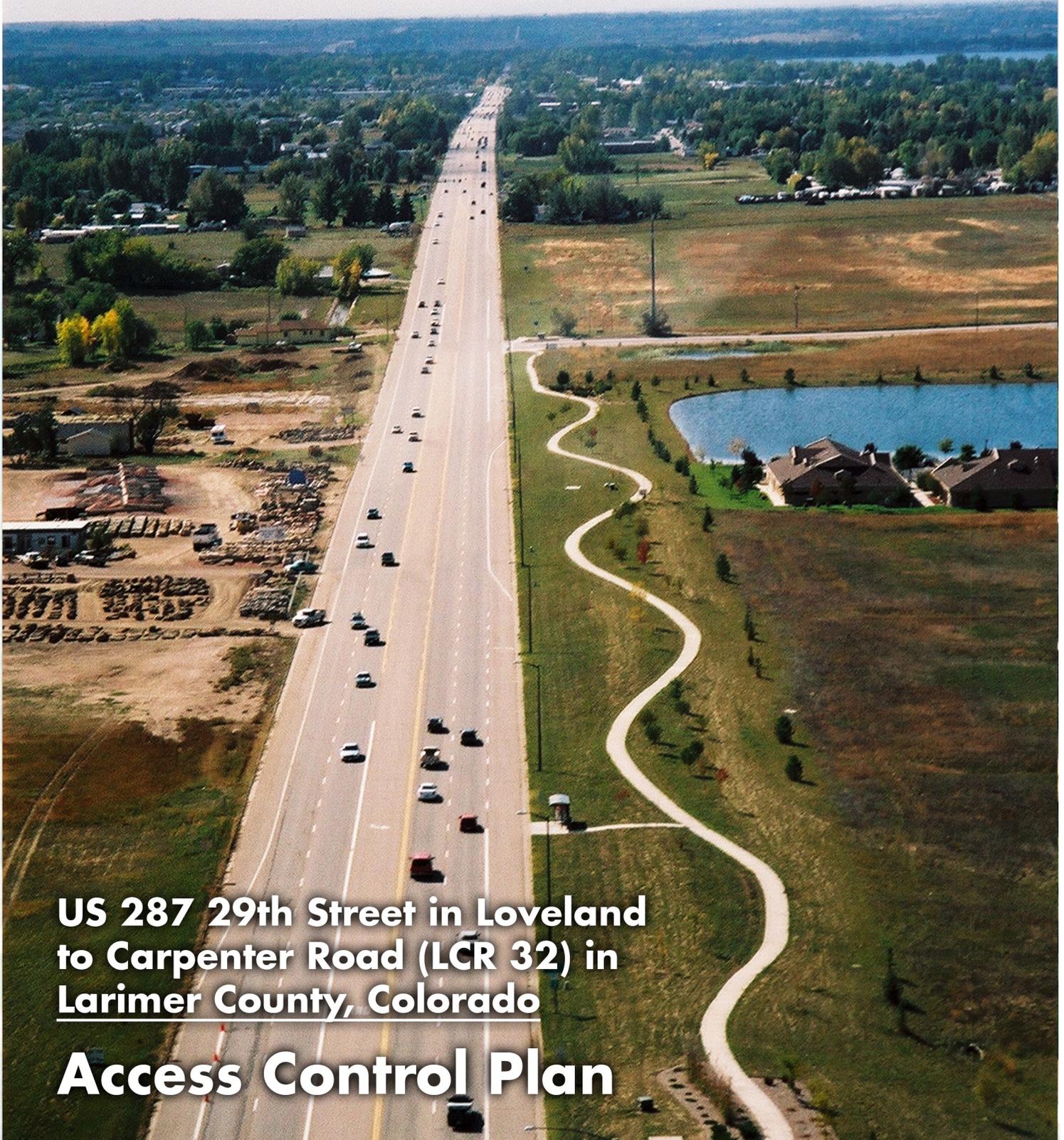


US 287

Access Control Plan



January 2007



**US 287 29th Street in Loveland
to Carpenter Road (LCR 32) in
Larimer County, Colorado**

Access Control Plan



US 287 29th Street in Loveland to Carpenter Road (LCR 32) in Larimer County Colorado Access Control Plan

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January, 2007



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LIST OF ACRONYMS AND ABBREVIATIONS

Access Control Plan	(ACP)
Area of Direct Effect.....	(ADE)
Average Annual Daily Traffic	(AADT)
Colorado Department of Transportation.....	(CDOT)
Colorado Revised Statues	(C.R.S.)
Construction Access Permit.....	(CAP)
Environmental Overview Study.....	(EOS)
Highway Capacity Manual	(HCM)
Intergovernmental Agreement	(IGA)
Larimer County Road	(LCR)
Level of Service	LOS)
Metropolitan Planning Organization.....	(MPO)
Miles per Hour	(mph)
Non Rural Regional Arterial.....	(NR-A)
North Front Range Metropolitan Planning Organization	(NFRMPO)
Project Review Team.....	(PRT)
Property Damage Only	(PDO)
Public Service Announcements	(PSAs)
Right Turn Only.....	RTO)
Right-in/Right-out.....	(RIRO)
Vehicles per Day.....	(vpd)
Vehicles per Hour	(vph)

1.0 INTRODUCTION

This Access Control Plan (ACP) has been developed for the Colorado Department of Transportation (CDOT), the City of Loveland, and Larimer County. The ACP includes approximately 4.0 miles of US 287, from 29th Street in Loveland to Carpenter Road/Larimer County Road (LCR 32) at the southern border of Fort Collins. In addition, approximately one-half mile of Carpenter Road (LCR 32) east of US 287 is included in this ACP. The ACP study area is shown in **Figure 1-1**, Sheets 1 through 4.

This ACP was developed in accordance with the State of Colorado State Highway Access Code, effective March 2002. This ACP was also done in conjunction with the US 287 (29th Street to Harmony Road) Environmental Overview Study (EOS). The purpose of the ACP is to review the current and projected traffic conditions in the corridor, consider the improvement recommendations from the EOS, identify major and minor access points in the corridor, and determine how best to upgrade or modify access points in the future to best adhere to the requirements of the State Highway Access Code.

The north/south alignment of US 287 is an important regional corridor connecting communities such as Loveland, Fort Collins, Berthoud, Longmont and Lafayette. The corridor will continue to see increasing traffic demand and also new development and re-development along its alignment. US 287 is classified by CDOT as a Non Rural Regional Arterial (NR-A), which designates US 287's primary purpose as providing regional traffic mobility over long distances at higher and consistent speeds. Access to adjacent private properties is a secondary and discouraged function of the NR-A category highway.

An ACP is intended to serve as a guidance document for the local jurisdictions and CDOT when considering upcoming development and redevelopment projects along the US 287 corridor. This study will serve as the technical backup for the Intergovernmental Agreement (IGA) process that formalizes agreement on this ACP. This ACP relied on several forms of public and stakeholder input to assess the project needs, alternatives, and recommendations. These are described below:

- Portions of the EOS project team meetings, which included the local jurisdictions, were devoted to the ACP, including initial ACP concept development, comments, and revisions.
- The first public open house on October 12, 2005 showed the proposed ACP concept. Property owners in the study area were notified by mail and hand-delivered postcards.
- A second public open house on January 31, 2005 showed updates and the recommended ACP to the public. This was held in conjunction with the final EOS open house. Detailed meeting information, including a map of the recommendations, were mailed to 1,400 property owners in the corridor, up to ¼ mile away from US 287. In addition, post cards announcing the meeting were hand delivered to all businesses adjacent to US 287 in the study area.

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There is currently no defined funding for a widening project on US 287, so it is anticipated that private development and redevelopment projects will be the most likely source of public and private intersection/access changes in the near future. This ACP provides a template for developers, local agencies and CDOT to follow when planning a development or redevelopment so that the site access or accesses can be implemented in a way that meets the access and mobility goals of CDOT, the jurisdictions, and the traveling public.



Figure 1-1: Sheet 1 of 4 - Study Area & Vicinity Map



Figure 1-1: Sheet 2 of 4 - Study Area & Vicinity Map



Figure 1-1: Sheet 3 of 4 - Study Area & Vicinity Map

Access Control Plan

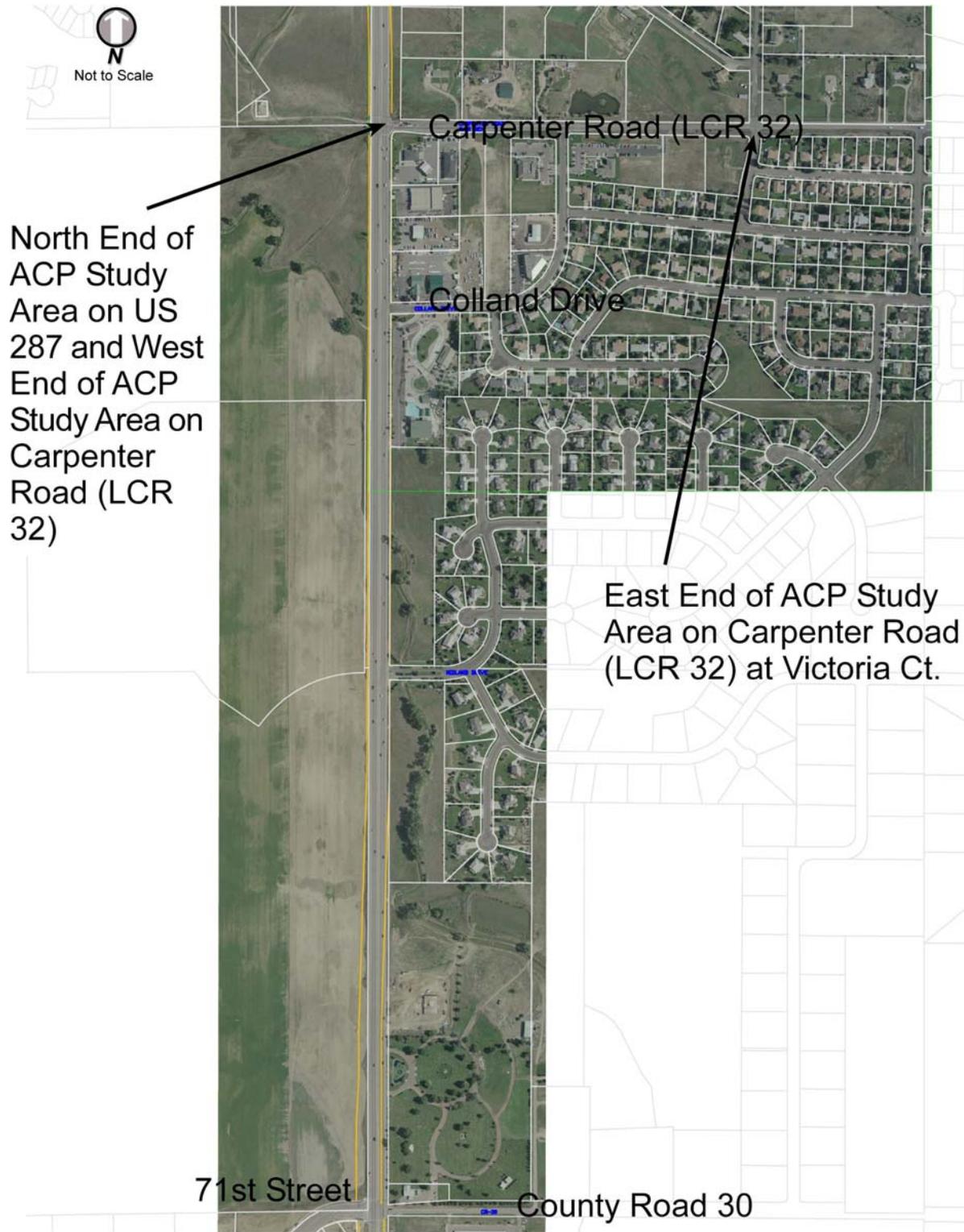


Figure 1-1: Sheet 4 of 4 - Study Area & Vicinity Map

2.0 POLICY, PURPOSE AND PUBLIC INVOLVEMENT

2.1. Access Policy

Per Colorado Revised Statutes (C.R.S.) 43-2-147, the Colorado Department of Transportation (CDOT) is authorized to regulate vehicular access to or from any state highway under its jurisdiction from or to property adjoining that highway in order to protect public health, safety, and welfare, to maintain smooth traffic flow, to maintain highway right-of-way drainage, and to protect the functional level of the highway. The recommended access may be restricted to something less than currently exists. Access to properties on US 287 may be provided from the local adjacent road network if feasible.

