning radii improvements may be necessary at local intersections so that large trucks can circulate between SH 7 and Denver Street. The intersection will be completely closed after the frontage road improvements have been made at the SH 7 interchange (MP 235.09) and implementation of the interchange at CR 2 (MP 236.04) is committed.
- CR 2 (MP 236.04): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Upgrade of this intersection to a grade-separated interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns. In addition, improvements may be necessary at the intersections of CR 2 and CR 27 to accommodate large truck circulation at CR 4, CR 6, CR 6.25 and CR 8.
- MP 236.19 (west): Existing rural access with median opening. The median will be closed if land use changes. Ultimately, this access will be closed when the interchange at MP 236.04 is built. Remaining property will be provided access to a new frontage road on the west side of US 85 between CR 2 and CR 8.

### CR 2.5 to CR 8

- CR 2.5 (MP 236.56): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will be modified to a 3/4 access when improvements are made on CR 27 at all public road intersections between CR 2 and CR 8 to accommodate turns by large trucks. Ultimately, the intersection will be closed.
- MP 236.56 (west): An existing rural access with median opening. The access will be modified to a 3/4 access at the same time CR 2.5 (MP 236.56) on the east side is modified to a 3/4 access. Ultimately, this access will be closed once a new frontage road between CR 2 and CR 8 is constructed.
- CR 4 (MP 237.06): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will be modified to a 3/4 access when improvements are made on CR 27 at all public road intersections between CR 2 and CR 8 to accommodate turns by large trucks. Ultimately, the access will be closed.
- MP 237.06 (west): An existing rural access with median opening. The access will be modified to a 3/4 access at the same time CR 4 (MP 237.06) on the east side is modified to a 3/4 access. Ultimately, this access will be closed once a new frontage road between CR 2 and CR 8 is constructed.
- MP 237.40 (west): Existing rural access with median opening. See RA. Ultimately, this access will be closed once a new frontage road between CR 2 and CR 8 is constructed.
- MP 237.69 (east): Existing rural access with median opening. See RA. This access will be closed when an interchange at CR 6 (MP 238.08) is built.
- MP 237.82 (east): Existing rural access with median opening. See RA. This access will be closed when an interchange at CR 6 (MP 238.08) is built.
- MP 237.82 (west): Existing rural access with median opening. See RA. This access will be closed when an interchange at CR 6 (MP 238.08) is built.

CR 6 (MP 238.08): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, see PRU - Scenario 3. A fifth approach (northeast leg) must be relocated to the east away from the intersection before signalization can occur. Ultimately, this access will be upgraded to a grade-separated interchange given the availability of funding and approval of the Department and the local authority. Before signalization, interim intersection improvements may be necessary to address capacity and safety concerns.

- CR 6.25 (MP 238.34): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. The intersection will be modified to a RIRO access when improvements are made on CR 27 at CR 6.25 and at adjacent intersections to accommodate turns by large trucks. The access will be closed when an interchange at CR 6 (MP 238.08) is built.
- MP 238.34 (west): An existing rural access with median opening. The access will be modified to RIRO access at the same time CR 6.25 (MP 238.34) on the east side is modified to a RIRO access. This access will be closed once a new frontage road between CR 2 and CR 8 is constructed.
- CR 8 (MP 239.06): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will be modified to a 3/4 access when improvements are made on CR 27 at all public road intersections between CR 2 and CR 8 to accommodate turns by large trucks. See PRU - Scenario 1. Ultimately, this access will be upgraded to a grade-separated interchange given the availability of funding and approval of the Department and the local authority. Before modification to a 3/4 access, intersection improvements may also be necessary to address capacity and safety concerns.
- MP 239.42 (east): Existing rural access with median opening. See RA. Access will be closed when an interchange is built at CR 8 (MP 239.06).
- MP 239.42 (west): Existing rural access with median opening. See RA. Access will be closed when an interchange is built at CR 8 (MP 239.06).
- MP 239.86 (east): Existing rural access with median opening. See RA.
- MP 239.86 (west): Existing rural access with median opening. See RA.
- MP 240.28 (east): Existing rural access with median opening. See RA. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.

- MP 240.28 (west): Existing rural access with median opening. See RA. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.
- MP 240.68 (east): Existing rural access with median opening. See RA. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.
- MP 240.68 (west): Existing rural access with median opening. See RA. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.
- MP 241.02 (west): Existing rural access with median opening. See RA.

