



*US 160- Pagosa Springs West
Access Control Plan
(From Vista Boulevard to 8th Street)
Pagosa Springs, CO*



Town of Pagosa Springs, CO



Archuleta County, CO



Colorado Department of Transportation

RECEIVED

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December 21, 2010

COLORADO DEPT. OF TRANSPORTATION
REGION 5
TRAFFIC & SAFETY

INTRODUCTION

Purpose and Need

The “US 160 – Pagosa Springs West Access Control Plan” represents the shared long range vision for managing access to US 160 from Vista Boulevard (MM 138.47) to 8th Street (MM 143.11) in Pagosa Springs, CO. As the three primary public agencies with a vested interest in this segment of US 160, the Town of Pagosa Springs, Archuleta County and the Colorado Department of Transportation concur that:

The Purpose of the US 160 – Pagosa Springs West Access Control Plan is to balance the competing needs of safety, mobility, and access to and from properties throughout the corridor. The Priority being:

1. **Safety** - Access management of US 160 shall provide a safe transportation facility for the traveling public.
2. **Mobility** - Access management of US 160 will promote the efficient flow of transportation users and maintain the long term viability of US 160 as the primary east/west corridor through the Town of Pagosa Springs.
3. **Access** - Access management of US 160 shall insure reasonable access to all properties along the corridor.

The Need for this plan is the ever increasing travel demand on US 160. US 160 provides for both regional as well as local transportation requirements. At the regional level, the US 160 corridor serves as the primary east/west transportation facility through Southern Colorado and as a major route to tourist destinations. Locally, US 160 provides the highest east/west volume of intra-town travel as well as access to businesses that provide a significant contribution to the local economy. As such, it is imperative that this facility maintain its ability to move current and future volumes of transportation users safely and efficiently.

Current and projected future increases in transportation demand necessitate that the responsible public agencies take action to insure the safe, long term sustainability of US 160 as a vital component to the regional and local transportation network. Without prudent action by the public agencies, there is an increased probability that the safety and mobility of US 160 will degrade to unacceptable levels. The implementation of appropriate access management is a key element to maintaining US 160 as a safe and efficient transportation facility.

State of Colorado State Highway Access Code Requirements

In order to protect public health, safety and welfare and to protect functional level of public highways, C.R.S. 43-2-147 assigns the responsibility of regulating vehicular access to public highways to the Colorado Department of Transportation and corresponding local governments having jurisdiction. Access to all state highways is governed by the requirements of the *State of Colorado State Highway Access Code*. A copy of the Code and State Highway Category Assignments is available at the following website <http://www.coloradodot.info/business/permits/accesspermits/references> or from the Colorado

Department of Transportation, Region 5 Access Management Unit, 3803 North Main Ave Suite 100, Durango, CO 81301, (970)385-8360.

This Access Control Plan encompasses three State Highway Access Categories. From the US 160/Vista Boulevard intersection to the US 160/Piedra Road intersection the State Highway Access Category is NR-A (Non-Rural Regional Highway). From the US 160/Piedra Road intersection to US 160/10th Street intersection the State Highway Access Category is E-X (Expressway). From the US 160/10th Street intersection to US 160/8th Street intersection the State Highway Access Category is NR-C (Non-Rural Arterial). Of the three categories, E-X has the highest requirements and limitations on direct access, while NR-C more easily allows direct access to occur. Below is a summary of key access code definitions and criteria that pertain to these Categories.

NR-A Category:

1. Assigned to routes on the National Highway System of regional or state significance.
2. Medium to high travel speeds.
3. Medium to high traffic volumes.
4. Short to long travel distances.
5. Meets the need for interregional, intra-regional, intercity and intracity travel.
6. Serve as major arterial in smaller cities and towns.
7. Primarily provides service for local and regional through traffic movements, but allows some direct access to occur.
8. One access per parcel only if access cannot be obtained from the local street or road system.
9. Full movement access spacing is restricted to every ½-mile or where a signal analysis shows good progression.
10. Desirable spacing for public ways and other full-movement accesses, to include intersections that may become signalized, is ½ mile.
11. Preference for signaling intersections shall be given to Public Ways that meet or may be reasonably expected to meet signal warrants in the foreseeable future. Signals require a signal system operation and warrant analysis.
12. Left turns in (3/4 Movement) access may be allowed if it improves the operation and safety at an adjacent full movement intersection.
13. Additional right-turn only access may be granted if the access will:
 - a. Provide the warranted auxiliary lanes.
 - b. Will relieve an identified congestion condition on the local street or road system.
 - c. Not be detrimental to the safety and operation of the highway.
 - d. Comply with Access Code design standards
 - e. Not impose a hardship on an adjacent property or interfere with the location, planning and operation of the general street system.
14. Turn lanes may be required based on posted speeds and turning movement thresholds.
15. The splitting or dividing of existing parcels or of contiguous parcels under or previously under one ownership will not accrue additional access rights. All access to newly created parcels shall be provided from a single access to the highway and internal circulation.

Full details of access category NR-A requirements are contained in the State of Colorado State Highway Access Code.

10. Where the property abuts or has access to a lesser function road, any access to the State Highway shall be considered the additional access.
11. Turn lanes may be required based on posted speeds and turning movement thresholds.
12. If traffic signals are needed, they must be located consistent with the need for safe traffic operations, capacity, and proper design.
13. Traffic signal locations shall be consistent with current traffic signal progression efficiency and cause no degradation.

Principles of Good Access Management

Access management is the systematic control of the location, spacing, design and operation of driveways, median openings and street connections. It encompasses roadway design treatments such as medians, auxiliary lanes, the appropriate spacing of traffic signals and the implementation of mutually supporting road networks.

The construction of fewer highways and arterial streets nationwide necessitates effective systems management strategies more than ever. By managing access, government agencies can increase public safety, extend the service life of major roadways, reduce traffic congestion and support alternative modes of transportation and even develop a more attractive corridor.

The State of Colorado State Highway Access Code follows closely with the Transportation Research Board's (TRB) Ten Principles of Access Management identified in the 2003 TRB Access Management Manual and their website (<http://www.accessmanagement.info/10principles.html>). As background, this section discusses the ten key principles of good access management.

1. **Provide a Specialized Roadway System:** Different types of roadways serve different functions. It is important to design and manage roadways according to the primary functions that they are expected to serve.
2. **Limit Direct Access to Major Roadways:** Roadways that serve higher volumes of regional and local through traffic need more access control to preserve their traffic function. Frequent and direct property access is more compatible with the function of primarily local and collector roadways.
3. **Promote Intersection Hierarchy:** An efficient transportation network provides appropriate transitions from one classification of roadway to another. For example, freeways connect to arterials through an interchange that is designed for the transition. Extending this concept to other roadways results in a series of intersection types that range from the junction of two major arterial roadways, to a residential driveway connecting to a local street.
4. **Locate Signals to Favor Through Movements:** Long, uniform spacing of intersections and signals on major roadways enhances the ability to coordinate signals and to ensure continuous movement of traffic at the desired appropriate speed. Failure to carefully locate access connections or median openings that later become signalized, can cause substantial increases in travel times. In addition, poor signal placement may lead to delays that cannot be overcome by computerized signal timing systems.
5. **Preserve the Functional Area of Intersections and Interchanges:** The functional area of an intersection is the area that is critical to its safe and efficient operation. This is the area where

motorists are responding to the intersection, decelerating, and maneuvering into the appropriate lane to stop or complete a turn. Access connections too close to intersections can cause serious traffic conflicts that result in crashes and congestion. (The term “corner clearance” refers to the distance from an access to the adjacent intersection. Adequate corner clearance standards help prevent congestion, promote efficiency through an intersection, and minimize the frequency of crashes.)

