

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

THIS AGREEMENT is entered into effective as of the ____ day of _____ 1999, by and among Adams County, the City of Brighton, the City of Commerce City, the Town of Eaton, the City of Evans, the City of Fort Lupton, the Town of Gilcrest, the City of Greeley, the Town of La Salle, the Town of Platteville, and Weld County (hereafter referred to collectively as the "Cities and Counties"), and the State of Colorado, Department of Transportation (hereafter referred to as the "Department"), all of said parties being referred to collectively herein as the "Agencies."

WITNESSETH:

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

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

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

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

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

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

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

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

7. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, but, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body or director. All financial obligations of the Agencies hereunder shall be subject to annual appropriations as provided by law.
8. Should any one or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.
9. This writing supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to the subject matter of this instrument. No additional or different oral representation, promise or agreement shall be binding on any Agency. This Agreement may be amended only in writing executed by all Agencies on express authorization from their respective governing bodies or director, and only upon full compliance with the provisions of Exhibit C to this Agreement. The Agencies agree to confer with respect to the continuation of this Agreement, or if there is the necessity for any amendments hereto, every three years.
10. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.
11. No portion of this Agreement shall be deemed to constitute a waiver of any immunities the parties or their officers or employees may possess, nor shall any portion of this Agreement be deemed to have created a duty of care which did not previously exist with respect to any person not a party to this Agreement .
12. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall

be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than

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

Adams County, Colorado

ATTEST:

Commissioner, Adams County

County Clerk

APPROVED AS TO FORM:

County Attorney

City of Brighton, Colorado

ATTEST:

Mayor, City of Brighton

City Clerk

APPROVED AS TO FORM:

City Attorney

City of Commerce City Colorado

ATTEST:

Mayor, City of Commerce City

City Clerk

APPROVED AS TO FORM:

City Attorney

Town of Eaton, Colorado

ATTEST:

Mayor, Town of Eaton

Town Clerk

APPROVED AS TO FORM:

Town Attorney

City of Evans, Colorado

ATTEST:

Mayor, City of Evans

City Clerk

APPROVED AS TO FORM:

City Attorney

City of Fort Lupton, Colorado

ATTEST:

Mayor, City of Fort Lupton

City Clerk

APPROVED AS TO FORM:

City Attorney

Town of Gilcrest, Colorado

ATTEST:

Mayor, Town of Gilcrest

Town Clerk

APPROVED AS TO FORM:

Town Attorney

City of Greeley, Colorado

ATTEST:

Mayor, City of Greeley

City Clerk

APPROVED AS TO FORM:

City Attorney

Town of La Salle, Colorado

ATTEST:

Mayor, Town of La Salle

Town Clerk

APPROVED AS TO FORM:

Town Attorney

Town of Platteville, Colorado

ATTEST:

Mayor, Town of Platteville

Town Clerk

APPROVED AS TO FORM:

Town Attorney

Weld County, Colorado

ATTEST:

Commissioner, Weld County

County Clerk

APPROVED AS TO FORM:

County Attorney

**State of Colorado
Department of Transportation**

ATTEST:

Chief Engineer

Chief Clerk

CONCUR:

Regional Transportation Director

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

PURPOSE

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

RESPONSIBILITIES

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

ACCESS LOCATIONS

3. Accesses described in Section 7, below, may be closed, relocated, or consolidated, or turning movements may be restricted when in the opinion of the Cities and Counties with Department concurrence, or in the opinion of the Department, any of the following conditions occur: a) the access is detrimental to the public's health, safety and welfare, b) the access has developed an accident history that is correctable by restricting access, or c) the restrictions are necessitated by a change in road or traffic conditions.
4. The following principles were used to develop the Access Control Plan and should be used, where applicable, to help determine appropriate modifications to the Access Control Plan in the future:
 - Public Road Intersections
 - Appropriate auxiliary lanes (for right, left, and U-turns) will be upgraded to current Department standards at all public road intersections.

