

US 160 & STATE HIGHWAY 172 ACCESS CONTROL PLAN



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Department of Transportation



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GOALS OF TODAY

1. Supply information on Purpose and Need for Access Control Plan (ACP)
2. Colorado Access Code vs. Access Control Plan
3. Present DRAFT Access Control Plan
4. Discuss Long Term Goals of Access Control Plan
5. Received feedback and answer questions of Attendees
6. Request consent to present ACP to City Councilors and County Commissioners



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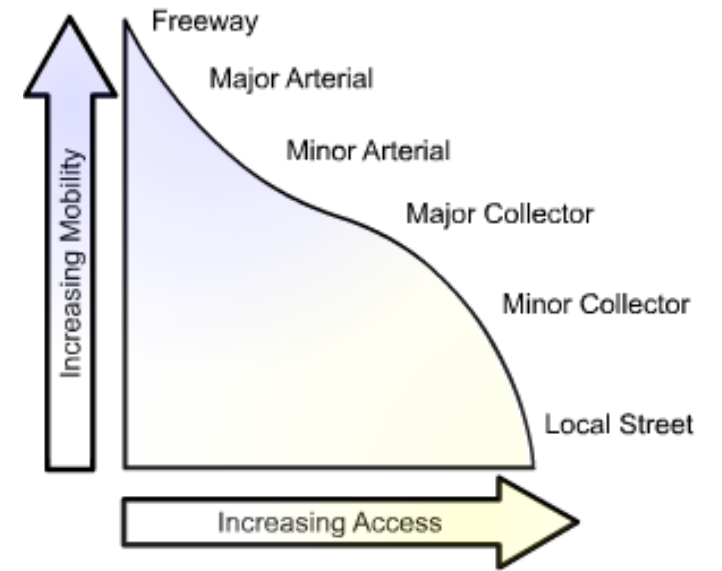


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PURPOSE AND NEED

- As land continues to develop within La Plata County and along US 160 and SH 172, additional traffic will be generated which will stress the existing system.
- In order to facilitate the additional traffic growth and land development; the City, County, and CDOT Need an actionable plan in place for the 160 and 172 corridors to guide planners and engineers when designing and approving projects that will increase mobility and safety .

Route	Year 2020	Year 2040
US 160	23,000 ADT	30,560 ADT
SH 172	8,000 ADT	10,200 ADT



COLORADO STATE HIGHWAY ACCESS CODE

- The Highway Access Code provides procedures and standards for access along each highway in the state of Colorado.
- Requires Access Permits for each Access and Property.
- Requires developers and property owners to mitigate traffic impacts to the state Highway system caused by additional development of their property.
- Does not contemplate a highway corridor as a whole, but rather the requirements for individual properties/access points.

STATE OF COLORADO

State Highway Access Code

Volume 2, Code of Colorado Regulations 601-1
March 2002



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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.
- Any modifications to the Access of properties is completed over time and when properties redevelop.
- Therefore, there are no immediate changes to Access points.
- The ACP can be amended when agreed to by the City, County, and CDOT.



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ACCESS CODE AND ACCESS CONTROL PLAN COMPARISON

State Highway Access Code	Access Control Plan
CDOT adherence to Access Code criteria	Opportunity for Local input on State Highway Access
Isolated individual access point analysis	Corridor wide analysis
Considers transportation elements only	Considers existing and future land use in addition
First come, first served for development	Considers adjacent access and land uses interaction
Follows rigid criteria from SHAC	Incorporates flexibility into criteria based on corridor conditions
No plan to understand how land use and access interact when considering land use changes	Developers/land-owners know proposed access conditions up front



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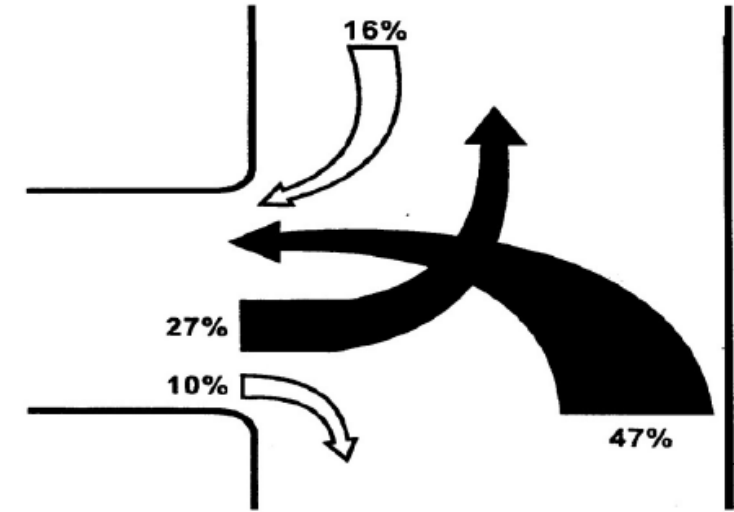
ACCESS CONTROL PLAN BENEFITS

- SAFETY

- Conflict points reduced
- Crashes reduced by 30% to 60%
- Severe crashes reduced by 25% to 31%

- TRAFFIC FLOW

- Increase corridor capacity by 20% to 40%
- Less delay and reduced travel times
- Fuel savings and environmental benefits



Percentage of Driveway Crashes by Movement

ACCESS CONTROL PLAN TECHNIQUES

- Consolidate Access Points
- Identify Major Intersections
- Implement Auxiliary Lanes
- Relocate Access Points to Secondary Roads.