6. **Limit the Number of Conflict Points:** Drivers make more mistakes and are more likely to have collisions when they are presented with the complex driving situations created by numerous conflict points. Conversely, simplifying the driving task contributes to improved traffic operations and fewer collisions. A less complex driving environment is accomplished by limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.
7. **Separate Conflict Areas:** Drivers need sufficient time to address one set of potential conflicts before facing another. The necessary spacing between conflict areas increases as travel speed increases, to provide drivers adequate perception and reaction time. Separating conflict areas helps to simplify the driving task and contributes to improved traffic operations and safety.
8. **Remove Turning Vehicles from Through Traffic Lanes:** Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn. This reduces the severity and duration of conflict between turning vehicles and through traffic and improves the safety and efficiency of roadway intersections.
9. **Use Non-traversable Medians to Manage Left-Turn Movements:** Medians channel turning movements on major roadways to controlled locations. Research has shown that the majority of access-related crashes involve left turns. Therefore, non-traversable medians and other techniques that minimize left turns or reduce the driver workload can be especially effective in improving roadway safety.
10. **Provide a Supporting Street and Circulation System:** Well-planned communities provide a supporting network of local and collector streets to accommodate development, as well as unified property access and circulation systems. Interconnected street and circulation systems support alternative modes of transportation and provide alternative routes for bicyclists, pedestrians, and drivers. Alternatively, commercial strip development with separate driveways for each business forces even short trips onto arterial roadways, thereby reducing safety and impeding mobility.

The US 160 Pagosa Springs West Access Control Plan reflects the Town of Pagosa Springs', Archuleta County's and the Colorado Department of Transportation's shared belief that the further development of a mutually supporting street network adjacent to US 160, and the efficient management of US 160, is the preferred means for meeting ever increasing vehicular and non-vehicular travel demands versus relying almost exclusively on US 160, and the associated multi-lane highway widenings, to meet transportation needs. Enhancements and further development to the supporting street network will improve safety and mobility for all modes of transportation in and around US 160.

**INTERGOVERNMENTAL AGREEMENT
BETWEEN
THE TOWN OF PAGOSA SPRINGS, CO
ARCHULETA COUNTY, CO
AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION**

THIS INTERGOVERNMENTAL AGREEMENT (hereinafter referred to as the "Agreement") is entered into effective as the date defined below, by and between the TOWN OF PAGOSA SPRINGS whose address is 551 Hot Springs Boulevard, PO Box 1859, Pagosa Springs, CO 81147, (hereafter referred to as the "Town"), ARCHULETA COUNTY whose address is 449 San Juan Street, PO Box 1507, Pagosa Springs, CO 81147 (hereinafter referred to as the "County"), and the COLORADO DEPARTMENT OF TRANSPORTATION, whose address for purpose of this agreement is CDOT Region 5, 3803 North Main Avenue, Suite 100, Durango, CO 81301 (hereinafter referred to as the "Department"), said parties being referred to collectively herein as the "Agencies."

RECITALS:

WHEREAS, The Agencies are authorized by the provisions of Section 18(2)(a) of Article XIV of the Colorado Constitution, and Sections 29-1-201, et. seq., C.R.S., to enter into contracts with each other for the performance of functions that they are authorized by law to perform on their own; and

WHEREAS, Each Agency is authorized by Section C.R.S. § 43-2-147(1)(a), to regulate access to public highways within its jurisdiction; and

WHEREAS, The coordinated regulation of vehicular access to public highways is necessary to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to maintain the efficient and smooth flow of traffic, to provide efficient spacing of traffic signals and accesses, and to protect the public health, safety and welfare; and

WHEREAS, The Agencies are authorized pursuant the 2002 State of Colorado State Highway Access Code, 2 CCR 601-1 (the "Access Code"), to issue access permits onto State Highways and per Section 2.12 of the Access Code may enter into a written agreement to create, adopt and implement a comprehensive and mutually acceptable access control plan for development of the pertinent segment of United States Highway 160 between Vista Boulevard (MM 138.47) and 8th Street (MM 143.11) (hereafter referred to as the "Segment"), which is within the jurisdiction of the Agencies; and

WHEREAS, The development of this Access Control Plan adheres to the requirements of the Access Code; and

WHEREAS, Development pressures that affect the level of service on United States Highway 160 are present, and that anticipated growth in this area will likely result in increased traffic and increased likelihood for accidents; and

WHEREAS, The agencies recognize mutual benefits and advantages to be obtained by cooperatively working together to address the anticipated transportation planning issues, and therefore desire to participate with one another in the adoption of this Agreement; and

NOW THEREFORE, For and in consideration of the mutual promises, covenants, and obligations herein set forth, the Agencies agree as follows:

1. This Agreement and conclusions made in accordance with the agreement shall constitute an approved Access Control Plan for the segment, within the meaning of Section 2.12 of the Access Code.
2. The Access Control Plan, dated December 21, 2010, for the Segment (hereinafter referred to as the "Access Control Plan") is attached hereto and incorporated herein as Exhibit A and B.
3. The Agencies shall regulate and only permit vehicular access to the Segment if it is in compliance with the Access Control Plan, C.R.S. § 43-2-147, (the "Access Law"), the Access Code, and this Agreement. Per Section 2.12 (3) of the Access Code, design waivers necessary for access design and construction within state highway right-of-way, may be approved if mutually agreed upon by the Agencies.
4. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies concerning regulating vehicular access to the segment. No additional or different oral representation, promises or agreement shall be binding on either Agency. This agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials. To the extent the Access Control Plan is modified by a change, closure, relocation, consolidation or addition of an access, the Agencies may amend the attached Access Control Plan so long as the amendment is executed in writing and amended in accord with Access Law and the Access Code. The Access Control Plan Amendment Process is attached hereto and is incorporated herein as Exhibit C.
5. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by Access Law, the Access Code, this Agreement, in the course of highway reconstruction, or as determined appropriate in the course of development or subdivision actions by the Agencies. When closure, modification, or relocation of access is necessary or required, such actions shall comply with the Access Control Plan and the Agency/Agencies having jurisdiction shall utilize appropriate legal process to effect such action.
6. Parcels of real property created after the effective date of this Agreement that adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.
7. Actions taken by either Agency with regard to transportation planning, transportation facilities, and traffic operations within the areas described in Exhibit A and B shall be in conformity with this Agreement. The Agencies agree to develop and adopt the necessary ordinances, official documents, plans and maps to fulfill their responsibilities under this agreement.
8. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.

9. No portion of this Agreement shall be deemed to constitute a waiver of any immunities the Agencies or their officers or employees may possess, nor shall any portion of this Agreement be deemed to have created a duty of care which did not previously exist with respect to any person not a party to this Agreement.
10. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.

General Provisions.

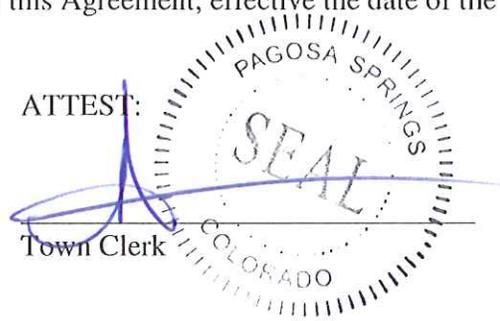
- a. **Effective Date.** The Effective Date of this Agreement shall be the date of the last party to sign.
- b. **Entire Agreement.** This Agreement embodies the entire agreement about its subject matter among the Agencies and supersedes all prior agreements and understandings, if any, and may be amended or supplemented only by an instrument in writing executed by all Agencies to this Agreement.
- c. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one original Agreement. Facsimile signature shall be as effective as an original signature.
- d. **Access Law and Access Code.** This Agreement is based upon and is intended to be consistent with Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code which becomes effective after the effective date of this Agreement and which conflicts irreconcilably with an express provision of this Agreement will require a revision of this Agreement. Any such modification to this Agreement must be accepted by the Agencies hereto by and through a written amendment or the agreement shall terminate.
- e. **Severability.** Should any section(s) or provision(s) of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair, or invalidate the remaining provisions of this Agreement.
- f. **Financial Obligations.** This Agreement does not create any current or future specific financial obligation for any of the Agencies. Any future specific financial obligation of either Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, however, notwithstanding any provision of this Agreement, neither Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body or legally designated official. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.
- g. **Termination of Participation.** Any of the Agencies may terminate their participation in this Agreement by giving at least ninety (90) days' written notice to the other parties.