Change of access is covered by the State Highway Access Code, Volume 2 Code of Colorado Regulations 601-1 Section 2.6 “Changes in Land Use and Access Use” Paragraph (7):

The Department or issuing authority may, when necessary for the improved safety and operation of the roadway, rebuild, modify, remove or relocate any access, or redesign the highway including any auxiliary lane and allowable turning movement. The permittee and or current property owner will be notified of the change. Changes in roadway median design that may affect turning movements normally will not require a license modification hearing as an access permit confers no private rights to the permittee regarding the control of highway design or traffic operation even when that design affects access turning movements.

CDOT follows a formal process to change the type of access to a property, whether the construction project is funded by CDOT or funded by an adjacent developer. Prior to the construction phase, CDOT will send out a construction access permit (CAP) to each landowner. The CAP will identify what will be constructed and any additional restrictions such as limiting access to right-in/right-out. After receiving the permit, the landowner may file an appeal regarding the design and construction aspects of the permit. If right-of-way acquisition were necessary, CDOT has a formal right-of-way acquisition process that follows the Uniform Relocation Assistance and Real Property Acquisition Policy Act.

2.2. Purpose

An Access Control Plan (ACP) provides guidance for agency review and decisions regarding access permit applications and future access decisions. The plan should preserve and support the current and future functional integrity of the highway. The purpose of the ACP is to achieve:

- Improved traffic flow
- Improved traffic safety
- Reduced traffic conflicts
- Provisions of appropriate access to adjacent land uses

2.3. Public Involvement

An integrated program of agency and public coordination and involvement activities were conducted during the US 287 ACP as part of the US 287 Environmental Overview Study (EOS). These activities were specifically planned and conducted to accommodate the study needs and provide a commensurate level of public awareness and participation. The activities were open and inclusive.

2.3.1. Agency Involvement

Agency coordination provided for timely flow of project information between CDOT, the City of Loveland and Larimer County. This group, formed as part of the US 287 EOS Project Review Team (PRT), conducted regular meetings and briefings, and review of project information and recommendations. The PRT also served to take information back to the respective agencies for dissemination and feedback from the appropriate department.

2.3.2. Public Involvement

Public involvement activities were conducted throughout the US 287 ACP and the related EOS to provide widespread awareness of the project and opportunities for timely public input to decision-making. Activities included public outreach, traditional public meetings in a workshop format, agency briefings, mailed announcements to the project mail list, door-to-door delivery of targeted project materials, a project link on to the CDOT Web site with links to the City of Loveland and Larimer County Web sites, a project newsletter, and use of the local media using a variety of local print and electronic media resources. Participants included concerned and interested citizens, property owners, business owners and tenants, special user groups, and the general public.

2.3.2.1. Project Mail List

A mail list was developed and maintained for the mailing of the project newsletter and announcements of project public involvement activities. The mail list was derived from the Larimer County GIS listing of property owners and tenants in a defined Area of Direct Effect (ADE) paralleling US 287 in the study area. In addition to the ADE entries, it included all involved agencies (CDOT, the City of Loveland, Larimer County, the City of Fort Collins and the North Front Range Metropolitan Planning Organization (MPO), local media, attendees signing in at the workshops, local groups and organizations in the area, and other individuals variously contacting the project team (via e-mail, fax, calls, letters).

2.3.2.2. Public Workshops

Two public workshops were conducted during the US 287 ACP. Both were conducted to provide timely project information to the public and to obtain input to project decision-making.

Access Control Plan

Announcements of the workshops were included in invitation post cards mailed to each entry in the project mail list; door-to-door delivery of invitations to each business in the corridor; news releases, display ads, and Public Service Announcements (PSAs) for print and electronic media serving the area; and postings on the CDOT Web site www.dot.state.co.us/US287 with links to the City of Loveland and Larimer County.

All workshop graphics were also posted on the CDOT Web site immediately before each meeting. After the workshops, meeting summaries were prepared and posted on the Web site.

- The first workshop, October 12, 2005, was held in Loveland to show the proposed ACP concept for each access along the corridor. Property owners were notified by a mailing list generated from City/County property owner records. In addition, postcards were hand-delivered to homes and businesses that had access points on US 287.
- A second public workshop, January 31, 2006, was held at the Foothills Gateway Inc., 301 West Skyway Drive (held in conjunction with the final US 287 EOS meeting). This meeting provided exhibits showing updates to the ACP from the previous public meeting and the recommended final ACP. This was held in conjunction with the final EOS open house, with meeting information mailed to 1,400 property owners in the corridor, up to ¼ mile away.

2.3.2.3. Postcard Announcements

Postcards announcing the US 287 ACP workshops were mailed to all entries on the mail list for receipt ten-days in advance of the open houses (example at right). In addition to announcing the workshops, the postcards also indicated the purpose of the workshops, the types of information to be available for public review and comment, a map of the US 287 ACP study area, including location of the workshop, and directions on obtaining special access or other accommodations (including language interpretation) to attend. The postcard announcements were most often cited as the primary means by which people learned about the workshops.

US 287
ENVIRONMENTAL OVERVIEW STUDY

The next part of the US 287 Environmental Overview Study (EOS) will develop an Access Control Plan along US 287 south of Carpenter Road to 29th Street in Loveland.

The Access Control plan south of Carpenter Road will not effect the existing Access Control Plan in place along US 287 to the north in Fort Collins.

Join us to learn more about the planning for access control along US 287 south of Carpenter Road in Loveland at our first public workshop on:

Wednesday, October 12, 2005
4:30 p.m. to 6:30 p.m.
City of Loveland Pulliam Building (Community Room)
545 N. Cleveland Avenue in Loveland
Please attend any time between
4:30 p.m. and 6:30 p.m.

For more information contact Troy Halouska at 1-877-820-5240 ex 4898, or e-mail troy.halouska@c-b.com.

For any special access or accommodations, call Troy Halouska at 1-877-820-5240 ex 4898 or the TDD number for the hearing impaired at 800-659-3656.

Area of US 287 Access Control Plan South of Carpenter Road in Loveland

Para información en Español llame a Darin (Darin) Slavish 1-877-820-5240 extensión 3048.

The postcards were also individually distributed to each business along the US 287 in the study area by the project team approximately one week in advance of the open houses to encourage

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business owners and tenants to attend. The high number of businesspeople attendees attests to the success of this door-to-door distribution.

2.3.2.4. Newsletter

One project newsletter was published as part of the US 287 EOS to inform the public. The newsletter included an introduction to the ACP process.

2.3.3. Public Information

Public information activities were planned and conducted to ensure there was widespread awareness of the US 287 ACP and planned public involvement activities.

2.3.3.1. Media Information

Media information about the US 287 ACP was regularly provided to the following regional and local print media (newspapers) and electronic media (television and radio) serving the area:

- Loveland Daily Reporter-Herald
- Fort Collins Coloradoan
- Fossil Creek Current
- Rocky Mountain News
- Denver Post
- Electronic Media

The information provided included news releases (all media) and display ads (print media only). News releases to announce the upcoming open houses were sent for publication/broadcast two weeks prior to the event. In addition, quarter page newspaper display ads were published two days prior to each public meeting. The display ads were similar in design and information conveyed as in the announcement post cards.

News releases summarizing the highlights of the workshops were prepared and distributed to the media for their use within ten days prior to or following the workshops. These provided specific information about the issues and concerns raised and summaries of the types of comments received.

FOR IMMEDIATE RELEASE

**Workshop Scheduled for US 287
Access Control Planning in Loveland**

Larimer County – The Colorado Department of Transportation (CDOT), the cities of Loveland and Fort Collins, Larimer County, and the North Front Range Metropolitan Planning Organization have completed the alternatives portion of the US 287 Environmental Overview Study (EOS). The next part of the process will be to develop an Access Control Plan along US 287 south of Carpenter Road to 29th Street in Loveland. A public workshop to kick-off this access control planning process has been scheduled.

The workshop is scheduled for Wednesday, October 5, 2005 from 4:30 pm to 6:30 pm at the City of Loveland Pulliam Building Community Room, 545 N. Cleveland Avenue in Loveland. The workshop will be conducted in an open house format, so attendees can attend anytime during the two hours scheduled.

During the workshop, attendees will learn about the access control planning process, its schedule, and relationship to the recent US 287 EOS corridor recommendations. The workshop will also provide opportunities for attendees to schedule individual work sessions with project planners to discuss their own access issues and needs.

"It is extremely important for people to understand that this access control planning process along US 287 south of Carpenter Road in Loveland will not affect the existing Access Control Plan in place along US 287 to the north in Fort Collins," says CDOT Project Manager Carol Parr. "This will be a separate Access Control Plan developed specifically for the business area along US 287 south of Carpenter Road to 29th Street in Loveland," she adds.

-more -

2.3.3.2. Web Site

All of the US 287 ACP workshop materials were posted on CDOT's Web site (www.dot.state.co.us/US287) at the project link immediately after the workshops to facilitate public access to the most current project information. In addition, the announcement postcards and follow-up news releases were also posted immediately when mailed and when distributed to the local media, respectively. In addition, The City of Loveland and Larimer County had links to the CDOT Web site for the project.

3.0 EXISTING CONDITIONS

3.1. Existing Access Condition

The study area includes approximately 4.0 miles of US 287, from 29th Street in Loveland to Carpenter Road (LCR 32) at the southern border of Fort Collins. In addition, approximately ½ mile of Carpenter Road (LCR 32) east of US 287 is included in this Access Control Plan (ACP) since the proposed changes to access along US 287 influence the access needs in the adjacent section of Carpenter Road (LCR 32). The ACP study area was shown in **Figure 1-1**.

The State Highway Access Category Assignment Schedule classifies US 287 as a Regional Highway (Non Rural Regional Arterial (NR-A) category). The different access categories defined by Colorado Department of Transportation (CDOT) are shown in **Table 3-1** below.

**Table 3-1:
CDOT Access Categories**

F-W Interstate System, Freeway Facilities E-X Expressway, Major Bypass	
Rural	Non-Rural
R-A Regional Highway	NR-A Regional Highway
R-B Rural Highway	NR-B Arterial
	NR-C Arterial
F-R Frontage Roads (both urban and rural)	

As shown in the table, the NR-A category state highway is just below an expressway in classification. The NR-A classification identifies US 287’s primary purpose as providing regional traffic mobility over long distances at higher and consistent speeds. Access to adjacent private properties is a secondary and discouraged function of the NR-A category highway.

3.2. Existing Road Network

US 287 is a 4-lane highway within the study area. This section of US 287 is has two through lanes in each direction of travel separated by a striped median 16-ft. wide. Raised medians have been built in several locations adjacent to signalized intersections.

There are 10-ft. paved shoulders and curb & gutter along the outside edge of the shoulders in the study area. Right-turn lanes have been striped in place of the 10-ft. shoulders at most of the signalized intersections and at some of the unsignalized access points.

There are seven existing signals and one planned signal in the study area. These are located at about ½ mile intervals in the corridor. Existing and planned signal locations are shown in **Figure 3-1**.