- Signals will be installed at the locations identified in Section 7 when appropriate warrants (as defined in the latest edition of the Manual On Uniform Traffic Control Devices, U.S. Department of Transportation, Federal Highway Administration) are met and an appropriate engineering study indicates that a signal will improve the overall safety and/or operation of the intersection.
- All other intersections which have not been identified for signalization, when there is a safety problem or a signal warrant is met, will be converted to a right-in/right-out only (RI/RO) or a 3/4 (no left turns or through traffic from the side street) access point.
- Major improvements along US 85 (such as interchanges or grade separations) should not be constructed unless there is an agreement to build a grade separation of the railroad tracks for the cross street.
- Agricultural Accesses
 - No new agricultural accesses will be allowed.
 - Every attempt will be made to eliminate the need for existing agricultural accesses by providing alternative access to the local road system. Only one access should be allowed for each individual parcel/property which has no other access available. Consolidation of agricultural accesses will be encouraged among adjoining property owners.
 - All agricultural accesses will be restricted to RI/RO movements by closing the break in the median after provisions have been made to accommodate safe U-turn movements in both directions. Reasonable access will be provided either through the provision of safe turn lanes at the nearest full-movement public road intersections to both the north and south so that U-turns can be allowed or through other appropriate traffic engineering measures. Special consideration may be given to those farmers having access to land on opposite sides of the highway.
- Single Family Residential Accesses
 - The principles stated previously for agricultural accesses are also applicable in these situations. As with agricultural accesses, it is generally believed that all such accesses should, as a minimum, be restricted to RI/RO movements by closing the break in the median.
- Change of Land Use
 - Future land development (different land use) will not change these principles. If access to the local road system is available, existing direct private property access(es) to US 85 will be closed. If access to the local road system is not possible, a RI/RO will be allowed with deceleration and acceleration lanes as required according to the guidelines in the Access Code.

5. Any proposed access change or addition not identified in this Exhibit will require that an amendment request be processed as described in Exhibit C.

POTENTIAL ACCESS MODIFICATIONS

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

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

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

C Scenario 2. Public Road Unsignalized Intersections with substandard intersection angle (PRU2). Unsignalized public roads of this scenario intersect US 85 at less than 75 degrees (typically approximately 50 degrees in the corridor). An intersection angle of 75 degrees or greater is required to meet national design standards for intersections and at-grade railroad crossings. As traffic volumes grow or there is an accident history which an appropriate engineering study determines can be alleviated by realigning the intersection, the public road will be realigned to intersect US 85 at 75 degrees or more. Realigning the public road will eliminate the current railroad crossing and create a new railroad crossing. There will be full protection of the new at-grade railroad crossing (crossing gates and automatic lights). When the public road is realigned, the new intersection will have acceleration / deceleration lanes that meet the design requirements and standards of the Department.

- C Scenario 3. Public Road Unsignalized Intersections programmed to be signalized (PRU3). These unsignalized public roads are identified by the Access Control Plan for future signalization. All acceleration / deceleration lanes, with the exception of left turn acceleration lanes, will be improved to meet the design requirements and standards of the Department. Signalization will be allowed once signal warrants are met (as stated in the latest edition of the Manual On Uniform Traffic Control Devices, U.S. Department of Transportation, Federal Highway Administration) and an appropriate engineering study indicates that a signal will improve the overall safety and/or operation of the intersection.

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

- C Rural Access (RA) - Rural accesses are full or partial movement, private highway accesses located in rural areas. Their primary purpose is to provide access to agricultural land, single family residences, businesses, and oil and gas wells. Typical rural accesses are gravel, have a median crossing, and have no acceleration or deceleration lanes. These accesses will be modified or closed under the following circumstances:
 - C They will be closed if the land use changes or if there is a change that will increase the daily trip generation by 20 percent or more and if other access is available to public streets.
 - C They will be modified to right-in/right-out only (RI/RO) by closing the median opening. This modification will occur only after the nearest public road intersections (immediately to the north and south) meet the full turning movement intersection design requirements and standards of the Department to accommodate U-turns by a WB-50 design vehicle.
 - C They will not be modified as long as there are two access points opposite each other on US 85 that have the same land owner.

- C Urban Access (UA) - Urban accesses are full or partial movement, private highway accesses found in urban areas. They are typically accesses with a drop curb or other highway access that serves a business such as a gas station, restaurant, or a retail area; or a single family home along the highway that does not have direct access to the city street system. They can be closed if they are blocked off or are no longer used. If land redevelops, then these accesses could potentially be modified in the following manner:
 - C Converted to a right-in/right-out if reasonable alternative access cannot be provided to a city street as stated by section 4 of this Exhibit under 'Change of Land Use'.
 - C Closed, if reasonable access can be provided to another street.
 - C Consolidated if the redeveloped land has multiple access points and reasonable

access to the entire redevelopment cannot be provided from a city street.

INDIVIDUAL ACCESS POINT DESCRIPTIONS

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

I-76 to E-470

- < 104th Avenue (MP 227.32): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Upgrade of this access to a grade-separated interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns. See PRS.
- < MP 227.82 (east): Existing rural access with median opening. See RA.
- < MP 227.82 (west): Existing rural access with median opening. Access will be closed when the access at MP 227.85-228.00 is built.
- < MP 227.85-228.00 (west): Future 3/4 public road access. This new 3/4 access will serve a large (400 unit) residential development which is planned on the west side of US 85 immediately to the north of 104th Avenue. The access will be located in relation to the street system of the residential development. This access will be closed in the future when the interchange at 104th Avenue is constructed or a connection for the development to either Brighton Road or 112th Avenue is built.
- < MP 228.23 (east): Existing rural access with median opening. See RA.
- < MP 228.23 (west): Existing rural access with median opening. See RA.
- < 112th Avenue (MP 228.39): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1. If the conditions of PRU - Scenario 1 are not met before signalization or construction of an interchange at 120th Avenue (MP 229.74), then this access will be converted to a 3/4 intersection.