IN WITNESS WHEREOF, The Agencies have executed this Agreement, effective the date of the last party to sign.

Town of Pagosa Springs, Colorado

David A. Mitchell
Town Manager, Town of Pagosa Springs

ATTEST:



Town Clerk

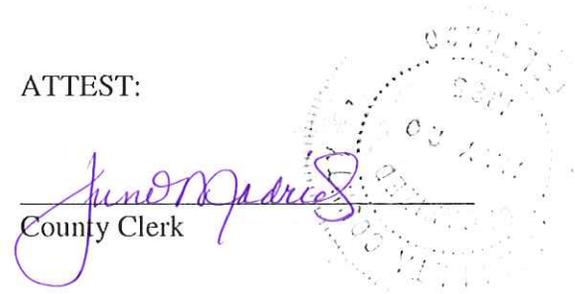
APPROVED AS TO FORM:

[Signature] 3/1/11
Town Attorney Date

Archuleta County, Colorado

[Signature]
County Manager, Archuleta County

ATTEST:



County Clerk

APPROVED AS TO FORM:

[Signature] 2/16/11
County Attorney Date

State of Colorado, Department of Transportation

[Signature] 3-27-11
Regional Transportation Director Date

CONCUR:

For Scott M. Daniel 5/5/11
Chief Engineer Pamela Hutton Date

ATTEST:

Chief Clerk

Exhibit A
ACCESS CONTROL PLAN TABLE
US Highway 160 – Pagosa Springs West
Between Vista Boulevard (MM 138.47) and 8th Street (MM 143.11)
December 21, 2010

**Town of Pagosa Springs, Archuleta County, and the State of Colorado Department of
Transportation**

I. PURPOSE

The purpose of this Access Control Plan (ACP) is to provide the Agencies with a comprehensive roadway access control plan for the pertinent segment of United States Highway 160 between Vista Boulevard (MM 138.47) and 8th Street (MM 143.11).

II. AUTHORITY

The development of this Access Control Plan was completed pursuant to the requirements of the Access Code, Section 2.12, and adopted by the attached Agreement.

III. RESPONSIBILITIES

It is the responsibility of each of the Agencies to consult each other on any changes to the use of access points within the Access Control Plan, with full understanding that the definition of a “change in use” differs among the agencies. The requirement to obtain an access permit and any associated potential access improvements shall be proportionate to the magnitude of the change in access use as described in the State of Colorado State Highway Access Code and this Access Control Plan. Each of the Agencies to this Agreement shall ensure that vehicular access to the Segment shall only be in conformance with this Agreement. The cost of access improvements, closures and modifications shall be determined pursuant to section 43-2-147(6)(b) C.R.S., the Agreement, and this Access Control Plan. All access construction shall be consistent with the design criteria and specifications of the State of Colorado State Highway Access Code.

IV. EXISTING AND FUTURE ACCESS

- A. The attached table provides a listing of each existing and future access point in the Segment. For each access point the following information is provided: location, description of the current access status, and the proposed configuration or condition for change (Access Plan). All access points are defined by the approximate Department mile point (in hundredths of a mile) along United States Highway 160. All access points are located at the approximate centerline of the access.
- B. All highway design and construction will be based on the assumption that the Segment will have a sufficient cross section to accommodate all travel lanes and sufficient right-of-way to accommodate longitudinal installation of utilities.

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- Changes to existing access are dependent on one or more of the following:**
1. Documented Safety Concerns
 2. Development / Redevelopment of property
 3. Creation of a Mutually Supporting Road Network
 4. Traffic Signal Improvements at Identified Intersections. Adequate corner clearance is required and split phase signal timing will not be permitted.

Access No.	Parcel No. or Intersection	Mile Marker	Right / Left	Access Category	Access Permit	Existing Deeded Access Control	Freeway Agreement Required	Access Description
1a	Vista Blvd.	138.45	LT	NRA	500063	No	Yes	Existing: Public Full-Movement un-signalized T-intersection Proposed: Public Full Movement signalized 4-way Intersection.
1b	Meadows Dr.	138.45	RT	NRA	-	No	Yes	Existing: No Access Proposed: Public Full Movement signalized 4-way Intersection (Relocation of Meadows Dr.)
2	Meadows Dr.	138.53	RT	NRA	500028	No	Yes	Existing: Public Full-Movement un-signalized T-intersection Proposed: Relocate Meadows Dr. as described in 1b
3	569920300007	138.62	RT	NRA	-	No	No	Existing: Private Full-Movement 4 Business commercial access Proposed: Relocate access to future supporting road network, no direct access to US 160
4	569920300022 569920300025	138.66	RT	NRA	596143	No	No	Existing: Private Full-Movement Alpine Mini-Storage commercial access Proposed: Relocate access to future supporting road network, no direct access to US 160
5	569920300008 569920300009 569920300165 569920300004	138.79	RT	NRA	508066	No	No	Existing: Private Full-Movement Propane and A-Affordable Mini-Storage commercial access Proposed: Relocate access to future supporting road network, no direct access to US 160
6	569920300159 569920400010	138.87	RT	NRA	-	No	No	Existing: Private Full-Movement Single Family Residence access Proposed: Relocate access to future supporting road network, no direct access to US 160
7	569920400012	138.90	RT	NRA	-	No	No	Existing: Private Full-Movement Single Family Residence access Proposed: Relocate access to future supporting road network, no direct access to US 160

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Access No.	Parcel No. or Intersection	Mile Marker	Right / Left	Access Category	Access Permit	Existing Deeded Access Control	Freeway Agreement Required	Access Description
8	569920400013	139.02	RT	NRA	503128	No	No	Existing: Private Full-Movement Single Family Residence access Proposed: Relocate access to future supporting road network, no direct access to US 160
9a	N. Pagosa Blvd.	139.21	LT	NRA	595067	No	Yes	Existing: Public Full Movement signalized 4-way Intersection Proposed: Public Full Movement signalized 4-way Intersection
9b	S. Pagosa Blvd.	139.21	RT	NRA	595068	No	Yes	Existing: Public Full Movement signalized 4-way Intersection Proposed: Public Full Movement signalized 4-way Intersection
10a	Talisman Dr.	139.50	LT	NRA	595066	No	Yes	Existing: Public 3/4 Movement Intersection Proposed: Public RI / RO Movement intersection in conjunction with improvements to 10b
10b	Talisman Dr. 569920156001	139.50	RT	NRA	-	No	Yes	Existing: No Access Proposed: Public RI/RO Movement Intersection in conjunction with improvements to 10a
11	569921229001 569920400163	139.71	RT	NRA	-	No	No	Existing: Private Full-Movement Field Approach access Proposed: Relocate access to future 12b, no direct access to US 160
12a	N. Pinon Causeway	139.74	LT	NRA	-	No	Yes	Existing: Public Full-Movement Signalized T-intersection. Proposed: Public Full-Movement signalized 4-way Intersection
12b	S. Pinon Causeway	139.74	RT	NRA	-	No	Yes	Existing: No Access Proposed: Public Full-Movement signalized 4-way Intersection
13	569921232001 569921232002	139.93	LT	NRA	504129	No	No	Existing: Private 3/4 Movement Pagosa Lodge commercial access Proposed: Private 3/4 Movement Pagosa Lodge commercial access
14	Alpha Dr.	140.10	RT	NRA	505075	No	Yes	Existing: Public RI / RO Movement Intersection Proposed: Public RI / RO Movement Intersection
15	Aspen Village Dr.	140.30	RT	NRA	505074	No	Yes	Existing: Public Full-Movement signalized T-Intersection Proposed: Public Full-Movement signalized T-Intersection