#### SH 52 to CR 14.5

- SH 52 (MP 241.59) - An existing diamond interchange. Ramp intersections will be signalized when warranted, as discussed in PRU - Scenario 3.
- MP 242.36 (west): Existing rest stop access with no median opening. Access will be closed when an interchange is built at CR 14.5 (MP 242.70).
- MP 242.41 (west): Existing rest stop access with no median opening. Access will be closed when an interchange is built at CR 14.5 (MP 242.70).
- CR 14.5 (MP 242.70): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Upgrade of this intersection to a grade-separated interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.
- MP 242.99 (west): Existing rural access with median opening. In the interim see RA. Ultimately, access will be closed when an interchange at CR 14.5 (MP 242.70) is built.

#### CR 16 to CR 28

- CR 16 (MP 243.22) - An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will be modified to a 3/4 access when necessary to address safety or traffic volume problems. See PRU - Scenario 1. Ultimately, this access will be closed once an interchange is built at CR 14.5 (MP 242.70).

- MP 243.22 (west): An existing rural access with median opening. The access will be modified to a 3/4 access at the same time CR 16 (MP 243.22) on the east side is modified to a 3/4 access. This access will be closed when an interchange is built at CR 14.5 (MP 242.70).
- MP 243.72 (east): Existing rural access with median opening. See RA.
- MP 243.72 (west): Existing rural access with median opening. See RA.
- MP 244.08 (west): Existing rural access with median opening. See RA.
- MP 244.14 (east): Existing rural access with no median opening See RA.
- MP 244.18 (east): Existing rural access with no median opening. See RA.
- CR 18 (MP 244.22): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 244.47 (east): Existing rural access with median opening. See RA.
- MP 244. 47 (west): Existing rural access with median opening. See RA.
- MP 244.60 (east): Existing rural access with median opening. See RA.
- MP 244.67 (west): Existing rural access with median opening. See RA.
- CR 18.5 (MP 244.72): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 244.95 (west): Existing rural access with median opening. See RA.
- CR 20 (MP 245.19): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 245.19 (west): An existing rural access aligning with county road. Access will remain open. See PRU - Scenario 1.
- MP 245.41 (east): Existing rural access with median opening. See RA.
- MP 245.41 (west): Existing rural access with median opening. See RA.
- MP 245.53 (east): Existing rural access with median opening. See RA.
- MP 245.68 (east): Existing rural access with median opening. See RA.



- MP 245.68 (west): Existing rural access with median opening. See RA.
- MP 245.94 (east): Existing rural access with median opening. See RA.
- MP 245.94 (west): Existing rural access with median opening. See RA.
- MP 245.99 (west): Existing rural access with median opening. Access and median opening will be closed when improvements are made at adjacent public road intersections. (Access to same property provided at MP 246.02.)
- MP 246.02 (west): An existing rural access with no median opening. See RA.
- CR 22 (MP 246.20): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 246.20 (west): An existing rural access aligning with county road. Access will remain open. See PRU - Scenario 1.
- CR 25.65 (MP 246.35): An existing public road access on the west side of US 85. This access currently functions as a right-in/right-out, unsignalized intersection. Access will remain open.
- MP 246.71 (east): An existing rural access aligning with county road. Access will remain open. See PRU - Scenario 1.
- CR 22.5 (MP 246.71): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 247.19 (east): Existing rural access with median opening. See RA.
- MP 247.19 (west): Existing rural access with median opening. See RA.
- MP 247.69 (east): Existing rural access aligning with a county road. Access will remain open. See PRU - Scenario 1.
- CR 24.5 (MP 247.69): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 248.04 (west): Existing rural access with median opening. See RA.
- CR 26 (MP 248.19): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.

- MP 248.73 (east): Existing rural access with median opening. See RA.
- MP 248.73 (west): Existing rural access with median opening. Property is using access to CR 25.5, and access point has been functionally closed by property owner. See RA.
- CR 28 (MP 249.20): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 249.38 (east): Existing rural access with median opening. See RA.
- MP 249.44: Northbound ramp to weigh station. Access will remain open.
- MP 249.48: Southbound ramp from weigh station. Access will remain open.
- MP 249.57: Northbound ramp from weigh station and access to Fort Vasquez Museum. Access will remain open.
- MP 249.59: Southbound ramp to weigh station and access to Fort Vasquez Museum. Access will remain open.
- MP 249.66: Median openings for overflow parking on north side of Fort Vasquez Museum. Median openings will be closed.
- MP 249.70 (east): Existing rural access with median opening. See RA.
- MP 249.70: Median openings for overflow parking north of Fort Vasquez Museum. Median openings will remain open.