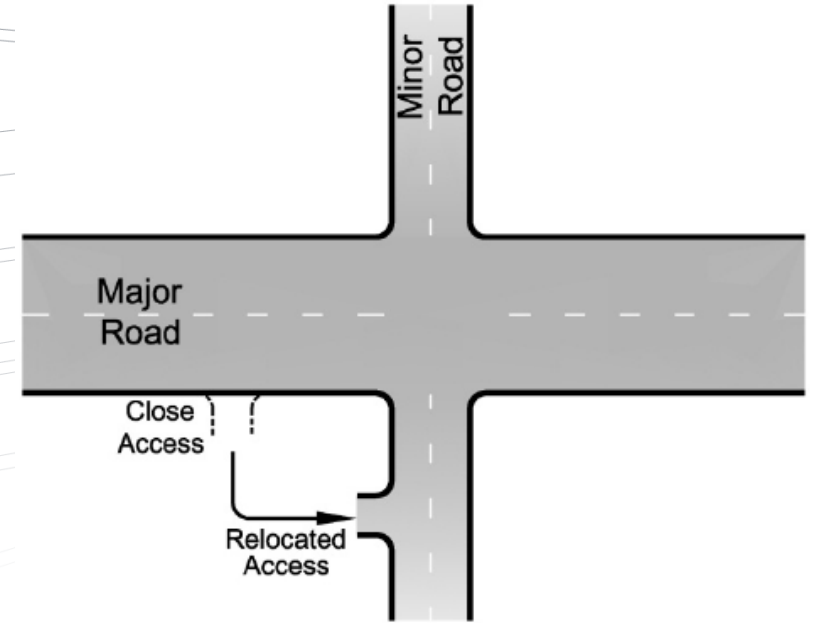
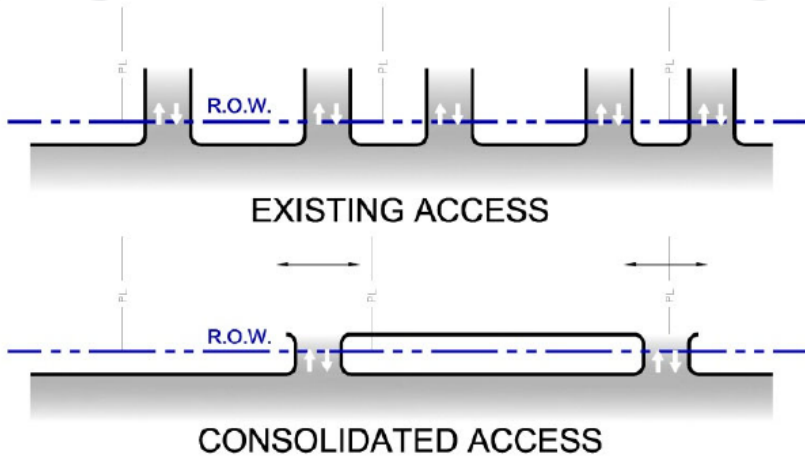
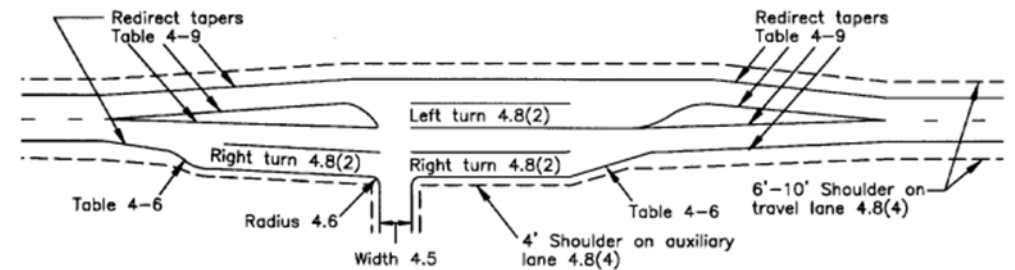


Figure 4 - 1: Information Guide to Basic Auxiliary Lane Elements



LOCATION OF PROJECT



LOCATION OF PROJECT



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LOCATION OF PROJECT

- US 160 (MP 88.3 to MP 91.5)
 - Farmington Hill to Elmore's Corner (SH 172)

Route	Begin Ref	End Ref	Length	Access Control	Admin Class	Functional Class	NHS Designation	Special System
160A	85.903	91.478	4.774	NR-A: Non-Rural Principal Highway	CDOT Highway	3 Principal Arterial - Other	1 Mainline NHS	NON-STRAHNET
160A	91.478	91.817	0.334	R-A: Regional Highway	CDOT Highway	3 Principal Arterial - Other	1 Mainline NHS	NON-STRAHNET

- SH 172 (MP 25.00 to MP 22.62)
 - Elmore's Corner to CR 302

Route	Begin Ref	End Ref	Length	Access Control	Admin Class	Functional Class	NHS Designation	Special System
172A	18.899	24.499	5.655	R-A: Regional Highway	CDOT Highway	3 Principal Arterial - Other	2 Airport	NON-STRAHNET



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PROJECT GOALS

1. Continue to provide safe and uninterrupted travel along US 160 and SH 172 corridors.
2. Provide safe and efficient access to existing and future businesses and residential properties within the corridors.
3. Maintain compatibility with existing and proposed off-system improvements that provide local circulation to support the transportation system
4. Complete a plan that is adoptable by all of the agencies and can be implemented in phases.
5. Complete a plan that is supported by the adjacent property owners.
6. Maintain compatibility with previous locate planning efforts and the US 160 EIS.



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PROJECT IMPLEMENTATION

The ACP will be implemented in phases as changes in land use and density occur within the Corridors that generate the need. Construction of the necessary improvements may be public ally and/or privately funded and no deadlines or targets have been set for implementation

The cases will trigger implementation of portions of the ACP:

1. Redevelopment of individual properties that increases their proposed traffic over existing traffic by 20% or more.
2. Publicly funded project(s) by the Town, County, or CDOT
3. Safety or operational issues develop

The ACP is a living document that can be amended.



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DRAFT ACCESS CONTROL PLAN – US 160

