

**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

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

North/Left Side	MP	Description	MP	South/Right Side
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
		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		

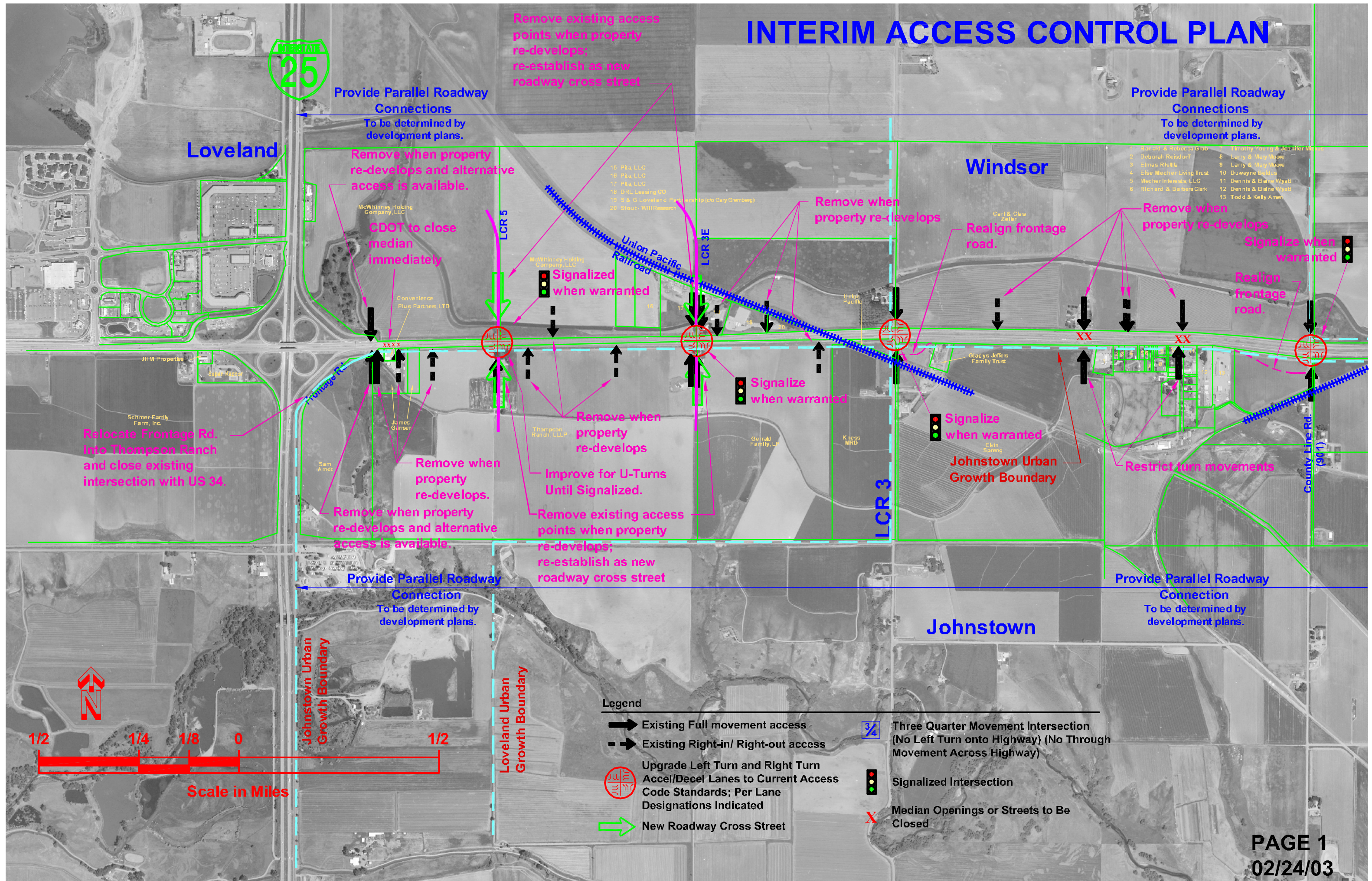
**US 34 Access Inventory (West to East from I-25 to WCR 55)
April, 2003**

North/Left Side	MP	Description	MP	South/Right Side
		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

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

(MEDIAN OPENING)

Add Left Turn Acceleration Lane

Signalize when warranted

Accesses removed when property re-develops

Interchange to remain

Johnstown Urban Growth Boundary

Remove when property re-develops

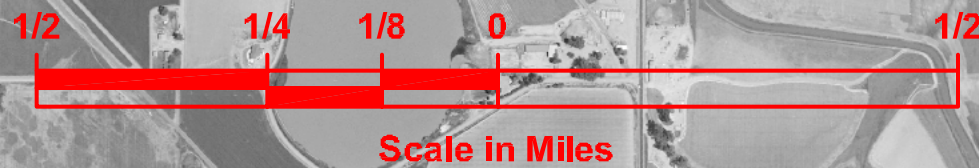
Provide Parallel Roadway Connection
To be determined by development plans.

Provide Parallel Roadway Connection
To be determined by development plans.

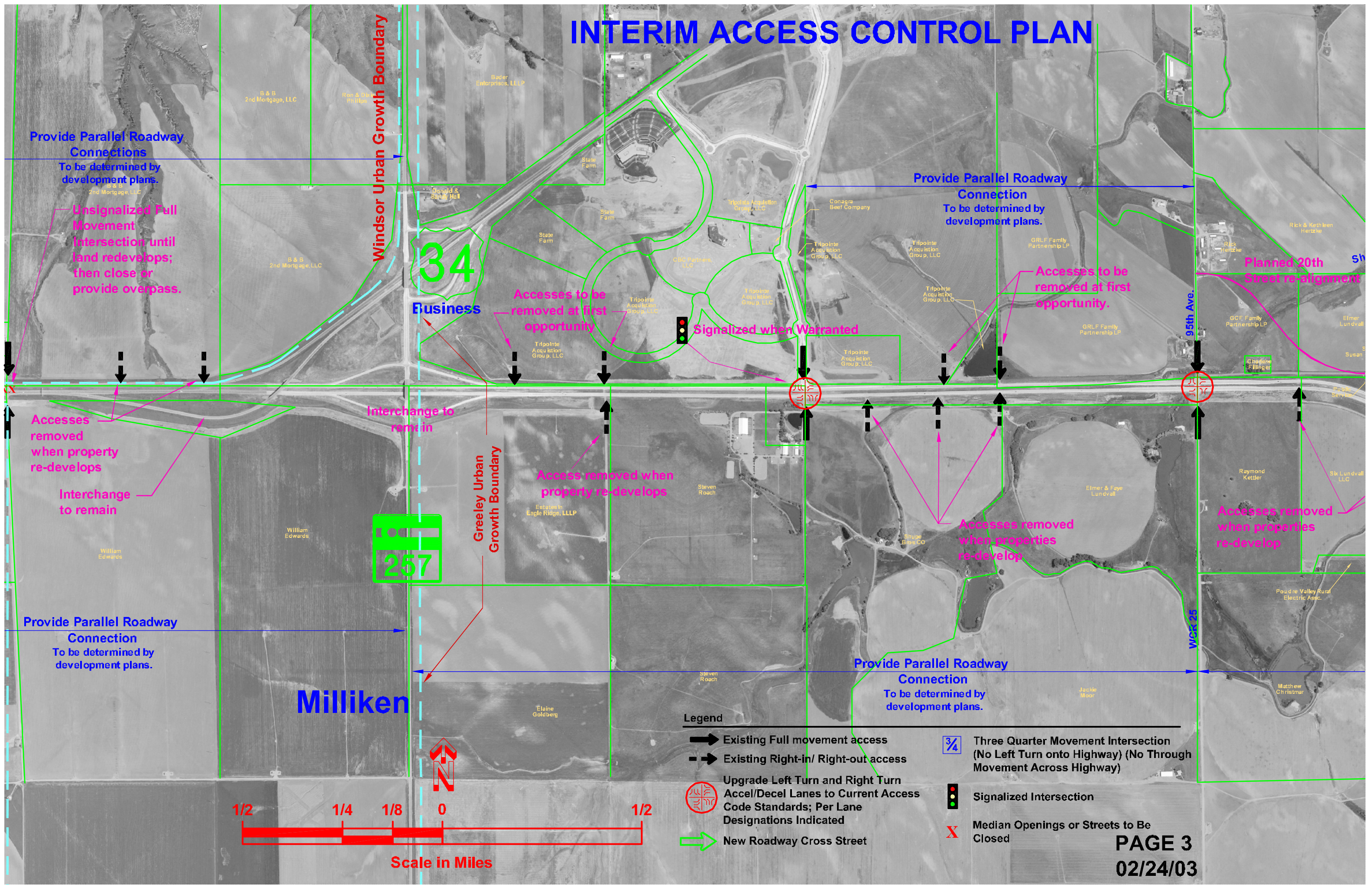
- 1 Stephen & Christine Lydon
- 2 Alan & Shay Black
- 3 Vern Stutzman
- 4 Luke & Heidi Baysinger
- 5 Robert & Deborah Ackelson
- 6 Duane & Janice Leopold
- 7 Teresa Ribble
- 8 Richard & Leigh Grotzkyj
- 9 William & Kathleen Quam

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



Provide Parallel Roadway Connections
To be determined by development plans.

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

Provide Parallel Roadway Connection
To be determined by development plans.

Planned 20th Street re-alignment

Accesses removed when property re-develops
Interchange to remain

Interchange to remain

Access removed when property re-develops

Accesses removed when properties re-develop

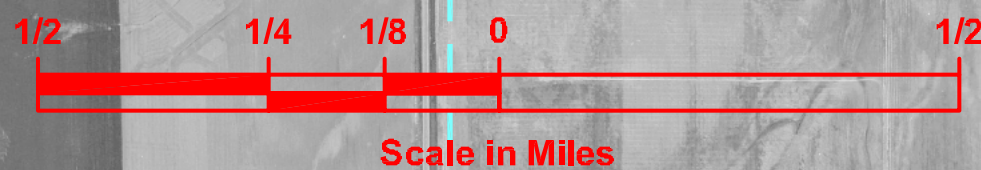
Accesses removed when properties re-develop

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
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INTERIM ACCESS CONTROL PLAN

Greeley



- 25 William Sander
- 26 Jan & Virginia Helm
- 27 Maureen Merrill
- 28 David & Maria Skowron
- 29 James & Jane Sumner
- 30 Conrad & Edna Smith
- 31 Terry & Compagn Mose
- 32 Glenn & Judith Oregon
- 33 Michael & Margaret McMillan
- 34 Michael & Edna Sander
- 35 Harold & Gloria Chawwal
- 36 Charlene & Wanda Bady
- 37 Russell & Cynthia Jackson
- 38 Scott Hopp
- 39 David & Karen Glatzer
- 40 Tyson Schroeder
- 41 Raymond & Evelyn Smith
- 42 Leonard & Pamela Babitt
- 43 Ruth Lord
- 44 George & Norma Townsend
- 45 Donald & Lela Kottner
- 46 Nancy Matz
- 47 Roy Lundvall
- 48 Benton Frank Land & Lva Stock Co
- 49 Co County General Car Area Inc
- 50 Stagecoach Stop LLC
- 51 Gamsey Family Partnership LLP
- 52 Gate Development Inc
- 53 TGD Partners/co Davis Moore Auto Group
- 54 Gate Development Inc

- 42 Diamond Shamrock Station, Inc
- 43 James & Linda Baker
- 44 Kurt Hagmiller
- 45 Timothy & Brandelyn Berger
- 46 Sheila Krespel
- 47 Lainea Egan
- 48 Jose Regina Gonzalez
- 49 Paul & Madlyn Long
- 50 xxx
- 51 Self General Services Inc
- 52 Self General Services Inc
- 53 Andrews Enterprises LLC
- 54 xxx
- 55 Roger & Virginia Kegemels
- 56 Gester Center for Independence
- 57 Edward & Nancy Brider
- 58 Edward & Nancy Brider
- 59 James & Olga Van Newaarden
- 60 Gormike Cleaners Inc
- 61 xxx
- 62 Hella Gatenbeck (co Mike Realty Corp)
- 63 Washington Trust
- 64 United Artist Theatre Guild
- 64 Rodney Clark

- 1 Diamond Shamrock Station
- 2 Rhodes Investments LLC
- 3 Carolyn Barber
- 4 Carolyn Barber
- 5 Lawrence & Margaret Myers
- 6 Rich Wallace
- 7 Reuben Ehrlich
- 8 Reuben Ehrlich
- 9 Reuben Ehrlich
- 10 Centennial Investments
- 11 City of Greeley
- 12 Centennial Investments
- 13 Nolan Land Limited Partnership, L.P.
- 14 MAS Investments LLC
- 15 Christine & Randy Moser
- 16 Grogloff Investments
- 17 Joseph Gunverson
- 18 Anne Rieda
- 19 Thomas, Tamir & Joseph Murden
- 20 No owner
- 21 Jesse & Noemi Med
- 22 Cheryl Contrabon
- 23 Paul Gilt
- 24 Wayne Rainbun
- 25 Francisco Giamad
- 26 Francine & Margaret
- 27 Janol & Ned Van W
- 28 Margen Foote
- 29 Klaus Martha Flo
- 30 Angela & Beverly
- 31 Boston Community
- 32 Ronald & Yvonne
- 33 Lee & Ruth Grove
- 34 Alvin & Muriel Mos
- 35 Keith Shear
- 36 Clayton & Madge
- 37 Anne Hoka
- 38 Mao Rong Ying & He
- 39 La Vaughn & Elbe
- 40 Galt & Jerry Jacke

to be
at first
city

Access to remain
for existing use

Accesses removed
when properties
re-develop

Existing
Signalized
Intersection

Existing Signalized
Intersection To Remain

Accesses removed
when properties
re-develop

Emergency Access Only
May remain as such if
necessary

Access to be
removed at first
opportunity

Access to be closed
when properties
re-develop.

Existing interchange
enhancements
to be explored

Existing Signalized
Intersection

Greeley Urban Growth Boundary

Evans Urban Growth Boundary

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

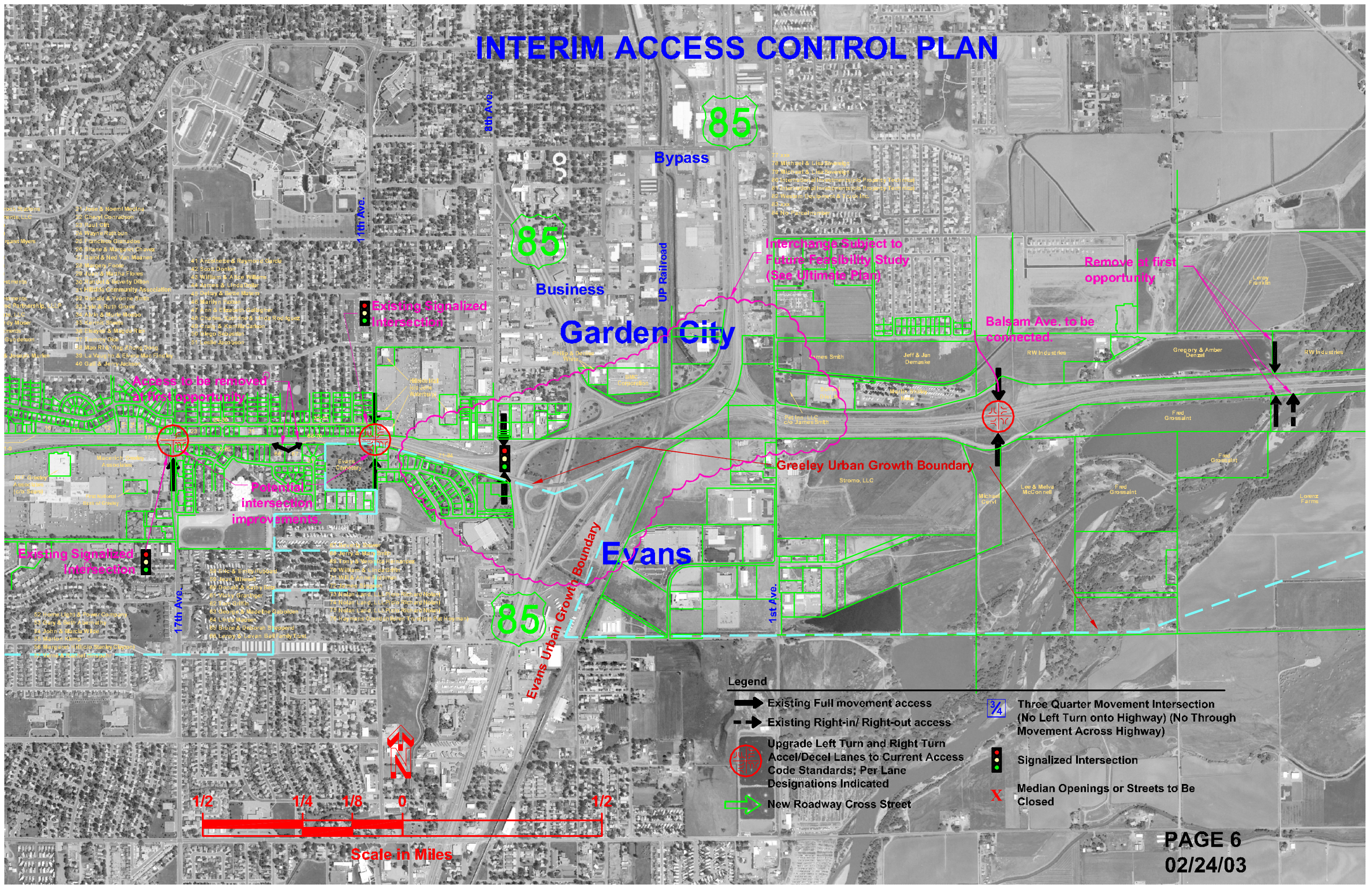
- 1 Parler Consulting, LLC
- 2 Karen & Daniel Trevis
- 3 Lanny & Gayle Dugger
- 4 Mandell & Lany York
- 5 Brian & Christie Wells
- 6 Michael & Julie Beller
- 7 Susan Schweitzer
- 8 Mark Dirks
- 9 Roman & Christine Marquis
- 10 Jill Anderson
- 11 City of Greeley
- 12 City of Greeley
- 13 City of Greeley
- 14 Antonio & Aithya Sera

- 15 Eric Woodmont Design, PC
- 16 Eric Woodmont Design, PC
- 17 Eric Woodmont Design, PC
- 18 Eric Woodmont Design, PC
- 19 Eric Woodmont Design, PC
- 20 Eric Woodmont Design, PC
- 21 Eric Woodmont Design, PC
- 22 Eric Woodmont Design, PC
- 23 Eric Woodmont Design, PC
- 24 Eric Woodmont Design, PC
- 25 Eric Woodmont Design, PC
- 26 Eric Woodmont Design, PC
- 27 Eric Woodmont Design, PC
- 28 Eric Woodmont Design, PC
- 29 Eric Woodmont Design, PC

- 21 JBS Sports, LLC
- 22 No owner
- 23 Mark Hout (co Uni Design)
- 24 Eddy & Karen Bohlander
- 25 Justco mini-storage
- 26 Great Northern Properties, LLC
- 27 Gerald & Deloris Carpenter
- 28 Angie Medina
- 29 Douglas Lockhart
- 30 CNL Funding 2000
- 31 Rex Radio Television
- 32 Heritage Inn of Greeley (co Tharald Lodging)
- 33 Richard Harzall
- 34 Tusher & Piyush Patel
- 35 Don & Wanda Garner
- 36 & Piyush Patel development
- 37 City of Greeley
- 38 Heritage Inn of Greeley
- 39 Greeley, Inc
- 40 General Public Restaurants
- 41 City of Greeley

- 42 Home Light & Power Company
- 43 Gary & Beth Alderding
- 44 John & Maria White
- 45 Marlon Klem
- 46 Margaret Hill (co Stanley Olson)
- 47 Kim & Michael Leppert

INTERIM ACCESS CONTROL PLAN



- 31 Jose & Noemi Medina
- 32 Cheryl Contreras
- 33 Paul Giff
- 34 Wayne Rajaban
- 35 Francisco Gonzalez
- 36 Shane & Margaret Chavez
- 37 Carol & Ned Van Maanen
- 38 Margery Poole
- 39 Luis & Maria Flores
- 40 Daniel & Beverly Dillon
- 41 Housing Community Association
- 42 Ronald & Yvonne Smith
- 43 Lisa & Ruth Grove
- 44 Alan & Marie Mosbor
- 45 Keith Smith
- 46 Clayton & Magda Ray
- 47 Richard Dick
- 48 Mao Rix & Ying Fung Hoang
- 49 La Vanya & Elvira Mac Findley
- 40 Gail & Jerry Jackson

- 52 Home Light & Power Company
- 53 Gary & Beth Alvarado
- 54 John & Marcia White
- 55 Martin Kemp
- 56 Margaret Hill Cro Stocky Gibson
- 57 Kirk & Carol Thompson