#### Platteville (CR 30 to CR 34)

- CR 30 (MP 250.21): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. This intersection will be closed when a new road is constructed which connects CR 30 to US 85 opposite SH 66.
- SH 66 (MP 250.47): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. Signalization will occur as described in PRU - Scenario 3. This will likely happen when the east leg is extended across the railroad tracks and tied into a new connection built from CR 30.

- Marion Street (MP 251.05): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. This intersection will be converted to a right-in/right-out access by closing the median in the middle of US 85 and possibly closing the median separating US 85 and Vasquez Boulevard (frontage road on the west side of US 85).
- CR 32/Grand Avenue (MP 251.22): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. This intersection may be signalized if signals at SH 66 (MP 250.47) and CR 34 (MP 252.23) are not sufficient for Platteville's needs. Before signalization can occur, Vasquez Boulevard (the frontage road on the west side of US 85) will need to be relocated to the west (on the south approach to Grand Avenue) or closed (north approach). See PRU - Scenario 3.
- Main Street/US 85 Business Route (MP 251.83): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. When Main Street is relocated to the west to intersect CR 34 at Division Boulevard this access will be closed. Interim intersection improvements may be necessary to address capacity and safety concerns.
- CR 34 (MP 252.23): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 3. Interim intersection improvements may be necessary to address capacity and safety concerns.
- MP 252.36 (west): Existing rural access with no median opening. See RA.
- MP 252.52 (east): Existing rural access with median opening. Access will be closed.
- MP 252.53 (east): Existing rural access with median opening. See RA.
- MP 252.53 (west): Existing rural access with median opening. See RA.
- MP 252.76 (west): Existing rural access with median opening. See RA.

#### CR 36 to CR 29/CR 38.5

- CR 36 (MP 253.29): - An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. See PRU - Scenario 2.
- MP 253.68 (west): Existing rural access with no median opening. See RA.

- SH 60 (MP 253.81): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. For interim, see PRU-Scenario 1. In the future, a flyover ramp will be allowed to accommodate the northbound US 85 left turn movement based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.
- MP 253.97 (east): Existing rural access with a median opening. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.
- MP 253.97 (west): Existing rural access with a median opening. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.
- CR 38 (MP 254.59): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. See PRU - Scenario 2.
- MP 254.80 (west): Existing rural access with median opening. See RA.
- CR 38.5/CR 29 (MP 255.27): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. This intersection will be simplified before higher traffic volumes complicate operations. The west side access from CR 29 and CR 38.5 will be closed, but the connection between these roads will remain. CR 29 on the east side will be a RIRO with closure of the median.

#### Gilcrest (CR 40 to CR 42)

- CR 40 (MP 255.90): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. See PRU - Scenario 2 for changes. Additional changes include relocating the frontage road (Railroad Street) farther away from US 85 to simplify operations at each intersection. The east side intersection cannot be shifted to any great extent because of the proximity of the UPRR tracks.
- Elm Street (MP 256.32): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The intersection with US 85 will be realigned to an intersection angle of 75 degrees or more, and the frontage road connections to this access on the west side of US 85 will be terminated. Frontage road connections on the east will remain. Signalization will be allowed as described in PRU - Scenario 3.

- Main Street (MP 256.57): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The medians for US 85 and Railroad Street will be closed when improvements are made at Elm Street (MP 256.32).
- CR 31 (MP 256.87): - An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the median will be closed to convert the intersection to a RIRO. Ultimately, the west leg will be shifted to the north into vacant land to create more separation between US 85 and the frontage road (Railroad Street).
- CR 42 (MP 257.27): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. Signalization will be allowed at this intersection in the future; see PRU - Scenarios 2 and 3.
- MP 257.77 (west): Existing rural access with median opening. See RA.
- MP 257.93 (west): Existing rural access with no median opening. See RA.

#### CR 33/CR 44 to CR 37/CR 48

- CR 33 (MP 258.37): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The access will be closed once improvements are made to the intersection at CR 44 (MP 258.60) and a new connection is extended east of the railroad to CR 44.
- SH 256/CR 44 (MP 258.60): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. See PRU - Scenario 2. These changes will coincide with the closing of CR 33 (MP 258.37) and the extension of a new connection east of the railroad tracks from CR 33 to CR 44.
- MP 258.94 (west): Existing rural access with no median opening. See RA.
- MP 259.29 (west): Existing rural access with median opening. See RA.
- MP 259.45 (west): Existing rural access with median opening. See RA.
- MP 259.66 (west): Existing rural access with median opening. See RA.