Between 29th Street & 57th Street the corridor is extensively developed on both sides of the highway. North of 57th Street the density of development decreases allowing greater compliance with the NR-A access category standards.

3.3. Existing Traffic Volumes

Existing traffic volumes were obtained from different traffic studies conducted in the corridor, as well as specific traffic counts for the US 287 Environmental Overview Study (EOS) done in early 2005. **Figure 3-2** (Sheets 1 through 4) summarizes the existing traffic data. US 287 in the study area carries between 25,400 vehicles per day (vpd) and 37,500 vehicles per hour (vph) on the four lane segment, a volume which is generally considered to be within the capacity of a 4-lane highway.

3.4. Existing Speed Limits

Following posted speed limits exist along US 287:

- North of 29th Street until just south of 50th Street – 45 mph
- 50th Street to 57th Street – 50 mph
- 57th Street to Carpenter Road (LCR 32) and north – 55 mph

For the section of Carpenter Road (LCR 32) within the study area the posted speed limit is 45 miles per hour (mph).

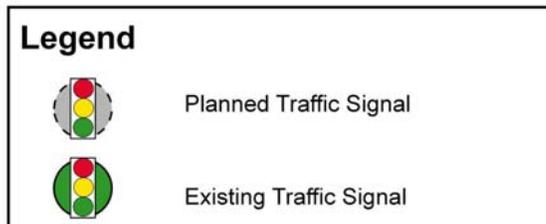
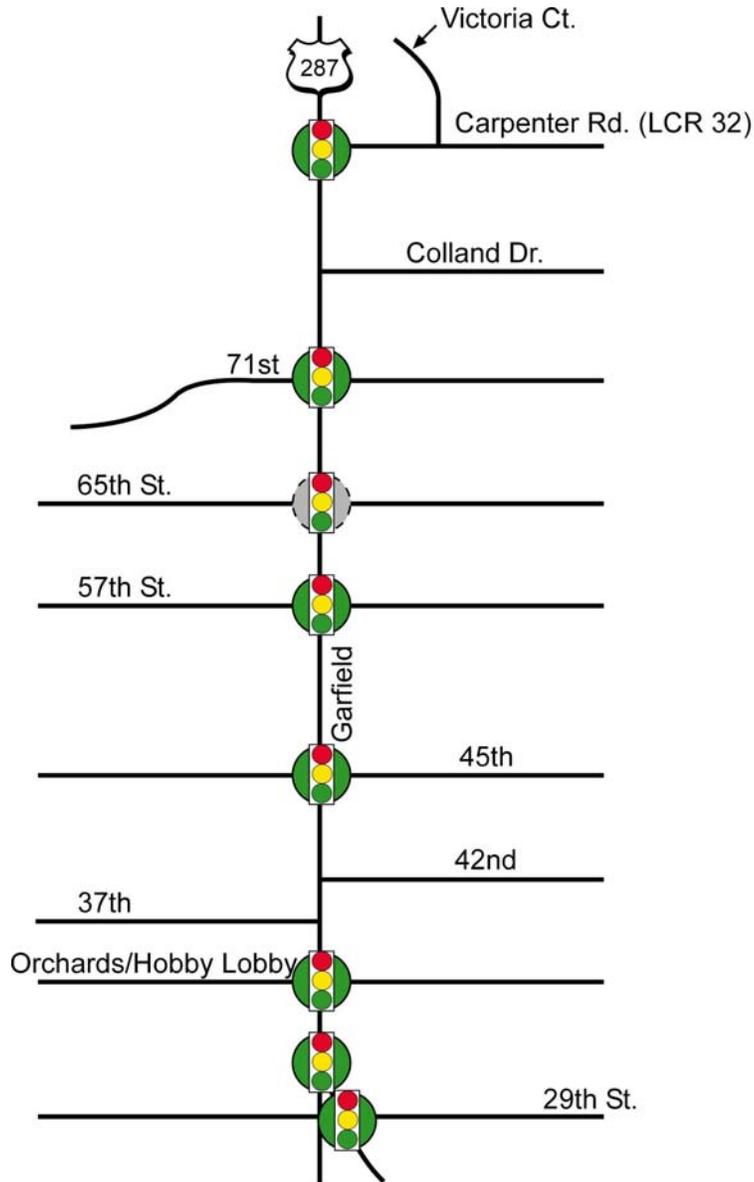


Figure 3-1: Traffic Signal Locations

Access Control Plan

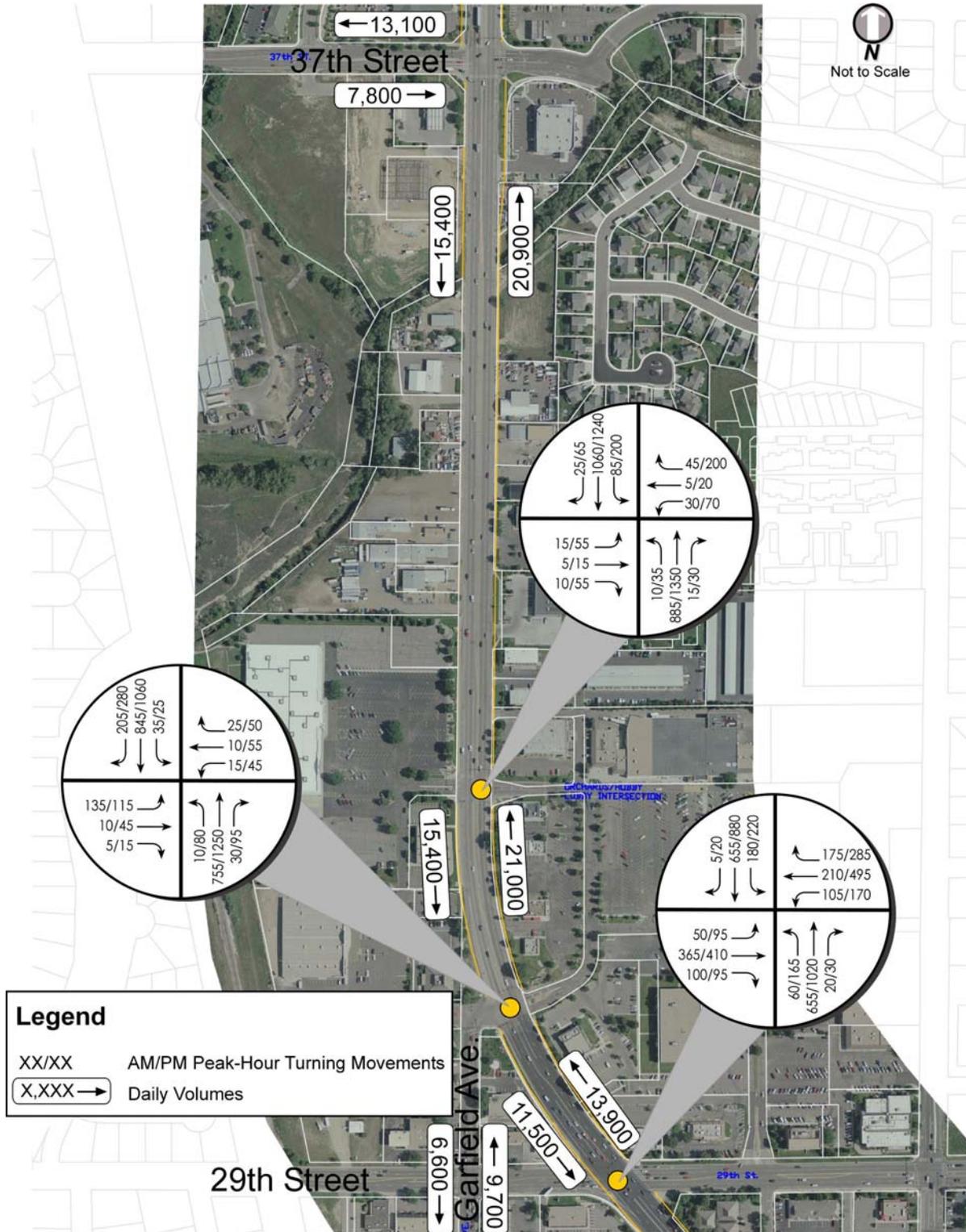


Figure 3-2: Sheet 1 of 4 - Existing Traffic Volumes

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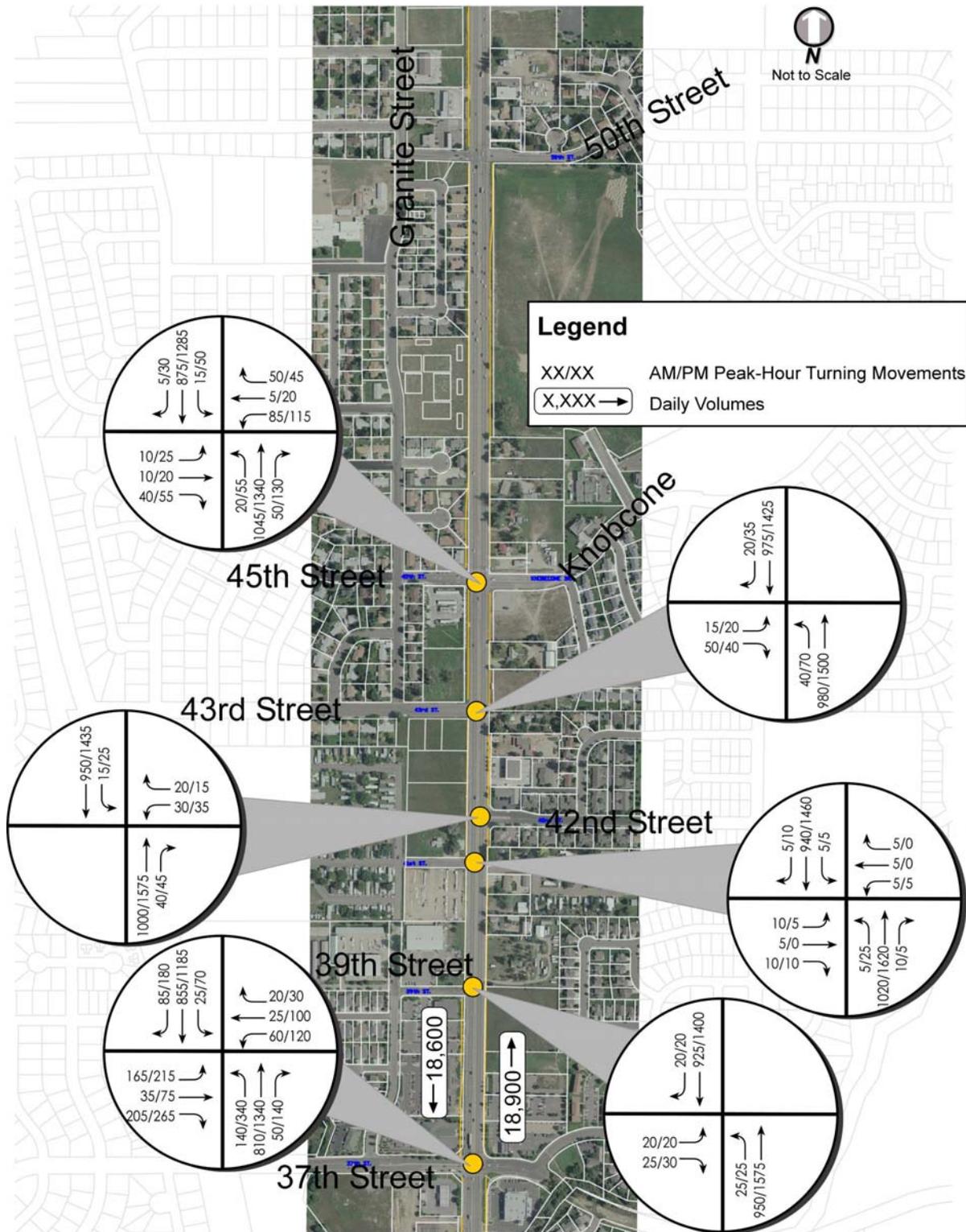