- 41 Anneliese & Raymond Garcia
- 42 Scott Douglas
- 43 William & Alice Williams
- 44 James & Linda Miller
- 45 Dorey & Steve Waters
- 46 Marilyn Foster
- 47 Ann & Elizabeth Gallagher
- 48 Charles, Kathleen & Maria Rodriguez
- 49 Craig & Kamille Carlson
- 50 Alejo Sabasani
- 51 Leslie Johnson

- 64 Gino & Emily Fuggard
- 65 Jean Mitchell
- 66 Donald & Kathy Papp
- 67 Rusty Graninger
- 68 Tracy Smith
- 69 George & Madeline Rabolden
- 70 LINDA MOORE
- 71 Bruce & Deborah Steppend
- 72 Leroy & Lavan Ball Family Trust

- 69 Jerry & Marie Smith
- 70 Tom & Mary Hill
- 71 Willem & Linda Smith
- 72 Willie & Anna Palmer
- 73 James Johnson
- 74 Melan Land, LLC, Lisa Richards Nolan
- 75 Nolan Land, LLC, Lisa Richards Nolan
- 76 Nolan Land, LLC, Lisa Richards Nolan
- 77 Rogmans Foundation, Rogmans Foundation

- 77 Tom
- 78 Michael & Lisa Swartz
- 79 Michael & Lisa Swartz
- 80 International Access Management Property Technical
- 81 International Access Management Property Technical
- 82 Western Equipment & Truck Inc.
- 83 Tom
- 84 No. Fairchild

- 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



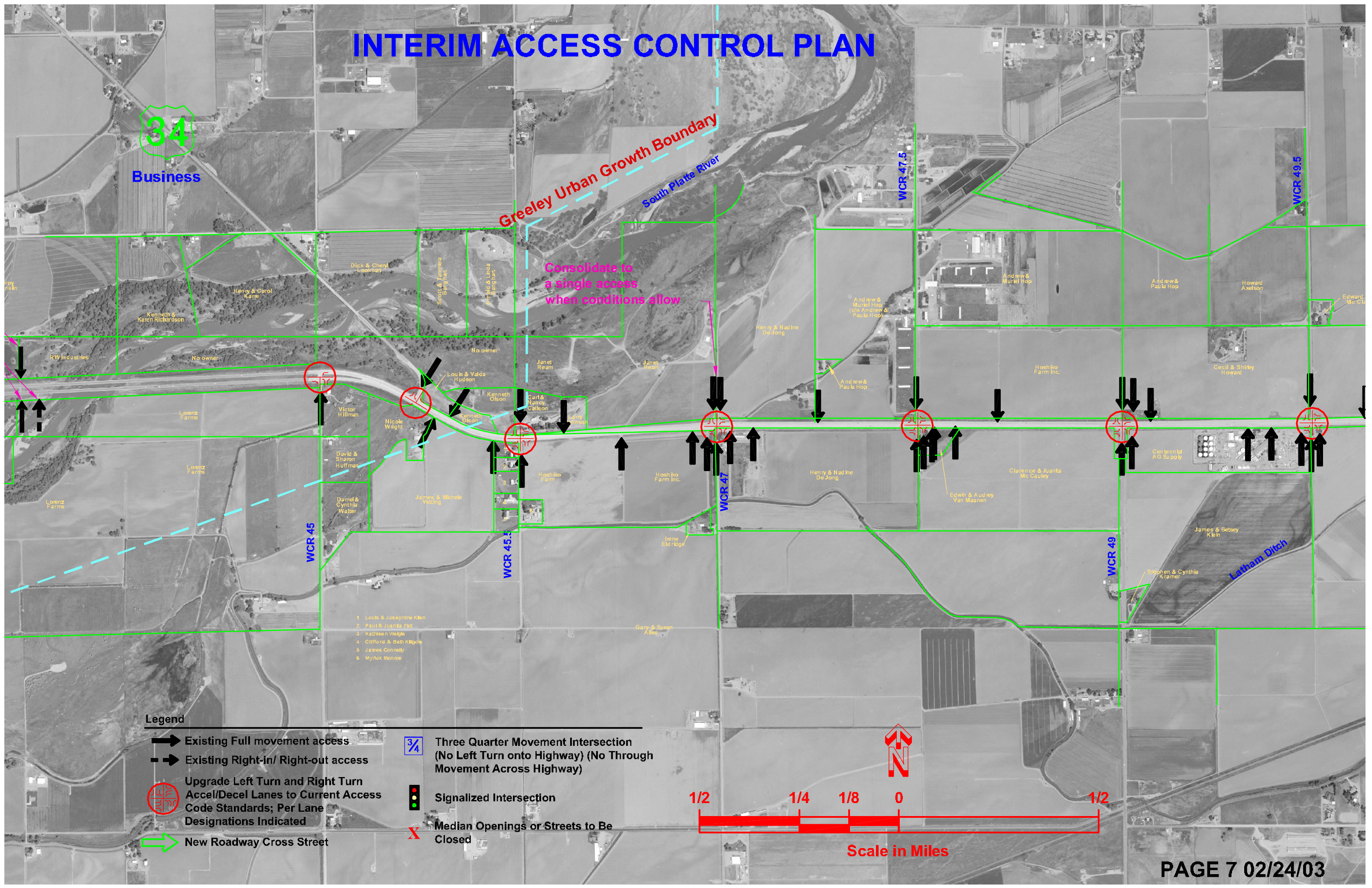
INTERIM ACCESS CONTROL PLAN

34








Business

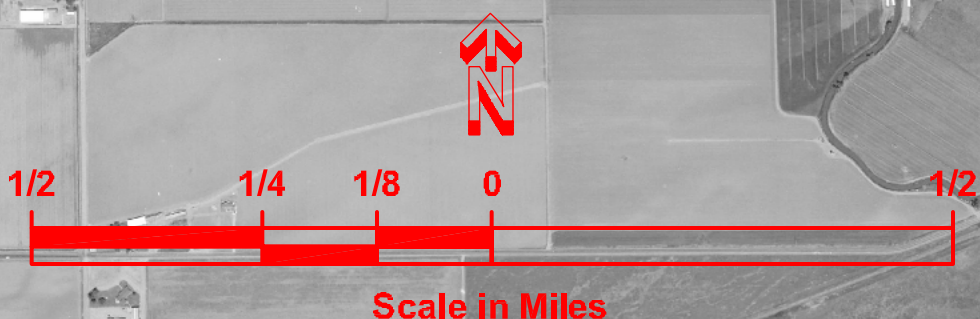
Greeley Urban Growth Boundary
South Platte River

Consolidate to a single access when conditions allow

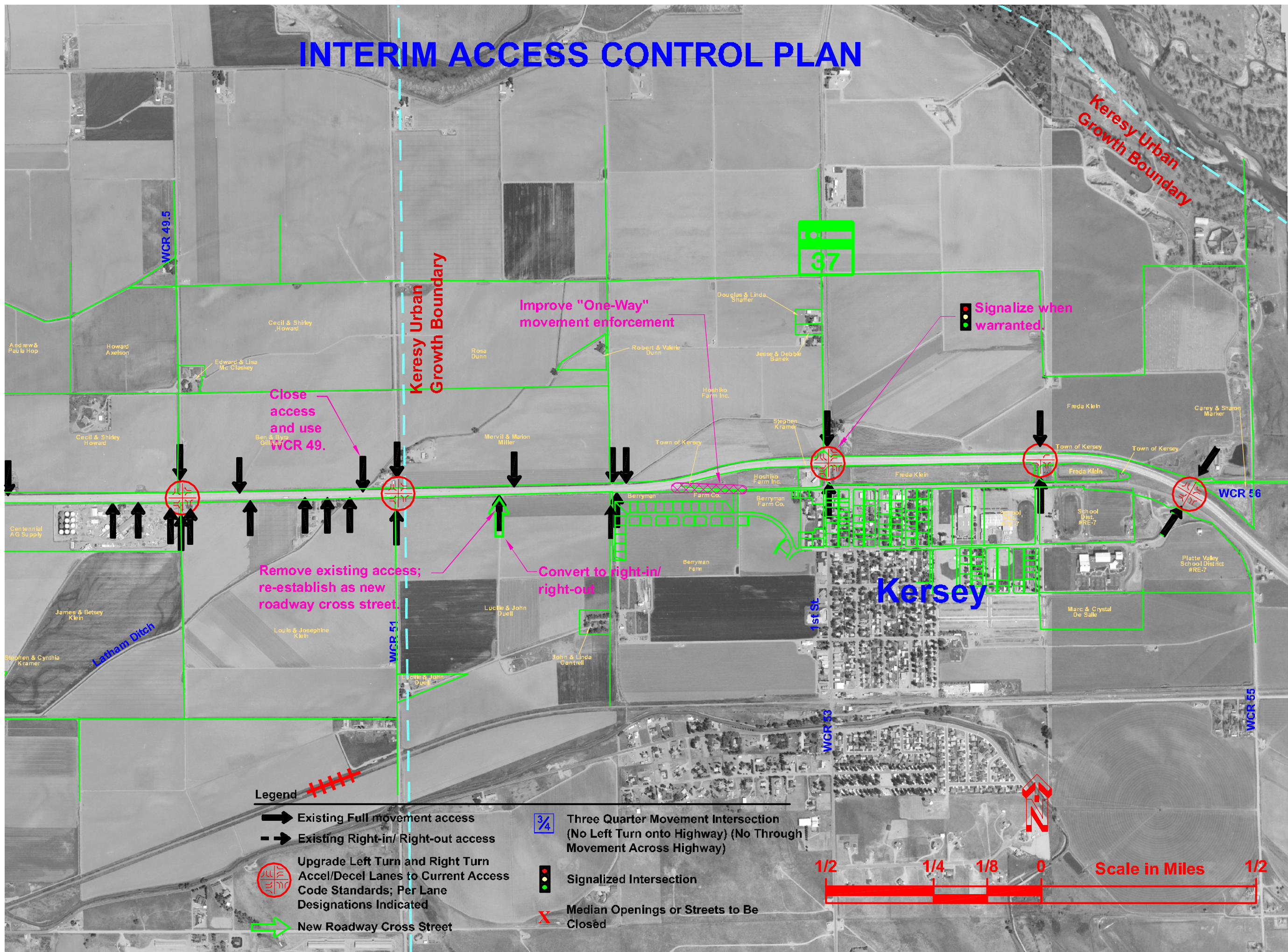


Legend

-  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

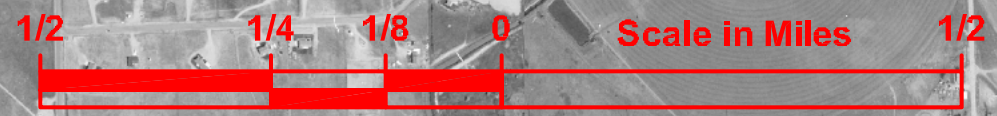


INTERIM ACCESS CONTROL PLAN



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



ULTIMATE ACCESS CONTROL PLAN

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.



Provide Parallel Roadway Connections
To be determined by development plans.

Provide Parallel Roadway Connections
To be determined by development plans.

Loveland

Windsor

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

Interchange to be combined with LCR 3 as a split diamond.

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

- 1 Ronald & Rebecca Grah
- 2 Deborah Reited off
- 3 Elmas Rialla
- 4 Elze Mecher Living Trust
- 5 Mecher Interests, LLC
- 6 Richard & Barbara Clark

- 7 Timothy Young & Jennifer Mickus
- 8 Larry & Mary Moore
- 9 Larry & Mary Moore
- 10 Duwayne Beldus
- 11 Dennis & Elaine Wyatt
- 12 Dennis & Elaine Wyatt
- 13 Todd & Kelly Arren

Remove when property re-develops

New Diamond Interchange

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

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

Railroad Overpass

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.

Restrict turn movements
Johnstown Urban Growth Boundary

Provide Parallel Roadway Connection
To be determined by development plans.

Provide Parallel Roadway Connection
To be determined by development plans.

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

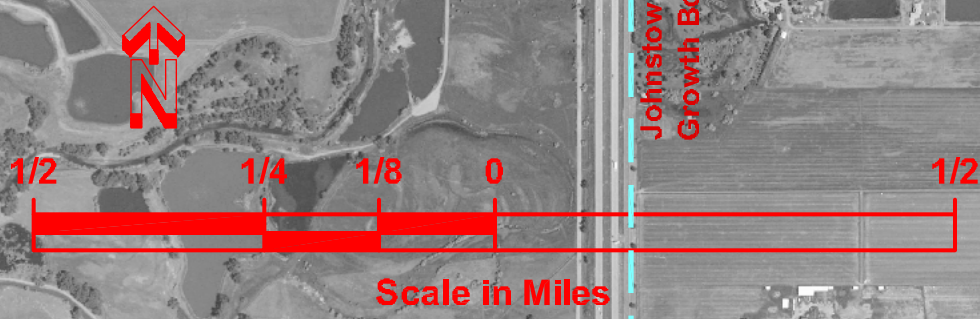
Johnstown Urban Growth Boundary

Loveland Urban Growth Boundary

Johnstown

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



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

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

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 lanes

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

Remove when property re-develops

Remove when property re-develops

Provide Parallel Roadway Connection
To be determined by development plans.

Provide Parallel Roadway Connection
To be determined by development plans.

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

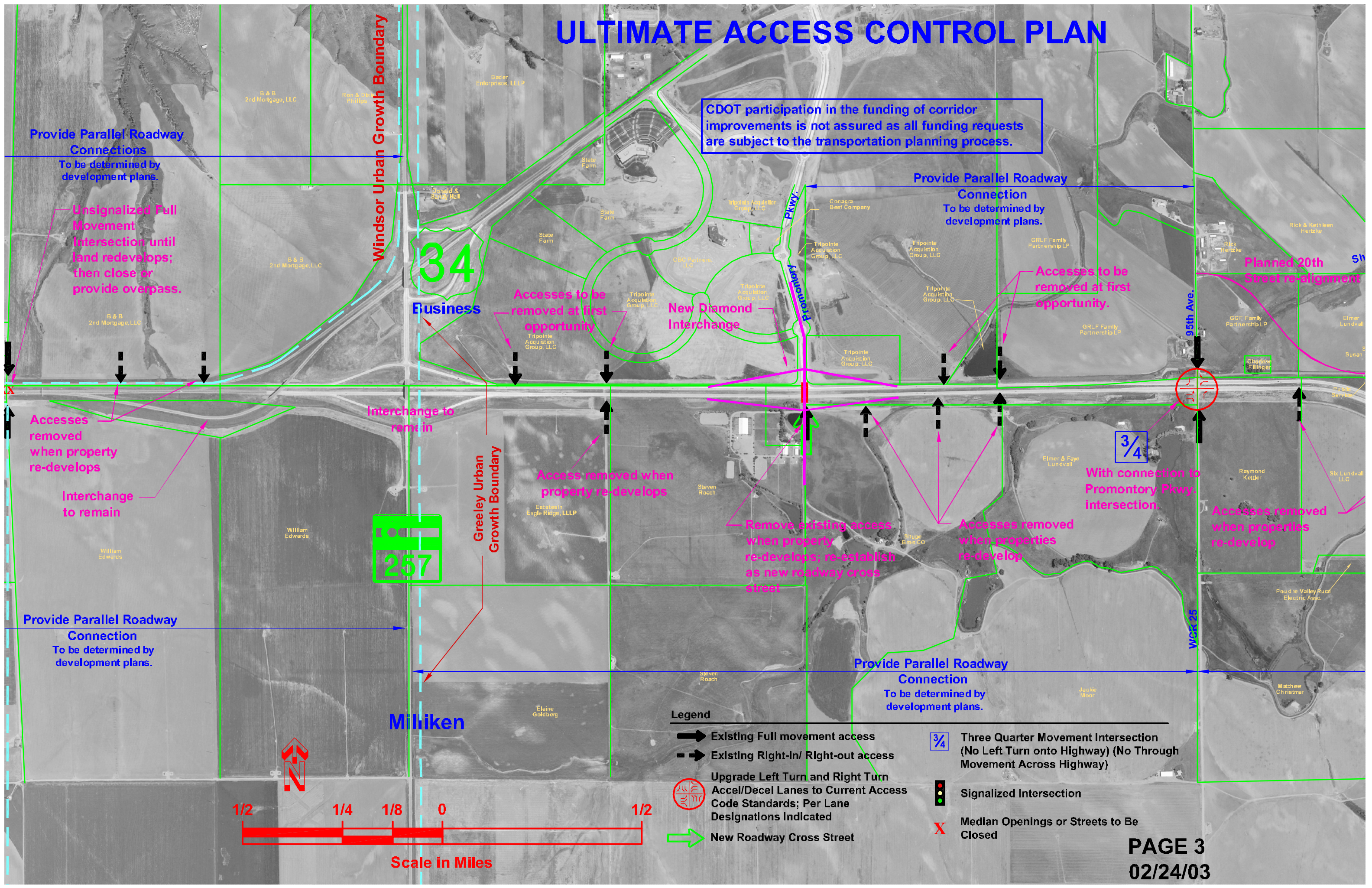
Legend

- 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



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.

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

Accesses removed when property re-develops
Interchange to remain

Provide Parallel Roadway Connection
To be determined by development plans.

34
Business

257
Milliken

Interchange to remain

Greeley Urban Growth Boundary

Milliken

Accesses to be removed at first opportunity

New Diamond Interchange

Access removed when property re-develops

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

Provide Parallel Roadway Connection
To be determined by development plans.

Accesses to be removed at first opportunity.

Provide Parallel Roadway Connection
To be determined by development plans.

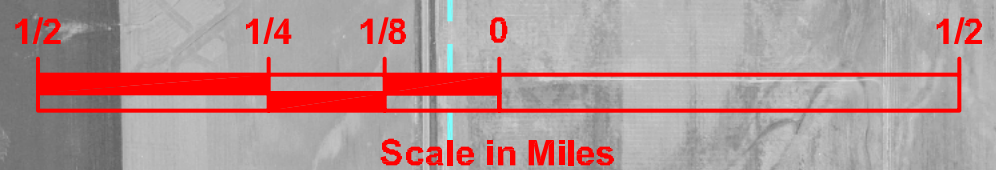
3/4
With connection to Promontory Pkwy. intersection.

