

**US 34 Access Inventory (West to East from I-25 to WCR 55 )**  
**April, 2003**

North/Left Side	MP	Description	MP	South/Right Side
PRU	96.48	Frontage Road	96.48	PRU
		Commercial	96.49	Private
		Commercial	96.55	Private
		Field	96.63	Private
Private	96.79	Field	96.79	Private
		Field	96.86	Private
Private	96.99	Field		
		Field	97.08	Private
Private	97.27	Commercial		
		Field	97.28	Private
		Residential	97.29	Private
Private	97.30	Commercial		
Private	97.33	Commercial		
Private	97.46	Commercial		
		Field	97.60	Private
PRU	97.79	LCR 3	97.79	PRU
Private	98.04	Field		
Private	98.25	Residential		
		Field	98.26	Private
Private	98.36	Field		
Private	98.37	Residential		
		Residential	98.50	Private
Private	98.51	Field		
PRU	98.83	CL Rd/LCR 901/WCR 13	98.83	PRU
Private	99.03	Field		
Private	99.18	Field		
		Field	99.22	Private
		Field	99.28	Private
PRU	99.81	WCR 15	99.81	PRU
		Field	100.09	Private
		Field	100.22	Private
Private	100.31	Field		
Private	100.32	Residential		
		Field	100.58	Private
Private	100.63	Residential		
PRU	100.87	WCR 17	100.87	PRU
Private	100.93	Field		
Private	101.17	Field		
Private	101.22	Commercial		
Private	101.30	Commercial/Field	101.30	Private
Private	101.78	Field	101.78	Private
Private	102.07	Field		
Private	102.28	Field		
	102.48	SH 34 Business	102.48	
	102.8	SH257	102.8	
Private	103.05	Field		
Private	103.30	Field	103.30	Private
PRU	103.79	Promontory Pky/Comm.	103.79	Private
		Field	103.95	Private
		Field	104.12	Private

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<b>North/Left Side</b>	<b>MP</b>	<b>Description</b>	<b>MP</b>	<b>South/Right Side</b>
Private	104.14	Field		
Private	104.29	Field	104.29	Private
PRU	104.77	95th Ave./WCR25	104.77	PRU
		Field	105.02	Private
Private	105.41	Field		
		Field	105.42	Private
		Field	105.65	Private
PRU	105.91	Two Rivers Pkwy	105.91	PRU
Private	106.08	Field		
Private	106.49	Field	106.49	Private
Private	106.51	Field		
PRU	107.10	71st Ave./WCR 29	107.10	PRU
		Field	107.13	Private
		Field	107.32	Private
		Field	107.42	Private
PRS	107.61	65th Ave.	107.61	PRS
		Field	107.70	Private
Private	107.92	Residential/Field	107.92	Private
		Residential	107.96	Private
Private	108.81	Residential	108.81	Private
Private	108.32	Field	108.32	Private
Private	108.44	Field/Residential	108.44	Private
Private	108.55	Field		
PRS	109.11	47th Ave.	109.11	PRS
		Field	109.26	Private
Private	109.42	Field		
Private	109.54	Field		
Private	109.62	Emergency/Field	109.62	Private
Private	109.80	Field		
PRS	110.23	35th Ave./WCR 35	110.23	PRS
		Residential	110.56	Private
PRS	111.74	17th Ave.	111.74	PRS
		Residential	112.00	Private
		Residential	112.08	Private
PRS	112.23	11th Ave.	112.23	PRS
	112.59	SH 85/8th Avenue	112.59	
PRU	113.82	27th St./28th St.	113.82	PRU
Private	114.50	Field	114.50	Private
		Field	114.51	Private
		WCR 45	115.2	PRU
PRU	115.41	SH 34 Business		
		Residential	115.47	Private
Private	115.50	Field		
		Field	115.68	Private
Private	115.74	Residential/WCR45.5	115.74	PRU
Private	115.85	Emergency Only		
		Field	116.00	Private
		Field	116.17	Private
		Field	116.21	Private
Private	116.25	Field/WCR 47	116.25	PRU
Private	116.26	Field		



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<b>North/Left Side</b>	<b>MP</b>	<b>Description</b>	<b>MP</b>	<b>South/Right Side</b>
		Residential	116.29	Private
		Field	116.34	Private
Private	116.49	Residential		
PRU	116.74	WCR 47.5/Field	116.74	Private
		Residential	116.78	Private
		Field/Residential	116.80	Private
Private	116.95	Field		
Private	117.25	Field/WCR 49	117.25	PRU
Private	117.27	Field	117.27	Private
Private	117.32	Residential		
		Commercial	117.57	Private
		Commercial	117.62	Private
		Residential	117.71	Private
PRU		WCR 49.5/Field	117.74	Private
		Residential	117.76	Private
Private	117.87	Field		
		Field	117.89	Private
		Field/Residential	118.03	Private
		Residential	118.09	Private
		Field	118.14	Private
Private	118.16	Field		
PRU	118.20	WCR 51	118.20	PRU
		Field	118.44	Private
Private	118.48	Field		
		Residential	118.67	Private
Private	118.70	Field		
		Field	118.71	Private
Private	118.74	Field		
		Kersey Business Route	118.86	PRU
PRU	119.17	SH37/1st St.	119.17	PRU
Private	119.69	Field/9th St.	119.69	PRU
PRU	120.02	WCR 56/WCR 55	120.02	PRU

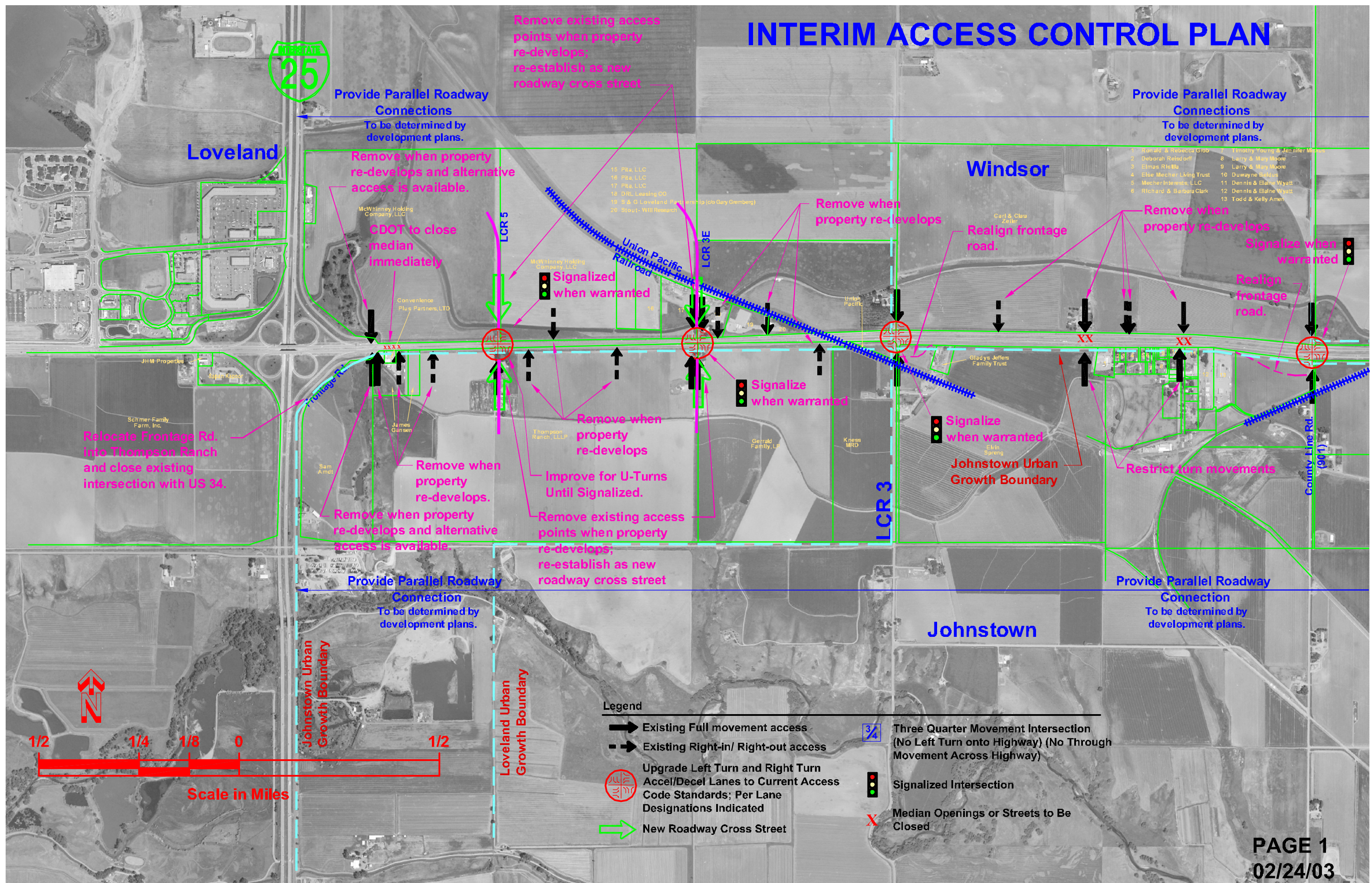
**Legend**

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PRU = Public Road Signalized  
PRU = Public Road Unsignalized



# INTERIM ACCESS CONTROL PLAN





# INTERIM ACCESS CONTROL PLAN

Provide Parallel Roadway Connections  
To be determined by development plans.

Provide Parallel Roadway Connections  
To be determined by development plans.

Close when property re-develops

Windsor Urban Growth Boundary

Provide Cross Access

Remove when surrounding property develops and alternative access is provided

Unsignalized Full Movement Intersection until land redevelops; then close or provide overpass.

Remove when property re-develops

Signalize when warranted

Accesses removed when property re-develops

Interchange to remain

Remove when property re-develops

(MEDIAN OPENING)

(MEDIAN OPENING)

Add Left Turn Acceleration Lane

Close when property re-develops

Johnstown Urban Growth Boundary

Provide Parallel Roadway Connection  
To be determined by development plans.

Provide Parallel Roadway Connection  
To be determined by development plans.

## Legend

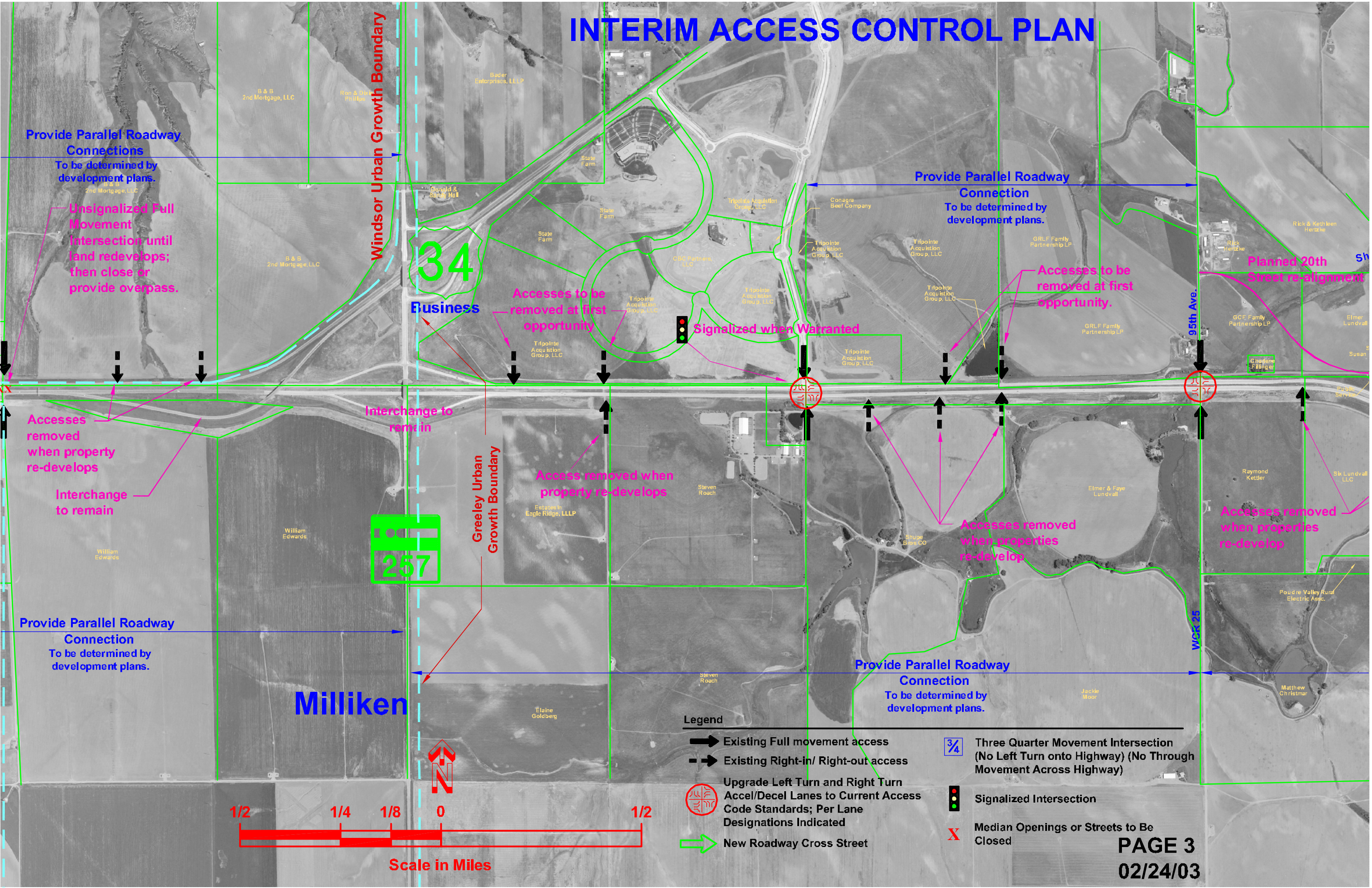
- Existing Full movement access
- Existing Right-in/ Right-out access
- Upgrade Left Turn and Right Turn Accel/Decel Lanes to Current Access Code Standards; Per Lane Designations Indicated
- New Roadway Cross Street

- Three Quarter Movement Intersection (No Left Turn onto Highway) (No Through Movement Across Highway)
- Signalized Intersection
- Median Openings or Streets to Be Closed



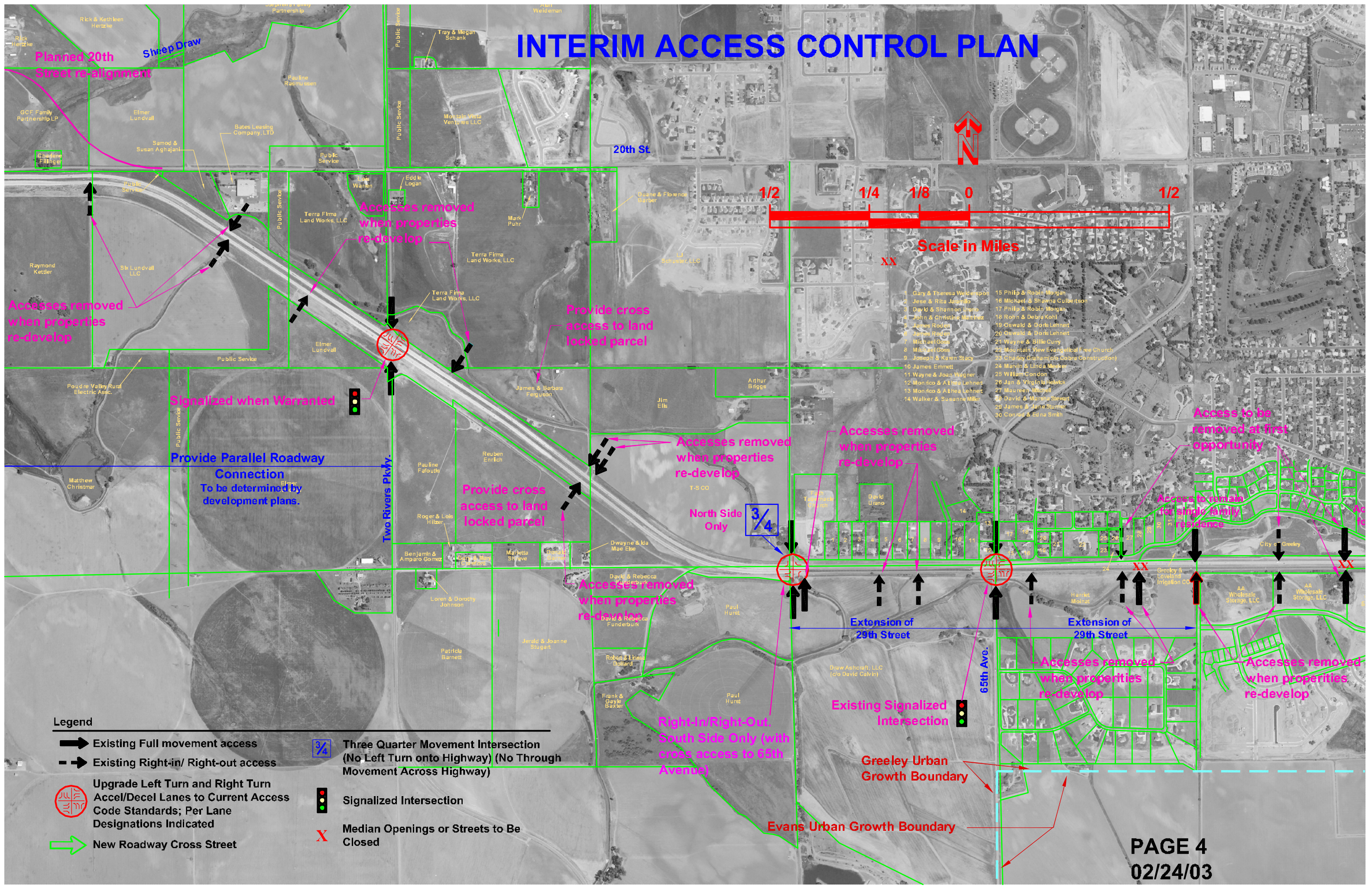


# INTERIM ACCESS CONTROL PLAN





# INTERIM ACCESS CONTROL PLAN





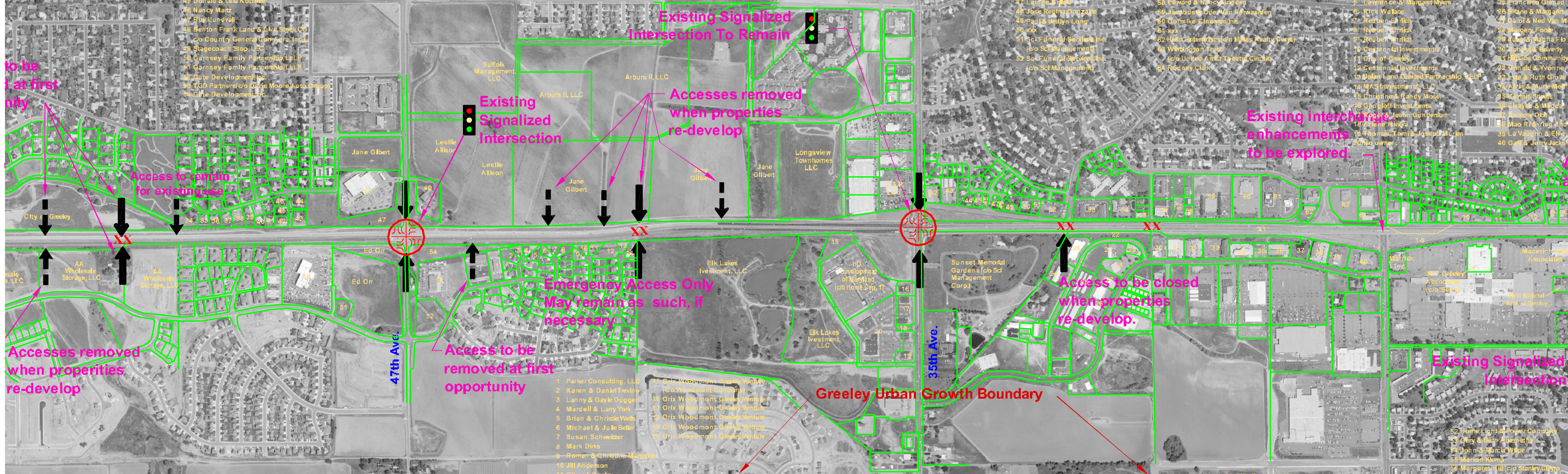
# INTERIM ACCESS CONTROL PLAN

Greeley



- 25 William Gander
- 26 Jan & Virginia Heine
- 27 Maureen Mitchell
- 28 David & Martha Skowron
- 29 James & Jane Sumner
- 30 Conrad & Edna Smith
- 31 Terry & Corbin Moore
- 32 Glenn & Judith Oregon
- 33 Michael & Margaret McMillan
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- 45 Donald & Lela Kottler
- 46 Nancy Maritz
- 47 Roy Lundvall
- 48 Benton Frank Land & LVA Stock Co
- 49 Co County General Corp. Acra Inc.
- 50 Stagecoach Stop, LLC
- 51 Garmsey Family Partnership, LLP
- 52 Gate Development, Inc.
- 53 TGO Partners (c/o Davis Moore Auto Group)
- 54 Gate Development, Inc.

- 42 Diamond Shredding Station, Inc.
- 43 James & Linda Baker
- 44 Kurt Hogendorn
- 45 Timothy & Randelyn Berger
- 46 Sheila Kneipel
- 47 Lorraine Ingold
- 48 Jose Renteria Gonzalez
- 49 Paul & Jody Long
- 50 xxx
- 51 Self General Services, Inc. (c/o Self Management)
- 52 Self General Services, Inc. (c/o Self Management)
- 53 Andrews Enterprises, LLC
- 54 xxx
- 55 Roger & Virginia Kogenets
- 56 Gerald Carter (c/o Ingersoll)
- 57 Edward & Nancy Brider
- 58 Edward & Nancy Brider
- 59 Jacobus & Cde Van Heerwaarden
- 60 Cornille Chaves, Inc.
- 61 xxx
- 62 Hella Enterprises (c/o Mike Realty Corp.)
- 63 Washington Trust
- 64 United Artist Theatre Circuit
- 65 Rodney Clark
- 1 Diamond Shredding Station
- 2 Rhader Investments, LLC
- 3 Carolyn Benton
- 4 Carolyn Benton
- 5 Lawrence & Margaret Myers
- 6 Rick Wallace
- 7 Reuben Galtich
- 8 Reuben Galtich
- 9 Reuben Galtich
- 10 Centennial Investments
- 11 City of Greeley
- 12 Centennial Investments
- 13 Nolan Land Limited Partnership, LLC
- 14 MAS Investments, LLC
- 15 Christine & Randy Mober
- 16 Glogoff Investments
- 17 Jacob Gunterson
- 18 Helen Ruzica
- 19 Thomas, Tom & Joseph Mullen
- 20 No owner
- 21 Jesse & Noemi Med
- 22 Cheryl Contrason
- 23 Paul Gilt
- 24 Wayne Rainbun
- 25 Patricia Glanad
- 26 Diane & Margaret
- 27 Carol & Ned Van M
- 28 Margaret Foote
- 29 Lisa & Martha Flo
- 30 Ashli & Beverly
- 31 Hudson Community
- 32 Ronald & Yvonne
- 33 Lee & Ruth Grove
- 34 Alvin & Muriel Moe
- 35 Carol Mober
- 36 Charles & Madge
- 37 Rosalyn Olin
- 38 Mao Rho Ying and
- 39 La Vaughn & Elva
- 40 Gail & Jerry Jacks



## Legend

- ➡ Existing Full movement access
- ➡ Existing Right-in/ Right-out access
- 🔄 Upgrade Left Turn and Right Turn Accel/Decel Lanes to Current Access Code Standards; Per Lane Designations Indicated
- ➡ New Roadway Cross Street
- 3/4 Three Quarter Movement Intersection (No Left Turn onto Highway) (No Through Movement Across Highway)
- 🚦 Signalized Intersection
- X Median Openings or Streets to Be Closed



# Garden City

# Evans

Interchange Subject to  
Future Feasibility Study  
(See Ultimate Plan)

**Remove at first opportunity**

**Balsam Ave. to be connected.**



A map of Greeley, Colorado, showing the urban growth boundary. The boundary is marked by a thick red line. The area inside the boundary is shaded in light green, while the area outside is light gray. The map includes labels for major roads and landmarks. A legend in the bottom right corner identifies the red line as the 'Greeley Urban Growth Boundary'.

