

ACCESS CONTROL PLAN

What is an Access Control Plan (ACP)?

Manages the access to the highway/street based on spacing, location, speed, and highway type



Why do we need an ACP?

- Managed access can lead to a reduction in accidents, delays, and overall congestion
- Creates a coalition between Wellington, CDOT, and Larimer County to agree on the future of the corridor



What is included in an ACP:

- A catalog of current land use along the corridor
- Recommendations about all access points along the study area
- Identified improvements for hazardous intersections
- Best practices for the future of the road
- A planned approach to corridor changes
- Engagement with citizens and elected officials to develop a plan that reflects the vision and needs of the community



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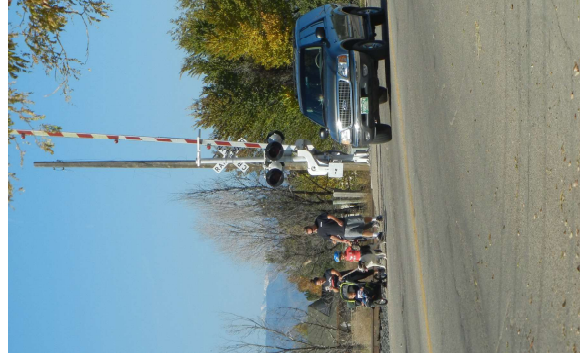
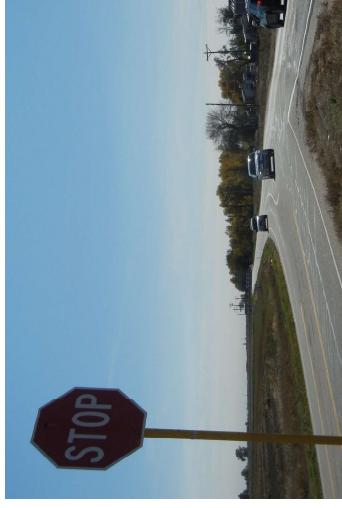
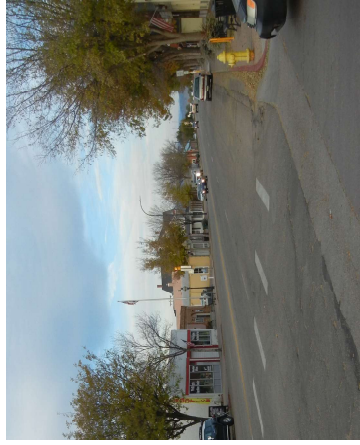
STATE HIGHWAY 1
ACCESS CONTROL PLAN



GOALS & EXISTING CONDITIONS

Goals:

- Enhance traffic flow along Highway 1
- Improve safety
- Position Highway 1 for future funding opportunities
- Prepare for future growth in Wellington



STATE HIGHWAY 1 ACCESS CONTROL PLAN



TRAFFIC OPERATIONS, VOLUMES, AND SAFETY

Existing Volumes

Traffic counts show that volumes are highest from 5-6 PM. Volumes in Downtown Wellington during the PM peak hour are about **550 vph (vehicles per hour)**, while the I-25 interchange is about **1200 vph**.

Projected Volumes

Based on anticipated growth and development, an annual growth rate of 3.1% was applied in calculating 2040 traffic volumes. The 2040 forecast for Downtown Wellington is **1200 vph**, while the I-25 interchange is **2400 vph**; these are about **double the existing volumes**.

Safety

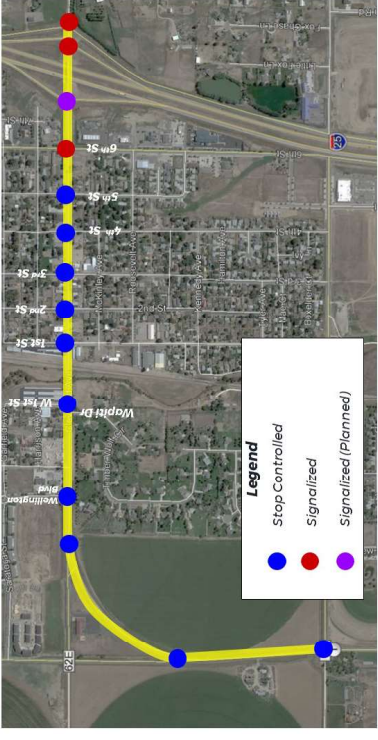
Between 2012 and 2016, a total of 50 crashes were reported in the study area. Of these, there was 1 fatality, 17 broadside, and 15 rear-end.