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US Highway 160 – Pagosa Springs West

Between Vista Boulevard (MM 138.47) and 8th Street (MM 143.11)

December 21, 2010

Access No.	Parcel No. or Intersection	Mile Marker	Right / Left	Access Category	Access Permit	Existing Deeded Access Control	Freeway Agreement Required	Access Description
16	Boulder Dr.	140.52	RT	NRA	505076	No	Yes	Existing: Public RI / RO Movement Intersection Proposed: Public RI / RO Movement Intersection
17a	Piedra Rd.	140.87	LT	EX	-	Yes	Yes	Existing: Public Full-Movement signalized 4-way intersection Proposed: Public Full-Movement signalized 4-way intersection
17b	Harman Park Dr.	140.87	RT	EX	507176	Yes	Yes	Existing: Public Full-Movement signalized 4-way intersection Proposed: Public Full-Movement signalized 4-way intersection
18	Trinity Ln.	141.09	LT	EX	-	Yes	Yes	Existing: Public Full-Movement unsignalized T-intersection Proposed: No direct access to US 160 in conjunction with improvements to 17a or 20a and the reasonable accommodation of large truck turning movements
19	569915400163	141.25	RT	EX	-	Yes	No	Existing: Private Full-Movement Field Approach access Proposed: Relocate access to future 20b, no direct access to US 160
20a	N. Majestic Dr.	141.27	LT	EX	-	Yes	Yes	Existing: Public Full-Movement unsignalized T-intersection Proposed: Public Full Movement signalized 4-way Intersection
20b	S. Majestic Dr.	141.27	RT	EX	-	Yes	Yes	Existing: No Access Proposed: Public Full Movement signalized 4-way Intersection
21	Eagle Dr.	141.48	LT	EX	-	Yes	No	Existing: Public Full-Movement unsignalized T-intersection Proposed: No direct access to US 160 in conjunction with improvements to 20a or 23
22	Rob Snow Rd.	141.55	RT	EX	-	Yes	No	Existing: Public Full-Movement unsignalized T-intersection Proposed: Relocate access to future supporting road network, no direct access to US 160
23	Pike Dr.	141.59	LT	EX	-	Yes	Yes	Existing: Public Full-Movement unsignalized T-intersection Proposed: Public 3/4 Movement Intersection
24	569915100002	141.74	LT	EX	-	Yes	No	Existing: Private Full-Movement Single Family Residence access Proposed: Relocate access to future supporting road network, no direct access to US 160

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Access No.	Parcel No. or Intersection	Mile Marker	Right / Left	Access Category	Access Permit	Existing Deducted Access Control	Freeway Agreement Required	Access Description
25	569915100008	141.77	RT	EX	-	Yes	No	Existing: Private Single Family Residence Full-Movement access Proposed: Relocate access to future supporting road network, no direct access to US 160
26	569915100002	141.77	LT	EX	508039	Yes	Yes	Existing: Private Full-Movement Single Family Residence and RV Park access
	Proposed: Public RI / RO Movement Intersection							
	Existing: Private Full-Movement RV Park commercial access							
27	569914200022	141.81	LT	EX	508039	Yes	No	Proposed: Access to be closed as a condition of permit 508039
	569915100030							
28	569915104001	141.91	LT	EX	-	Yes	No	Existing: Private Single Family Residence Full-Movement access
	569914200007							
29	569914200006	141.96	LT	EX	-	Yes	No	Proposed: Relocate access to future supporting road network, no direct access to US 160
	569914200006							
30	569914200006	141.99	LT	EX	-	Yes	No	Existing: Private Full-Movement RV Park and 3 business commercial access
	569914200006							
31	569914200006	142.06	LT	EX	-	Yes	No	Proposed: Relocate access to future supporting road network, no direct access to US 160
	569914200006							
32	569914200009	142.33	LT	EX	-	Yes	No	Existing: Private Full-Movement commercial access
	569914200009							
33	569914200009	142.36	LT	EX	-	Yes	No	Proposed: Relocate access to future supporting road network, no direct access to US 160
	569914200009							
34a	E. Great West Ave.	142.38	LT	EX	-	Yes	Yes	Existing: No Access
	W. Great West Ave.							
34b	E. Great West Ave.	142.38	RT	EX	-	Yes	Yes	Proposed: Public Full Movement signalized 4-way Intersection
	W. Great West Ave.							

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 Between Vista Boulevard (MM 138.47) and 8th Street (MM 143.11)
 December 21, 2010

Access No.	Parcel No. or Intersection	Mile Marker	Right / Left	Access Category	Access Permit	Existing Decided Access Control	Freeway Agreement Required	Access Description
35	569914200009	142.47	LT	EX	-	Yes	No	Existing: Private Full-Movement Field Approach access Proposed: Relocate access to future supporting road network, no direct access to US 160
36a	N. 14th St.	142.69	LT	EX	-	Yes	Yes	Existing: Public Full-Movement unsignalized T-Intersection Proposed: Public 3/4 Movement Intersection
36b	S. 14th St.	142.69	RT	EX	-	Yes	Yes	Existing: No Access Proposed: Public 3/4 Movement Intersection
37	569914412009	142.74	LT	EX	-	Yes	Yes	Existing: Private Motel Full-Movement commercial access Proposed: Relocate access to future supporting road network, no direct access to US 160
38	569914412024 569914412023	142.77	LT	EX	596137	Yes	No	Existing: Requires an Access permit for current Printing Press and Memorial Headstone Business Proposed: Relocate access to future supporting road network, no direct access to US 160
39	569914400019	142.78	RT	EX	-	Yes	No	Existing: Private Full-Movement Field Approach access Proposed: Relocate access to future supporting road network, no direct access to US 160
40	569914412007	142.84	LT	EX	-	Yes	No	Existing: Private Full-Movement Vacant Land access Proposed: Relocate access to future supporting road network, no direct access to US 160
41	569914421002	142.86	RT	EX	-	Yes	No	Existing: Private Full-Movement Single Family Residence access Proposed: Relocate access to future supporting road network, no direct access to US 160
42	569914412007	142.88	LT	EX	-	Yes	No	Existing: Private 2nd Full-Movement Vacant Land access Proposed: Relocate access to future supporting road network, no direct access to US 160
43	569914412006	142.93	LT	EX	-	Yes	No	Existing: Private Full-Movement Auto Body Shop commercial access Proposed: Relocate access to future supporting road network, no direct access to US 160
44a	N. 10th St	142.96	LT	EX	-	Yes	Yes	Existing: No Access Proposed: Public 3/4 Movement Intersection in conjunction with improvements to 49a and 49b

Exhibit A

ACCESS CONTROL PLAN TABLE

US Highway 160 – Pagosa Springs West
Between Vista Boulevard (MM 138.47) and 8th Street (MM 143.11)
December 21, 2010