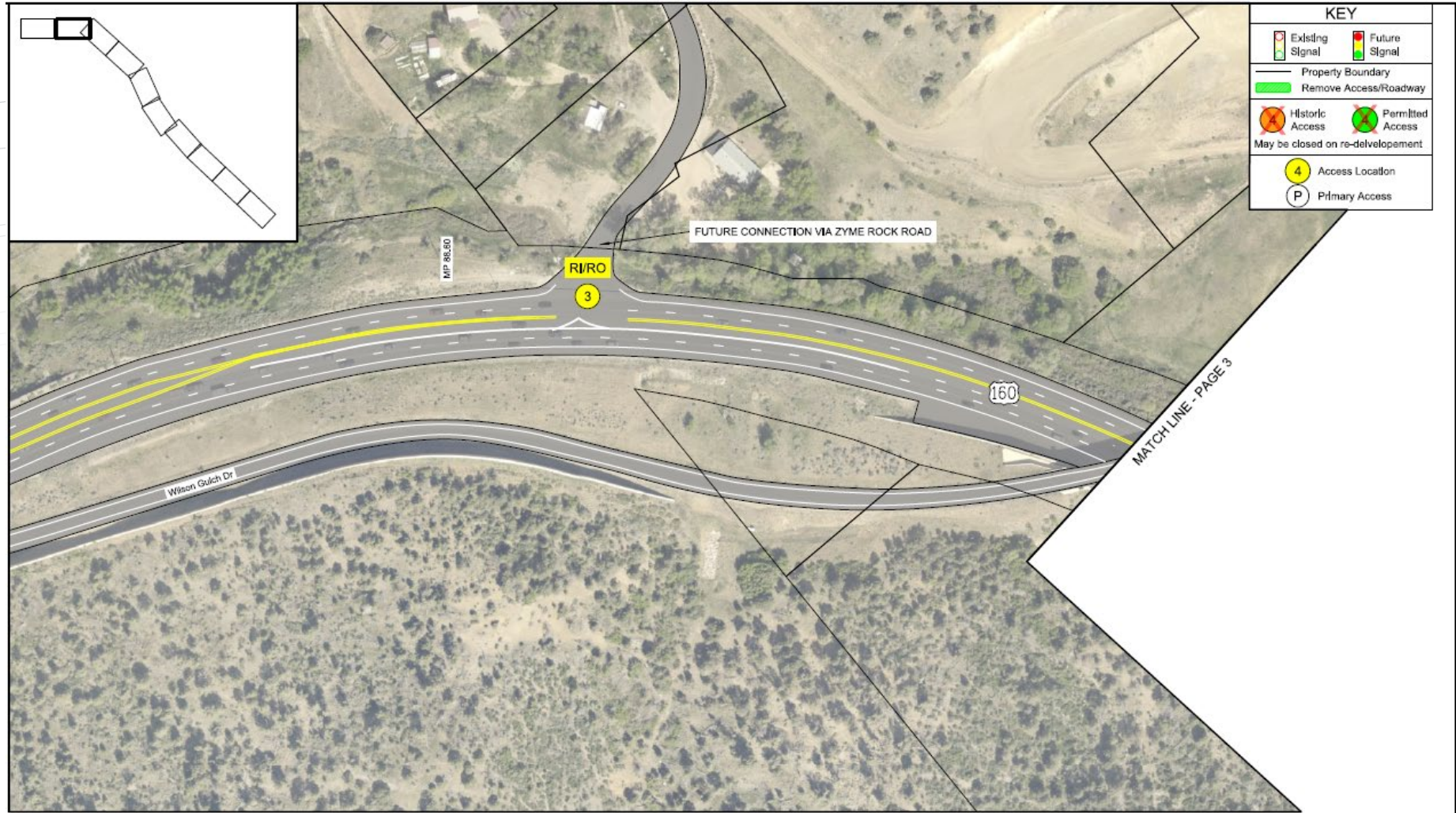


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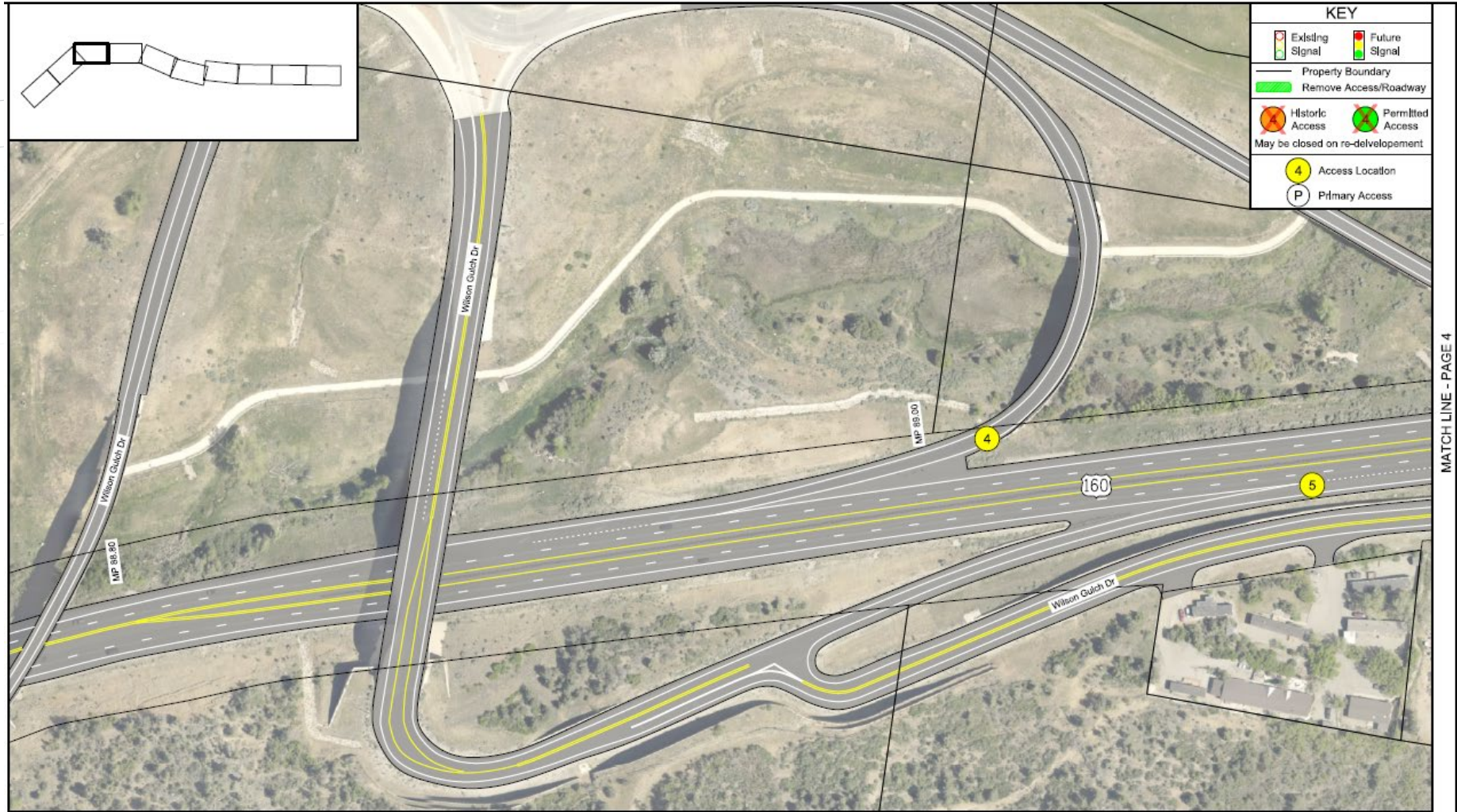


