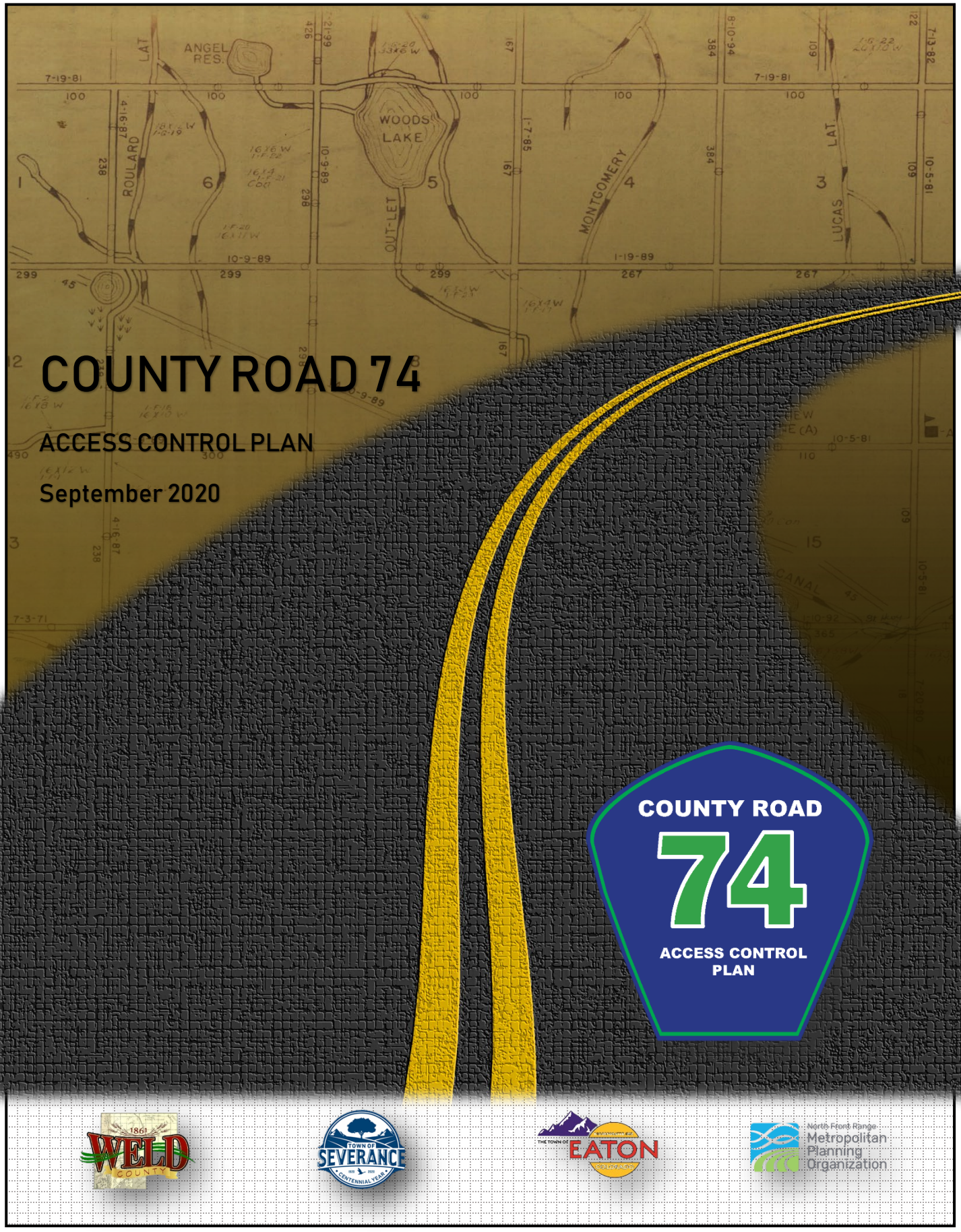

COUNTY ROAD 74

ACCESS CONTROL PLAN

September 2020

Weld County

Town of Severance

Town of Eaton

North Front Range Metropolitan Planning Organization

Prepared in cooperation with:

Town of Eaton

Town of Severance

Weld County

North Front Range MPO

Prepared by:
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Table of Contents

Figures

Tables

Appendices

Appendix A – Study Area
Appendix B – Ultimate Cross-Section
Appendix C – Access Inventory Maps
Appendix D – Access Photo Inventory
Appendix E – Access Inventory Database and Recommendations
Appendix F – Potential Future Traffic Signals and Roundabouts
Appendix G – Proposed Improvements
Appendix H - Speed Limits
Appendix I - Intergovernmental Agreement

I. Introduction

Project Background and Study Area

Weld County Road 74/East Harmony Road/Collins Street is a key east-west corridor connecting Interstate I-25 to the west, to State Highway 392 to the east. In Weld County, the corridor travels through the incorporated municipalities of Windsor, Severance, and Eaton. This plan will focus on the approximately 11-mile section of County Road 74/East Harmony Road/Collins Street between State Highway 257 to the west, and County Road 39 to the east. This section of the corridor is split between three jurisdictions; Eaton, Severance and Weld County.

Figure 1 shows the corridor and study area for the County Road 74 Access Control Plan (ACP). The corridor includes East Harmony Road in Severance, Collins Street in Eaton, and County Road 74 in-between. This study will look at the County Road 74 Corridor in two segments. Segment 1 includes the roadway between State Highway 257 to the west and County Road 29 to the east. Segment 2 includes the roadway between County Road 29 to the west and County Road 39 to the east. These segments have been divided in conjunction with the Growth Management Areas (GMA) of the municipalities of Severance and Eaton, which meet at County Road 29.

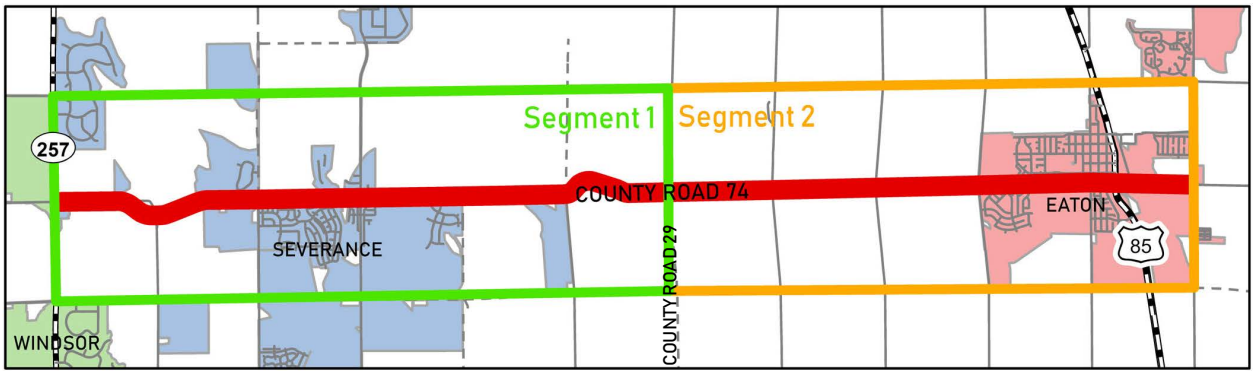


Figure 1 *County Road 74 Corridor Study Area*

The municipalities of Eaton and Severance have seen relatively large net migration into their municipal boundaries. According to the Colorado State Demographer's Office, between 2010 and 2018, Eaton and Severance have grown at a rate of 2.9% and 5.8% respectively. Weld County as a whole, saw a 2.7% growth rate during the same time frame. Recent growth along the corridor has resulted in an increase in traffic on County Road 74. Looking into the future, traffic volumes are expected to increase from 100 percent to 600 percent along the corridor by 2045 according to North Front Range Metropolitan Planning Organization (NFRMPO) modeling data. The additional traffic will require improvements be made to the corridor in order to ensure that the functional integrity of the corridor is preserved. A cooperative effort is needed between Weld County, Severance and Eaton, so that improvements to the corridor are completed in an efficient, cost effective way. Also, the jurisdictions will need to allow development to occur along the corridor in a manner that will preserve the roadway and allow for the LOS to be maintained. In order to maintain the functional integrity of the corridor, Weld County, Severance, and Eaton have adopted this plan, and will follow the recommendations described within the document.

Purpose

Access management is a key tool in reducing congestion, preventing crashes and preserving road capacity. The purpose of this ACP is to maintain and enhance the safety and mobility of the County Road 74 corridor while also providing reasonable access to adjoining properties. Safety is the main purpose for evaluating access and developing an ACP, although mobility and access are also important.

Each intersecting driveway or street is an access point that increases the potential for conflicts between through-traffic and traffic using the access. A greater number of conflict points lead to a higher number of automobile collisions, as well as a greater danger for pedestrians and bicyclists. Access management improves safety by controlling the number, location, and spacing of access points along the corridor. This benefits traffic flow by reducing roadside interference, thereby allowing drivers on the corridor to better predict where other vehicles will turn and cross.

When looking at the function of a road, it is important to understand how mobility and access interact. A higher number of accesses on a road section increases the amount of potential conflicts. Crashes are more likely to occur at locations with a higher number of conflict points. In order to mitigate the concerns of more contact points, posted speeds are reduced. Therefore, interstates and highways have high speeds and few accesses, and local roads have low speeds and a higher number of accesses. A higher posted speed is sacrificed for additional accesses in order to maintain safety, which in turn reduces mobility along the corridor. One of the main purposes of this plan is to manage accesses along County Road 74 in a responsible way, in order to maintain mobility and safety.

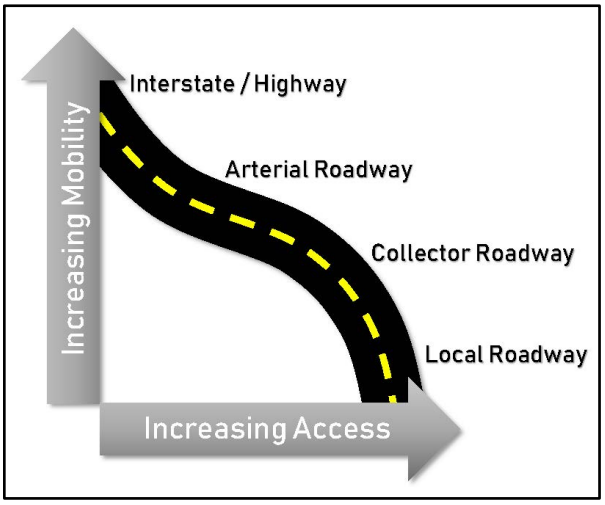


Figure 2 Access vs. Mobility

Access management also allows for more efficient management of roadside drainage. Having more driveways along the corridor means having more culverts installed. Culverts must be maintained in order to function as intended. When culverts become clogged, roadside drainage is greatly affected. Reducing the number of culverts allows for the roadside ditches to function as intended in a storm event.

Another important characteristic of the roadway system is reliability, which can be affected by traffic incidents/accidents, flooding, wind e.g., downed trees, downed powerlines, underground utility issues, and other factors. Since County Road 74 runs parallel to State Highway 392 and State Highway 14, these facilities can serve as an alternative reliever route to the other when reliability is impacted. The recommended policies and standards established by this ACP will be implemented over time as development continues, in order to meet the desired safety and mobility outcomes for the County Road 74 corridor.

In order to achieve the ultimate goals outlined by this plan, a phased approach is necessary. As growth continues along the corridor, this plan will be utilized to ensure a consistent approach is used throughout the corridor.

Process

The County Road 74 ACP was adopted through following efforts:

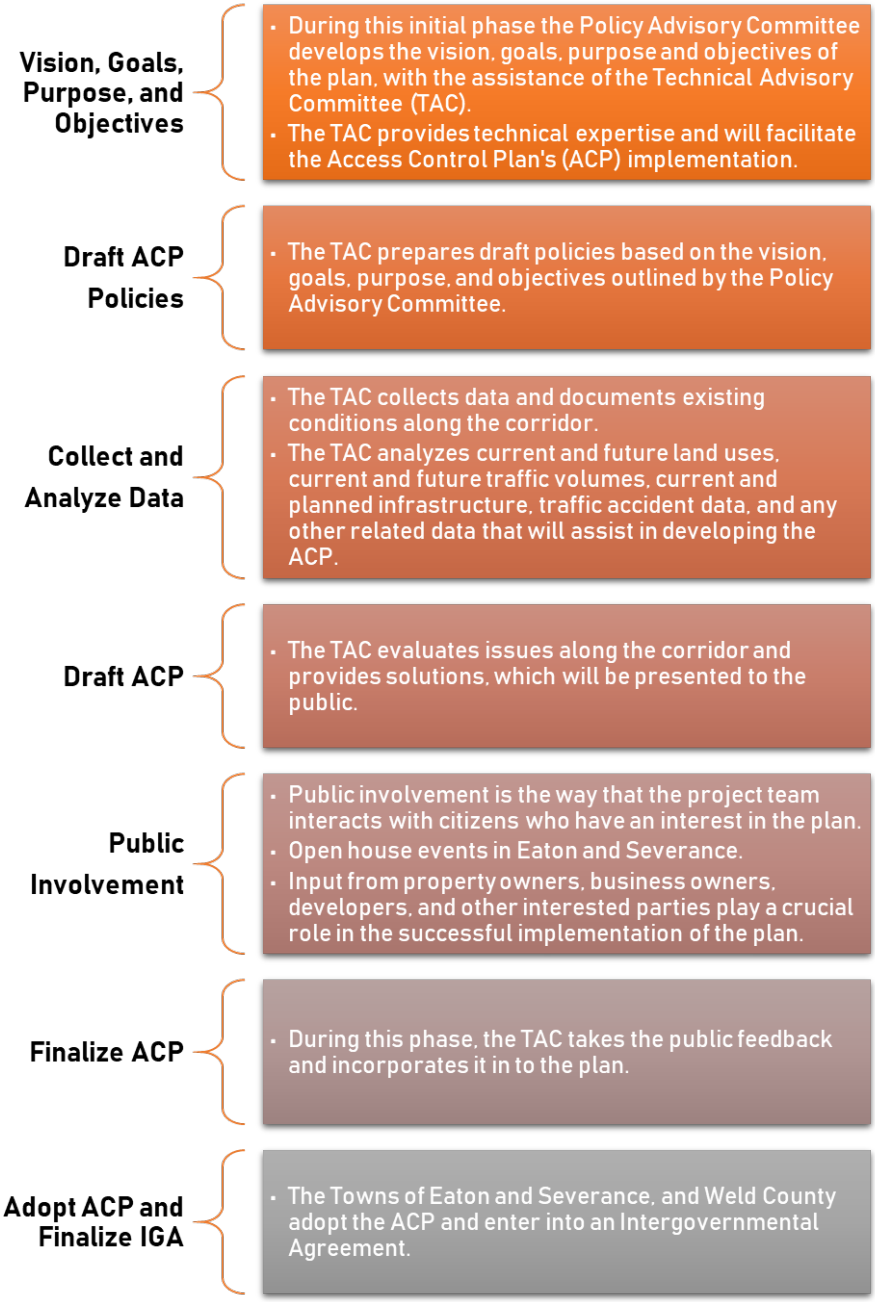


Figure 3 ACP Process

Representatives from the municipalities of Eaton and Severance, and Weld County were responsible for guiding the study and establishing final recommendations based on the technical analysis and public input. The group was made up of both elected officials and technical staff. The elected officials comprised the Policy Advisory Committee that approved the plan's recommendations. Staff made up the Technical Advisory Committee (TAC), who reviewed and

analyzed data and input to make recommendations to the Policy Advisory Committee. The group first met on September 19th, 2019 and continued to meet monthly to develop this plan.