Access No.	Parcel No. or Intersection	Mile Marker	Right / Left	Access Category	Access Permit	Existing Deeded Access Control	Freeway Agreement Required	Access Description
44b	S. 10th St	142.96	RT	EX	-	Yes	Yes	Existing: Public Full-Movement unsignalized T-Intersection Proposed: Public 3/4 Movement Intersection in conjunction with improvements to 49a and 49b
45	569914413001	142.98	LT	NRC	-	No	No	Existing: Private Full-Movement Liquor Store commercial access Proposed: Property owner has agreed to close this access
46	Rosita St.	143.01	LT	NRC	-	No	No	Existing: Public Full-Movement unsignalized T-Intersection Proposed: Relocate access to future 44a, no direct access to US 160
47	569913311001 569913311002	143.02	RT	NRC	-	No	No	Existing: Private Full-Movement Vacant Land access Proposed: Private RI / RO Movement Access
48	569913311001 569913311002	143.05	RT	NRC	-	No	No	Existing: Private 2nd Full-Movement Vacant Land access Proposed: Consolidate access with 47
49a	N. 8th St.	143.11	LT	NRC	-	No	Yes	Existing: Public Full Movement unsignalized 4-way Intersection Proposed: Public Full Movement signalized 4-way Intersection
49b	S. 8th St.	143.11	RT	NRC	-	No	Yes	Existing: Public Full Movement unsignalized 4-way Intersection Proposed: Public Full Movement signalized 4-way Intersection

Exhibit B

ACCESS CONTROL PLAN ILLUSTRATED

US Highway 160 – Pagosa Springs West

Between Vista Boulevard (MM 138.47) and 8th Street (MM 143.11)

December, 21 2010

The attached Exhibit B is for general illustration and ease of locating:

1. **Access points-** Refer to the table in Exhibit A for additional access information. The need for auxiliary turn lanes shall be based on Access Code requirements and traffic analysis.
2. **Supporting Road Network-** Further analysis during project design of segments of the supporting road network will determine the required roadway location, typical section, horizontal and vertical alignments.
3. **Current and Future Planned Signalized Intersections-** The design of the actual signal projects will provide specifics regarding future intersection geometrics and lane configurations.



KEY

	Future Signal
	Existing Signal
	Existing and/or Future Access
	Access w/Permit
	Access Requires Permit
	Relocated Access
	Existing Roadway
	Conceptual Future Roadway
	Right-In / Right-Out Intersection
	3/4 Movement Intersection

Sheet Revisions Date: _____ Comments: _____ Init.: _____	Town of Pagosa Springs 551 Hot Springs Boulevard PO Box 2859 Pagosa Springs, CO 81147 Phone: 970-264-4151		Archuleta County 449 San Juan Street PO Box 1507 Durango, CO 81301 Phone: 970-731-3877		Colorado Department of Transportation 3802 N. Main Avenue, Suite 100 Durango, CO 81301 Phone: 970-385-8300		US 160 - Pagosa Springs West EXHIBIT B - ACCESS CONTROL PLAN ILLUSTRATED Drawn By: TRH Date: 12-21-10 Subset Sheets: 13 of 22 Sheet Number: 1	
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KEY

- Future Signal
- Existing Signal
- Existing and/or Future Access
- Access w/Permit
- Access Requires Permit
- Relocated Access
- Existing Roadway
- Conceptual Future Roadway
- Right-In / Right-Out Intersection
- 1/4 Movement Intersection

US 160 - Pagosa Springs West
EXHIBIT B - ACCESS CONTROL PLAN ILLUSTRATED

Drawn By: TRH Date: 12-21-10
 Subset Sheets: 14 of 22 Sheet Number: 2

Colorado Department of Transportation
 3803 N. Main Avenue, Suite 100
 Durango, CO 81303
 Phone: 970-269-6300

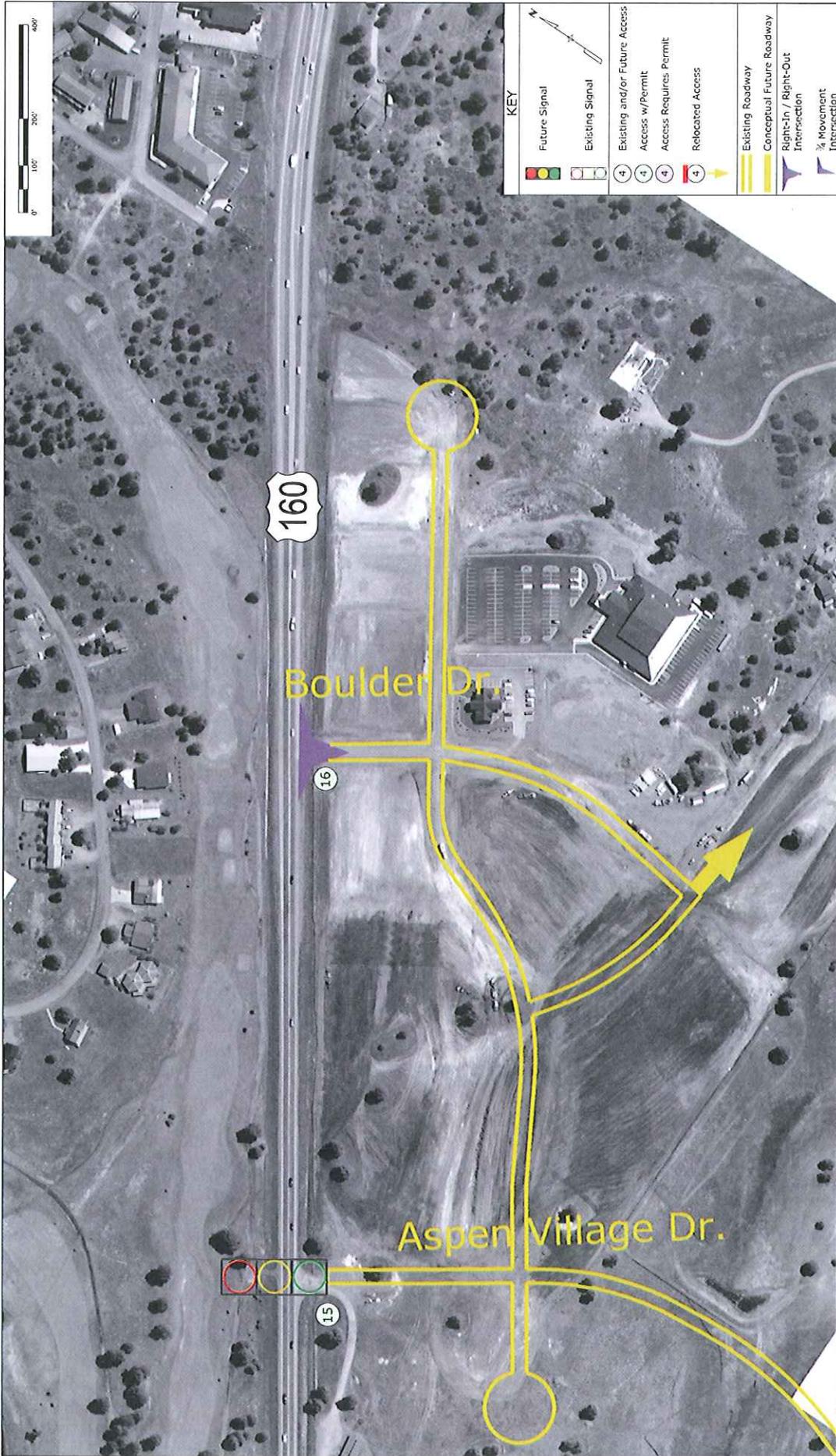
Region 5
 JBH

Archuleta County
 449 San Juan Street
 CO 81401
 Phone: 970-731-3877

Town of Pagosa Springs
 551 Hot Springs Boulevard
 Pagosa Springs, CO 81407
 Phone: 970-264-4151

Sheet Revisions	
Date:	Init.