Accesses removed when properties re-develop

Planned 20th Street re-alignment

Legend

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- 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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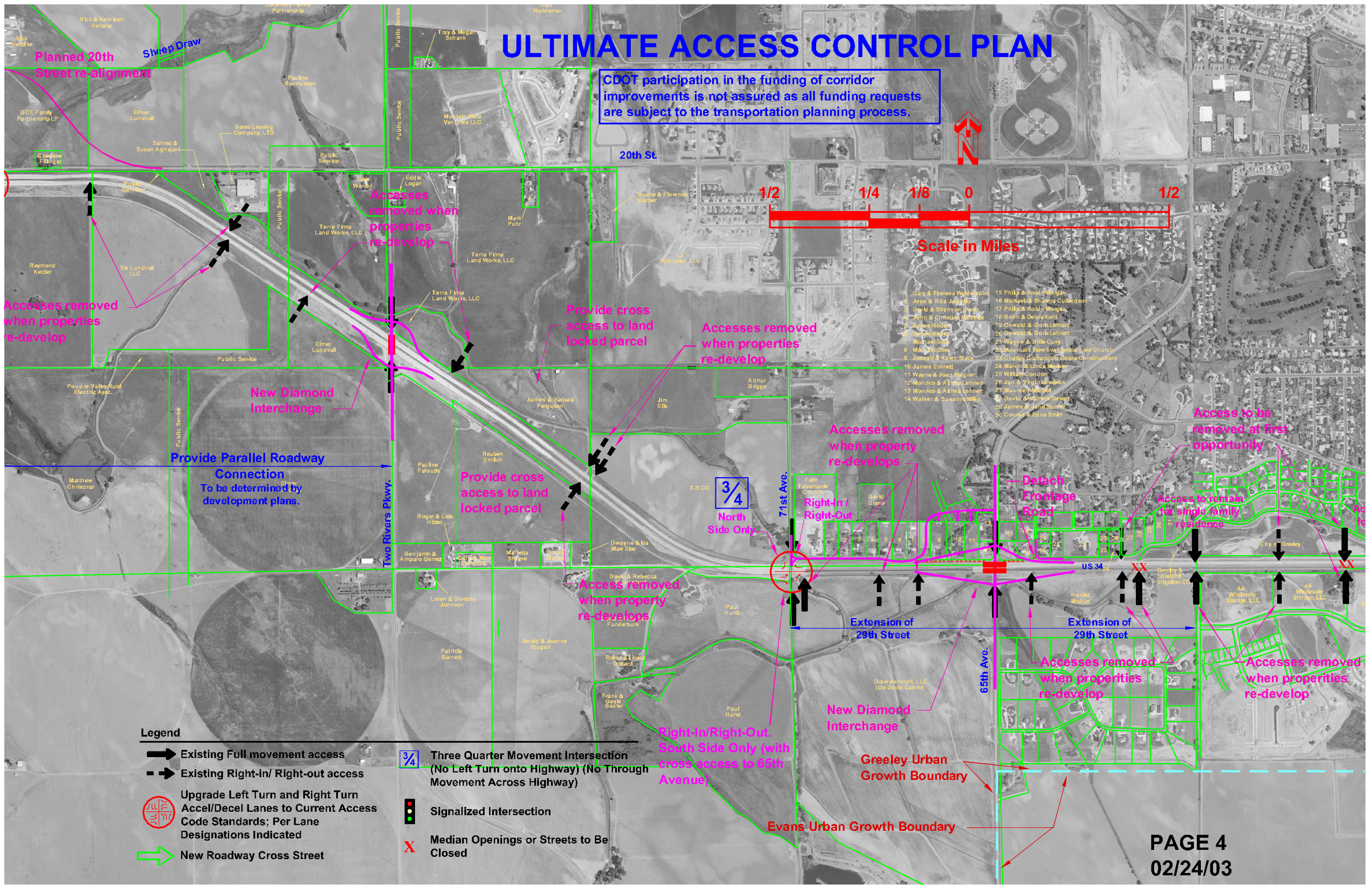
ULTIMATE ACCESS CONTROL PLAN

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



Scale in Miles

- 1 Gary & Theresa Woodson
- 2 Jesse & Rita Jaramila
- 3 David & Shannon Ingho
- 4 John & Christine Martinez
- 5 James Rodea
- 6 Nancy Rodea
- 7 Michael Goss
- 8 Michael Goss
- 9 Joseph & Karen Stacy
- 10 James Emmett
- 11 Wayne & Joan Wagner
- 12 Monico & Althea Lehner
- 13 Monico & Althea Lehner
- 14 Walker & Susanna Miller
- 15 Philip & Robin Morgan
- 16 Michael & Shawna Culbertson
- 17 Philip & Robin Morgan
- 18 Robin & Debra Kohl
- 19 Oswald & Doris Lehner
- 20 Oswald & Doris Lehner
- 21 Wayne & Billie Cury
- 22 Mountain View Evangelical Free Church
- 23 Charley Graham's Cobra Construction
- 24 Marvin & Linda Medler
- 25 William Condon
- 26 Jan & Virginia Helwick
- 27 Maureen Mitchell
- 28 David & Monica Stewart
- 29 James & Linda Stinger
- 30 Conroy & Edna Smith



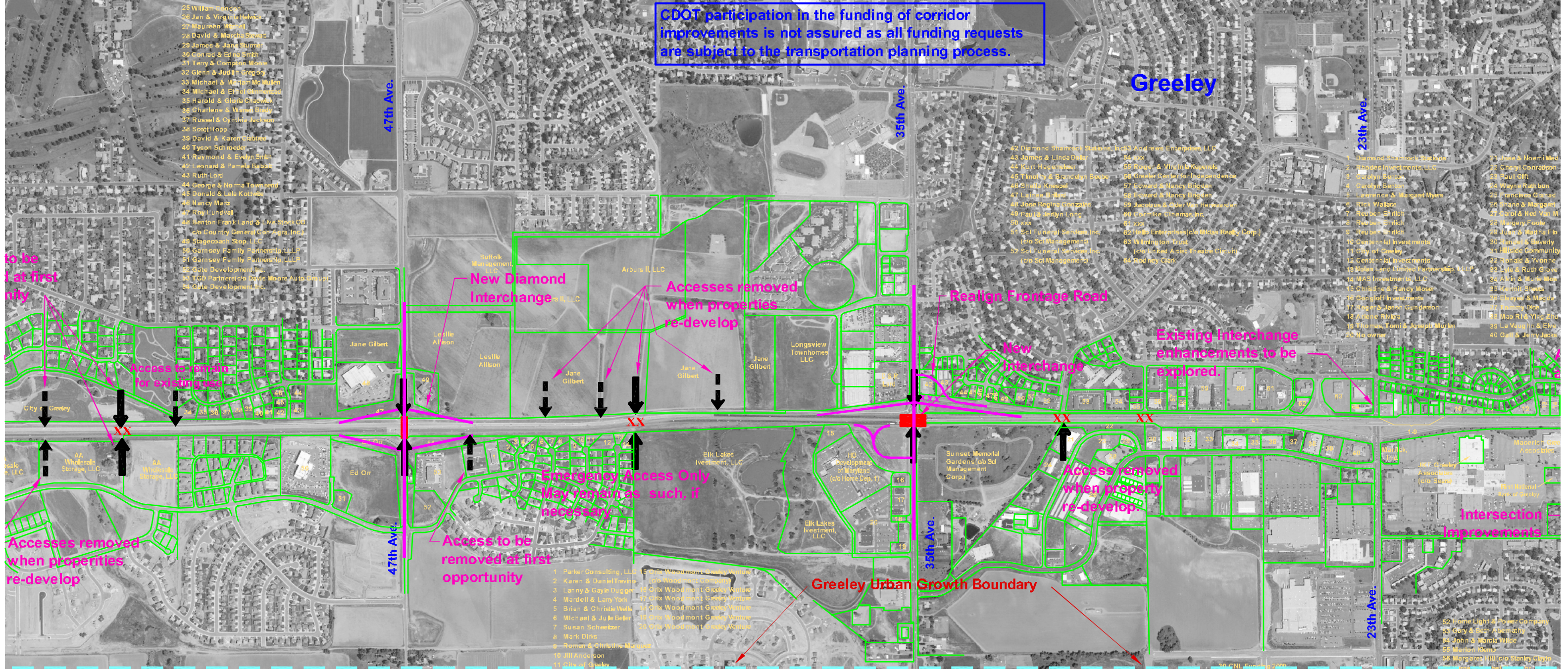
Legend

- 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

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.

Greeley



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

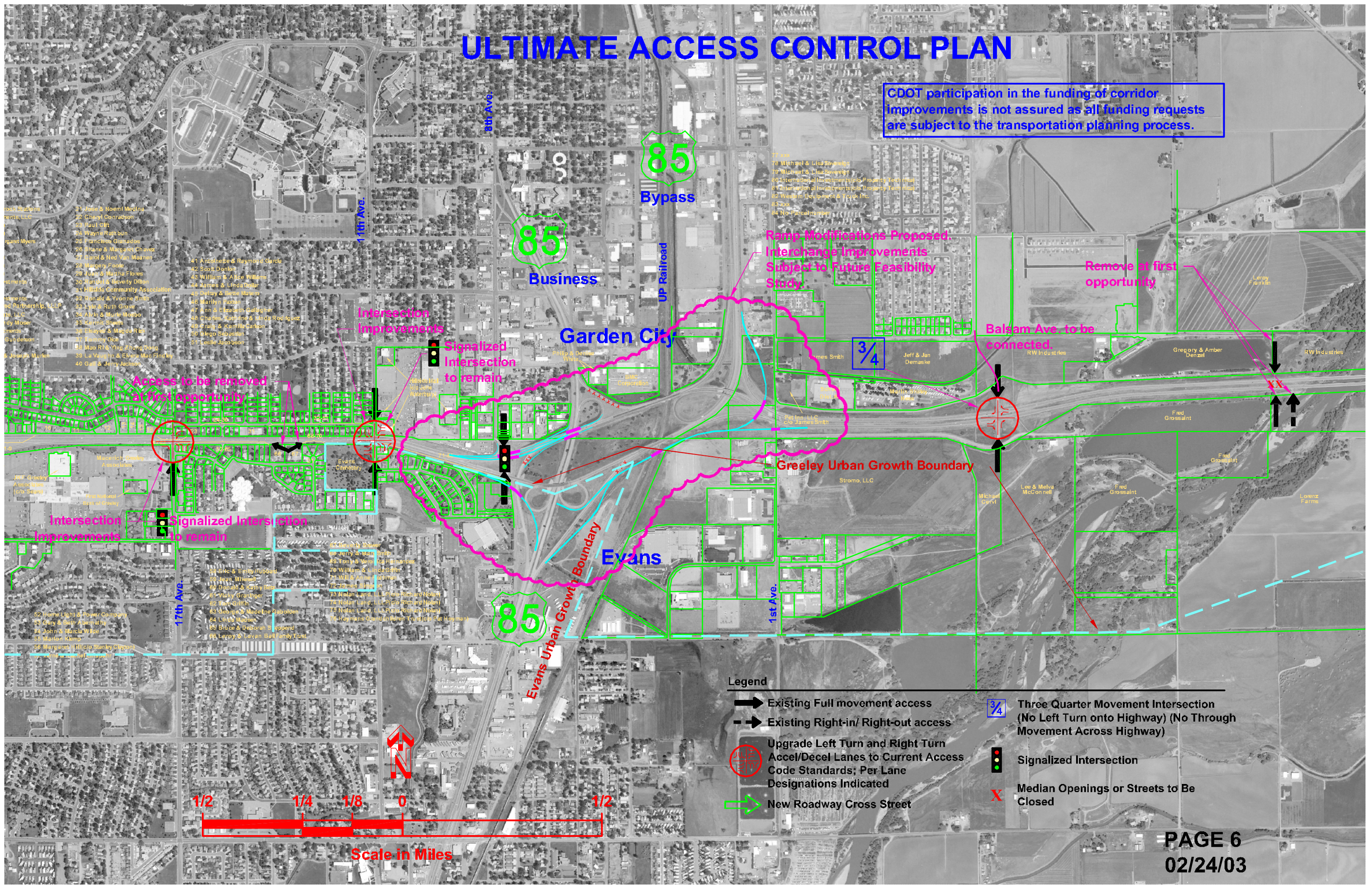
- Three Quarter Movement Intersection (No Left Turn onto Highway) (No Through Movement Across Highway)
- Signalized Intersection
- Median Openings or Streets to Be Closed



Scale in Miles

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.



- 31 Jose & Noemi Medina
- 32 Chavel Contreras
- 33 Paul Giff
- 34 Wayne Rajthan
- 35 Francisco Gonzalez
- 36 Shane & Margaret Chavez
- 37 Carol & Ned Van Maanen
- 38 Margery Poole
- 39 Luis & Maria Flores
- 40 Daniel & Beverly Dillon
- 41 Housing Community Association
- 42 Ronald & Yvonne Smith
- 43 Lisa & Ruth Grove
- 44 Alan & Marie Mosbor
- 45 Keith Smith
- 46 Clayton & Magda Ray
- 47 Patricia Dick
- 48 Mao Rix & Ying Fung Hoang
- 49 La Vanya & Elvira Mac Findley
- 40 Gill & Jenni Jackson

- 52 Home Light & Power Company
- 53 Gary & Beth Alvarado
- 54 John & Marcia White
- 55 Martin Kemp
- 56 Margaret Hill Cro Stocky Gibson
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- 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

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

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

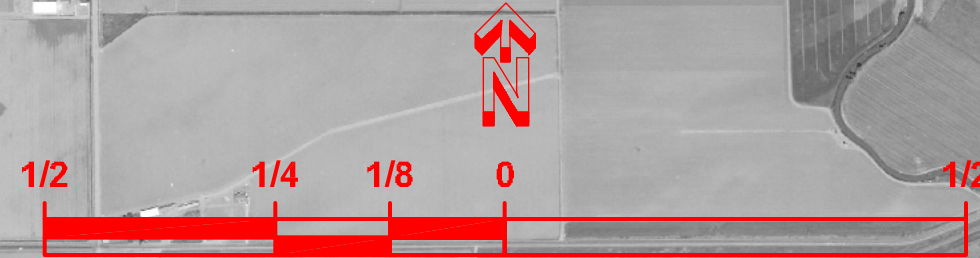
Remove and establish access to WCR 49 and to point across from WCR 49.5 when property re-develops.

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
- 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



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.

3/4

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

Accesses removed when property re-develops

Signalized Intersection

Convert to right-in / right-out

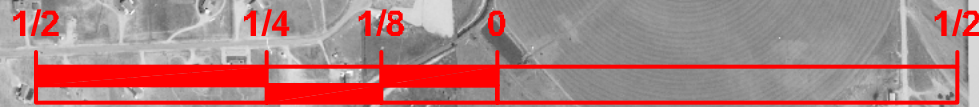
Establish cross access roadway between WCR 51 and 1st Street

Close intersection when new WCR 55 intersection is complete

Remove accesses access across from 5 in association with

Legend

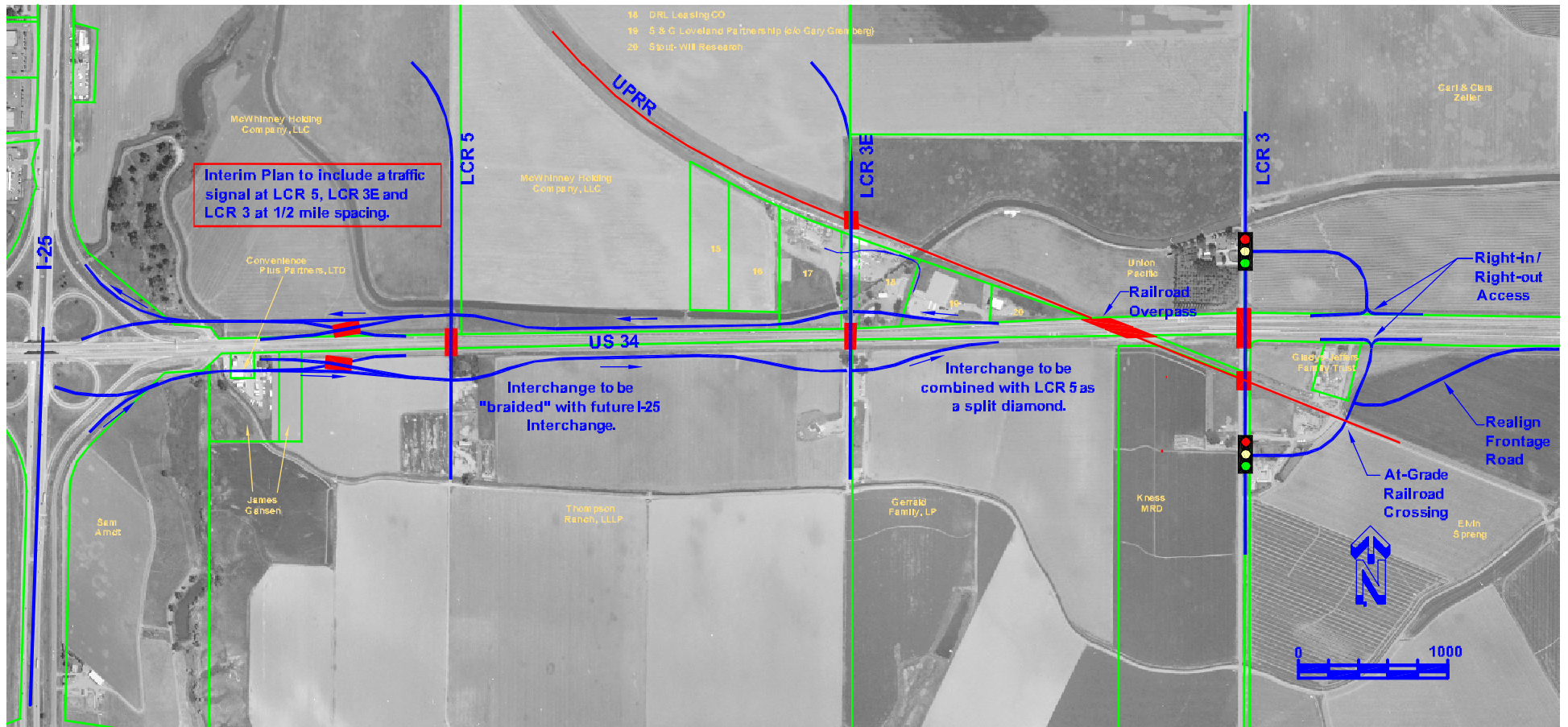
- Existing Full movement access
- Existing Right-in/ Right-out access
- Upgrade Left Turn and Right Turn Accel/Decel Lanes to Current Access Code Standards; Per Lane Designations Indicated
- New Roadway Cross Street
- Three Quarter Movement Intersection (No Left Turn onto Highway) (No Through Movement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



Scale in Miles

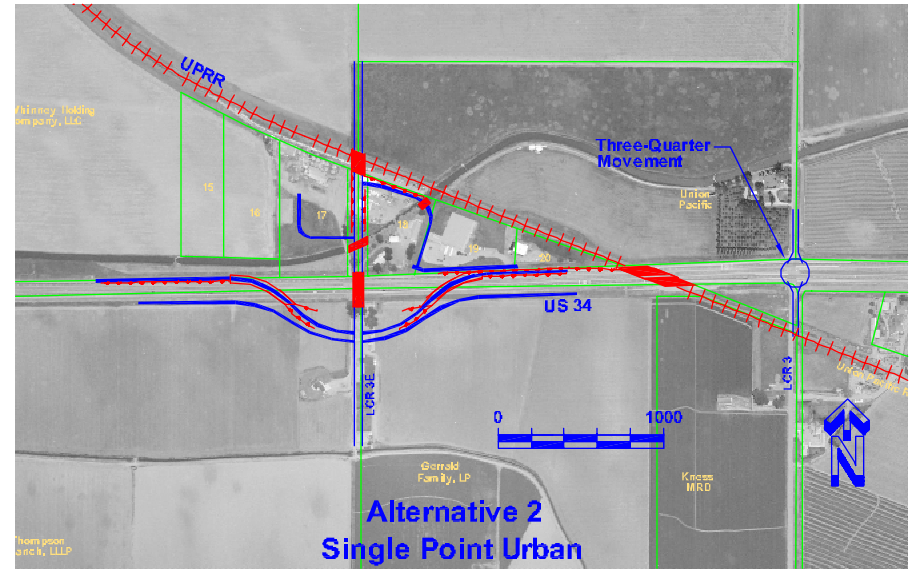
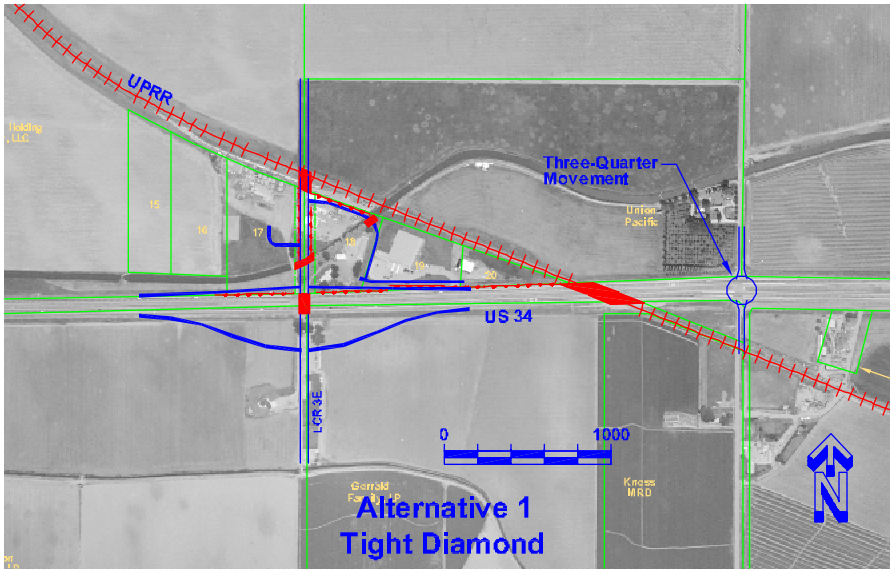
I-25 to LCR 3