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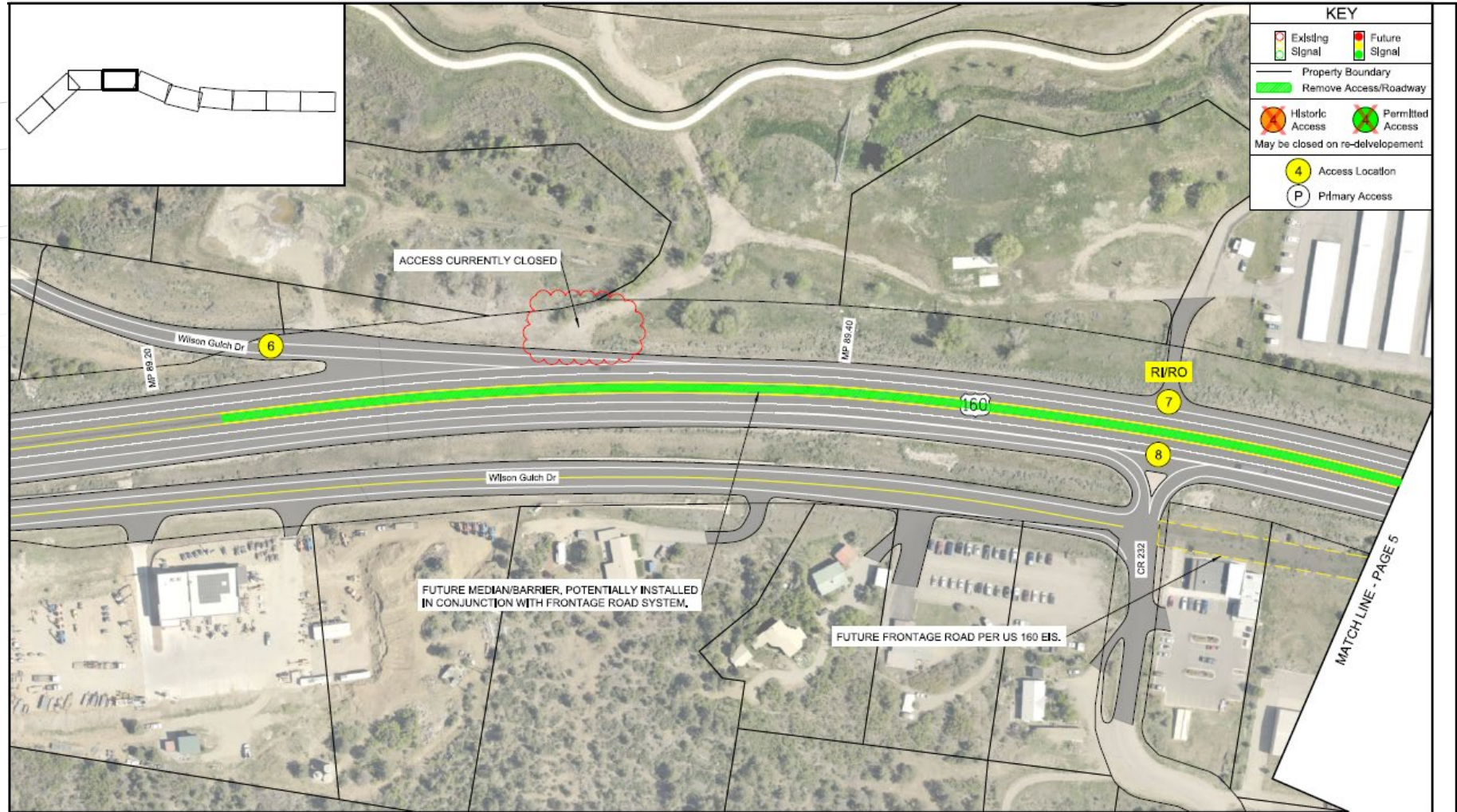


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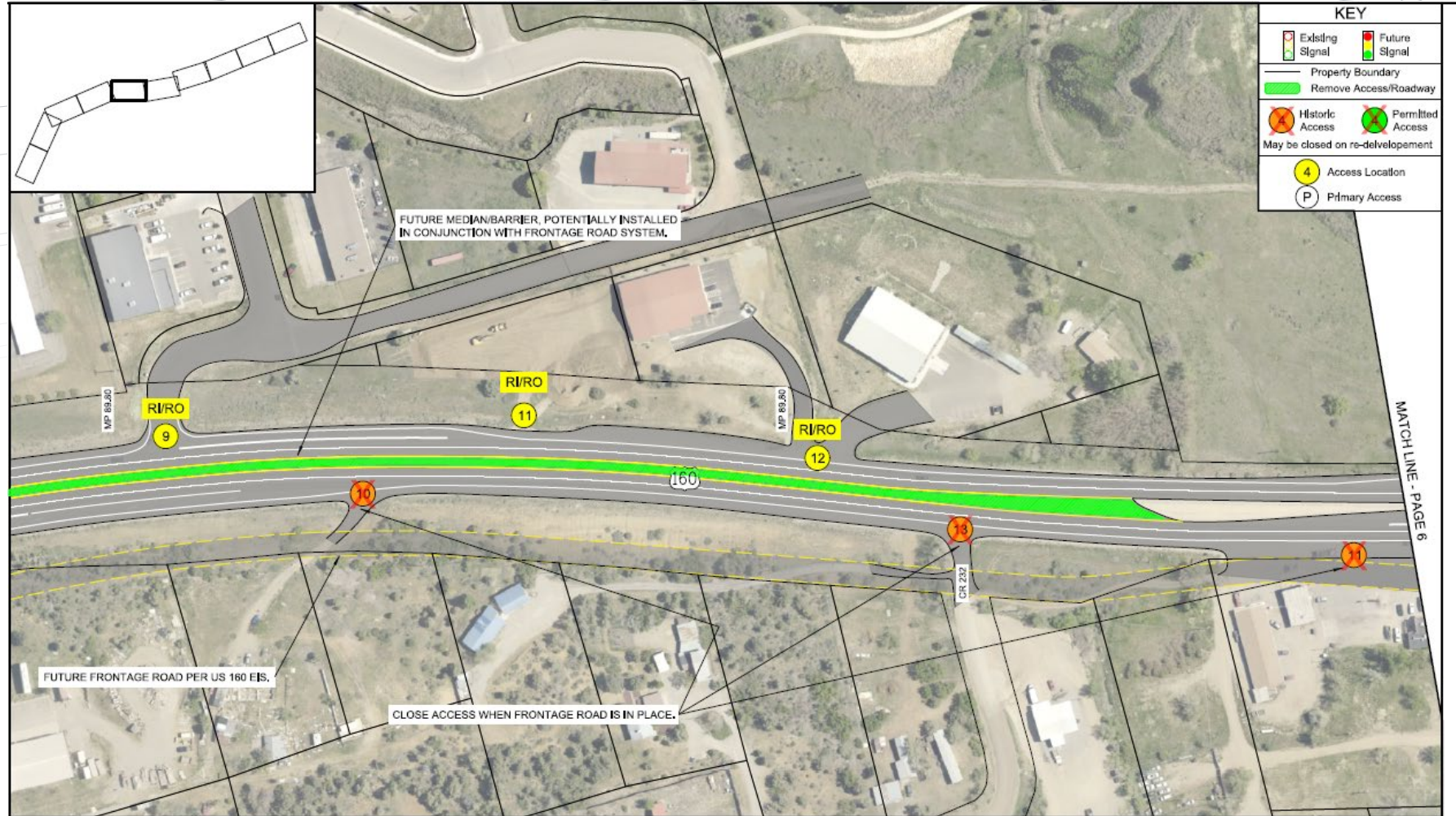