Two public meetings were held during the development of the plan. The two meetings, held in Eaton and Severance in August of 2020, introduced the ACP and sought input on the corridor vision, project goals, existing conditions, access location inventory, issues/concerns, and potential solutions.

The County Road 74 ACP, along with Intergovernmental Agreements (IGA) among the various local governments were adopted in September of 2020. The IGA binds each jurisdiction into an agreement to regulate access to portions of the County Road 74 corridor under their jurisdiction in compliance with this ACP. The IGA is discussed in more detail in Chapter VI, Referrals and ACP Amendments.

Corridor Vision

The first major step in preparing the ACP was a visioning process to establish a target framework for the analysis and subsequent policies. Each section of County Road 74 is expected to develop in a distinct manner regarding the type of development and timing of its implementation. Local governments are expected to make improvements to County Road 74 to correspond to development pressure. In many cases, this may include interim improvements that will accommodate the ultimate cross-section in the future. Interim improvements will be completed when traffic levels warrant the improvement, but don't yet warrant the ultimate cross-section. Interim improvements may stay in place for a significant length of time before a section of road is improved to the ultimate cross-section. Development of the corridor will occur at different levels as land development and traffic increase.

In order to provide a flexible solution that will accommodate the needs of Weld County, and the municipalities, two cross-sections have been selected for the corridor. A rural corridor cross-section, shown in Figure 4, serves as the ultimate configuration for the areas maintained by Weld County. An urban corridor cross-section, shown in Figure 5, serves as the ultimate configuration for the areas maintained by the municipalities of Severance and Eaton. As the municipalities increase their boundaries and take over maintenance of the County's portion of the corridor, the ultimate cross-section of these areas will change from rural to urban.

The ultimate cross-sections do not set a design standard for County Road 74. Rather, it serves as a framework for local governments to consider as future roadway improvements occur. The ACP recognizes that each jurisdiction may have an arterial street standard that differs to some degree from the corridor vision ultimate cross-section. Implementation policies, discussed in Chapter VI, provide jurisdictions with the flexibility to improve County Road 74 to their local design standards along with the responsibility to adhere to the tenants of the corridor vision, which is the urban cross-section with four travel lanes, median (Center turn lane or median ditch), turn lanes, and detached sidewalks.

Rural Cross-Section

The rural cross-section serves as the ultimate buildout for the area of County Road 74 between Severance and Eaton. This configuration includes four travel lanes, two bike lanes, turn lanes, and detached sidewalks.

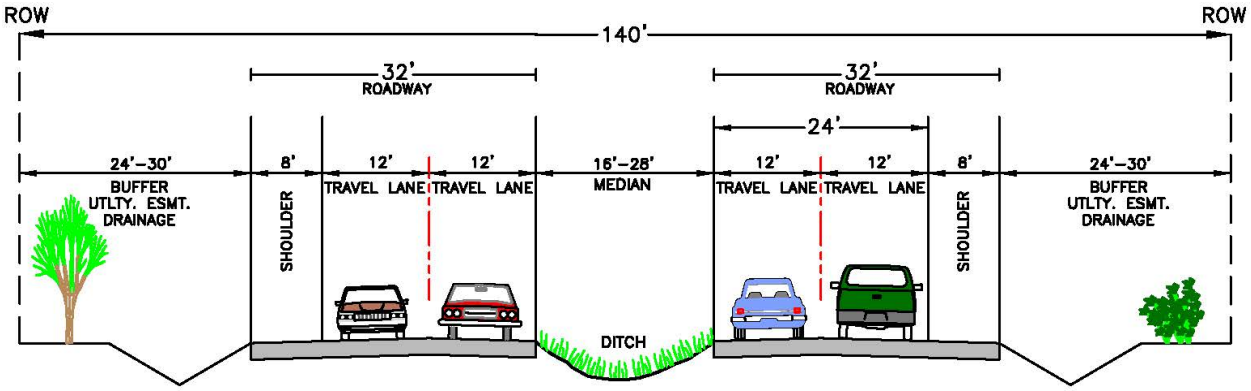


Figure 4 Ultimate Cross-Section (Rural)

Urban Cross-Section

The urban cross-section serves as the ultimate buildout in the municipalities of Severance and Eaton. This configuration includes four travel lanes, two bike lanes, turn lanes, streetscape, and sidewalks. The urban cross-section is to be implemented by the municipalities as new development occurs along the CR 74 corridor.

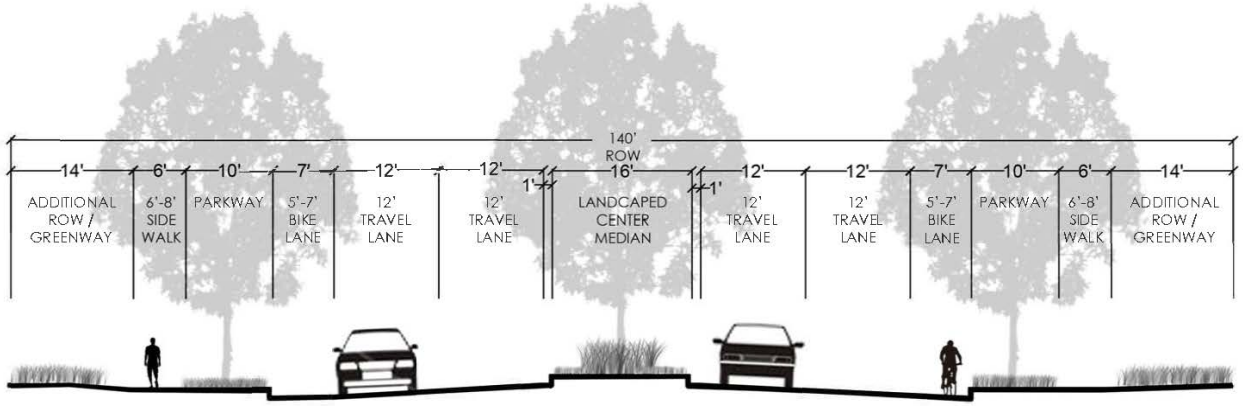


Figure 5 Ultimate Cross-Section (Urban)

Goals and Objectives

The County Road 74 Coalition coordinated the development of the study's goals and objectives with the corridor vision and to establish a foundation for recommending the plan implementation policies discussed in Chapter V, Policies. They include:

- Provide safe, effective, and efficient access to County Road 74.
- Maintain the functional integrity of the corridor by reducing traffic conflicts and improving traffic flow.
- Promote economic vitality along the corridor by promoting the efficient movement of goods and people.
- Protect infrastructure investments along the corridor.
- Coordinate development, improvements, access, design standards, and other issues among jurisdictions.
- Develop a plan that preserves the safety of the corridor by eliminating, relocating, consolidating, or reconfiguring unsafe accesses.
- Limit direct access to the corridor by locating accesses on local and collector roadways where feasible.
- Clarify policies for access and ensure that private property is entitled to reasonable access to the corridor.
- Identify where future traffic signals/roundabouts may be located.
- Provide a plan that can be implemented in phases as funding allows.
- Coordinate community project priorities along the corridor.
- Support development of alternative modes of transportation and improve safety for pedestrians and bicyclists who use the corridor.

Access Control Strategies

As previously presented, the purpose of an ACP is to improve safety, mobility, and reliability by managing the number, location, and configuration of access points along a corridor. The reduction and refinement of access points helps to achieve these objectives while maintaining reasonable access to adjoining properties. The following access control strategies were considered in the development of the ACP and are discussed in detail in Chapter IV, Access Recommendations.

- Elimination – Access points may be removed at unsafe locations, where there are more than two existing access points for a parcel, or where spacing requirements are not met.
- Relocation – Access points may be relocated to meet spacing requirements or align with other access points. This could include moving access from County Road 74 to an intersecting side street.
- Consolidation / Shared Access – Access points in close proximity may be consolidated into a single location and/or shared between adjoining developments. This often requires cooperation between neighboring property owners.
- Movement Conversion / Reconfiguration – Allowable vehicular movements at some existing access points may be reduced to meet safety and mobility objectives. One example might be a location with full access into and out of a driveway that is reduced to a right-in, right-out configuration.

II. Existing Conditions

Data Collection, analysis, and documentation of existing conditions is the logical next step in preparing an ACP. This includes information on land uses, roadway characteristics, access locations and type/function, environmental considerations, and others.

Growth Management Areas

The GMAs of Eaton and Severance, shown in Figure 6, represents the future limits of development within each jurisdiction. Eaton and Severance will manage the type, amount, location, density and other aspects of growth within their GMA as they annex the land areas. The GMA boundaries represent the future city/town limits after all future annexations are complete. Currently the GMA boundary for Severance goes from County Road 31 to State Highway 257, along the County Road 74 corridor. The GMA boundary for Eaton goes from County Road 29 to County Road 43 along the corridor. The area between County Road 29 and County Road 31 is within both GMA boundaries. The GMA boundaries are subject to change, and until the annexations are completed Weld County will have jurisdiction.

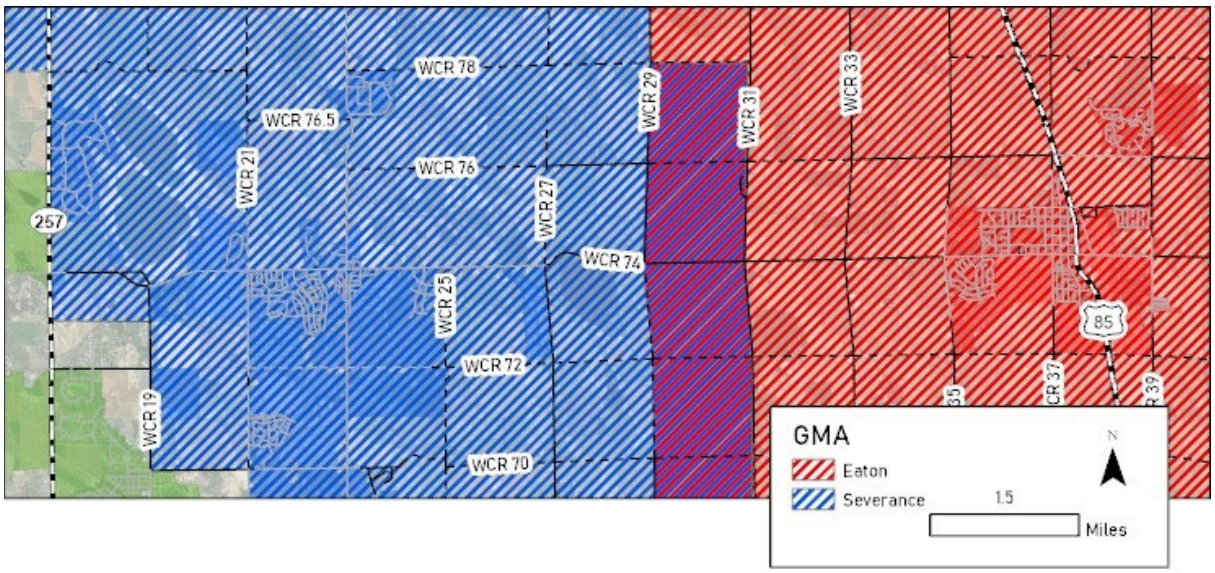


Figure 6 GMAs (2020)

Land Use

A key issue for the sustainable development of the County Road 74 corridor is the relationship between land use and transportation. Just as the amount and location of land development impact traffic volumes and roadway performance, the transportation system has a strong influence on how and where land development occurs. Access management is a necessary and important component in planning for development and transportation improvements on County Road 74. Understanding the existing types, quantity, and location of land uses along the corridor is a key part of the ACP preparation process. This plan separates the corridor into two segments based on the projected future growth areas of Severance and Eaton. The two segments meet at County Road 29 as depicted in Figure 1.

Segment 1: State Highway 257 to County Road 29

Currently development along the County Road 74 corridor for segment 1 is concentrated to the Town of Severance. As seen in Figure 7 the corridor in segment 1 falls under the Town of Severance GMA, with most of the surrounding land annexed by the Town. Along the corridor the zoning that the Town shows in their zoning map are Suburban Perimeter, Rural Residential, Town Core, and Development Nodes.

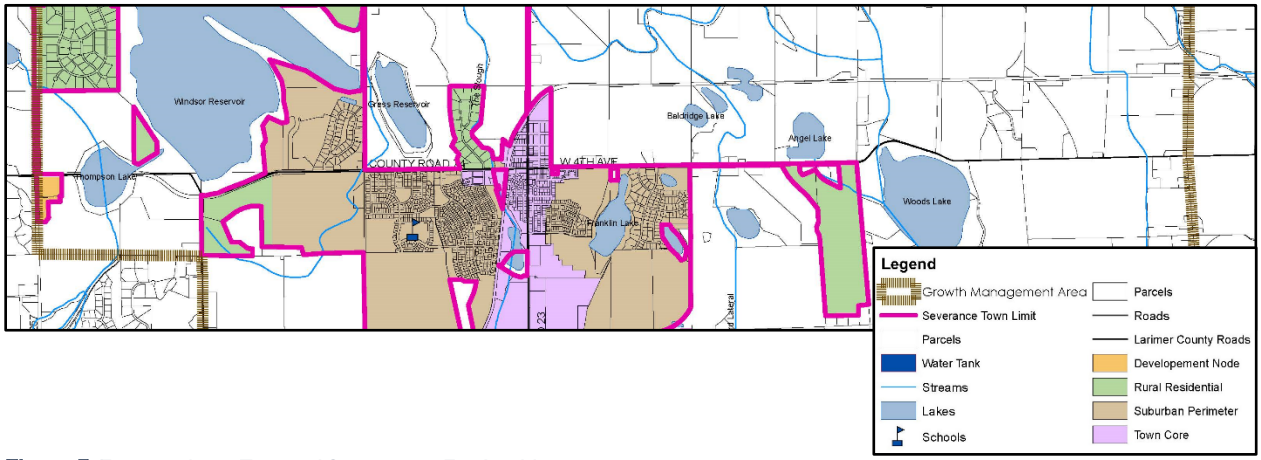


Figure 7 Excerpt from Town of Severance Zoning Map

A large percentage of the developable land along County Road 74 in segment 1 are either currently being developed or development has already occurred. Figure 8 show the future land uses along the County Road 74 corridor in segment 1.

