

SH 66 - This four-legged intersection really operates as a "T" intersection. The existing east leg is a lightly used service road that does not cross the railroad and extends north to several agricultural processing plants. This intersection is currently unsignalized (see Figure A-11). A new east leg will be added by a pending development on the east side of the railroad tracks. This change will trigger signalization of the intersection (**high priority**). The east leg will cross the railroad tracks and then tie to a connection which will be built to CR 30. The southern end of the UPRR siding track will be moved north of this new crossing so there is no interference with standing trains. In the future, Weld County and Platteville will cooperate to build a new connection (bypass) between SH 66 and CR 32 on the east side of Platteville to facilitate travel for people headed south on US 85 or west on SH 66.

Marion Street - This four-legged intersection is currently unsignalized (see Figure A-11). Operations at this intersection are complicated by Vasquez Boulevard, the frontage road immediately west of US 85, which also intersects Marion Street. These intersections will be converted to RIRO (**high priority**). This will be accomplished by closing the median in the middle of US 85. The median between US 85 and Vasquez Boulevard may also be closed in the future.

CR 32 - This full movement intersection is currently unsignalized (see Figure A-11). The west leg is Grand Avenue in Platteville. As discussed previously, Platteville's planning efforts focus on CR 30/SH 66 and CR 34 as the primary crossings of the railroad tracks. Because CR 32 is at the mid-point of the UPRR passing track, this crossing may be blocked for extended periods of time. The frontage road on the immediate east side of the railroad tracks will be upgraded and paved to facilitate the north connection between CR 32 and CR 34. A future north-south arterial on the east side of the Platte Valley Canal between CR 30 and CR 34 will also provide an alternative route during the times CR 32 is blocked. Electronic signs that warn motorists that CR 32 is blocked should be installed on CR 32 east of the railroad tracks at decision points. A typical message could be "CR 32 blocked ahead. Turn left to use CR 30 (or turn right to use 34)." Electronic signs with similar messages would be placed on northbound US 85 south of SH 66 and on southbound US 85 north of CR 34. This intersection may require signalization (**long-term priority**), although it is hoped that signals at SH 66 and CR 34 will be sufficient for Platteville's needs. Before this intersection is signalized, Vasquez Boulevard (the frontage road on the west side of US 85) will need to be relocated to the west (for the south approach to Grand Avenue) or closed (north approach). This will simplify operations at the signalized intersection.

Main Street - This is a "T" intersection which is currently unsignalized (see Figure A-11). It intersects US 85 at an oblique angle. This intersection will be closed (**long-term priority**), and Main Street will be relocated to the west to intersect CR 34 at Division Street.

CR 34 - This four-legged intersection is currently unsignalized (see Figure A-11). It will be signalized when it is warranted for traffic or safety reasons (**medium priority**).

Rural Accesses - In this section, there are a total of two median openings which serve fields and residences. These median openings will be closed over time (except where the same owner has property on both sides of US 85) as the public road intersections to the north and south are improved to adequate standards.

CR 36 to CR 29/CR 38.5

This is a rural section of US 85 in Weld County between Platteville and Gilcrest and lies within the UFRRPC area. The primary land use is agriculture, with scattered residences to serve this use. No changes in land use are specifically planned, but minor increases in traffic volumes are expected on the intersecting roadways.

All of the public road intersections in this segment have a common problem in that US 85 (which parallels the UPRR tracks) has a northeast/southwest orientation. These intersections intersect US 85 at approximately 50 degrees. This angle creates inadequate sight distance and resulting safety problems for vehicles (particularly trucks) approaching both US 85 and the railroad tracks. An angle of 75 degrees or more is required to meet typical design standards for intersections and grade separations. Realignment of the cross road approaches to create perpendicular (or near-perpendicular) intersections would be desirable in the future. This can be accomplished in a number of ways. Figure 9 illustrates two possible alternatives and also provides the design speeds which will be safe for vehicles approaching on the side roads. Obviously, properly designed acceleration and deceleration lanes will be included as an integral element of these new intersections.

Improving the safety of the at-grade railroad crossings is equally important as it is at the US 85 intersections. These crossings should be perpendicular to the tracks, and there should be full protection of the new at-grade crossings (crossing gates and automatic lights).

CR 36 - This full movement intersection is currently unsignalized (see Figure A-12). CR 36 intersects US 85 at an oblique angle (50 degrees). It will be realigned to an intersection angle of 75 degrees or more when traffic volumes increase to a level that safety problems can be anticipated (***long-term priority***).

SH 60 - This is a "T" intersection which is currently unsignalized (see Figure A-12). This intersection is the southern terminus of the Two Rivers Parkway, which is a route being developed by Weld County and the City of Greeley for people on the west side of the Greeley area to more conveniently access US 85 when they travel to the south. As such, traffic movements between US 85 on the south and SH 60 on the north will increase in the future. The southbound movement can easily be accommodated with a free-flowing right turn lane with an adequate acceleration and merge distance. The northbound left turn will conflict with southbound US 85 traffic. As opposed to signalizing this intersection to reduce the conflict, the plan calls for a flyover ramp for the northbound left turn (***medium priority***). This will eliminate potential conflicts.