### Legend

- 
- Legend:**
- Existing Full movement access
  - Existing Right-in/ Right-out access
  - Upgrade Left Turn and Right Turn Accel/Decel Lanes to Current Access Code Standards; Per Lane Designations Indicated
  - New Roadway Cross Street
  - Three Quarter Movement Intersection (No Left Turn onto Highway) (No Through Movement Across Highway)
  - Signalized Intersection
  - Median Openings or Streets to Be Closed

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**02/24/03**





# INTERIM ACCESS CONTROL PLAN

34

Business

Greeley Urban Growth Boundary

South Platte River

WCR 47.5

WCR 49.5

Consolidate to a single access when conditions allow

WCR 45

WCR 45.5

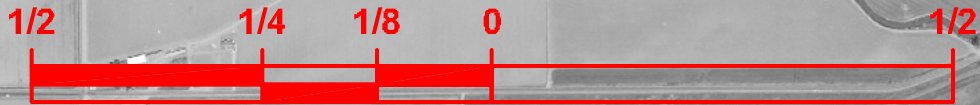
WCR 47

WCR 49

Legend

- Existing Full movement access
- Existing Right-in/ Right-out access
- Upgrade Left Turn and Right Turn Accel/Decel Lanes to Current Access Code Standards; Per Lane Designations Indicated
- New Roadway Cross Street

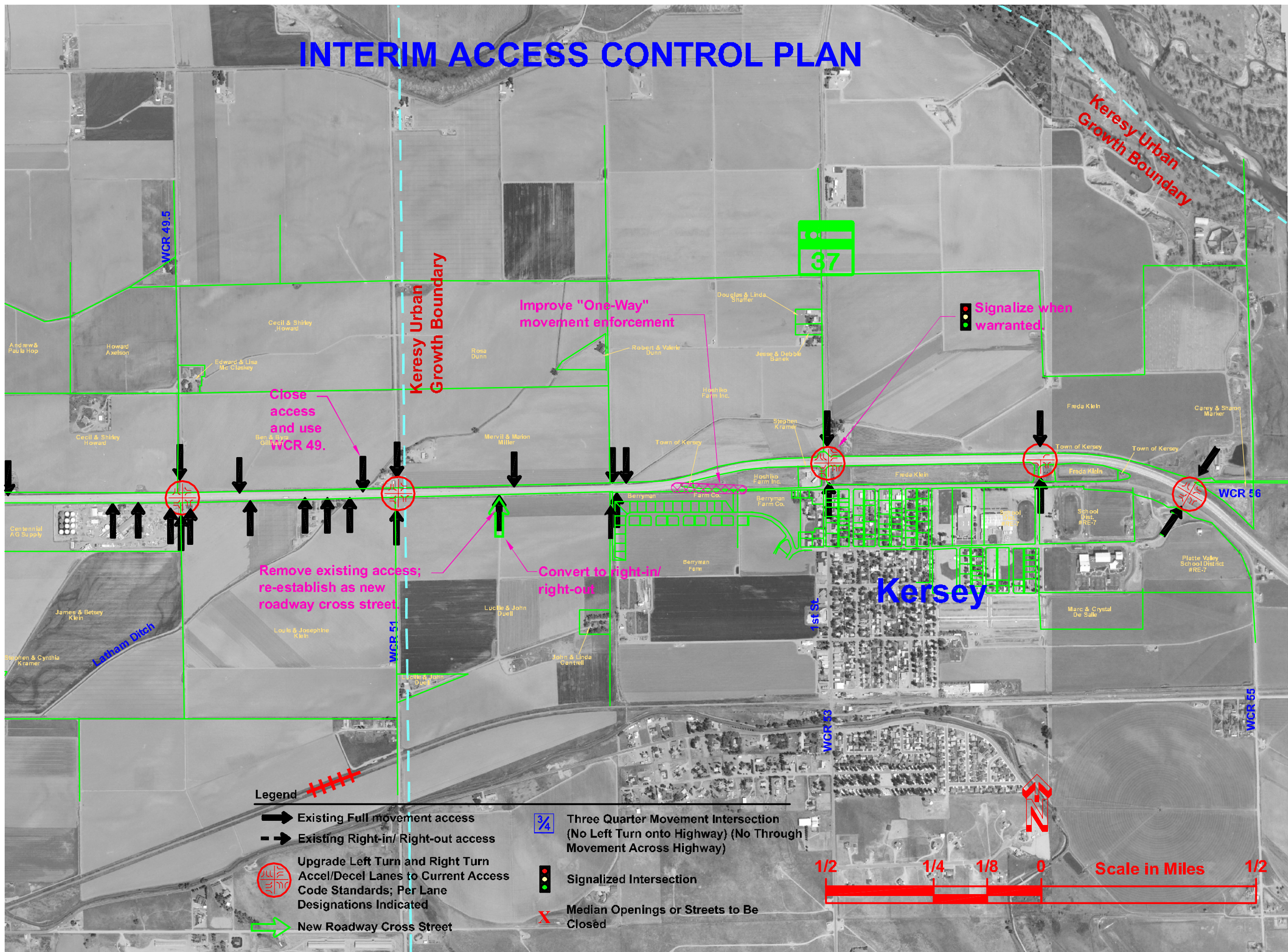
- Three Quarter Movement Intersection (No Left Turn onto Highway) (No Through Movement Across Highway)
- Signalized Intersection
- Median Openings or Streets to Be Closed



Scale in Miles



# INTERIM ACCESS CONTROL PLAN





# ULTIMATE ACCESS CONTROL PLAN



**Provide Parallel Roadway Connections**  
To be determined by development plans.

## Loveland

Remove when property re-develops and alternative access is available.

Remove existing access points when property re-develops; re-establish as new roadway cross street

15. PRA LLC  
16. PRA LLC  
17. PRA LLC  
18. DML Leasing CO  
19. S & G Loveland Partnership (aka Gary Gremberg)  
20. Stout-Will Research

Interchange to be "braided" with future I-25 interchange

Interchange to be combined with LCR 5 as a split diamond.

Remove when property re-develops or when railroad overpass is constructed.

Railroad Overpass

LCR 3 Access. Ramp locations to be coordinated with local development.

## Windsor

**Provide Parallel Roadway Connections**  
To be determined by development plans.

1. Ronald & Rebecca Glos
2. Deborah Reledoff
3. Elmer Riehl
4. Elmer Mecher Living Trust
5. Mecher Interests, LLC
6. Richard & Barbara Clark
7. Timothy Young & Jennifer Mickus
8. Larry & Mary Moore
9. Duwayne Beldus
10. Dennis & Elaine Wyatt
11. Dennis & Elaine Wyatt
12. Todd & Kelly Amen

Remove when property re-develops

New Diamond Interchange

Realign Frontage Road

At-Grade Road Railroad Crossing

Restrict turn movements

Johnstown Urban Growth Boundary

At-Grade Railroad Crossing

County Line Rd (901)

**Provide Parallel Roadway Connection**  
To be determined by development plans.

## Johnstown

CDOT analysis of this area indicates that the LCR 5 grade-separated interchange may need to be built prior to or concurrent with the future I-25 / US 34 reconstructed interchange. The ultimate configuration of the I-25 / US 34 interchange may impact the LCR 5 intersection in such a way as to necessitate removal of the proposed interim traffic signal and possible restriction of turning movements. While all design and construction efforts of the two interchanges may be coordinated, CDOT participation in the funding for the LCR 5 interchange is not assured as all funding request are subject to the transportation planning process.

Relocate Frontage Rd. into Thompson Ranch and close existing intersection with US 34.

Remove when property re-develops and alternative access is available.

Remove when property re-develops.

Remove when property re-develops

Remove existing access points when property re-develops; re-establish as new roadway cross street

US 34 grade-separated crossing with railroad may not be necessary unless railroad classification is upgraded.

CDOT participation in the funding of corridor improvements is not assured as all funding requests are subject to the transportation planning process.

### Legend

- Existing Full movement access
- Existing Right-in/ Right-out access

Upgrade Left Turn and Right Turn Accel/Decel Lanes to Current Access Code Standards; Per Lane Designations Indicated

New Roadway Cross Street

$\frac{3}{4}$  Three Quarter Movement Intersection (No Left Turn onto Highway) (No Through Movement Across Highway)

Signalized Intersection

X Median Openings or Streets to Be Closed



1/2 1/4 1/8 0 1/2

Scale in Miles

Johnstown Urban Growth Boundary

Loveland Urban Growth Boundary



# ULTIMATE ACCESS CONTROL PLAN

CDOT participation in the funding of corridor improvements is not assured as all funding requests are subject to the transportation planning process.

Provide Parallel Roadway Connections  
To be determined by development plans.

Provide Parallel Roadway Connections  
To be determined by development plans.

Remove when property re-develops

Unsignalized Full Movement Intersection until land redevelops; then close or provide overpass.

Provide Cross Access

Remove when surrounding property develops and alternative access is provided

Windsor Urban Growth Boundary

Remove when property re-develops

New Diamond Interchange

3/4  
With connection to WCR 13

Accesses removed when property re-develops

Interchange to remain

(MEDIAN OPENING)

Grade Separation. Provide extra width to accommodate ramp acceleration lane.

US 34 grade-separated crossing with railroad may not be necessary unless railroad classification is upgraded.

Provide Parallel Roadway Connection  
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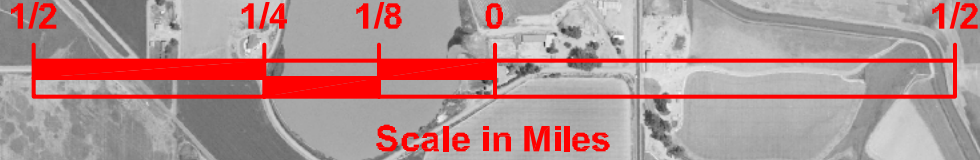
Provide Parallel Roadway Connection  
To be determined by development plans.

- 1 Stephen & Christine Lydon
- 2 Alan & Shay Black
- 3 Vern Stutzman
- 4 Luke & Heidi Baysinger
- 5 Robert & Deborah Ackelson
- 6 Duane & Janice Leopard
- 7 Teresa Ribble
- 8 Richard & Leigh Grotecky
- 9 William & Kathleen Quam

Remove when property re-develops

Johnstown Urban Growth Boundary

Remove when property re-develops

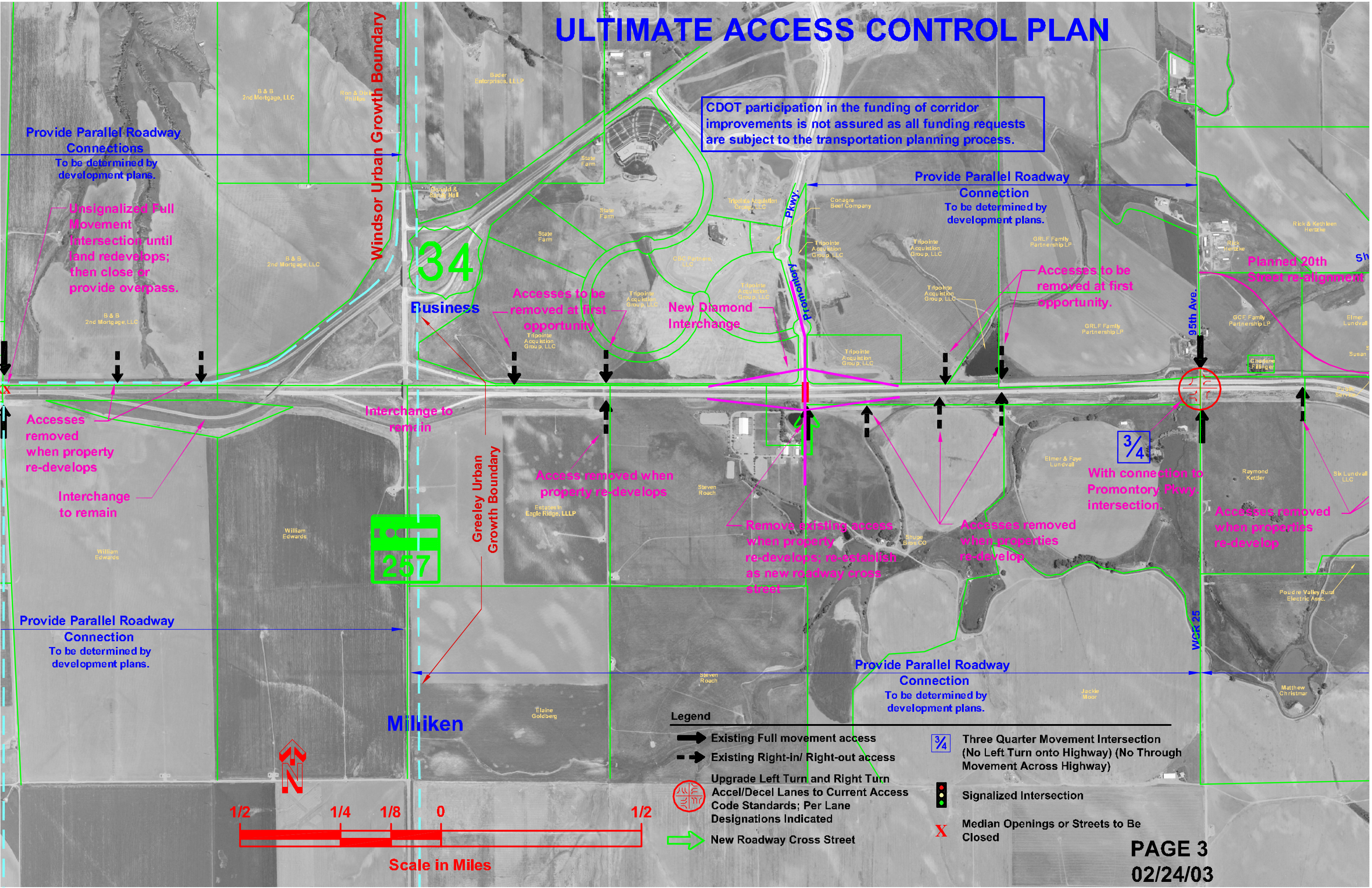


## Legend

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# ULTIMATE ACCESS CONTROL PLAN





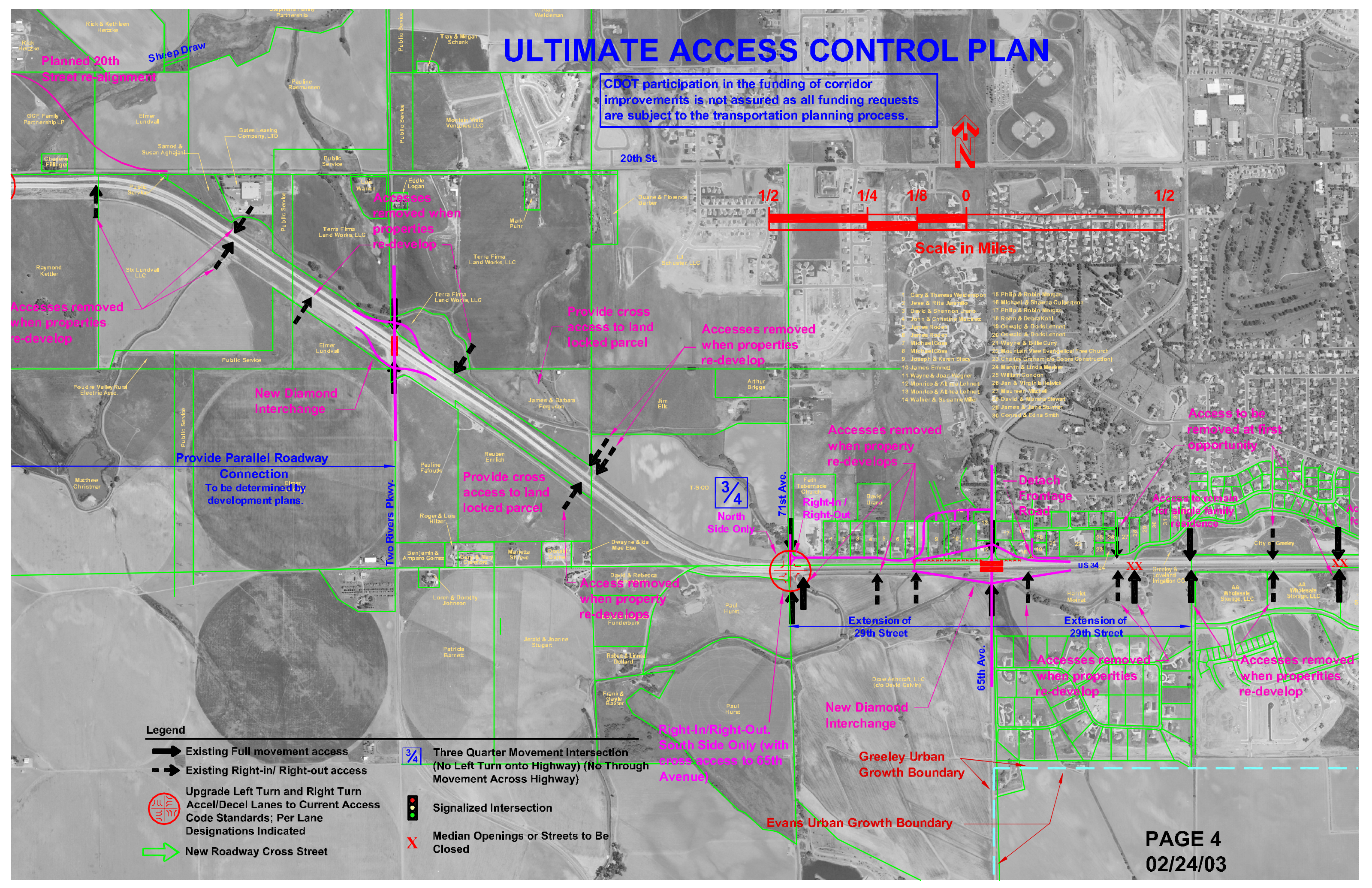
# ULTIMATE ACCESS CONTROL PLAN

CDOT participation in the funding of corridor improvements is not assured as all funding requests are subject to the transportation planning process.



Scale in Miles

- |                              |   |
|------------------------------|---|
| 1. Gary & Theresa Weideman   | 15. Philip & Robin Morgan                 |
| 2. Jesse & Rita Jaramila     | 16. Michael & Shawna Culbertson           |
| 3. David & Shannon Lingo     | 17. Philip & Robin Morgan                 |
| 4. John & Christine Martinez | 18. Robin & Debra Kohl                    |
| 5. James Roden               | 19. Oswald & Doris Lehner                 |
| 6. James Roden               | 20. Oswald & Doris Lehner                 |
| 7. Michael Goss              | 21. Wayne & Billie Curry                  |
| 8. Michael Goss              | 22. Mountain View Evangelical Free Church |
| 9. Joseph & Karen Stacy      | 23. Charley Graham (Graham Construction)  |
| 10. James Emmett             | 24. Marvin & Linda Wagner                 |
| 11. Wayne & Joan Wagner      | 25. William Condon                        |
| 12. Monico & Althea Lehner   | 26. Jan & Virginia Helwick                |
| 13. Monico & Althea Lehner   | 27. Maureen Mitchell                      |
| 14. Walker & Susanne Miller  | 28. David & Monica Stewart                |
|                              | 29. James & Jana Stinner                  |
|                              | 30. Conner & Edna Smith                   |



## Legend

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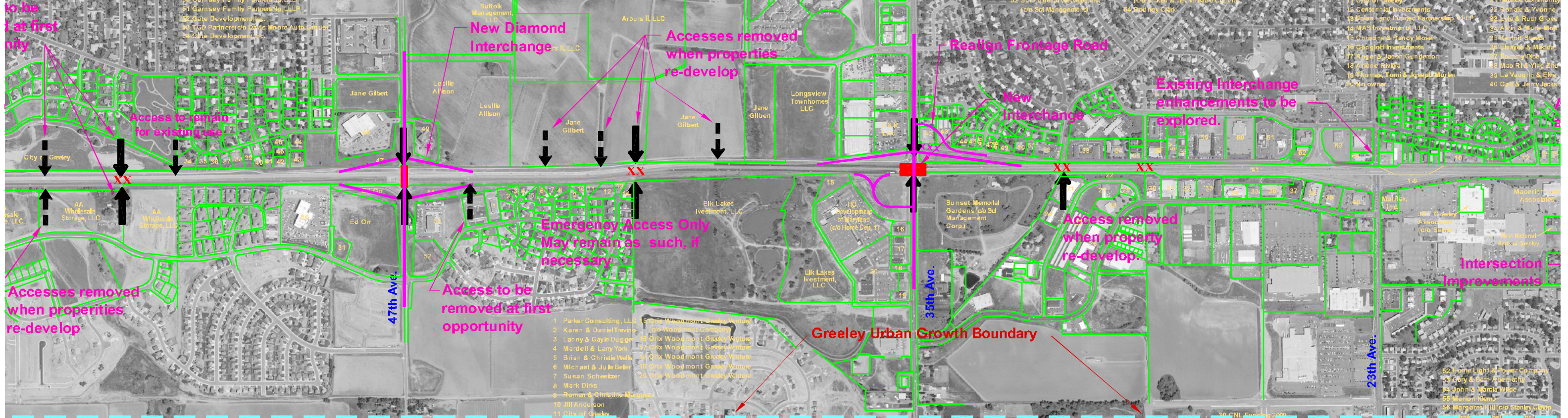
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- 55 Gate Development, Inc.

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- 44 Karl Hognich
- 45 Timothy & Randelyn Benge
- 46 Sheila Kneepel
- 47 Lainea Diller
- 48 Jose Renteria Gonzalez
- 49 Paul & Jody Long
- 50 xxx
- 51 Self Care of Services, Inc.
- 52 Self Care of Services, Inc.
- 53 Self Care of Services, Inc.
- 54 Self Care of Services, Inc.
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- 61 Self Care of Services, Inc.
- 62 Self Care of Services, Inc.
- 63 Self Care of Services, Inc.
- 64 Self Care of Services, Inc.

- 1 Diamond Shrinkwrap Station, LLC
- 2 Rhonda Investments, LLC
- 3 Carolyn Benton
- 4 Carolyn Benton
- 5 Lawrence & Margaret Myers
- 6 Rick Wallace
- 7 Reuben Gillick
- 8 Reuben Gillick
- 9 Reuben Gillick
- 10 Centennial Investments
- 11 City of Greeley
- 12 Centennial Investments
- 13 Nolan Land Limited Partnership, LLC
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- 15 Christine & Randy Mober
- 16 Gooch Investments
- 17 Miller & Jacob Gunterman
- 18 Rene Riggs
- 19 Thomas, Tom & Joseph Mullen
- 20 no owner
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- 22 Cheryl Contreras
- 23 Paul Gilt
- 24 Wayne Rainbun
- 25 Patricia Gland
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- 34 Allen & Muriel Moe
- 35 Carol Shaw
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- 37 Robert Oila
- 38 Mao Rhi Ying and
- 39 La Vaughn & Elva
- 40 Gail & Jerry Jacks



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- Three Quarter Movement Intersection (No Left Turn onto Highway) (No Through Movement Across Highway)
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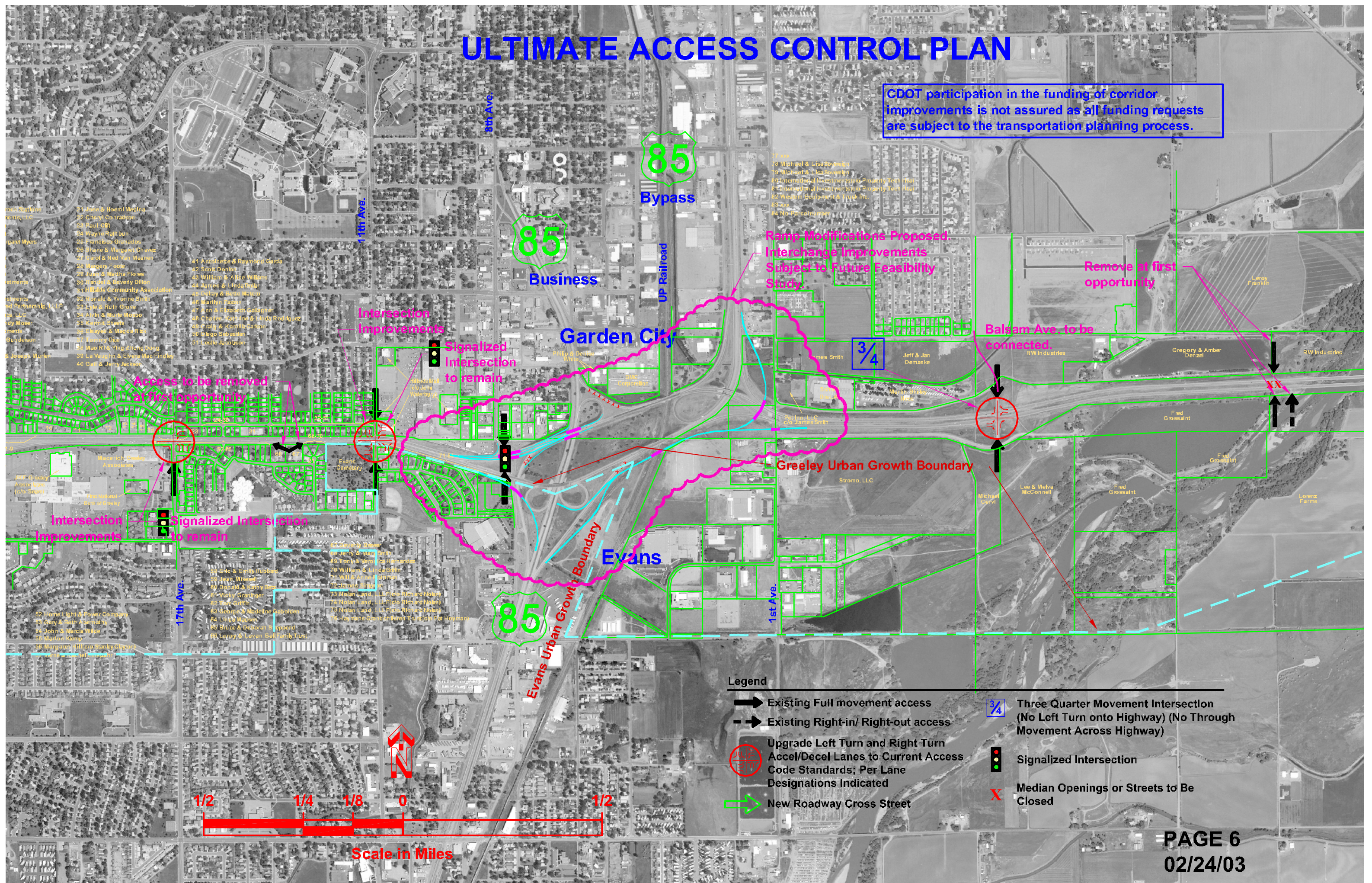


Scale in Miles



# ULTIMATE ACCESS CONTROL PLAN

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# ULTIMATE ACCESS CONTROL PLAN

CDOT participation in the funding of corridor improvements is not assured as all funding requests are subject to the transportation planning process.

34  
Business

Possible Connection From WCR 45. Exact Alignment to be Determined with Development Plans.

Greeley Urban Growth Boundary  
South Platte River

Consolidate to a single access when conditions allow

Remove access and use access across from WCR 49 when property re-develops

Signalized Intersection

Access to be removed at first opportunity

Access removed when property re-develops

Signalized Intersection

Remove and use

Right-in/Right-out or Close with connection to US 34 Business route intersection.

Provide cross access when property develops.

Accesses removed when properties re-develop

Accesses removed when properties re-develop

Accesses removed when properties re-develop.

Accesses to be removed at first opportunity

Remove and establish access to WCR 49 and to point across from WCR 49.5 when property re-develops.

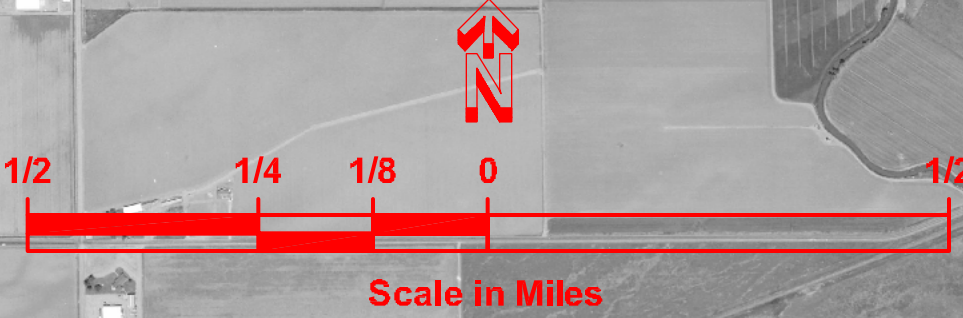
Ultimately remove accesses and use access across from WCR 47.5 in association with re-development

Ultimately remove accesses and use access across from WCR 49.5 in association with re-development

Legend

- Existing Full movement access
- Existing Right-in/ Right-out access
- Upgrade Left Turn and Right Turn Accel/Decel Lanes to Current Access Code Standards; Per Lane Designations Indicated
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# ULTIMATE ACCESS CONTROL PLAN

CDOT participation in the funding of corridor improvements is not assured as all funding requests are subject to the transportation planning process.