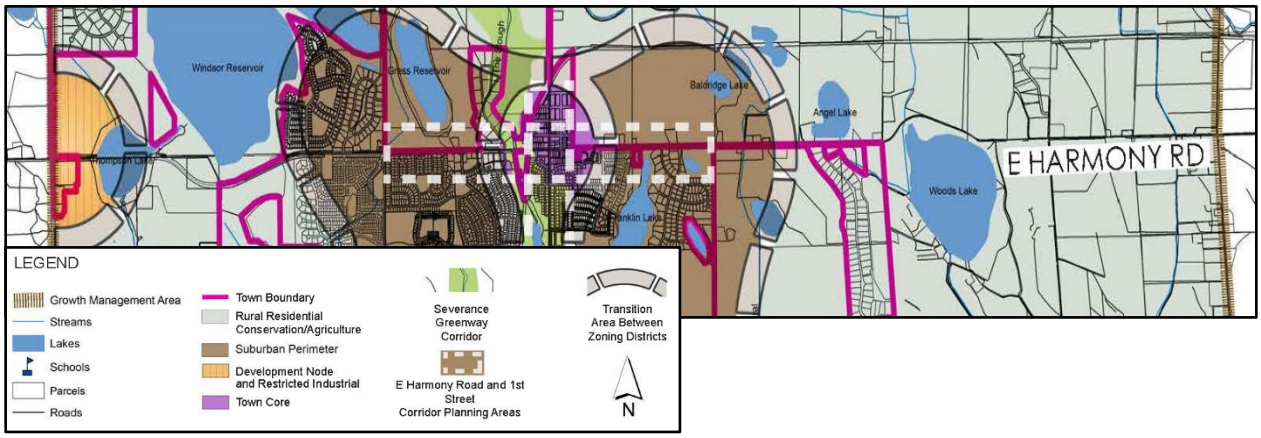


Figure 8 Excerpt from Town of Severance Future Land Use Map

Segment 2: County Road 29 to County Road 39

Development along the County Road 74 corridor for segment 2 is concentrated to the Town of Eaton, with some development falling within unincorporated Weld County. Segment 2 falls within the GMA of Eaton, however much of the west side of the segment remains unincorporated. Within the Town of Eaton, which currently extends from County Road 35 to County Road 39 along the County Road 74 corridor, there are several existing land uses outline in Figure 9 below. The town's land use map shows Residential, Commercial, Industrial, Parks, Public Areas, Agricultural, and Schools along the County Road 74 corridor.

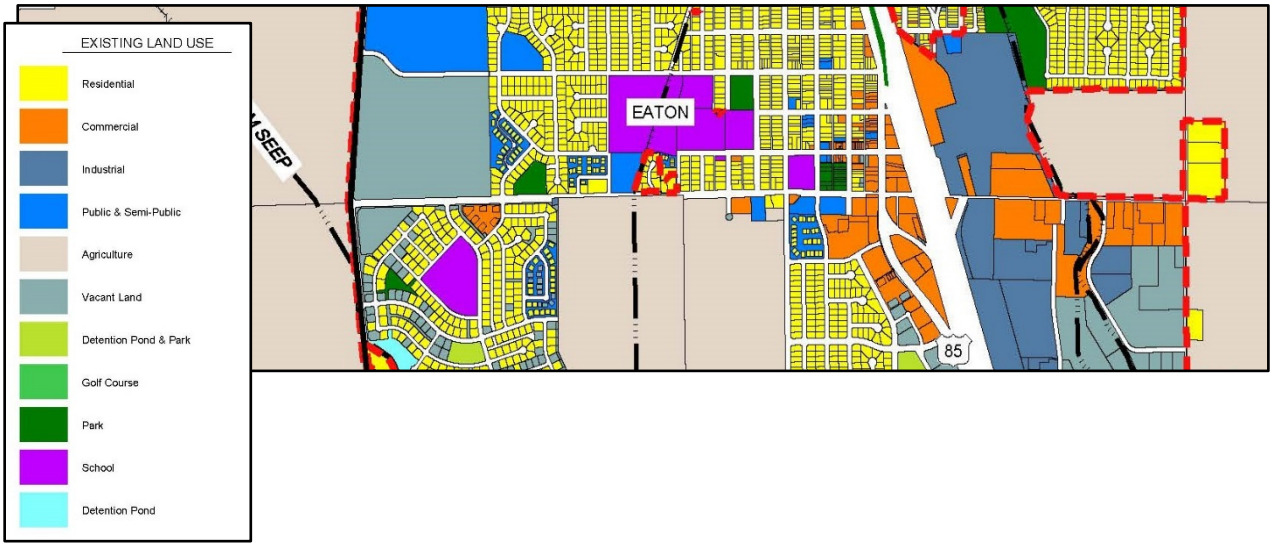


Figure 9 Excerpt from Town of Eaton Current Land Use Map

In Figure 10 you can see that the zoning along the corridor is a mix between Planned Unit Development, Agricultural, Single Family Residential, Light Density Residential, Medium Density Residential, Downtown Commercial, and Outdoor Industrial.

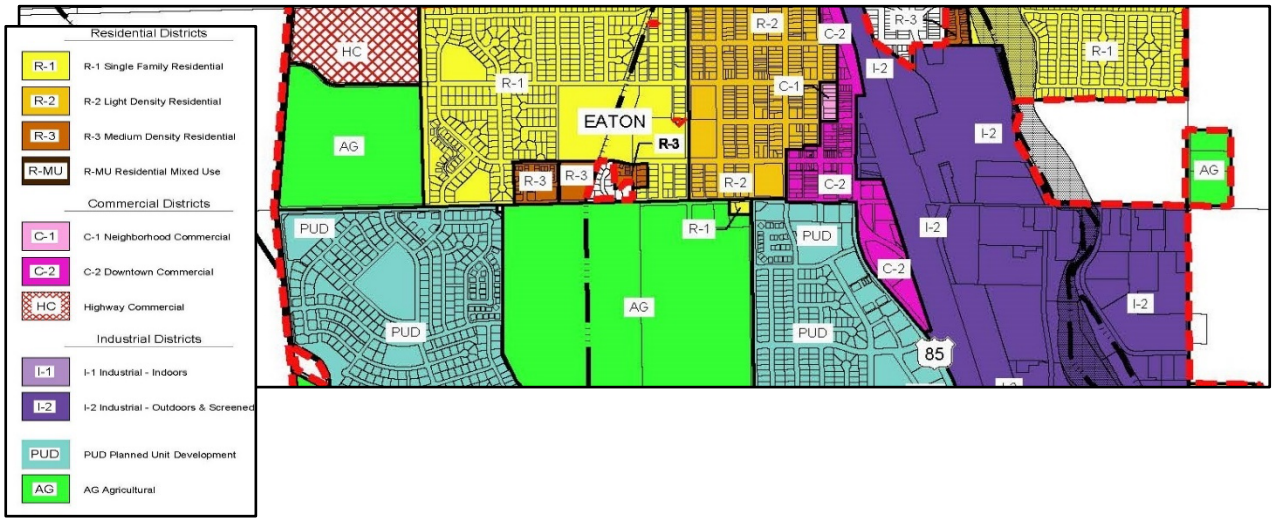


Figure 10 Excerpt from Town of Eaton Zoning Map

Roadway Characteristics

As noted previously, roads provide both access to adjoining properties and mobility for people and goods. The County Road 74 Corridor is a major east-west thorofare, that bisects the municipalities of Severance and Eaton. County Road 74 is designated by the NFRMPO as a Regionally Significant Corridor. The municipalities of Severance and Eaton, as well as Weld County recognize the importance of the corridor, and have classified the road as an Arterial Road on all relevant transportation documents. For many residents, the corridor serves as a key connection to/from Interstate I-25 and Fort Collins/ Timnath to the west, and US Highway 85 to the east. Density patterns, land use and development trends along the corridor represent several decades of growth and a variety of development patterns ranging from downtown environments, to sparsely populated areas, to commercial centers, to suburban development. This growth has resulted in inconsistently managed access along the corridor.

Segment 1: State Highway 257 to County Road 29

Segment 1 is generally straight with the exception of the two curves that navigate drivers around Windsor Reservoir, and Woods Lake. The two curved sections of the road have moderate grade changes, which decreases visibility for drivers. The section of this corridor between County Road 21 and County Road 23 has a somewhat drastic grade change. Sidewalks and bike paths are located in portions of segment 1 in the Town of Severance.

In segment 1, the majority of the County Road 74 Corridor is within the Town of Severance limits. The municipalities call out this section of County Road 74 as a Suburban Arterial as well as a Rural Arterial in their 2015 Transportation Plan. The Plan calls for 100 feet of right-of-way for the roadway due to its classification. In order to meet the classification standards of the County Road 74 ACP, this section of the corridor will have 140 feet of future right-of-way. The Town has agreed to increase this right-of-way classification on County Road 74 for the purpose of consistency.

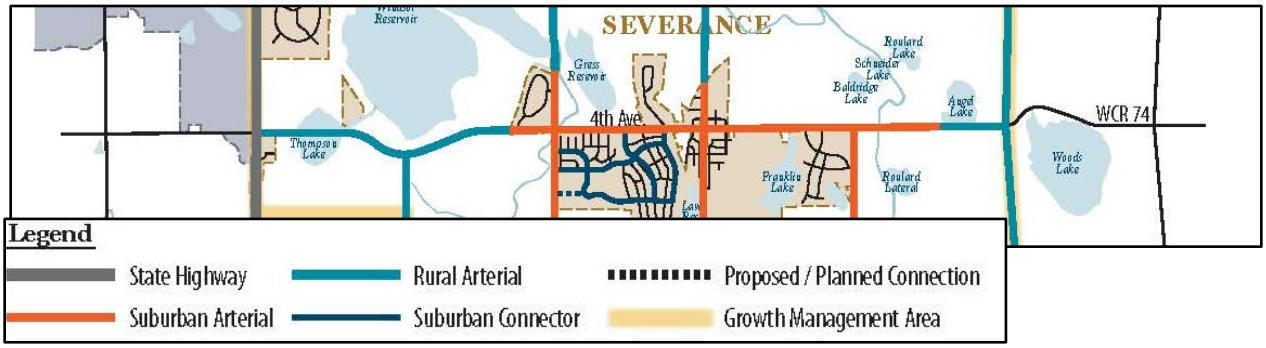


Figure 11 *Excerpt from 2015 Severance Transportation Plan*

A small section of County Road 74 in segment 1 is under the jurisdiction of Weld County. The County classifies this section of County Road 74 as Arterial, which requires 140 feet of future right-of-way.

Currently County Road 74 in segment 1 is a 2-lane interim rural arterial roadway that has several accesses through the Town of Severance. As development occurs along this corridor, additional lanes will be required. The ultimate cross-section is a 4-lane urban arterial.

Segment 2: State Highway 257 to County Road 29

Segment 2 is generally straight with a moderate grade changes from just west of County Road 31 to County Road 35. Sight distance is a concern in this section of the corridor. Sidewalks and bike paths are located in portions of this section of the corridor, in the Town of Eaton.

In segment 2, a section of the County Road 74 Corridor is within the Town of Eaton limits. The Town calls out this section of County Road 74 as a Major Arterial in their 2013 Transportation Plan. The plan calls for 100 feet of right-of-way for the roadway due to its classification. In order to meet the classification standards of the County Road 74 ACP, this section of the corridor will have 140 feet of future right-of-way. As with Severance, the Town of Eaton has agreed to increase this right-of-way classification on County Road 74 for the purpose of consistency.

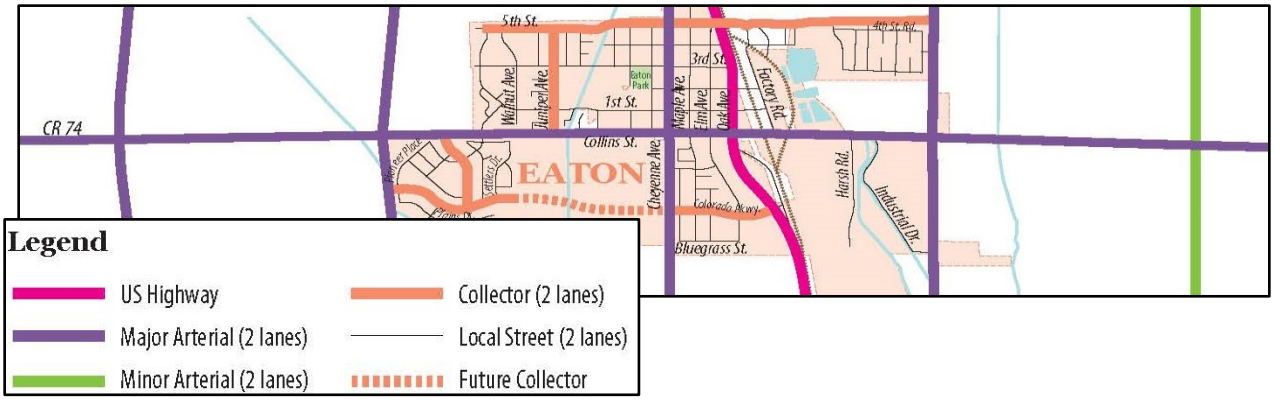


Figure 12 Excerpt from 2013 Eaton Transportation Plan

A section of County Road 74 in segment 2 is currently under the jurisdiction of Weld County. The County classifies this section of County Road 74 as Arterial, which requires 140 feet of future right-of-way.

Connectivity

One of the main considerations when implementing this ACP is the desire to preserve connectivity in the region. When looking at key east/west roadways in this region, County Road 74 certainly comes to mind. As stated previously, County Road 74 has been named a Regionally Significant Corridor by the NFRMPO, which certainly underlines the importance of preserving the functionality of the road. The need for this corridor is very high now, but in the future as population increases, this corridor will be crucial to transportation in the region.

Figure 13 shows the importance that this corridor has regarding connectivity. The number and quality of current east/west roadways in the local area is not ideal. The two closest east/west roads are County Road 72 and County Road 76. Both of these roads are classified as local, and the surface type is primarily gravel. These roads do not connect to other roads well, and are not highly travelled, except by residents that access their homes via these roads. The lack of redundancy in the east/west road network reduces the ability for traffic to be dispersed as needed. This means that County Road 74 is extremely important for regional connectivity.

Looking at the north/south connections, there are several high-quality corridors that allow for redundancy in the road system. It is important to understand that the high number of north/ south

roads along the corridor can reduce safety. High traffic volumes on these north/south roads makes intersection safety paramount on County Road 74. Traffic signals or roundabouts at intersections will need to be installed as traffic increases in order to mitigate the safety concerns.