CR 35/CR 46 (MP 259.92): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. Even though both approaches to US 85 are at right angles, the connections between these two county roads are unconventional. The recommended improvement is similar to PRU - Scenario 2, which creates close to perpendicular approaches. CR 46 will intersect with US 85 at approximately 90 degrees, and CR 35 will intersect with CR 46 only.

- MP 260.62 (west): Existing rural access with median opening. See RA.
- CR 37/CR 48 (MP 261.54): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection with a frontage road connection on the west side of US 85 which ties to CR 48. Even though all approaches to US 85 are at right angles, the connections between these two county roads are unconventional. This access will be closed and the recommended improvement will create perpendicular approaches to US 85 at a new access just to the south of the existing access. The existing portion of CR 48 parallel to US 85 will remain open as a frontage road.

#### LaSalle (UPRR Overpass to South Platte River)

- MP 262.20 (east): Existing urban access with no median opening. See UA.
- MP 262.22 (east): Existing urban access with median opening. See UA.
- MP 262.22 (west): Existing urban access with median opening. See UA.
- MP 262.25 (east): Existing urban access with no median opening. See UA.
- MP 262.34 (east): Existing urban access with no median opening. See UA.
- Sunset Drive (MP 262.48): Existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. As traffic volumes increase, intersection improvements may include straightening the intersection angle and closing the frontage road intersection immediately west of US 85.
- MP 262.48 (east): Existing urban access with median opening. See UA.
- MP 262.51 (west): Existing urban access with no median opening. See UA.
- MP 262.53 (west): Existing urban access with no median opening. See UA.
- MP 262.54 (west): Existing urban access with no median opening. See UA.
- MP 262.55 (east): Existing urban access with no median opening. See UA.

- MP 262.56 (east): Existing urban access with no median opening. See UA.
- MP 262.58 (east): Existing urban access with no median opening. See UA.
- MP 262.58 (west): Existing urban access with no median opening. See UA.
- MP 262.61 (east): Existing urban access with no median opening. See UA.
- MP 262.62 (east): Existing urban access with no median opening. See UA.
- MP 262.62 (west): Existing urban access with no median opening. See UA.
- MP 262.63 (east): Existing urban access with no median opening. See UA.
- 1st Avenue (MP 262.64): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Intersection improvements may be necessary in the future to address capacity and safety concerns.
- MP 262.67 (east): Existing urban access with no median opening. See UA.
- MP 262.69 (east): Existing urban access with no median opening. See UA.
- MP 262.69 (west): Existing urban access with no median opening. See UA.
- MP 262.72 (east): Existing urban access with no median opening. See UA.
- 2nd Avenue (MP 262.73): Existing public road intersection on both sides of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- MP 262.75 (east): Existing urban access with no median opening. See UA.
- MP 262.75 (west): Existing urban access with no median opening. See UA.
- MP 262.77 (west): Existing urban access with no median opening. See UA.
- MP 262.78 (east): Existing urban access with no median opening. See UA.
- MP 262.78 (west): Existing urban access with no median opening. See UA.
- 3rd Avenue (MP 262.83): Existing public road intersection on both sides of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- MP 262.87 (east): Existing urban access with no median opening. See UA.

- MP 262.89 (east): Existing urban access with no median opening. See UA.
- 4th Avenue (MP 262.92): Existing public road intersection on both sides of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- MP 262.94 (east): Existing urban access with no median opening. See UA.
- MP 262.95 (east): Existing urban access with no median opening. See UA.
- MP 262.96 (east): Existing urban access with no median opening. See UA.
- MP 262.96 (west): Existing urban access with no median opening. See UA.
- MP 262.98 (east): Existing urban access with no median opening. See UA.
- MP 262.98 (west): Existing urban access with no median opening. See UA.
- MP 262.99 (east): Existing urban access with no median opening. See UA.
- 5th Avenue (MP 263.00): Existing public road intersection on both sides of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- MP 263.01 (east): Existing urban access with no median opening. See UA.
- MP 263.03 (east): Existing urban access with no median opening. See UA.
- MP 263.04 (east): Existing urban access with no median opening. See UA.
- MP 263.04 (west): Existing urban access with no median opening. See UA.
- MP 263.05 (east): Existing urban access with no median opening. See UA.
- MP 263.07 (east): Existing urban access with no median opening. See UA.
- MP 263.98 (east): Existing urban access with no median opening. See UA.
- MP 263.09 (west): Existing urban access with no median opening. See UA.
- 1st Street (MP 263.13): Existing public road intersection on the east side of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- MP 263.17 (east): Existing urban access with no median opening. See UA.
- MP 263.22 (east): Existing urban access with no median opening. See UA.



