

Town of Poncha Springs Resolution 2012-2**A RESOLUTION OF THE TOWN OF PONCHA SPRINGS, (THE TOWN), COLORADO,
ADOPTING A RESOLUTION AND
INTERGOVERNMENTAL AGREEMENT WITH:**

**THE COLORADO DEPARTMENT OF TRANSPORTATION (THE DEPARTMENT) FOR AN
ACCESS CONTROL PLAN INCLUDING A PORTION OF US HIGHWAY 50 BETWEEN MILE
POST 216.47 AND 218.11, AND A PORTION OF US HIGHWAY 285 BETWEEN MILE POST 125.88
AND MILE POST 127.24; AND,**

WHEREAS, The Board finds that Highway's 50 and 285 through the Town serve as an important economic and transportation resource for the community, local businesses, pedestrians, tourists, bicycle traffic, as well as daily truck traffic, commuter services, and delivery routes traffic; and

WHEREAS, Recognizing the need to improve highway safety and mobility along Highways 285 and 50 through the Town, and to be responsive to economic development needs of the community in providing safer pedestrian facilities in the downtown area; and

WHEREAS, Acknowledging that it is in the public interest to preserve and protect the integrity and functional purpose of public roads within the Town, and to provide a safer multi-modal transportation system; and

WHEREAS, The adopted plan will indicate existing access points in addition to location, spacing and design criteria for any potential future access, and traffic signal locations. The plan will further provide invaluable information to those who intend to develop property or change the use of property adjacent to and within the Highway 285 and 50 Access Control Plan area; and

WHEREAS, Recognizing the need to plan for future growth along the US Hwy 285 and 50 corridors, to maintain the highway capacity and to enhance safety for existing and future development and/or land use change proposals through the area, the Department in partnership with the Town collaborated to create this Access Control Plan (ACP) to manage existing and future access points; and

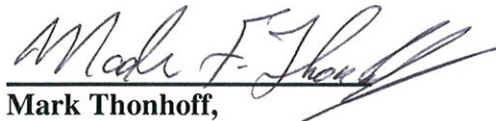
WHEREAS, The Department and the Town will establish an amendment process for the ACP as identified in the Intergovernmental Agreement to accommodate possible future modifications to the ACP; and


WHEREAS, the Board of Trustees conducted a public hearing February, 6th, 2012, after public notice, to discuss adoption of the US 50 and 285 Access Control Plan to receive public comment hereon, and public comments were considered in the adoption process.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF PONCHA SPRINGS, COLORADO, that:

The attached Access Control Plan (ACP) is an Intergovernmental Agreement between the Department and the Town (within the applicable Mile Posts), that the Plan will provide for the coordinated regulation of vehicular, bicycle, and pedestrian, safety and access, for the sections of US Highways 50 and 285 through Poncha Springs, Colorado between A PORTION OF US HIGHWAY 50 BETWEEN MILE POST 216.47 AND 218.11, AND A PORTION OF US HIGHWAY 285 BETWEEN MILE POST 125.88 AND MILE POST 127.24.

PASSED AND ADOPTED THIS 26TH day of March, 2012


Mark Thonhoff,
Mayor


ATTEST
Diana Heeney,
Town Clerk



**INTERGOVERNMENTAL AGREEMENT
BETWEEN
THE TOWN OF PONCHA SPRINGS (THE TOWN), and
THE STATE OF COLORADO DEPARTMENT OF TRANSPORTATION (THE DEPARTMENT)
FOR THE PONCHA SPRINGS ACCESS CONTROL PLAN**

THIS INTERGOVERNMENTAL AGREEMENT is entered into effective as of this 26 day of April 2012, by and between the Town and the Department, all of said parties being referred to collectively herein as the "Agencies".