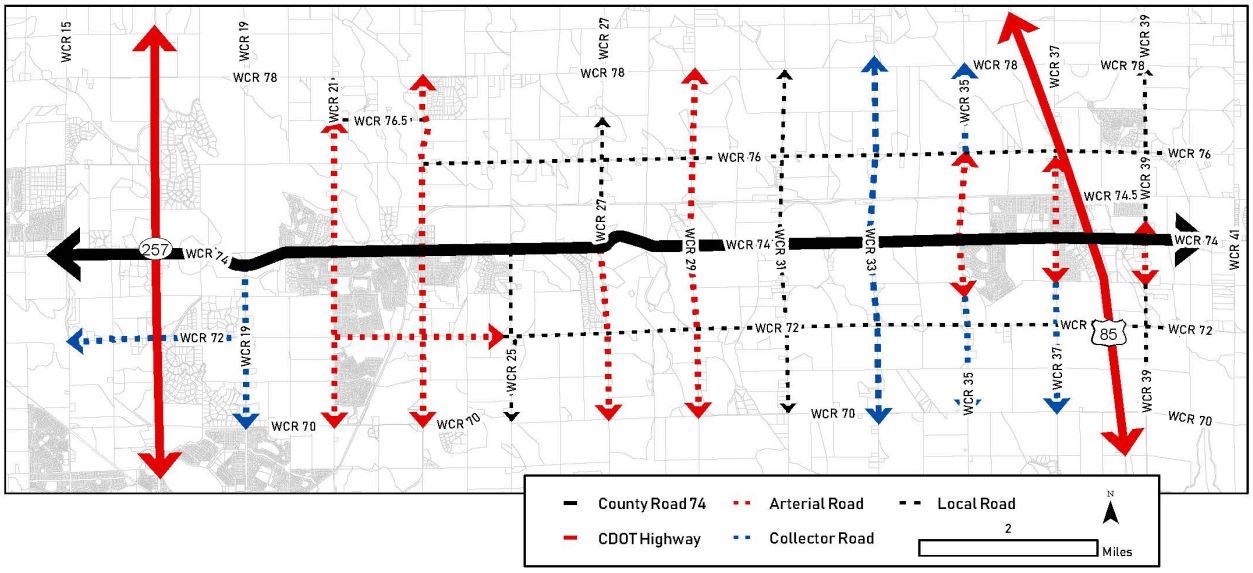


Figure 13 Local Connectivity

Figure 14 show the regional connectivity on the CDOT system. State Highways 14 and 392 provide alternatives for east/west travel.

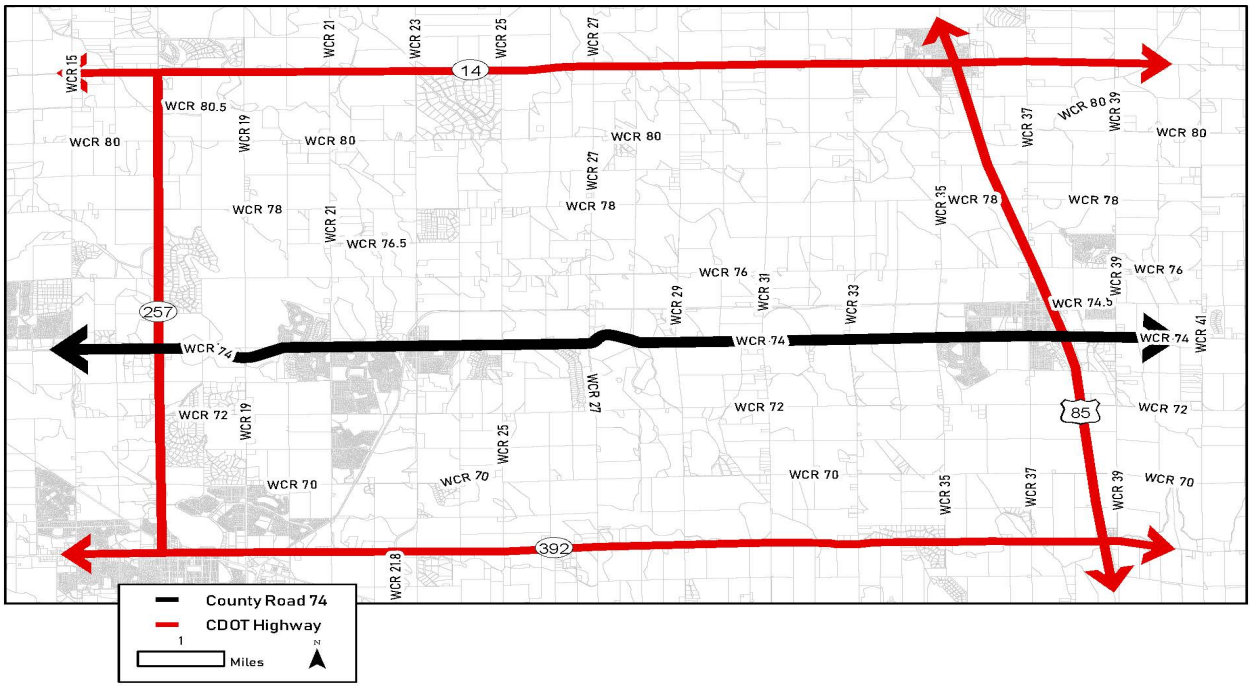


Figure 14 Regional Connectivity

Traffic Counts and Roadway Level of Service (LOS)

Traffic counts were obtained from the 2015 to 2020 timeframe to support the analysis of existing conditions along the corridor. Traffic volumes are a good indication of roadway LOS on County Road 74. LOS is a concept that assigns a letter grade from A to F to a section of road as shown in Table 1. It is based on the carrying capacity of a road, which is affected by the number of lanes, presence of medians and turn lanes, quality of access control, and other factors. Similar to the grading scale used in classrooms, LOS A indicates free-flow travel speeds in very good operational conditions. As traffic volumes build, speeds deteriorate, and travel times increase. LOS F indicates failure or stop-and-go travel at best. Most jurisdictions adopt LOS C or D as the threshold for improving a facility.

	A	B	C	D	E	F
DRIVER COMFORT	High	High	Some Tension	Growing Tension	Uncomfortable	Distressed
AVERAGE TRAVEL SPEED	Speed Limit	Close to Speed Limit	Close to Speed Limit	Some Slowing	Significantly Slower than Speed Limit	Significantly Slower than Speed Limit
MANEUVERABILITY	Almost Completely Unimpeded	Only Slightly Restricted	Somewhat Restricted	Noticeable Limited	Extremely Unstable	Almost None
INTERSECTION DELAY (CONTROL DELAY PER VEHICLE, SEC)	< 10	> 10 and < 20	> 20 and < 35	> 35 and < 55	> 55 and < 80	> 80
ARTERIAL VOLUME/ CAPACITY RATIO	< 0.6	0.6 – 0.7	0.7 – 0.8	0.8 – 0.9	0.9 – 1.0	> 1.0

***Table 1** Roadway LOS Definitions*

On the County Road 74 corridor, existing traffic volumes are highest west of County Road 21. Table 2 summarizes available traffic count data for the corridor and provides an estimate of capacity and LOS. Traffic volumes are reported in vehicles per day (VPD) for both directions.

SECTION OF CR 74	ADT (VPD 2-WAY)	SECTION DESCRIPTION	CAPACITY (VPD 2-WAY)
SH 257 – CR 19	13,000 – 14,000	2-Lane Rural Arterial	12,000
CR 19 – CR 21	8,500 – 9,000	2-Lane Rural Arterial	12,000
CR 25 – CR 27	4,000 – 4,500	2-Lane Rural Arterial	12,000
CR 27 – CR 29	3,500 – 4,000	2-Lane Rural Arterial	12,000
CR 29 – CR 31	4,000 – 4,500	2-Lane Rural Arterial	12,000
CR 31 – CR 33	5,000 – 5,500	2-Lane Rural Arterial	12,000
CR 33 – CR 35	5,000 – 5,500	2-Lane Rural Arterial	12,000

Table 2 *Existing Traffic Volumes*

The capacity and LOS information in Table 2 is based on a planning level analysis that is not suitable for engineering/design level work. As roadway improvements are planned and designed, a detailed LOS analysis will be conducted based on detailed operations at each intersection and other factors.

Traffic volumes from a base year of 2015 and future traffic projections from 2045 are represented in Figures 15 and 16. Traffic volumes along the corridor are expected to increase greatly within this time frame.

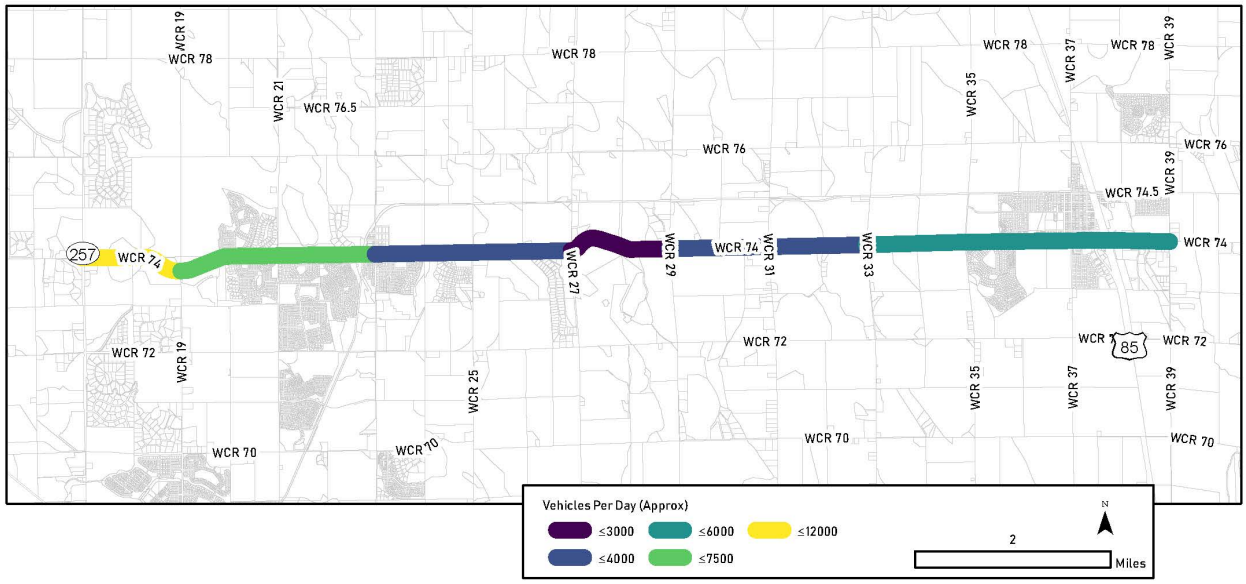


Figure 15 *2015 Traffic Volumes*

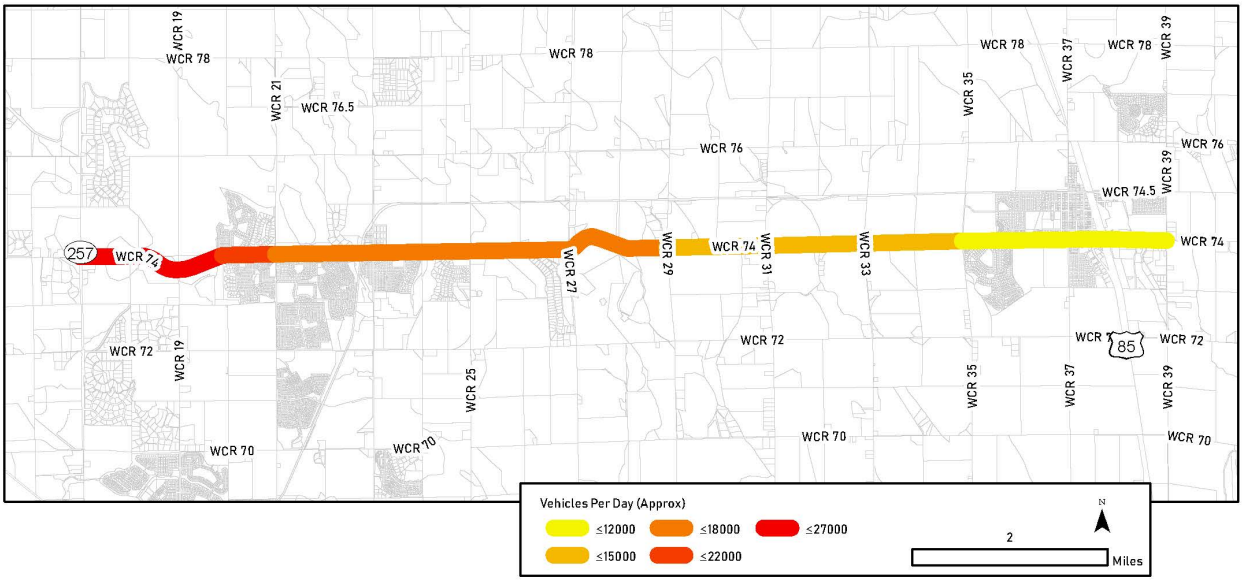


Figure 16 2045 Traffic Projections

Intersection Type and Spacing

The County Road 74 Corridor outlined in this study has over 146 access locations, which are categorized as follows:

- Public Road (Signalized Intersection) – These intersections are at-grade, full movement public road intersections with a traffic signal. There are three existing signalized intersections on the corridor.
- Public Road (Unsignalized Intersection) - These intersections are full movement, at-grade intersections with stop control on the side street approaches. These intersections typically do not have existing acceleration or deceleration lanes.
- Private Accesses – The majority of access locations along the corridor are privately owned and provide direct access to residences, oil and gas facilities, irrigation ditches, farms, and other commercial/industrial uses.

Appendix D contains 11 maps showing the types and locations of access points along the County Road 74 corridor. Figure 17 shows an example of these maps for reference. Appendix E includes photos taken in 2020 of each access location along the corridor. Figure 30 provides an example of the photo inventory.

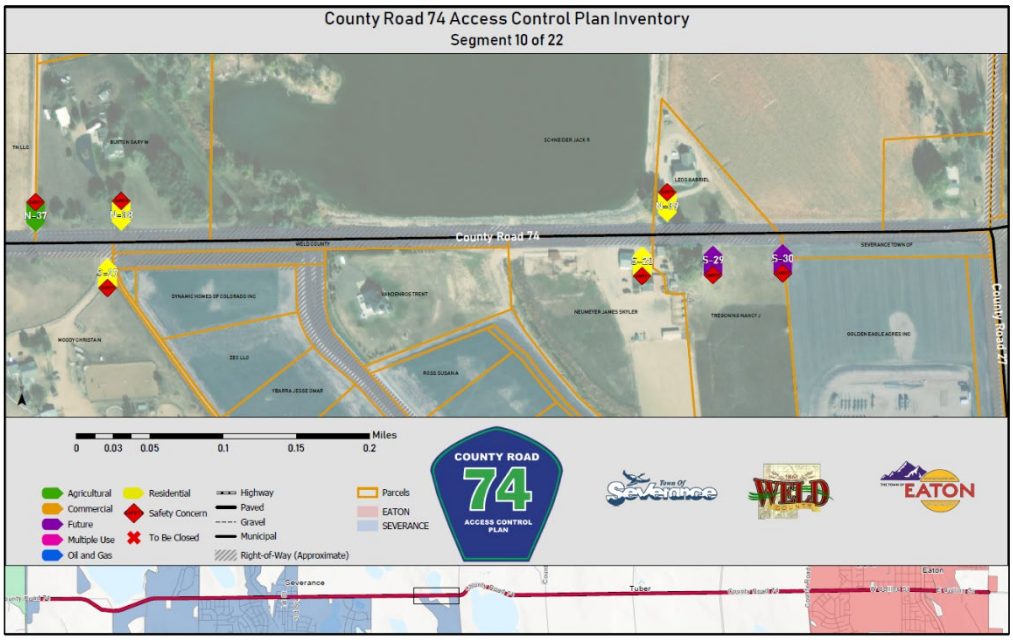


Figure 17 Access Inventory Map (Example)

Traffic Signals and Roundabouts

The County Road 74 corridor currently has 3 traffic signals within the study area. Weld County is constructing two roundabouts on the corridor. These roundabouts will be located at County Roads 31 and 33. Figure 18 shows the locations of the existing signalized intersections, proposed roundabouts, and locations for future signals or roundabouts. Appendix G includes more detailed maps regarding traffic signals and roundabouts. Chapter V discusses traffic signal, and roundabout policy on the corridor in more depth.