- < 120th Avenue (MP 229.74): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, see PRU - Scenario 3. Ultimately, an interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before signalization, interim intersection improvements may be necessary to address capacity and safety concerns.
- < MP 229.97 (west): Existing rural access with median opening. Access will be closed when interchange at 120th Avenue (MP 229.74) is built. In the interim, see RA.
- < 124th Avenue (MP 230.28): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. This access will be modified to a right-in/right-out (RI/RO) only intersection by closing the median and removing the traffic signal either when 120th Avenue is signalized or upon completion of adjacent interchanges (at 120th Avenue and E-470 near Nome Street). After completion of these interchanges, if land redevelops on the east side of US 85, this intersection should be closed. Interim intersection improvements may be necessary to address capacity and safety concerns.
- < MP 230.41 (east): Existing rural access with median opening. Access will be closed when E-470 interchange is built. In the interim, see RA.
- < MP 230.41 (west): Existing rural access with median opening. Access will be closed when E-470 interchange is built. In the interim, see RA.
- < Nome Street (MP 230.58): An public road with access to the west side of US 85. This access currently functions as a full movement, unsignalized intersection. Will be closed when E-470 / US 85 interchange is built.
- < E-470 / US 85 Interchange (MP 230.72) - A proposed new diamond interchange for the E-470 toll way.
- < MP 231.04 (east): Existing rural access with median opening. In the interim, see RA.
- < MP 231.04 (west): Existing rural access with median opening. Access will be closed when the E-470 interchange is built. In the Interim, see RA.

132nd Avenue to 144th Avenue

- < 132nd Avenue (MP 231.28): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The west leg will be closed when E-470 is constructed. In the interim, the median will be closed to create a RIRO intersection when safety or traffic volumes become a problem. Ultimately, this intersection will be closed when interchanges are built on both sides at E-470 (MP 230.72) and either at 136th Avenue (MP 231.93) or 144th Avenue (MP 233.03).
- < MP 231.66 (east): Existing rural access with median opening. See RA.
- < MP 231.66 (west): Existing rural access with median opening. See RA.

- < 136th Avenue (MP 231.93): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim see PRU - Scenario 3. Ultimately, an interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before signalization, interim intersection improvements may be necessary to address capacity and safety concerns.
- < MP 232.49 (east): Existing rural access with median opening. See RA.
- < MP 232.49 (west): Existing rural access with median opening. See RA.
- < 144th Avenue (MP 233.03): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, see PRU - Scenario 1. Ultimately, an interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Before modification to a 3/4 access, intersection improvements may be necessary to address capacity and safety concerns.
- < MP 233.45 (east): Existing rural access with median opening. See RA.
- < MP 233.45 (west): Existing rural access with median opening. See RA.

Bromley Lane to CR 2

- < Bromley Lane (MP 234.07): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Upgrade of this intersection to a grade-separated interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.
- < SH 7 (MP 235.09): An existing diamond interchange. Ramp intersections will be signalized once the existing frontage road intersections are closed and alternative frontage road connections are made farther away from the interchange.
- < Denver Street (MP 235.61): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The median will be closed to create a RIRO intersection. The intersection will be completely closed after the frontage road improvements have been made at the SH 7 interchange (MP 235.09) and implementation of the interchange at CR 2 (MP 236.04) is committed.

- < CR 2 (MP 236.04): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Upgrade of this intersection to a grade-separated interchange will be allowed based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.
- < MP 236.19 (west): Existing rural access with median opening. The median will be closed if land use changes. Ultimately, this access will be closed when the interchange at MP 236.04 is built. Remaining property will be provided access to a new frontage road on the west side of US 85 between CR 2 and CR 8.