RECITALS:

- A. The Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, et. seq., C.R.S., to enter into contracts with each other for the performance of functions which they are authorized by law to perform on their own; and
- B. Each Agency is authorized by Section 43-2-147(I)(a), C.R.S., to regulate access to public highways within its respective jurisdiction; and
- C. The coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals and access points; and
- D. The Agencies desire to provide for the coordinated regulation of vehicular, pedestrian, and bicycle, access and safety for the US Hwy 285 and 50 sections as follows: A PORTION OF US HIGHWAY 50 FROM MILE POST 216.47 THROUGH 218.11, AND A PORTION OF US HIGHWAY 285 FROM MILE POST 125.88 THROUGH MILE POST 127.24 (hereafter referred to as the "Segments"), which is within the jurisdiction of the Agencies; and
- E. The Agencies are authorized pursuant to Section 2.12 of the 1998 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to enter into a written agreement adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segments for the purposes above recited; and
- F. The Agencies specifically find and determine that this access control plan is a necessary exercise of the Agencies legislative, governmental or police powers to promote and protect the public health, safety, and general welfare of the citizens of the Town, County, and State; and
- G. The development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.

NOW THEREFORE, for and in consideration of the mutual promises, agreements, and commitments herein contained, the Agencies agree as follows:

1. The Access Control Plan dated March 27, 2012, for the Segments (hereinafter referred to as the "ACP") is attached hereto as Exhibit A and B, and incorporated herein by this reference.

2. The Agencies shall regulate access to the ACP in compliance with the Access Control Plan, Section 43-2-147, C.R.S. (the "Access Law"), and the applicable sections of the Access Code. Vehicular access to the ACP may be permitted only when such access is in compliance with this Agreement, the ACP, Access Control Plan, the Access Law and the applicable sections of the Access Code. Per section 2.12(a) of the Access Code, design waivers necessary for access design and construction within State Highway Right-of-Way may be approved by the Regional Transportation Director, or his/her approved designee.
3. 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 private access is required by the Access Control Plan, the Access Law, in the course of highway reconstruction, or as determined appropriate in the course of development, subdivision actions, or change of use by the Town. When closure, modification, or relocation of access is necessary or required, the Agencies having jurisdiction shall utilize appropriate legal process to effect such action.
4. Actions taken by the Agencies with regard to transportation planning, transportation facilities, and traffic operations within the ACP 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 respective responsibilities under this Agreement.
5. Parcels of real property created after the effective date of this Agreement which adjoin the Segments shall be provided with access to the Segments as documented in the ACP, and as the use, location, and design thereof, conform to the provisions of this Agreement, the Town and County Codes, except in unforeseen circumstances, or based upon approved amendments to the ACP.
6. This Agreement is based upon and intended to be consistent with the Access Law and the Access Code.
7. This Agreement does not create any current specific financial obligation for any of the Agencies. Any future financial obligation of any 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, but, notwithstanding any provision of this Agreement. No Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body or director. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available.
8. 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, the intention being that the various provisions hereof are severable.
9. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies concerning regulating vehicular access to the Segments. No additional or different oral representation, promise or agreement shall be binding on any 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.

10. 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 to sign.

11. No portion of this Agreement shall be deemed to constitute a waiver of any immunities the parties 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.

12. 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.

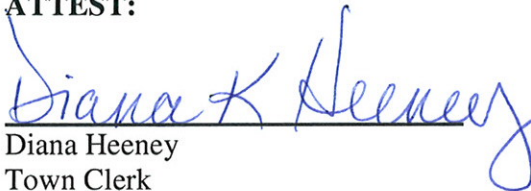
IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and year first written above.

Town of Poncha Springs, Colorado



Mayor, Town of Poncha Springs

ATTEST:



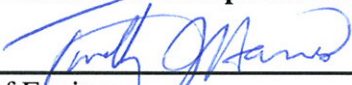
Diana Heeney
Town Clerk

Approved as to Form:



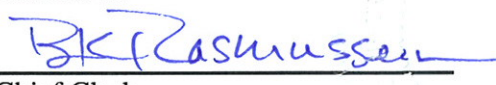
Town Attorney

**State of Colorado
Department of Transportation**



Chief Engineer

ATTEST:



Chief Clerk

CONCUR:



Regional Transportation Director

Exhibit A

ACCESS CONTROL PLAN

**United States Highway 285 between MP 125.88 and MP 127.24 and
United States Highway 50 between MP 216.47 and MP 218.11
March 27, 2012**

Town of Poncha Springs, 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 segments of United States Highway 285 between MP 125.88 and MP 127.24, and United States Highway 50 between MP 216.47 and MP 218.11

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 this Agreement to ensure that vehicular access to the Segments 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 Access Code.