- CR 52/CR 394 (MP 263.41): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. For changes see PRU - Scenario 2. In addition, the steep grade between US 85 and the railroad tracks will be addressed at the time of realignment.
- MP 263.67 (west): Existing rural access with a median opening. This access and median opening will be closed.

#### Evans (42nd Street to US 34)

- 42nd Street (MP 264.13): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. For changes see PRU - Scenario 3. When signalized (or as soon afterward as possible), West Service Road (the frontage road immediately west of US 85) should be relocated to the west to eliminate a second signalized intersection adjacent to US 85.
- MP 264.23 (east): Historical marker access with no median opening. Access will remain open as long as marker is maintained in this location.
- MP 264.27 (east): Historical marker access with no median opening. Access will remain open as long as marker is maintained in this location.
- 39th Street (MP 264.44): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the median will be closed to create a RIRO intersection on the east side only and the west side approach from West Service Road will be closed entirely. Ultimately, the east side will also be closed.
- 37th Street (MP 264.65): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Traffic operations are complicated by a second signal serving the West Service Road intersection immediately west of US 85. To simplify operations, the West Service Road approaches will be closed. Traffic on the West Service Road will be rerouted to the west on St. Vrain Street, and St. Vrain Street will be improved and paved north of 37th Street to 36th Street. Interim intersection improvements may be necessary to address capacity and safety concerns.

- **31st Street (MP 265.15):** An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Traffic operations are complicated by a second signal serving the West Service Road intersection immediately west of US 85 and a third signal serving the State Street intersection immediately east of US 85. To simplify operations, the West Service Road approaches and the State Street approaches will be closed, and new connections will be built to 31st Street that are farther west and east. Traffic on the West Service Road will be rerouted on new frontage road connections built to the north and south of 31st Street, while traffic on State Street will be rerouted on a new connection to the south. Interim intersection improvements may be necessary to address capacity and safety concerns.
- **US 34 Bypass/US 85 Bypass (MP 265.93):** Modifications to this existing interchange are not part of the Access Control Plan.

**Greeley (22nd Street to CR 66)**

- **22nd Street (MP 266.66):** An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. See PRS. When traffic volumes warrant signalization of 2nd Avenue, which is the frontage road immediately west of US 85, the frontage road should be relocated to the west to simplify operations.
- **18th Street (MP 267.20):** An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Upgrade of this access to a grade separation (US 85 elevated) will be allowed based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.
- **16th Street (MP 267.44):** An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Operations at this location are also complicated by a second signal serving the 2nd Avenue intersection immediately west of US 85. To simplify operations, the 2nd Avenue approaches will be closed. Traffic on 2nd Avenue from the south destined to 16th Street will use 18th Street and 3rd Avenue (which must be widened and improved), while traffic from the north will use 15th Street to get to 3rd Avenue. Interim intersection improvements may be necessary to address capacity and safety concerns.
- **13th Street (MP 267.77):** An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The median will be closed, and this intersection will be converted to a right-in/right-out access.

- 8th Street (MP 268.28): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Ultimately, this access will be upgraded to a split diamond interchange with 5th Street (MP 268.50) based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.
- 5th Street (MP 268.50): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Ultimately, this access will be upgraded to a split diamond interchange with 8th Street (MP 268.28) based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements (including left turn arrow indications on US 85) may be needed to address capacity and safety concerns.
- MP 269.56 (east): Existing rural access with a median opening. See RA.
- MP 269.56 (west): Existing rural access with a median opening. See RA.
- 8th Avenue/US 85 Business (MP 270.42): An existing interchange.
- O Street (MP 270.45): An existing public road access on the east side of US 85. This access currently functions as a 3/4, unsignalized intersection. Ultimately, this access will be upgraded to a grade separation (O Street elevated) based on the availability of funding and approval of the Department and the local authority.
- 11th Avenue (MP 271.18): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. When 11th Avenue is relocated to the west to intersect CR 66 this access will be closed. Interim intersection improvements may be necessary to address capacity and safety concerns.