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KEY

- Future Signal: Traffic light symbol with red, yellow, and green circles.
- Existing Signal: Traffic light symbol with red, yellow, and green circles.
- Existing and/or Future Access w/Permit: Circle with 'A'.
- Access Requires Permit: Circle with 'A' and a red border.
- Relocated Access: Circle with 'A' and a red border, with a yellow arrow pointing to the new location.
- Existing Roadway: Yellow line.
- Conceptual Future Roadway: Yellow dashed line.
- Right-In / Right-Out Intersection: Purple arrow pointing into the intersection.
- 1/4 Movement Intersection: Purple arrow pointing into the intersection.

US 160 - Pagosa Springs West
EXHIBIT B - ACCESS CONTROL PLAN ILLUSTRATED
 Drawn By: TRH Date: 12-21-10
 Subsect Sheets: 16 of 22 Sheet Number 4

Colorado Department of Transportation

 2803 N. Main Avenue, Suite 100
 Pagosa Springs, CO 81447
 Phone: 970-385-8360

Archuleta County

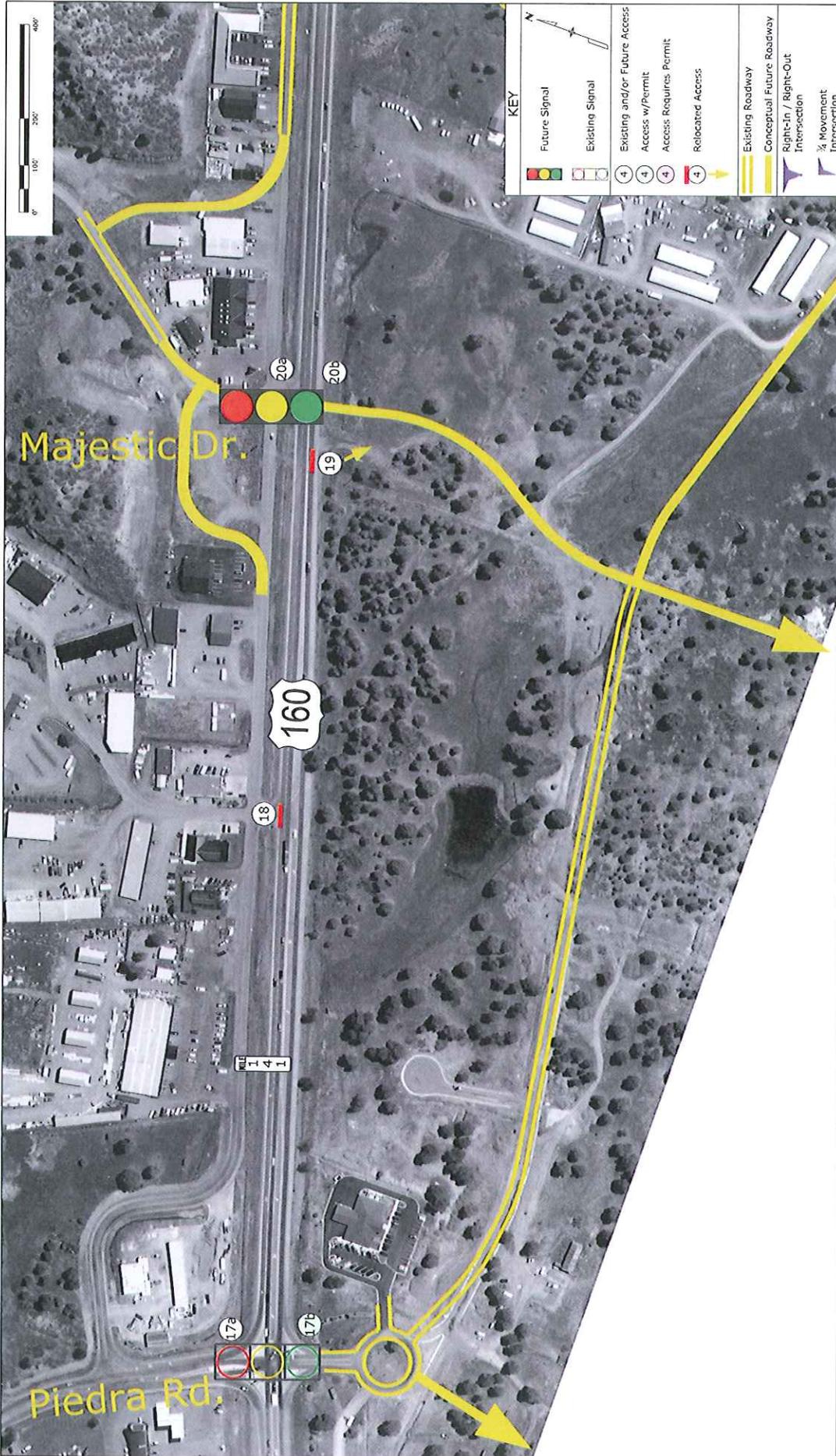
 448 San Juan Street
 PO Box 1350
 Pagosa Springs, CO 81447
 Phone: 970-231-3877

Town of Pagosa Springs

 551 Mt. Springs Boulevard
 PO Box 1350
 Pagosa Springs, CO 81447
 Phone: 970-264-4151

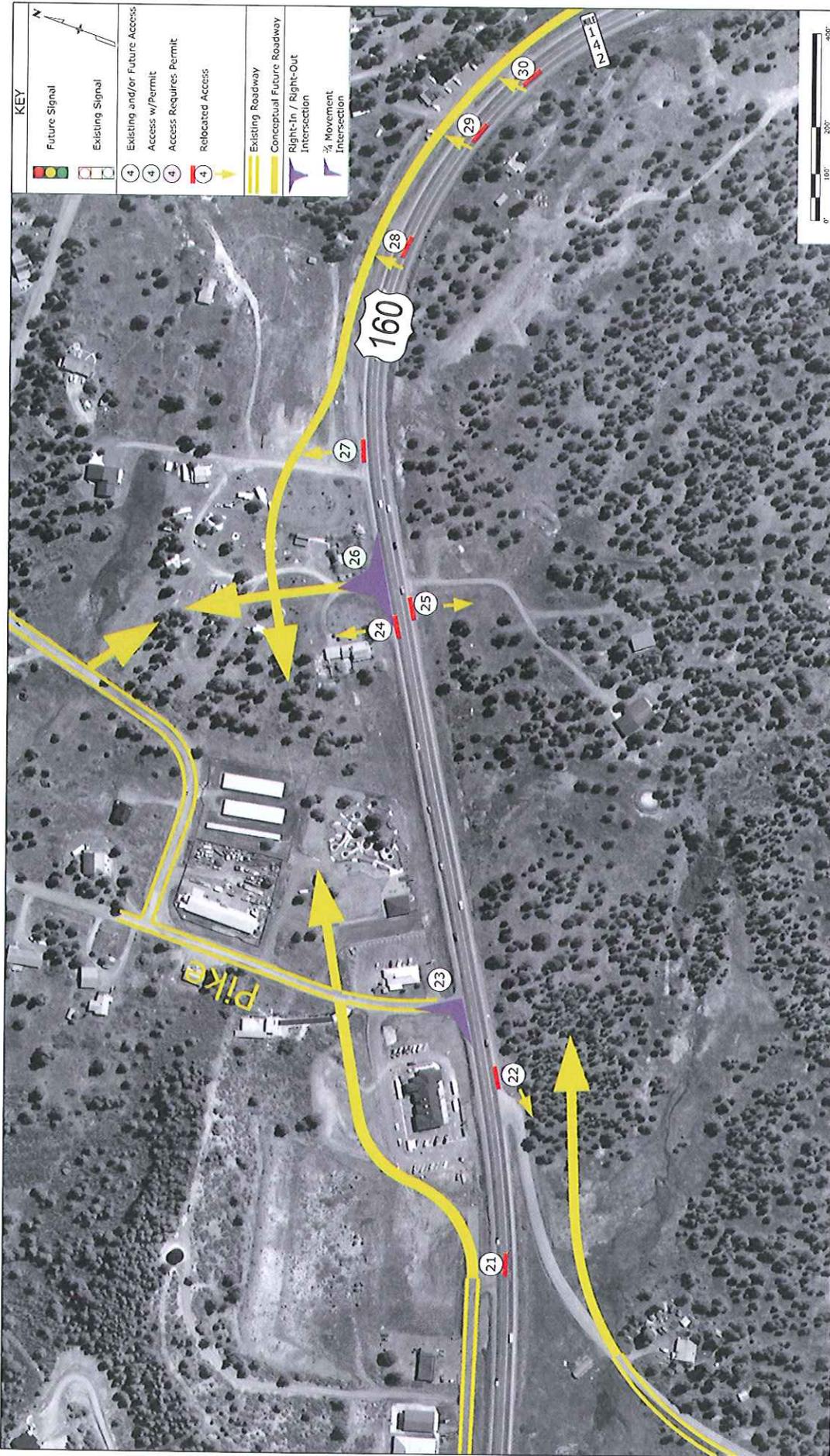
Sheet Revisions	
Date:	Init.