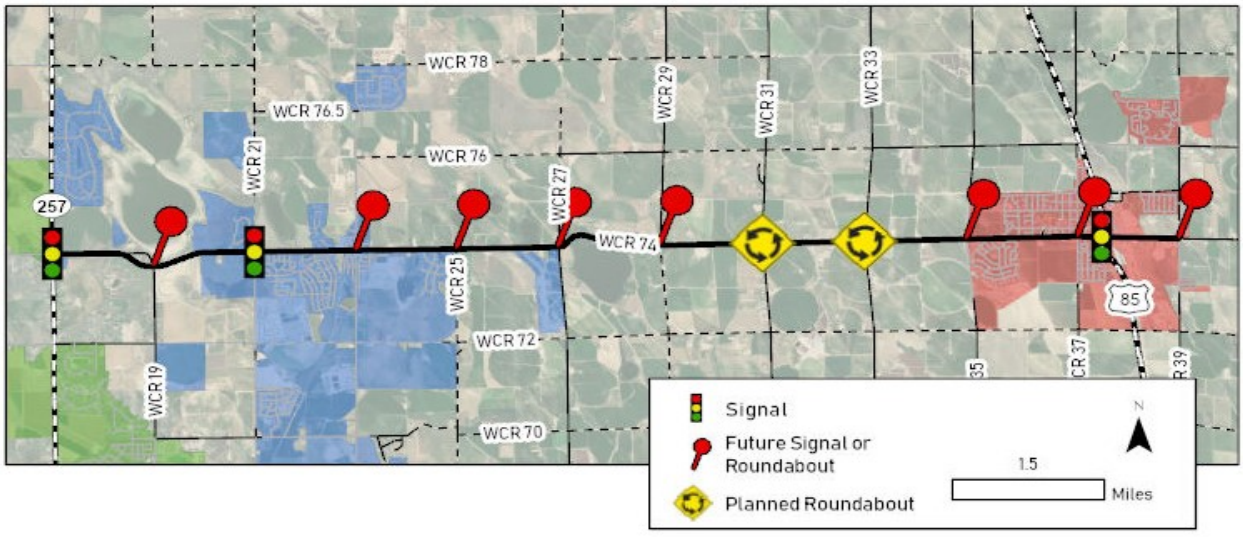


Figure 18 Existing and Proposed Traffic Signals and Roundabouts

Right-of-Way

The term right-of-way has several definitions. In this context, it represents the width of land owned by the agency or jurisdiction responsible for a given section of road. Right-of-way contains the road, turn lanes, medians, sidewalks, roadside ditches, landscaped areas, clear zones, and sometimes land preserved for future roadway expansion. It is often delineated with fences along each side of the road, which is usually in the middle of the right-of-way.

Existing survey plats and right-of-way records were examined to determine that the existing right-of-way for most of the corridor outside of the municipalities of Eaton and Severance is 60 feet. Within the two municipalities, the right-of-way varies from approximately 80 to 100 feet.

For future roadway improvements, the right-of-way is specified as 140 feet as shown on the Corridor Vision ultimate cross-section in Figures 4 and 5 and Appendix B. Future right-of-way guidelines are discussed in Chapter V, Policies. Local governments are encouraged to begin acquiring right-of-way along the corridor for preservation.

Speed Limits

Current speed limits on the corridor are between 25 MPH and 55 MPH. Unincorporated portions of the corridor are set at 55 MPH, whereas the municipalities generally set lower speed limits. Speed limits are typically set based on a speed study for the speed at which 85 percent of the traffic is traveling at or below. The methodology assumes that 85 percent of drivers are traveling at a reasonable and prudent speed. Figure 19 summarizes speed limits on the corridor, and Appendix H repeats this information in greater detail. Chapter V contains guidance on the application of speed limits when roadway improvements are made.

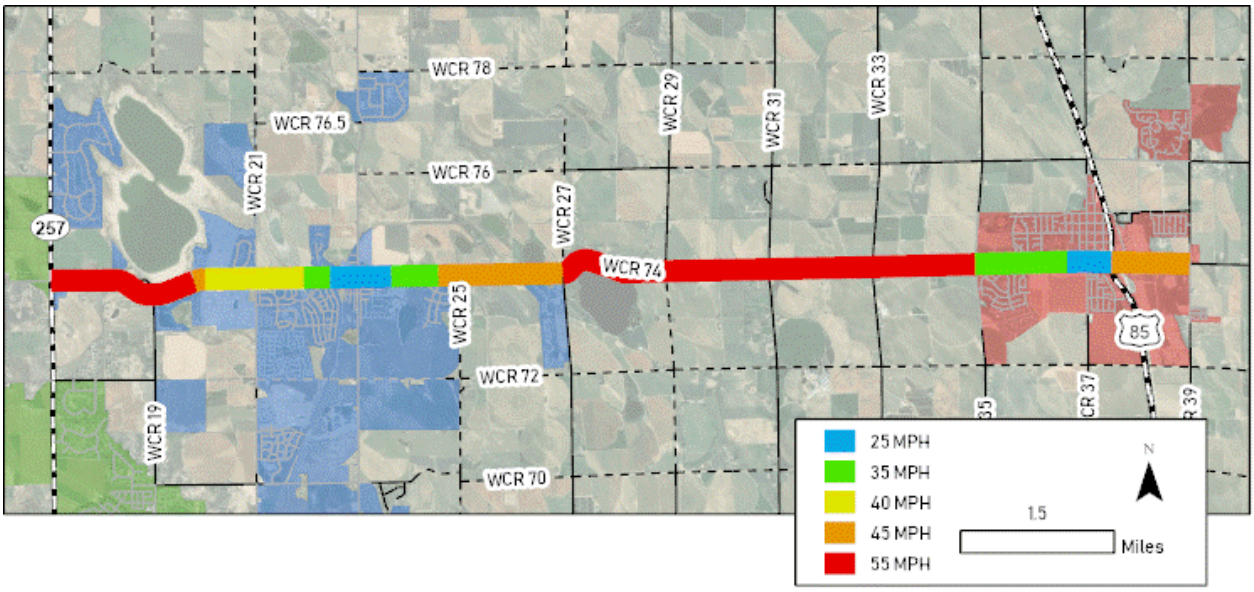


Figure 19 2020 Speed Limits

Accident History

Historical accident data is perhaps the best indicator of the location and severity of safety concerns on the corridor. Crashes are classified as property damage only (PDO), injury accidents, and fatalities. Crash data allows for a detailed analysis of the number, type, severity, causality, and other factors. The crash analysis focuses on reducing the injury and fatal accidents first but also address the causes of accidents at concentrations of PDO crashes.

Based on accident reports for County Road 74 between Highway 257 and County Road 39, between 1/1/2014 and 12/31/2018, there were 113 crashes. A total of 7 fatalities and 56 injuries were reported in the accident reports for the corridor.

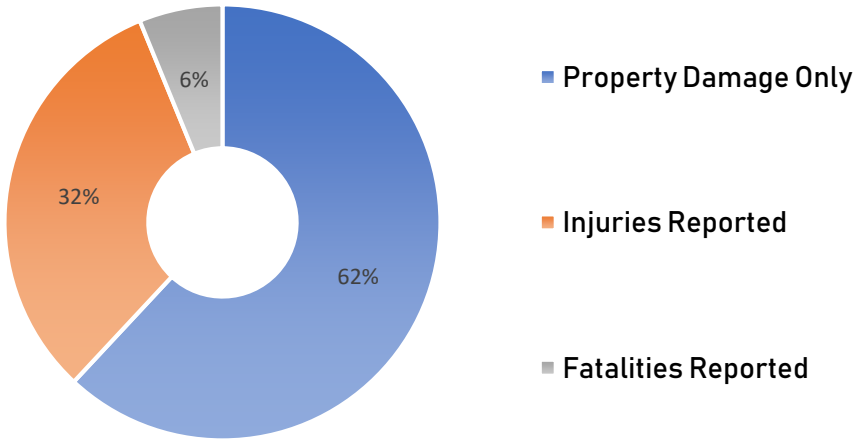


Figure 20 Severity of Crash

Weld County plans to install a roundabout on the corridor at the intersections of County Road 31 and 33. The County Road 31 roundabout is planned for construction in the 2024 construction season. The County Road 33 roundabout is planned for construction in the 2022 construction season.

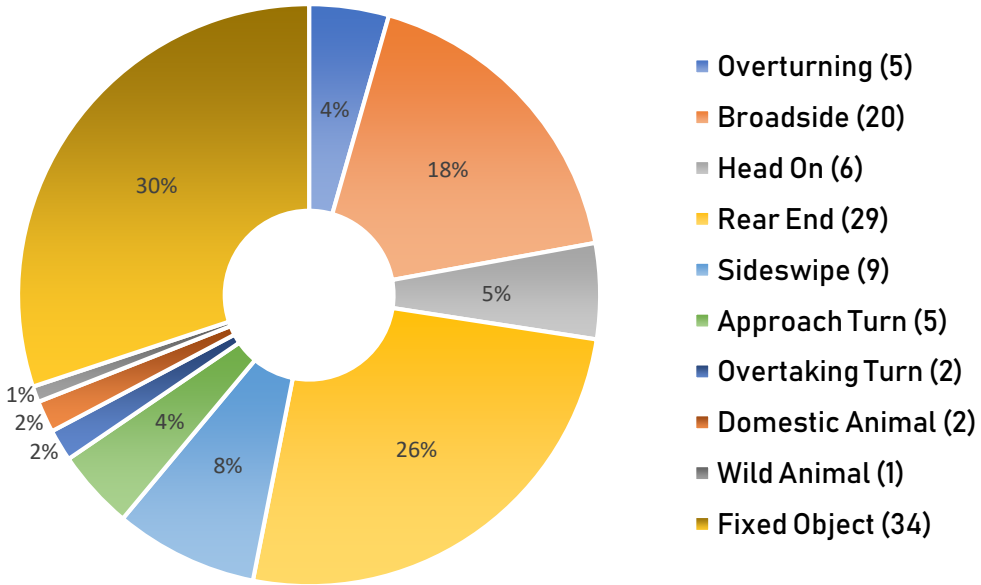


Figure 21 Type of Crash

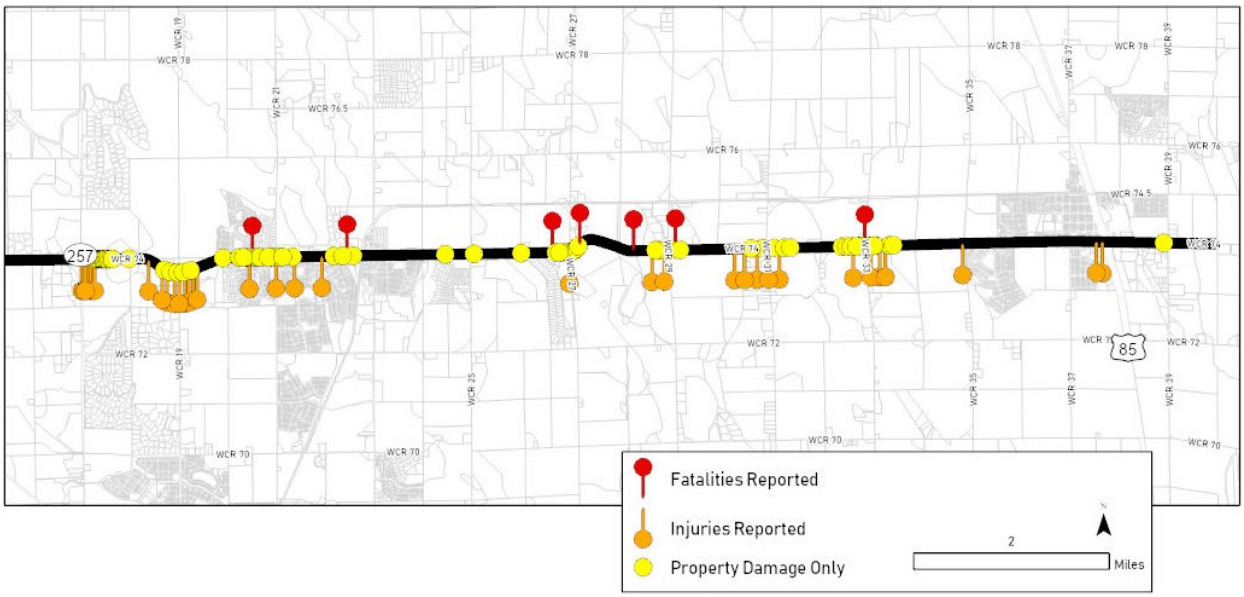


Figure 22 Approximate Location of Crashes

Figure 22 shows the approximate location for the crashes that have occurred on the corridor between 1/1/2014 and 12/31/2018. Property damage only crashes occurred throughout the corridor, with most of them occurring on the west side of the corridor. Crashes that include an injury reported occurred throughout the corridor, with most of them at the happening near the intersections of County Road 74 and County Roads 19, 31 and 35. Also, at the intersection of State Highway 257 and County Road 74. Most accidents including at least one fatality occurred near the intersections of County Road 74 and County Road 27 as well as County Road 74 and County Road 29. Other fatalities on the corridor occurred near the intersection of County Road 33 and County Road 74, as well as two within the Town of Severance.

III. Access

The County Road 74 corridor has both public and private accesses serving various land uses. Public accesses include state highways, county roads, and local streets. Private accesses are typically driveways serving residences, businesses, farms, commercial/industrial operations, and utilities. This chapter discusses the configuration, operation, and type of access along the corridor; access control techniques; and an inventory of existing access locations.

Access Configuration and Operation

For the purpose of this ACP, access configurations for intersections are defined as follows:

- Full Movement Access Signalized/Roundabout - All potential movements for the access are allowed, including left-in, left-out, right-in, right out, and through movements if there is another facility to accept traffic on the opposite side of County Road 74.
- Full Movement Access Unsignalized - All potential movements for the access are allowed, including left-in, left-out, right-in, right out, and through movements if there is another facility to accept traffic on the opposite side of County Road 74. No signal or roundabout is feasible in this location.
- Three quarter (3/4) Access – This configuration indicates a restrictive movement access onto County Road 74. Three of the four movements in and out of the access are permitted. Allowed movements include the left-in, right-in, and the right-out. Prohibited movements include the left-out and through movements. A raised median would be the ultimate means of enforcing these restrictions, but an interim measure may involve a raised island at the driveway.
- Right-in/Right-out (RI/RO) Access – This configuration indicates restricted movement access at County Road 74. Right turn movements in and out of the access are permitted. Prohibited movements include left-in, left-out, and through movements. A raised median would be the most appropriate means of enforcing these restrictions, but an interim measure may involve a raised island at the driveway.