Remove access and use access across from WCR 49 when property re-develops.

Remove access and use WCR 51.

Improve "One-Way" movement enforcement

Accesses removed when properties re-develop

Dual left turn lanes on south approach given short distance to Hill Street.

Remove existing access when property re-develops; re-establish as new roadway cross street.

Signalized Intersection

Connect WCR 56 to new WCR 55 intersection

Close intersection when new WCR 55 intersection is complete

Signalized Intersection

Convert to right-in / right-out

Establish cross access roadway between WCR 51 and 1st Street

Accesses removed when property re-develops

Remove accesses access across from 5 in association with

## Legend

- Existing Full movement access
- Existing Right-in/ Right-out access

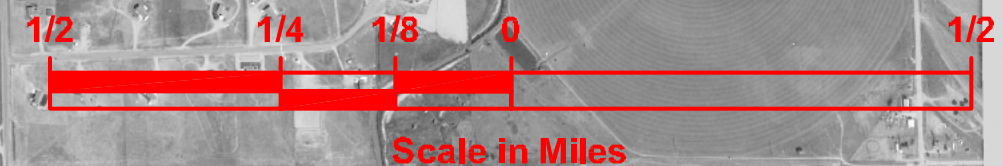
Upgrade Left Turn and Right Turn Accel/Decel Lanes to Current Access Code Standards; Per Lane Designations Indicated

New Roadway Cross Street

Three Quarter Movement Intersection (No Left Turn onto Highway) (No Through Movement Across Highway)

Signalized Intersection

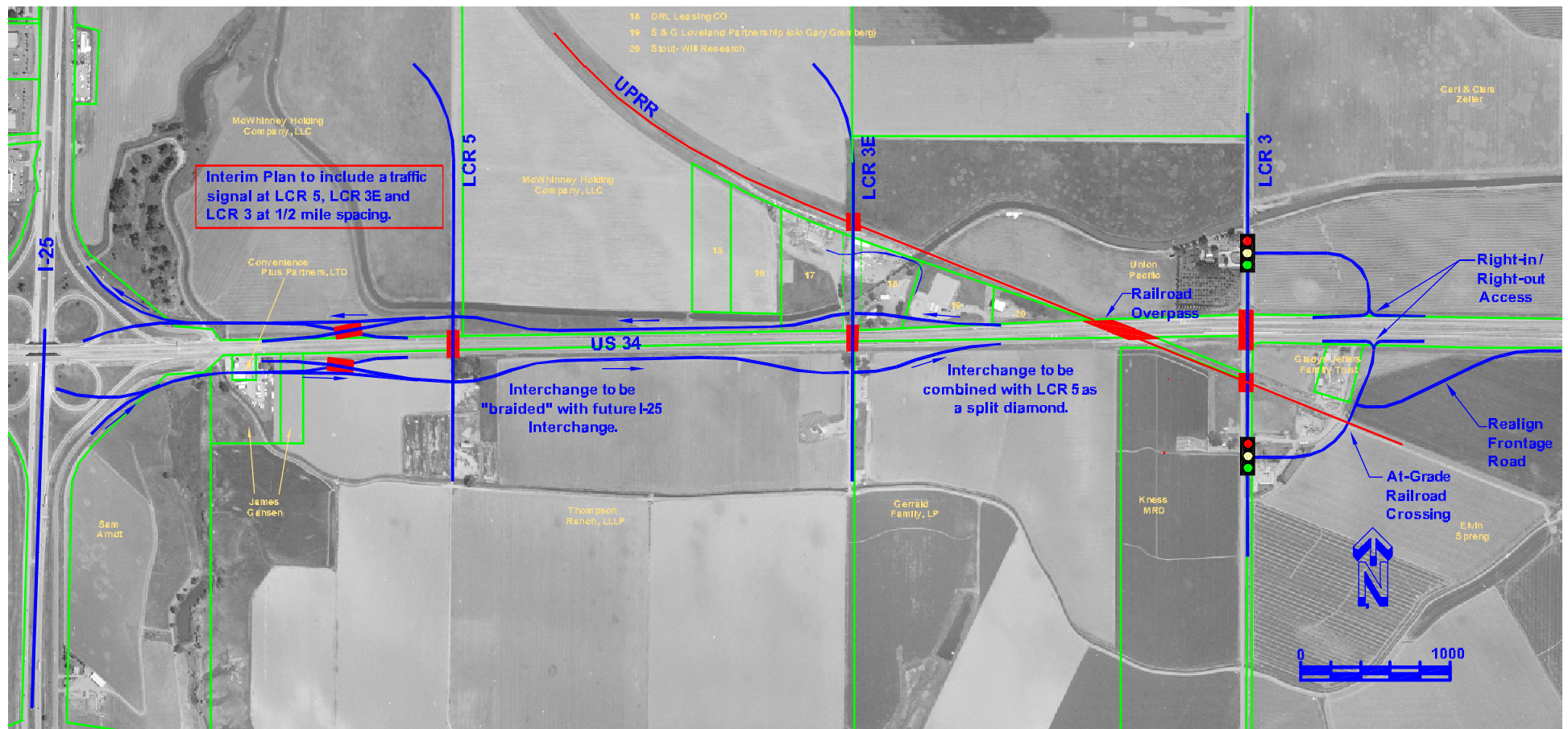
Median Openings or Streets to Be Closed





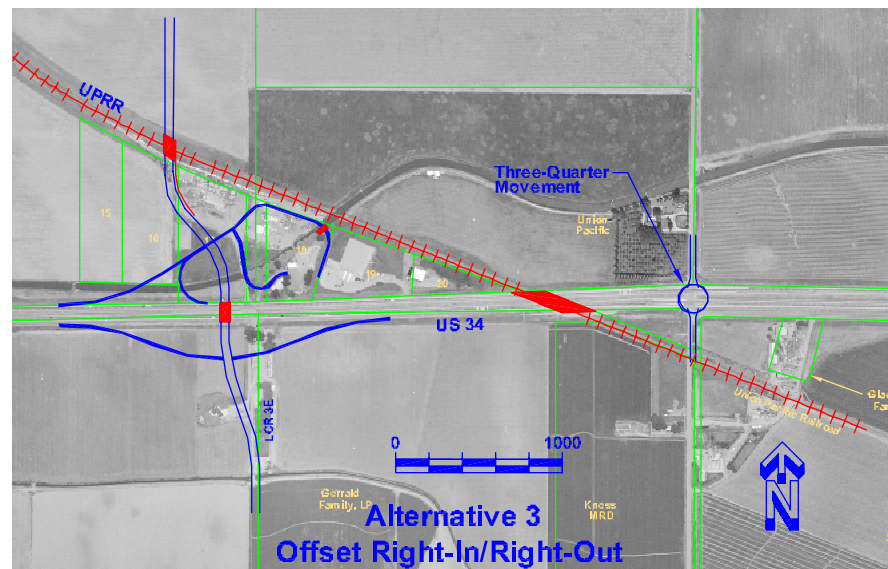
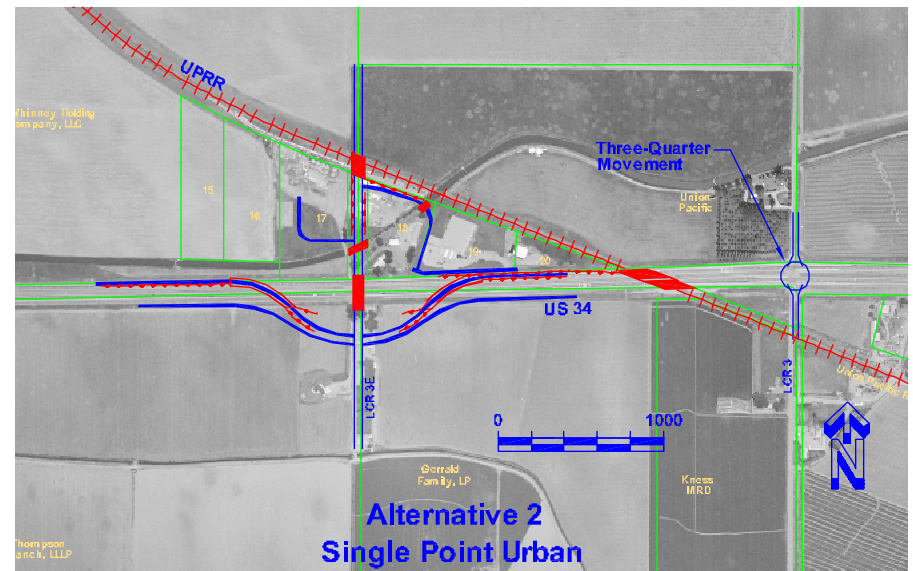
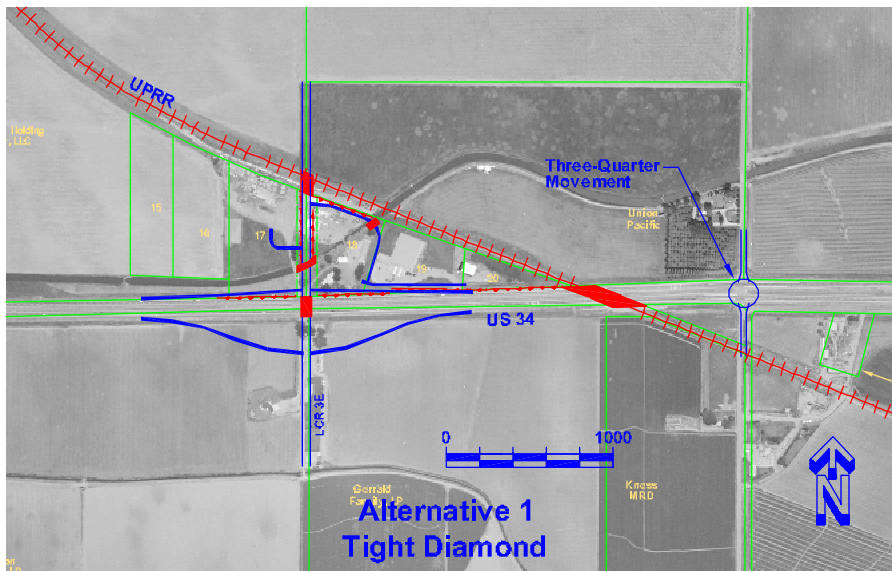
## I-25 to LCR 3

### Recommended Alternative for LCR 5, 3E and 3



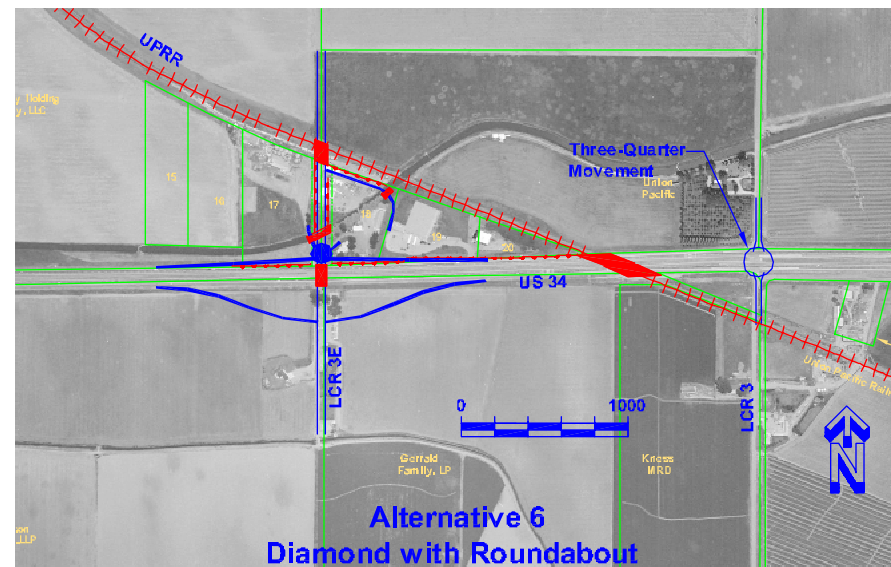
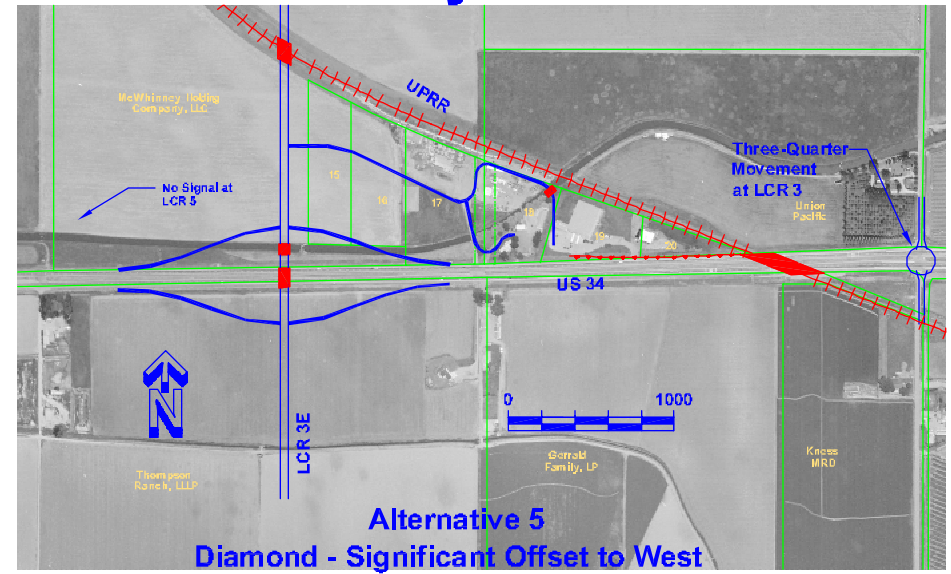
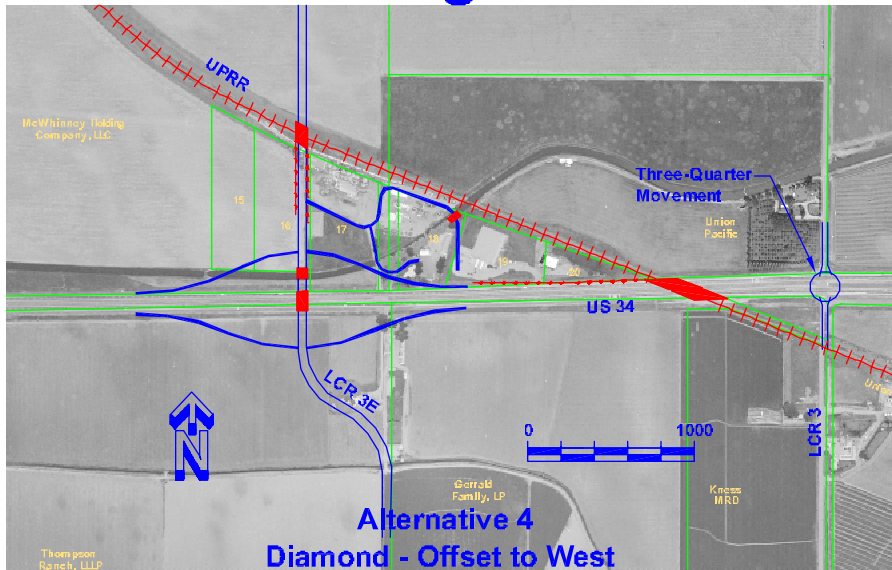
Appendix D - Figure 1

# Interchange Alternatives at Larimer County Road 3E



Appendix D - Figure 2

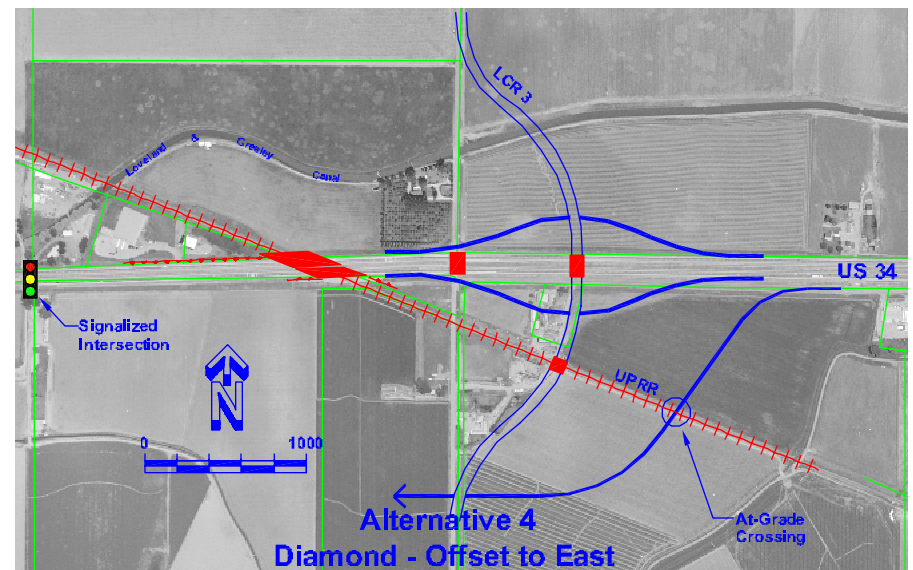
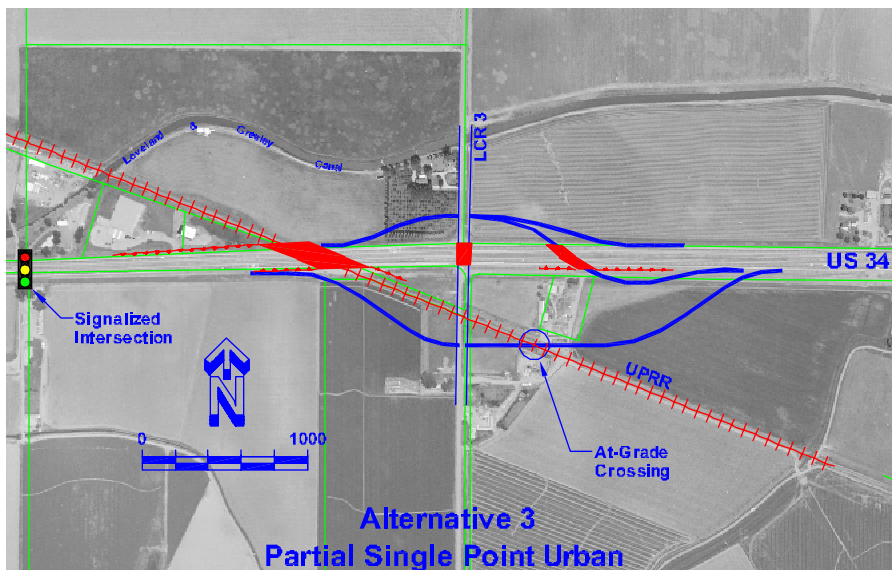
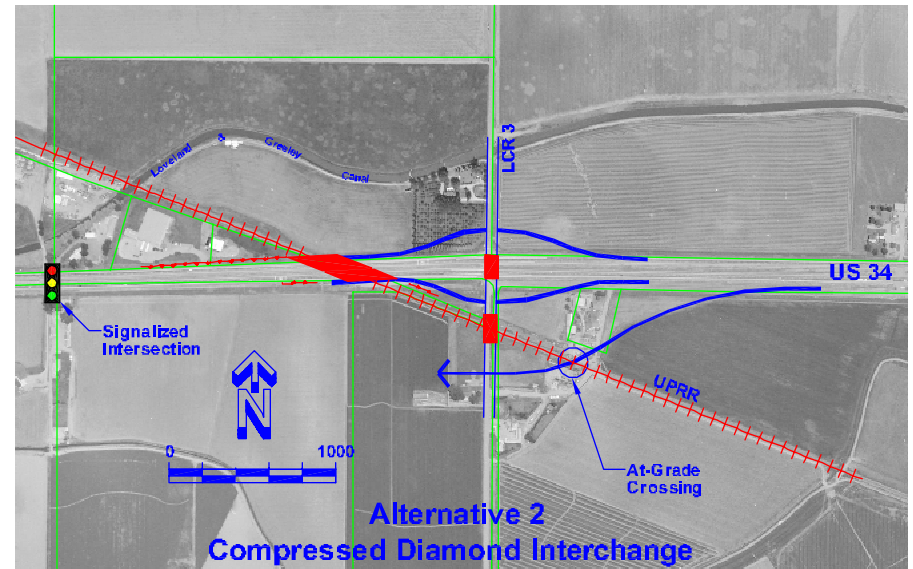
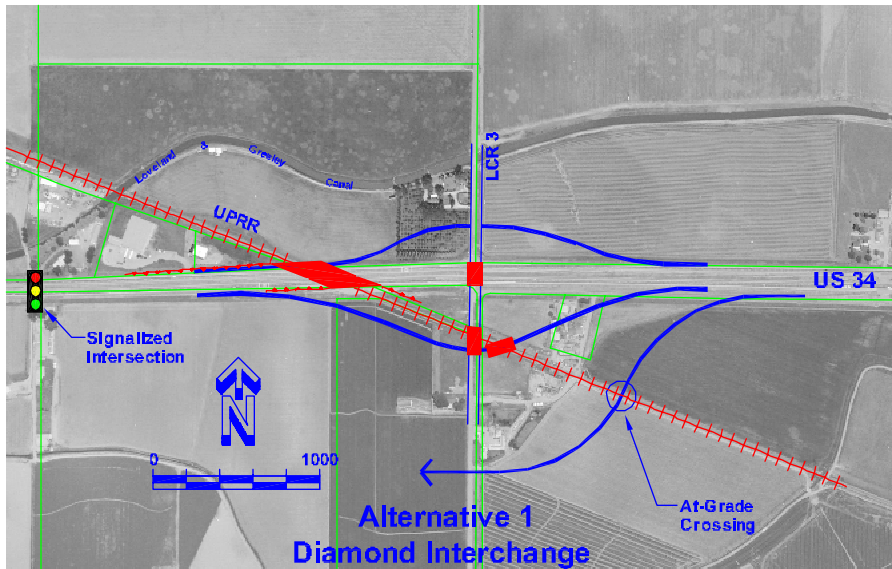
# Interchange Alternatives at Larimer County Road 3E



Appendix D - Figure 3



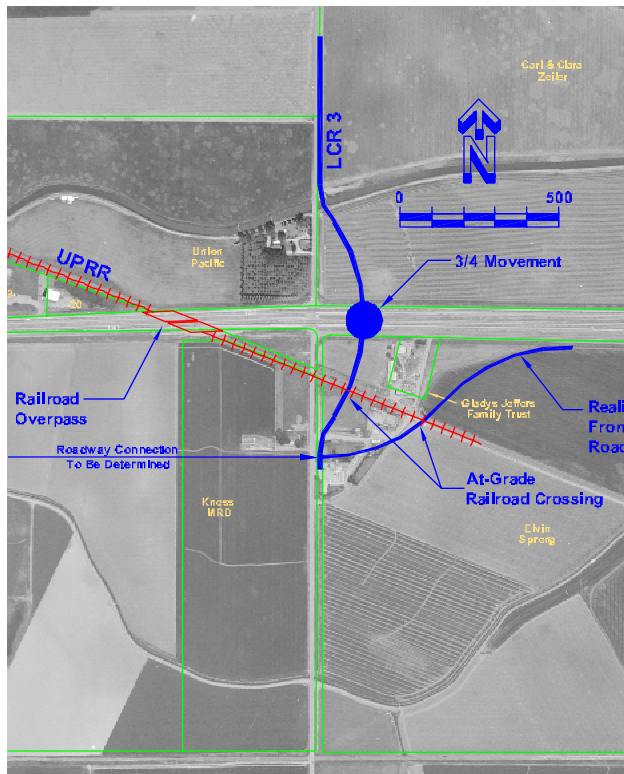
# Interchange Alternatives at LCR 3



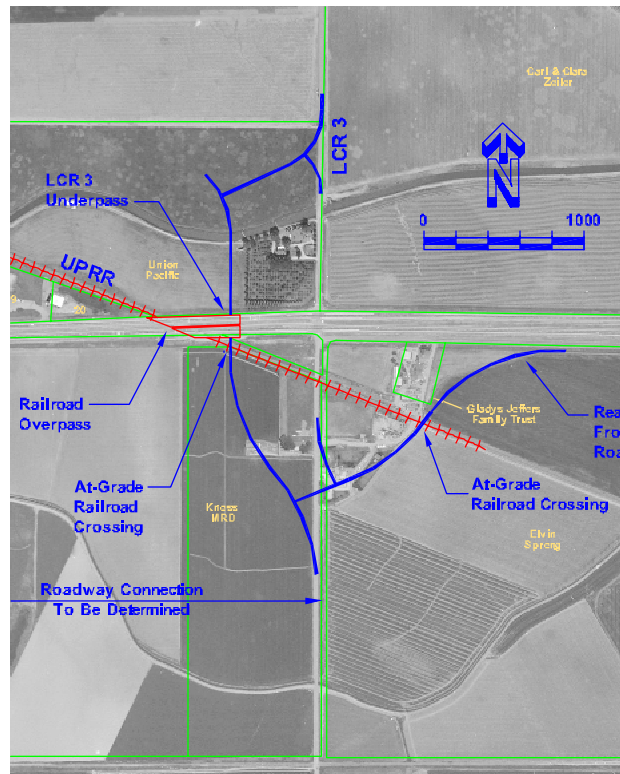
Appendix D - Figure 4

# LCR 3 At-Grade Intersection Alternatives

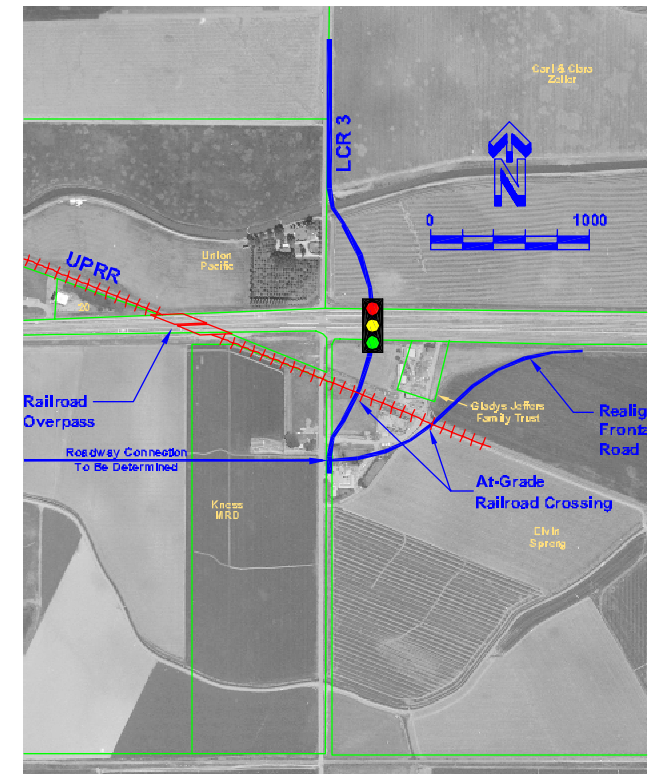
**Alternative 5**  
**3/4 Movement Intersection**



