



LSC Transportation Consultants, Inc.

Experience and References

SH 7 ACCESS CONTROL PLAN

Project/Location

Erie County, Colorado

Client

Simeon Residential Properties
1333 W. 120th Avenue, Suite 100
Westminster, CO

Project Manager

Dave L. Ruble Jr., P.E.

Date

2000 to present

Reference

James Spehalski
(303) 920-4000

Description

State Highway 7 (SH 7), also known as Baseline Road, is a rural two-lane highway from I-25 to Lafayette. The surrounding area is for the most part undeveloped and there are few intersections. The highway is currently posted with a high speed limit of 65 mph.

The City and County of Broomfield and the Town of Erie have annexed and zoned much of the land along SH 7 from Huron Street on the east to County Line Road on the west. Vista Ridge in Erie and Preble Creek in Broomfield are two major developments that will change the character of the area and generate significant amounts of traffic. SH 7 is a major roadway facility serving these developments as well as others in the area. In order to accommodate projected traffic, SH 7 will need to be widened and improved. In addition, in order to function safely and efficiently under higher traffic volumes, new access points will have to be carefully located and controlled so that good traffic signal progression can be maintained as traffic signals are installed.

The Town of Erie and the City and County of Broomfield, along with the developers of Vista Ridge and Preble Creek, have been working together to develop an Access Control Plan for the SH 7 Corridor from Huron Street to County Line Road. LSC Transportation Consultants, Inc. was retained to perform the technical analyses required by CDOT for such a plan. LSC performed a traffic analysis for the area and recommended the location of access points, traffic signals and the number of through lanes projected to be needed along the SH 7 Corridor by 2020. Due to the density of development planned in the Corridor, it was recommended that the roadway be constructed to urban standards, with curb, gutter, sidewalk and appropriate landscaping; and that the speed limit be lowered to 45 mph in keeping with the developing nature of the area. Turn lane lengths and geometric design were recommended for all access points.