
3.0 FUTURE CONDITIONS

3.1 Future Development

The recommendations of the Access Control Plan presented later in this report were at times based on proposed development likely to occur in the immediate future and on comprehensive plans identifying future development areas and future roadway networks within communities and counties along the corridor. Evans, Fort Lupton, and Weld County have comprehensive plans that are fairly current (less than 3 years old). LaSalle has a master plan, but it was completed in May 1978 and the proposed future transportation network never developed. Brighton, Platteville and Eaton have been working on comprehensive plans and are expected to complete them soon. Finally, the City of Greeley in the last three years has completed a transportation plan which identified intersection improvements along the "Bypass".

Coordination With Comprehensive Plans

The comprehensive plans were used to predict locations for future development and to assess whether modifying US 85 accesses was consistent with the proposed land use. Technical Advisory Committee members had more detailed knowledge of pending future development in their communities, which helped to define the access control concepts within communities. For example, in Platteville future development to the east led to the recommendations east of US 85. Also, in Adams County pending future development directly led to access control recommendations between 104th and 112th Avenues. Based on the recommendations in the Greeley Transportation Plan, short term intersection improvements and signal modifications along the "Bypass" were incorporated into the access control plan.

3.2 Traffic Forecasts

The study corridor is located in the modeling areas of two different travel demand models: the North Front Range Model and the Denver Regional Plan Model. The North Front Range model covers the Weld County portion of the corridor. The Denver Regional Plan Model covers the Adams County portion of the corridor and Weld County to just south of SH 66. These models were used to forecast daily traffic volumes for most of the corridor from I-76 to just north of Eaton.

Figure 7, illustrates the forecasted daily traffic volumes for the year 2020. As shown in the figure, 2020 projections include traffic volumes ranging from 37,000 vehicles per day in Brighton to 50,000 vehicles per day just north of E-470. North of WCR 2, daily traffic projections begin to decrease from 40,000 vpd, in the vicinity of WCR 6 to 31,000 vpd in Fort Lupton, and to 25,000 vpd in the Platteville area. Daily traffic projections between LaSalle and Greeley range from 35,000 vpd in LaSalle to 29,000 vehicles per day in Evans and Greeley. North of 5th Street, traffic projections drop significantly to 19,000 vehicles per day, but increase to 22,000 vehicles per day between "O" Street and WCR 66. North of WCR 66, traffic projections decrease to about 18,000 vehicles per day south of Eaton to 13,000 vehicles per day between Eaton and WCR 80.

The theoretical upper limit capacity of a four-lane expressway is approximately 36,000 vehicles per day. Projected 2020 daily traffic volumes north of Fort Lupton to LaSalle and north of "O" Street are within the capacity of a four-lane expressway. However, daily traffic projections exceed capacity for the section from I-76 to WCR 8 and are approaching this capacity for the section between LaSalle and "O" Street. Therefore, "enhancements", such as upgrading these sections to freeway status or elimination of access and traffic signals through access management will be necessary.