#### CR 66 to CR 72

- CR 66 (MP 271.47): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. This access is a future location for signalization, see PRU - Scenario 3. Also, full protection of the at-grade railroad crossing (crossing gates and automatic lights) will be installed.
- MP 271.67 (west): Existing rural access with no median opening. See RA.
- MP 272.04 (west): Existing rural access with median opening. See RA.
- MP 272.41 (west): Existing rural access with median opening. See RA.

- SH 392 (MP 272.49): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. See PRS.
- MP 272.60 (west): Existing rural access with median opening.
- MP 272.63 (east): Existing rural access with no median opening. Access will remain open unless land use changes. See RA.
- MP 272.69 (east): Existing rural access with no median opening. Access will remain open unless land use changes. See RA.
- MP 272.72 (east): Existing rural access with no median opening. Access will remain open unless land use changes. See RA.
- MP 272.78 (east): Existing rural access with median opening. Median and access will remain open unless land use changes. See RA.
- MP 272.78 (west): Existing rural access with median opening. Median and access will remain open unless land use changes. See RA.
- MP 272.99 (east): Existing rural access with median opening. See RA.
- MP 272.99 (west): Existing rural access with median opening. See RA.
- MP 273.20 (west): Existing rural access with median opening. See RA.
- CR 70 (MP 273.50): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 273.74 (west): Existing rural access with median opening. See RA.
- MP 274.00 (west): Existing rural access with median opening. See RA.
- MP 274.01 (west): Existing rural access with median opening. See RA.
- MP 274.23 (west): Existing rural access with median opening. See RA.
- CR 72 (MP 274.51): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 275.02 (west): Existing rural access with median opening. See RA.

## Eaton

- Oak Street (MP 275.21): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. Signalization will be allowed in the future; see PRU - Scenario 3.
- MP 275.21 (west): Existing rural access with median opening. Once development occurs, access will become a public road and will be signalized as described by PRU - Scenario 3.
- Oak Street (MP 275.53): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. When traffic conditions dictate, this access will be converted to a 3/4 intersection. See PRU - Scenario 1.
- MP 275.53 (west): Existing urban access with median opening. See UA.
- MP 275.57 (east): Existing urban access with no median opening. See UA.
- MP 275.58 (east): Existing urban access with no median opening. See UA.
- MP 275.58 (west): Existing urban access with no median opening. See UA.
- Collins Street (CR 74) (MP 275.60): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. See PRS.
- MP 275.61 (east): Existing urban access with no median opening. See UA.
- MP 275.62 (east): Existing urban access with no median opening. See UA.
- MP 275.62 (west): Existing urban access with no median opening. See UA.
- MP 275.63 (east): Existing urban access with no median opening. See UA.
- MP 275.63 (west): Existing urban access with no median opening. See UA.
- MP 275.64 (east): Existing urban access with no median opening. See UA.
- MP 275.64 (east): Existing urban access with no median opening. See UA.
- MP 275.65 (east): Existing urban access with no median opening. See UA.
- MP 275.66 (east): Existing urban access with no median opening. See UA.
- MP 275.67 (west): Existing urban access with no median opening. See UA.

- MP 275.68 (east): Existing urban access with no median opening. See UA.
- MP 275.68 (west): Existing urban access with no median opening. See UA.
- MP 275.69 (east): Existing urban access with no median opening. See UA.
- 1st Street (MP 275.70): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection and will continue as such in the future.
- MP 275.74 (east): Existing urban access with no median opening. See UA.
- MP 275.74 (west): Existing urban access with no median opening. See UA.
- MP 275.75 (east): Existing urban access with no median opening. See UA.
- MP 275.78 (east): Existing urban access with no median opening. See UA.
- 2nd Street (MP 275.79): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. Median will be closed, to convert the access to a right-in/right-out intersection. See PRU - Scenario 1.
- MP 275.83 (west): Existing urban access with no median opening. See UA.
- 3rd Street (MP 275.89): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. Median will be closed, converting the access to a right-in/right-out intersection. See PRU - Scenario 1.
- MP 275.91 (west): Existing urban access with no median opening. See UA.
- MP 275.92 (west): Existing urban access with no median opening. See UA.
- MP 275.92 (west): Existing urban access with no median opening. See UA.
- MP 275.94 (west): Existing urban access with no median opening. See UA.
- MP 275.96 (west): Existing urban access with no median opening. See UA.
- MP 275.97 (west): Existing urban access with no median opening. See UA.
- MP 275.98 (west): Existing urban access with no median opening. See UA.
- 4th Street (MP 275.99): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection and will continue as such in the future.