Figure 23 shows a typical full-movement intersection. Figures 24 and 25 present typical configurations for ¾ movement with restricted north/south left turns and RIRO access with no left turns allowed, respectively.

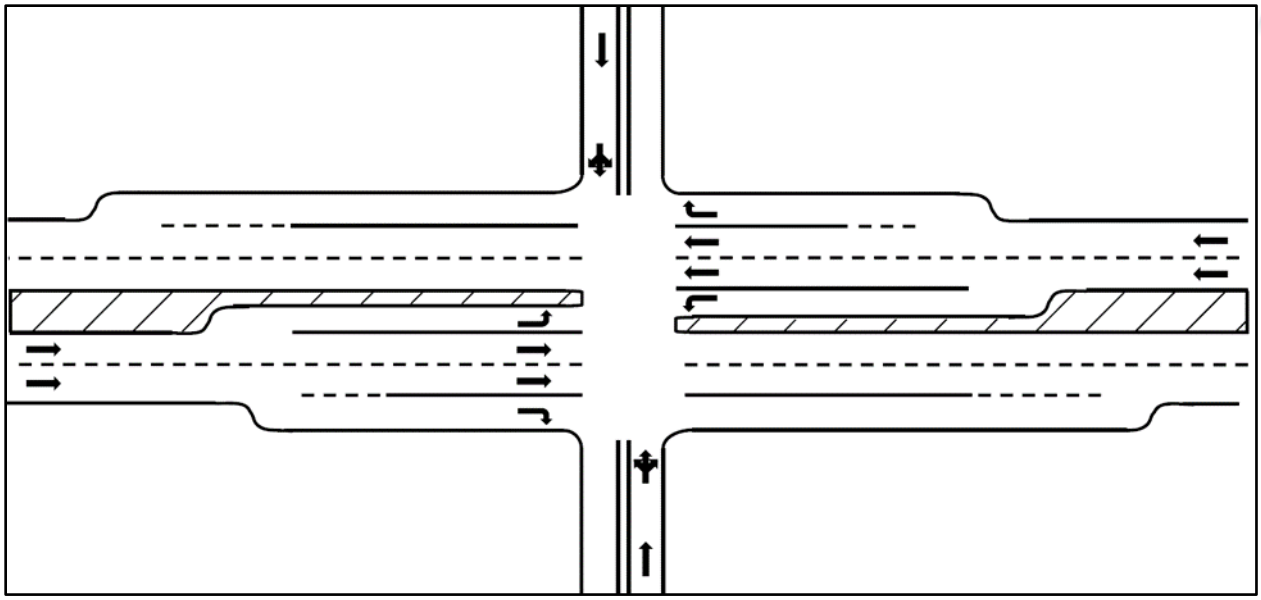


Figure 23 Full Movement Intersection

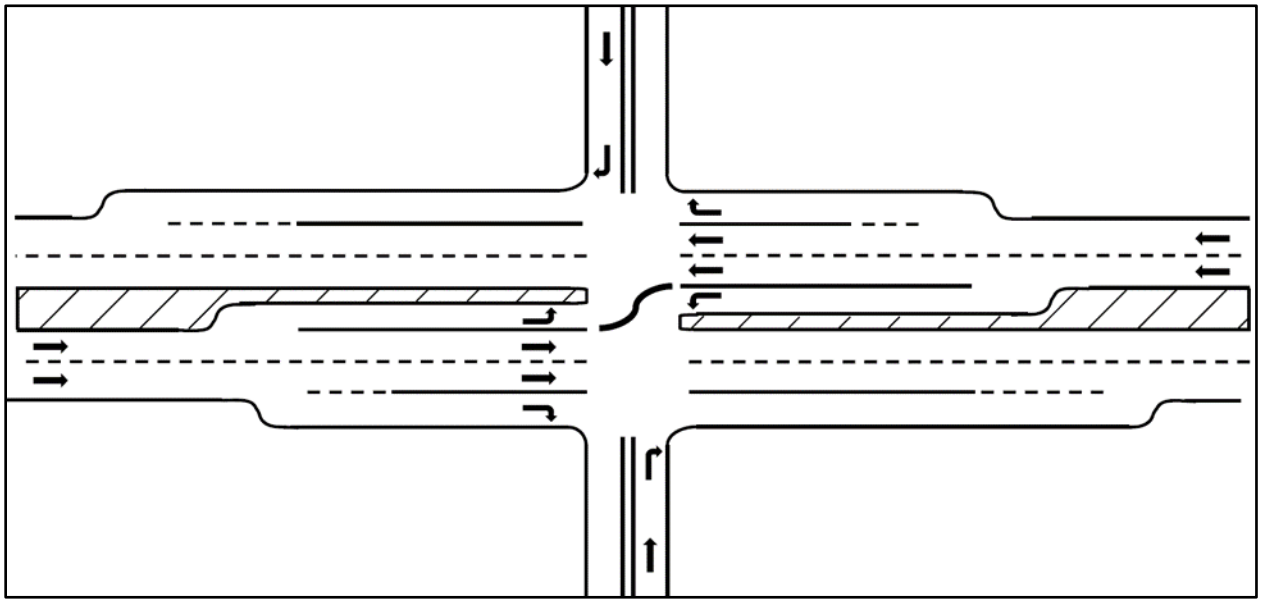


Figure 24 3/4 Movement Access

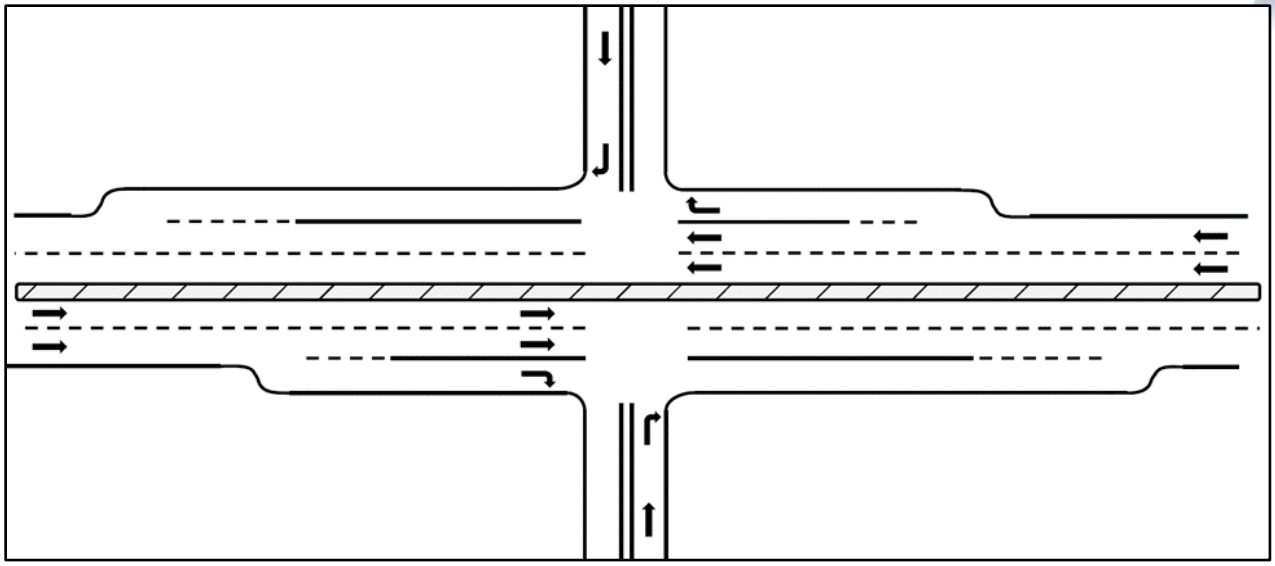


Figure 25 *Right-in/Right-out Access*

Access Classification

Access classification refers to the land use on the adjoining property that the access serves. The colored arrow symbols are used on the access inventory maps presented later in this chapter. They are defined as follows:

Agricultural/Field/Ditch Access – These support farm and ranch operations and are generally used seasonally during planting and harvesting seasons.

Residential Access - These are typically driveways to residences and multifamily developments.

Commercial Access - These access locations serve businesses, schools, government buildings, and utilities such as electric substations.

Oil and Gas/Industrial Access - Oil and gas facilities, including wells, tanks, valve sites, etc., and industrial buildings are served by this access type.

Multiple Use Access - Shared access occurs where two properties or uses utilize the same access.

Future Access - Existing parcels with no frontage on a side road and no existing access on County Road 74 are considered landlocked and will be allowed access in the future as appropriate and consistent with the ACP. This access type also includes locations that have been previously approved but not yet constructed.

To Be Closed – Accesses that have been determined to be unnecessary and should be closed and reclaimed when feasible.

Safety Concern – These accesses have been determined to either have a spacing or sight distance safety concern. These accesses should be reconfigured or closed as development occurs.

Accesses with a Sight Distance Safety Concern

The methodology used to determine accesses with a sight distance safety concern is using entering sight distance calculations. Adequate sight distance is one of the most critical factors when designing roadways, accesses, and intersections. Limited or obstructed sight distance can lead to accidents. There are several sight distances to consider when designing a roadway, access, or intersection. Stopping sight distance is the length of roadway it takes for a driver to bring a vehicle to a complete stop. Stopping sight distance is measured from the driver's point of view, which is considered to be 3.5 feet above the road surface, to an object's height of 2 feet. Stopping sight distance includes the reaction time of the driver and braking distance of the vehicle as well as roadway grades as seen in Table 3. Additional information regarding reaction time and braking distance can be found in AASHTO - A Policy on Geometric Design of Highways and Roadways.

	STOPPING SIGHT DISTANCE									PASSING SD	
DESIGN SPEED	No Grade	% Down Grade			% Up Grade			Crest	Sag	Crest Curve	
(MPH)	(ft)	3	6	9	3	6	9	K	K	(ft)	K
25	155	158	165	173	147	143	140	12	26	900	289
30	200	205	215	227	200	184	179	19	37	1090	424
35	250	257	271	287	237	229	222	29	49	1280	585
40	305	315	333	354	289	278	269	44	64	1470	772
45	360	378	400	427	344	331	320	61	79	1625	943
50	425	446	474	507	405	388	375	84	96	1835	1203
55	495	520	553	593	469	450	433	114	115	1985	1407
60	570	598	638	686	538	515	495	151	136	2135	1628
65	645	682	728	785	612	584	561	193	157	2285	1865

Table 3 *CDOT Roadway Design Guide (Table 3-1)*

Existing accesses that have been noted as a sight distance safety concern should be addresses with development, with roadway improvements, or when otherwise feasible.

Accesses with a Spacing Safety Concern

On the County Road 74 Corridor, 660 feet between accesses is a requirement for new accesses. Existing accesses that do not meet this spacing requirement have been noted as a spacing safety concern. Existing accesses with this notation should be addressed with development, with roadway improvements, or when otherwise feasible.

Access Control Techniques

There are several areas along the County Road 74 corridor where existing accesses can be modified through elimination, reconfiguration, consolidation, and relocation to improve operations on the corridor. These techniques have unique benefits to improve traffic flow, safety, and reliability while maintaining adequate access to the adjacent land uses.

Elimination

Access elimination is typically used at locations where a property has more than one access point. If possible, access to an adjoining property should occur on a side street that intersects County Road 74. If that is not feasible, each property should have only one access location on County Road 74. Figure 26 provides a graphic representation of the access elimination technique.

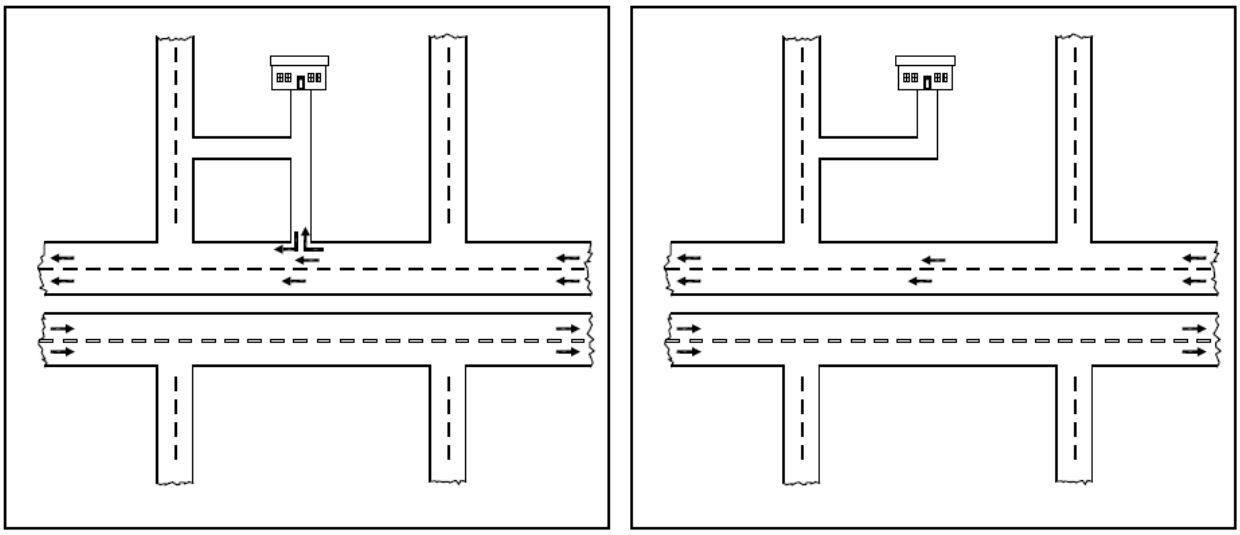


Figure 26 Access Elimination

Movement Conversion/Reconfiguration

The purpose of access movement conversion, or reconfiguration using raised islands and median treatments is to eliminate one or more turning movements in order to reduce the number of conflicts. Examples of restricted movement access include a ¾ movement access or a right-in/right-out access, shown in Figures 24 and 25 respectively.

Relocation

Access relocation is a method that would either align opposite side approaches to create a more familiar intersection design or move an existing access point to a new location. As development occurs or as new roads are constructed, many of these direct connection driveways can be closed at County Road 74 and moved to new roads. This will create better spacing of intersections and reduce the number of conflict points on the corridor. Figure 27 shows a before and after example of access relocation.