Figure 3-2: Sheet 2 of 4 - Existing Traffic Volumes

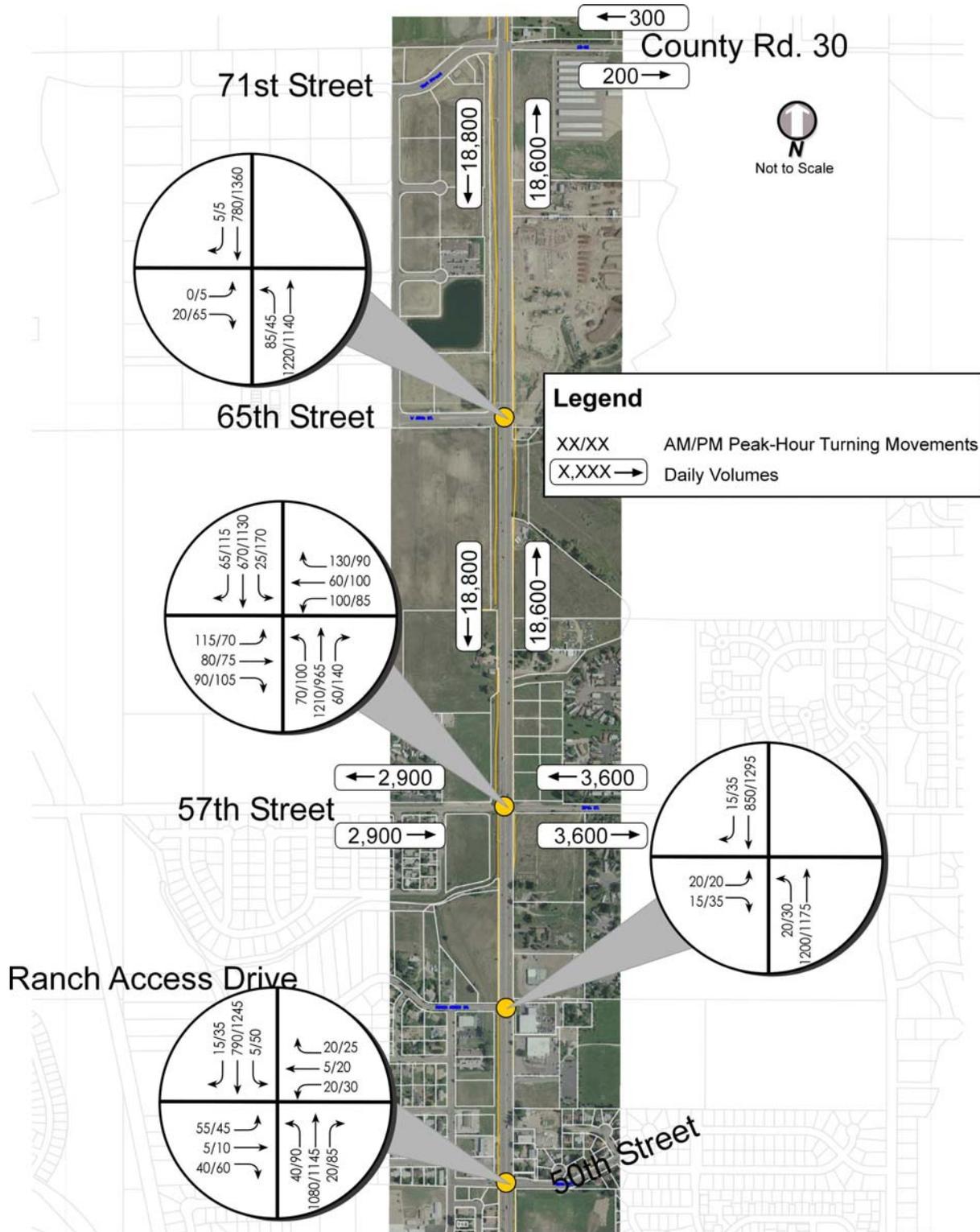


Figure 3-2: Sheet 3 of 4 - Existing Traffic Volumes

Access Control Plan



Figure 3-2: Sheet 4 of 4 - Existing Traffic Volumes

3.5. Existing Traffic Operations

3.5.4. Level of Service

A level of service (LOS) is a letter designation that describes a range of operating conditions on a particular type of facility. Each level describes the perception of the motorists of the operating conditions on a highway facility. Six LOSs are defined, using the letters A through F, by the Highway Capacity Manual (HCM). LOS A represents the best level of service, and is generally described as ideal flow conditions with very low delay whereas LOS F represents the worst operating conditions resulting in the build up of queues and delay signifying a breakdown. **Table 3-2 & Table 3-3** summarize the criteria used to designate the LOS at signalized & two-way stop-controlled intersections.

**Table 3-2:
LOS Criteria at Signalized Intersections**

Level of Service	Stopped Delay per Vehicle (sec)
A	≤ 5.0
B	5.1 to 15.0
C	15.1 to 25.0
D	25.1 to 40.0
E	40.1 to 60.0
F	> 60.0

**Table 3-3:
LOS Criteria at Two-Way Stop-Controlled Intersections**

Level of Service	Stopped Delay per Vehicle (sec)
A	≤ 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	> 50.0

LOS analysis was conducted for both signalized and unsignalized intersections in the study corridor. LOS for the existing conditions was analyzed using the Synchro computer model based on the 2000 HCM Methodology. LOS was determined for AM & PM peak periods. The results of LOS analysis are listed in **Table 3-4 & Table 3-5**.

**Table 3-4:
Existing Signalized Intersection LOS**

Intersection	Existing AM Peak			Existing PM Peak		
	LOS	Delay (sec/veh)	V/c	LOS	Delay (sec/veh)	V/c
US 287 and 29th Street	C	29.2	0.49	C	32.1	0.71
US 287 and Garfield Avenue	C	29.4	0.85	C	33.0	0.82
US 287 and Orchards/Hobby Lobby	B	18.2	0.44	C	29.8	0.75
US 287 and 37th Street	B	15.6	0.53	C	26.4	0.82
US 287 and 45th Street	B	15.6	0.42	C	22.0	0.58
US 287 and 50th Street	B	13.7	0.43	B	12.7	0.53
US 287 and 57th Street	B	17.4	0.70	B	18.8	0.67
US 287 and 71st Street	C	20.5	0.45	B	10.9	0.58
US 287 and Carpenter Road (LCR 32)	B	15.1	0.55	C	21.9	0.67

**Table 3-5:
Existing Unsignalized Intersection LOS
Showing Worst LOS Movement at Intersection**

Intersection	Existing AM Peak			Existing PM Peak		
	LOS	Delay (sec/veh)	V/c	LOS	Delay (sec/veh)	V/c
US 287 and 39th Street Eastbound left-turn	F	51.8	0.22	F	373.9	0.89
US 287 and 41st Street Eastbound	E	35.9	0.19	F	94.0	0.29
US 287 and 42nd Street Westbound	D	34.4	0.24	F	795.1	2.04
US 287 and 43rd Street Eastbound	D	28.5	0.32	F	362.6	1.31
US 287 and Ranch Acres Drive Eastbound	E	39.9	0.27	F	96.0	0.64
US 287 and 65 th Street Eastbound left-turn	F	56.3	0.10	F	121.0	0.10
US 287 and Midland Drive Westbound left-turn	F	79.7	0.45	F	231.7	0.66
US 287 and Colland Drive	F	58.3	0.43	F	158.0	0.69

3.5.5. Existing Signal Progression Analyses

Progression analyses of existing conditions were conducted using Synchro software. The traffic signals along US 287 operate on a 110 second cycle length during the AM peak period and a 120 second cycle length during the PM peak period. Traffic signals south of 71st Street are coordinated. The Carpenter Road (LCR 32) signal, north of 71st Street is not coordinated with the traffic signals south of 71st Street since it is in Fort Collins and adheres to their timing plans.

Based on the existing speed limits and signal spacing, good progression is available in the corridor, particularly in the peak direction of travel since the traffic flows are very directional, with heavier northbound traffic in the AM peak and heavier southbound traffic in the PM peak.

3.5.6. Accident Analysis

Accident information from CDOT was analyzed to determine high accident locations. The locations were analyzed to determine general accident characteristics. For this study, the three-year period between January 1, 2001 and December 31, 2003 was analyzed.

The accident history of the corridor reveals that 310 accidents occurred during the period from January 2001 through December 2003. 66% of the accidents resulted in Property Damage Only (PDO) crashes & 33% resulted in injury crashes (see **Figure 3-3**). Approximately 55% of total accidents were rear-end accidents (see **Figure 3-4**) and most accidents occurred at intersections or driveways (see **Figure 3-5**). The majority of accidents occurred during clear weather, when the road was dry, on a straight-leveled roadway, with no adverse weather condition.

Figure 3-3: Accident Severity

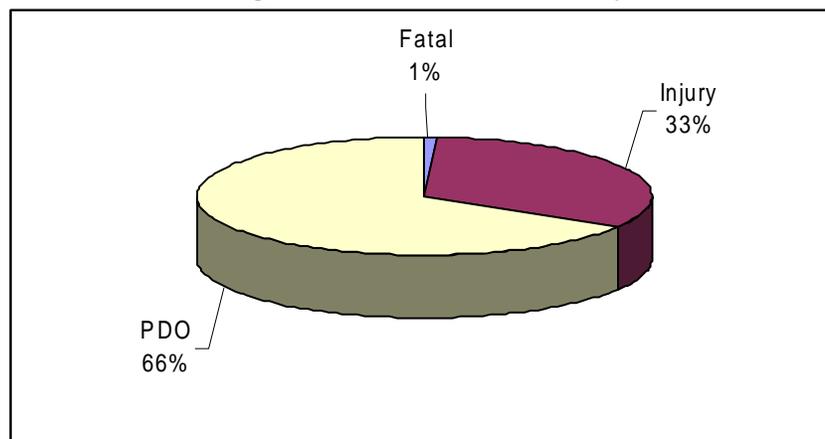


Figure 3-4: Type of Accident

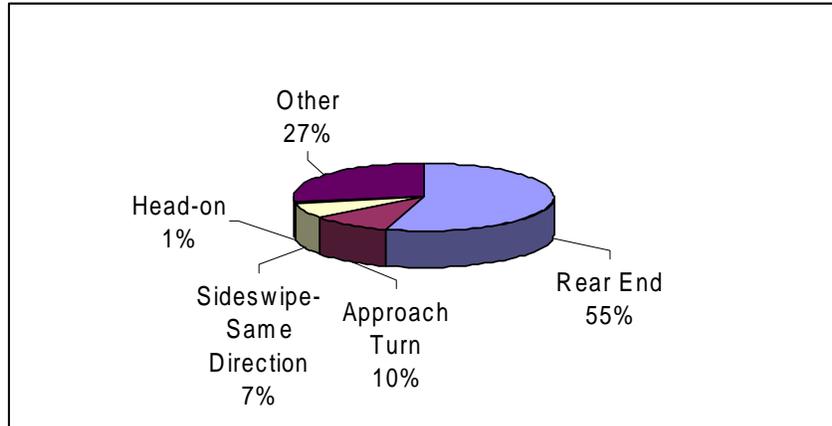
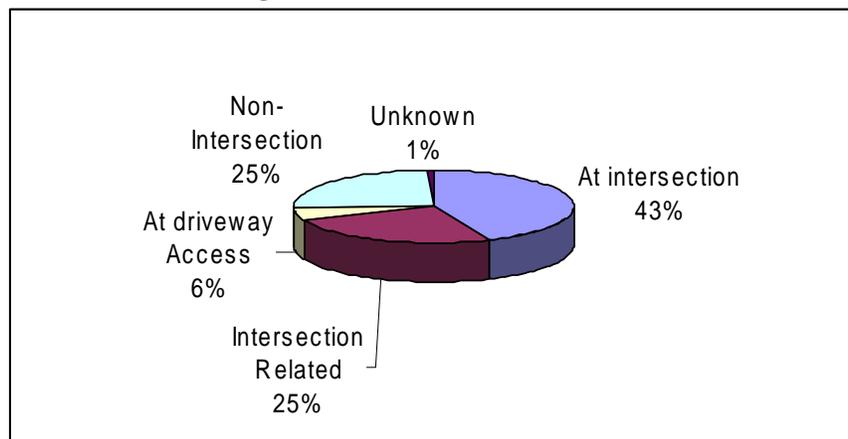


Figure 3-5: Accident Location



The accident records were reviewed to identify high accident locations within the study area based upon accident frequency. All of these locations were at intersections, which are shown on **Figure 3-6**. These intersections were then analyzed to determine two important qualitative characteristics: accident severity and accident rate.