- Adding a two-way left-turn lane will **reduce likelihood of rear-end** crashes.
- Reducing the number of lanes to cross makes **left-turns safer**.

What is Level of Service (LOS)?

LOS is a rating of intersections by average delay per vehicle.

A	B	C	D	E	F
• No delay • No waiting cars • Not commonly seen, except in very low volume locations or only during off-peak conditions	• Little or no delay • May be a few cars waiting • This LOS is seen in less populated or rural areas	• Some delay • Some congestion • Desirable LOS in urban and suburban areas	• Noticeable delay • May wait more than one cycle (signal) • May wait up to 35 seconds/vehicle (stop sign)	• Congested conditions • Will wait more than one cycle (signal) • May wait up to 50 seconds/vehicle (stop sign)	• Very congested conditions • May wait more than two cycles (signal) • Will wait more than 50 seconds/vehicle (stop sign)



Existing Intersection Controls

Time Period	Node #	Intersection	Control	2017	2020	2025	2030	2035	2040
AM	1	6th St & Cleveland Ave (SH 1)	Signal	C	C	D	F	F	F
	2	5th St & Cleveland Ave (SH 1)	Stop	B	B	C	C	C	E
	3	4th St & Cleveland Ave (SH 1)	Stop	B	C	C	C	D	F
	4	3rd St & Cleveland Ave (SH 1)	Stop	B	C	C	D	F	F
	5	2nd St & Cleveland Ave (SH 1)	Stop	B	B	C	C	C	D
	6	1st St & Cleveland Ave (SH 1)	Stop	C	C	B	C	D	F
	7	W 1st St & Cleveland Ave (SH 1)	Stop	B	B	B	C	C	C
	8	Wapiti Dr & Cleveland Ave (SH 1)	Stop	B	B	B	B	C	C
	9	Wellington Blvd & Cleveland Ave (SH 1)	Stop	B	B	B	C	D	F
	11	CR 62E & SH 1	Stop	A	A	A	A	A	A
PM	14	SH 1 & CR 9	Stop	B	A	A	A	A	A
	16	SH 1/CR 9 & Jefferson Ave (CR 62)	Stop	B	C	C	C	E	F
	17	I-25 SB Ramps & SH 1	Stop (2018)/ Signal (Future)	B	C	F	F	F	F
	18	I-25 NB Ramps & SH 1	Signal	E	B	B	C	C	E
	19	Frontage Rd & SH 1	Signal	B	B	B	B	B	E
	20	CR 9 & CR 62E	Stop	B	B	B	B	B	B
	1	6th St & Cleveland Ave (SH 1)	Signal	C	C	C	D	F	F
	2	5th St & Cleveland Ave (SH 1)	Stop	B	C	C	D	E	F
	3	4th St & Cleveland Ave (SH 1)	Stop	C	C	C	D	F	F
	4	3rd St & Cleveland Ave (SH 1)	Stop	C	C	C	D	F	F
PM	5	2nd St & Cleveland Ave (SH 1)	Stop	B	B	C	C	D	E
	6	1st St & Cleveland Ave (SH 1)	Stop	B	C	C	C	D	F
	7	W 1st St & Cleveland Ave (SH 1)	Stop	B	B	B	C	C	C
	8	Wapiti Dr & Cleveland Ave (SH 1)	Stop	B	B	B	B	C	C
	9	Wellington Blvd & Cleveland Ave (SH 1)	Stop	B	B	B	B	C	C
	11	CR 62E & SH 1	Stop	B	B	B	B	B	C
	14	SH 1 & CR 9	Stop	A	A	A	A	A	A
	16	SH 1/CR 9 & Jefferson Ave (CR 62)	Stop	B	B	C	C	D	F
	17	I-25 SB Ramps & SH 1	Stop (2018)/ Signal (Future)	B	F	F	F	F	F
	18	I-25 NB Ramps & SH 1	Signal	C	C	C	D	F	F
	19	Frontage Rd & SH 1	Signal	B	B	B	B	C	E
	20	CR 9 & CR 62E	Stop	B	B	B	B	B	C



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Change is **NOT** imminent

Access Control Plans (ACPs) are documents that prepare for long term future growth. ACPs are implemented in phases as growth occurs.