CR 2.5 to CR 8

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

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

- < CR 6.25 (MP 238.34): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. The intersection will be modified to a RIRO access when improvements are made on CR 27 at CR 6.25 and at adjacent intersections to accommodate turns by large trucks. The access will be closed when an interchange at CR 6 (MP 238.08) is built.
- < MP 238.34 (west): An existing rural access with median opening. The access will be modified to RIRO access at the same time CR 6.25 (MP 238.34) on the east side is modified to a RIRO access. This access will be closed once a new frontage road between CR 2 and CR 8 is constructed.
- < CR 8 (MP 239.06): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will be modified to a 3/4 access when improvements are made on CR 27 at all public road intersections between CR 2 and CR 8 to accommodate turns by large trucks. See PRU - Scenario 1. Ultimately, this access will be upgraded to a grade-separated interchange given the availability of funding and approval of the Department and the local authority. Before modification to a 3/4 access, intersection improvements may also be necessary to address capacity and safety concerns.
- < MP 239.42 (east): Existing rural access with median opening. See RA. Access will be closed when an interchange is built at CR 8 (MP 239.06).
- < MP 239.42 (west): Existing rural access with median opening. See RA. Access will be closed when an interchange is built at CR 8 (MP 239.06).
- < MP 239.86 (east): Existing rural access with median opening. See RA.
- < MP 239.86 (west): Existing rural access with median opening. See RA.
- < MP 240.28 (east): Existing rural access with median opening. See RA. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.
- < MP 240.28 (west): Existing rural access with median opening. See RA. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.
- < MP 240.68 (east): Existing rural access with median opening. See RA. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.

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

SH 52 to CR 14.5

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

CR 16 to CR 28

- < CR 16 (MP 243.22) - An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the intersection will be modified to a 3/4 access when necessary to address safety or traffic volume problems. See PRU - Scenario 1. Ultimately, this access will be closed once an interchange is built at CR 14.5 (MP 242.70).
- < MP 243.22 (west): An existing rural access with median opening. The access will be modified to a 3/4 access at the same time CR 16 (MP 243.22) on the east side is modified to a 3/4 access. This access will be closed when an interchange is built at CR 14.5 (MP 242.70).
- < MP 243.72 (east): Existing rural access with median opening. See RA.
- < MP 243.72 (west): Existing rural access with median opening. See RA.
- < MP 244.08 (west): Existing rural access with median opening. See RA.
- < MP 244.14 (east): Existing rural access with no median opening. Access and median opening will be closed.
- < MP 244.18 (east): Existing rural access with no median opening. See RA.

- < CR 18 (MP 244.22): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 244.47 (east): Existing rural access with median opening. See RA.
- < MP 244. 47 (west): Existing rural access with median opening. See RA.
- < MP 244.60 (east): Existing rural access with median opening. See RA.
- < MP 244.67 (west): Existing rural access with median opening. See RA.
- < CR 18.5 (MP 244.72): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 244.95 (west): Existing rural access with median opening. See RA.
- < CR 20 (MP 245.19): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 245.19 (west): An existing rural access aligning with county road. Access will remain open. See PRU - Scenario 1.
- < MP 245.41 (east): Existing rural access with median opening. See RA.
- < MP 245.41 (west): Existing rural access with median opening. See RA.
- < MP 245.53 (east): Existing rural access with median opening. See RA.
- < MP 245.68 (east): Existing rural access with median opening. See RA.
- < MP 245.68 (west): Existing rural access with median opening. See RA.
- < MP 245.94 (east): Existing rural access with median opening. See RA.
- < MP 245.94 (east): Existing rural access with median opening. See RA.

- < MP 245.99 (west): Existing rural access with median opening. Access and median opening will be closed when improvements are made at adjacent public road intersections. (Access to same property provided at MP 246.02.)
- < MP 246.02 (west): An existing rural access with no median opening. See RA.
- < CR 22 (MP 246.20): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 246.20 (west): An existing rural access aligning with county road. Access will remain open. See PRU - Scenario 1.
- < CR 25.65 (MP 246.35): An existing public road access on the west side of US 85. This access currently functions as a right-in / right-out, unsignalized intersection. Access will remain open.
- < MP 246.71 (east): An existing rural access aligning with county road. Access will remain open. See PRU - Scenario 1.
- < CR 22.5 (MP 246.71): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 247.19 (east): Existing rural access with median opening. See RA.
- < MP 247.19 (west): Existing rural access with median opening. See RA.
- < MP 247.69 (east): Existing rural access aligning with a county road. Access will remain open. See PRU - Scenario 1.
- < CR 24.5 (MP 247.69): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 248.04 (west): Existing rural access with median opening. See RA.
- < CR 26 (MP 248.19): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 248.73 (east): Existing rural access with median opening. See RA.
- < MP 248.73 (west): Existing rural access with median opening. Access will be closed.