Accident severity is calculated by giving a value of five to any accident that resulted in a fatality; a value of two to accidents that resulted in an injury; and a value of one to the accidents where only property damage occurred. The summation of these values divided by the number of accidents equals the accident severity rate. **Table 3-6** shows the accident rates and accident severity rates for the high accident locations.

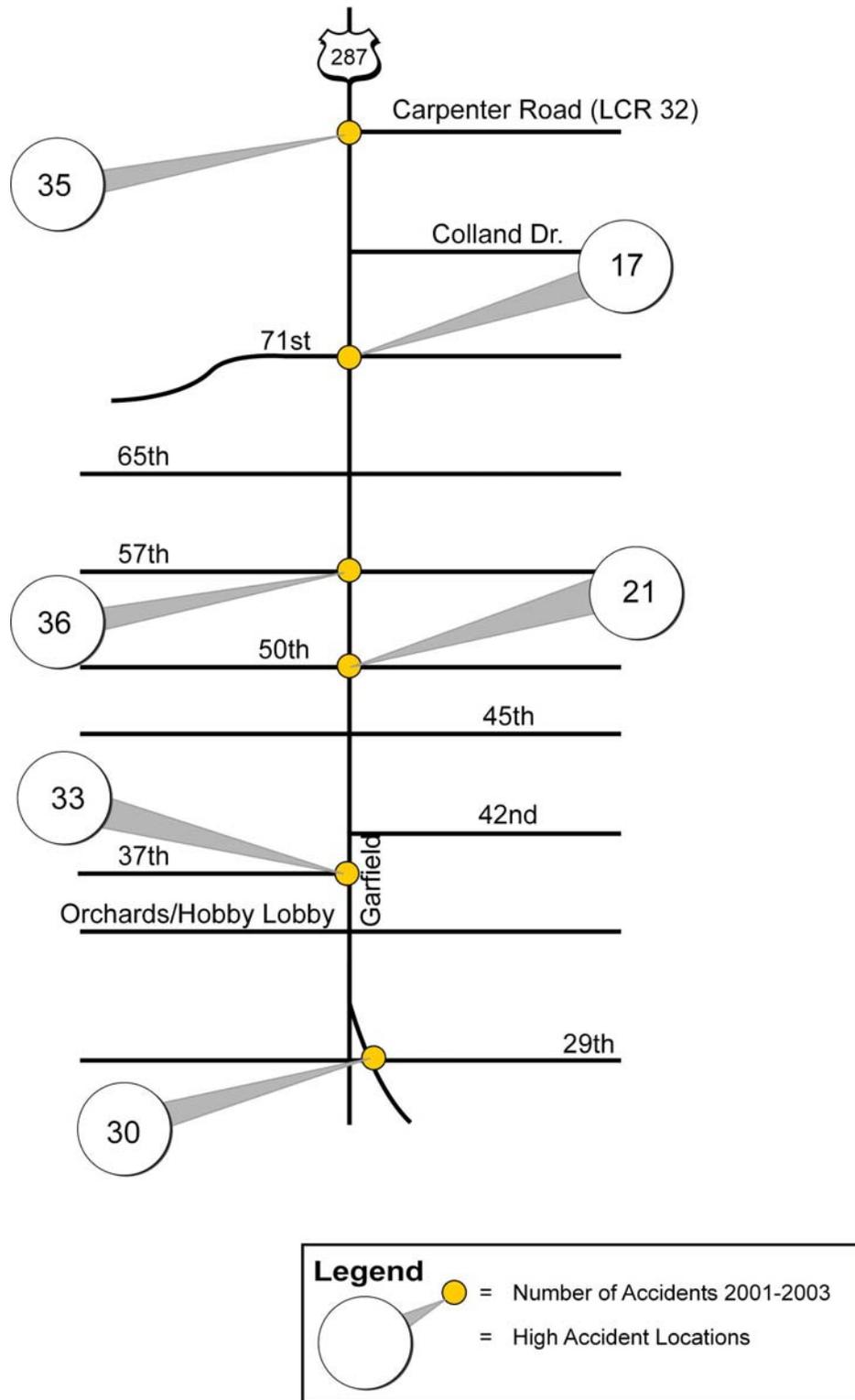


Figure 3-6: High Accident Locations

**Table 3-6:
Accident Severity**

Intersection	Number of Accidents	Fatal Accidents	Injury Accidents	PDO Accidents	Severity Rate
US 287 & Carpenter Road	35	1	12	22	1.46
US 287 & 71st Street	17	2	7	8	1.88
US 287 & 57th Street	36	1	13	22	1.47
US 287 & 50th Street	21	0	10	11	1.48
US 287 & 37th Street	33	0	17	16	1.52
US 287 & 29th Street	30	0	10	20	1.33

The accident rate is a number that relates the number of accidents that occur at an intersection to the number of vehicles entering that intersection. The total number of vehicles that entered each intersection during the last three years was determined from the Average Annual Daily Traffic (AADT) obtained from the CDOT and then compared to the number of accidents that occurred during the same period. Comparing these numbers produces an intersection accident rate that is measured in accidents per million vehicle miles entering. The accident rates for major intersections along the corridor are listed in **Table 3-7**.

**Table 3-7:
Accident Rate**

Intersection	Number of Accidents	Daily Entering Volume	Accident Rate (Accidents/million vehicles entering the intersection)
US 287 & Carpenter Road (LCR 32)	35	31,100	1.12
US 287 & 71st Street	17	31,300	0.54
US 287 & 57th Street	36	31,500	1.14
US 287 & 50th Street	21	27,700	0.75
US 287 & 37th Street	33	32,600	1.01
US 287 & 29th Street	30	40,300	0.74

4.0 FORECASTED CONDITIONS

4.1. Traffic Volume Forecasts

The 2030 traffic forecasts in the corridor were taken from the forecasting work done for the US 287 Environmental Overview Study (EOS). The EOS considered several lane configuration alternatives for US 287, including the No-Action (leave US 287 at four lanes) and widening of the parallel corridors (Taft, Wilson, Monroe, etc.) in lieu of widening US 287. The conclusions from the US 287 forecasting work are that there is still a substantial traffic demand on US 287 regardless of improvements to other corridors, such that US 287 needs to have six through-lanes in the future to accommodate mobility demands.

The North Front Range Metropolitan Planning Organization (NFRMPO) model provides daily and peak period traffic forecasts for major roadways. The preferred method for using the model results in future planning is described below:

1. Obtain 2005 and 2030 traffic forecasts from the NFRMPO model
2. Determine the traffic growth rate calculated by the model between 2005 and 2030. This will be a reflection of the traffic growth caused by land use changes that have been forecasted.
3. Apply 2005 and 2030 growth rate to known existing traffic volumes. This is a reflection of the forecasted increase in traffic demand and may not reflect the capacity limitations of the road network.

The 2030 all day volume comparison indicates that US 287 will carry traffic volumes of 50,000-57,000 vehicles per day (vpd) for all the modeling scenarios. In order to accommodate this amount of traffic and to ensure safety & mobility along US 287 in future, widening of US 287 from the existing 4-lane configuration to a 6-lane configuration is necessary.

The 2030 forecasted turning movements at primary intersections are shown in **Figure 4-1** (Sheets 1 through 4). These forecasts include the additional left-turning traffic added at the primary intersections that has been relocated from secondary access points that are proposed to be reduced as part of this Access Control Plan (ACP). These volumes were used to forecast future auxiliary turn lane needs at primary intersections, and to determine if additional lanes are necessary beyond the typical cross-section needs.

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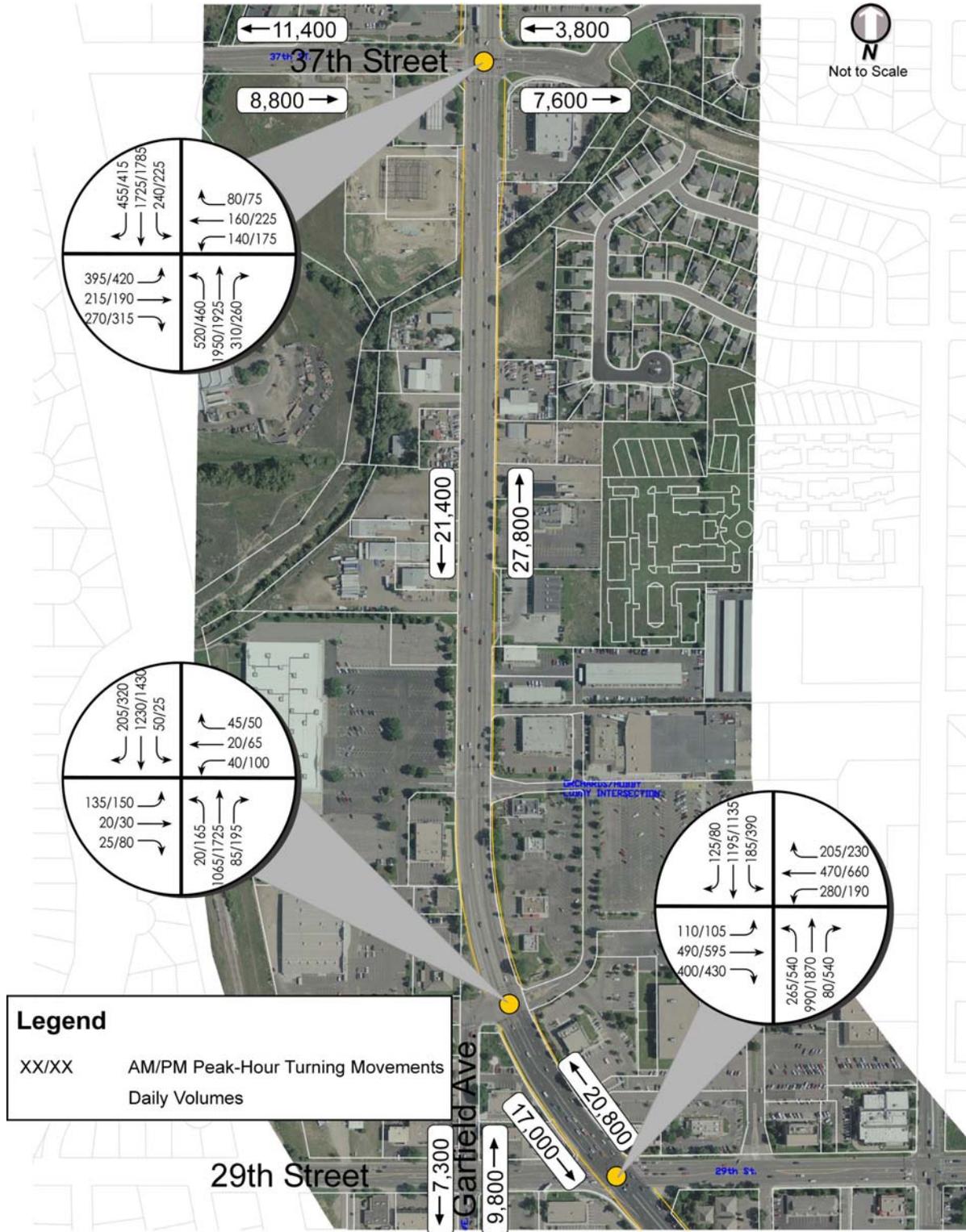