Recommended Alternative for LCR 5, 3E and 3



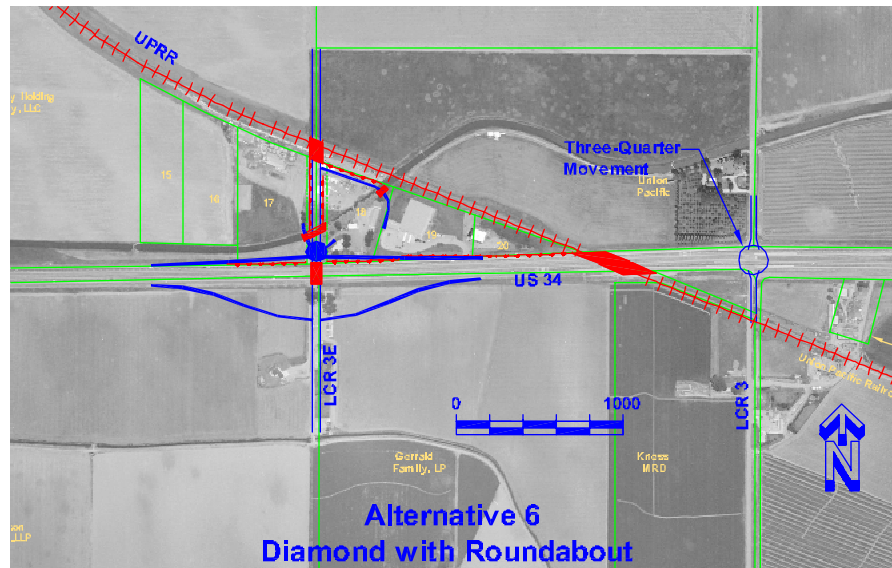
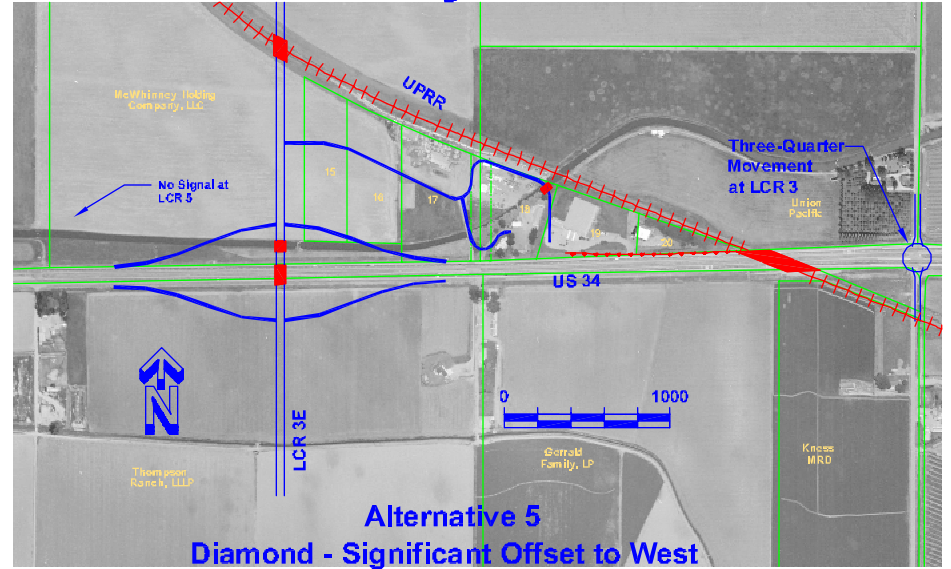
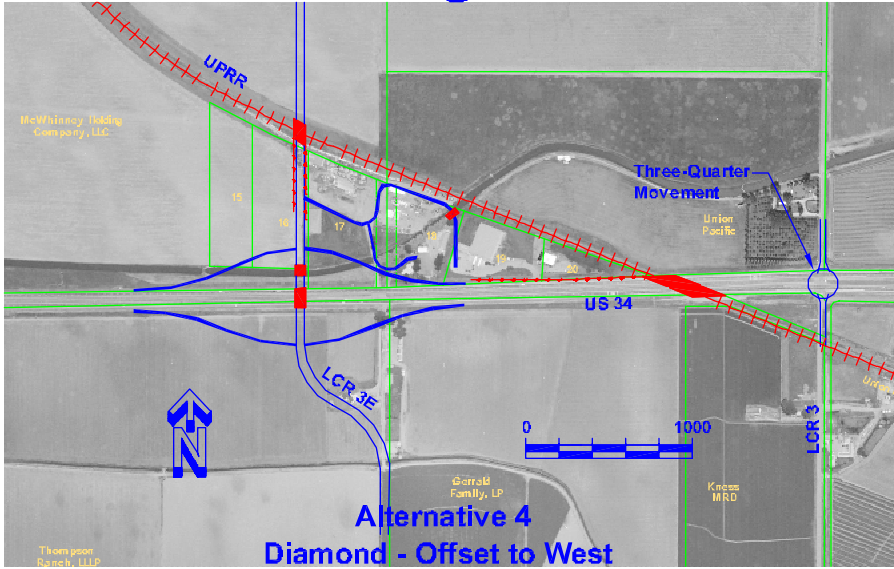
Appendix D - Figure 1

Interchange Alternatives at Larimer County Road 3E



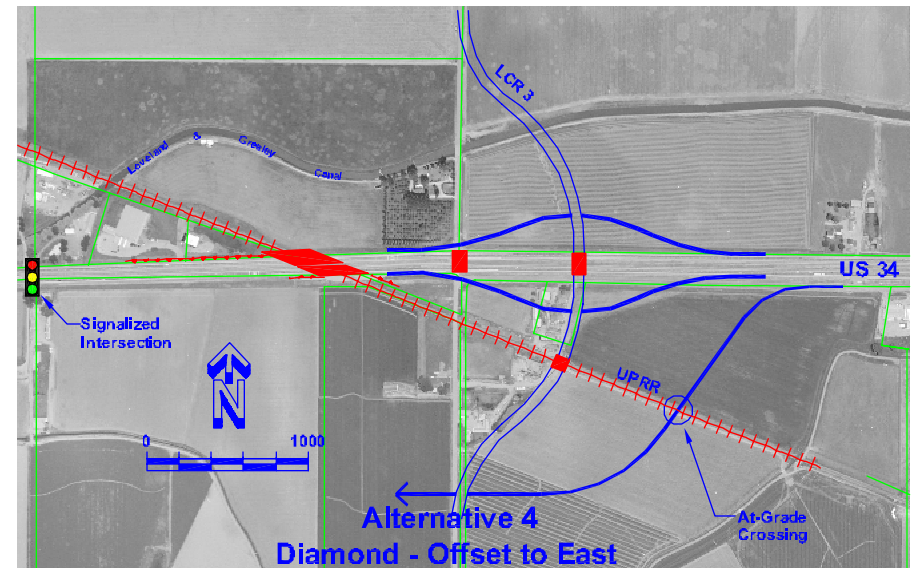
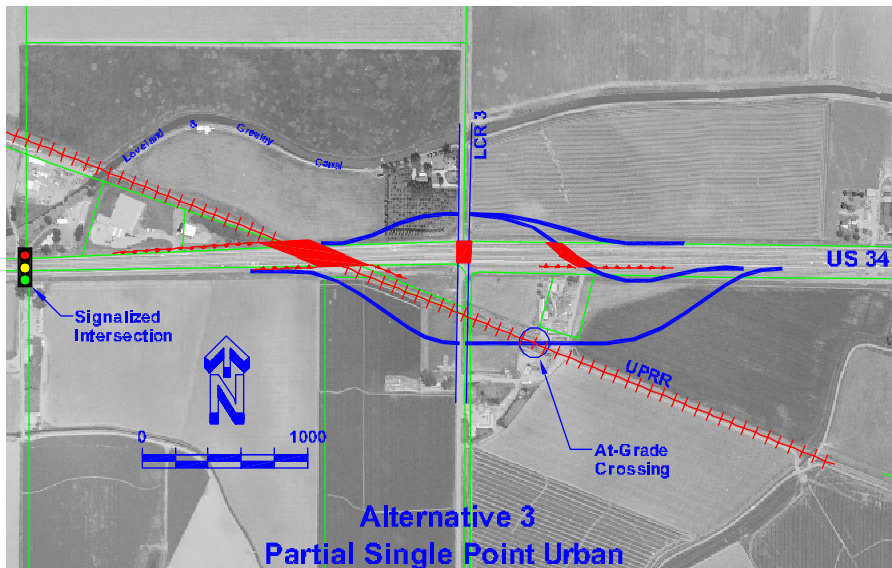
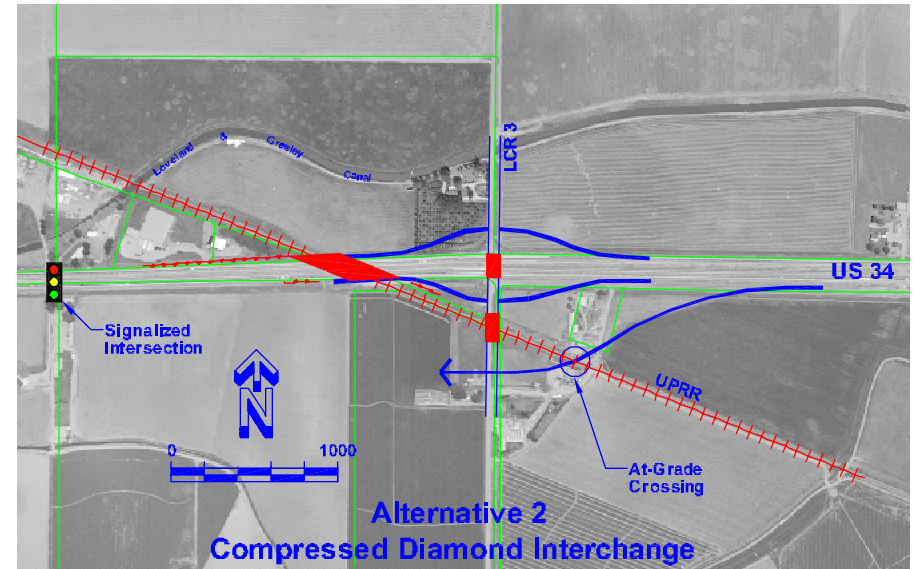
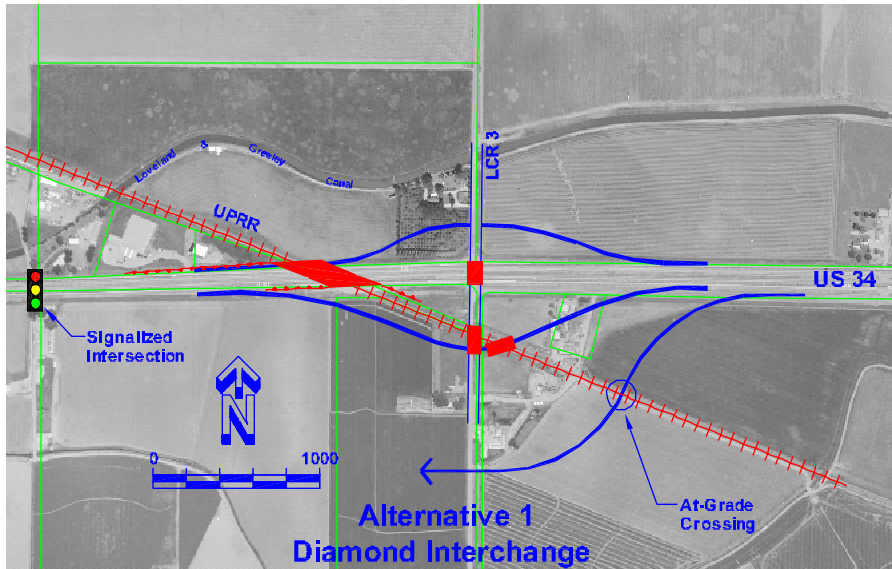
Appendix D - Figure 2

Interchange Alternatives at Larimer County Road 3E



Appendix D - Figure 3

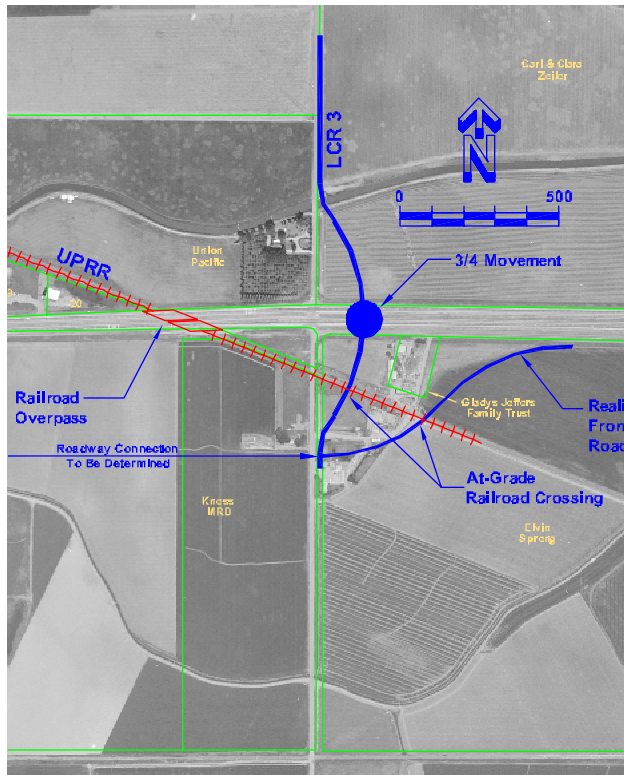
Interchange Alternatives at LCR 3



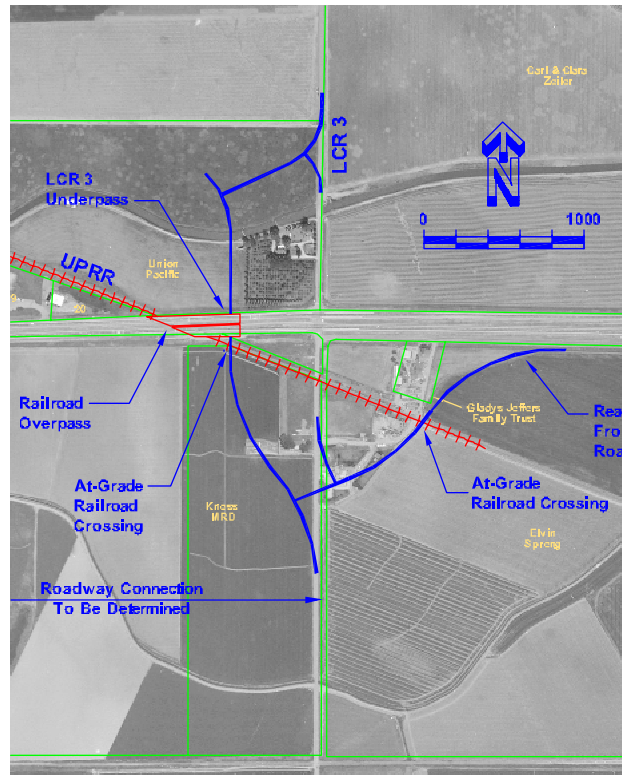
Appendix D - Figure 4

LCR 3 At-Grade Intersection Alternatives

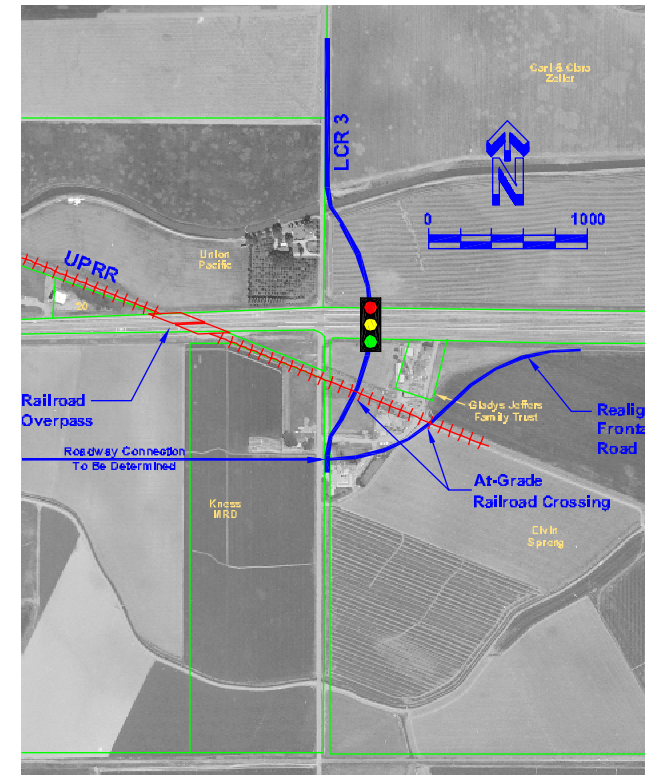
Alternative 5 3/4 Movement Intersection



Alternative 6 Underpass - No US 34 Access

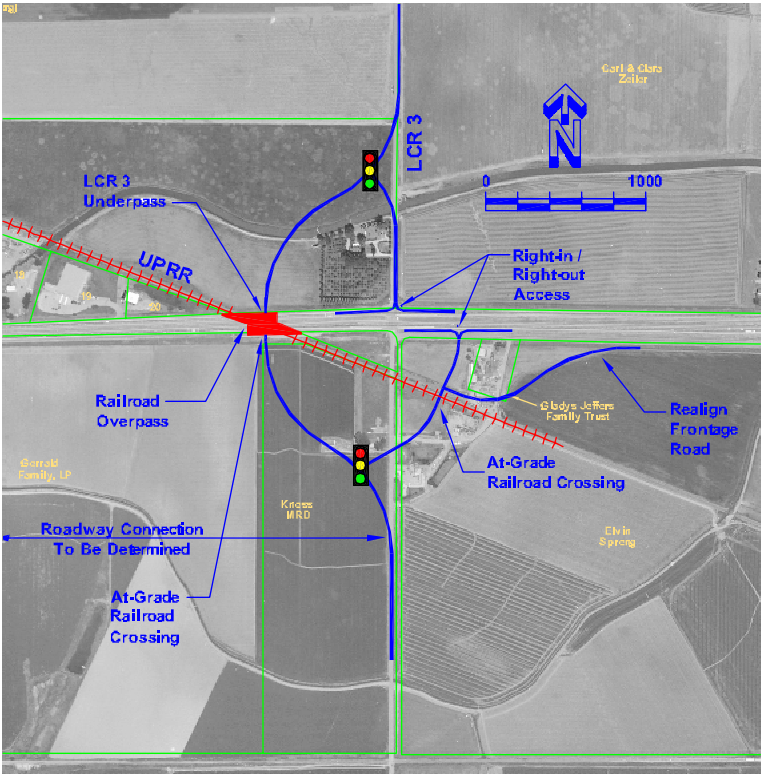


Alternative 7 Signalized Intersection

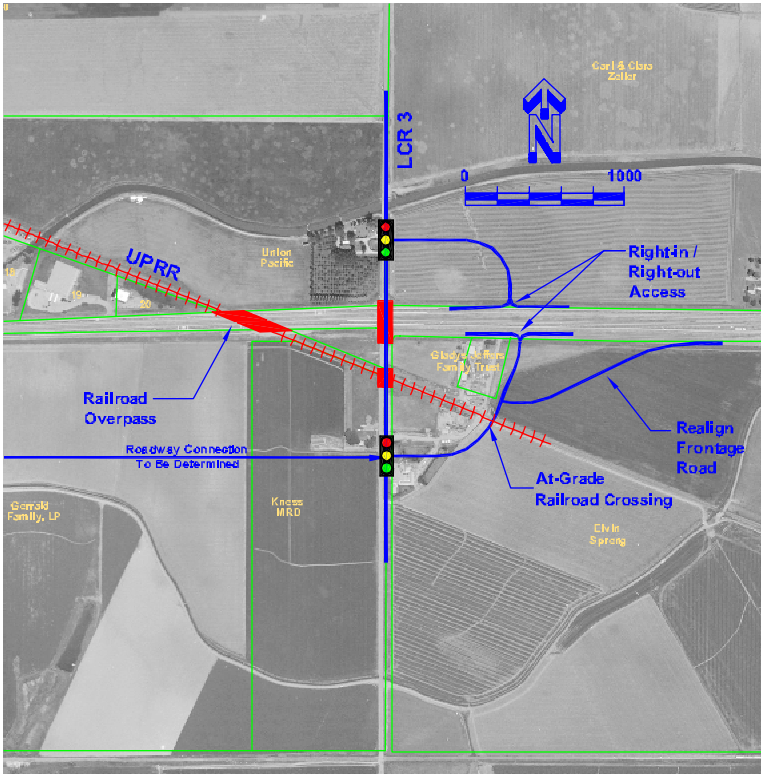


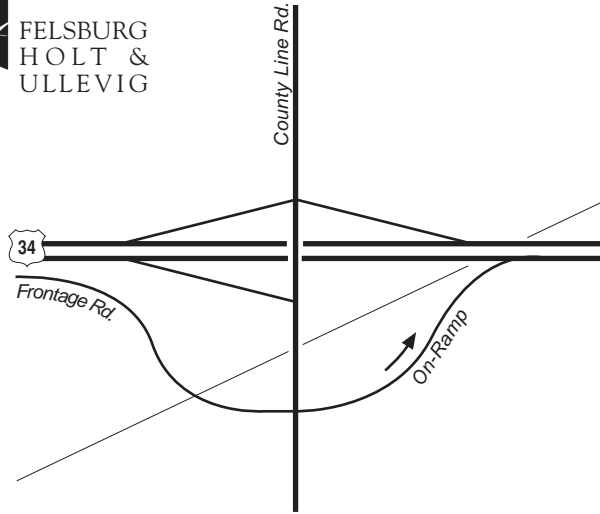
LCR 3 At-Grade Intersection Alternatives

