



COLORADO
Department of Transportation



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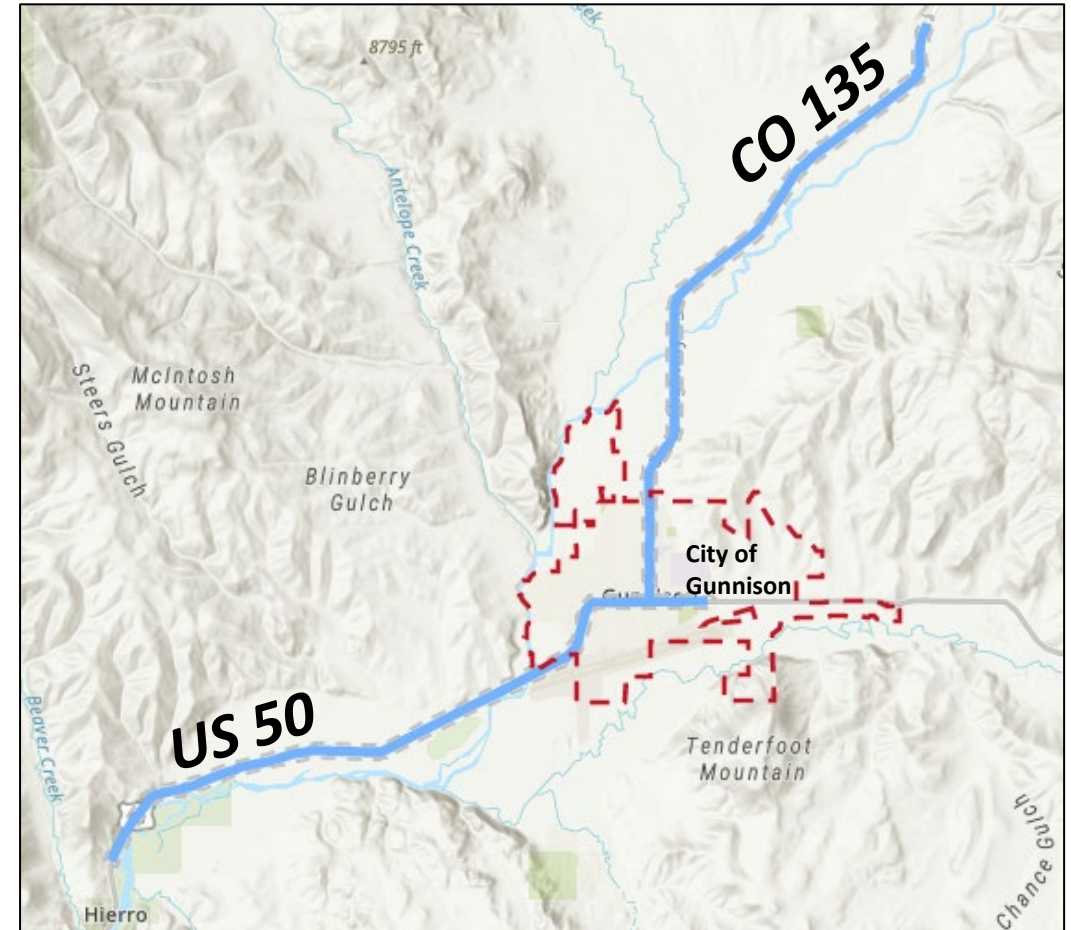


US 50 and CO 135 Access Control Plan

February 21, 2025

Corridor Locations

- 6 miles along CO 135 (Main Street) from US 50 to the north (MP 0 to 6.2)
- 6 miles along US 50 (Tomichi Street) from CO 135 to the west (MP 151 to 157.44)
- US / CDOT Highways
- Portions in City and County



Access Management Goals

US 50 & CO 135
Access Control Plan

- Access Control Concept Plans are developed to guide future access management decisions.
- State regulations allow CDOT, in partnership with local jurisdictions, to manage access points within its transportation system including limiting new access to the State Highway System when alternate access is available
- Access management serves to balance vehicle traffic flow with multimodal accessibility and safety
- Access management seeks to preserve the traffic carrying capacity and operational safety along State roadways by reducing the number of signals, driveways and points of conflict.

Access Control Plan Context

US 50 & CO 135
Access Control Plan

- An Access Control Plan is defined in the State Highway Access Code.
- Access Control Plans (ACP's) require an Inter-Governmental Agreement between the City/County and CDOT to enact.
- An ACP replaces the criteria within the State Highway Access Code with respect to allowable access locations and movements along state highways.
- There are no immediate changes to access points, specific triggers are shown on the next slide.
- The ACP can be amended when agreed to by the City/County, and CDOT.



- Opportunity for Local input on Highway Access
- Corridor wide analysis
- Considers existing and future land uses
- Considers adjacent access and land use interaction
- Incorporates Flexibility into criteria based on corridor conditions
- Developers/land-owners are aware of access conditions up front