IV. EXISTING AND FUTURE ACCESS

- A. The attached table provides a listing of each existing and future access point in the Segments. 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 285 and United States Highway 50. 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 Segments will have a sufficient cross section to accommodate all travel lanes and sufficient right-of-way to accommodate longitudinal installation of utilities.

Exhibit A

ACCESS CONTROL PLAN TABLE

US Highway 285

Between MP 125.88 and MP 127.24

Poncha Springs, Colorado

27-Mar-12

Access Number	Parcel Number or Intersection	Mile Marker	Right / Left	Access Category	Access Permit Number	Access Description
1	380510300247	125.90	RT	RA		Existing: Full-movement residential access Proposed: Restrict to ingress only access
2	380510300277	126.00	RT	RA		Existing: Full-movement residential access Proposed: Restrict to egress only access
3	Mud Springs Road / Cemetery Road	126.01	LT	RA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: No Change
4	Hot Springs Road (CR 115)	126.06	RT	RA		Existing: Does not exist Proposed: Relocate Hot Spring Road (CR 115) Access. Final location to be determined.
5	Hot Springs Road (CR 115)	126.08	RT	RA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: See Access No. 4
6	380510300188	126.09	RT	RA		Existing: Full-movement residential access Proposed: Closed (Primary access provided at access #4)
7	380510300282	126.16	LT	RA		Existing: Full-movement private access (Field Approach) Proposed: No Change
8	380510311218	126.22	LT	NRA		Existing: Full-movement private access (Field Approach) Proposed: Closed (Primary access is provided at access #10)
9	Chipeta Avenue	126.26	RT	NRA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: Full-movement public access (4-way intersection, stop controlled side streets)
10	380510311218	126.26	LT	NRA		Existing: Does not exist Proposed: Full-movement public access (4-way intersection, stop controlled side streets)
11	380510310158	126.28	LT	NRA		Existing: Full-movement residential access Proposed: Closed (Primary access is provided at access #10)
12	380510309155	126.28	RT	NRA		Existing: Full-movement commercial access (Gas Station between Chipeta and Ouray) Proposed: No Change
13	380510309154	126.31	RT	NRA		Existing: Full-movement commercial access (Gas Station between Chipeta and Ouray) Proposed: Restrict to Right-in/Right-out movement
14a	True Avenue	126.33	LT	NRA		Existing: Full-Movement public access (4-Way intersection, stop controlled side streets) Proposed: No Change
14b	Ouray Avenue	126.33	RT	NRA		Existing: Full-Movement public access (4-Way intersection, stop controlled side streets) Proposed: No Change
15	380510308148	126.34	RT	NRA		Existing: Full-Movement Fire Station access Proposed: No Change
16	US 285 NB to US 50 EB Ramp	126.34	RT	NRA		Existing: Right turn ramp to US 50 Proposed: Relocate right turn lane closer to the US 50 / US 285 intersection at US 50 MM 217.31. Final location to be determined.
17	380510307225	126.34	LT	NRA		Existing: Full-movement commercial access (Jackson Hotel w/head-in parking) Proposed: Restrict to Right-in/Right-out movement (Primary access provided on side street)
18	380510307115	126.36	LT	NRA		Existing: Full-movement residential access Proposed: No Change
19a	Hulbert Avenue	126.40	LT	NRA		Existing: Full-Movement public access (4-Way intersection, stop controlled side streets) Proposed: No Change
19b	Sabeta Avenue	126.40	RT	NRA		Existing: Full-Movement public access (4-Way intersection, stop controlled side streets) Proposed: No Change
20	380510302244 380510302245	126.42	LT	NRA		Existing: Full-movement commercial access Proposed: Restrict to Right-in/Right-out movement (Primary access provided on Hulbert Avenue)
21	380510302168	126.43	LT	NRA		Existing: Full-movement commercial access Proposed: Restrict to Right-out movement (Primary access provided on side street)
22	380510302168 380510229179	126.45	LT	NRA		Existing: Full-movement commercial access Proposed: Restrict to Right-in movement (Primary access provided on side street)
23	CR 128	126.93	RT	NRA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: No Change
24	380504400090	127.01	LT	NRA		Existing: Full-movement government access (Poncha Visitor's Center) Proposed: No Change