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

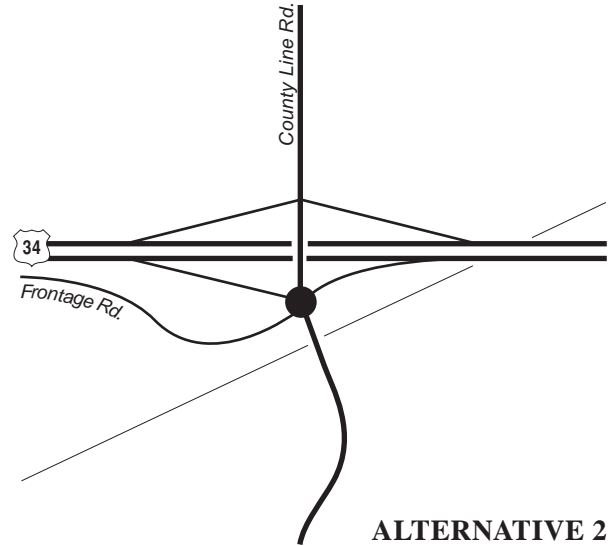


Alternative 9 LCR 3 Overpass - Right-in/Right-outs

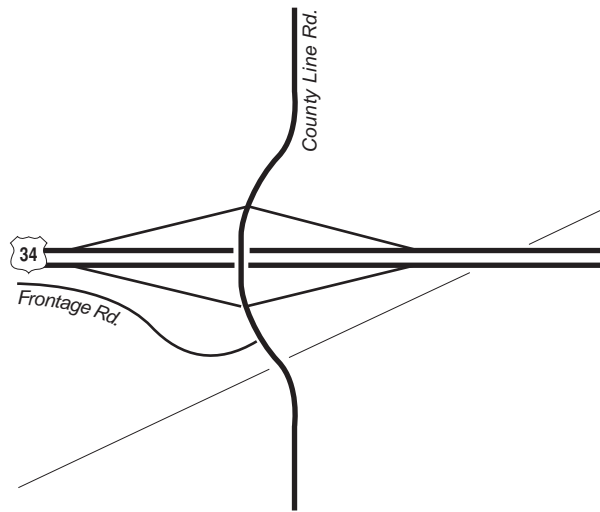




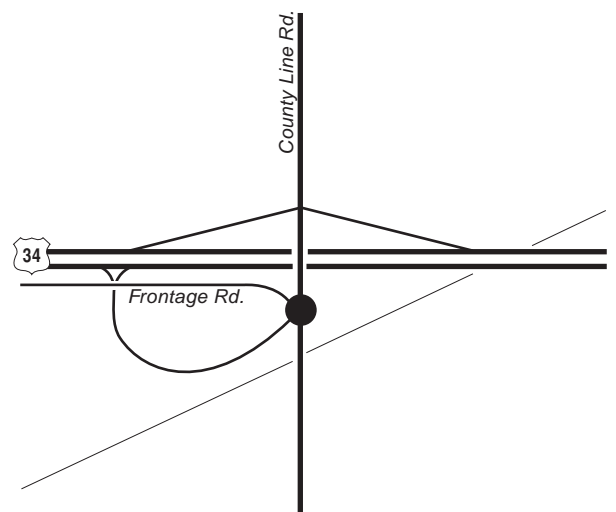
ALTERNATIVE 1



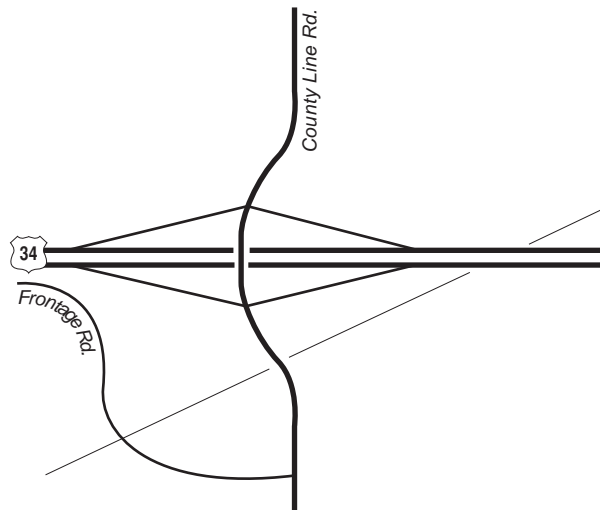
ALTERNATIVE 2



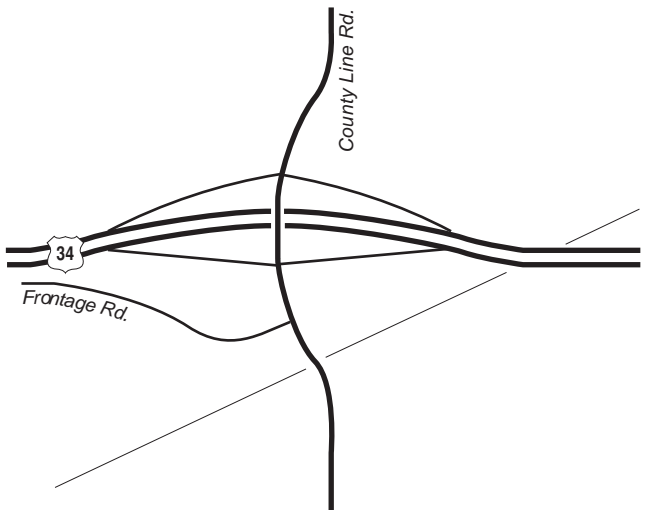
ALTERNATIVE 3



ALTERNATIVE 4



ALTERNATIVE 5



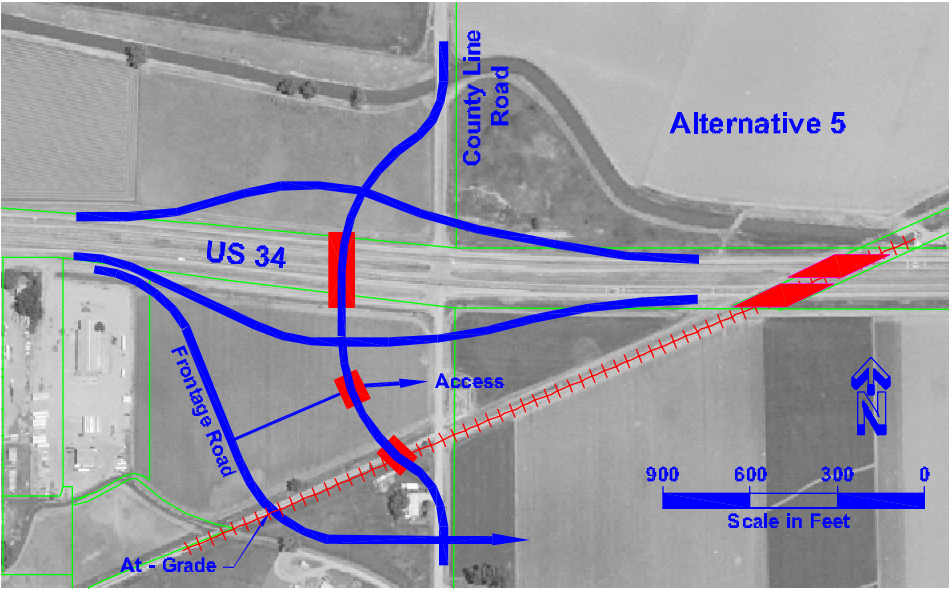
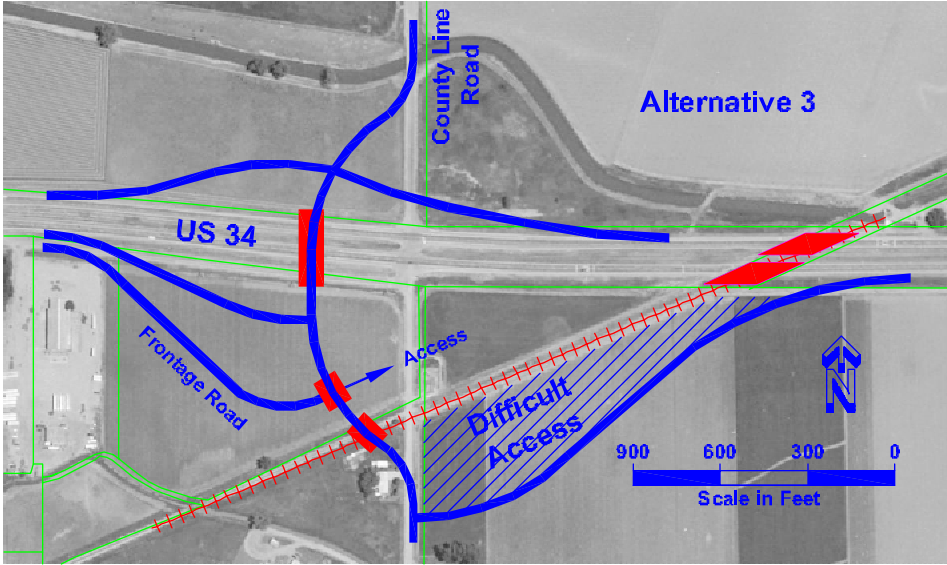
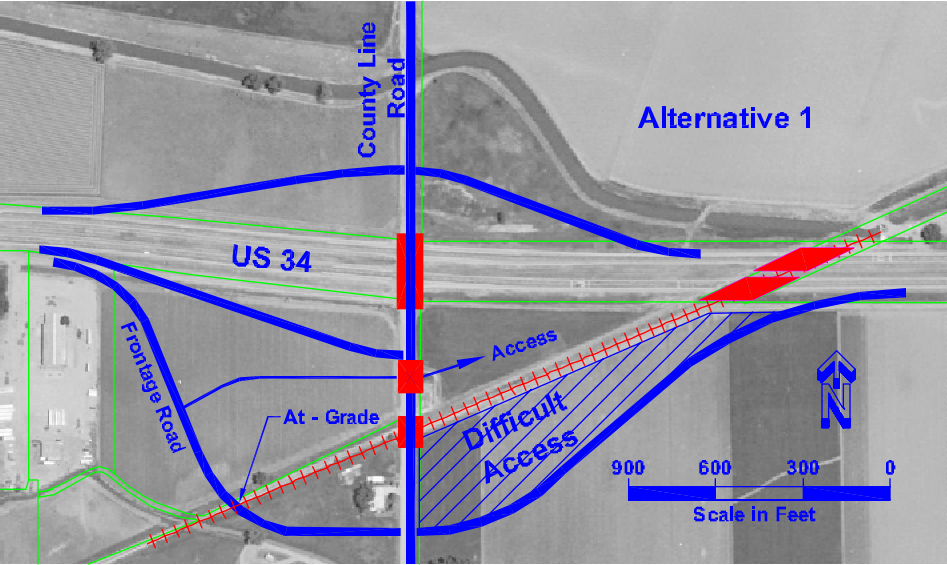
ALTERNATIVE 6

Appendix D - Figure 7

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

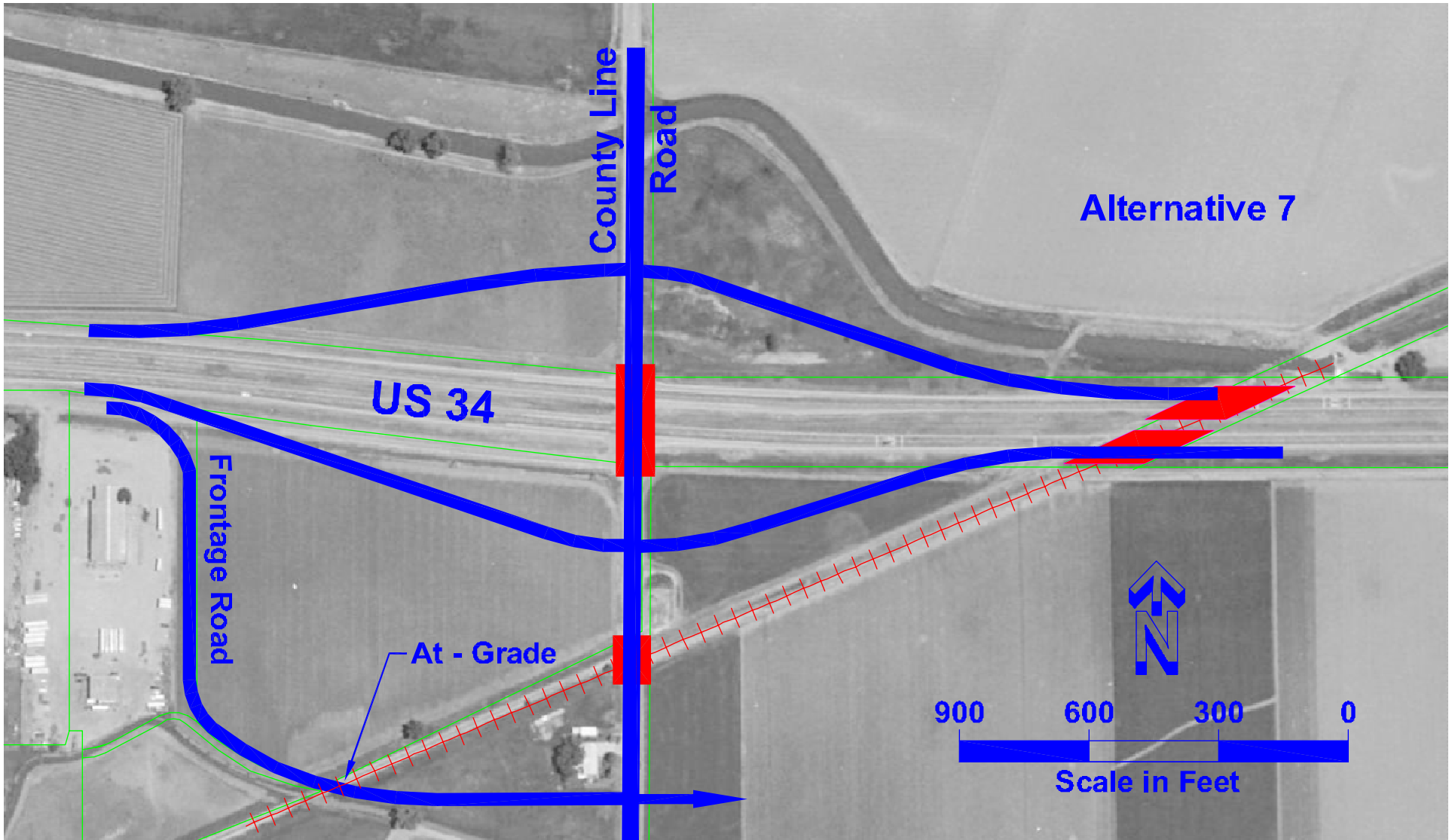


County Line Rd. Interchange Alternatives



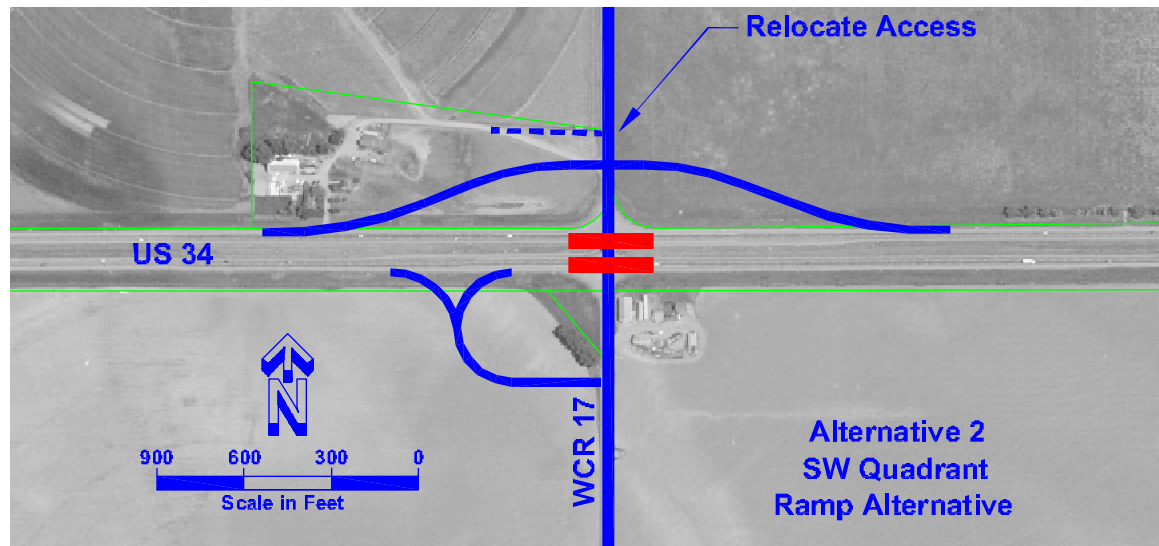
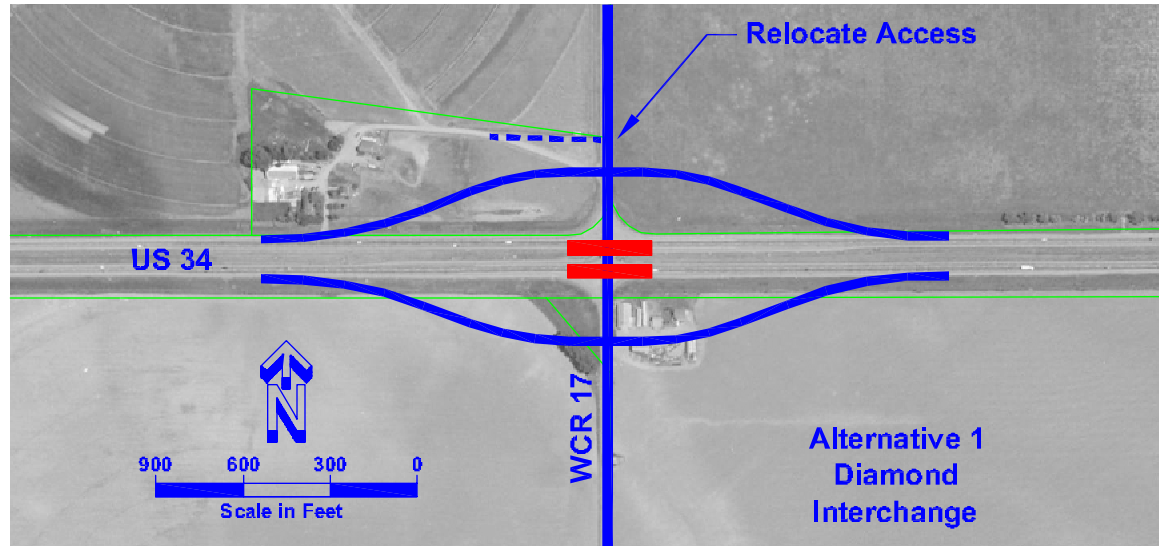
Appendix D - Figure 8