The Plan will only be implemented if one or more of the following things happen:

1. Redevelopment increases traffic by 20% or more
2. Project is publicly funded by Town, County, or CDOT
3. Safety or operational issues develop



Access Control Plans are not set in stone and they CAN be amended.

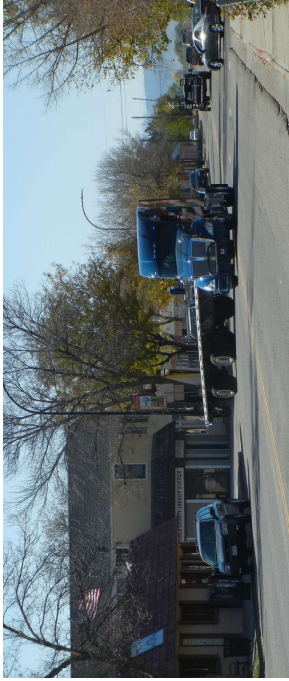
SHORT-TERM IMPROVEMENTS

Signing and Striping Plan

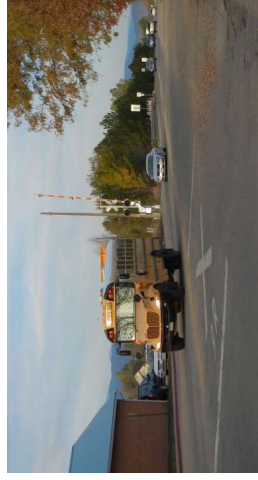
To improve the SH 1 corridor in the short-term, CDOT will provide **signing and striping improvements** that will provide a safer, more consistent road for pedestrians and drivers alike.

Features include:

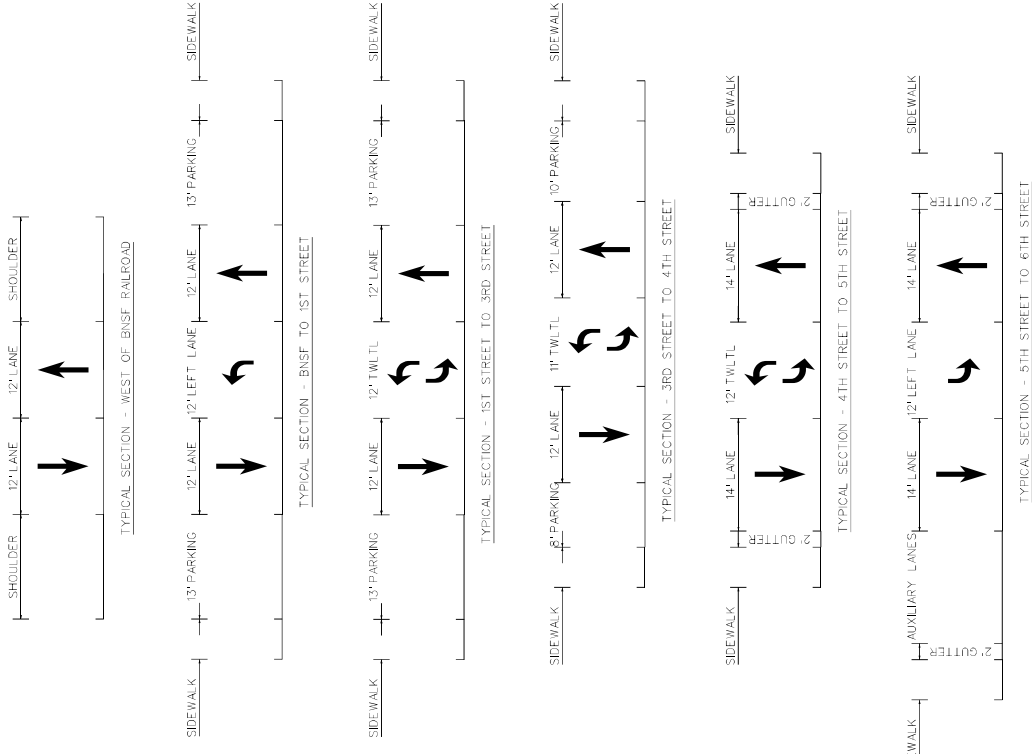
- Restriping from 6th Street to 1st Street
- Adding a two-way left-turn lane
- Providing a constant number of thru lanes
- Improving signage for pedestrian crossings
- Providing clear signage for turning vehicles



Existing striping does not provide designated left-turn lanes



Safe pedestrian crossings are vital to serving young children



Proposed Cross-Sections Along SH 1 Corridor



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