**Alternative 6**  
**Underpass - No US 34 Access**

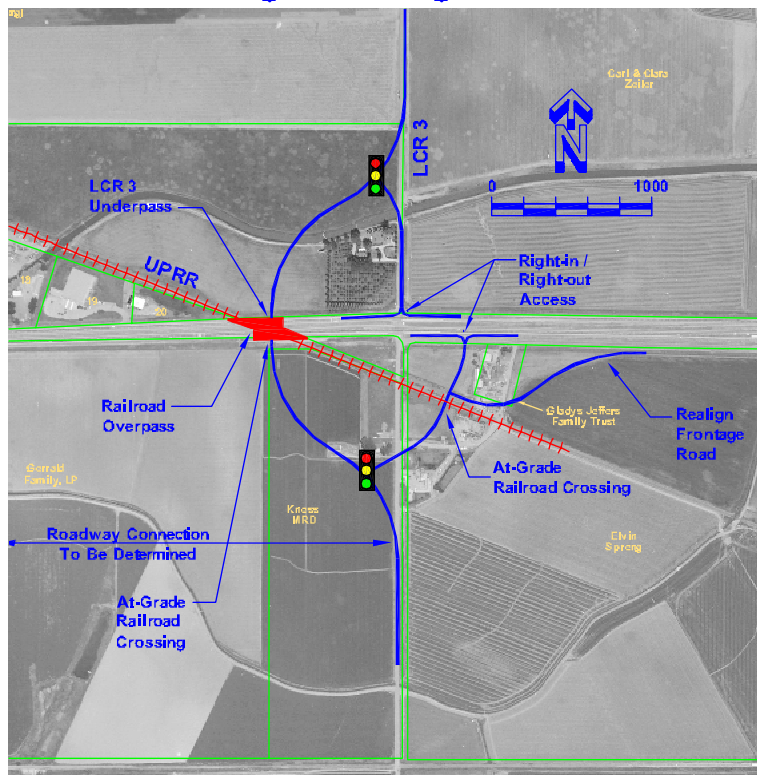


**Alternative 7**  
**Signalized Intersection**

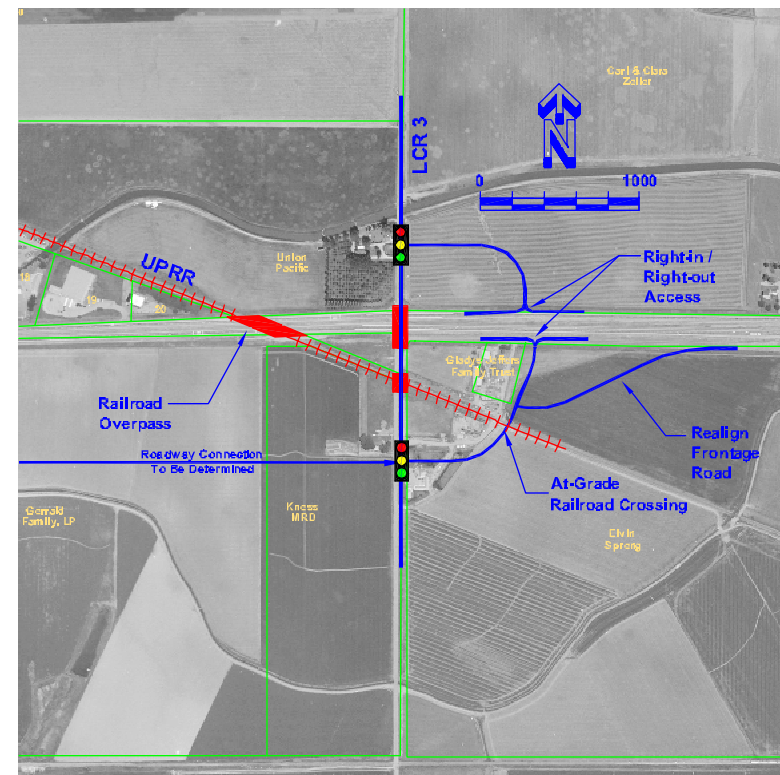


# LCR 3 At-Grade Intersection Alternatives

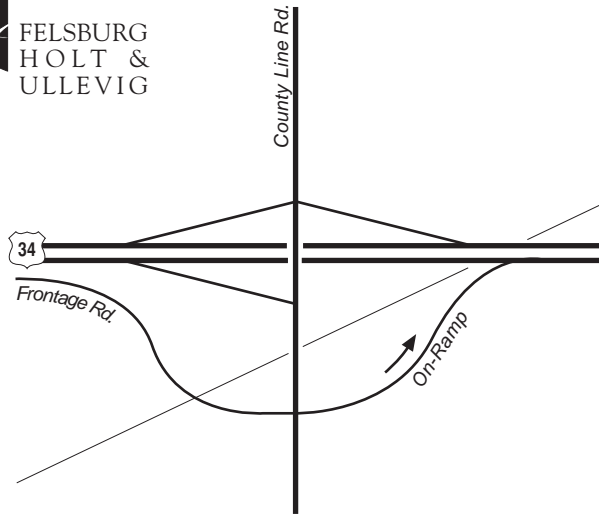
**Alternative 8**  
**Underpass at US 34 -**  
**Right-in/Right-outs**



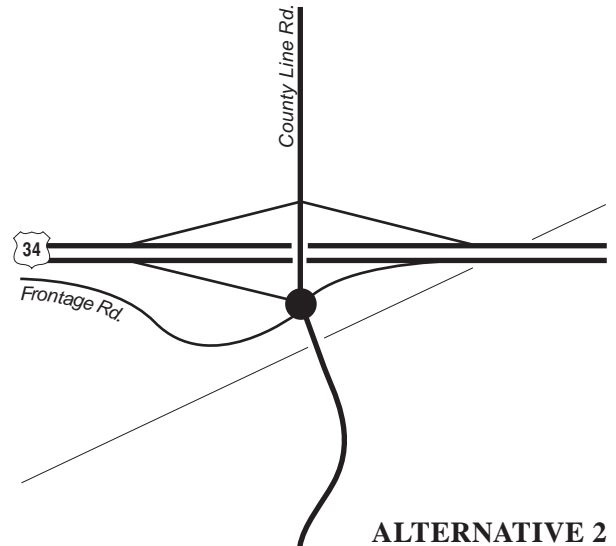
**Alternative 9**  
**LCR 3 Overpass -**  
**Right-in/Right-outs**



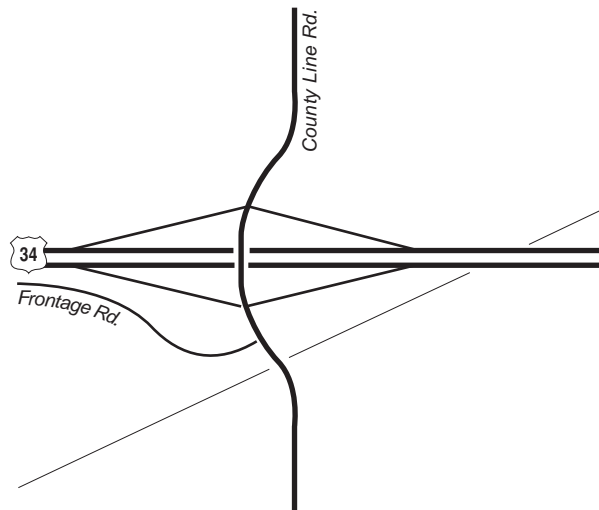




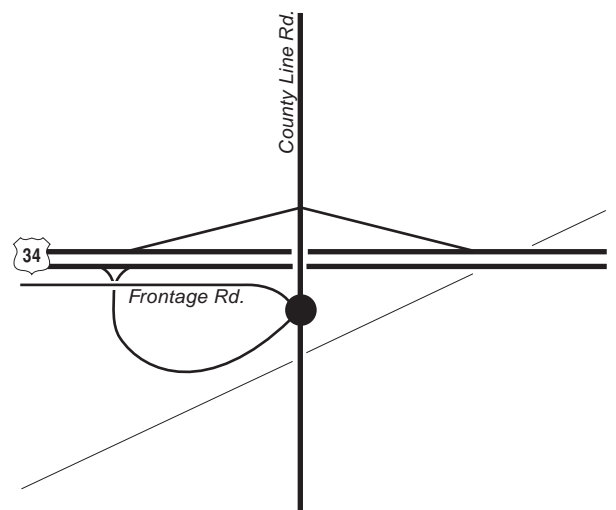
**ALTERNATIVE 1**



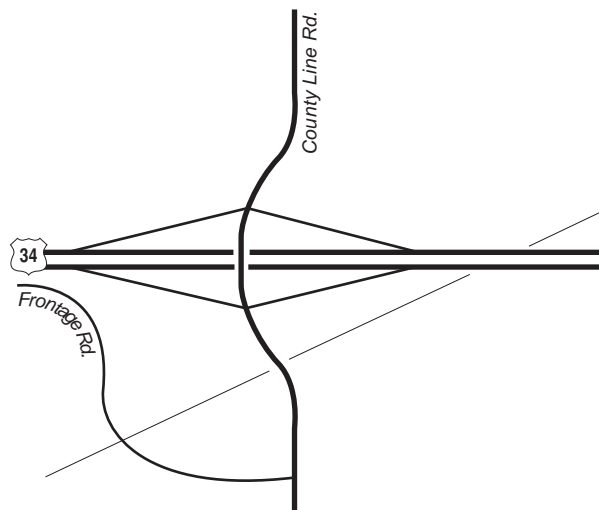
**ALTERNATIVE 2**



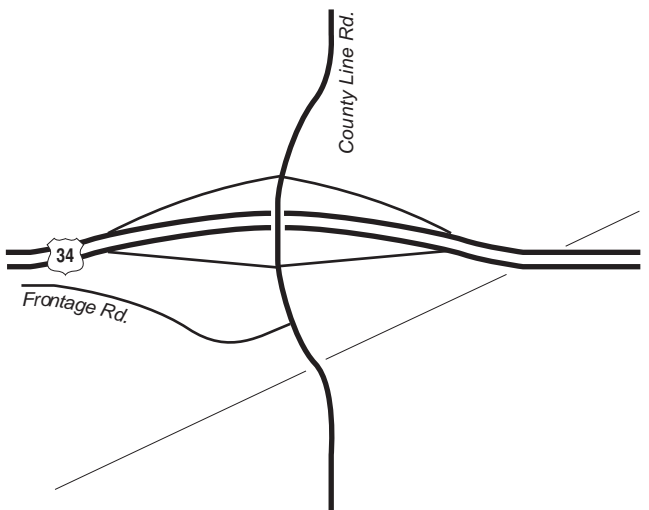
**ALTERNATIVE 3**



**ALTERNATIVE 4**



**ALTERNATIVE 5**



**ALTERNATIVE 6**

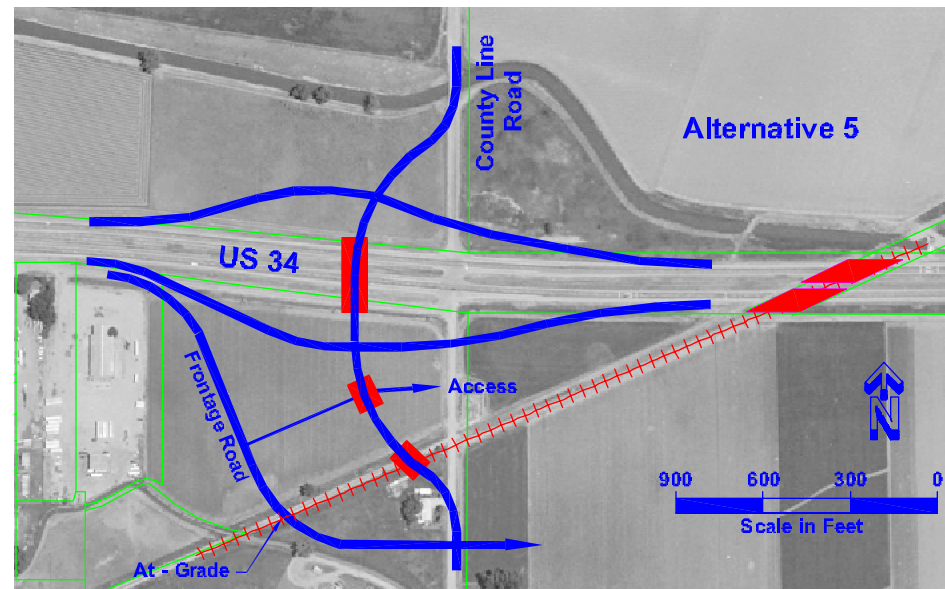
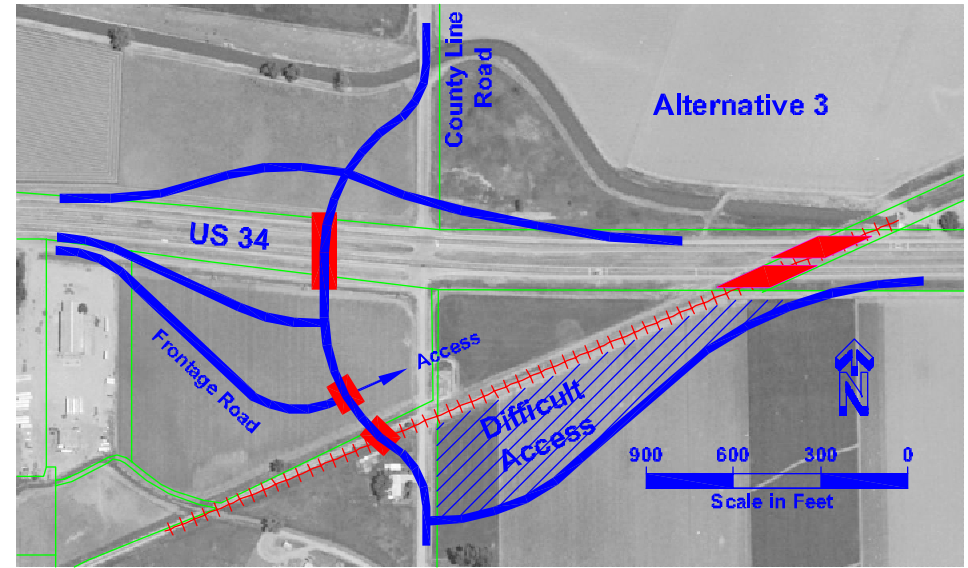
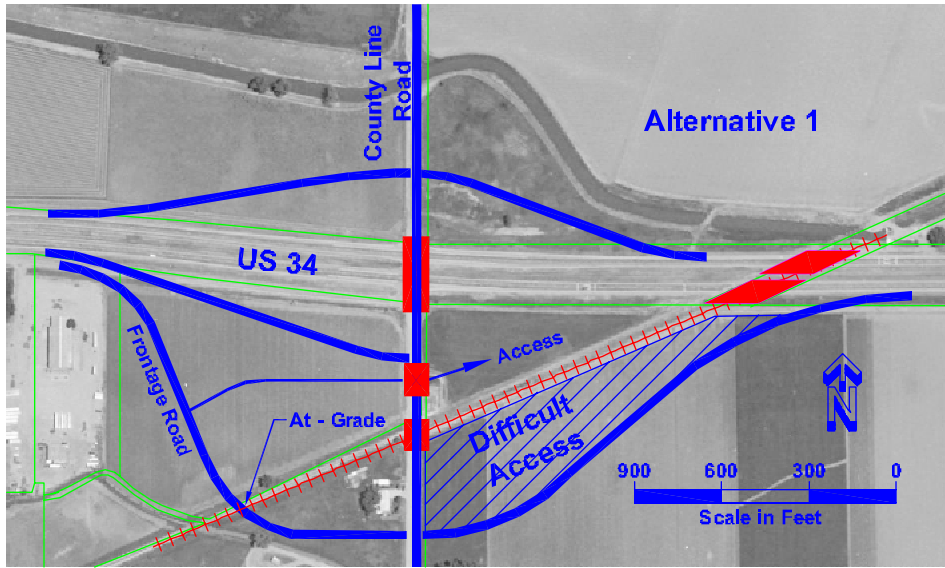
Appendix D - Figure 7

# US 34 / County Line Road Interchange Alternatives (1-6)



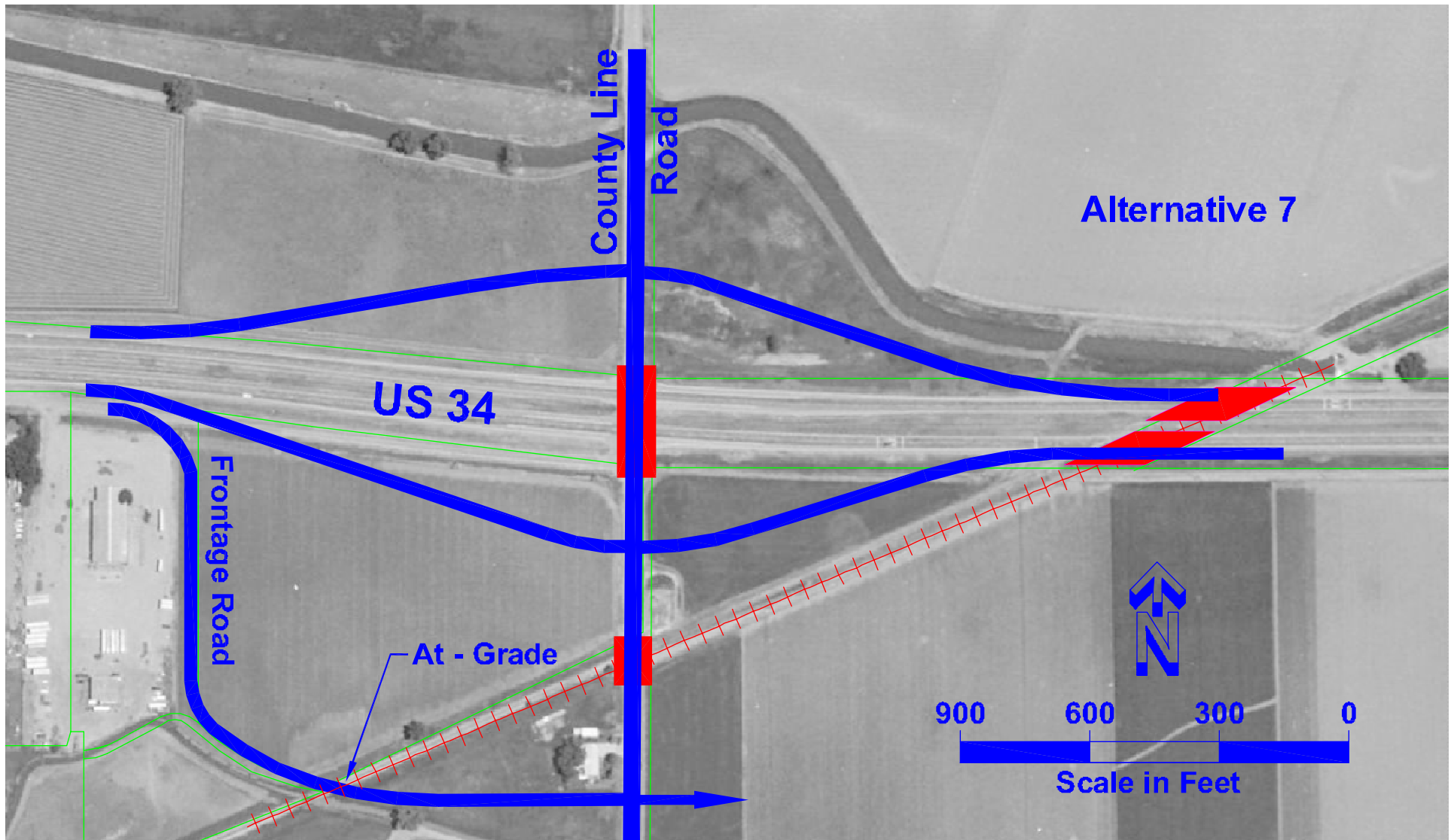


# County Line Rd. Interchange Alternatives



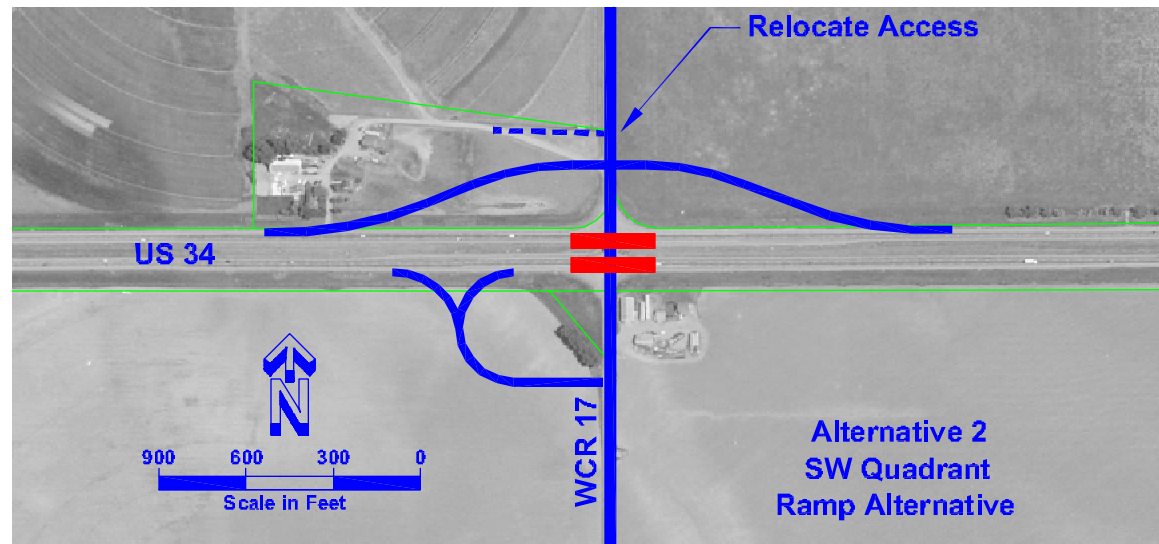
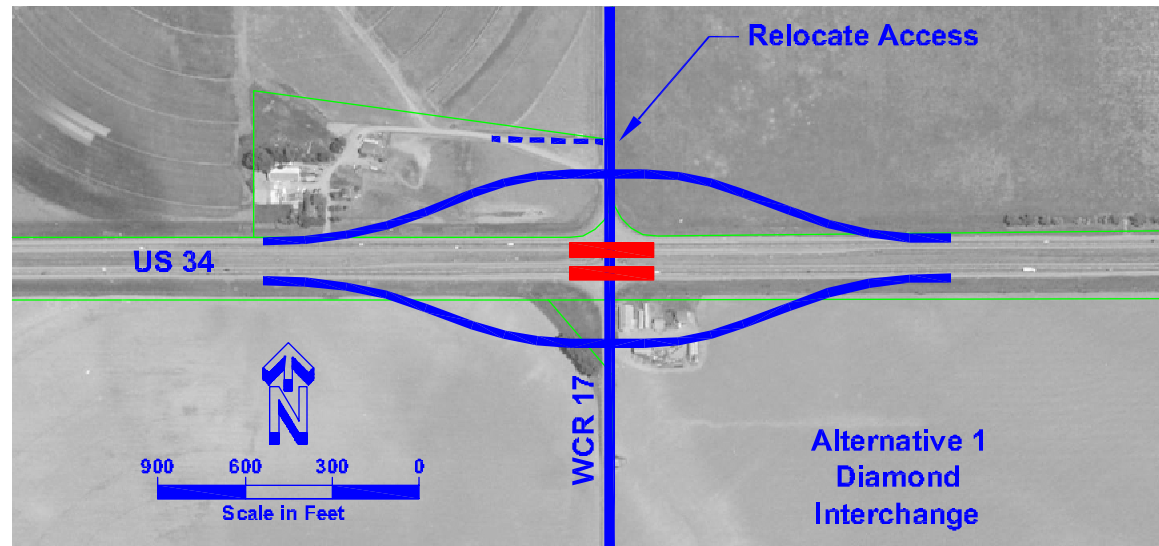
Appendix D - Figure 8