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

Platteville (CR 30 to CR 34)

- < CR 30 (MP 250.21): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. This intersection will be closed when a new road is constructed which connects CR 30 to US 85 opposite SH 66.
- < SH 66 (MP 250.47): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. Signalization will occur as described in PRU - Scenario 3. This will likely happen when the east leg is extended across the railroad tracks and tied into a new connection built from CR 30.
- < Marion Street (MP 251.05): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. This intersection will be converted to a right-in/right-out access by closing the median in the middle of US 85 and possibly closing the median separating US 85 and Vasquez Boulevard (frontage road on the west side of US 85).
- < CR 32/Grand Avenue (MP 251.22): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. This intersection may be signalized if signals at SH 66 (MP 250.47) and CR 34 (MP 252.23) are not sufficient for Platteville's needs. Before signalization can occur, Vasquez Boulevard (the frontage road on the west side of US 85) will need to be relocated to the west (on the south approach to Grand Avenue) or closed (north approach). See PRU - Scenario 3.

- < Main Street/US 85 Business Route (MP 251.83): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. When Main Street is relocated to the west to intersect CR 34 at Division Boulevard this access will be closed. Interim intersection improvements may be necessary to address capacity and safety concerns.
- < CR 34 (MP 252.23): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 3. Interim intersection improvements may be necessary to address capacity and safety concerns.
- < MP 252.36 (west): Existing rural access with no median opening. See RA.
- < MP 252.52 (east): Existing rural access with median opening. Access will be closed.
- < MP 252.53 (east): Existing rural access with median opening. See RA.
- < MP 252.53 (west): Existing rural access with median opening. See RA.
- < MP 252.76 (west): Existing rural access with median opening. See RA.

CR 36 to CR 29/CR 38.5

- < CR 36 (MP 253.29): - An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. See PRU - Scenario 2.
- < MP 253.68 (west): Existing rural access with a median opening. See RA.
- < SH 60 (MP 253.81): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. For interim, see PRU-Scenario 1. In the future, a flyover ramp will be allowed to accommodate the northbound US 85 left turn movement based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.
- < MP 253.97 (east): Existing rural access with a median opening. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.
- < MP 253.97 (west): Existing rural access with a median opening. Until development occurs, median will remain open as long as the land on both sides of US 85 has the same owner.

- < CR 38 (MP 254.59): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. See PRU - Scenario 2.
- < MP 254.80 (west): Existing rural access with median opening. See RA.
- < CR 38.5/CR 29 (MP 255.27): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. This intersection will be simplified before higher traffic volumes complicate operations. The west side access from CR 29 and CR 38.5 will be closed, but the connection between these roads will remain. CR 29 on the east side will be a RIRO with closure of the median.

Gilcrest (CR 40 to CR 42)

- < CR 40 (MP 255.90): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. See PRU - Scenario 2 for changes. Additional changes include relocating the frontage road (Railroad Street) farther away from US 85 to simplify operations at each intersection. The east side intersection cannot be shifted to any great extent because of the proximity of the UPRR tracks.
- < Elm Street (MP 256.32): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The intersection with US 85 will be realigned to an intersection angle of 75 degrees or more, and the frontage road connections to this access on the west side of US 85 will be terminated. Frontage road connections on the east will remain. Signalization will be allowed as described in PRU - Scenario 3.
- < Main Street (MP 256.57): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The medians for US 85 and Railroad Street will be closed when improvements are made at Elm Street (MP 256.32).
- < CR 31 (MP 256.87): - An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the median will be closed to convert the intersection to a RIRO. Ultimately, the west leg will be shifted to the north into vacant land to create more separation between US 85 and the frontage road (Railroad Street).
- < CR 42 (MP 257.27): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. Signalization will be allowed at this intersection in the future; see PRU - Scenarios 2 and 3.
- < MP 257.77 (west): Existing rural access with median opening. See RA.
- < MP 257.93 (west): Existing rural access with no median opening. Access will remain open.

CR 33/CR 44 to CR 37/CR 48

- < CR 33 (MP 258.37): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The access will be closed once improvements are made to the intersection at CR 44 (MP 258.60) and a new connection is extended east of the railroad to CR 44.
- < SH 256/CR 44 (MP 258.60): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The angle of this intersection is approximately 50 degrees. See PRU - Scenario 2. These changes will coincide with the closing of CR 33 (MP 258.37) and the extension of a new connection east of the railroad tracks from CR 33 to CR 44.
- < MP 258.94 (west): Existing rural access with no median opening. See RA.
- < MP 259.29 (west): Existing rural access with median opening. See RA.
- < MP 259.45 (west): Existing rural access with median opening. See RA.
- < MP 259.66 (west): Existing rural access with median opening. See RA.
- < CR 35/CR 46 (MP 259.92): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. Even though both approaches to US 85 are at right angles, the connections between these two county roads are unconventional. The recommended improvement is similar to PRU - Scenario 2, which creates close to perpendicular approaches. CR 46 will intersect with US 85 at approximately 90 degrees, and CR 35 will intersect with CR 46 only.
- < MP 260.62 (west): Existing rural access with median opening. See RA.
- < CR 37/CR 48 (MP 261.54): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection with a frontage road connection on the west side of US 85 which ties to CR 48. Even though all approaches to US 85 are at right angles, the connections between these two county roads are unconventional. This access will be closed and the recommended improvement will create perpendicular approaches to US 85 at a new access just to the south of the existing access. The existing portion of CR 48 parallel to US 85 will remain open as a frontage road.