County Line Rd. Preferred Interchange Alternative



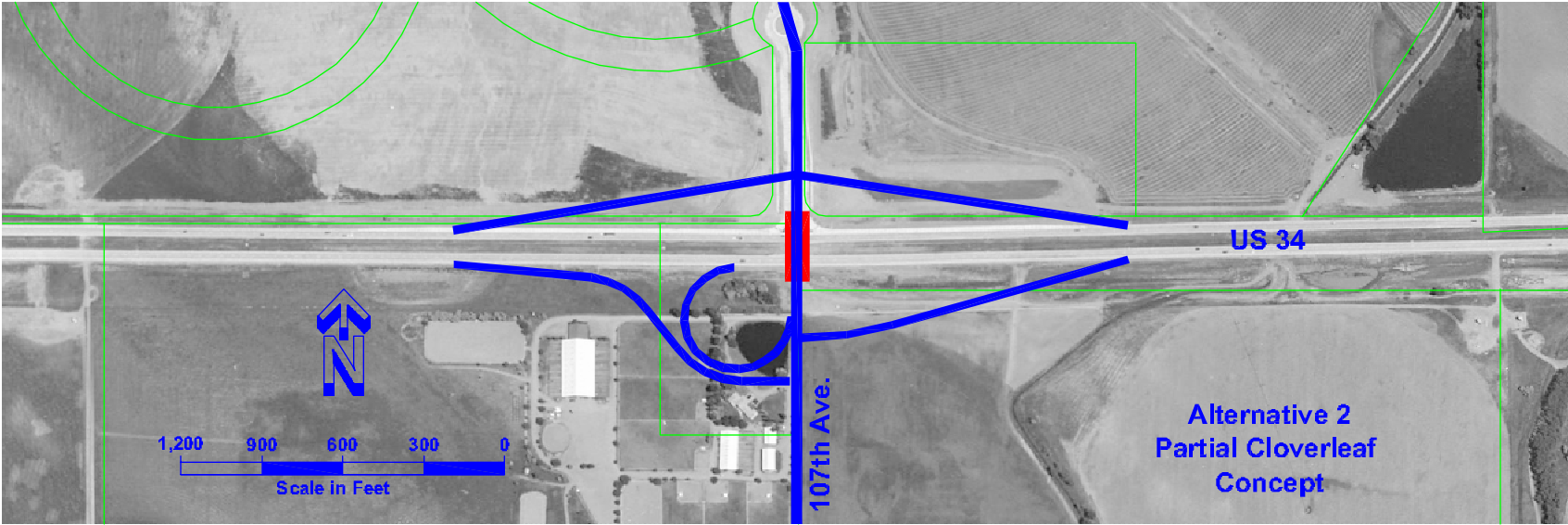
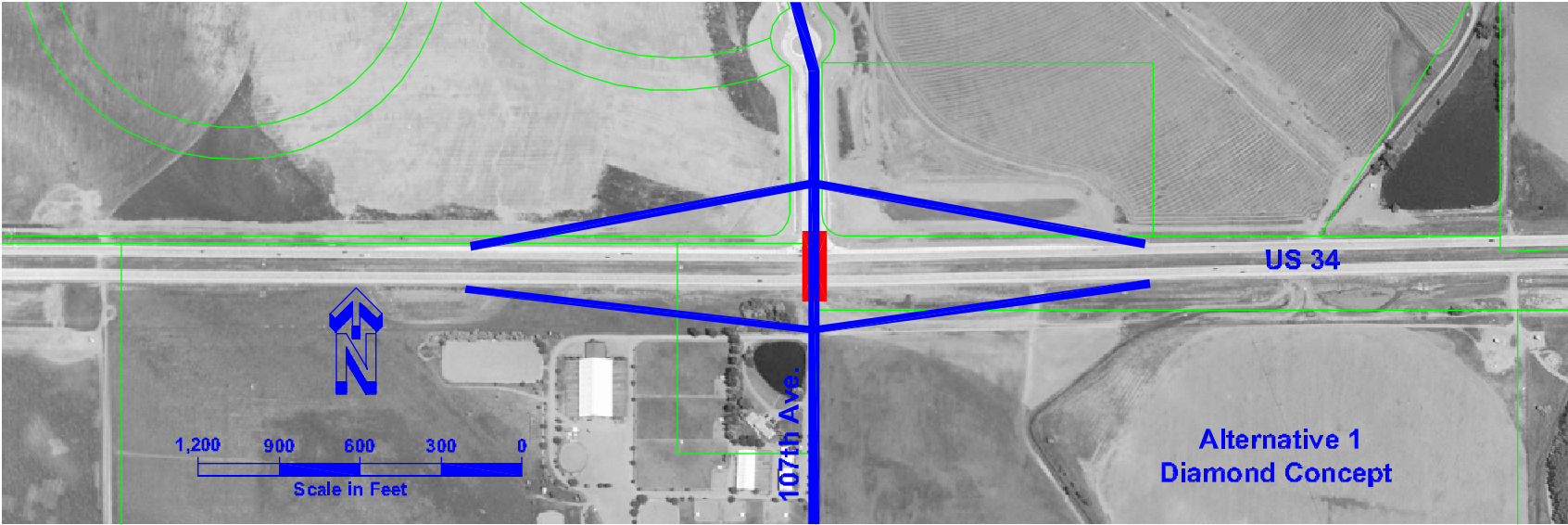
Appendix D - Figure 9

WCR 17 Interchange Alternatives



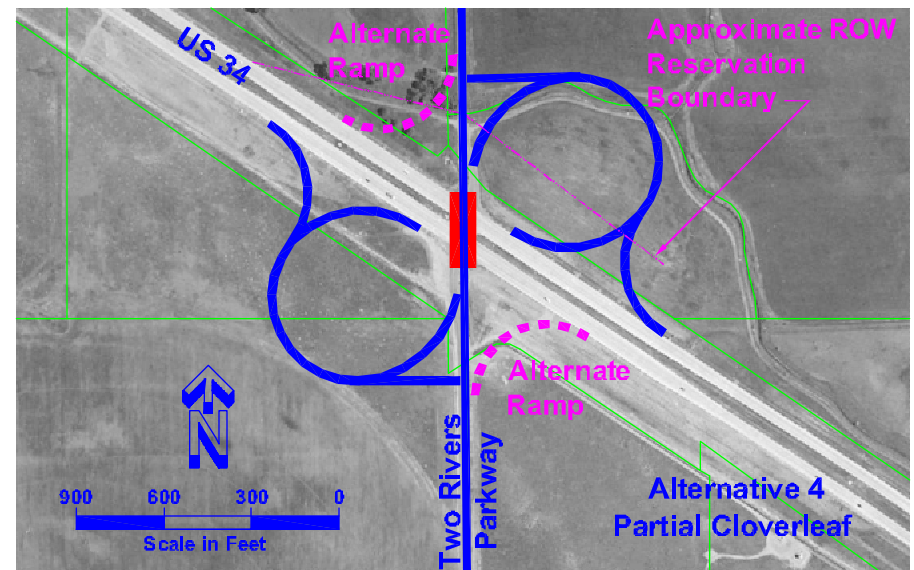
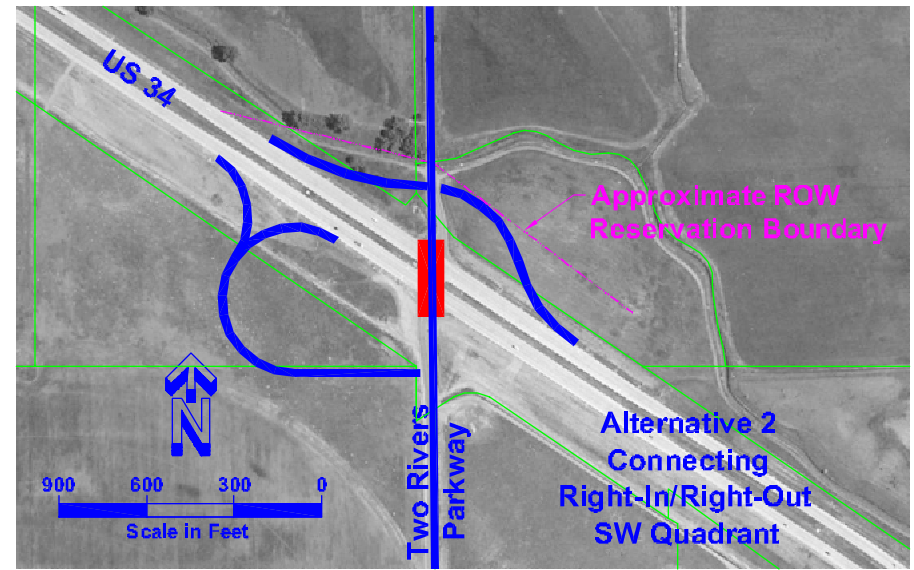
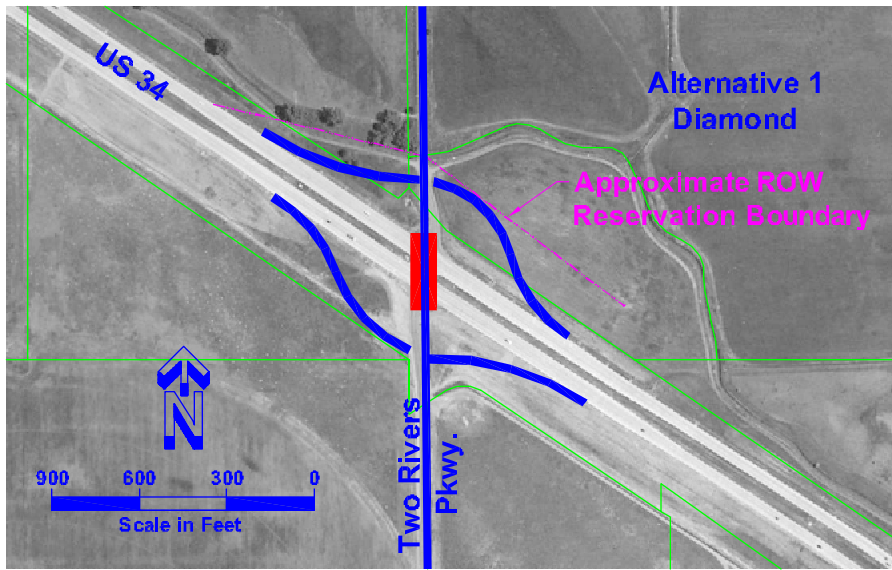
Appendix D - Figure 10

Promontory Parkway Interchange Alternatives

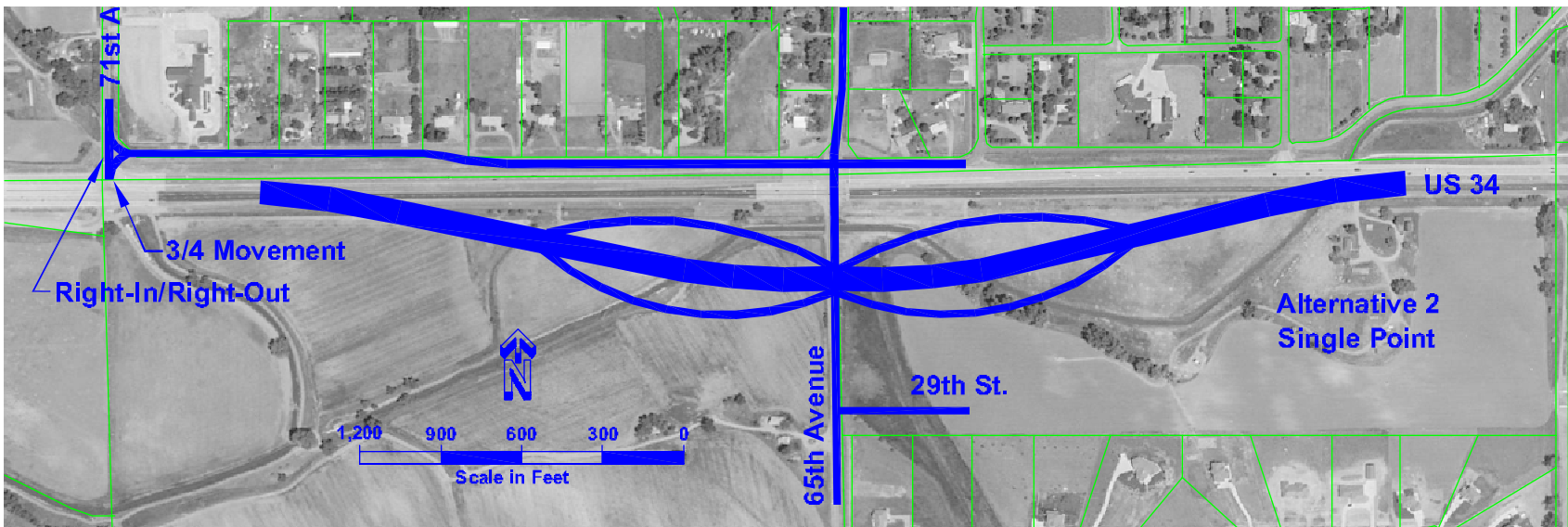


Appendix D - Figure 11

Two Rivers Pkwy. Interchange Alternatives

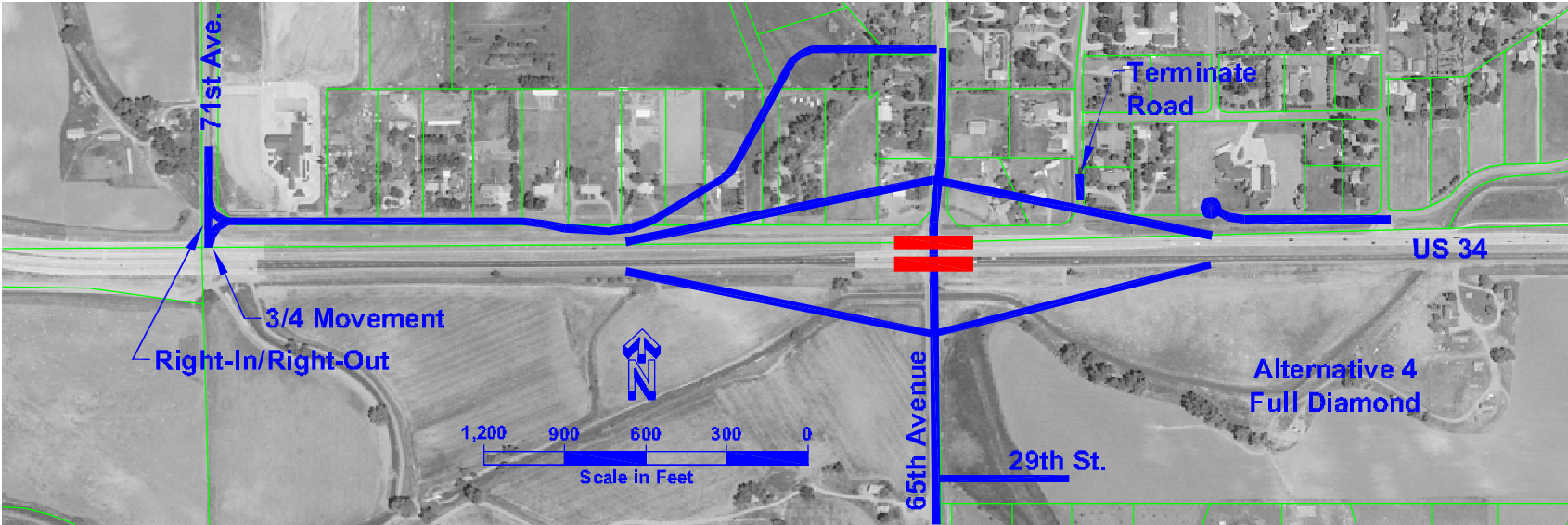
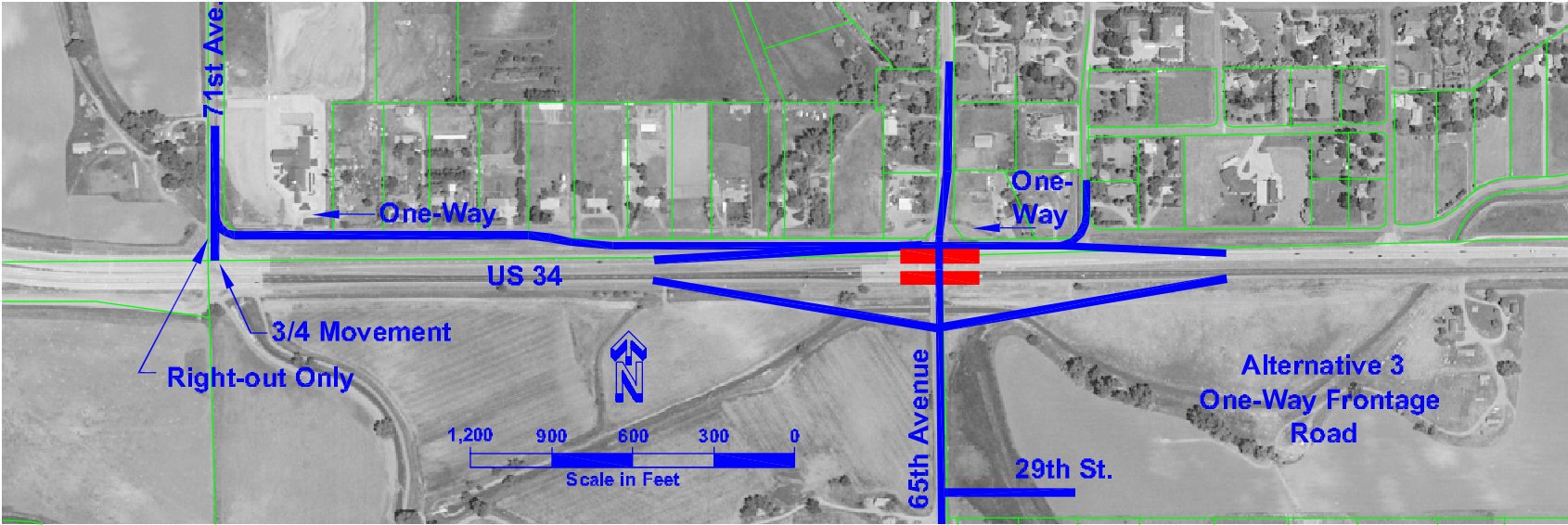


65th Ave./71st Ave. Interchange Alternatives



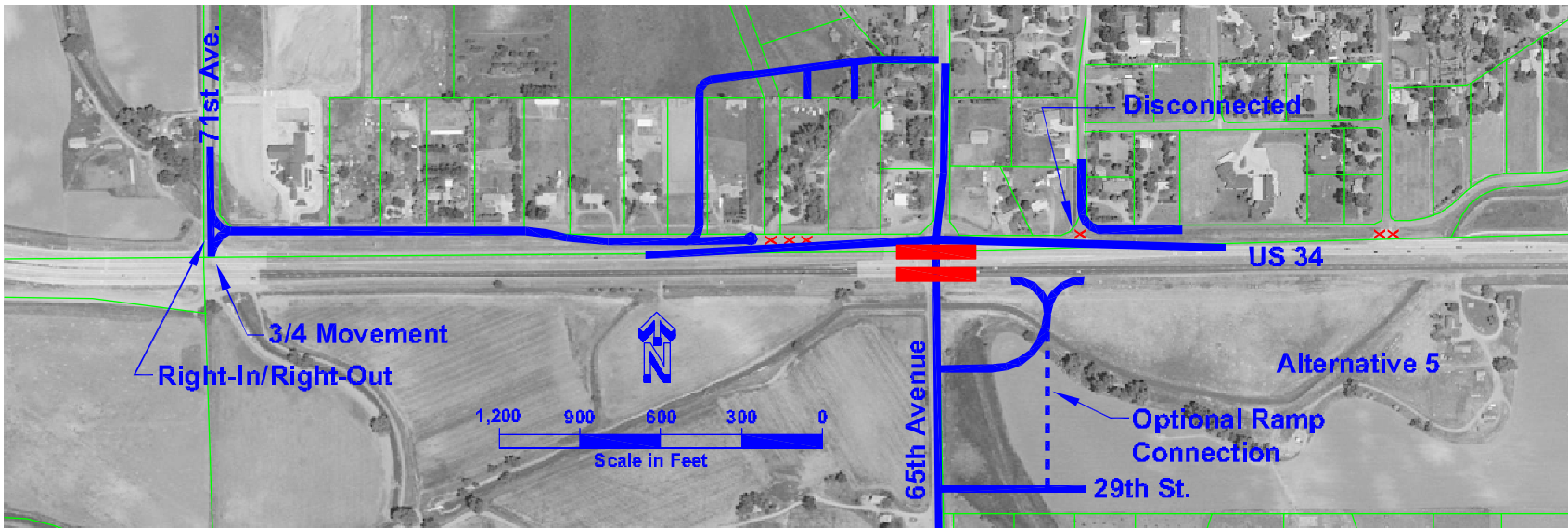
Appendix D - Figure 13

65th Ave./71st Ave. Interchange Alternatives



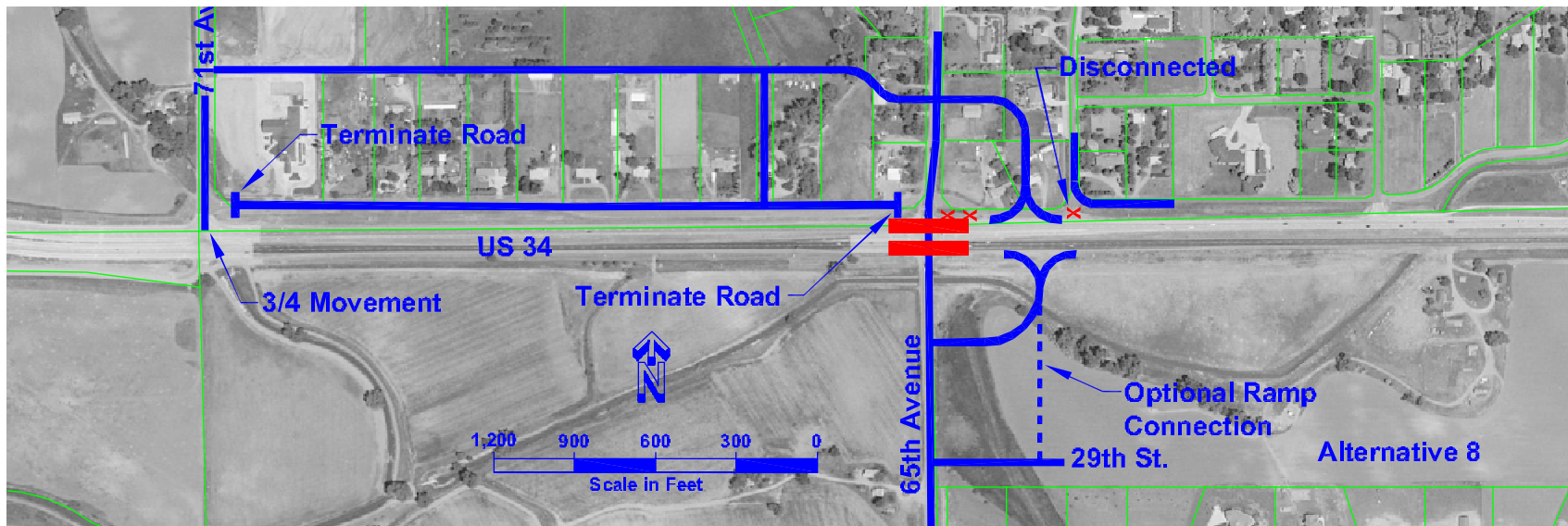
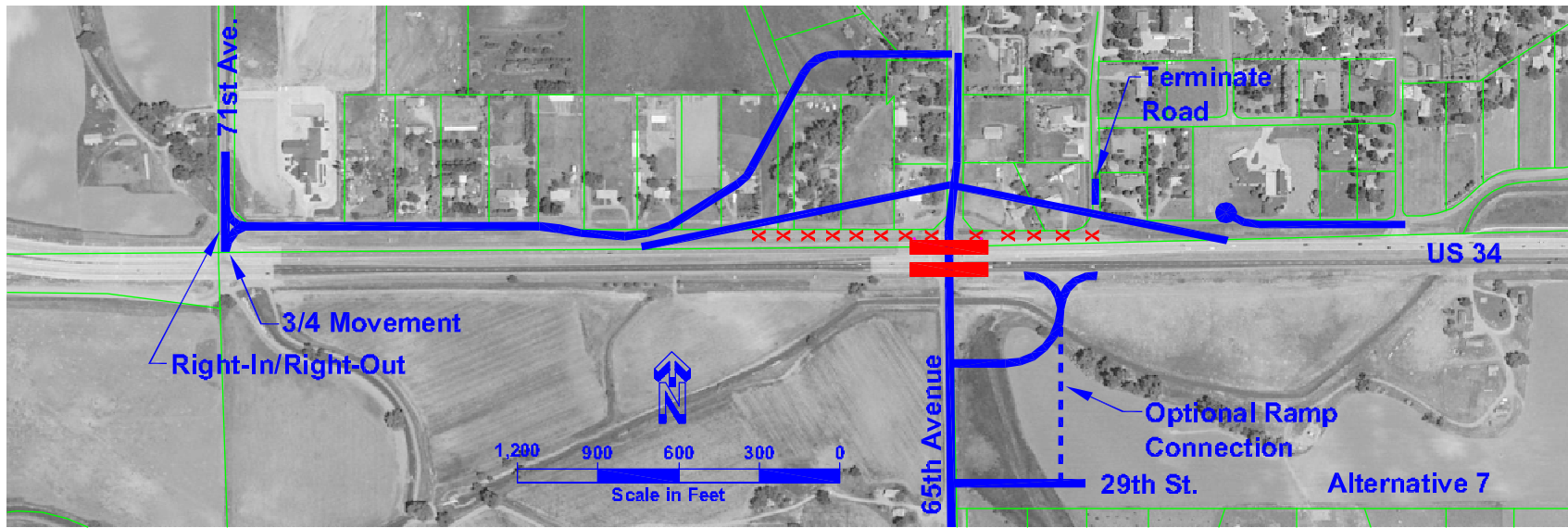
Appendix D - Figure 14