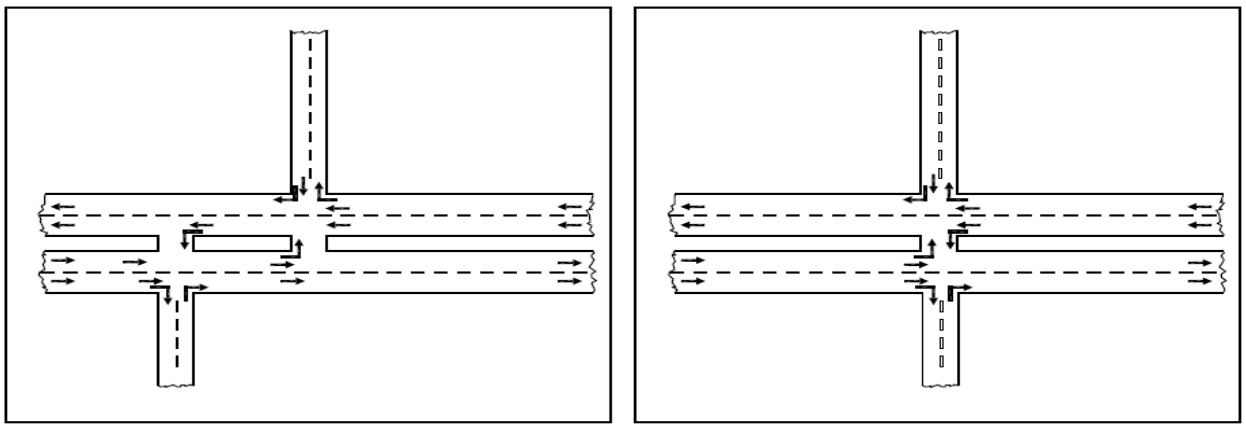


Figure 27 Access Relocation

Consolidation

Access consolidation is used to reduce the number of access points along the corridor. These locations may exist where adjacent property owners have individual driveways in close proximity that could be consolidated into a single point to reduce conflicts, improve operations, and maintain adequate access to all properties. Figure 28 shows a before and after example of an access consolidation.

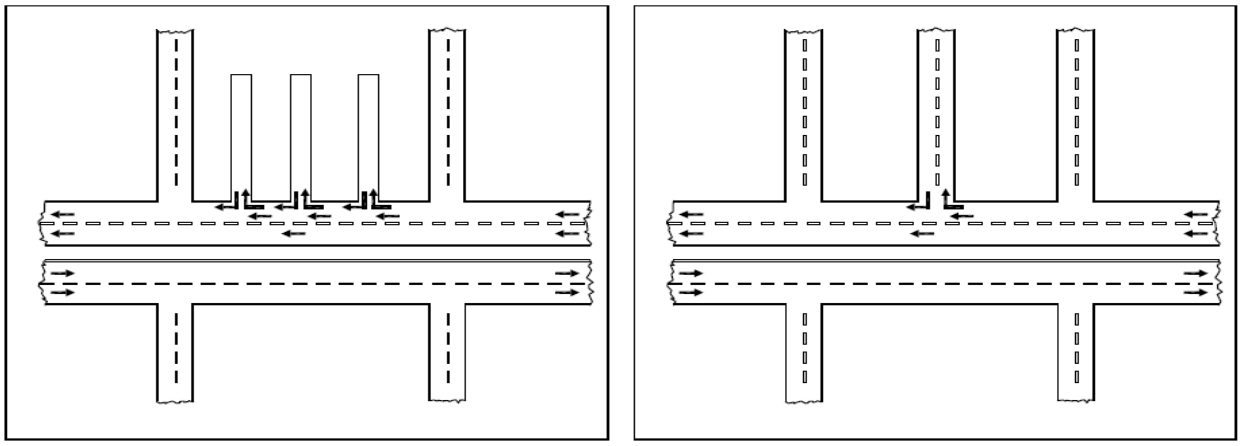


Figure 28 Access Consolidation

Access Inventory

The existing access inventory for the County Road 74 corridor consists of three components:

- Map-based inventory (Appendix D) that shows the specific locations of existing access points, their function, where safety concerns exist, and locations recommended for future closure.
- Photo inventory (Appendix E) of each access point as they exist in 2020, and
- Access inventory database (Appendix F) with location, description, use, jurisdiction, safety concerns, recommendations, and other data.

The maps and database tables provide guidance for local jurisdictions in planning and designing future roadway improvements; and the photos serve as a baseline to inform the decision-making process during future access management efforts. Figures 17, 29, and 30 show examples of the access maps, photo inventory, and database.

	SEVERANCE	EATON	WELD COUNTY
AGRICULTURAL	7	1	17
RESIDENTIAL	44	17	27
COMMERCIAL	9	22	-
OIL AND GAS	2	-	3
MULTIPLE USE	3	-	4
TOTAL	65	40	51

Table 4 Accesses by Use Category

Table 4 summarizes the accesses on County Road 74 by use category, or function. Residential connections are the most prevalent and are expected to increase as future development occurs throughout the corridor. As expected, agricultural and commercial uses are high as well.

Anticipated new access locations are indicated on the access inventory maps and database tables in Appendices D and F. The future roads shown connecting to County Road 74 were identified from the communities' transportation plans or indicated by Coalition members. They may not be constructed at the exact location shown on the map, and some may not be built at all depending on future development patterns and other factors. On the other hand, some of these new accesses are in the planning stages or already approved. Planning for future roads is important because they represent opportunities to move driveway access from County Road 74 to the side streets.

Figure 29 Access Photo Inventory (Example)

ID	Map #	Address	Jurisdiction	Use/Type	Description	Safety Concern	Recommendations
S-1	1		Weld County	Residential	Future access. Access is shown on RE-3568 plat.	Spacing	This is only access to Lot A of RE-3568. Consolidate with S-2 if constructed. Future Access.
S-2	1	8236 CR 74	Weld County	Residential	Gated residential access.		Shared access with RE-3568.
N-1	2		Weld County	Agricultural	Low use field access.	Spacing	Relocate S-3 to meet spacing requirements.
S-3	2		Weld County	Agricultural	Low use ditch/field access.	Spacing	Relocate to meet spacing requirements.
S-4	2	8612 CR 74	Weld County	Residential	Shared residential access. Shown on 3rdAmRECX-326 plat.	Spacing/Sight Distance	Relocate to line up with WCR 17 3/4.
N-2	3		Severance	Commercial	Seasonal use access for reservoir.	Sight Distance	
S-5	3		Severance	Multiple Use	Low use access.	Sight Distance	
S-6	4	9672 CR 74	Severance	Residential	Single residence.	Spacing	Consolidate when feasible.
N-3	4		Severance	To Be Closed	Low use field access.	Spacing	Working with Fox Ridge to vacate this access.
N-4	4	9847 CR 74	Severance	Commercial	Heavy use commercial access.	Spacing	Commercial access.
N-5	4	9847 CR 74	Severance	Commercial	Heavy use commercial access.	Spacing	Commerial access.
S-7	4	3 Timber Ridge Parkway	Severance	Commercial	Right in access with no exiting traffic.	Spacing	
N-6	5	10435 CR 74	Severance	Residential	Shared residential access.	Spacing	Relocate to meet spacing requirements.
S-8	5	10550 CR 74	Severance	Residential	Single residence.	Spacing	Consolidate when feasible.
S-9	5	10564 CR 74	Severance	Residential	Single residence.	Spacing	Consolidate when feasible.
N-7	6		Severance	Agricultural	Low used field access. Show on RECX18-0146 plat.	Spacing	
N-8	6	10609 CR 74	Severance	Residential	Single residence.	Spacing	Consolidate when feasible.
N-9	6	10621 CR 74	Severance	Residential	Single residence.	Spacing	Consolidate when feasible.
N-10	6	10845 CR 74	Severance	Commercial	Low use commercial access.	Spacing	Consolidate with N-11 when feasible.

Figure 30 Access Inventory Database (Example)

Access Requirements

Access Spacing

On arterial roads, 660 feet between accesses is a commonly accepted distance between access points to maintain safety. Where driveways onto County Road 74 are permitted, the Coalition therefore agreed they should be separated by a minimum of 660 feet (one-eighth mile) from the nearest driveway or intersection. This distance is measured from the centerline of the access to the centerline of the nearest access or intersection.

New road connections should be spaced 1,320 feet (one-quarter mile). This reduces the number of potential future accesses onto County Road 74 and allows room for future installation of auxiliary lanes (acceleration and deceleration), if necessary. New road connections should be located on lower classified roads when possible. More information on access spacing is presented in Chapter V, Policies.

Sight Distance

There are existing accesses on the corridor that are a safety concern due to sight distance obstructions. Accesses should be located so the view of oncoming traffic is not obstructed by hills or curves in the road. These accesses can be made safer either by relocating the access or by addressing the curvature of the road when it is reconstructed, which often requires more right-of-way than would typically be required. More information is available in the "Access type" section of this chapter.

Backing onto the Road

Driveways that require motorists to back onto the road to exit their property are a safety concern as well. Where these accesses cannot be eliminated, they should be redesigned to allow motorists to turn around on-site.

Gated Accesses

Gated accesses should have the gate located far enough off the roadway so that the longest vehicle using the access, including trailers, can completely clear the roadway when the gate is closed. A minimum distance of 35 feet from the gate to the edge of the road surface is recommended. Future expansion of the road should also be taken into account when installing gates so they will not need to be relocated when the widening occurs.

Auxiliary Lanes

New developments projected to add more traffic onto County Road 74 may be required to install auxiliary lanes to allow turning vehicles to slow down or accelerate without impeding the flow of traffic in the travel lanes. Depending on the projected turning movement numbers, one, two, or all three of the auxiliary lanes shown in Figure 31 may be required. In some cases, an acceleration lane for vehicles turning left from the access onto the primary road may also be necessary, especially at locations with truck traffic.

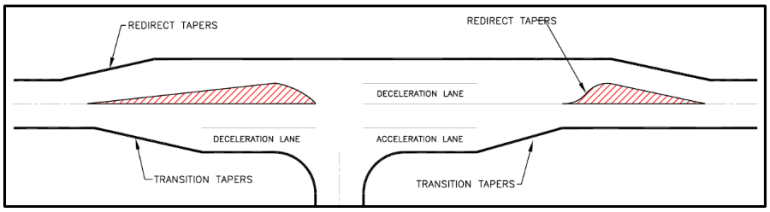


Figure 31 Auxiliary Lanes for Access Locations

Auxiliary lanes maintain the safety, traffic flow, and operation of a roadway or access. Auxiliary lanes are required when unique location factors exist such as roadway speed and traffic density, access volume, the volume of commercial trucks, the influence of nearby accesses, existing auxiliary lanes close to the proposed access, nearby traffic control devices, available stopping sight distance, and other topographic or roadway design factors. When applicable, the access permit holder is responsible for design, installation, any right-of-way acquisition needed to accommodate the required lane width. Required auxiliary turn lanes must be installed according to the following traffic triggers:

1. A left deceleration lane with storage length plus taper length is required for any access with a projected peak hour left ingress turning volume greater than ten (10) vehicles per hour (vph). The design elements for a left turn lane are the taper length, lane length, and storage length—which in combination make up the left turn lane.

2. A right deceleration lane with storage length plus taper length is required for any access with a projected peak hour right ingress turning volume greater than twenty-five (25) vph. The design elements for right turn and deceleration lanes are the approach taper, lane length, and storage length—which in combination make up the right turn lane.

3. A right turn acceleration lane with taper is required for any access with a projected peak hour right turning volume greater than fifty (50) vph and a single through lane in the direction of the right turn. The design elements for a right acceleration lane are the transition taper and acceleration length.

4. A left turn acceleration lane with transition taper may be required if it would benefit the safety and operation of the roadway. A left turn acceleration lane is generally not required when the acceleration lane would interfere with the left turn ingress movements to any other access. Further auxiliary lane design criteria can be found in the Weld County Engineering and Construction Guidelines.

Auxiliary lanes must be designed using the CDOT Highway Access Code. Auxiliary lane lengths must meet the minimum requirements outlined in the CDOT Highway Access Code. The category for County Road 74 is R-B Rural Highway.

IV. Access Recommendations

The access inventory database previously introduced as Appendix F contains recommendations for future access management efforts in addition to the existing conditions data and safety concerns. The recommendations are based on concerns identified in the safety analysis and current lot configurations. If adjacent lots are consolidated or re-platted for redevelopment, access control techniques should be applied where necessary to meet spacing and sight distance requirements.

It is important to note that the access recommendations are guidelines for future consideration and not a definitive set of requirements. They are intended to be used by developers, landowners, staff, and elected officials as a guide for future actions to reduce the number of access locations on the corridor and to ensure each access meets safety spacing and sight distance criteria. In many cases, there may be more than one potential action that could be taken. Changes to the access on one property can affect the possible changes on adjacent properties, making the process of determining a best course of action more complicated.

V. Policies

The following policies were established by the County Road 74 Coalition for the ACP. If there is a conflict between these policies and those of an agency or local government, the more restrictive shall apply.

New Access Policy

- Additional Access - Only new accesses that comply with the ACP criteria shall be permitted. No new accesses to County Road 74 that do not comply with the ACP criteria shall be permitted from existing legal parcels unless approved through the ACP amendment process in accordance with provisions in Chapter VI, Referrals and ACP Amendments. New lots shall share accesses where feasible in order to minimize the number of additional accesses. New access locations must meet spacing requirements and should not interfere with the location, planning, and operation of the general street system or access to nearby properties.

- New Accesses to be located on Side Roads - New access onto County Road 74 shall not be permitted if access to a lower classified road is feasible. The proposed new access must meet spacing requirements and should not interfere with the location, planning, and operation of the general street system or access to nearby properties. For example, if a proposed access to County Road 74 could meet spacing requirements but access to a lower classified road is feasible, then the new access is to be located on the lower classified road.

- Access Spacing - No new full-movement access shall be permitted within 660 feet of an existing access or intersection, as measured from the centerline of accesses and/or streets. Minimum spacing shall not apply to gated accesses for emergency vehicles, restricted accesses (for example, right-in/right-out), or future accesses depicted on the access inventory maps.

Access with Safety Concerns Policy

Accesses with safety concerns, as indicated on the access inventory maps in Appendix D and the access inventory tables with recommendations in Appendix F, shall be eliminated, relocated, consolidated, or reconfigured when development occurs, with change of use, or when the road is widened; whichever occurs first.

Change of Use Policy

Existing accesses shall be restricted to the current use category identified in the access inventory maps and database in Appendices D and F, respectively. Change of use of the property/access will require the existing access to be brought into compliance with spacing and sight distance criteria or eliminated. Change of use is defined as a use substantially different from the previous use of a building or land.

Road Spacing Policy

No new public road shall intersect with County Road 74 unless the new road is constructed to the applicable jurisdiction's road standard and it is located at least one-quarter mile from any other existing public road(s) intersecting County Road 74. However, where there are existing roads on

one side of the street, it is more important for streets on the other side to align with existing roads than to meet the minimum spacing.

If accesses exist within 660 feet of a new road, such existing accesses shall be eliminated, relocated, or converted to right-in/right-out movement by installation of a median or similar type of improvement to ensure the safety and integrity of the corridor is maintained.

Jurisdictions should require new subdivisions to include street connections to existing and future abutting developments where possible as shown in Figure 32. This will keep some traffic on local roads and reduce traffic on County Road 74.