1. Distance measurements taken in the field and converted to mile marker values

2. Proposed changes are contingent on re-development or future roadway construction.

Exhibit A

ACCESS CONTROL PLAN TABLE

US Highway 50
Between MP 216.47 and MP 218.11
Poncha Springs, Colorado
27-Mar-12

Access Number	Parcel Number or Intersection	Mile Marker	Right / Left	Access Category	Access Permit Number	Access Description
1	Crosswinds Road	216.50	RT	RA		Existing: Full-movement public access (T-intersection) Proposed: No Change
2	380509100070	216.55	RT	RA		Existing: Full-movement residential access Proposed: No Change
3	380509100071	216.57	RT	RA		Existing: Full-movement commercial access Proposed: Closed (Consolidate access with Access #4)
4	380509100071	216.60	RT	RA		Existing: Full-movement commercial access Proposed: No Change
5	380504400062	216.60	LT	RA	594085	Existing: Full-movement private access (Field Approach) Proposed: Closed (Primary access is provided on future roadway at access #6a)
6a	380504400062	216.66	LT	RA		Existing: Does not exist Proposed: Future roadway connection to the north, Full-movement public access (4-way intersection, possible future signal location)
6b	380509100072	216.66	RT	RA		Existing: Full-movement utility access Proposed: Future roadway connection to the south, Full-movement public access (4-way intersection, possible future signal location)
7	380509100066	216.68	RT	RA		Existing: Full-movement utility access Proposed: No Change
8	380504400262	216.69	LT	RA		Existing: Full-movement commercial access Proposed: No Change
9	380509100066	216.71	RT	RA		Existing: Full-movement utility access Proposed: No Change
10	380504400261	216.71	LT	RA		Existing: Full-movement commercial access Proposed: No Change
11	380509100066	216.73	RT	RA		Existing: Full-movement utility access Proposed: No Change
12	380504400047	216.73	LT	RA		Existing: Full-movement commercial access Proposed: Closed (Primary access is provided at access #13)
13	380504400047	216.75	LT	RA	501066	Existing: Full-movement commercial access Proposed: Maintain full movement, and align with access #14
14	380509100068	216.76	RT	RA		Existing: Full-movement commercial access Proposed: No Change
15	380509100074	216.79	RT	RA	503004	Existing: Full-movement commercial access Proposed: No Change
16	US 285	216.91	LT	NRA		Existing: Full-movement highway junction (T-intersection, US 285 SB stop controlled) Proposed: Relocate US 285 to access #17a. Final Location to be determined.
17a	US 285	216.95	LT	NRA		Existing: Does not exist Proposed: Full-movement highway junction (4-way intersection, possible future signal location)
17b	Kimberlin Lane	216.95	RT	NRA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: Full-movement public access (4-way intersection, possible future signal location)
18	380510200081	216.97	RT	NRA		Existing: Full-movement commercial access Proposed: Closed (Primary access is provided on Kimberlin Lane)
19	380510200081	216.99	RT	NRA	597112	Existing: Full-movement commercial access Proposed: Restrict to Right-in/Right-out movement (Primary access is provided on Kimberlin Lane)
20	380510200125	217.01	RT	NRA		Existing: Full-movement commercial access Proposed: Closed (Consolidate with access #21)
21	380510200125	217.04	RT	NRA		Existing: Full-movement commercial access Proposed: No Change
22	380510200083	217.06	RT	NRA		Existing: Full-movement commercial access Proposed: No Change
23	380510200083	217.08	RT	NRA		Existing: Full-movement commercial access Proposed: Closed (Consolidate with access #22)
24	380510200082	217.09	RT	NRA		Existing: Full-movement commercial access Proposed: Restrict to Right-in/Right-out movement (Primary access is provided by future CR 120 extension)
25a	CR 120	217.16	LT	NRA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: Full-movement public access (4-way intersection, stop controlled side streets)
25b	CR 120 (Future)	217.16	RT	NRA		Existing: Does not exist Proposed: Future roadway connection to the west, Full-movement public access (4-way intersection, stop controlled side streets)
26	380509100069	217.17	RT	NRA		Existing: Full-movement private access (Field Approach) Proposed: Closed (Primary access is provided by future CR 120 extension)
27	380510200109	217.23	LT	NRA		Existing: Full-movement private access (Field Approach) Proposed: Closed (Primary access to be provided on CR 120 and/or access #29)