65th Ave./71st Ave. Interchange Alternatives



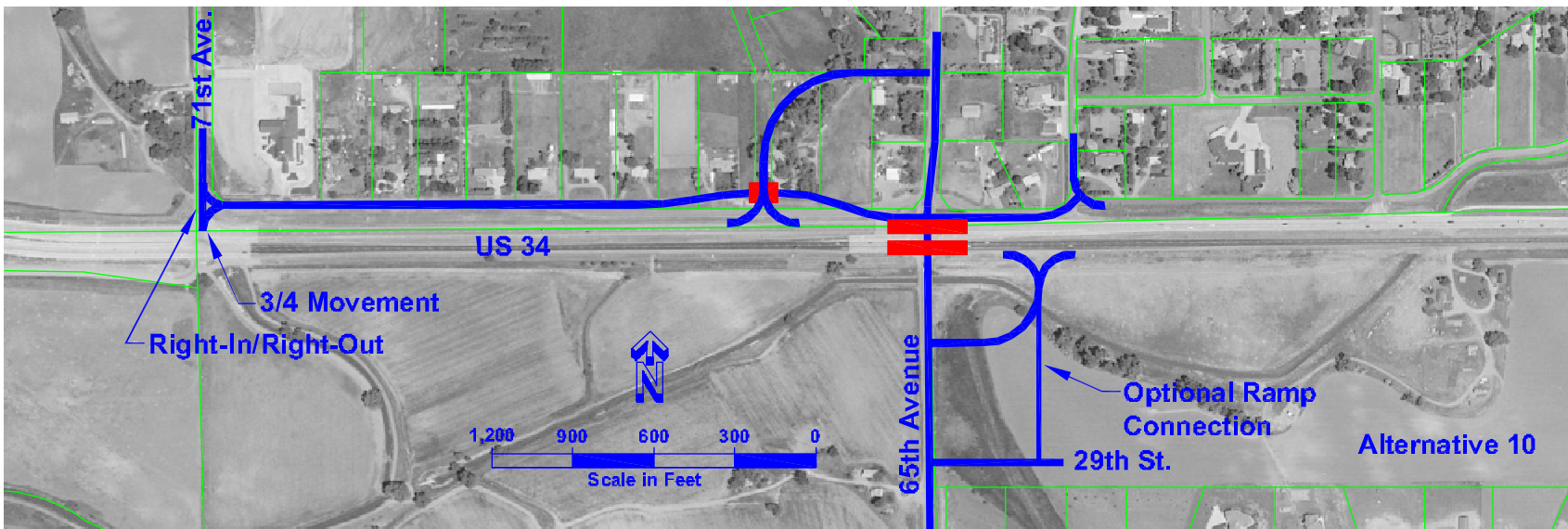
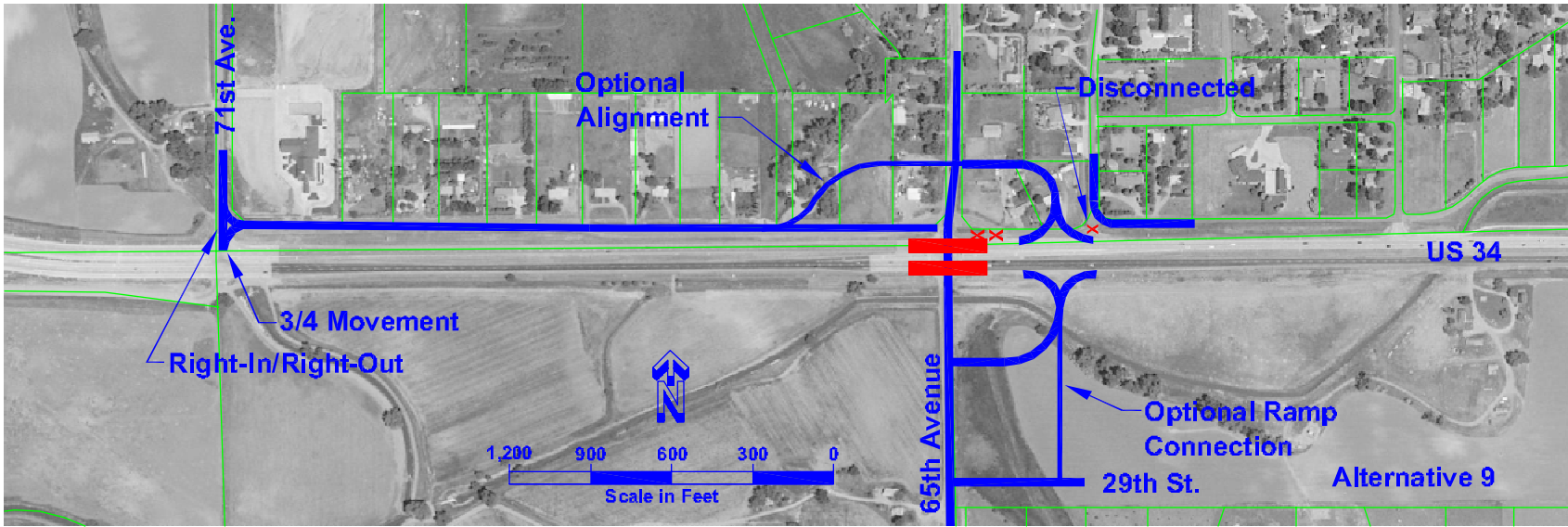
Appendix D - Figure 15

65th Ave./71st Ave. Interchange Alternatives



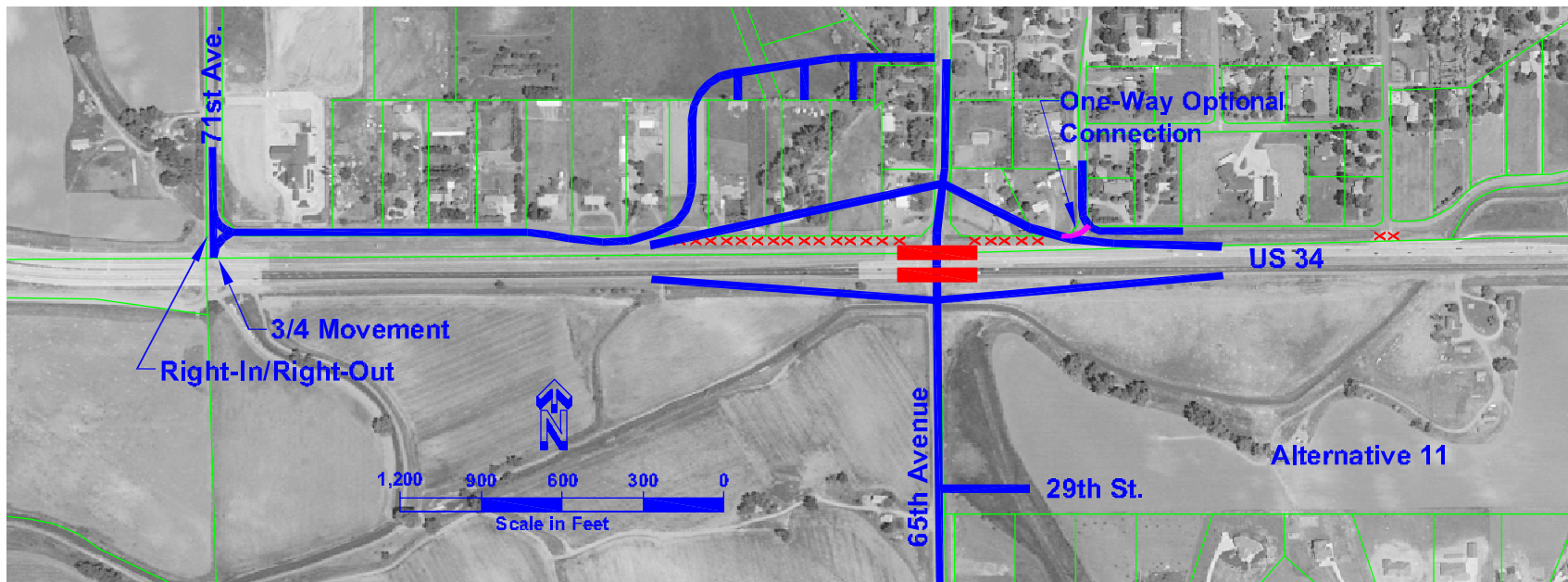
Appendix D - Figure 16

65th Ave./71st Ave. Interchange Alternatives



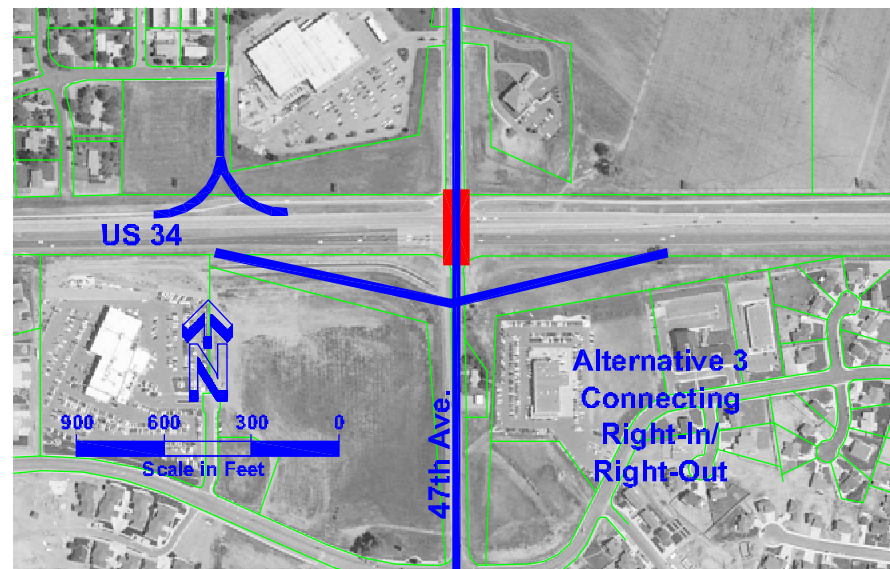
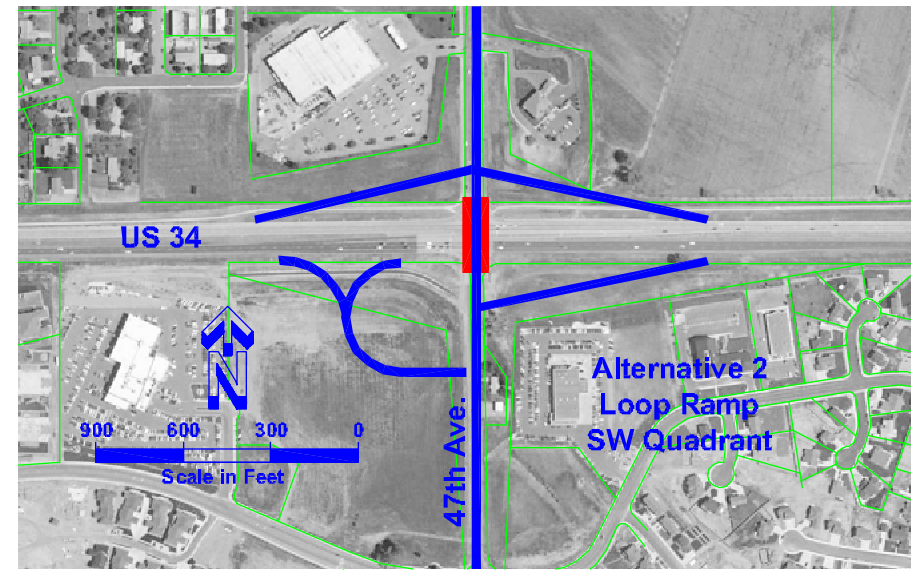
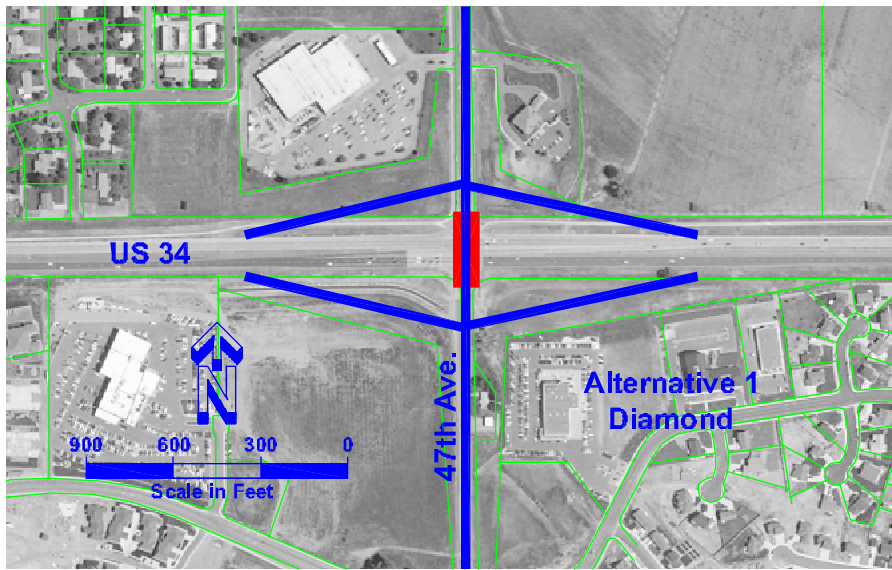
Appendix D - Figure 17

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

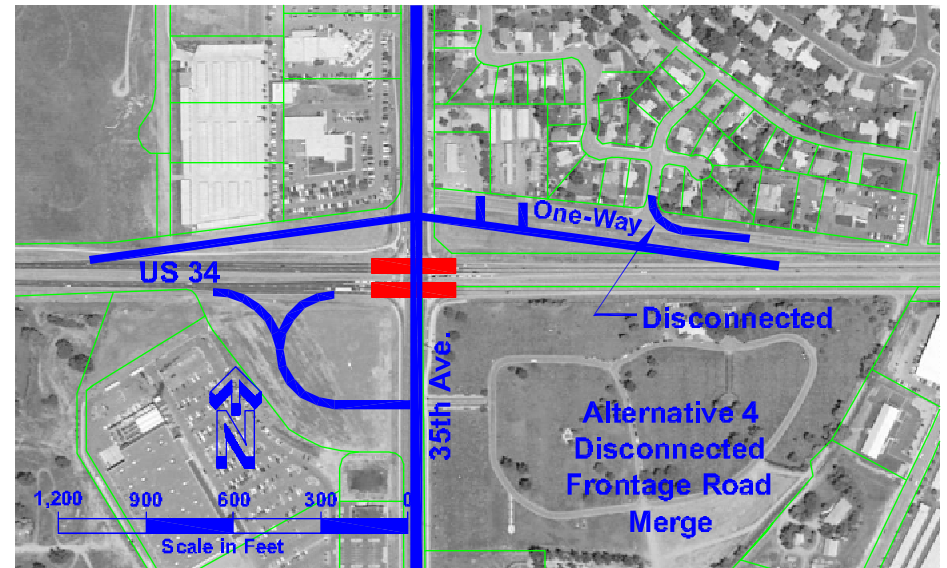
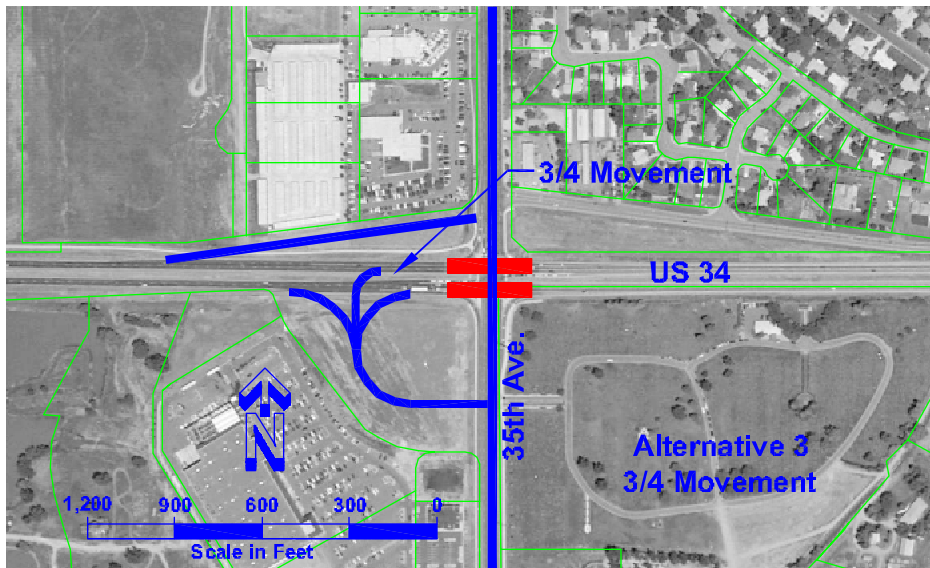
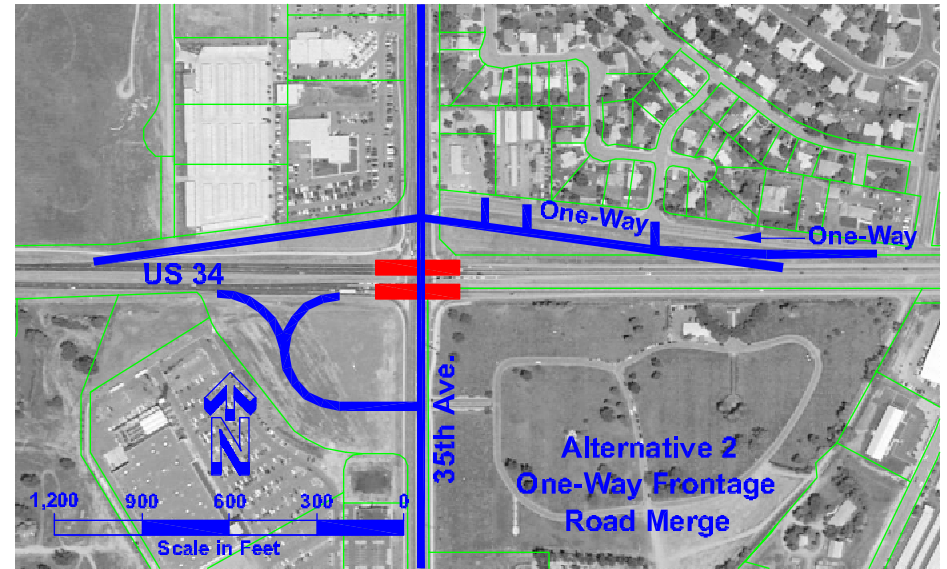
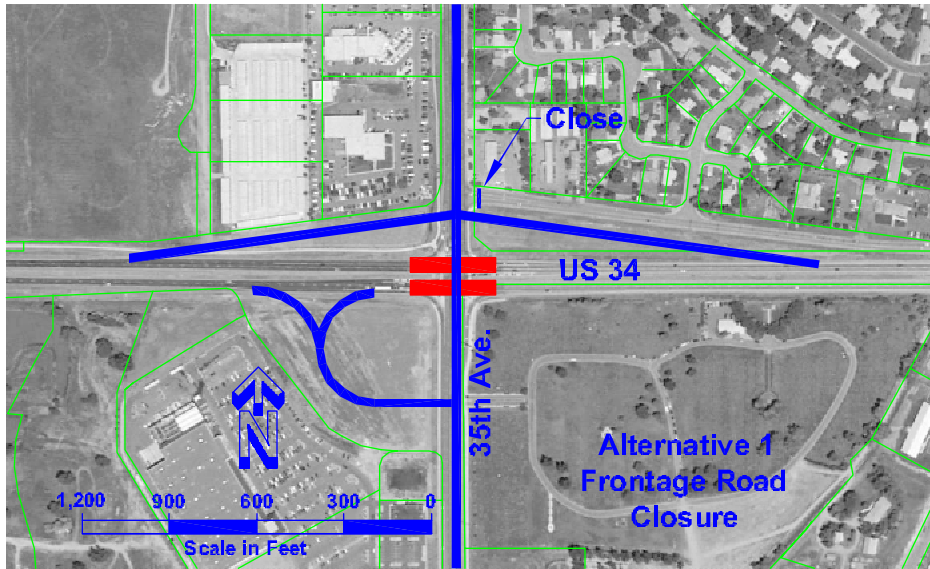