- MP 276.01 (west): Existing urban access with no median opening. See UA.
- MP 276.03 (west): Existing urban access with no median opening. See UA.
- MP 276.04 (west): Existing urban access with no median opening. See UA.
- MP 276.08 (east): Existing urban access with no median opening. See UA.
- 5th Street (MP 276.08): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection and will continue as such in the future.
- MP 276.11 (west): Existing urban access with no median opening. See UA.
- MP 276.12 (west): Existing urban access with no median opening. See UA.
- MP 276.15 (west): Existing urban access with median opening. See UA.
- MP 276.18 (west): Existing urban access with median opening. See UA.
- MP 276.28 (west): Existing urban access with no median opening. See UA.
- MP 276.31 (west): Existing urban access with no median opening. See UA.
- 7th Street (MP 276.36): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. The intersection will be converted to a 3/4. See PRU-Scenario 1.
- MP 276.46 (west): Existing rural access with median opening. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.
- MP 276.48 (east): Existing rural access that shares a median opening with MP 276.46. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner. See RA.
- CR 76 (MP 276.62): - An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 3.

- CR 37 (MP 276.94): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, there will be improvements to auxiliary lanes and full protection of the at-grade railroad crossing (crossing gates and automatic lights) will be installed. Ultimately, the intersection and at-grade railroad crossing will be closed, and a connection south to CR 76 will be built.
- MP 276.95 (west): Existing rural access with median opening. Median will remain open until public road at MP 276.94 is closed.
- MP 277.15 (west): Existing rural access with median opening. See RA.
- MP 277.49 (west): Existing rural access with median opening. See RA.
- CR 78 (MP 277.69): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- MP 277.97 (west): Existing rural access with median opening. See RA.
- MP 278.24 (west): Existing rural access with median opening. See RA.
- MP 278.70 (east): Existing rural access with median opening. See RA.
- MP 278.70 (west): Existing rural access with median opening. See RA.
- CR 80 (MP 278.74): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.



**EXHIBIT C**  
**US 85 ACCESS CONTROL PLAN**  
**I-76 to Weld County 80**  
**Adams and Weld Counties, Colorado**

**ACCESS PLAN AMENDMENT PROCESS**

1. Any request for amendment must be submitted to the Colorado Department of Transportation by a signatory of the IGA (an Agency). The amendment request shall include:
  - Description of Access
  - Justification for Amendment
  - Supporting Traffic Analysis
  
2. The Department shall review the submittal for completeness and for consistency with the Access Control Plan and the Access Code.
  
3. If the amendment request is found to be complete, it will be forwarded to all members of the Advisory Group designated below with a brief report prepared by the Department.
  - The Advisory Group will be comprised of one representative from each Agency.
  - With all amendment requests, the Advisory Group will meet and the submitting entity will be given an opportunity to present its request.
  
4. After the Advisory Group has reviewed and discussed the amendment request, it will be voted upon by the Agencies (proxy votes will be allowed). An affirmative vote of 2/3 or more of the Agencies will be necessary to approve the amendment.