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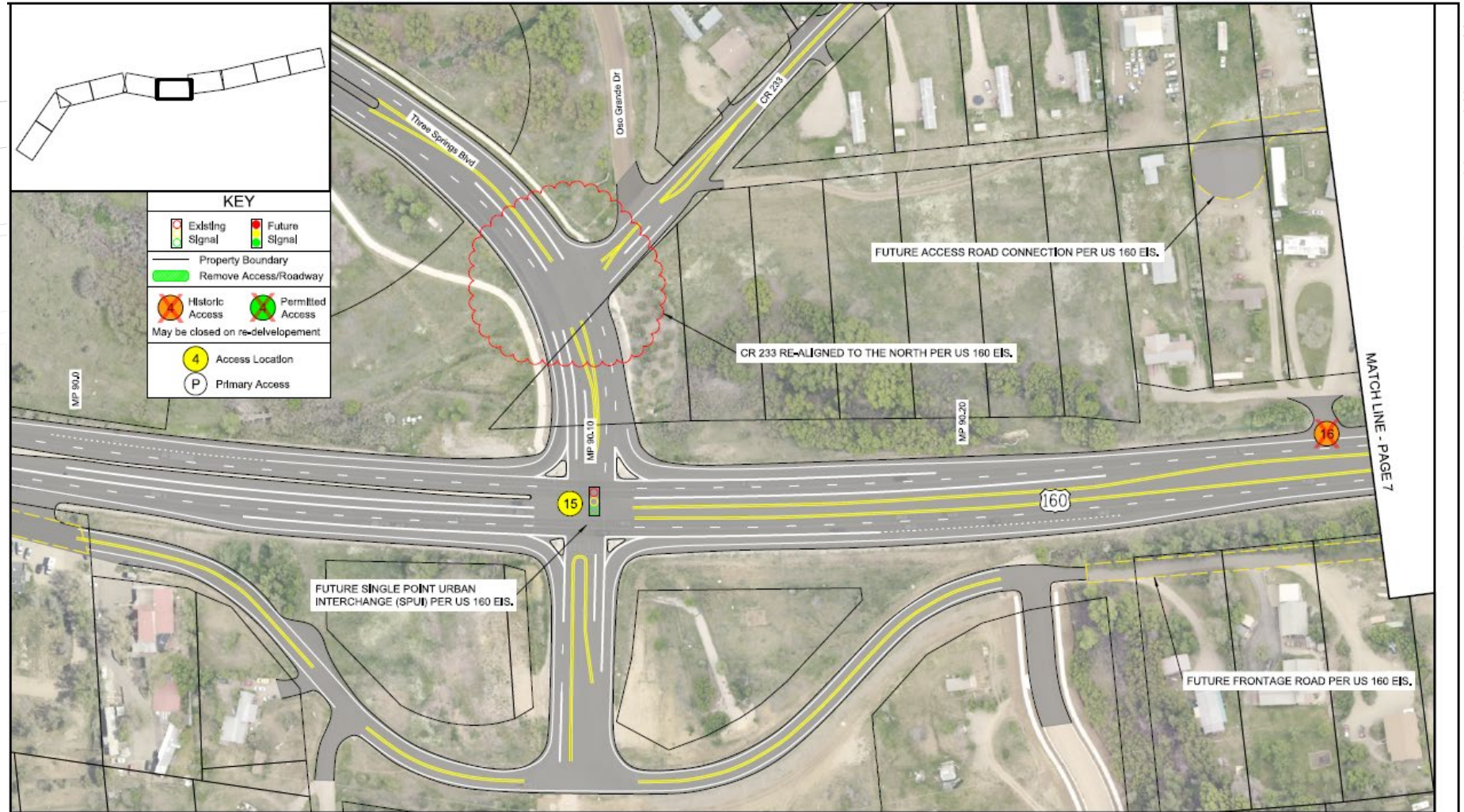