LaSalle (UPRR Overpass to South Platte River)

- < MP 262.20 (east): Existing urban access with no median opening. See UA.
- < MP 262.22 (east): Existing urban access with median opening. See UA.
- < MP 262.22 (west): Existing urban access with median opening. See UA.
- < MP 262.25 (east): Existing urban access with no median opening. See UA.
- < MP 262.34 (east): Existing urban access with no median opening. See UA.
- < Sunset Drive (MP 262.48): Existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. As traffic volumes increase, intersection improvements may include straightening the intersection angle and closing the frontage road intersection immediately west of US 85.
- < MP 262.48 (east): Existing urban access with median opening. See UA.
- < MP 262.51 (west): Existing urban access with no median opening. See UA.
- < MP 262.53 (west): Existing urban access with no median opening. See UA.
- < MP 262.54 (west): Existing urban access with no median opening. See UA.
- < MP 262.55 (east): Existing urban access with no median opening. See UA.
- < MP 262.56 (east): Existing urban access with no median opening. See UA.
- < MP 262.58 (east): Existing urban access with no median opening. See UA.
- < MP 262.58 (west): Existing urban access with no median opening. See UA.
- < MP 262.61 (east): Existing urban access with no median opening. See UA.
- < MP 262.62 (east): Existing urban access with no median opening. See UA.
- < MP 262.62 (west): Existing urban access with no median opening. See UA.
- < MP 262.63 (east): Existing urban access with no median opening. See UA.
- < 1st Avenue (MP 262.64): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Intersection improvements may be necessary in the future to address capacity and safety concerns.
- < MP 262.67 (east): Existing urban access with no median opening. See UA.
- < MP 262.69 (east): Existing urban access with no median opening. See UA.

- < MP 262.69 (west): Existing urban access with no median opening. See UA.
- < MP 262.72 (east): Existing urban access with no median opening. See UA.
- < 2nd Avenue (MP 262.73): Existing public road intersection on both sides of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- < MP 262.75 (east): Existing urban access with no median opening. See UA.
- < MP 262.75 (west): Existing urban access with no median opening. See UA.
- < MP 262.77 (west): Existing urban access with no median opening. See UA.
- < MP 262.78 (east): Existing urban access with no median opening. See UA.
- < MP 262.78 (west): Existing urban access with no median opening. See UA.
- < 3rd Avenue (MP 262.83): Existing public road intersection on both sides of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- < MP 262.87 (east): Existing urban access with no median opening. See UA.
- < MP 262.89 (east): Existing urban access with no median opening. See UA.
- < 4th Avenue (MP 262.92): Existing public road intersection on both sides of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- < MP 262.94 (east): Existing urban access with no median opening. See UA.
- < MP 262.95 (east): Existing urban access with no median opening. See UA.
- < MP 262.96 (east): Existing urban access with no median opening. See UA.
- < MP 262.96 (west): Existing urban access with no median opening. See UA.
- < MP 262.98 (east): Existing urban access with no median opening. See UA.
- < MP 262.98 (west): Existing urban access with no median opening. See UA.
- < MP 262.99 (east): Existing urban access with no median opening. See UA.

- < 5th Avenue (MP 263.00): Existing public road intersection on both sides of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- < MP 263.01 (east): Existing urban access with no median opening. See UA.
- < MP 263.03 (east): Existing urban access with no median opening. See UA.
- < MP 263.04 (east): Existing urban access with no median opening. See UA.
- < MP 263.04 (west): Existing urban access with no median opening. See UA.
- < MP 263.05 (east): Existing urban access with no median opening. See UA.
- < MP 263.07 (east): Existing urban access with no median opening. See UA.
- < MP 263.98 (east): Existing urban access with no median opening. See UA.
- < MP 263.09 (west): Existing urban access with no median opening. See UA.
- < 1st Street (MP 263.13): Existing public road intersection on the east side of US 85. This access currently functions as a full movement, unsignalized intersection, and will continue as such in the future.
- < MP 263.17 (east): Existing urban access with no median opening. See UA.
- < MP 263.22 (east): Existing urban access with no median opening. See UA.
- < CR 52/CR 394 (MP 263.41): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. For changes see PRU - Scenario 2. In addition, the steep grade between US 85 and the railroad tracks will be addressed at the time of realignment.
- < MP 263.67 (west): Existing rural access with a median opening. This access and median opening will be closed.