Appendix D - Figure 18

47th Avenue Interchange Alternatives

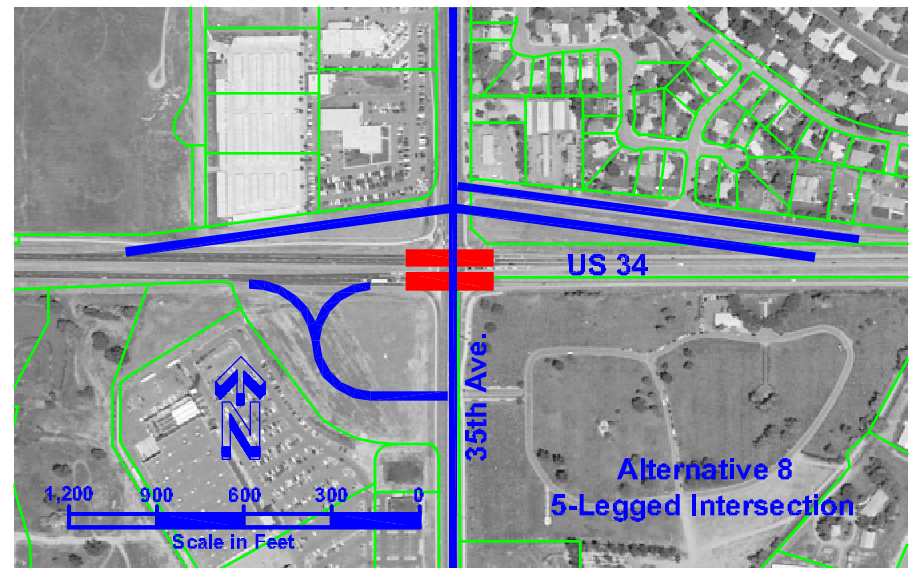
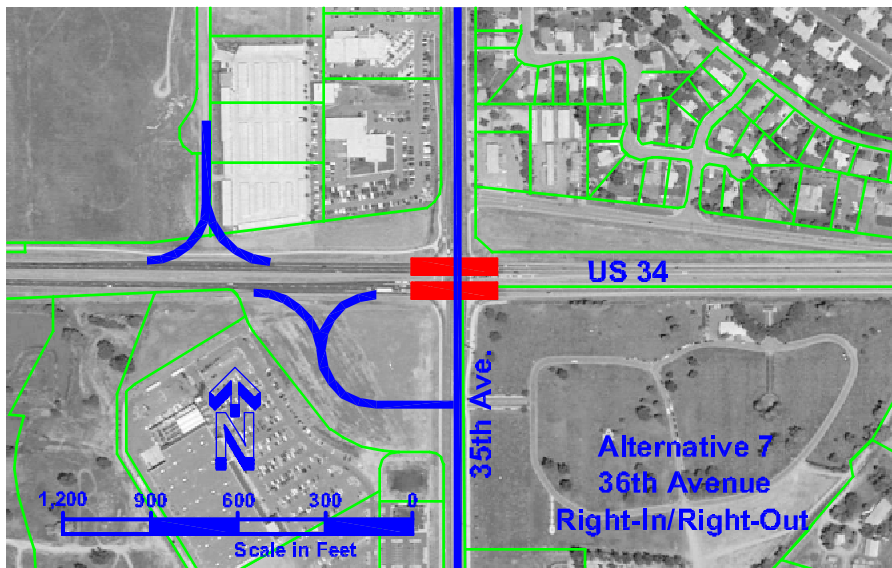
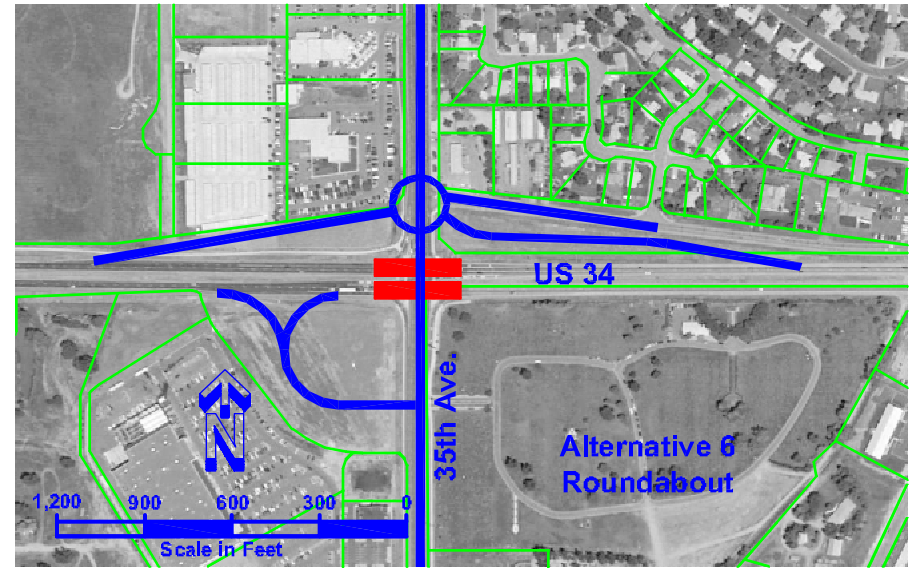
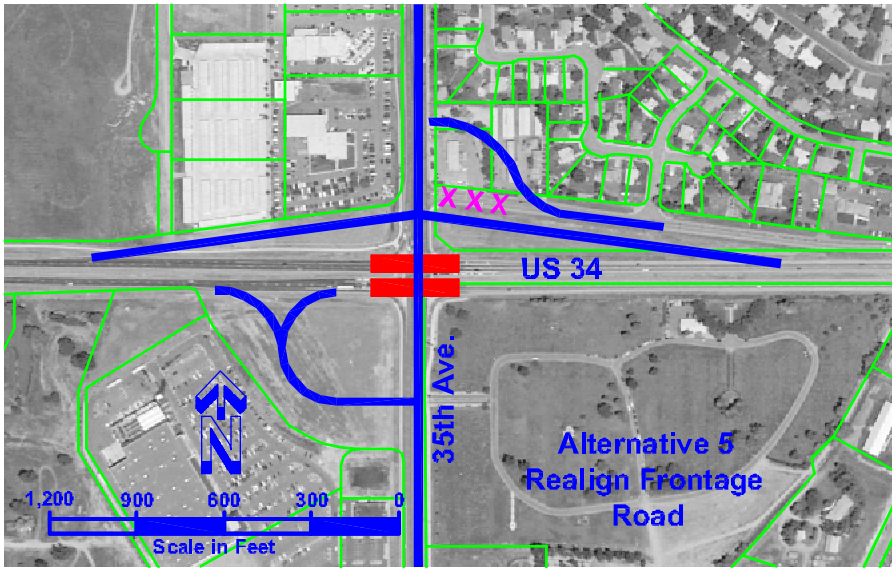


35th Avenue Interchange Alternatives

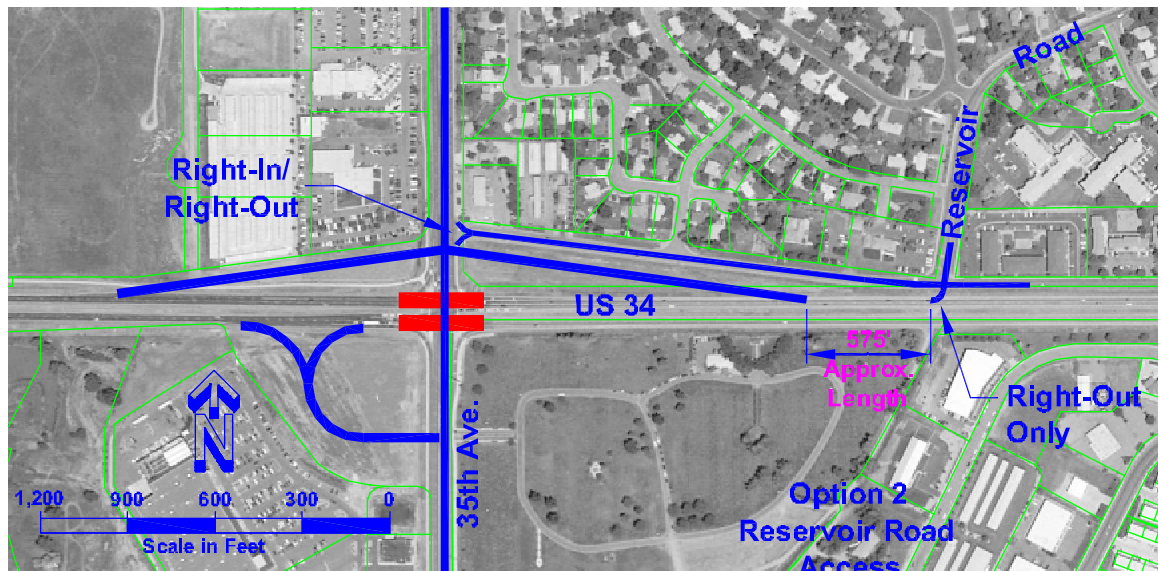
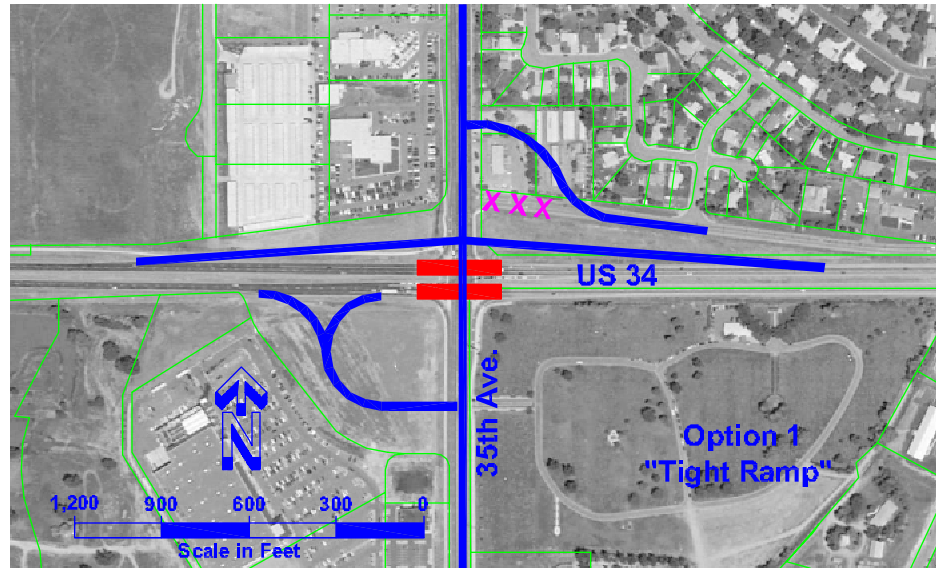


Appendix D - Figure 20

35th Avenue Interchange Alternatives



35th Avenue Interchange Alternatives



Appendix D - Figure 22

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

Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	Major Items				
	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	
Major Items (above)			\$10,098,900	(A)
Contingencies *	15 to 30% of (A)	25%	\$2,524,725	(B)
ITS	6 to 10% of (A+B) Default = 6%	6%	\$757,418	(C)
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$757,418	(D)
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$706,923	(E)
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$2,969,077	(F)
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$1,247,012	(G)
TOTAL OF CONSTRUCTION BID ITEMS			\$19,061,472	(H)
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$381,229	(I)
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$2,287,377	(J)
SUBTOTAL OF CONSTRUCTION COST (H+I+J)			\$21,730,078	(K)
Total Construction Engineering	17% of (K)	17%	\$3,694,113	(L)
Total Preliminary Engineering **	15% of (K)	15%	\$3,259,512	(M)
Right-of Way	Not Included			(N)
Utilities	Not Included			(O)
TOTAL PROJECT OPINION OF COST			\$28,683,703	(P)

* Contingencies include environmental mitigation costs

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

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

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	Major Items				
	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
Total Major Items (A)					\$5,154,900

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

* Contingencies include environmental mitigation costs

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

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

<p>US 34 Access Control Plan Larimer County Road 3 Overpass: Right-in/Right-outs LCR 3 Over US 34</p>	<p>FHU No. 01-096</p> <p>Date: November 2002 Prepared By : Steve Zgorzynski, P.E. Felsburg Holt & Ullevig</p>
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Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	Major Items				
	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
Total Major Items (A)					\$5,865,000

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

* Contingencies include environmental mitigation costs

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

<p>US 34 Access Control Plan County Line Road (WCR 13/LCR 901) Diamond Interchange County Line Road Over US 34</p>	<p>FHU No. 01-096</p> <p>Date: July, 2002 Prepared By : Steve Zgorzynski, P.E. Felsburg Holt & Ullevig</p>
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Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	Major Items				
	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
Total Major Items (A)					\$5,476,900

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

* Contingencies include environmental mitigation costs

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

<p>US 34 Access Control Plan Railroad Grade Separation East of County Line Road US 34 Bridges Over Great Western Line</p>	<p>FHU No. 01-096</p> <p>Date: July, 2002 Prepared By : Steve Zgorzynski, P.E. Felsburg Holt & Ullevig</p>
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Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	Major Items				
	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	
Major Items (above)			\$6,543,700	(A)
Contingencies *	15 to 30% of (A)	25%	\$1,635,925	(B)
ITS	6 to 10% of (A+B) Default = 6%	6%	\$490,778	(C)
Drainage / Utilities	3 to 10% of (A+B) Default = 6%	6%	\$490,778	(D)
Signing & Striping	1 to 5% of (A+B+C+D) Default = 5%	5%	\$458,059	(E)
Construction Signing & Traffic Control	5 to 25% of (A+B+C+D+E) Default = 20%	20%	\$1,923,848	(F)
Mobilization	4 to 10% of (A+B+C+D+E+F) Default = 7%	7%	\$808,016	(G)
TOTAL OF CONSTRUCTION BID ITEMS			\$12,351,103	(H)
Force Account - Utilities	1 to 2% of (H) Default = 2%	2%	\$247,022	(I)
Force Account - Miscellaneous	10 to 15% of (H) Default = 12%	12%	\$1,482,132	(J)
SUBTOTAL OF CONSTRUCTION COST (H+I+J)			\$14,080,257	(K)
Total Construction Engineering	17% of (K)	17%	\$2,393,644	(L)
Total Preliminary Engineering **	15% of (K)	15%	\$2,112,039	(M)
Right-of Way	Not Included			(N)
Utilities	Not Included			(O)
TOTAL PROJECT OPINION OF COST			\$18,585,940	(P)

* Contingencies include environmental mitigation costs

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

<p>US 34 Access Control Plan Weld County Road 17 Diamond Interchange US 34 Over WCR 17</p>	<p>FHU No. 01-096</p> <p>Date: July, 2002 Prepared By : Steve Zgorzynski, P.E. Felsburg Holt & Ullevig</p>
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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
Total Major Items (A)					\$4,419,900

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

* Contingencies include environmental mitigation costs

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

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

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	Major Items				
	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
Total Major Items (A)					\$4,606,900

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

* Contingencies include environmental mitigation costs

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

<p>US 34 Access Control Plan 65th Avenue Diamond Interchange US 34 Over 65th Avenue</p>	<p>FHU No. 01-096</p> <p>Date: July, 2002 Prepared By : Steve Zgorzynski, P.E. Felsburg Holt & Ullevig</p>
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Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	Major Items				
	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
Total Major Items (A)					\$5,400,800

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

* Contingencies include environmental mitigation costs

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

US 34 Access Control Plan 35th Avenue Diamond with Loop Ramps Interchange US 34 Over 35th Avenue	FHU No. 01-096 Date: July, 2002 Prepared By : Steve Zgorzynski, P.E. Felsburg Holt & Ullevig
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Conceptual Opinion of Probable Costs

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
	Major Items				
	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

Total Major Items (A) \$6,266,500

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

* 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:

Chief Engineer

Chief Clerk

CONCUR:

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.
- 95th 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.
- 71st 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 65th 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.
- 65th 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.
- 47th 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.
- 35th 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.
- 23rd Avenue (MP 111.23): An existing interchange with SH 34 to remain with enhancements to ramps and the cross street to improve operations.
- 17th 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.
- 11th 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.
- 1st 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 $\frac{3}{4}$ 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 37/1st 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.
- 9th 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.

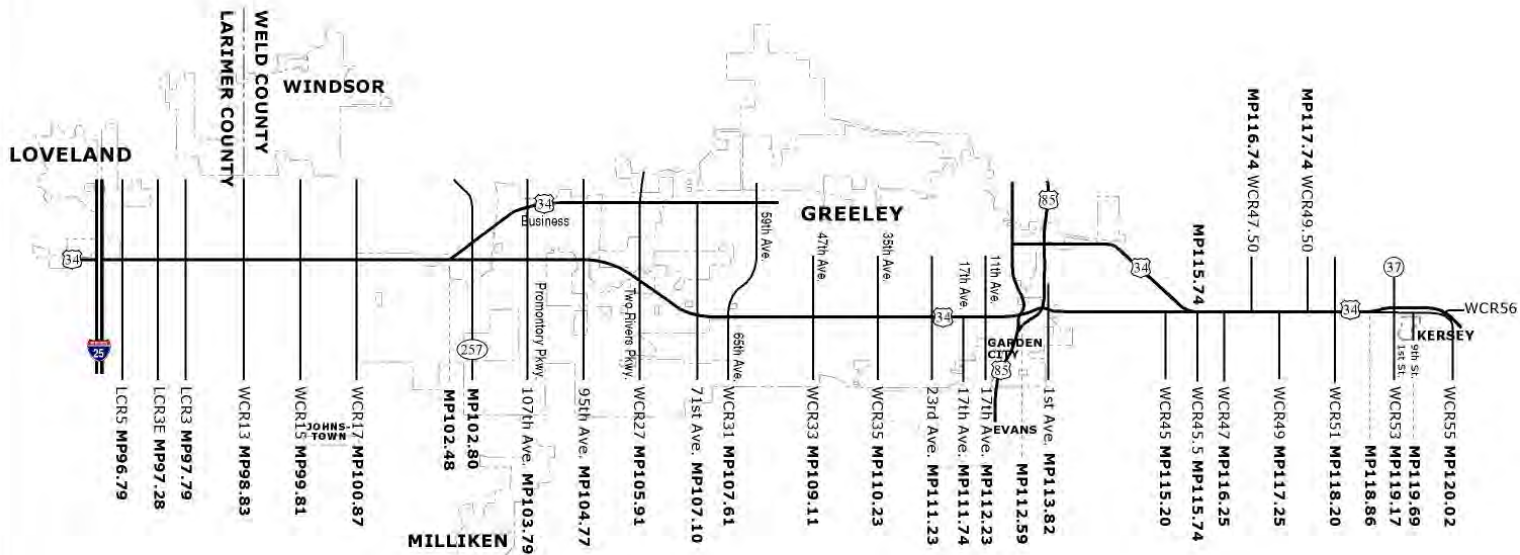


Exhibit B
(February 21, 2003)

US 34 Corridor Map



North

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.