## County Line Rd. Preferred Interchange Alternative



Appendix D - Figure 9

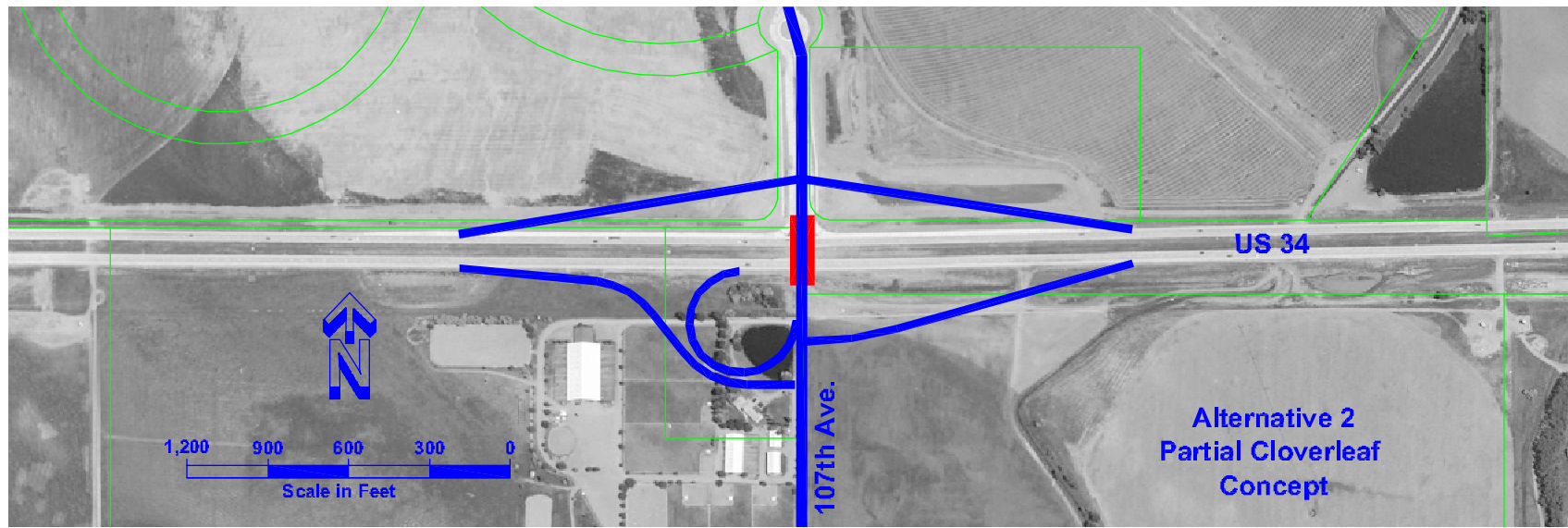
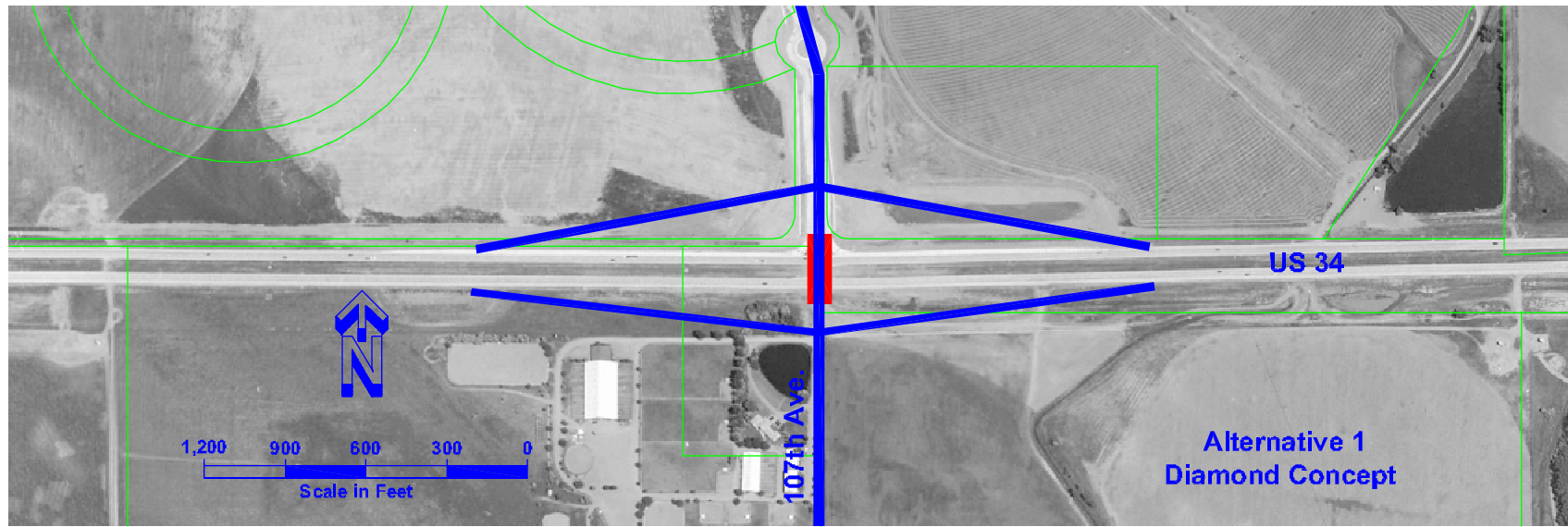
# WCR 17 Interchange Alternatives



Appendix D - Figure 10

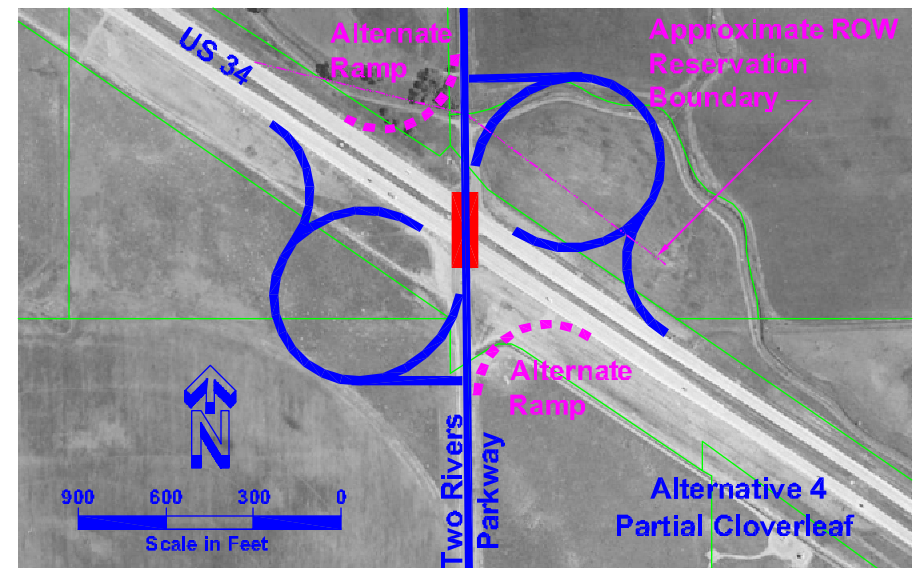
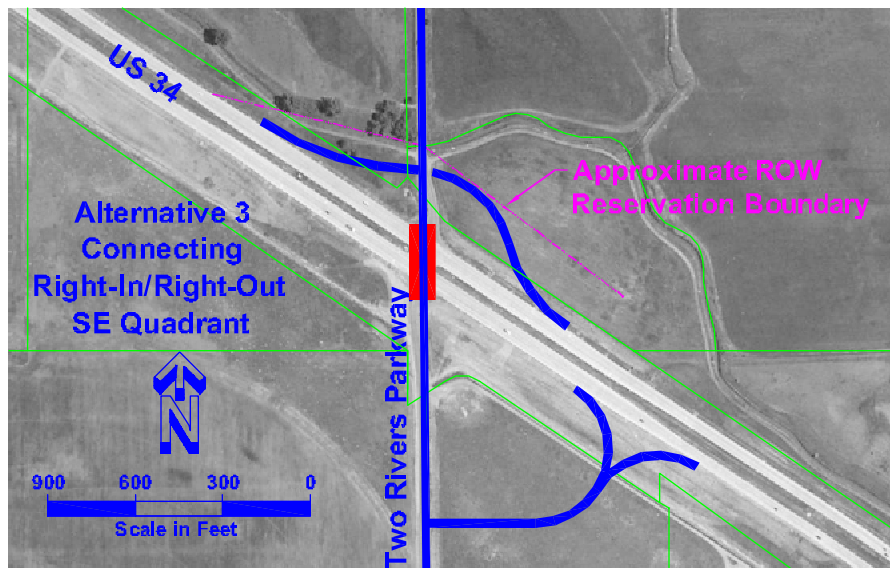
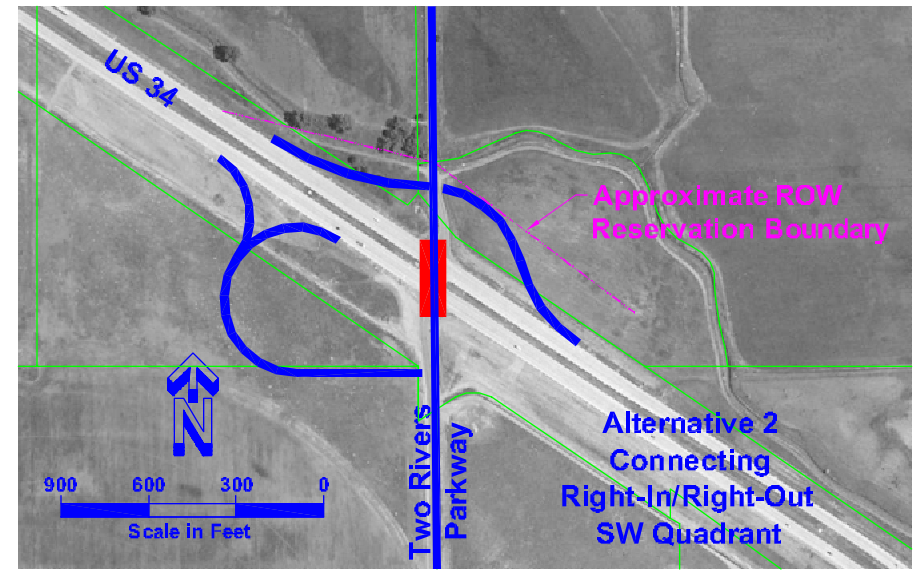
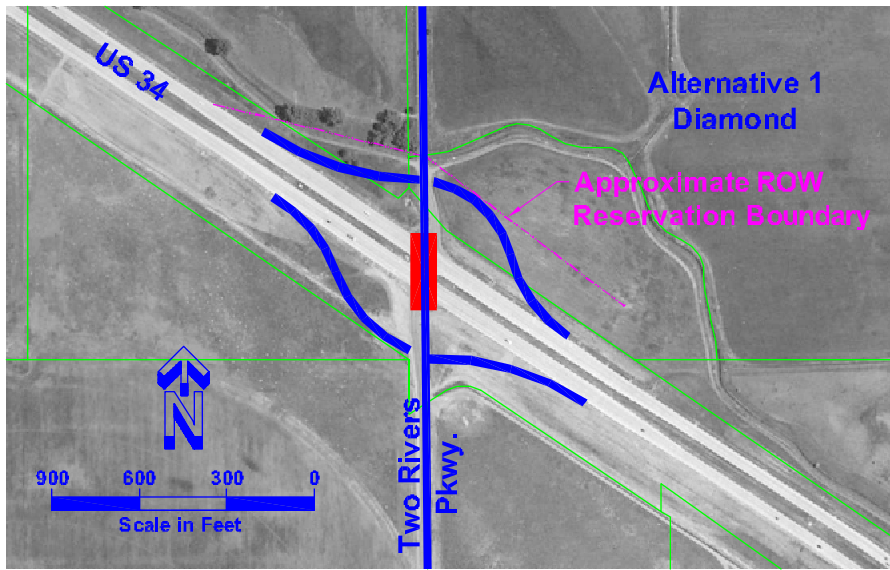


# Promontory Parkway Interchange Alternatives



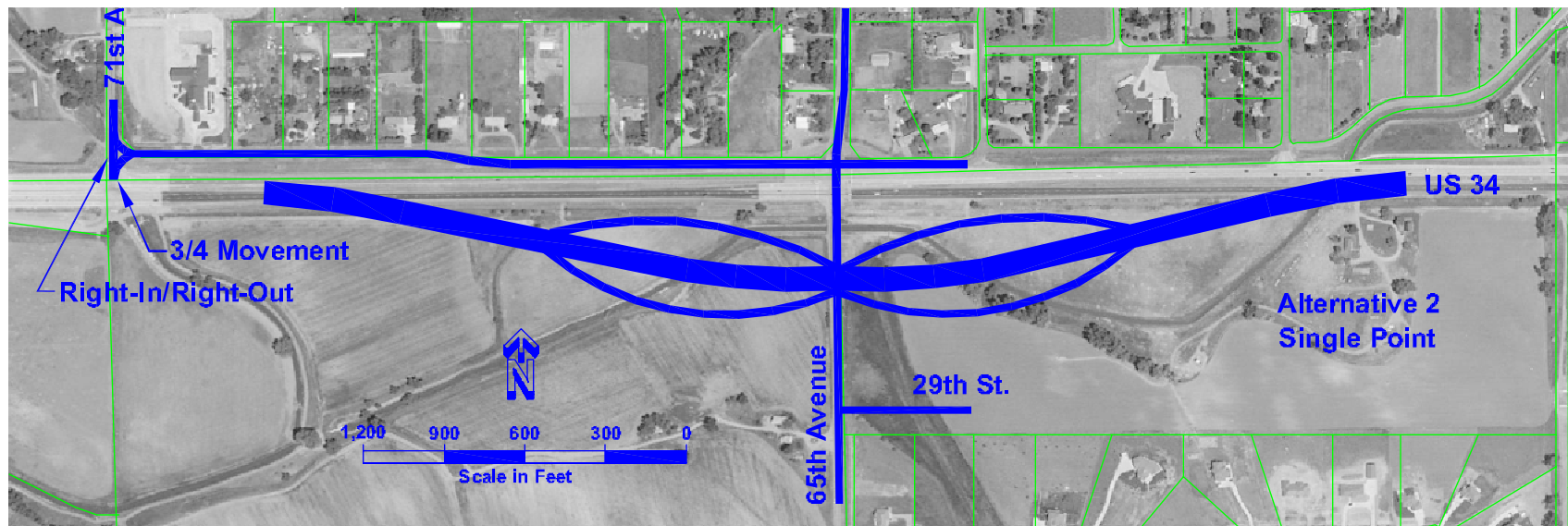
Appendix D - Figure 11

# Two Rivers Pkwy. Interchange Alternatives



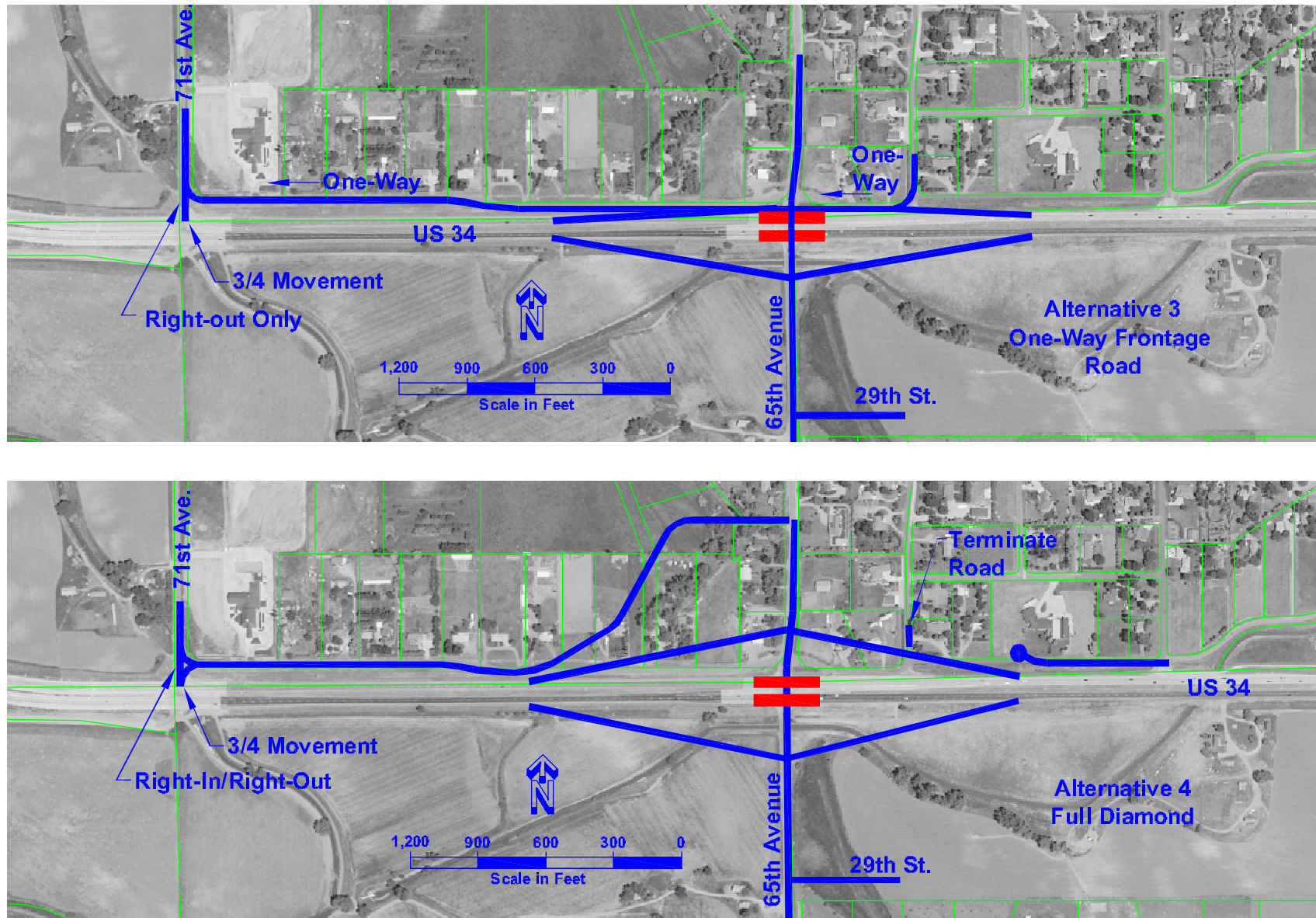


# 65th Ave./71st Ave. Interchange Alternatives



Appendix D - Figure 13

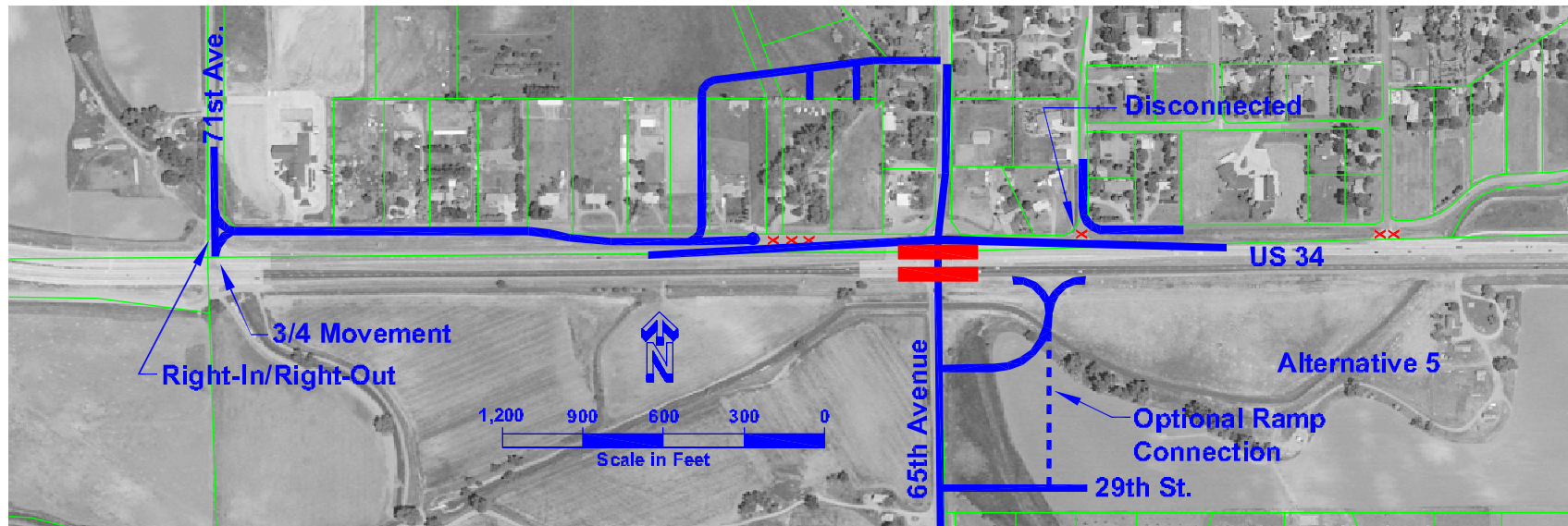
# 65th Ave./71st Ave. Interchange Alternatives



Appendix D - Figure 14



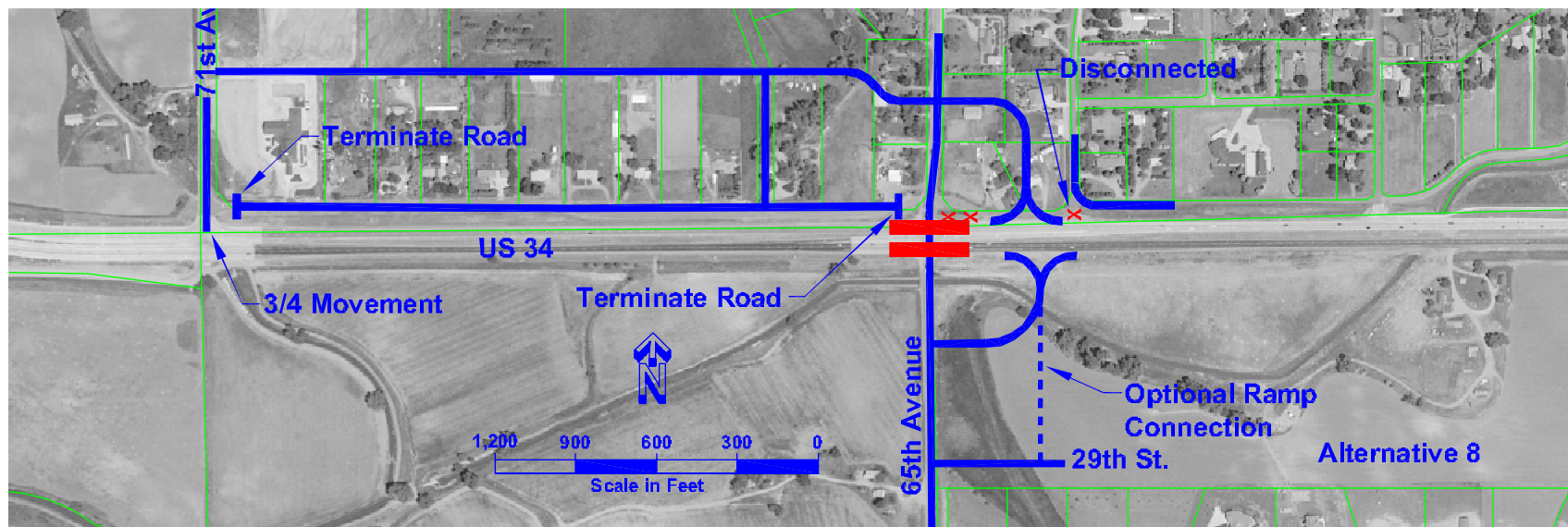
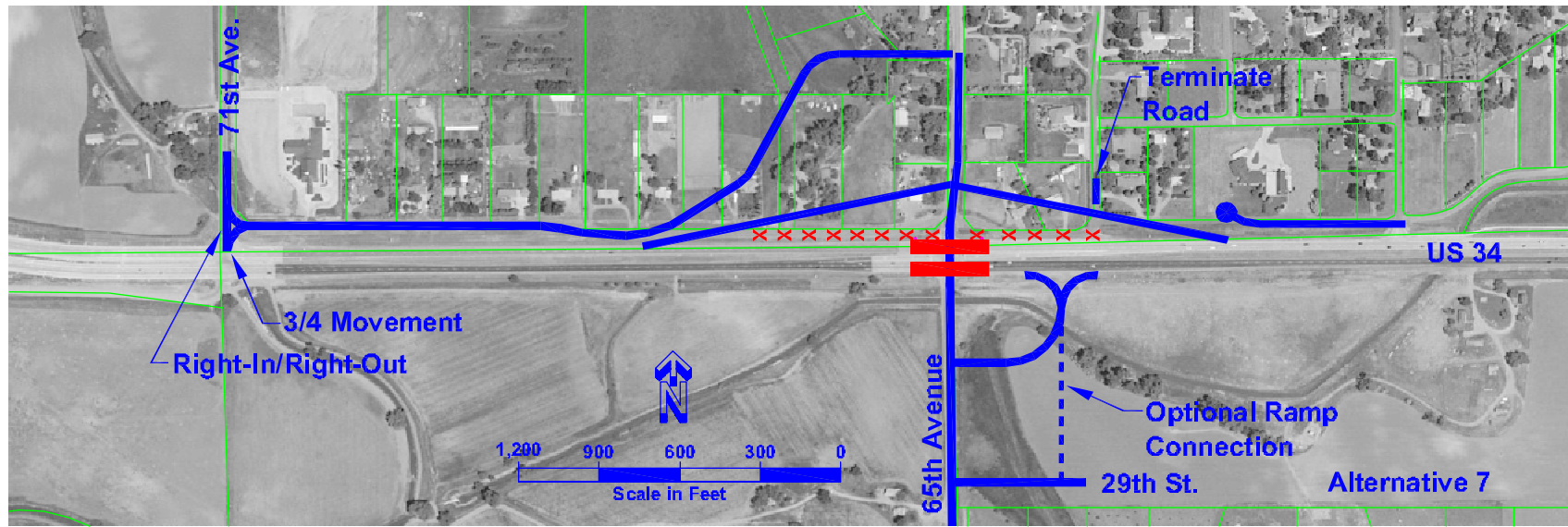
# 65th Ave./71st Ave. Interchange Alternatives