***APPENDIX C - Preliminary Cost Estimates for Access Improvements***

**Preliminary Cost Estimates for Access Improvements**

Intersection	Accel / Decel Lanes	Intersection Realignment (1)	Signalization	Islands	Box Culverts	Other Roadway Improvements (2)	Grade Sep./ Interchange	Total Cost	Rounded Cost Estimate
104th Avenue	\$167,090					\$1,480,000	\$30,000,000	\$31,647,090	\$31,650,000
112th Avenue	\$573,760			\$20,000				\$593,760	\$590,000
120th Avenue	\$573,612		\$200,000				\$15,000,000	\$15,773,612	\$15,770,000
124th Avenue	\$0							\$0	\$0
Nome Street	\$0							\$0	\$0
132nd Avenue	\$0							\$0	\$0
136th Avenue	\$582,235		\$200,000				\$15,000,000	\$15,782,235	\$15,780,000
140th Avenue	\$0							\$0	\$0
144th Avenue	\$581,902			\$20,000			\$15,000,000	\$15,601,902	\$15,600,000
Bromley Lane	\$0						\$16,000,000	\$16,000,000	\$16,000,000
SH 7	\$0					\$250,000		\$250,000	\$250,000
Denver Street	\$55,042							\$55,042	\$60,000
WCR 2	\$323,441						\$16,000,000	\$16,323,441	\$16,320,000
WCR 2.5	\$244,043			\$20,000				\$264,043	\$260,000
WCR 4	\$450,602			\$20,000				\$470,602	\$470,000
WCR 6	\$295,443		\$200,000				\$12,000,000	\$12,495,443	\$12,500,000
WCR 6.25	\$242,842							\$242,842	\$240,000
WCR 8	\$416,651			\$20,000		\$4,440,000	\$12,000,000	\$16,876,651	\$16,880,000
SH 52			\$300,000					\$300,000	\$300,000
WCR 14.5	\$257,450						\$16,000,000	\$16,257,450	\$16,260,000
WCR 16	\$144,843							\$144,843	\$140,000
WCR 18	\$540,962							\$540,962	\$540,000
WCR 18.50	\$297,884							\$297,884	\$300,000
WCR 20	\$266,227							\$266,227	\$270,000
WCR 22	\$256,294							\$256,294	\$260,000
WCR 22.50	\$275,144							\$275,144	\$280,000
WCR 24.50	\$282,662							\$282,662	\$280,000
WCR 26	\$565,323				\$28,000			\$593,323	\$590,000
WCR 28	\$366,850					\$520,000		\$886,850	\$890,000
Platteville	\$516,003		\$600,000			\$6,453,997		\$7,570,000	\$7,570,000
WCR 36		\$1,063,983						\$1,063,983	\$1,060,000
WCR 38		\$1,149,807						\$1,149,807	\$1,150,000
SH 60	\$0						\$10,000,000	\$10,000,000	\$10,000,000
WCR 29	\$133,760							\$133,760	\$130,000
WCR 40		\$690,312						\$690,312	\$690,000
Gilcrest			\$200,000			\$84,000		\$284,000	\$280,000
WCR 42		\$892,335	\$200,000					\$1,092,335	\$1,090,000
SH 256		\$1,436,781						\$1,436,781	\$1,440,000
WCR 46		\$1,039,845						\$1,039,845	\$1,040,000
WCR 48		\$895,017						\$895,017	\$900,000
WCR 394		\$722,870						\$722,870	\$720,000
Evans	\$422,529					\$1,167,471		\$1,590,000	\$1,590,000
22nd Street						\$150,000		\$150,000	\$150,000
18th Street							\$6,000,000	\$6,000,000	\$6,000,000
16th Street						\$260,000		\$260,000	\$260,000
13th Street				\$20,000				\$20,000	\$20,000
5th/8th Int.							\$18,000,000	\$18,000,000	\$18,000,000
O' Street							\$9,000,000	\$9,000,000	\$9,000,000
11th Avenue	\$0					\$400,000		\$400,000	\$400,000
WCR 66	\$435,570		\$200,000					\$635,570	\$640,000
SH 392	\$360,509				\$54,000			\$414,509	\$410,000
WCR 70	\$625,439							\$625,439	\$630,000
WCR 72	\$632,678							\$632,678	\$630,000
Eaton	\$222,556		\$600,000			\$957,445		\$1,780,000	\$1,780,000
WCR 76	\$222,556							\$222,556	\$220,000
WCR 37	\$279,872							\$279,872	\$280,000
WCR 78	\$642,178							\$642,178	\$640,000
WCR 80	\$631,170				\$63,000			\$694,170	\$690,000
<b>Total Cost of All Improvements</b>								<b>\$229,903,981</b>	<b>\$229,900,000</b>

(1) Total cost for all necessary improvements, which includes the cost for signalization, railroad crossings, speed change lanes, and new pavement for county road alignment.

(2) See following pages for more information of these cost estimates.



### Other Cost Estimates for Roadway and Access Improvements

Description of Improvement	New Pavement (feet)	Pavement Width (feet)	Pavement Cost	Signalization Cost	Cost Estimate
WCR 28 Frontage Road Extension	1950	36	\$520,000		\$520,000
SH 52 Signalization of Ramps				\$300,000	\$300,000
SH 7 Frontage Road Relocations	950	36	\$250,000		\$250,000
16th Street Re-alignment of Frontage Road	1320	26	\$260,000		\$260,000
22nd Street Re-alignment of Frontage Road	800	26	\$150,000		\$150,000
11th Avenue Extension to WCR 66	1500	36	\$400,000		\$400,000
Frontage Road Between 104th to 112th	5500	36	\$1,480,000		\$1,480,000
Frontage Road Between CR 2 to CR 8 on west side	16540	36	\$4,440,000		\$4,440,000