Figure 4-1: Sheet 1 of 3 – Year 2030 Traffic Volumes



Figure 4-1: Sheet 2 of 3 – Year 2030 Traffic Volumes

Access Control Plan

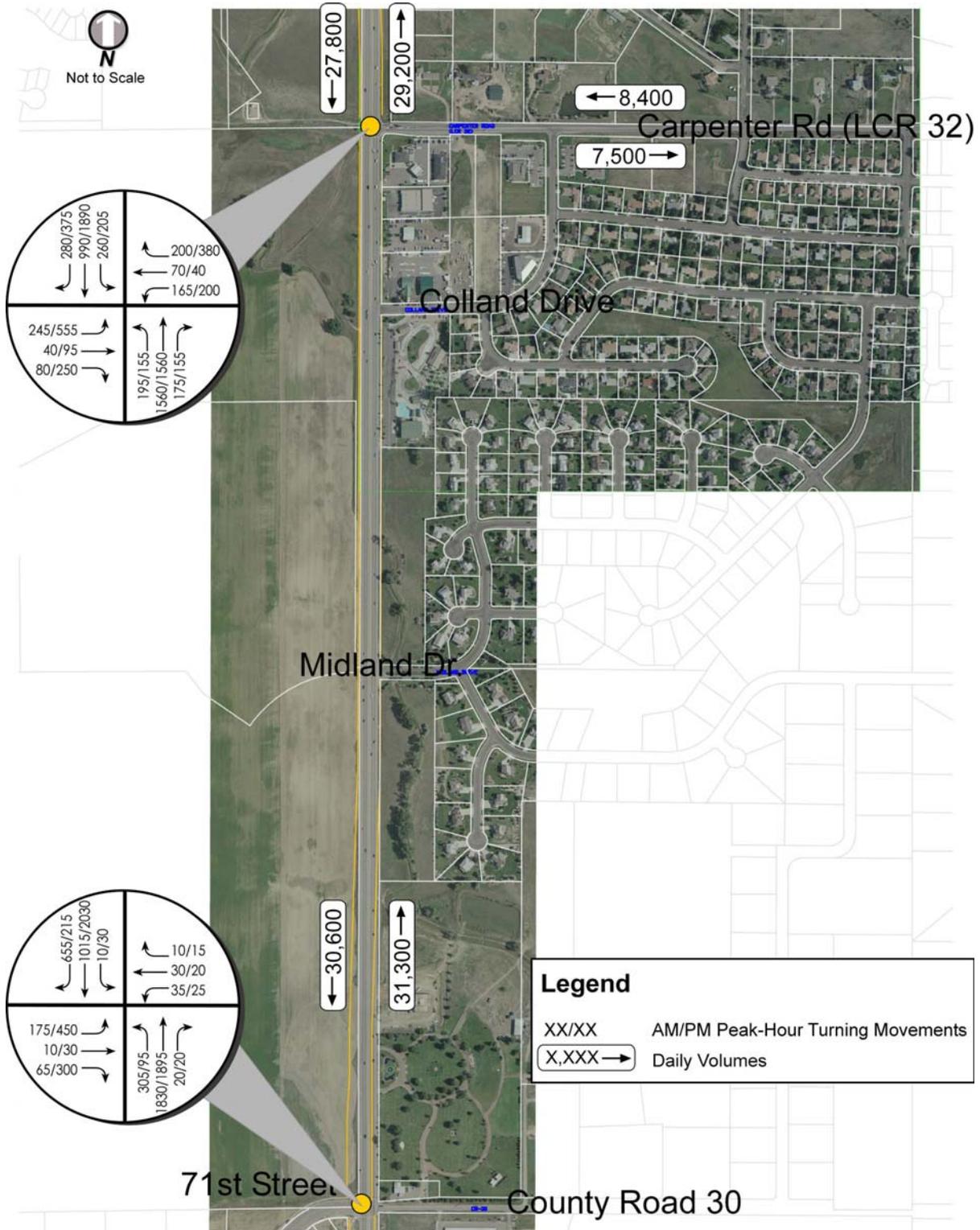


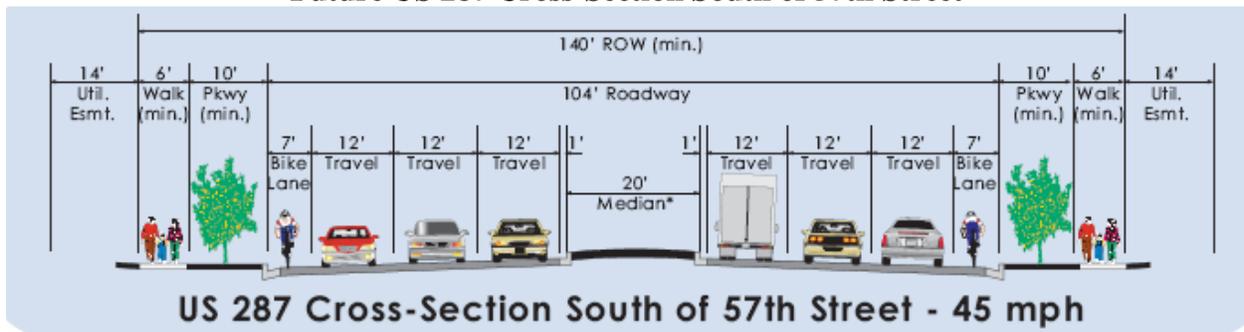
Figure 4-1: Sheet 3 of 3 – Year 2030 Daily Volumes

4.2. Forecasted US 287 Cross-Section

The US 287 EOS developed recommended cross-sections. This cross-section information is provided in this ACP since a modification of an access due to development or re-development may also trigger the City or County requirement that additional right-of-way be dedicated to accommodate the future cross-section.

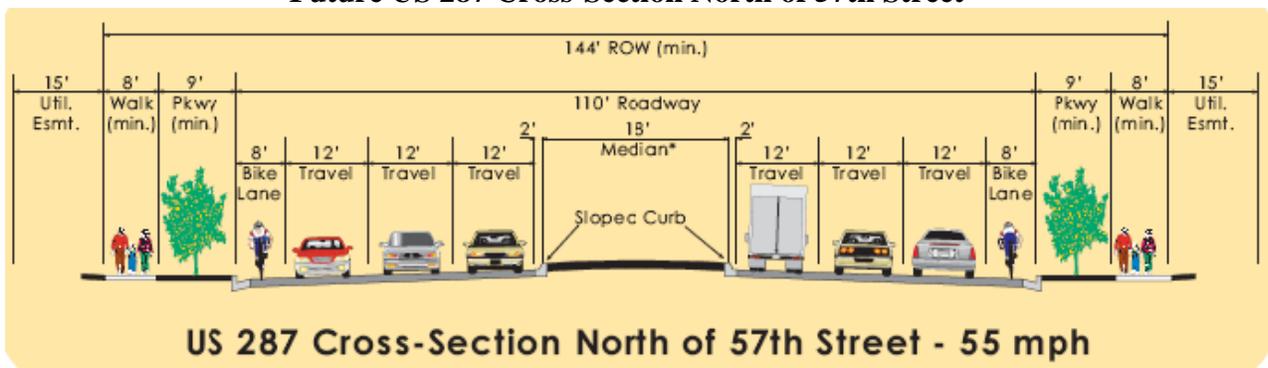
The posted speed limit south of 57th Street is 45 miles per hour (mph). **Figure 4-2** shows the recommended US 287 cross-section south of 57th Street as identified in the EOS.

**Figure 4-2:
Future US 287 Cross-Section South of 57th Street**



The posted speed limit north of 57th Street up to Carpenter Road (LCR 32) is 55 mph. **Figure 4-3** shows the recommended US 287 cross-section north of 57th Street as identified in the EOS.

**Figure 4-3:
Future US 287 Cross-Section North of 57th Street**



4.3. Future Intersection Geometry

Appendix A depicts the anticipated 2030 intersection geometry. The recommended cross-section for US 287 is 3-lanes in each direction in year 2030. Auxiliary lanes (i.e. right- & left-turn lanes) are provided at the intersections depending upon the anticipated turning movement demand. Projected traffic volumes indicate that additional auxiliary turn lanes will be needed at the following locations:

- **57th Street**
 - Exclusive right-turn lane on northbound and southbound approaches
 - Dual left-turn lanes on the eastbound approach along with a shared through and right-turn lane
 - Exclusive right-turn lane on westbound approach
- **64th Street/Wasatch Street** – A new local access driveway with $\frac{3}{4}$ movement will be constructed to access the property on west side of US 287 between 57th Street and 65th Street. It will consist of:
 - Exclusive right-turn lane on southbound approach
 - Exclusive left-turn lane on northbound approach
 - Eastbound right-turn lane
- **65th Street**
 - Dual left-turn lanes on northbound and eastbound approaches
 - Exclusive right-turn lanes on northbound and southbound approaches
 - Exclusive right-turn lane on eastbound approach
 - Exclusive left-turn and a shared right-turn lane on westbound approach
 - Exclusive right-turn lane on southbound approach
- **Midland Drive** – A southbound acceleration lane in the median for vehicles making a westbound-to southbound left-turn from Midland Drive.
- **Carpenter Road (LCR 32)**
 - Dual left-turn lanes on the southbound, eastbound and westbound approaches
 - Exclusive right-turn lanes on the eastbound and westbound approaches
 - Exclusive northbound and southbound right-turn lanes

4.4. Future Traffic Control

On a Non Rural Regional Arterial (NR-A) category state highway, the goal is to keep signals spaced at about $\frac{1}{2}$ mile intervals. In urban areas it is difficult to allow full-movement unsignalized intersections in-between the signals due to higher traffic volumes. The “ $\frac{3}{4}$ ” access is a common approach to allowing a higher level of access between signalized intersections in a

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manner that is safer than a full-movement unsignalized intersection. The $\frac{3}{4}$ access allows left-turns into an access, as well as right-turns in and out of the access. The left-turns and through movements out of an access are not allowed, addressing both safety issues or signalization needs caused by those turning movements.

Where $\frac{3}{4}$ accesses are used, it would not be unexpected to have U-turns at adjacent signals, although the preferred alternative route would be for drivers to utilize the local street network or be able to have “cross-access” between developments to reach the local road network, and ultimately a signal on US 287.

Right-in/Right-out (RIRO) or Right-turn only (RTO) access points are the most common access types on an improved highway for access to private developments. If a parcel is “land-locked” and does not have access to the adjoining local street network, the parcel will be allowed to have access to US 287. Usually this access will be RIRO. Other RIRO accesses can be allowed to provide greater circulation for larger development parcels since these accesses can reduce traffic volume at adjacent signalized intersections, which can improve overall capacity of the system.