Appendix D - Figure 15

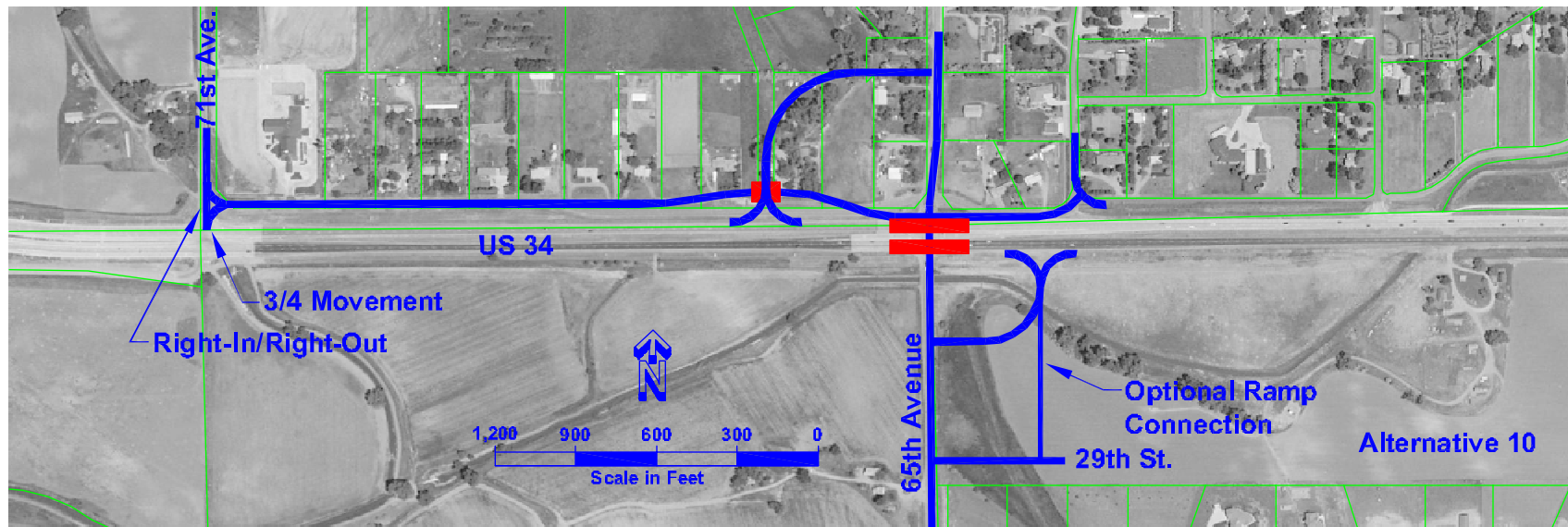
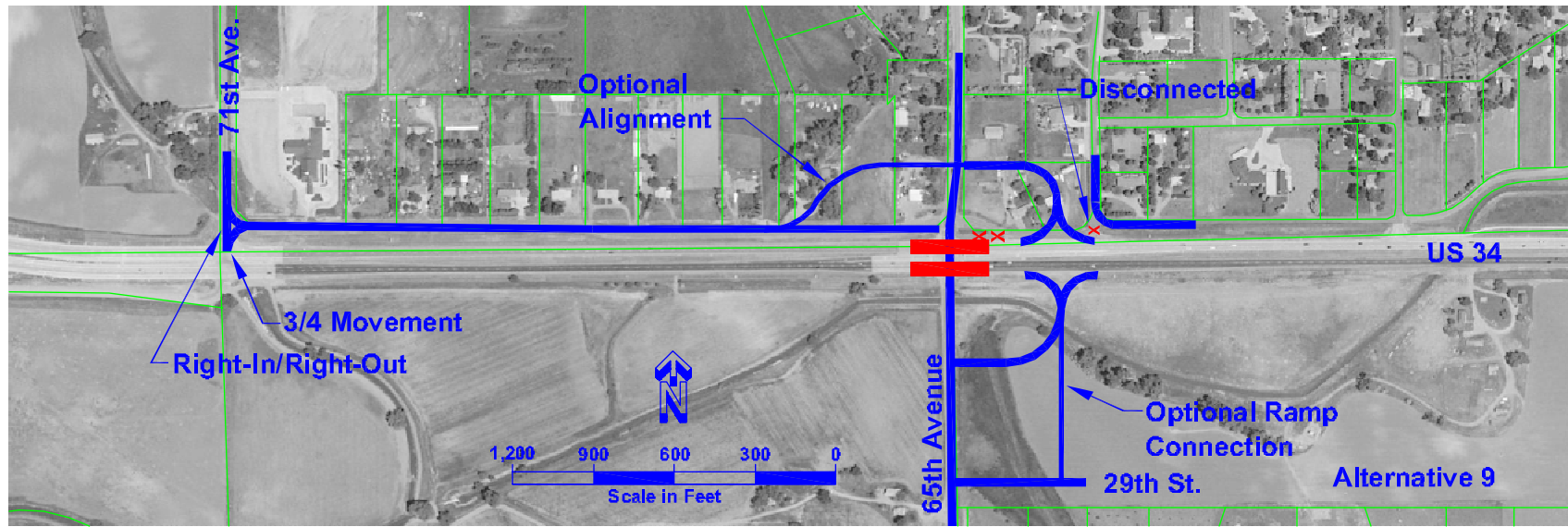


# 65th Ave./71st Ave. Interchange Alternatives



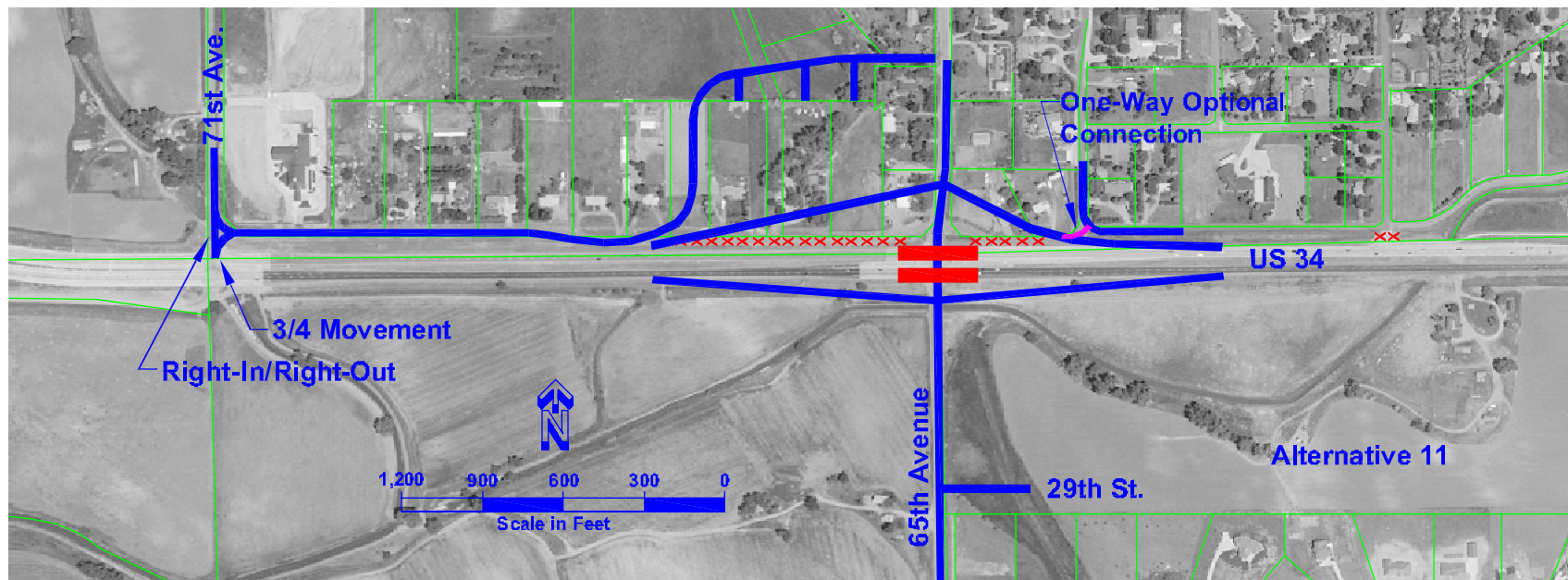
Appendix D - Figure 16

# 65th Ave./71st Ave. Interchange Alternatives



Appendix D - Figure 17

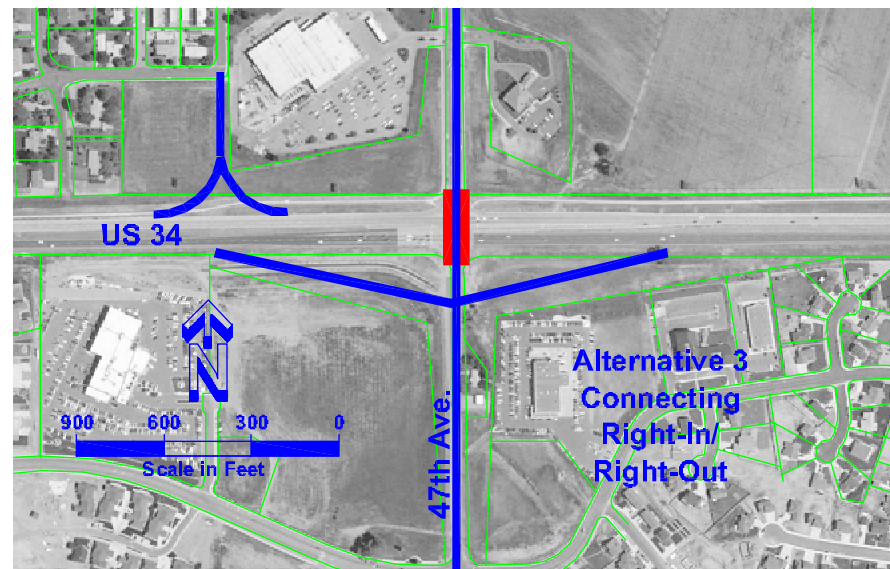
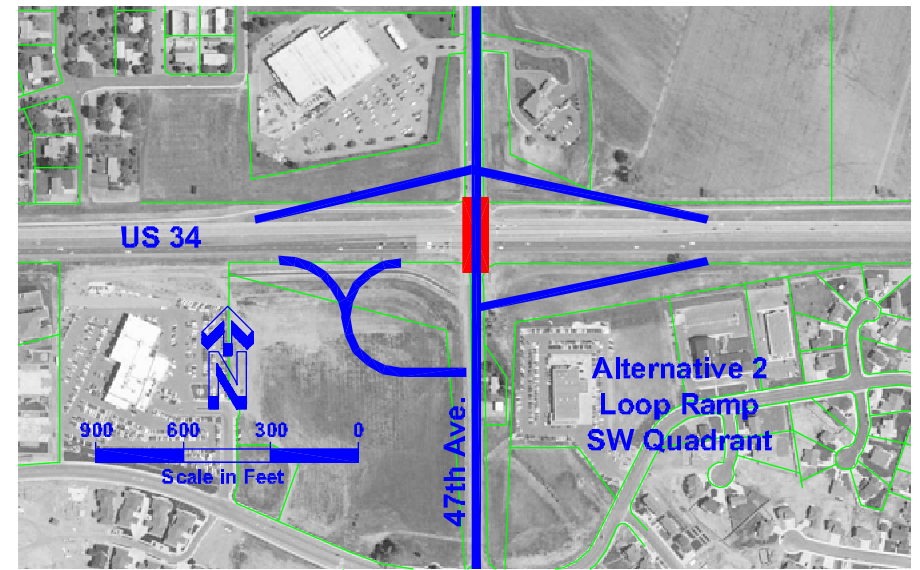
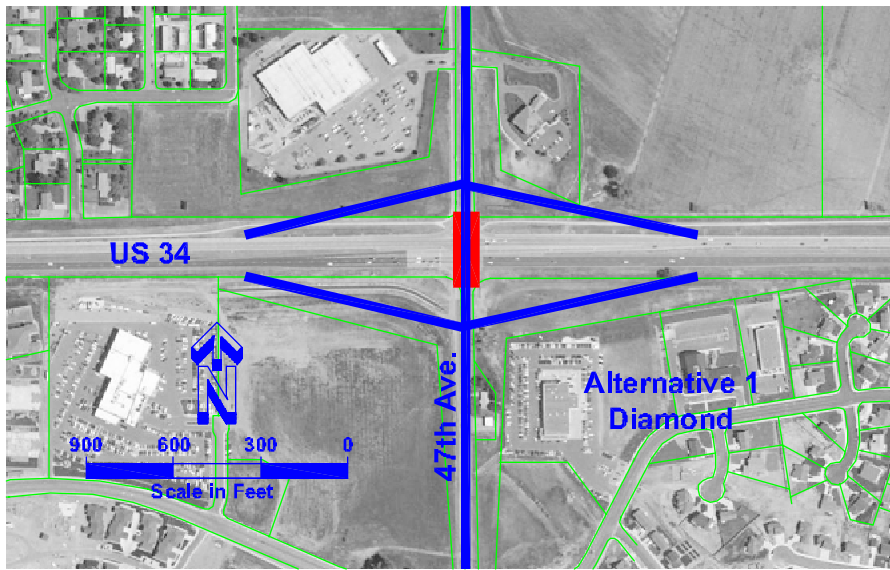
# 65th Ave./71st Ave. Recommended Interchange Alternative



Appendix D - Figure 18

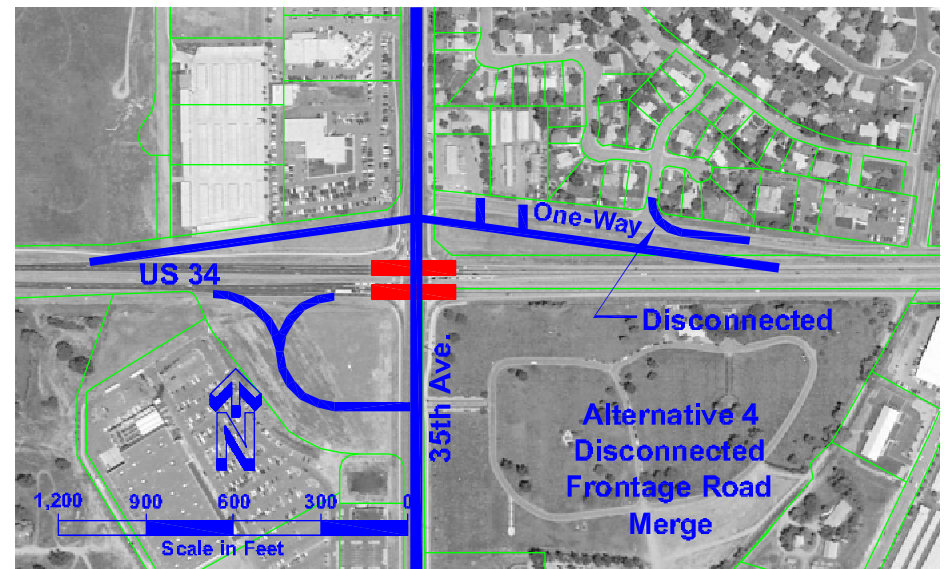
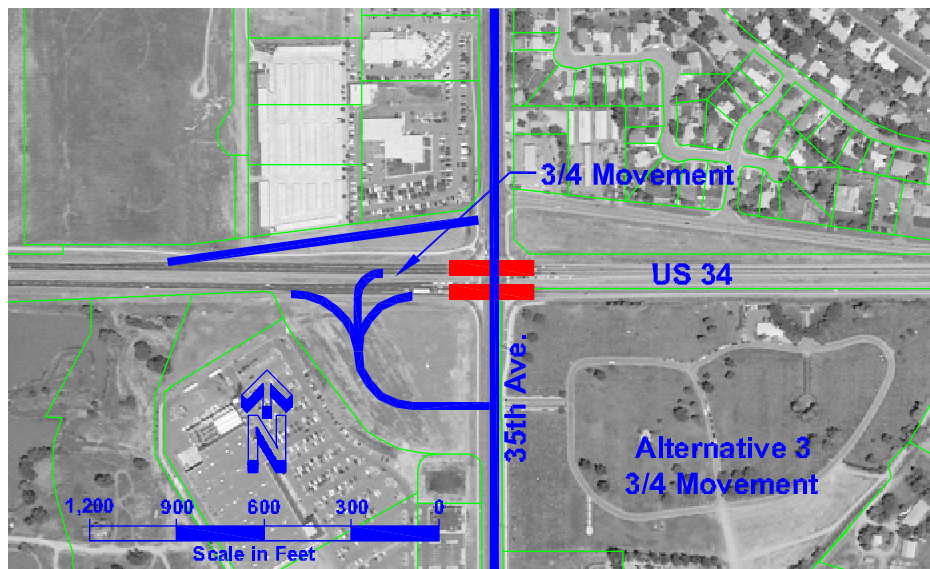
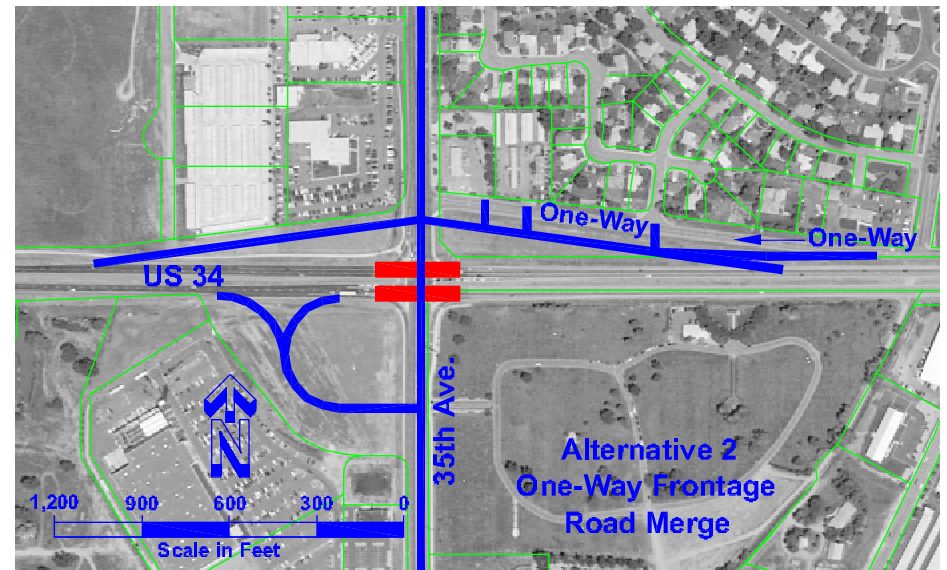
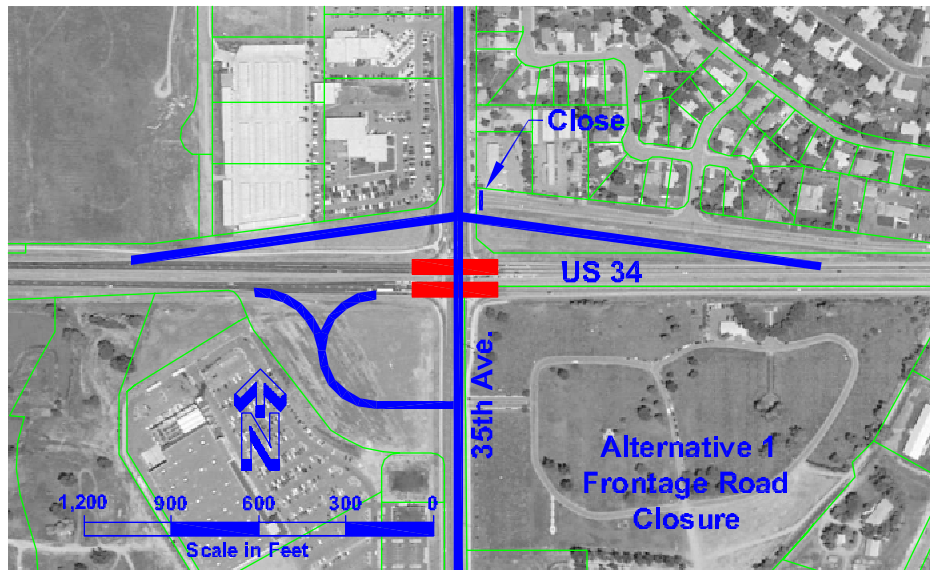


# 47th Avenue Interchange Alternatives



Appendix D - Figure 19

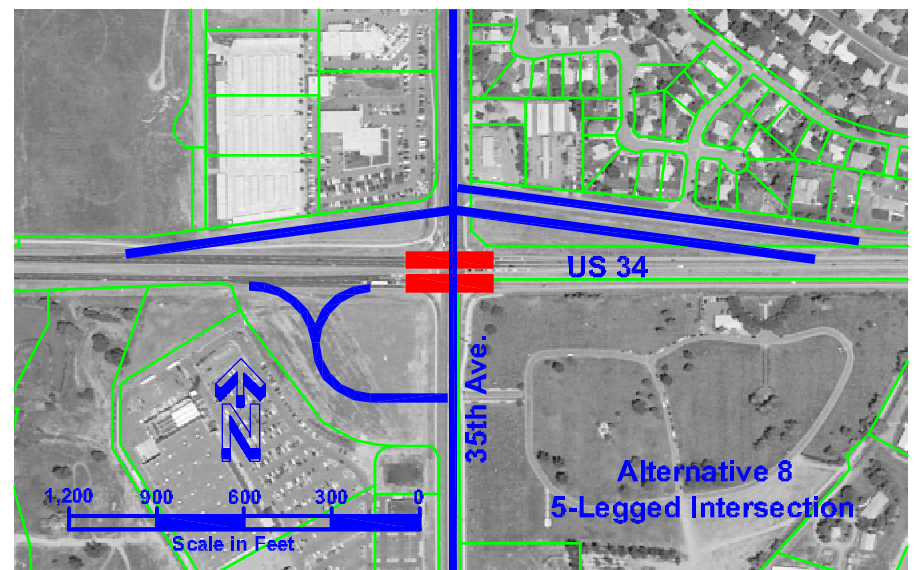
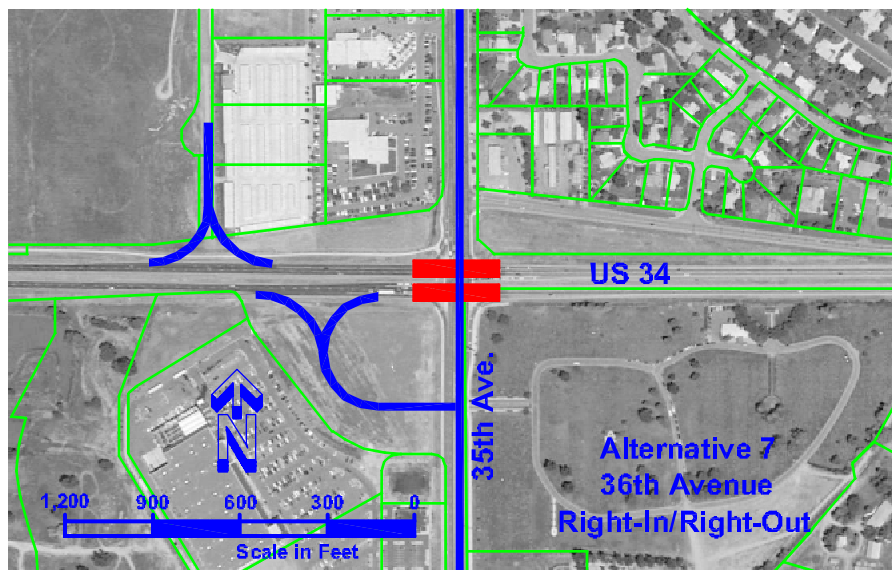
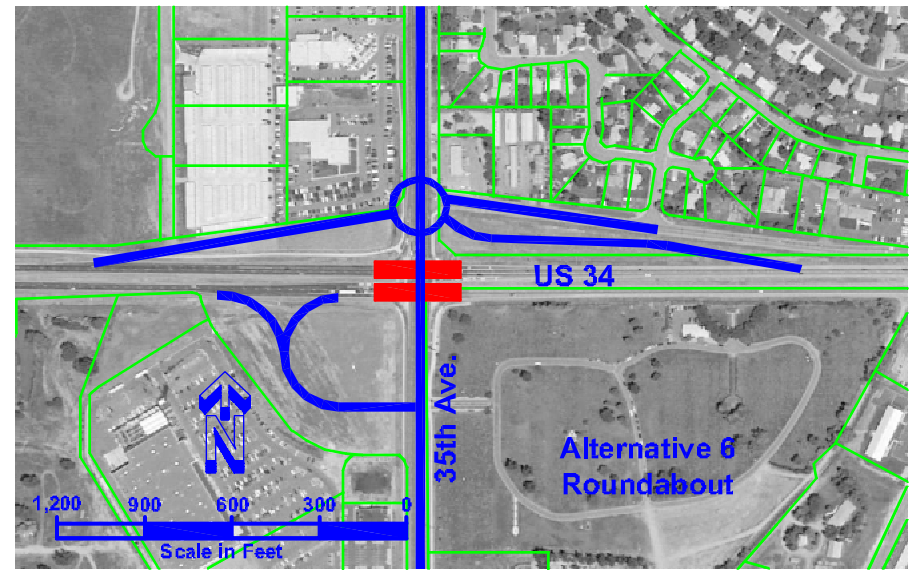
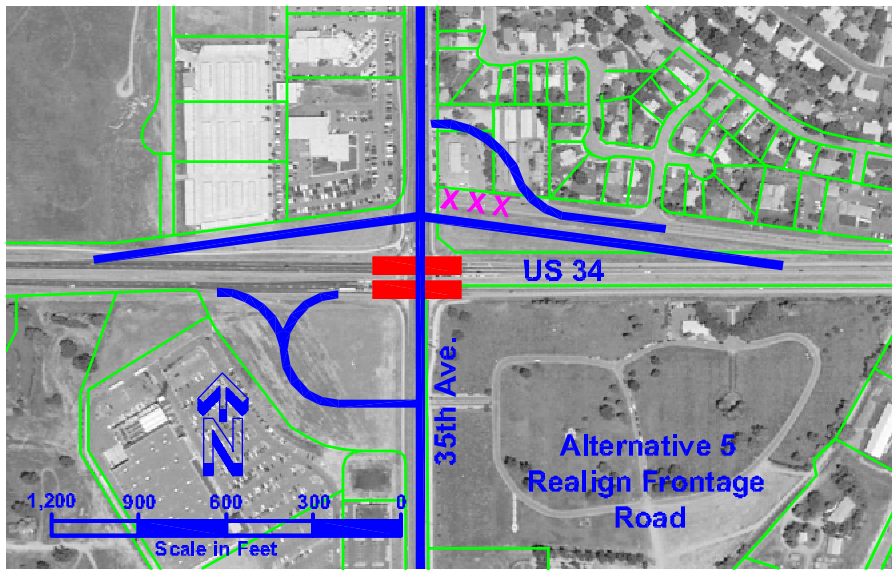
# 35th Avenue Interchange Alternatives



