

4.0 ACCESS OBJECTIVES AND PRINCIPLES

Early in the development of the access control plan, both the Policy Committee and the Technical Advisory Committee provided important direction to the study process. The TAC developed initial objectives for what access control should accomplish in the US 85 corridor. These were reviewed and refined by the PC at their initial meeting. The resulting objectives for the plan are provided in Section 4.1. Guiding principles (Section 4.2) were developed in coordination with both committees to insure that the recommended treatments throughout the corridor are applied in a uniform manner. There are a number of typical situations which should be treated in the same general manner in the interest of fairness. However, it was also recognized that there are a number of unique situations which need to be treated on an individual basis.

4.1 Objectives

The following are the objectives established for the Access Control Plan:

- Maintain and improve the functional integrity (safety, capacity and speed) of, and the transportation service provided by, US 85 in order to most efficiently and safely move people and goods in the corridor by:
 - Upgrading to the highest possible roadway standards
 - Improving high hazard intersections and access points
 - Improving congested intersections
 - Minimizing the number of signalized intersections
 - Reducing the number of access points
 - Requiring that all new access points comply with access principles
 - Improving the geometric configuration of intersections and access points
 - Building interchanges, as appropriate
 - Reducing conflict points between highways and the railroad
 - Identifying future roadway widening and right-of-way needs
- Reduce reliance on US 85 by providing alternatives:
 - Providing parallel roadways for local circulation
 - Improving alternative routes for regional travel
 - Enhancing opportunities for alternative modes by providing facilities for transit, park and rides, and bicycles
- Improve the aesthetics of the corridor
- Enhance the environment along the corridor
- Recognize the economic impact of US 85 and its accesses on the communities and businesses in the corridor.

4.2 Principles

The following principles were established for use in the development of 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 CDOT standards at all public road intersections.
 - Signals will be installed at locations identified in Chapter 5 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 (RIRO) or a 3/4 (no left turns or through traffic from the side street) access point.
 - Major improvements along State Highway 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 RIRO 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, Business, and other Accesses
 - The principles noted 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 RIRO 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 RIRO will be allowed with deceleration and acceleration lanes as required according to the guidelines in the State Highway Access Code.

 - Through much of the corridor, there is a narrow strip of land between US 85 and the railroad. There are businesses in this strip of land in many of the towns and at some cross roads. Many of the rural sections are fallow or are used for agriculture. The local jurisdictions are encouraged to work (possibly as a group) with the railroad to reach agreement concerning future development of these properties and their access. It is recommended that all possibilities to access the land via opportunities other than directly from US 85 should be explored.