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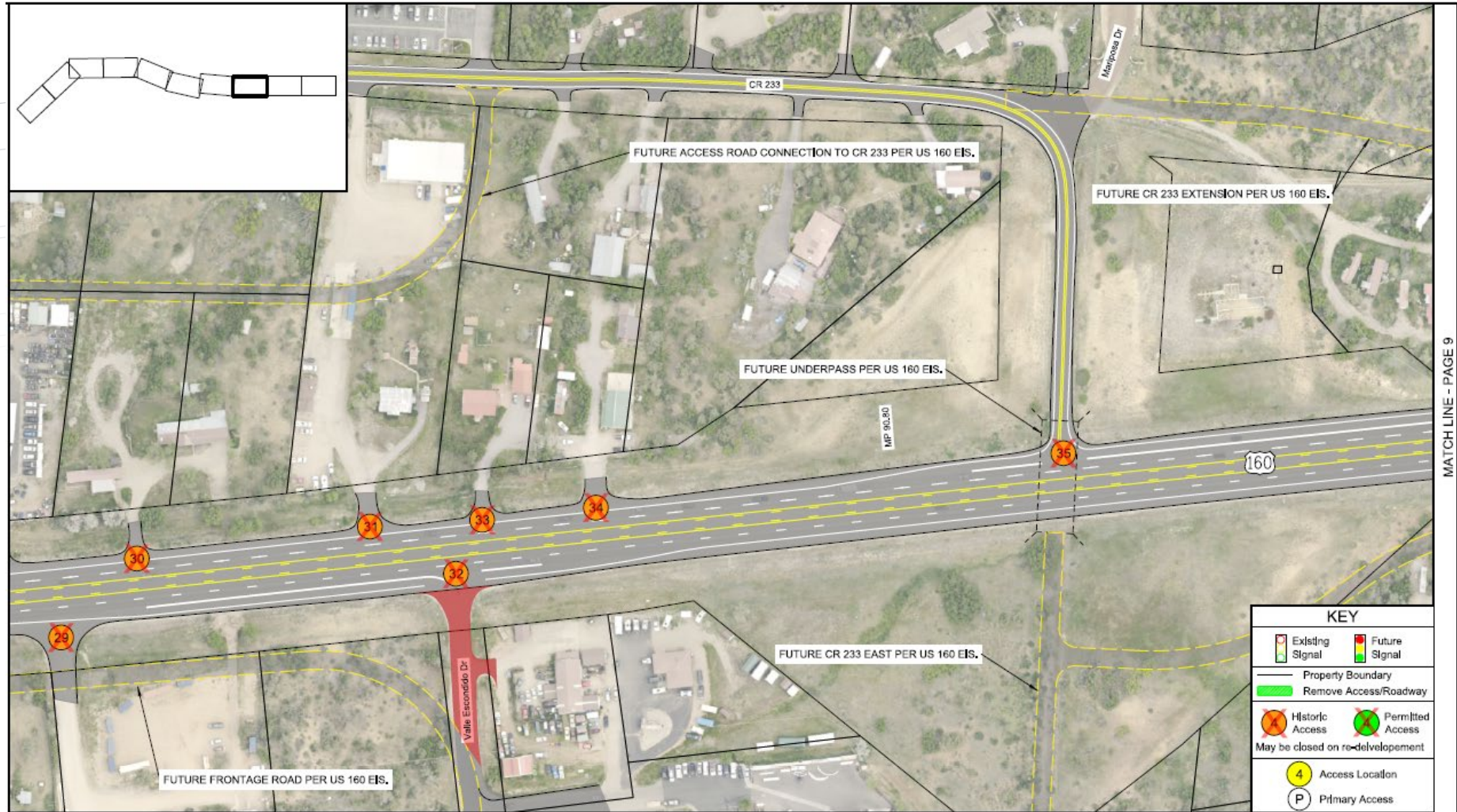


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DRAFT ACCESS CONTROL PLAN – US 160



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MATCH LINE - PAGE 10



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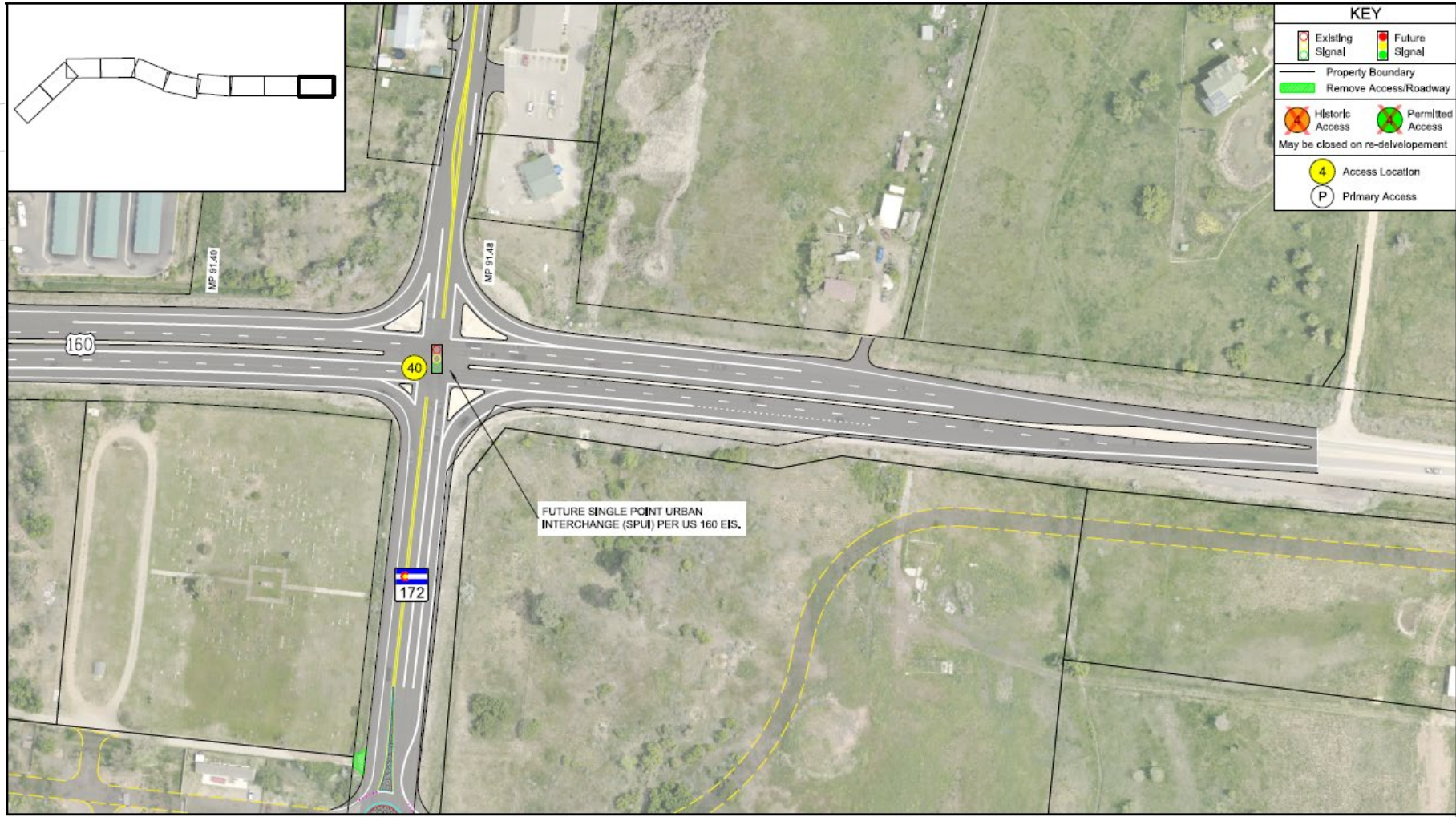