Appendix D - Figure 20



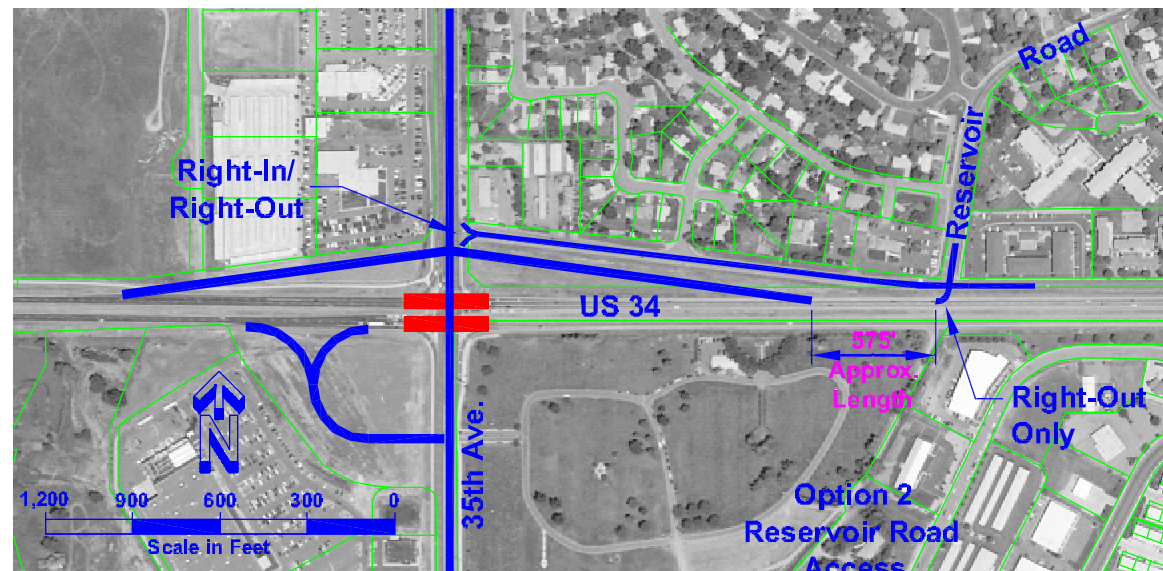
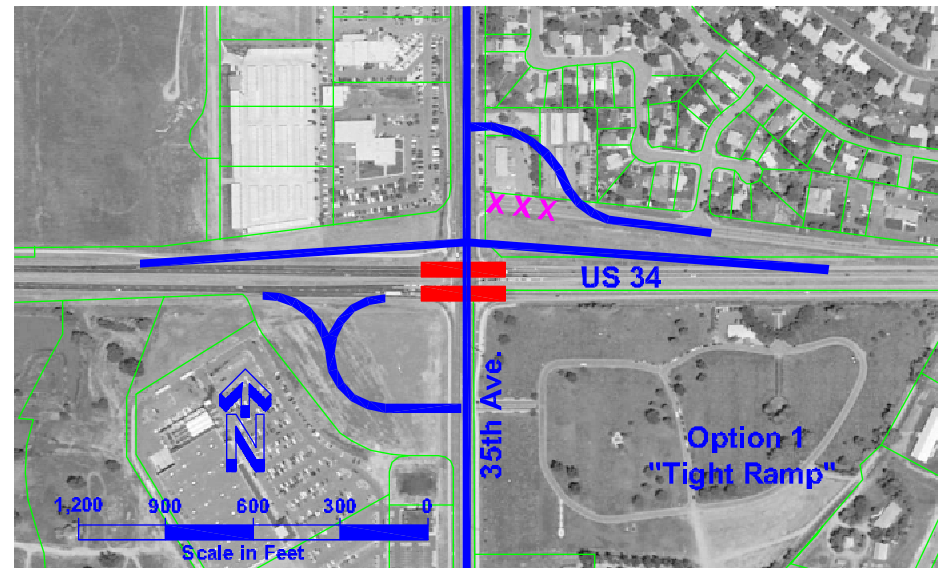
# 35th Avenue Interchange Alternatives



Appendix D - Figure 21



# 35th Avenue Interchange Alternatives



Appendix D - Figure 22

<b>US 34 Access Control Plan</b>	<b>FHU No. 01-096</b>
<b>Larimer County Road 5</b>	
<b>Braided Ramps with I-25 and Split Diamond with LCR 3E</b>	
<b>US 34 Over LCR 5</b>	
<b>Date: November 2002</b>	
<b>Prepared By : Steve Zgorzynski, P.E.</b>	
<b>Felsburg Holt &amp; Ullevig</b>	

### Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<b>Major Items</b>				
	Removal of Pavement	SY		\$3.00	\$0
	Embankment Material (CIP)	CY	633,000	\$5.00	\$3,165,000
	Native Seeding / Mulching / Topsoil	AC	33	\$4,300.00	\$141,900
	Concrete Pavement	SY	40,700	\$30.00	\$1,221,000
	Hot Bituminous Pavement	SY		\$20.00	\$0
	LCR 5 over US 34	SF	28,400	\$70.00	\$1,988,000
	WB Ramp over I-25 Ramp	SF	8,800	\$70.00	\$616,000
	EB Ramp over I-25 Ramp	SF	8,100	\$70.00	\$567,000
	Retaining Walls	SF	36,400	\$50.00	\$1,820,000
	Traffic Signal	EA	2	\$200,000.00	\$400,000
	CBC (10x10x10) - Canal	LF	120	\$1,500.00	\$180,000

**Total Major Items (A) \$10,098,900**

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$10,098,900</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$2,524,725	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$757,418	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$757,418	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$706,923	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$2,969,077	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$1,247,012	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$19,061,472</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$381,229	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$2,287,377	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST</b>	<b>(H+I+J)</b>		<b>\$21,730,078</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$3,694,113	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$3,259,512	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$28,683,703</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents

<b>US 34 Access Control Plan</b>	<b>FHU No. 01-096</b>
<b>Larimer County Road 3E</b>	
<b>Split Diamond Interchange with LCR 5</b>	
<b>US 34 Over LCR 3E</b>	
<b>Date: July, 2002</b>	
<b>Prepared By : Steve Zgorzynski, P.E.</b>	
<b>Felsburg Holt &amp; Ullevig</b>	

### Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<b>Major Items</b>				
	Removal of Pavement	SY	22,000	\$3.00	\$66,000
	Embankment Material (CIP)	CY	230,000	\$5.00	\$1,150,000
	Native Seeding / Mulching / Topsoil	AC	23	\$4,300.00	\$98,900
	Concrete Pavement	SY	47,000	\$30.00	\$1,410,000
	Hot Bituminous Pavement	SY	11,000	\$20.00	\$220,000
	US 34 Bridge over LCR 3E	SF	22,000	\$70.00	\$1,540,000
	CBC (10x10x10) - Canal	LF	100	\$1,500.00	\$150,000
	Traffic Signal	EA	2	\$200,000.00	\$400,000
	Canal Relocation	LF	1,200	\$100.00	\$120,000
<b>Total Major Items (A)</b>					<b>\$5,154,900</b>

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$5,154,900</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$1,288,725	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$386,618	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$386,618	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$360,843	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,515,541	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$636,527	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$9,729,771</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$194,595	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,167,572	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST (H+I+J)</b>			<b>\$11,091,939</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$1,885,630	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$1,663,791	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$14,641,359</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents



<b>US 34 Access Control Plan</b>	<b>FHU No. 01-096</b>
<b>Railroad Grade Separation West of LCR 3</b>	
<b>US 34 Bridges Over Union Pacific Railroad</b>	
Date: <b>July, 2002</b>	
Prepared By : <b>Steve Zgorzynski, P.E.</b>	
<b>Felsburg Holt &amp; Ullevig</b>	

### Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<u>Location</u>				
	Removal of Pavement	SY	25,000	\$3.00	\$75,000
	Embankment Material (CIP)	CY	350,000	\$5.00	\$1,750,000
	Native Seeding / Mulching / Topsoil	AC	9	\$4,300.00	\$38,700
	Concrete Pavement	SY	31,000	\$30.00	\$930,000
	Hot Bituminous Pavement	SY	2,000	\$20.00	\$40,000
	US 34 Bridge over RR	SF	30,000	\$70.00	\$2,100,000
Total Major Items (A)					\$4,933,700

Item	Percent Range	Percent Selected	Costs	
Major Items (above)			\$4,933,700	(A)
Contingencies *	15 to 30% of (A)	25%	\$1,233,425	(B)
ITS	6 to 10% of (A+B) Default = 6%	6%	\$370,028	(C)
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$370,028	(D)
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$345,359	(E)
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,450,508	(F)
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$609,213	(G)
TOTAL OF CONSTRUCTION BID ITEMS			\$9,312,260	(H)
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$186,245	(I)
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,117,471	(J)
SUBTOTAL OF CONSTRUCTION COST (H+I+J)			\$10,615,976	(K)
Total Construction Engineering	17% of (K)	17%	\$1,804,716	(L)
Total Preliminary Engineering **	15% of (K)	15%	\$1,592,396	(M)
Right-of Way	Not Included			(N)
Utilities	Not Included			(O)
TOTAL PROJECT OPINION OF COST			\$14,013,089	(P)

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents

**US 34 Access Control Plan**  
**Larimer County Road 3**  
**Overpass: Right-in/Right-outs**  
**LCR 3 Over US 34**

FHU No. 01-096

Date: **November 2002**  
 Prepared By : **Steve Zgorzynski, P.E.**  
**Felsburg Holt & Ullevig**

### Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<b>Major Items</b>				
	Removal of Pavement	SY	16,000	\$3.00	\$48,000
	Embankment Material (CIP)	CY	398,000	\$5.00	\$1,990,000
	Native Seeding / Mulching / Topsoil	AC	20	\$4,300.00	\$86,000
	Concrete Pavement	SY	13,300	\$30.00	\$399,000
	Hot Bituminous Pavement	SY	27,000	\$20.00	\$540,000
	LCR 3 over US 34	SF	14,400	\$70.00	\$1,008,000
	LCR 3 over RR	SF	7,200	\$70.00	\$504,000
	Retaining Walls	SF	4,800	\$50.00	\$240,000
	At-Grade RR Crossing	EA	1	\$500,000.00	\$500,000
	Traffic Signal	EA	2	\$200,000.00	\$400,000
	CBC (10x10x10) - Canal	LF	100	\$1,500.00	\$150,000
<b>Total Major Items (A)</b>					<b>\$5,865,000</b>

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$5,865,000</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$1,466,250	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$439,875	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$439,875	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$410,550	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,724,310	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$724,210	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$11,070,070</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$221,401	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,328,408	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST (H+I+J)</b>			<b>\$12,619,880</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$2,145,380	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$1,892,982	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$16,658,242</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents



**US 34 Access Control Plan**  
**County Line Road (WCR 13/LCR 901)**  
**Diamond Interchange**  
**County Line Road Over US 34**

FHU No. 01-096

Date: **July, 2002**  
 Prepared By : **Steve Zgorzynski, P.E.**  
**Felsburg Holt & Ullevig**

**Conceptual Opinion of Probable Costs**

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<b>Major Items</b>				
	Removal of Pavement	SY	10,000	\$3.00	\$30,000
	Embankment Material (CIP)	CY	370,000	\$5.00	\$1,850,000
	Native Seeding / Mulching / Topsoil	AC	23	\$4,300.00	\$98,900
	Hot Bituminous Pavement	SY	42,000	\$20.00	\$840,000
	CL Rd Bridge over US 34	SF	15,400	\$70.00	\$1,078,000
	CL Rd Bridge over RR	SF	8,000	\$70.00	\$560,000
	CBC (10x10x10) - Canal	LF	80	\$1,500.00	\$120,000
	At-Grade RR Crossing	LS	1	\$500,000.00	\$500,000
	Traffic Signal	EA	2	\$200,000.00	\$400,000
<b>Total Major Items (A)</b>					<b>\$5,476,900</b>

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$5,476,900</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$1,369,225	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$410,768	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$410,768	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$383,383	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,610,209	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$676,288	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$10,337,539</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$206,751	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,240,505	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST</b>	<b>(H+I+J)</b>		<b>\$11,784,795</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$2,003,415	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$1,767,719	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$15,555,929</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents

**US 34 Access Control Plan**  
**Railroad Grade Separation East of County Line Road**  
**US 34 Bridges Over Great Western Line**

FHU No. 01-096

Date: **July, 2002**  
 Prepared By : **Steve Zgorzynski, P.E.**  
**Felsburg Holt & Ullevig**

**Conceptual Opinion of Probable Costs**

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<u>Major Items</u>				
	Removal of Pavement	SY	25,000	\$3.00	\$75,000
	Embankment Material (CIP)	CY	350,000	\$5.00	\$1,750,000
	Native Seeding / Mulching / Topsoil	AC	9	\$4,300.00	\$38,700
	Concrete Pavement	SY	31,000	\$30.00	\$930,000
	CBC (10x10x10) - Canal	LF	500	\$1,500.00	\$750,000
	US 34 Bridge over RR	SF	30,000	\$70.00	\$2,100,000
	Retaining Wall	SF	18,000	\$50.00	\$900,000

**Total Major Items (A) \$6,543,700**

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$6,543,700</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$1,635,925	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$490,778	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$490,778	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$458,059	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,923,848	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$808,016	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$12,351,103</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$247,022	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,482,132	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST (H+I+J)</b>			<b>\$14,080,257</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$2,393,644	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$2,112,039	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$18,585,940</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents

**US 34 Access Control Plan**  
**Weld County Road 17**  
**Diamond Interchange**  
**US 34 Over WCR 17**

FHU No. 01-096

Date: **July, 2002**  
 Prepared By : **Steve Zgorzynski, P.E.**  
**Felsburg Holt & Ullevig**

**Conceptual Opinion of Probable Costs**

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<u>Major Items</u>				
	Removal of Pavement	SY	22,000	\$3.00	\$66,000
	Embankment Material (CIP)	CY	230,000	\$5.00	\$1,150,000
	Native Seeding / Mulching / Topsoil	AC	23	\$4,300.00	\$98,900
	Concrete Pavement	SY	47,000	\$30.00	\$1,410,000
	Hot Bituminous Pavement	SY	7,000	\$20.00	\$140,000
	US 34 Bridge over WCR 17	SF	16,500	\$70.00	\$1,155,000
	Traffic Signal	EA	2	\$200,000.00	\$400,000
	<b>Total Major Items (A)</b>				<b>\$4,419,900</b>

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$4,419,900</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$1,104,975	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$331,493	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$331,493	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$309,393	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,299,451	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$545,769	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$8,342,473</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$166,849	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,001,097	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST</b>	<b>(H+I+J)</b>		<b>\$9,510,419</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$1,616,771	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$1,426,563	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$12,553,753</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents



<b>US 34 Access Control Plan</b>	<b>FHU No. 01-096</b>
<b>Promontory Parkway</b>	
<b>Diamond Interchange</b>	
<b>Promontory Parkway Over US 34</b>	
Date: <b>July, 2002</b>	
Prepared By : <b>Steve Zgorzynski, P.E.</b>	
<b>Felsburg Holt &amp; Ullevig</b>	

### Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<b>Major Items</b>				
	Removal of Pavement	SY	8,000	\$3.00	\$24,000
	Embankment Material (CIP)	CY	270,000	\$5.00	\$1,350,000
	Native Seeding / Mulching / Topsoil	AC	23	\$4,300.00	\$98,900
	Concrete Pavement	SY	25,000	\$30.00	\$750,000
	Hot Bituminous Pavement	SY	5,000	\$20.00	\$100,000
	Prom. Pkwy. Bridge over US 34	SF	15,400	\$70.00	\$1,078,000
	Traffic Signal	EA	2	\$200,000.00	\$400,000
	<b>Total Major Items (A)</b>				<b>\$3,800,900</b>

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$3,800,900</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$950,225	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$285,068	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$285,068	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$266,063	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,117,465	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$469,335	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$7,174,123</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$143,482	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$860,895	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST</b>	<b>(H+I+J)</b>		<b>\$8,178,500</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$1,390,345	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$1,226,775	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$10,795,620</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents

<b>US 34 Access Control Plan</b>	<b>FHU No. 01-096</b>
<b>Two Rivers Parkway (83rd Avenue)</b>	
<b>Diamond Interchange - US 34 Under</b>	
<b>Two Rivers Parkway Over US 34</b>	
<b>Date: July, 2002</b>	
<b>Prepared By : Steve Zgorzynski, P.E.</b>	
<b>Felsburg Holt &amp; Ullevig</b>	

### Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<b>Major Items</b>				
	Removal of Pavement	SY	6,000	\$3.00	\$18,000
	Embankment Material (CIP)	CY	290,000	\$5.00	\$1,450,000
	Native Seeding / Mulching / Topsoil	AC	23	\$4,300.00	\$98,900
	Concrete Pavement	SY	20,000	\$30.00	\$600,000
	Hot Bituminous Pavement	SY	12,000	\$20.00	\$240,000
	Two-Rivers Bridge over US 34	SF	21,000	\$70.00	\$1,470,000
	CBC	LF	80	\$1,000.00	\$80,000
	Traffic Signal	EA	2	\$200,000.00	\$400,000
	Retaining Wall	SF	5,000	\$50.00	\$250,000
<b>Total Major Items (A)</b>					<b>\$4,606,900</b>

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$4,606,900</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$1,151,725	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$345,518	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$345,518	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$322,483	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,354,429	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$568,860	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$8,695,432</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$173,909	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,043,452	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST</b>	<b>(H+I+J)</b>		<b>\$9,912,792</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$1,685,175	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$1,486,919	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$13,084,885</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents

**US 34 Access Control Plan**  
**65th Avenue**  
**Diamond Interchange**  
**US 34 Over 65th Avenue**

FHU No. 01-096

Date: **July, 2002**  
 Prepared By : **Steve Zgorzynski, P.E.**  
**Felsburg Holt & Ullevig**

**Conceptual Opinion of Probable Costs**

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<b>Major Items</b>				
	Removal of Pavement	SY	29,000	\$3.00	\$87,000
	Embankment Material (CIP)	CY	270,000	\$5.00	\$1,350,000
	Native Seeding / Mulching / Topsoil	AC	16	\$4,300.00	\$68,800
	Concrete Pavement	SY	47,000	\$30.00	\$1,410,000
	Hot Bituminous Pavement	SY	26,000	\$20.00	\$520,000
	US 34 Bridges over 65th Ave	SF	16,500	\$70.00	\$1,155,000
	Traffic Signal	EA	3	\$200,000.00	\$600,000
	CBC	LF	80	\$1,500.00	\$120,000
	Channel Relocation	LF	900	\$100.00	\$90,000
<b>Total Major Items (A)</b>					<b>\$5,400,800</b>

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$5,400,800</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$1,350,200	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$405,060	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$405,060	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$378,056	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,587,835	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$666,891	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$10,193,902</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$203,878	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,223,268	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST (H+I+J)</b>			<b>\$11,621,048</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$1,975,578	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$1,743,157	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$15,339,784</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents



**US 34 Access Control Plan**  
**47th Avenue**  
**Diamond Interchange**  
**47th Avenue Over US 34**

FHU No. 01-096

**Date:** July, 2002

**Prepared By :** Steve Zgorzynski, P.E.  
Felsburg Holt & Ullevig

## Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<b>Major Items</b>				
	Removal of Pavement	SY	6,000	\$3.00	\$18,000
	Embankment Material (CIP)	CY	290,000	\$5.00	\$1,450,000
	Native Seeding / Mulching / Topsoil	AC	20	\$4,300.00	\$86,000
	Concrete Pavement	SY	20,000	\$30.00	\$600,000
	Hot Bituminous Pavement	SY	12,000	\$20.00	\$240,000
	47th Avenue Bridge over US 34	SF	14,000	\$70.00	\$980,000
	Traffic Signal	EA	2	\$200,000.00	\$400,000
Total Major Items (A)					\$3,774,000

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$3,774,000</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$943,500	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$283,050	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$283,050	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$264,180	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,109,556	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$466,014	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$7,123,350</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$142,467	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$854,802	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST</b>	<b>(H+I+J)</b>		<b>\$8,120,618</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$1,380,505	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$1,218,093	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$10,719,216</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents

**US 34 Access Control Plan**

FHU No. 01-096

**35th Avenue****Diamond with Loop Ramps Interchange****US 34 Over 35th Avenue**Date: **July, 2002**Prepared By : **Steve Zgorzynski, P.E.  
Felsburg Holt & Ullevig****Conceptual Opinion of Probable Costs**

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	<b>Major Items</b>				
	Removal of Pavement	SY	42,000	\$3.00	\$126,000
	Embankment Material (CIP)	CY	240,000	\$5.00	\$1,200,000
	Native Seeding / Mulching / Topsoil	AC	25	\$4,300.00	\$107,500
	Concrete Pavement	SY	47,000	\$30.00	\$1,410,000
	Hot Bituminous Pavement	SY	22,000	\$20.00	\$440,000
	US 34 Bridges over 35th Avenue	SF	24,400	\$70.00	\$1,708,000
	Retaining Wall	SF	13,500	\$50.00	\$675,000
	Traffic Signal	EA	3	\$200,000.00	\$600,000
<b>Total Major Items (A)</b>					<b>\$6,266,500</b>

Item	Percent Range	Percent Selected	Costs	
<b>Major Items (above)</b>			<b>\$6,266,500</b>	<b>(A)</b>
Contingencies *	15 to 30% of (A)	25%	\$1,566,625	<b>(B)</b>
ITS	6 to 10% of (A+B) Default = 6%	6%	\$469,988	<b>(C)</b>
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$469,988	<b>(D)</b>
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$438,655	<b>(E)</b>
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,842,351	<b>(F)</b>
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$773,787	<b>(G)</b>
<b>TOTAL OF CONSTRUCTION BID ITEMS</b>			<b>\$11,827,893</b>	<b>(H)</b>
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$236,558	<b>(I)</b>
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,419,347	<b>(J)</b>
<b>SUBTOTAL OF CONSTRUCTION COST</b>	<b>(H+I+J)</b>		<b>\$13,483,798</b>	<b>(K)</b>
Total Construction Engineering	17% of (K)	17%	\$2,292,246	<b>(L)</b>
Total Preliminary Engineering **	15% of (K)	15%	\$2,022,570	<b>(M)</b>
Right-of Way	Not Included			<b>(N)</b>
Utilities	Not Included			<b>(O)</b>
<b>TOTAL PROJECT OPINION OF COST</b>			<b>\$17,798,614</b>	<b>(P)</b>

\* Contingencies include environmental mitigation costs

\*\* Total Preliminary Engineering should include cost of developing NEPA documents

**INTERGOVERNMENTAL AGREEMENT  
AMONG  
THE CITY OF EVANS, CITY OF GREELEY  
TOWN OF JOHNSTOWN, TOWN OF KERSEY, COUNTY OF LARIMER,  
CITY OF LOVELAND, COUNTY OF WELD, TOWN OF WINDSOR  
AND  
THE STATE OF COLORADO  
DEPARTMENT OF TRANSPORTATION**

**THIS AGREEMENT** (hereinafter referred to as the "Agreement") is entered into effective as of the \_\_\_\_\_ day of \_\_\_\_\_ 2003, by and among the Cities and Towns of Loveland, Johnstown, Windsor, Greeley, Evans, and Kersey and the Counties of Larimer and Weld (hereinafter referred to collectively as the "Cities and Counties"), and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to collectively herein as the "Agencies."

**RECITALS:**

- A. 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 that they are authorized by law to perform on their own; and
- B. Each Agency is authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction; and
- C. 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
- D. The Agencies desire to provide for the coordinated regulation of vehicular access for the section of SH 34 between Interstate 25 (MP 96.25) and Weld County Road 55 (MP 120.23) (hereinafter referred to as the "Segment"), which is within the jurisdiction of the Agencies; and
- E. The Agencies are authorized pursuant to Section 2.12 of the 1998 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to enter into a written agreement adopting and implementing a comprehensive and mutually acceptable highway Access Control Plan for the Segment for the purposes recited above; and
- F. The development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.



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

1. The Access Control Plan, dated February 21, 2003, for the Segment (hereinafter referred to as the "Access Control Plan") is attached hereto as Exhibit A and incorporated herein. The Access Control Plan Illustration, dated February 24, 2003, is attached hereto as Exhibit B, and is incorporated herein by this reference. The Access Control Plan Amendment Process, dated February 20, 2003 is attached hereto as Exhibit C, and is incorporated herein by this reference.
2. The Agencies shall regulate access to the Segment in compliance with the Access Control Plan, section 43-2-147, C.R.S., (the "Access Law") and the applicable sections of the Access Code. Vehicular access to the Segment shall be permitted when such access is in compliance with this Agreement, the Access Control Plan, the Access Law and the applicable sections of the Access Code. Per section 2.12 (a) of the Access Code, design waivers necessary for access design and construction within state highway right-of-way, may be approved if agreed upon by the Department.
3. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by the Access Control Plan, the Access Law and the Access Code, in the course of highway reconstruction, or as determined appropriate in the course of development or subdivision actions which require local jurisdiction approval. When closure, modification, or relocation of access is necessary or 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, transportation facilities and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. The Cities, Towns, and Counties agree to develop and adopt, to the best of each Agency's ability considering legal, financial, and protocol constraints, such ordinances, official documents, plans and maps that are necessary to fulfill their responsibilities under this Agreement.
5. Parcels of real property created after the effective date of this Agreement that adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conforms to the provisions of this Agreement.
6. This Agreement is based upon and is intended to be consistent with the Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code that becomes effective after the effective date of this Agreement and that conflicts irreconcilably with an express provision of this Agreement may be grounds for revision of this Agreement.
7. This Agreement does not create any current financial obligation for any Agency. Any future financial obligation of any Agency shall be subject to the execution of an appropriate encumbrance document, where required. 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, however, 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

contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.

8. Should any section(s) or provision(s) 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 unless such provision that is judicially determined to be invalid or unenforceable is such an essential portion of the agreement that the remaining provisions of the agreement do not support the original intent and objectives of the parties entering into the agreement.
9. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies concerning regulating vehicular access to the segment. No additional or different oral representation, promise or agreement shall be binding on any Agency. This Agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials.
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 to sign.
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 that 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.

**City of Loveland , Colorado**

ATTEST:

\_\_\_\_\_  
Mayor, City of Loveland

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

APPROVED AS TO FORM:

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



**Town of Johnstown , Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, Town of Johnstown

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

**APPROVED AS TO FORM:**

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

**Town of Windsor, Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, Town of Windsor

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

**APPROVED AS TO FORM:**

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

**City of Greeley , Colorado**

ATTEST:

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

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

APPROVED AS TO FORM:

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

**City of Evans , Colorado**

ATTEST:

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

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

APPROVED AS TO FORM:

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



**Town of Kersey , Colorado**

**ATTEST:**

\_\_\_\_\_  
Mayor, Town of Kersey

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

**APPROVED AS TO FORM:**

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

**County of Larimer , Colorado**

ATTEST:

\_\_\_\_\_  
Chairman, Board of County Commissioners,  
County of Larimer

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

APPROVED AS TO FORM:

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

**County of Weld , Colorado**

ATTEST:

\_\_\_\_\_  
Chairman, Board of County Commissioners  
County of Weld

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

APPROVED AS TO FORM:

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

**State of Colorado**  
**Department of Transportation**

ATTEST:

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Chief Engineer

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Chief Clerk

CONCUR:

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Regional Transportation Director



**EXHIBIT A**  
**(February 21, 2003)**  
**ACCESS CONTROL PLAN**  
**SH 34**  
**INTERSTATE 25 TO WELD COUNTY ROAD 55**  
**CITY OF EVANS, CITY OF GREELEY**  
**TOWN OF JOHNSTOWN, TOWN OF KERSEY, LARIMER COUNTY,**  
**CITY OF LOVELAND, WELD COUNTY, TOWN OF WINDSOR**  
**AND THE STATE OF COLORADO DEPARTMENT OF TRANSPORTATION**

**I. PURPOSES**

The purpose of this Access Control Plan is to provide the Cities, Towns, and Counties with a comprehensive roadway access control plan for SH 34 from the junction of Interstate 25 to the junction of Weld County Road 55 ("the segment").