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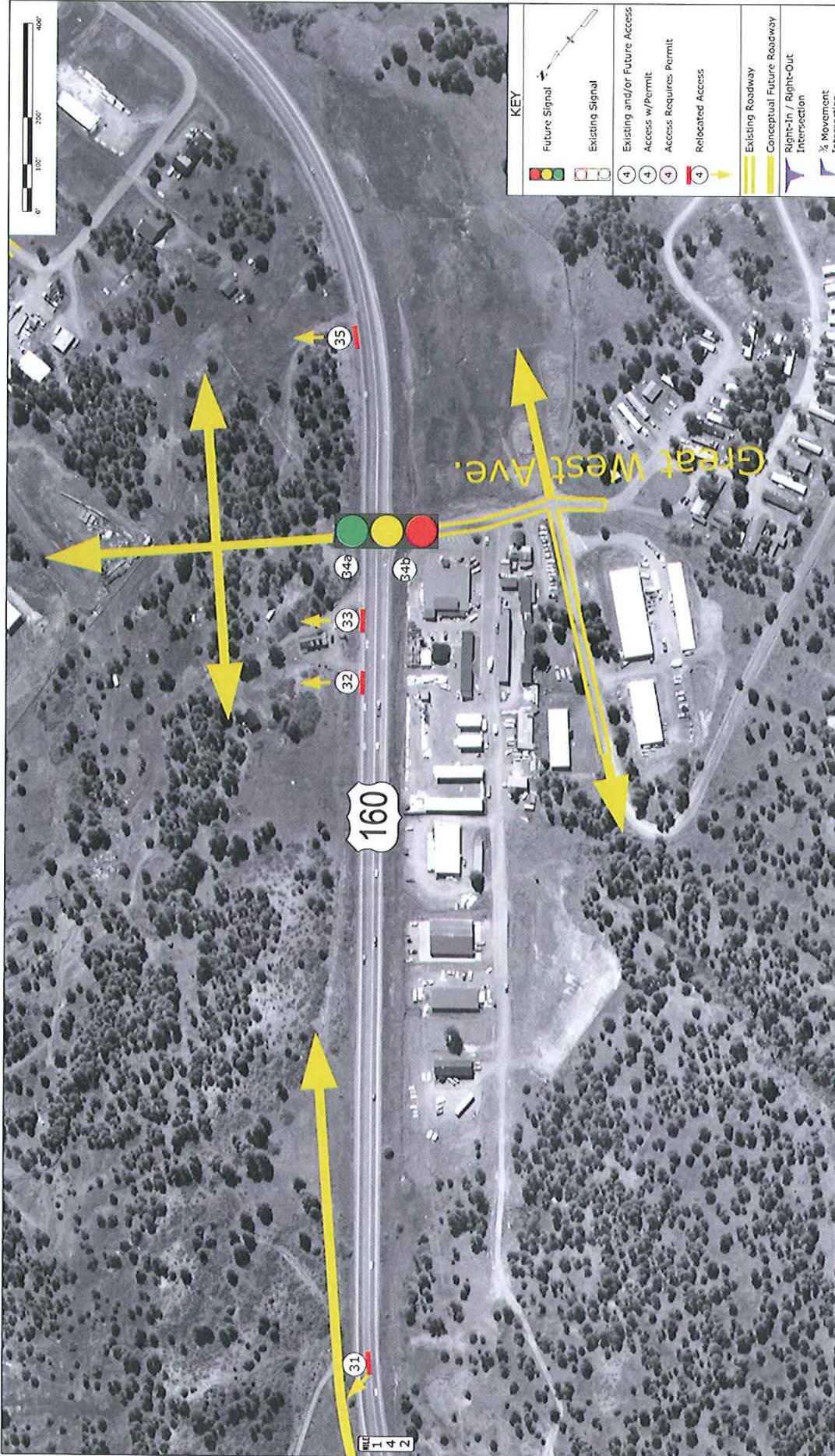


Sheet Revisions		Town of Pagosa Springs		Archuleta County		Colorado Department of Transportation		US 160 - Pagosa Springs West	
Date:	Init:	551 Mt. Springs Boulevard PO Box 1359 Pagosa Springs, CO 81147 Phone: 970-264-4151		446 San Juan Street Pagosa Springs, CO 81147 Phone: 970-731-3877		3803 N. Main Avenue, Suite 100 Durango, CO 81301 Phone: 970-369-9300		EXHIBIT B - ACCESS CONTROL PLAN ILLUSTRATED	Drawn By: TRH
Comments:									Date: 12-21-10
									Subject Sheets: 17 of 22
									Sheet Number: 5