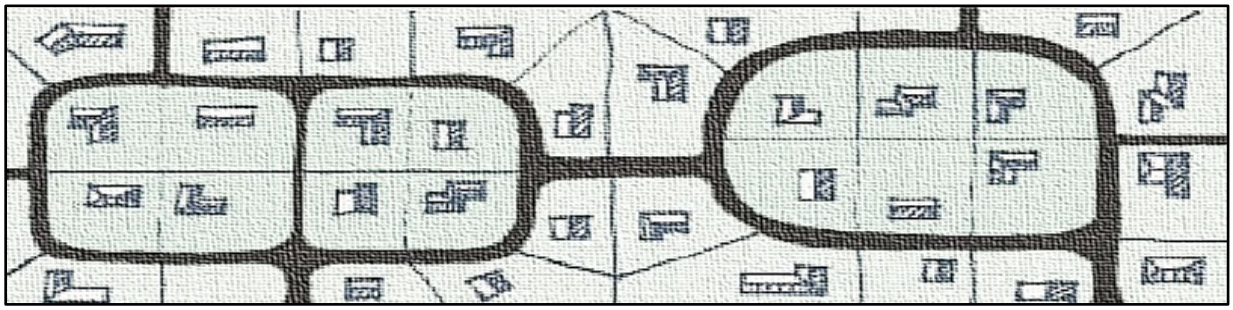


Figure 32 *Subdivision Connections*

Right-of-Way Policy

The ultimate future right-of-way width of County Road 74 shall generally be 140 feet along the corridor. The municipalities of Severance and Eaton have identified constraints along the corridor that make road expansion difficult. The right-of-way in these areas shall still be acquired as development occurs.

For new developments, redevelopment, or changes in land use, the appropriate jurisdiction shall obtain additional right-of-way as necessary to meet the 140-foot requirements identified on the ultimate cross-section of the Corridor Vision (see Appendix B). New developments and redevelopment projects shall dedicate additional right-of-way as necessary to meet these width requirements as long as the dedication is in proportion to the development. Exceptions may be made for smaller scale development such as recorded exemptions, which may reserve rather than dedicate future right-of-way.

Setbacks for new structures should be measured from the ultimate future right-of-way to ensure buildings will be an appropriate distance from the widened road.

Speed Limit Policy

Posted speed limits on County Road 74 should remain as they are now unless a jurisdiction provides a valid safety reason for speed limits to be altered in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), Colorado Revised Statutes (CRS) 42-4-1102 with a traffic investigation, and/or a speed study. Generally, speed limits in unincorporated and undeveloped areas should be 55 mph. Speed limits may be lower within city limits, but jurisdictions should maintain consistency throughout the corridor to the extent possible to reduce driver confusion.

Weight Limits / Truck Route Policy

Local jurisdictions along the corridor have the authority to prohibit trucks and commercial vehicles from the portion of the corridor under their authority per CRS 42-4-106(3). Local deliveries shall be exempt from any such weight limits. During a declared emergency or closure of SH 392 or SH 14, weight limits may be suspended.

Where weight limits or truck restrictions are enacted along the corridor, it is the policy of the County Road 74 ACP that an alternative truck/haul route be established and approved by the agency having jurisdiction in accordance with CRS 42-4-106(3). Future alternative haul routes must be approved by at least two of the three entities that make up the County Road 74 Coalition.

Functional Classification Policy

County Road 74 is considered to be an arterial road. If an entity wishes to change the functional classification of any portion of County Road 74 to a classification other than arterial, it must first be approved through the ACP amendment process described in Chapter VI; Referrals and ACP Amendments.

Road Cut and Boring Policy

In order to preserve the integrity of the road surface, the general policy of the entities is that road cuts will not be allowed in any section of road that has been reconstructed with concrete pavement after adoption of this ACP. Any road cut that may be allowed must include the reconstruction of the affected roadway section to meet design standard to which the road was constructed.

All utility crossings shall be bored under the road to the extents of the future County Road 74 right-of-way limits. The zone for typical dry utilities (e.g., electric, phone, fiber, cable) is 3 to 5 feet below the lowest point in the right-of-way (e.g., roadside ditch flowline elevation). The zone for wet utilities (e.g., water, sewer) is 7 to 10 feet deep. Oil and gas lines must be at least 10 feet below the lowest point in the right-of-way. Figure 33 shows these depth requirements graphically. Municipal utilities may deviate from these requirements per the standards and regulations of the applicable jurisdiction.

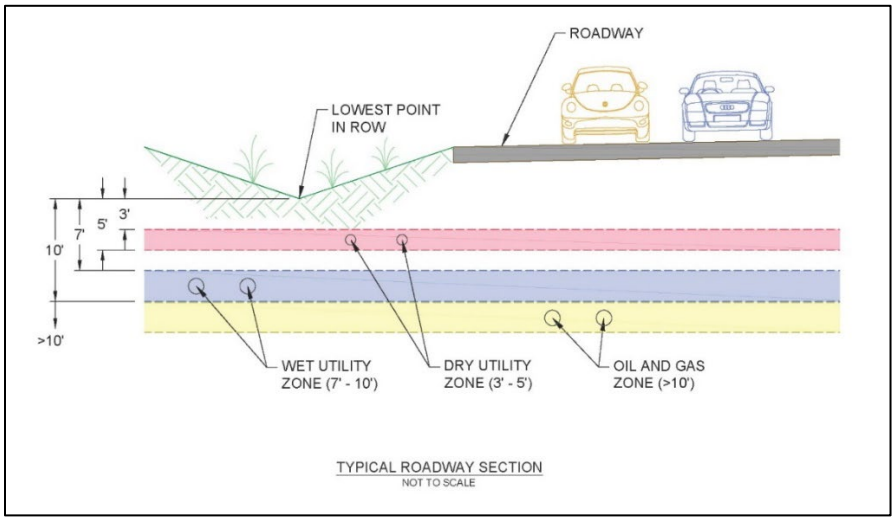


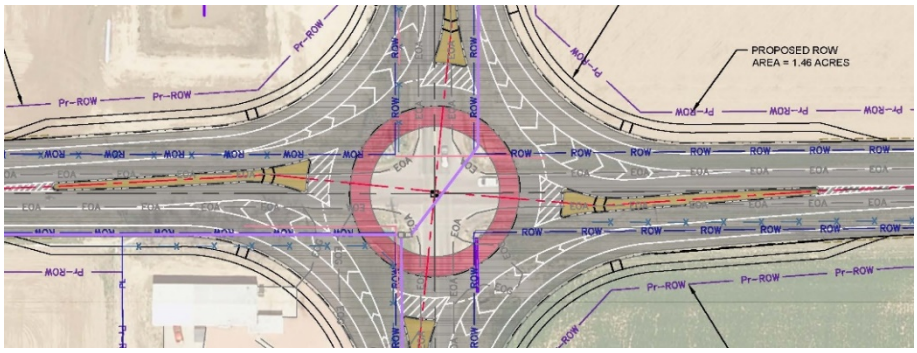
Figure 33 *Depth Requirement for Utility Crossings*

Level of Service (LOS) Policy

Weld County will endeavor to maintain the unincorporated section of County Road 74 at a LOS "C" or better. Within the municipalities, jurisdictions shall endeavor to maintain their respective sections of County Road 74 at a LOS "D" or better. Developments projected to result in traffic generation that would reduce the existing LOS below these standards should be required to install improvements to mitigate the impacts and ensure the minimum LOS is maintained. Road impact fees may be paid by the development in lieu of construction of mitigating improvements. LOS categories were presented previously in Table 1.

Full Intersection Control (Traffic Signal/Roundabout) Policy

Future traffic signals or roundabouts should only be installed at major intersections shown on the maps in Appendix G, Potential Future Traffic Signals and Roundabouts. If a signal or roundabout is warranted outside of the 1-mile spacing, a modification to this ACP is required. New signal or roundabout installations must meet warrants in accordance with the MUTCD. The local jurisdictions will work together to coordinate signal location and timing.



When a signalized intersection is warranted on County Road 74, a cost-benefit analysis is recommended to determine if a roundabout would be more suitable than a traffic signal in maintaining/enhancing mobility and safety on the corridor. The analysis should include future maintenance and life expectancy considerations for the potential improvements. The decision to implement one or the other may be based on several factors in addition to a cost-benefit analysis. Where roundabouts are installed, they should be lighted and include roll-over truck aprons on the center circle and should be sized to accommodate trucks and farm equipment. A minimum radius of 65 feet to the inside of the travel way and 16-foot travel lanes are recommended. As seen in Figures 35 and 36, roundabouts provide fewer conflict points, and are recommended over traffic signals in locations where they are determined to be a feasible solution.

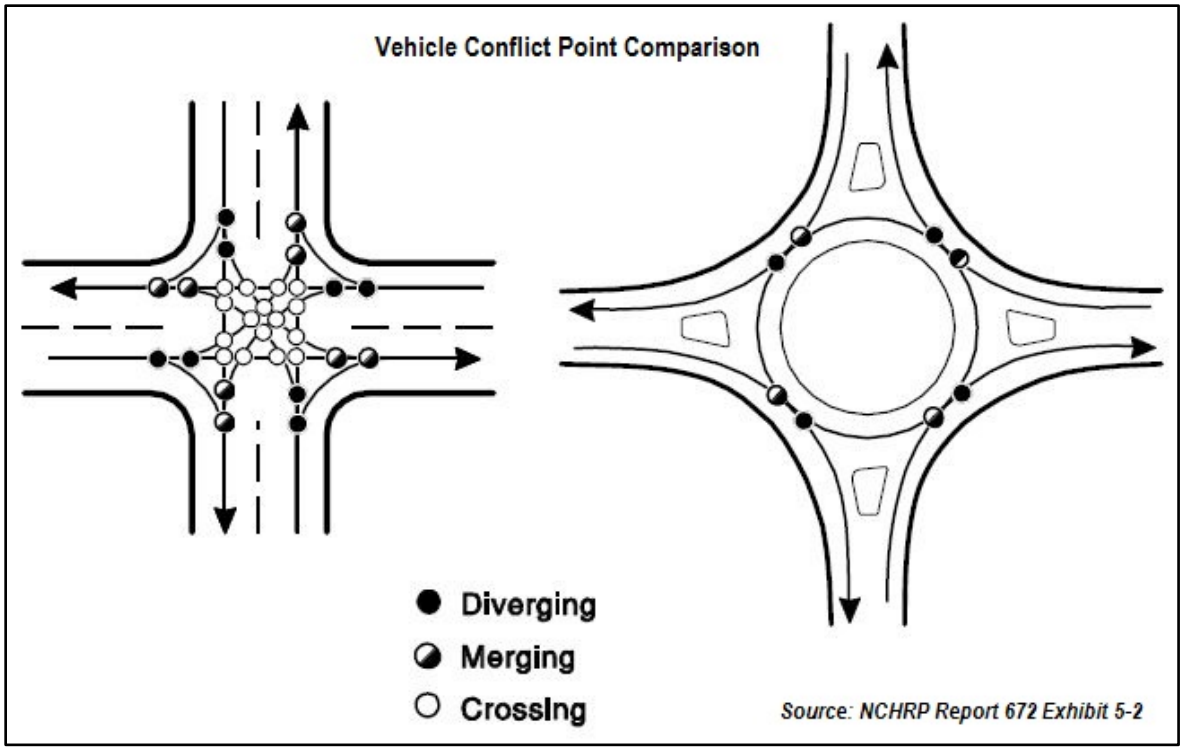


Figure 34 Vehicle Conflict Point Comparison (Source: NCHRP Report 672)

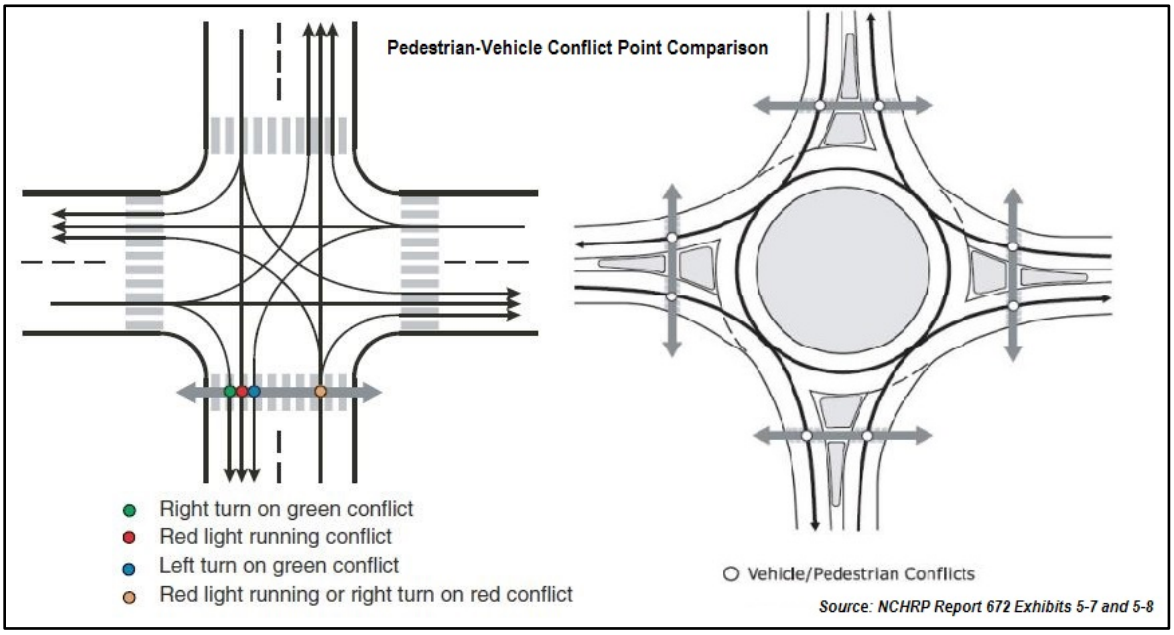


Figure 34 Pedestrian-Vehicle Conflict Point Comparison (Source: NCHRP Report 672)

VI. Referrals and ACP Amendments

Referrals

As part of the County Road 74 ACP adoption, each participating jurisdiction has signed onto an Intergovernmental Agreement (IGA) governing the implementation of and amendments to the plan. The IGA is included as Appendix I.

The parties will be responsible for enforcing the ACP in their respective jurisdictions. However, in order to continue the cooperative spirit of the ACP process after its adoption, each entity will notify the others, by email, of proposed developments adjacent to County Road 74 within its jurisdiction, such as re-zonings, subdivisions, special use permits, site plan reviews, and access permits. Each entity will also notify the other ACP members of planned road improvements, such as road widenings and installation of traffic signals and/or roundabouts. Such notifications should provide the other entities an opportunity to comment, usually within a ten-working-day timeframe, but do not transfer any responsibility for approvals from the entity with jurisdiction.

Where a question of interpretation of the ACP arises, the parties may wish to meet to discuss the provision in question to maintain consistency. The entities should also hold a meeting at least annually to update the others on upcoming and recent actions relating to County Road 74.

ACP Amendments

The following process shall be followed for amending the ACP:

1. Proposed amendments shall be submitted to Weld County Public Works by one of the entities participating in this ACP. The submittal request shall include a written description of the proposed amendment to the ACP, justification for the amendment, and supporting traffic analysis performed by a licensed Colorado Professional Engineer.

2. Weld County Public Works will schedule a County Road 74 Policy Committee meeting during which proposed amendments shall be considered. The Policy Committee shall consist of one representative from each entity with each entity receiving one vote. Each representative will provide a vote of support or denial on behalf of their entity. The submitting entity will be given an opportunity to present its request and answer questions.

3. The Policy Committee will review the submittal for consistency with the ACP.

4. At least two of the three entities must vote in favor of the proposed amendment for it to take effect. Proxy votes will not be allowed.