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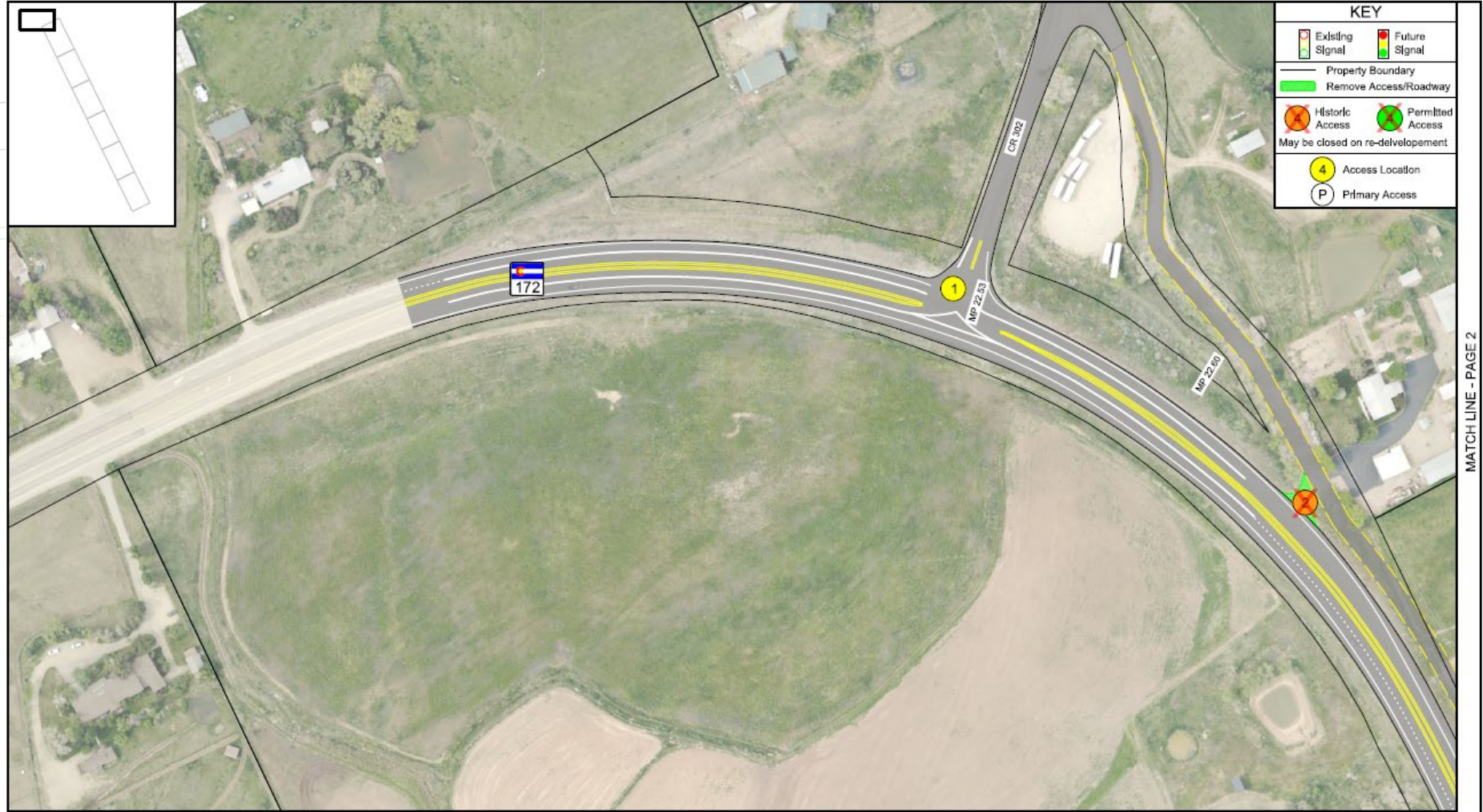