Following is a summary of the proposed future access control in the study area:

- A new traffic signal is planned at the 65th Street and US 287 intersection along with the necessary geometric improvements.
- Other potential traffic signals allowed are dependent upon meeting signal warrants. These potential signalized intersections are at:
 - Midland Drive / US 287 intersection
 - Victoria Drive/ Carpenter Road (LCR 32) intersection
- Left-turn-in and out of adjacent properties along US 287 will affect the safety and operation of this arterial street. Such movements will be discouraged by constructing a raised curbed median along the corridor.
- All access from US 287 to adjacent properties will be provided by existing planned, or potential signalized intersections; or by RIRO intersections; or by $\frac{3}{4}$ movement accesses as follows:
 - 39th Street: RIRO plus north-bound (NB) left-turn allowed
 - 42nd Street: RIRO plus south-bound (SB) left-turn allowed
 - Kroh Park entrance: RIRO plus SB left-turn allowed
 - Empty parcel north of Ranch Acres Drive: may be considered for temporary $\frac{3}{4}$ movement access only – RIRO plus NB left-turn temporarily allowed.
 - Empty parcel northwest of 57th Street: may be considered for temporary $\frac{3}{4}$ movement access only – RIRO plus NB left-turn temporarily allowed

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- 64th Street (Wasatch) – RIRO plus NB left-turn allowed
- Resthaven Cemetery and empty parcel north of Resthaven Cemetery: RIRO plus SB left-turn allowed.
- Colland Drive: RIRO plus SB left-turn allowed.
- Left-turn movements not accommodated by the above access control will be accommodated by U-turns at intersections combined with the RIRO movements or by around-the-block movements.
- All access points currently identified for Carpenter Road (LCR 32) will be RIRO except for Colland Drive, provided by an unsignalized full-movement intersection, and Victoria Drive, provided by an unsignalized intersection or as a potential signalized intersection, listed above.
- Traffic control at unsignalized full-movement intersections will be controlled by stop signs on the minor approaches.

4.5. 2030 Level of Service Evaluation

This section summarizes the level of service (LOS) evaluation for the public road intersections in the US 287 corridor and for the major private access points. **Table 4-1** below shows that the assumption of six lanes in the corridor results in acceptable peak hour LOS at all of the signalized intersections.

**Table 4-1:
2030 Signalized Intersection LOS**

Intersection	2030 AM Peak			2030 PM Peak		
	LOS	Delay (sec/veh)	V/c	LOS	Delay (sec/veh)	V/c
US 287 and 29th Street	C	26.5	0.88	D	36.6	0.93
US 287 and Garfield Avenue	C	21.2	0.66	D	51.6	0.99
US 287 and 37th Street	D	36.4	0.91	D	46.1	0.98
US 287 and 57th Street	C	33.3	0.69	D	39.2	0.78
US 287 and 71st Street	D	50.5	0.71	D	40.1	0.83
US 287 and Carpenter Road (LCR 32)	D	36.6	0.65	D	44.5	0.81

Table 4-2 below shows the LOS at the public road or major private access points in the corridor that are unsignalized. The results focus on the key minor movement at the accesses with the worst LOS, since that movement is likely yielding the higher through traffic on US 287.

**Table 4-2:
2030 Unsignalized Intersection LOS
(Showing Worst LOS Movement at Intersection)**

Intersection	2030 AM Peak			2030 PM Peak		
	LOS	Delay (sec/veh)	V/c	LOS	Delay (sec/veh)	V/c
US 287 and 39th Street Eastbound right-turn	B	11.7	0.10	C	17.6	0.16
US 287 and 41st Street Eastbound right-turn	B	11.4	0.10	C	16.4	0.10
US 287 and 42nd Street Westbound right-turn	B	11.3	0.10	C	16.4	0.15
US 287 and 43rd Street Eastbound right-turn	B	11.4	0.10	C	19.3	0.21
US 287 and Ranch Acres Drive Northbound left-turn	B	12.3	0.10	D	29.0	0.20
US 287 and Wasatch Street Eastbound left-turn	B	11.6	0.10	C	15.4	0.10
US 287 and Midland Drive Westbound left-turn	A	7.2	0.10	A	7.2	0.10
US 287 and Colland Drive Southbound left-turn	C	19.2	0.10	C	21.7	0.10

Table 4-2 above shows that most of the poor unsignalized intersection LOS that was found at existing access points in the corridor has been eliminated with the implementation of the proposed ACP. This is due primarily to the removal of left-turns from the side streets onto US 287. At the Midland Drive intersection a left-turn, southbound, acceleration lane has been recommended by the US 287 EOS and has been assumed in this analysis.

4.6. Near-Term Access Changes

The ACP considers known development that is likely to occur in the near-term or immediate future. The plan also takes into account the long-range redevelopment of parcels or land use changes within the study area. The local jurisdictions provided input to the ACP process based on their awareness of the more immediate development plans. This information is reflected in the recommendations of the ACP.

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The known changes to access or traffic control in the corridor that are part of confirmed development projects are described below:

- A new traffic signal is planned at 65th Street along with the necessary geometric improvements.
- A $\frac{3}{4}$ movement access will be provided at 64th Street/Wasatch Street in future.

5.0 ACCESS CONTROL PLAN

5.1. Implementation

The access changes proposed in this ACP represent long-range improvements that will be implemented over time as traffic and safety needs arise, as adjacent properties get developed or redeveloped, and as funding occurs. Future funding for implementation may result from both public and private sources. In addition, the designs are conceptual in nature and are intended to guide future access improvements. More detailed engineering and coordination, based on these findings, may still be necessary to determine exact location or improvements.

There are two primary scenarios by which the proposed access control plan (ACP) will be implemented; either for a specific property or group of properties; or for a roadway widening project:

1. If a property owner decides to redevelop their property, or several properties are redeveloped jointly, the governing agency can require the property owner to implement the ACP recommendations in accordance with their traffic impacts.
2. The potential widening of US 287 or Carpenter Road (LCR 32) by the City of Loveland, Larimer County and/or Colorado Department of Transportation (CDOT) would likely require the ACP to be implemented. The City of Loveland, Larimer County and/or CDOT would be responsible for re-constructing access points to the arterial in conformance with the ACP or constructing alternative access roads so that every property has access to a public road. Funding may also be available from the NFRMPO to provide construction incentives for larger scale projects.

To ensure that the ACP recommendations can be implemented in the future, an IGA was developed concurrently to provide formal agreement between CDOT, Larimer County, and the City of Loveland. The IGA documents the findings, defines implementation, and provides a process for modifying the ACP in the future.

Modifying the ACP in the future requires an amendment request that would be reviewed by an Advisory Committee comprised of a representative of each of the signatories of the IGA. Following review, all signatories must provide an affirmative vote of the modification. The ACP and IGA should be reviewed periodically by the Advisory Committee to provide needed updates and ongoing coordination between the agencies.

5.2. Access Inventory and Proposed Access Control

Table 5-1 provides an inventory of every access point in the study area and how it is proposed to change with the implementation of the ACP. **Figure 5-1** is a map showing the numbering of the access points described in **Table 5-1**.

There are several locations in the study area, such as midway between 29th Street and 37th Street, and south of 71st Street, where it was noted that a $\frac{3}{4}$ movement would be an acceptable access type in the future based on distance from other accesses. The condition for this access type is that the $\frac{3}{4}$ access serves more than just a single property. This considers that future development or redevelopment in the study area will involve consolidation of multiple properties into one or more larger land uses, and that cross access is provided between adjacent land uses to make the most of the limited access points. This condition will need to be evaluated in more detail by CDOT and the local jurisdiction at the time of the development or redevelopment, or during final design of a widening project. The location of these potential $\frac{3}{4}$ movement accesses are identified in Table 5-1.

There is no funding identified for widening US 287 or Carpenter Road (LCR 32) by CDOT, the City of Loveland, or Larimer County in this corridor. Although this can always change in the future, the likelihood is that this ACP will be used to guide property developers and redevelopers in the corridor to provide adequate right-of-way for future study area improvements and to configure their developments to utilize access as defined in the ACP.

**Table 5-1:
Access Inventory and Proposed Access Revisions**

Num.	Description	Type of Access Control	
		Existing (as used, not as permitted)	Proposed (when development or widening occurs)
1	29 th Street Intersection	Full movement - signalized	Full movement – signalized
2	Texaco (west of US 287)	Full movement	RIRO *
3	Garfield Avenue/King Soopers	Full movement - signalized	Full movement – signalized
4	Orchards/Hobby Lobby Intersection	Full movement – signalized	Full movement – signalized
5	Brakes Plus (east of US 287)	Full movement	RIRO*
6	Warehouse Access (east of US 287)	RIRO	RIRO *

**Table 5-1 (continued):
Access Inventory and Proposed Access Revisions**

Num.	Description	Type of Access Control	
		Existing (as used, not as permitted)	Proposed (when development or widening occurs)
7	Auto Zone (east of US 287)	Full movement	RIRO *
8	Driveway Access south of Larimer Outdoor Equipment (west of US 287)	Full movement	RIRO *
9	Larimer Outdoor Equipment	Full movement	RIRO *
10	Intentionally left blank		
11	M.M. Solutions	Full movement	RIRO *
12	Night Shotz & Orchard Animal Hospital	Full movement	RIRO *
13	Japanese Steakhouse	Full movement	RIRO *
14	Parcel between Orchard Animal Hospital & Pro- Motion Auto Sales (west of US 287)	Full movement	RIRO *
15	M I Sports & Casuals	Full movement	RIRO *
16	Pro-Motion Auto Sales	Full movement	RIRO *
17	Property on the backside of Pro-Motion Auto Sales (west of US 287)	Full movement	RIRO *
18	Intentionally left blank		
19	Intentionally left blank		
20	Intentionally left blank		

¾ movement possible if
properties combine access to
US 287 and provide for cross-
access between parcels

**Table 5-1 (continued):
Access Inventory and Proposed Access Revisions**

Num.	Description	Type of Access Control	
		Existing (as used, not as permitted)	Proposed (When development or widening occurs)
21	United Rentals	Full movement	RIRO * ¾ movement possible if properties combine access to US 287 and provide for cross-access between parcels
22	Avalanche Motors	Full movement	
23	Cycle Central	Full movement	
24	3509 & 3511 Garfield Avenue	Full movement	RIRO *
25	Field Access north-east of Avalanche Motors	RIRO	RIRO, or potentially moved or eliminated with redevelopment
26	Property south-west of World Beverage	Undeveloped property - access point not defined	RIRO *
27	Falcon Motors	RIRO, shared with Walgreens	RIRO, shared with Walgreens
28	World Beverage & Diamond Shamrock	RIRO combined access	RIRO *
29	Intentionally left blank		
30	Intentionally left blank		
31	Walgreens (southeast of 37 th Street)	RIRO	RIRO
32	37 th Street Intersection	Full movement - signalized	Full movement – signalized
33	7/11 gas station and Landis & Associates and Meineke Car Care and Carquest	Full movement – 4 accesses combined together	RIRO
34	Intentionally left blank		
35	Empty parcel north-east of Carquest	Full movement	RIRO *
36	39 th Street intersection	Full movement	¾ movement: RIRO plus NB left-turn allowed

**Table 5-1 (continued):
Access Inventory and Proposed Access Revisions**

Num.	Description	Type of Access Control	
		Existing (as used, not as permitted)	Proposed (When development or widening occurs)
37	4008 Garfield Avenue	Full movement	RIRO * (3/4 movement with southbound left turn possible if properties combine access to US 287 and provide for cross access between parcels)
38	Empty parcel north-west corner of 39 th Street	Full movement	RIRO *
39	Intentionally left blank		
40	Intentionally left blank		
41	4016 Garfield Avenue	Full movement	RIRO * (3/4 movement with southbound left turn possible if properties combine access to US 287 and provide for cross access between parcels)
42	4020 Garfield Avenue	Full movement	RIRO * (3/4 movement with southbound left turn possible if properties combine access to US 287 and provide for cross access between parcels)
43	4100 Garfield Avenue	Full movement	RIRO *
44	40 th Street intersection	Full movement	RIRO
45	41 st Street intersection	Full movement	RIRO
46	4116 Garfield Avenue (Horseshoe Acres)	Full movement	RIRO *
47	42 nd Street intersection	Full movement	¾ movement: RIRO plus SB left-turn allowed
48	Scruples & Aztec Center	RIRO (maybe full movement)	RIRO *
49a, 49b, 49c, 49d	Buffalo Hills & adjacent landlocked parcels on north-west side (between 41 st Street and 43 rd Street)	Undeveloped parcels – access point not defined	RIRO *
50	Intentionally left blank		
51	Intentionally left blank		
52	4212 Garfield Avenue (Worthington Animal Clinic)	Full movement	RIRO *
53	4216 Garfield Avenue (Western Welding)	Full movement	RIRO *