**II. AUTHORITY**

The development of this Access Control Plan was completed pursuant to the requirements of the Access Code and adopted by the attached Agreement.

**III. RESPONSIBILITIES**

The costs of access improvements, closures and modifications shall be determined pursuant to section 43-2-147(6)(b) C.R.S., the Agreement, and this Access Control Plan.

All signatories are encouraged to acquire dedicated right-of-way for future interchange construction when the opportunities exist. Jurisdictions agree to reserve necessary right-of-way for future purchase toward the construction of an interchange to the extent of their legal abilities. Said right-of-way may be usable for the interim time frame for minor considerations such as excess parking, landscape, and signing, but no permanent buildings of any kind or storm water detention would be allowed within the reserved right-of-way area.

The Department's Region 4 Access Unit will be responsible for arranging meetings with the signatory jurisdictions (Access Plan Advisory Committee) at least once every six months. Jurisdictions agree to inform impacted property owners and interested developers about the Access Control Plan and any amendments that are made to the Access Control Plan.

#### **IV. ACCESS REVISIONS**

Accesses described in Section V, below, may be closed, relocated, or consolidated, or turning movements may be restricted, or the access may be brought into conformance with this Access Control Plan, 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 determined to be detrimental to the public's health, safety and welfare, b) the access has developed an accident history that is correctable by restricting the access, or c) the access restrictions are necessitated by a change in road or traffic conditions, or d) there is a change in the use of the property that would result in a change in the type of access operation, or e) a highway reconstruction project provides the opportunity to make highway and access improvements in support of this access control plan. Access construction shall be consistent with the design and specifications of the Access Code.

#### **V. ACCESS LOCATIONS**

The following is a description of all existing and future access points along the Segment including their current status and required changes. All access locations are defined by the approximate milepoint (in hundredths of a mile) along SH 34 to the centerline of the access as further illustrated on Exhibit B.

##### **Access Control Plan**

##### Individual Access Point Descriptions

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 milepost (in hundredths of a mile) along SH 34 at the centerline of the access.

- Frontage Road (MP 96.48): An existing public road access on both sides of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the turn movements in this intersection may be restricted. Ultimately, the north access will be removed when property is re-developed and alternate access is available. The south access will be relocated into Thompson Ranch and the access to SH 34 will be closed.
- MP 96.49 (south): Existing private access with median opening. Access will be removed when property re-develops.
- MP 96.55 (south): Existing private access without median opening. Access will be removed when property re-develops.
- MP 96.55 (median): Existing median opening. Access will be closed immediately by the Department.
- MP 96.63 (south): Existing private access without median opening. Access will be removed when property re-develops.
- MP 96.79 (south): Existing private access with median opening. Access will be removed when adjacent property develops and/or a future public road is established on both sides of

SH 34. Before the establishment of a public road at this location, turn lanes would be added in accordance to current Access Code standards to improve U-turn operations and safety.

- LCR 5 (MP 96.79): A future public road access on both sides of SH 34. In the interim, this access will be a signalized intersection once signal warrants are met. The new intersection shall be constructed in accordance with current Access Code standards. Ultimately, a split diamond interchange with LCR 3E requiring the west ramps to be braided with flyover ramps from the I-25/SH 34 interchange will be allowed based on the availability of funding and approval of the Department and the local authority.
- MP 96.86 (south): Existing private access without median opening. Access will be removed when property re-develops.
- MP 96.99 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 97.08 (south): Existing private access without median opening. Access will be removed when property re-develops.
- MP 97.27 (north): An existing private access with median opening. Access will be removed when adjacent property develops and/or a future public road is established on both sides of SH 34.
- MP 97.28 (south): An existing private access with median opening. Access will be removed when adjacent property develops and/or a future public road is established on both sides of SH 34.
- LCR 3E (MP 97.28): A future public road access on both sides of SH 34. The new intersection shall be constructed in accordance with current Access Code standards. In the interim, this public road will be allowed to function as a full movement signalized intersection once signal warrants are met. Ultimately, a split diamond interchange with LCR 5 will be allowed based on the availability of funding and approval of the Department and the local authority.
- MP 97.29 (south): An existing private access with median opening. Access will be removed when adjacent property develops and/or a future public road is established on both sides of SH 34.
- MP 97.30 (north): An existing private access with median opening. Access will be removed when adjacent property develops and/or a future public road is established on both sides of SH 34.
- MP 97.33 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 97.46 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 97.60 (south): Existing private access without median opening. Access will be removed when property re-develops.

- UP Railroad Crossing (MP 97.64): Existing at-grade railroad crossing. In the interim, this crossing will remain. Ultimately, the highway would be constructed over the railroad depending on the availability of funding and approval of the Department and UP Railroad.
- LCR 3 (MP 97.79): An existing public road access on both sides of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the access will be modified to become a full movement, signalized intersection once signal warrants are met. In the ultimate condition, an interchange will be allowed based on the availability of funding and approval of the Department, the local authority and the UP railroad. The interchange ramps will be right-in/right-out accesses on both sides of SH 34 and will be located west of LCR 3. Before signalization, intersection improvements in accordance with current Access Code standards may be necessary to address capacity and safety concerns.
- MP 98.04 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 98.25 (north): Existing private access with median opening. Median access will be closed and turn movements will be restricted. Ultimately, access will be removed when property re-develops.
- MP 98.26 (south): Existing private access with median opening. Median access will be closed and turn movements will be restricted.
- MP 98.36 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 98.37 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 98.50 (south): Existing private access with median opening. Median access will be closed and turn movements will be restricted.
- MP 98.51 (north): Existing private access with median opening. Median access will be closed and turn movements will be restricted. Ultimately, access will be removed when property re-develops.
- County Line Road (MP 98.83): An existing public road access on both sides of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, this access will be allowed to be upgraded to a signalized intersection once signal warrants are met. Ultimately, a diamond interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before signalization, intersection improvements in accordance with current Access Code standards may be necessary to address capacity and safety concerns.
- MP 99.03 (north): Existing private access without median opening. Access will be closed when property re-develops.
- Great Western Railroad Crossing (MP 99.09): Existing at-grade railroad crossing. In the interim, this crossing will remain. Ultimately, the highway would be constructed over the



railroad depending on the availability of funding and approval of the Department and UP Railroad.

- MP 99.18 (north): Existing private access without median opening. Access will be closed when property re-develops.
- MP 99.22 (south): Existing private access without median opening. Access will be closed when property re-develops.
- MP 99.28 (south): Existing private access without median opening. Access will be closed when property re-develops.
- MP 99.38: Median opening to be closed.
- WCR 15 (MP 99.81): An existing public road access on both sides of SH 34. This access currently functions as a full movement, unsignalized intersection. An immediate improvement at this access is a westbound left turn acceleration lane. In the interim, this intersection will continue to function as a full movement, unsignalized intersection. Ultimately, this access will be modified to function as a  $\frac{3}{4}$  movement intersection if a parallel roadway connection is provided between WCR 13 and WCR 15. Intersection improvements in accordance with current Access Code standards may be necessary to address capacity and safety concerns.
- MP 100.09 (south): Existing private access without median opening. Access will be removed when property re-develops.
- MP 100.22 (south): Existing private access without median opening. Access will be removed when property re-develops.
- MP 100.31 (north): Existing private access with median opening. Median access will be closed and turn movements will be restricted. Ultimately, access will be removed when property re-develops.
- MP 100.32 (north): Existing private access with median opening. Median access will be closed and turn movements will be restricted. Ultimately, access will be removed when property re-develops.
- MP 100.58 (south): Existing private access without median opening. Access will be removed when property re-develops.
- MP 100.63 (north): Existing private access without median opening. Access will be removed when property re-develops.
- WCR 17 (MP 100.87): An existing public road access on both sides of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, this access will allowed to be upgraded to a signalized intersection once signal warrants are met. Ultimately, a diamond interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before signalization, intersection improvements in accordance with current Access Code standards may be necessary to address capacity and safety concerns.

- MP 100.93 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 101.17 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 101.22 (north): Existing private access without median opening. Access will be removed when surrounding property develops and alternative access is provided.
- MP 101.30 (north): Existing private access with median opening. Access will be removed when surrounding property develops and alternative access is provided.
- MP 101.30 (south): Existing private access with median opening. Median access will be closed and turn movements will be restricted. Ultimately, access will be removed when property re-develops.
- MP 101.78 (north & south): Existing private access on both sides of SH 34, with median opening. Access will be a full movement, unsignalized intersection until land re-develops, then access will be closed or an overpass will be provided.
- MP 102.07 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 102.28 (north): Existing private access without median opening. Access will be removed when property re-develops.
- SH 34 Business (MP 102.48): Existing interchange to remain.
- SH 257 (MP 102.80): Existing diamond interchange to remain.
- MP 103.05 (north): Existing private access without median opening. Access will be removed at first opportunity.
- MP 103.30 (north): Existing private access without median opening. Access will be removed at first opportunity.
- MP 103.30 (south): Existing private access without median opening. Access will be closed when property re-develops.
- Promontory Parkway (MP 103.79): An existing public road access on the north side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, this access will be allowed to be upgraded to a signalized intersection once signal warrants are met. Ultimately, a diamond interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before signalization, intersection improvements in accordance with current Access Code standards may be necessary to address capacity and safety concerns.
- MP 103.79 (south): Existing private access with median opening. Access will be closed when property redevelops and/or a public road is established at this location.

- MP 103.95 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 104.12 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 104.14 (north): Existing private access without median opening. Access will be removed at first opportunity.
- MP 104.29 (north): Existing private access without median opening. Access will be removed at first opportunity.
- MP 103.29 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- 95<sup>th</sup> Avenue (MP 104.77): An existing public road access on both sides of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, this access will be modified to a  $\frac{3}{4}$  movement intersection if a parallel roadway connection is provided to Promontory Parkway.
- MP 105.02 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 105.41 (north): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 105.42 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 105.65 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- Two Rivers Parkway (MP 105.91): An existing public road access on both sides of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, this access will be allowed to be upgraded to a signalized intersection once signal warrants are met. Ultimately, a diamond interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before signalization, intersection improvements in accordance with current Access Code standards may be necessary to address capacity and safety concerns.
- MP 106.08 (north): Existing private access without median opening. Access will be removed when property re-develops.
- MP 106.49 (north): Existing private access without median opening. Access will be removed when properties re-develop and cross access to adjacent parcels is available.

- MP 106.49 (south): Existing private access without median opening. Access will be removed when properties re-develop and cross access to adjacent parcels is available.
- MP 106.51 (north): Existing private access without median opening. Access will be removed when properties re-develop.
- 71<sup>st</sup> Avenue (MP 107.10): An existing public road access on the south side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, this access will be modified to function with  $\frac{3}{4}$  movements on the north side and right-in/right-out movements on the south side with cross access to 65<sup>th</sup> Avenue. In addition, intersection improvements in accordance with current Access Code standards would be necessary to address capacity and safety concerns. Ultimately, this access would continue to function with  $\frac{3}{4}$  movements on the north side and right-in/right-out movements on the south side.
- MP 107.13 (south): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 107.32 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 107.42 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- 65<sup>th</sup> Avenue (MP 107.61): An existing public road access on both sides of SH 34. This access currently functions as a full movement, signalized intersection. In the interim, this access will remain a signalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, a diamond interchange will be allowed based on the availability of funding and approval of the Department and the local authority.
- MP 107.70 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 107.92 (north): Existing private access without median opening. Access will be removed at first opportunity.
- MP 107.92 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 107.96 (south): Existing private access with median opening. Median access will be closed and turn movements will be restricted. Ultimately, access will be removed when property re-develops.
- MP 108.10 (north): Existing private access with median opening. Access will remain open for single family residence.
- MP 108.10 (south): Existing private access with median opening. Access will be removed when properties re-develop.



- MP 108.32 (north): Existing private access without median opening. Access will be removed at first opportunity.
- MP 108.32 (south): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 108.44 (north): Existing private access with median opening. Median access will be closed and turn movements will be restricted. Ultimately, access will be removed when property re-develops.
- MP 108.44 (south): Existing private access with median opening. Median access will be closed and turn movements will be restricted. Ultimately, access will be removed when property re-develops.
- MP 108.55 (north): Existing private access without median opening. Access will remain for existing use.
- 47<sup>th</sup> Avenue (MP 109.11): An existing public road access on both sides of SH 34. This access currently functions as a full movement, signalized intersection. In the interim, this access will remain a signalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, a diamond interchange will be allowed based on the availability of funding and approval of the Department and the local authority.
- MP 109.26 (south): Existing private access with median opening. Access will be removed at first opportunity.
- MP 109.42 (north): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 109.54 (north): Existing private access without median opening. Access will be removed when properties re-develop.
- MP 109.62 (north): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 109.62 (south): Existing private access with median opening. Access may remain open as emergency access only, if needed.
- MP 109.80 (north): Existing private access without median opening. Access will be removed when properties re-develop.
- 35<sup>th</sup> Avenue (MP 110.23): An existing public road access on both sides of SH 34. This access currently functions as a full movement, signalized intersection. In the interim, this access will remain a signalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, an interchange will be allowed based on the availability of funding and approval of the Department and the local authority.

- MP 110.56 (south): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 110.75 (median opening): Existing median opening to remain open.
- 23<sup>rd</sup> Avenue (MP 111.23): An existing interchange with SH 34 to remain with enhancements to ramps and the cross street to improve operations.
- 17<sup>th</sup> Avenue (MP 111.74): An existing public road access on both sides of SH 34. This access currently functions as a full movement, signalized intersection. Interim improvements may be necessary to address capacity and safety concerns. Ultimately, this access will remain a signalized intersection.
- MP 112.00 (south): Existing private access without median opening. Access will be removed at first opportunity.
- MP 112.08 (south): Existing private access without median opening. Access will be removed at first opportunity.
- 11<sup>th</sup> Avenue (MP 112.23): An existing public road access on both sides of SH 34. This access currently functions as a full movement, signalized intersection. Interim improvements may be necessary to address capacity and safety concerns. Ultimately, this access will remain a signalized intersection.
- US 85 Bypass / SH 34 Bypass (MP 112.59): An existing interchange with SH 34. See ultimate plan for potential modifications at this interchange. Modifications would be dependent on the availability of funding and approval of the Department and the local authorities.
- 1<sup>st</sup> Avenue (MP 113.82): An existing public road access on both sides of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. In addition, a connection to Balsam Avenue would be provided. Ultimately, this access will be modified to a  $\frac{3}{4}$  movement intersection (both sides of highway).
- MP 114.50 (north): Existing private access with median opening. Access and median opening will be removed at first opportunity.
- MP 114.50 (south): Existing private access with median opening. Access and median opening will be removed at first opportunity.
- MP 114.51 (south): Existing private access without median opening. Access will be removed at first opportunity.
- WCR 45 (MP 115.20): An existing public road access on the south side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, this access will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and



safety concerns. Ultimately, the median opening will be closed and this access will be converted to a right in/right out intersection when cross access is provided to the SH 34 Business Route.

- SH 34 Business (MP 115.41): An existing public road access on the north side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, this access will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, the intersection would be signalized and a new public road would be established on the south side of SH 34.
- MP 115.47 (south): Existing private access with median opening. Access will be removed when property re-develops.
- MP 115.50 (north): Existing private access with median opening. Access will be removed when property re-develops.
- MP 115.68 (south): Existing private access with median opening. Access will be removed when property re-develops.
- MP 115.74 (north): Existing private access with median opening aligning with WCR 45.5. Ultimately, access will remain open. Intersection improvements in accordance with current Access Code standards may be necessary to address capacity and safety concerns.
- WCR 45.5 (MP 115.74): An existing public road access on the south side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, this access will be modified to a  $\frac{3}{4}$  movement intersection.
- MP 115.85 (north): Existing emergency only access with median opening. Access will remain as such, if necessary.
- MP 116.00 (south): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 116.17 (south): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 116.21 (south): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 116.25 (north): Existing private access with median opening. Access aligns with WCR 47 and will remain open.
- WCR 47 (MP 116.25): An existing public road access on the south side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, this access will be modified to a  $\frac{3}{4}$  movement intersection.

- MP 116.26 (north): Existing private access with median opening. Access will be combined with private access located at MP 116.25 (north).
- MP 116.29 (south): Existing private access with median opening. Access will be closed when property re-develops.
- MP 116.34 (south): Existing private access with median opening. Access will be closed when property re-develops.
- MP 116.49 (north): Existing private access with median opening. Access will be closed when property re-develops.
- WCR 47.5 (MP 116.74): An existing public road access on the north side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, this access will be modified to a ¾ movement intersection.
- MP 116.74 (south): Existing private access with median opening. Access aligns with WCR 47.5 and will remain open.
- MP 116.78 (south): Existing private access with median opening. Access will be removed when properties re-develop and use access across from WCR 47.5 at MP 116.74.
- MP 116.80 (south): Existing private access with median opening. Access will be removed when properties re-develop and use access across from WCR 47.5 at MP 116.74.
- MP 116.95 (north): Existing private access with median opening. Access will be removed when property re-develops.
- MP 117.25 (north): Existing private access with median opening. Access aligns with WCR 49 and will remain open.
- WCR 49 (MP 117.25): An existing public road access on the south side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, this access will function as a full movement, signalized intersection.
- MP 117.27 (north): Existing private access with median opening. Access will be removed at first opportunity.
- MP 117.27 (south): Existing private access with median opening. Access will be removed at first opportunity.
- MP 117.32 (north): Existing private access with median opening. Access will be closed when property re-develops and cross access provided to WCR 49.



- MP 117.57 (south): Existing private access with median opening. Access will be removed when property re-develops and cross access provided to WCR 49 or WCR 49.5.
- MP 117.62 (south): Existing private access with median opening. Access will be removed when property re-develops and cross access provided to WCR 49.5.
- MP 117.71 (south): Existing private access with median opening. Access will be removed when property re-develops and cross access provided to WCR 49.5.
- MP 117.74 (north): Existing private access with median opening. Access aligns with WCR 49.5 and will remain open as a  $\frac{3}{4}$  movement intersection.
- WCR 49.5 (MP 117.74): An existing public road access on the south side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, this access will be modified to a  $\frac{3}{4}$  movement intersection.
- MP 117.76 (south): Existing private access with median opening. Access will be removed when property re-develops and cross access provided to WCR 49.5.
- MP 117.87 (north): Existing private access with median opening. Access will be removed when property re-develops.
- MP 117.89 (south): Existing private access with median opening. Access will be removed when property re-develops.
- MP 118.03 (south): Existing private access with median opening. Access will be removed when property re-develops.
- MP 118.09 (south): Existing private access with median opening. Access will be removed when property re-develops.
- MP 118.14 (south): Existing private access with median opening. Access will be removed when property re-develops.
- MP 118.16 (north): Existing private access with median opening. Access will be removed when property re-develops and cross access provided to WCR 51.
- MP 118.20 (north): Existing private access with median opening. Access aligns with WCR 51 and will remain open.
- WCR 51 (MP 118.20): An existing public road access on the south side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Ultimately, this access will function as a full movement, signalized intersection.

- MP 118.44 (south): Existing private access with median opening. Access will be closed when property develops and/or a public road is established at this location.
- New Public Road (MP 118.44): A future public road access on the south side of SH 34. The new intersection shall be constructed in accordance with current Access Code standards. In the interim, this public road will be allowed to function as right-in/right-out intersection. Ultimately, this access will continue to function as a right-in/right-out intersection.
- MP 118.48 (north): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 118.67 (south): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 118.70 (north): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 118.71 (south): Existing private access with median opening. Access will be removed when properties re-develop.
- MP 118.74 (north): Existing private access with median opening. Access will be removed when properties re-develop.
- Kersey Road Business Route (MP 118.86): An existing public road access on the south side of SH 34. This access currently functions as a one-way movement, unsignalized intersection. In the interim, intersection improvements may be necessary to address capacity and safety concerns. Ultimately, this access will remain a one-way movement, unsignalized intersection.
- SH 37/1<sup>st</sup> Street (MP 119.17): An existing public road access on both sides of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, this access will allowed to be upgraded to a signalized intersection once signal warrants are met. Before and after signalization, intersection improvements in accordance with current Access Code standards may be necessary to address capacity and safety concerns. Ultimately, this access will function as a full movement, signalized intersection.
- MP 119.69 (north): Existing private access with median opening. Access will be removed when property re-develops and/or a public road is established at this location.
- 9<sup>th</sup> Street (MP 119.69): An existing public road access on the south side of SH 34. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access Code standards to address capacity and safety concerns. Also, a future public road from the north will be allowed to access SH 34 at this intersection. Ultimately, this access will be allowed to function as a full movement signalized intersection.
- WCR 56/WCR 55 (MP 120.02): This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will continue to function as a full movement, unsignalized intersection with improvements in accordance with current Access



Code standards to address capacity and safety concerns. Ultimately, this access will be closed when a new intersection to the east (MP 120.02) is provided.

- New WCR 55 Intersection (MP 120.22): A future public road access on both sides of SH 34 that provides a connection to WCR 56. In the interim, this access does not exist. Ultimately, the new intersection shall be constructed in accordance with current Access Code standards and would be allowed to function as a full movement unsignalized intersection once signal warrants are met.

## **EXHIBIT B: ACCESS PLAN ILLUSTRATED**

The attached Exhibit B is for general illustration and only for the ease of locating access points. Refer to the text of Exhibit A for accurate access location information.



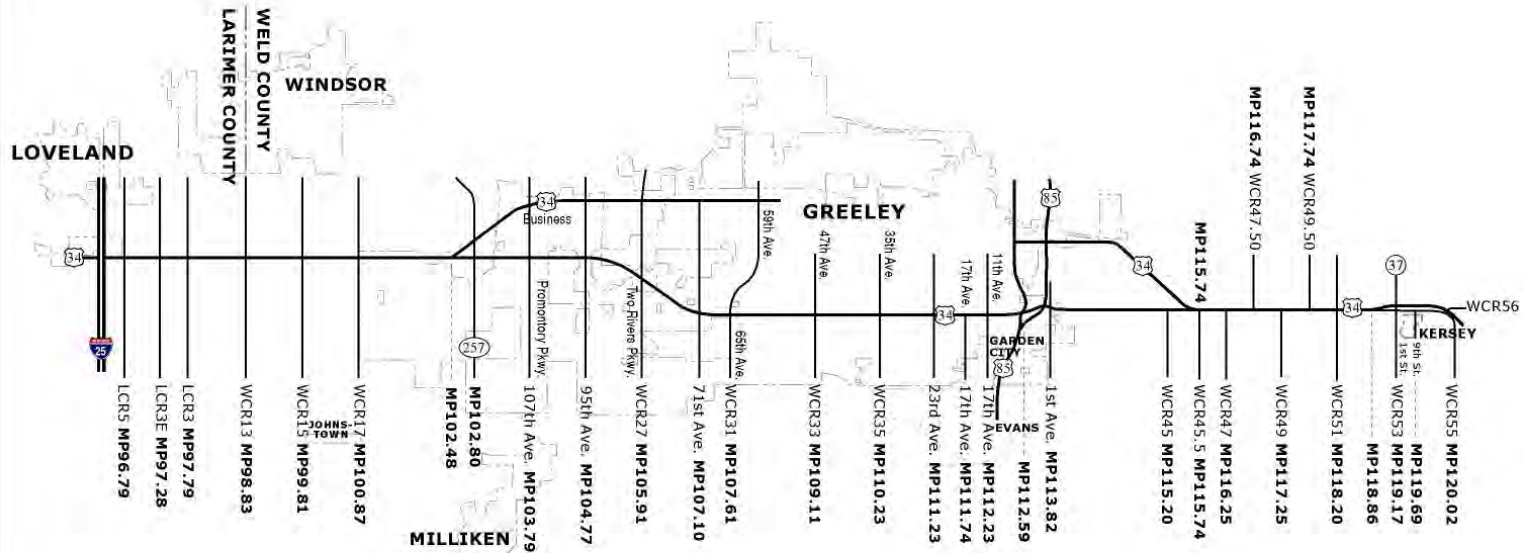


Exhibit B  
(February 21, 2003)

## US 34 Corridor Map



01-096 2/24/03

**EXHIBIT C**  
**(February 20, 2003)**  
**ACCESS CONTROL PLAN**  
**SH 34**  
**INTERSTATE TO WELD COUNTY 55**  
**CITY OF EVANS, CITY OF GREELEY**  
**TOWN OF JOHNSTOWN, TOWN OF KERSEY, LARIMER COUNTY,**  
**CITY OF LOVELAND, WELD COUNTY, TOWN OF WINDSOR**  
**AND THE STATE OF COLORADO DEPARTMENT OF TRANSPORTATION**

**ACCESS PLAN AMENDMENT PROCESS**

1. Any request for amendment must be submitted to the Department by a signatory of the IGA (an Agency). The amendment must be located within the jurisdiction and have the written support of the submitting signatory. The amendment request shall include the following documents:
  - Description of Access
  - Justification for Amendment
  - Supporting Traffic Analysis
  - A List of Design Waivers and Corresponding Action
  - A Plan Clearly Depicting the Access Modification including Dimensions as Appropriate
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 signatory.
  - With all amendment requests, the Department will schedule a meeting within 45 days of receiving a complete amendment request. At that meeting, the sponsoring signatory will be given an opportunity to present its request. Also, the Department will present a review of the request, addressing technical features, operational issues and resulting design waivers. All signatories will have the opportunity to comment on the request and ask questions.
4. After the Advisory Group has reviewed and discussed the amendment request, each signatory will have 30 days to make a decision on whether to accept or decline the amendment. The signatories of the Advisory Group will submit their vote to the Department in writing, and an affirmative vote of 2/3 or more of the signatories will be necessary to approve the amendment. The lack of response of an Advisory Group signatory within the 30-day period will be interpreted as a "decline" decision. The Department will notify all signatories within 35 days of the meeting relative to the Group's decision; a tally sheet documenting each signatory's vote will be provided. Any amendment request that results in a violation of the Access Code or is not an improvement of a substandard situation will not be considered. Further, any amendment request that relaxes the restrictive nature of the Access Control Plan must include an affirmative Department vote as part of the 2/3 signatories' approval.