Evans (42nd Street to US 34)

- < 42nd Street (MP 264.13): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. For changes see PRU - Scenario 3. When signalized (or as soon afterward as possible), West Service Road (the frontage road immediately west of US 85) should be relocated to the west to eliminate a second signalized intersection adjacent to US 85.
- < MP 264.23 (east): Historical marker access with no median opening. Access will remain open.
- < MP 264.27 (east): Historical marker access with no median opening to remain open.

- < 39th Street (MP 264.44): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, the median will be closed to create a RIRO intersection on the east side only and the west side approach from West Service Road will be closed entirely. Ultimately, the east side will also be closed.
- < 37th Street (MP 264.65): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Traffic operations are complicated by a second signal serving the West Service Road intersection immediately west of US 85. To simplify operations, the West Service Road approaches will be closed. Traffic on the West Service Road will be rerouted to the west on St. Vrain Street, and St. Vrain Street will be improved and paved north of 37th Street to 35th Street. Interim intersection improvements may be necessary to address capacity and safety concerns.
- < 31st Street (MP 265.15): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Traffic operations are complicated by a second signal serving the West Service Road intersection immediately west of US 85 and a third signal serving the State Street intersection immediately east of US 85. To simplify operations, the West Service Road approaches and the State Street approaches will be closed, and new connections will be built to 31st Street that are farther west and east. Traffic on the West Service Road will be rerouted on new frontage road connections built to the north and south of 31st Street, while traffic on State Street will be rerouted on a new connection to the south. Interim intersection improvements may be necessary to address capacity and safety concerns.
- < US 34 Bypass/US 85 Bypass (MP 265.93): Modifications to this existing interchange are not part of the Access Control Plan.

Greeley (22nd Street to CR 66)

- < 22nd Street (MP 266.66): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. See PRS. When traffic volumes warrant signalization of 2nd Avenue, which is the frontage road immediately west of US 85, the frontage road should be relocated to the west to simplify operations.
- < 18th Street (MP 267.20): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Upgrade of this access to a grade separation (US 85 elevated) will be allowed based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.

- < 16th Street (MP 267.44): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Operations at this location are also complicated by a second signal serving the 2nd Avenue intersection immediately west of US 85. To simplify operations, the 2nd Avenue approaches will be closed. Traffic on 2nd Avenue from the south destined to 16th Street will use 18th Street and 3rd Avenue (which must be widened and improved), while traffic from the north will use 15th Street to get to 3rd Avenue. Interim intersection improvements may be necessary to address capacity and safety concerns.

- < 13th Street (MP 267.77): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. The median will be closed, and this intersection will be converted to a right-in/right-out access.

- < 8th Street (MP 268.28): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Ultimately, this access will be upgraded to a split diamond interchange with 5th Street (MP 268.50) based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements may be necessary to address capacity and safety concerns.

- < 5th Street (MP 268.50): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. Ultimately, this access will be upgraded to a split diamond interchange with 8th Street (MP 268.28) based on the availability of funding and approval of the Department and the local authority. Interim intersection improvements (including left turn arrow indications on US 85) may be needed to address capacity and safety concerns.

- < MP 269.56 (east): Existing rural access with a median opening. See RA.

- < MP 269.56 (west): Existing rural access with a median opening. See RA.

- < 8th Avenue/US 85 Business (MP 270.42): An existing interchange.

- < O Street (MP 270.45): An existing public road access on the east side of US 85. This access currently functions as a 3/4, unsignalized intersection. Ultimately, this access will be upgraded to a grade separation (O Street elevated) based on the availability of funding and approval of the Department and the local authority.

- < 11th Avenue (MP 271.18): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. When 11th Avenue is relocated to the west to intersect CR 77 this access will be closed. Interim intersection improvements may be necessary to address capacity and safety concerns.

CR 66 to CR 72

- < CR 66 (MP 271.47): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. This access is a future location for signalization, see PRU - Scenario 3. Also, full protection of the at-grade railroad crossing (crossing gates and automatic lights) will be installed.
- < MP 271.67 (west): Existing rural access with no median opening. See RA.
- < MP 272.04 (west): Existing rural access with median opening. See RA.
- < MP 272.41 (west): Existing rural access with median opening. See RA.
- < SH 392 (MP 272.49): An existing public road access on both sides of US 85. This access currently functions as a full movement, signalized intersection. See PRS.
- < MP 272.60 (west): Existing rural access with median opening. Median and access will remain open unless land use changes. See RA.
- < MP 272.63 (east): Existing rural access with no median opening. Access will remain open unless land use changes. See RA.
- < MP 272.69 (east): Existing rural access with no median opening. Access will remain open unless land use changes. See RA.
- < MP 272.72 (east): Existing rural access with no median opening. Access will remain open unless land use changes. See RA.
- < MP 272.78 (east): Existing rural access with median opening. Median and access will remain open unless land use changes. See RA.
- < MP 272.78 (west): Existing rural access with median opening. Median and access will remain open unless land use changes. See RA.
- < MP 272.99 (east): Existing rural access with median opening. See RA.
- < MP 272.99 (west): Existing rural access with median opening. See RA.
- < MP 273.20 (west): Existing rural access with median opening. See RA.
- < CR 70 (MP 273.50): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 273.74 (west): Existing rural access with median opening. See RA.
- < MP 274.00 (west): Existing rural access with median opening. See RA.
- < MP 274.01 (west): Existing rural access with median opening. See RA.