1. Distance measurements taken in the field and converted to mile marker values

2. Proposed changes are contingent on re-development or future roadway construction.

Exhibit A

ACCESS CONTROL PLAN TABLE

US Highway 50
Between MP 216.47 and MP 218.11
Poncha Springs, Colorado
27-Mar-12

Access Number	Parcel Number or Intersection	Mile Marker	Right / Left	Access Category	Access Permit Number	Access Description
28	380510221122 380510221118 380510221119	217.27	RT	NRA		Existing: Full-movement continuous commercial access Proposed: Delineate access, restrict to ingress only shared access
29	380510200084	217.26	LT	NRA		Existing: Does not exist Proposed: Future 3/4-movement public access (Left-in/Right-in/Right-out)
30	380510221122 380510221118 380510221119	217.30	RT	NRA		Existing: Full-movement commercial access Proposed: Delineate access and restrict to egress only shared access
31	380510221014	217.31	RT	NRA		Existing: Full-movement commercial access Proposed: Restrict to ingress only access
32	380510221014	217.34	RT	NRA		Existing: Full-movement commercial access Proposed: Restrict to egress only access
33	380510226126	217.38	RT	NRA	510009	Existing: Full-movement commercial access Proposed: Restrict to Right-in/Right-out movement
34a	US 50	217.31	LT	NRA		Existing: Full-movement highway junction (T-intersection, US 50 WB stop controlled) Proposed: Full-movement highway junction (4-way intersection, possible future signal location)
34b	Poncha Ave (Future)	217.31	RT	NRA		Existing: Does not exist Proposed: Future roadway connection to the west, Full-movement public access (4-way intersection, possible future signal location)
35	380510200084	217.44	LT	NRA		Existing: Does not exist Proposed: Future 3/4-movement public access (Right-in/Right-out/Left-out)
36	US 50 WB to US 50WB/ US 285 NB Ramp	217.46	LT	NRA		Existing: Right turn ramp to US 50/US 285 Proposed: Relocate a right turn lane closer to the US 50 / US 285 intersection at US 50 MM 217.31. Final location to be determined.
37	380510200092	217.47	RT	NRA		Existing: Full-movement commercial access Proposed: Restrict to Right-in/Right-out movement (Primary access is provided on La Plata Street)
38	380510200180	217.48	LT	NRA		Existing: Full-movement private access Proposed: Restrict to Right-in/Right-out movement
39	380510200180	217.49	LT	NRA		Existing: Full-movement continuous private access Proposed: Closed (Consolidate with access #38 and shared access #41a)
40	380510200092	217.49	RT	NRA		Existing: Full-movement commercial access Proposed: Closed (Primary access is provided on La Plata Street)
41a	380510200180 380510200181	217.50	LT	NRA		Existing: Full-movement private shared access Proposed: Align with access #41b
41b	La Plata Street	217.50	RT	NRA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: Full-movement public access (4-way intersection, stop controlled side street and private access)
42	380510200181	217.52	LT	NRA		Existing: Full-movement continuous commercial access Proposed: Delineate access and restrict to Right-in/Right-out movement (Primary access provided at access #41a)
43	380510200113	217.54	LT	NRA	506124	Existing: Full-movement commercial access Proposed: Closed (Primary access provided on access #44)
44	380510200113 380510200182	217.56	LT	NRA		Existing: Full-movement commercial shared access Proposed: Restrict access to Right-in/Right-out movement
45	380510200182	217.57	LT	NRA		Existing: Full-movement commercial access Proposed: No Change
46	Tomichi Street	217.58	RT	NRA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: No Change
47	380510200089	217.59	RT	NRA		Existing: Full-movement commercial access Proposed: Closed (Primary access provided on Tomichi Street)
48	380510200182	217.60	LT	NRA		Existing: Full-movement commercial access Proposed: Closed (Primary access provided at access #45)
49	380510200128	217.62	LT	NRA		Existing: Full-movement commercial access Proposed: Restrict to Right-in/Right-out movement