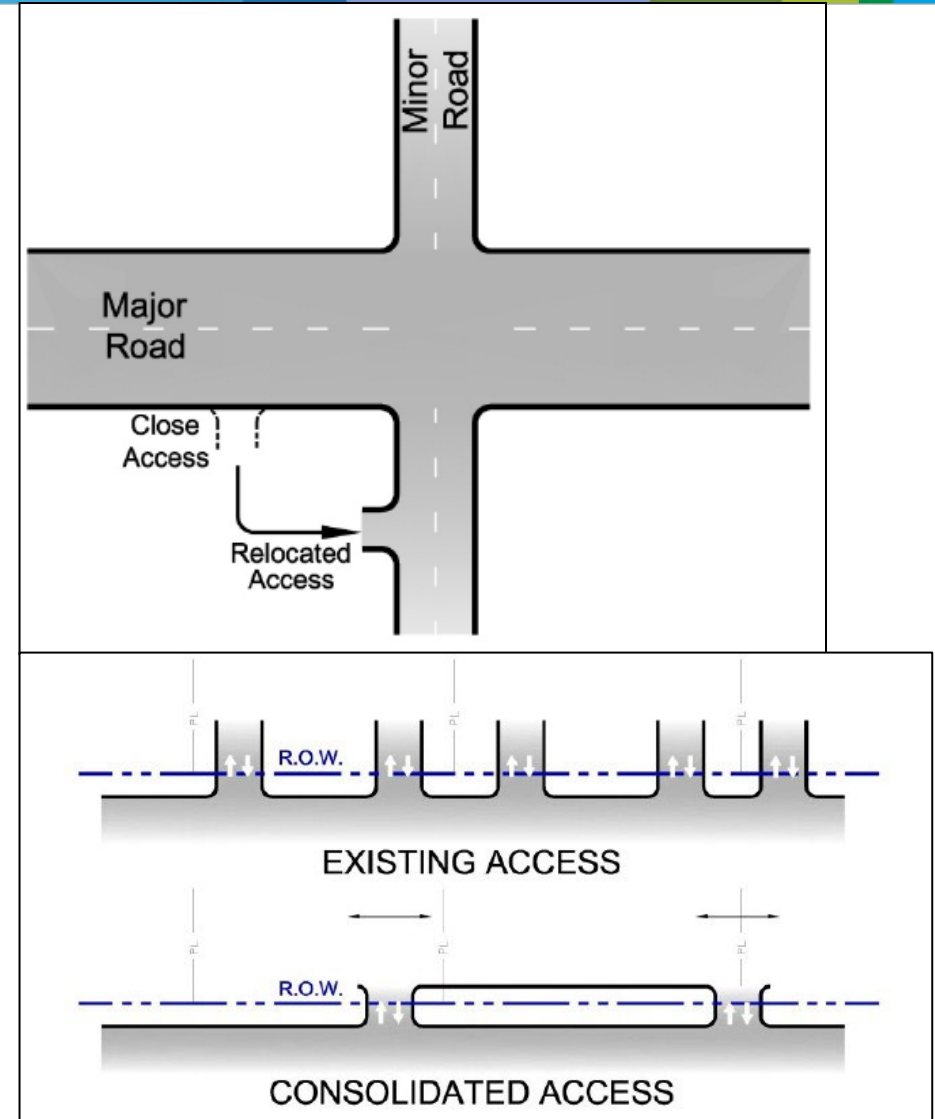
Access Control Change Triggers

- Change in Land Use
- Redevelopment that changes traffic volumes
- Publicly funded project by the City, County or CDOT
- Safety or Operational Need

Access Control Plan Layout

US 50 & CO 135
Access Control Plan

- Identify Major Intersections
- Identify local roads
- Review driveways and entrances
- Consolidate and reduce access points
- Key safety considerations
 - Intersection spacing
 - Intersection / roadway geometry
 - Traffic controls and auxiliary lanes
 - Sight distance
 - Current and future land uses
 - Multimodal connectivity

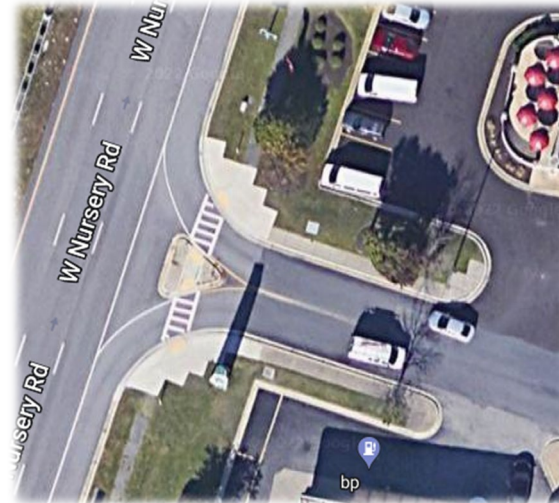


- **Access Spacing:** increasing the distance between traffic signals, public streets and driveways
- **Safe Turning Lanes:** dedicated left-turn and right-turn lanes
- **Traffic Control Upgrades:** New signals or roundabouts
- **Median Treatments:** Raised medians
- **Right-of-Way Management:** turn restrictions, driveway closures/ cross-parcel access, new local roadways /frontage/ backage roads

Strategies for Driveways & Streets

US 50 & CO 135
Access Control Plan

- Full movement
- Partial movement
 - Right-in and right-out
 - Right-in, right-out and left-in (3/4 movement)



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Roundabout Example -CO 145, Telluride CO

US 50 & CO 135
Access Control Plan



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Parallel Local Roads/ Frontage Road

US 50 & CO 135
Access Control Plan

- US 50 Gunnison
- US 160 Pagosa Springs
- US 550 Montrose



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- Compile public comments- **Nov/Dec 2024**
- One-on-One meetings with adjacent property owners – **Nov/Dec 2024**
- Revise plans – **Jan 2025**
- County Commissioners/ City Council Review and Approval – **2025**
- Final Report – **Spring 2025**
- Intergovernmental Agreement/ Adoption – **Spring/Summer 2025**

Questions and Plan Review