- < MP 274.23 (west): Existing rural access with median opening. See RA.
- < CR 72 (MP 274.51): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 275.02 (west): Existing rural access with median opening. See RA.

Eaton

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

- < MP 275.65 (east): Existing urban access with no median opening. See UA.
- < MP 275.66 (east): Existing urban access with no median opening. See UA.
- < MP 275.67 (west): Existing urban access with no median opening. See UA.
- < MP 275.68 (east): Existing urban access with no median opening. See UA.
- < MP 275.68 (west): Existing urban access with no median opening. See UA.
- < MP 275.69 (east): Existing urban access with no median opening. See UA.
- < 1st Street (MP 275.70): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection and will continue as such in the future.
- < MP 275.74 (east): Existing urban access with no median opening. See UA.
- < MP 275.74 (west): Existing urban access with no median opening. See UA.
- < MP 275.75 (east): Existing urban access with no median opening. See UA.
- < MP 275.78 (east): Existing urban access with no median opening. See UA.
- < 2nd Street (MP 275.79): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. Median will be closed, to convert the access to a right-in/right-out intersection.
- < MP 275.83 (west): Existing urban access with no median opening. See UA.
- < 3rd Street (MP 275.89): An existing public road access on the west side of US 85. This access currently functions as a full movement, unsignalized intersection. Median will be closed, converting the access to a right-in/right-out intersection.
- < MP 275.91 (west): Existing urban access with no median opening. See UA.
- < MP 275.92 (west): Existing urban access with no median opening. See UA.
- < MP 275.92 (west): Existing urban access with no median opening. See UA.
- < MP 275.94 (west): Existing urban access with no median opening. See UA.
- < MP 275.96 (west): Existing urban access with no median opening. See UA.
- < MP 275.97 (west): Existing urban access with no median opening. See UA.
- < MP 275.98 (west): Existing urban access with no median opening. See UA.
- < 4th Street (MP 275.99): An existing public road access on the west side of US 85. This

access currently functions as a full movement, unsignalized intersection and will continue as such in the future.

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

- < CR 76 (MP 276.62): - An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 3.
- < CR 37 (MP 276.94): An existing public road access on the east side of US 85. This access currently functions as a full movement, unsignalized intersection. In the interim, there will be improvements to auxiliary lanes and full protection of the at-grade railroad crossing (crossing gates and automatic lights) will be installed. Ultimately, the intersection and at-grade railroad crossing will be closed, and a connection south to CR 76 will be built.
- < MP 276.95 (west): Existing rural access with median opening. Median will remain open until public road at MP 276.94 is closed.
- < MP 277.15 (west): Existing rural access with median opening. See RA.
- < MP 277.49 (west): Existing rural access with median opening. See RA.
- < CR 78 (MP 277.69): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.
- < MP 277.97 (west): Existing rural access with median opening. See RA.
- < MP 278.24 (west): Existing rural access with median opening. See RA.
- < MP 278.70 (east): Existing rural access with median opening. See RA.
- < MP 278.70 (west): Existing rural access with median opening. See RA.
- < CR 80 (MP 278.74): An existing public road access on both sides of US 85. This access currently functions as a full movement, unsignalized intersection. See PRU - Scenario 1.

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

ACCESS PLAN AMENDMENT PROCESS

1. Any request for amendment must be submitted to the Colorado Department of Transportation by a signatory of the IGA (an Agency). The amendment request shall include:
 - , Description of Access
 - , Justification for Amendment
 - , Supporting Traffic Analysis

2. The Department shall review the submittal for completeness and for consistency with the Access Control Plan and the Access Code.

3. If the amendment request is found to be complete, it will be forwarded to all members of the Advisory Group designated below with a brief report prepared by the Department.
 - , The Advisory Group will be comprised of one representative from each Agency.
 - , With all amendment requests, the Advisory Group will meet and the submitting entity will be given an opportunity to present its request.

4. After the Advisory Group has reviewed and discussed the amendment request, it will be voted upon by the Agencies (proxy votes will be allowed). An affirmative vote of 2/3 or more of the Agencies will be necessary to approve the amendment.