**Table 5-1 (continued):
Access Inventory and Proposed Access Revisions**

Num.	Description	Type of Access Control	
		Existing (as used, not as permitted)	Proposed (When development or widening occurs)
54	43 rd Street intersection	Full movement	RIRO
55	Empty parcel north of Western Welding	Undeveloped property – access not defined	RIRO
56	Empty parcel on the north-west corner of 43 rd Street	Undeveloped property – access not defined	RIRO
57	4308 Garfield Avenue (Psychic Readings)	Full movement	RIRO *
58	Empty parcel on the south-east corner of 45 th Street/Knobcone Drive	Undeveloped property – access not defined	RIRO
59	45 th Street/Knobcone Drive intersection	Full movement – signalized	Full movement – signalized
60	U-Haul and a House	Full movement	RIRO *
61	4512 Garfield Avenue	Full movement	RIRO *
62	4520 Garfield Avenue (Shop)	Full movement	RIRO *
63	Landlocked parcel between 4520 & 4600 Garfield Avenue	Undeveloped property – access not defined	RIRO *
64	4600 Garfield Avenue	Full movement	RIRO *
65	Empty parcel south-east of 50 th Street	Undeveloped property – access not defined	RIRO

**Table 5-1 (continued):
Access Inventory and Proposed Access Revisions**

Num.	Description	Type of Access Control	
		Existing (as used, not as permitted)	Proposed (When development or widening occurs)
66	Empty parcel west of US 287 between 45 th & 50 th Street	Undeveloped property – access not defined	RIRO if access cannot be provided via Granite Street
67	50 th Street intersection	Full movement – signalized	Full movement – signalized
68	Empty parcel on south-west side of 50 th Street	Undeveloped property – access not defined	RIRO if access cannot be provided via 50 th Street or consolidated with other adjacent parcels
69	5008 Garfield Avenue	Full movement	RIRO *
70	Intentionally left blank		
71	5016 Garfield Avenue	Full movement	RIRO *
72	Conoco	Full movement	RIRO *
73	Scotty’s Super Spray	Full movement	RIRO *
74	5102 & 5104 Garfield Avenue	RIRO	RIRO *
75	51 st Street ROW		RIRO
76	Retail office development on the south-east side of Kroh park entrance	Undeveloped property – access not defined	RIRO *
77	Empty parcel north-west of US 287 between 50 th Street & Ranch Acres Drive	Undeveloped property – access not defined	RIRO *
78	Kroh park entrance	Full movement	¾ movement; RIRO plus SB left-turn allowed
79	Loveland Habitat for Humanity	Full movement	RIRO *
80	Intentionally left blank		
81	Ranch Acres Drive	Full movement	RIRO
82	Ozzie’s Body Shop	RIRO	RIRO
83	White Buffalo	Full movement	RIRO *
84	5428 Garfield Avenue	Full movement	RIRO *

**Table 5-1 (continued):
Access Inventory and Proposed Access Revisions**

Num.	Description	Type of Access Control	
		Existing (as used, not as permitted)	Proposed (When development or widening occurs)
85	House north-east of 5428 Garfield Avenue	Full movement	RIRO *
86	Empty parcel north-west of Ranch Acres Drive	Undeveloped property – access not defined	RIRO, may be considered for temporary ¾ access: RIRO plus NB left movement allowed
87	Empty parcel south-east of 57 th Street	Undeveloped property – access not defined	RIRO *
88	57 th Street intersection	Full movement – signalized	Full movement – signalized
89	Empty parcel north-east of 57 th Street	Undeveloped property – access not defined	RIRO, may be considered for temporary ¾ access: RIRO plus NB left movement allowed
90	Empty parcel north-west of 57 th Street	Undeveloped property – access not defined	Access provided through Wal-Mart development
91	House north-west of 57 th Street	RIRO	RIRO *
92	64 th Street intersection (Wasatch Street)	Not yet built	¾ movement: RIRO plus NB left-turn allowed
93	5916 Garfield Avenue	Full movement	RIRO *
94	Empty parcel	Undeveloped property – access not defined	RIRO *
95	6200 Garfield Avenue	Full movement	RIRO *(¾ movement with southbound left turn possible if properties combine access to US 287 and provide for cross-access between parcels)
96	Intentionally left blank		
97	Intentionally left blank		

**Table 5-1 (continued):
Access Inventory and Proposed Access Revisions**

Num.	Description	Type of Access Control	
		Existing (as used, not as permitted)	Proposed (When development or widening occurs)
98	Empty parcel on the west between 64 th & 65 th Street	Undeveloped property – access not defined	RIRO if access cannot be provided by 65 th Street or consolidated with other adjacent parcels
99	6400 & 6412 Garfield Avenue	Full movement	RIRO *
100	65 th Street intersection	Full movement – T –intersection Un signalized	Full movement – 4 legged intersection – signalized with Wal-Mart opening
101	Parcel north-east of 65 th Street	Full movement	RIRO* (3/4 movement with southbound left turn possible if properties combine access and provide for cross access
102	Parcel south-east of 71 st Street/CR 30 (approx. 1,000 feet south of 71 st Street/CR 30)	Full movement	RIRO*
103	Parcel south-east of 71 st Street/CR 30	Full movement (field access only) Primary access is on LCR 30.	RIRO if access cannot be provided from LCR 30 – or combined with access #102
104	Intentionally left blank		
105	71 st Street intersection	Full movement – signalized	Full movement – signalized
106 & 107	Resthaven Cemetary & empty parcel north of Resthaven Cemetary	RIRO	¾ movement: RIRO plus SB left-turn allowed at one location
108	Empty parcel south-east of Midland Drive		RIRO *
109	Midland Drive intersection	Full movement unsignalized	Potential future signal if warrants are met, Interim full movement unsignalized with SB left-turn acceleration lane
110	Empty plot northeast of Midland Drive		RIRO *

**Table 5-1 (continued):
Access Inventory and Proposed Access Revisions**

Num.	Description	Type of Access Control	
		Existing (as used, not as permitted)	Proposed (When development or widening occurs)
111	Parcel south of Colland Drive	RIRO	RIRO
112	Colland Drive intersection	Full movement	¾ movement: RIRO plus SB left-turn allowed
113	Cedar Supply Lumber & Auto Intergrity/Noras Auto Glass	Full movement	RIRO *
114	Spa Palace, Gas Station, Car Wash & Variety Stores Access	RIRO	RIRO *
115a, 115b, 115c	Empty parcels between 71 st and Carpenter (west side of US 287)	Maintenance driveways	RIRO
116	Carpenter Road (LCR 32)/US 287 intersection	Full movement – signalized T-intersection	Full movement – signalized 4-legged intersection
The following accesses are on Carpenter Road (LCR 32) east of US 287			
117	Driveway for shopping area	Full movement	Access to LCR 32 eliminated or consolidated with redevelopment of adjacent parcels, or RIRO if not redeveloped, developed as individual parcel or access reconstructed by widening project
118	Colland Drive	Full movement	Full movement unsignalized, or signalized if warrants are met
119	Driveway for church – south side	Full movement	Access to LCR 32 eliminated or consolidated with redevelopment of adjacent parcels, or RIRO if not redeveloped, developed as individual parcel or access reconstructed by widening project
120	Victoria Drive	Full movement	Full movement unsignalized, or signalized if warrants are met

* RIRO access if developed as individual parcel or reconstructed by widening project. If this parcel and adjacent parcels are redeveloped as one project, access to be consolidated to one RIRO.

Note: Any new future access not listed above would be RIRO if it could not be consolidated with other adjacent access points or could not obtain access from the adjacent street system.

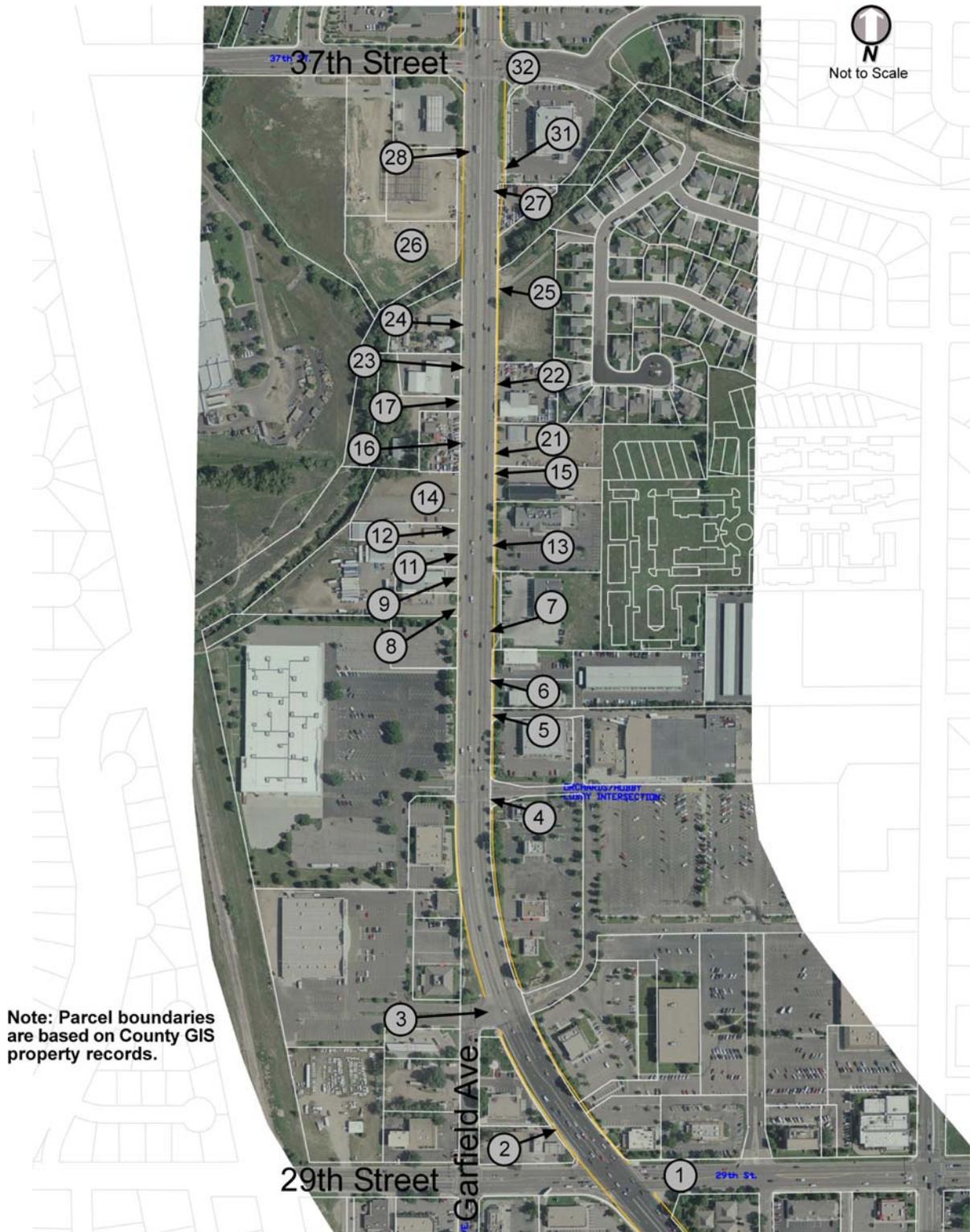


Figure 5-1: Sheet 1 of 4 - Access Inventory



Figure 5-1: Sheet 2 of 4 - Access Inventory



Figure 5-1: Sheet 3 of 4 - Access Inventory

Access Control Plan



Figure 5-1: Sheet 4 of 4 - Access Inventory

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