1. Distance measurements taken in the field and converted to mile marker values

2. Proposed changes are contingent on re-development or future roadway construction.

Exhibit A

ACCESS CONTROL PLAN TABLE

US Highway 50
Between MP 216.47 and MP 218.11
Poncha Springs, Colorado
27-Mar-12

Access Number	Parcel Number or Intersection	Mile Marker	Right / Left	Access Category	Access Permit Number	Access Description
50	380510200089	217.63	RT	NRA		Existing: Full-movement continuous commercial access Proposed: Delineate access and restrict to Right-in/Right-out movement (Primary Access provided on Tomichi Street)
51	380510100001	217.64	LT	NRA	507018	Existing: Full-movement commercial access Proposed: Restrict to Right-in/Right-out movement (Primary access provided at shared access #50a)
52a	380510100001 380510100104	217.70	LT	NRA		Existing: Full-movement commercial access Proposed: Full-movement commercial shared access
52b	380510100109	217.70	RT	NRA		Existing: Full-movement commercial access Proposed: No Change
53	380510100104	217.70	LT	NRA		Existing: Full-movement commercial access Proposed: Closed (Primary access provided at shared access #52a)
54	380510100082	217.72	LT	NRA		Existing: Full-movement commercial access Proposed: Closed (Primary access provided at access #56a)
55	380510100080	217.74	RT	NRA		Existing: Full-movement commercial access Proposed: Closed (Primary access provided at access #56b)
56a	380510100082	217.76	LT	NRA		Existing: Full-movement continuous commercial access Proposed: Delineate access, maintain full movement, and align with access #56b
56b	380510100080	217.76	RT	NRA		Existing: Full-movement commercial access Proposed: Delineate access, maintain full movement
57	380510100080	217.78	RT	NRA		Existing: Full-movement commercial access Proposed: Closed (Primary access provided at access #56b)
58a	380510100082	217.83	LT	NRA		Existing: Full-movement continuous commercial access Proposed: Delineate access, maintain full movement, and align with access #58b
58b	380510100175	217.83	RT	NRA	505040	Existing: Full-movement commercial access Proposed: No Change
59	Poncha Springs Lane	217.88	RT	NRA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: No Change
60	380510100106	217.91	LT	NRA		Existing: Full-movement residential access Proposed: Restrict to Right-in/Right-out movement
61	380510100106	217.92	LT	NRA		Existing: Full-movement residential access Proposed: Restrict to Right-out movement
62	380510100106	217.94	LT	NRA		Existing: Full-movement residential access Proposed: Restrict to Right-in movement
63	380510100108	217.96	RT	NRA		Existing: Full-movement residential access Proposed: Restrict to Right-in/Right-out movement (Primary access provided on Poncha Springs Lane)
64	380510100107	217.96	LT	NRA		Existing: Full-movement residential access Proposed: Restrict to Right-in/Right-out movement
65	CR 127	218.05	LT	NRA		Existing: Full-movement public access (T-intersection, stop controlled side street) Proposed: No Change

1. Distance measurements taken in the field and converted to mile marker values

2. Proposed changes are contingent on re-development or future roadway construction.

Exhibit B

**ACCESS CONTROL PLAN ILLUSTRATED
United States Highway 285 between MP 125.88 and MP 127.24 and
United States Highway 50 between MP 216.47 and MP 218.11
March 27, 2012**

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.
2. Left turn pockets. Further analysis during the design of a median project will determine the required left turn pocket lengths.
3. Current and future planned signalized intersections. The design of the actual signal projects will provide specifics regarding the intersection configuration.