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Sheet Revisions Date: _____ Init: _____ Comments: _____ _____ _____ _____		Town of Pagosa Springs 551 Hot Springs Boulevard PO Box 1859 Pagosa Springs, CO 81147 Phone: 970-264-4151	Archuleta County 448 San Juan Street PO Box 100 Pagosa Springs, CO 81147 Phone: 970-731-3877	Colorado Department of Transportation  3803 N. Main Avenue, Suite 100 Durango, Co 81301 Phone: 970-382-8300 Region 5 JBH	US 160 - Pagosa Springs West EXHIBIT B - ACCESS CONTROL PLAN ILLUSTRATED Drawn By: TRH Date: 12-21-10 Subset Sheets: 18 of 22 Sheet Number 6
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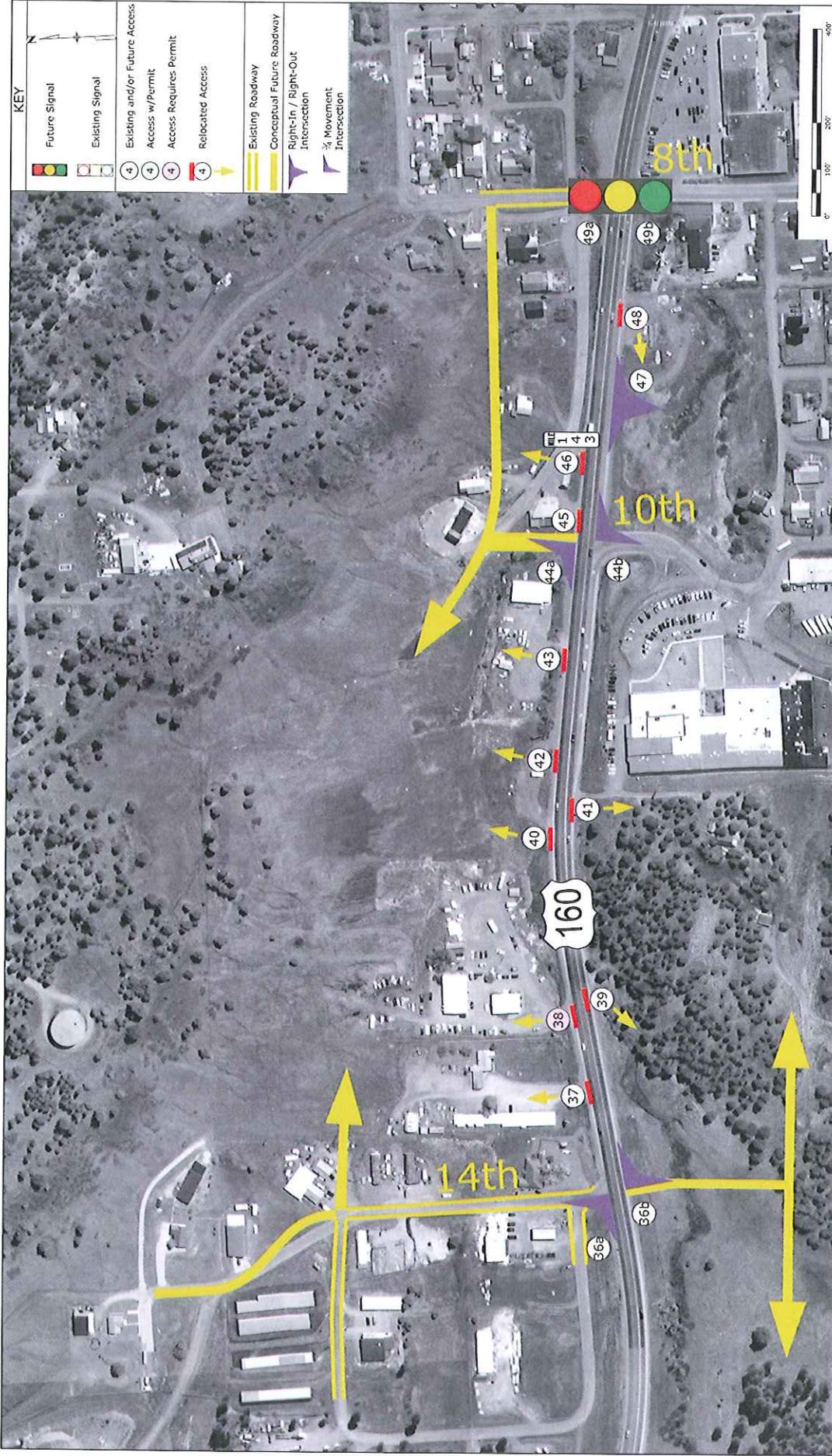


Sheet Revisions		Town of Pagosa Springs		Archuleta County		Colorado Department of Transportation	
Date:		551 Hot Springs Boulevard Pagosa Springs, CO 81147 Phone: 970-264-4151	449 San Juan Street PO Box 1307 Pagosa Springs, CO 81147 Phone: 970-731-3877			US 160 - Pagosa Springs West EXHIBIT B - ACCESS CONTROL PLAN ILLUSTRATED	
Comments:						Drawn By: TRH	Date: 12-21-10
						Subject Sheets: 19 of 22	Sheet Number: 7

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KEY

- Future Signal
- Existing Signal
- Existing and/or Future Access
- Access w/ Permit
- Access Requires Permit
- Relocated Access
- Existing Roadway
- Conceptual Future Roadway
- Right-In / Right-Out Intersection
- 3/4 Movement Intersection



0000		Sheet Revisions	
Date:	Comments:	Init:	
Town of Pagosa Springs		Archuleta County	
551 Hot Springs Boulevard PO Box 1855 Pagosa Springs, CO 81147 Phone: 970-264-4151		448 San Juan Street PO Box 150 Pagosa Springs, CO 81147 Phone: 970-731-3877	
Colorado Department of Transportation 3803 N. Main Avenue, Suite 100 Durango, CO 81301 Phone: 970-385-8360		Region 5 JBH	
US 160 - Pagosa Springs West EXHIBIT B - ACCESS CONTROL PLAN ILLUSTRATED		Drawn By: TRH Date: 12-21-10 Subject Sheets: 20 of 22 Sheet Number: 8	

Exhibit C

ACCESS CONTROL PLAN AMENDMENT PROCESS

US Highway 160 – Pagosa Springs West

Between Vista Boulevard (MM 138.47) and 8th Street (MM 143.11)

December, 21 2010

Town of Pagosa Springs (the “Town”), Archuleta County (the “County”) and the State of Colorado Department of Transportation (the “Department”)

Any request for amendment must be submitted to the Department’s Region 5 Access Manager by a signatory of the Agreement (either of the Agencies). The amendment must be located within the jurisdiction and have the written support of the submitting signatory. Amendments shall be required for any change to the Access Control Plan as shown in the Exhibit A and B, including, but not limited to, any new or changes to the location of:

1. Signalized intersections
2. Full movement intersections/access points
3. $\frac{3}{4}$ intersections/access points
4. Right-in/right-out only intersections/access points

The amendment request shall include the following documents:

1. Descriptions of the proposed access and changes to the Access Control Plan
 2. Justification for the requested amendment
 3. For signalized intersections, a supporting Traffic Impact Study per the State Highway Access Code
 4. A list of any requested design waivers as applicable
 5. A proposed revised plan sheet clearly depicting the access modifications. The revised plan sheet will replace the corresponding sheet in Exhibit B.
1. The Department shall review the submittal for completeness and for consistency with the access objectives, principles, and strategies described in the United States Highway 160- Pagosa Springs West Access Control Plan and the State Highway Access Code (“Access Code”). The Department shall also determine if any applicable design waivers can be granted. Any amendment request that results in a violation of the Access Code or for which a design waiver cannot be granted will not be considered.
 2. If the amendment request is found to be complete, it will be forwarded, along with a brief report, to an Access Control Plan Advisory Committee, consisting of representatives from the Town, the County and the Department. Each Agency is responsible for appointing one Advisory Committee member. An Alternative Advisory Committee member may be appointed as an alternate.
 3. After the forwarding, each Advisory Committee member will be responsible for coordinating their agency review and providing a decision on whether to accept or decline the amendment. The Advisory Committee members will have 30 days to submit their agency’s vote to the Department Region 5 Access Manager in writing. A unanimous vote of the Agencies will be necessary to approve the amendment. An agency not responding within the 30-day period will be interpreted as a “decline” decision. The Department will provide voting results, to include a tally sheet documenting each agency vote, to all Advisory Committee members within 15 days of receiving all votes, or following the 30 day review period.

Exhibit C

ACCESS CONTROL PLAN AMENDMENT PROCESS

US Highway 160 – Pagosa Springs West

Between Vista Boulevard (MM 138.47) and 8th Street (MM 143.11)

December, 21 2010

4. Acceptable votes from the Agencies include: accept without modifications; accept with conditions or modifications; or disapprove.
5. If an agency accepts with conditions or modifications, the agency requesting the condition or the modification must provide supporting justification and any applicable requests for a design waiver. Any vote to accept with conditions or modifications that results in a violation of the Access Code or for which a design waiver cannot be granted will not be considered.
6. If found to be complete, The Department will forward the conditions or modifications to all members of the Access Control Plan Advisory Committee.
7. After the forwarding, each Advisory Committee member will be responsible for coordinating their agency review and providing a decision on whether to accept or decline the conditions and modifications. The Advisory Committee members will have 20 days to submit their agency's subsequent vote to the Department in writing. A unanimous vote of the Agencies will be necessary to approve the conditions and modifications. An agency not responding within the 20-day period will be interpreted as a "decline" decision. The Department will provide voting results to all Advisory Committee members within 10 days of receiving all votes, or following the 20 day review period.