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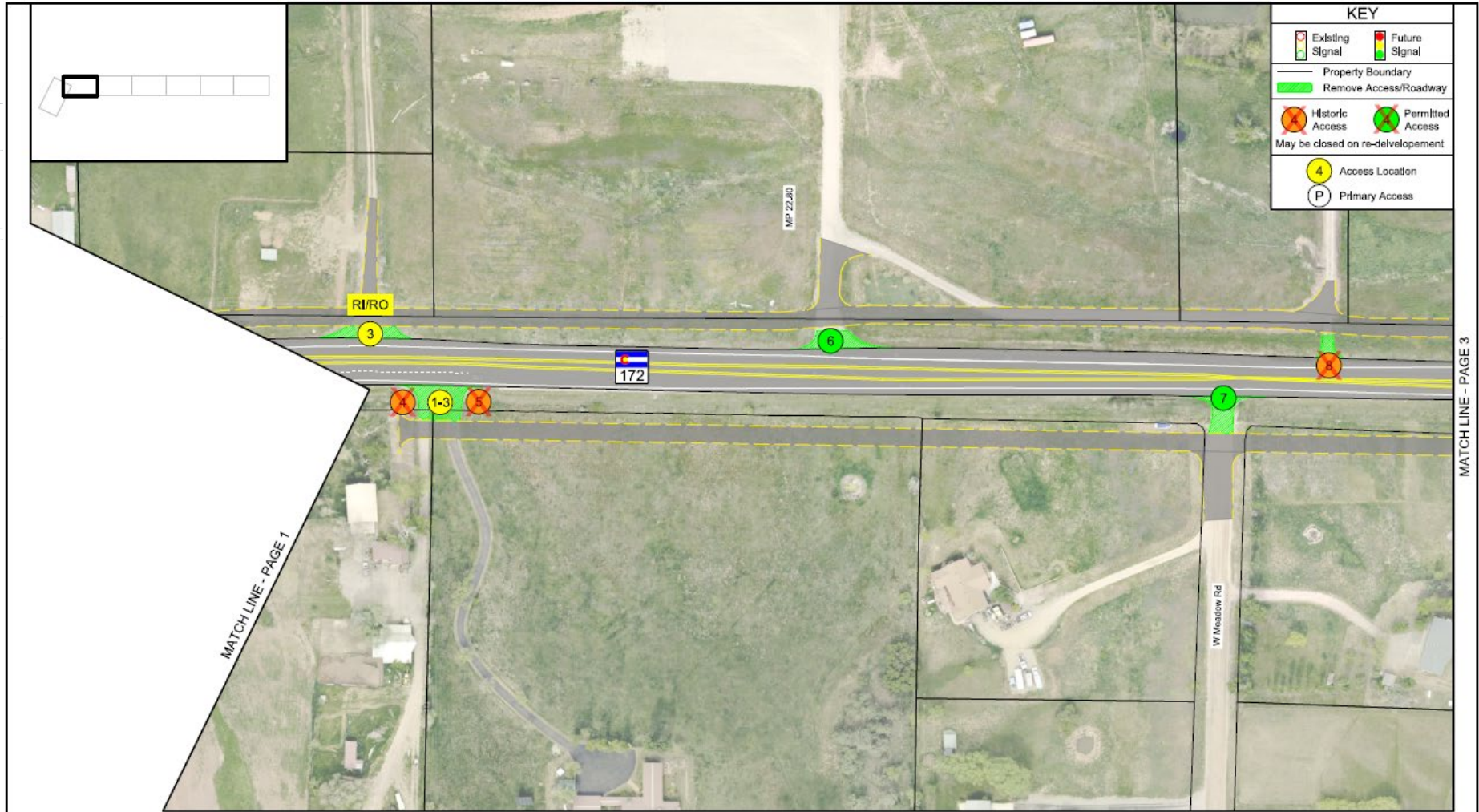


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DRAFT ACCESS CONTROL PLAN – SH 172



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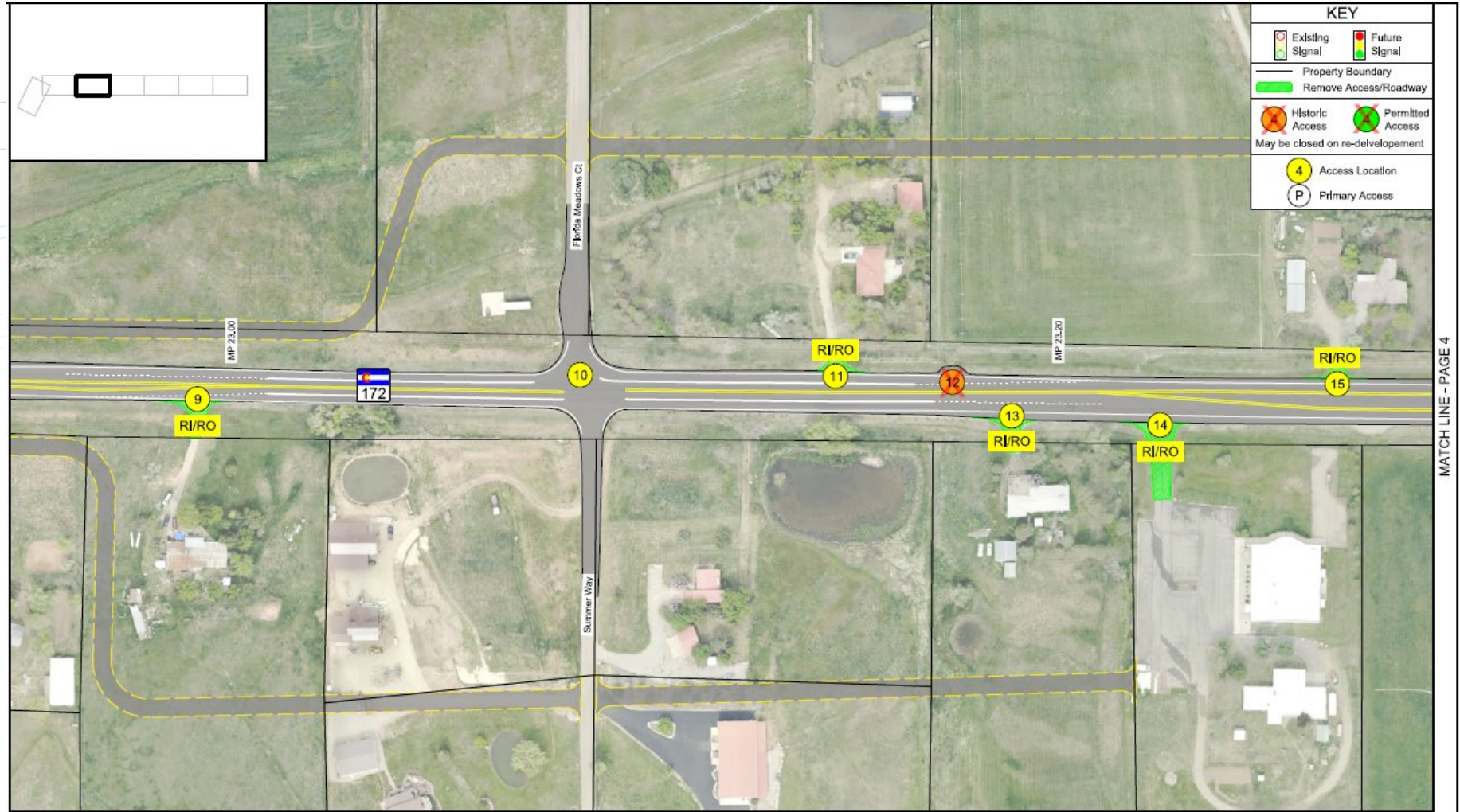


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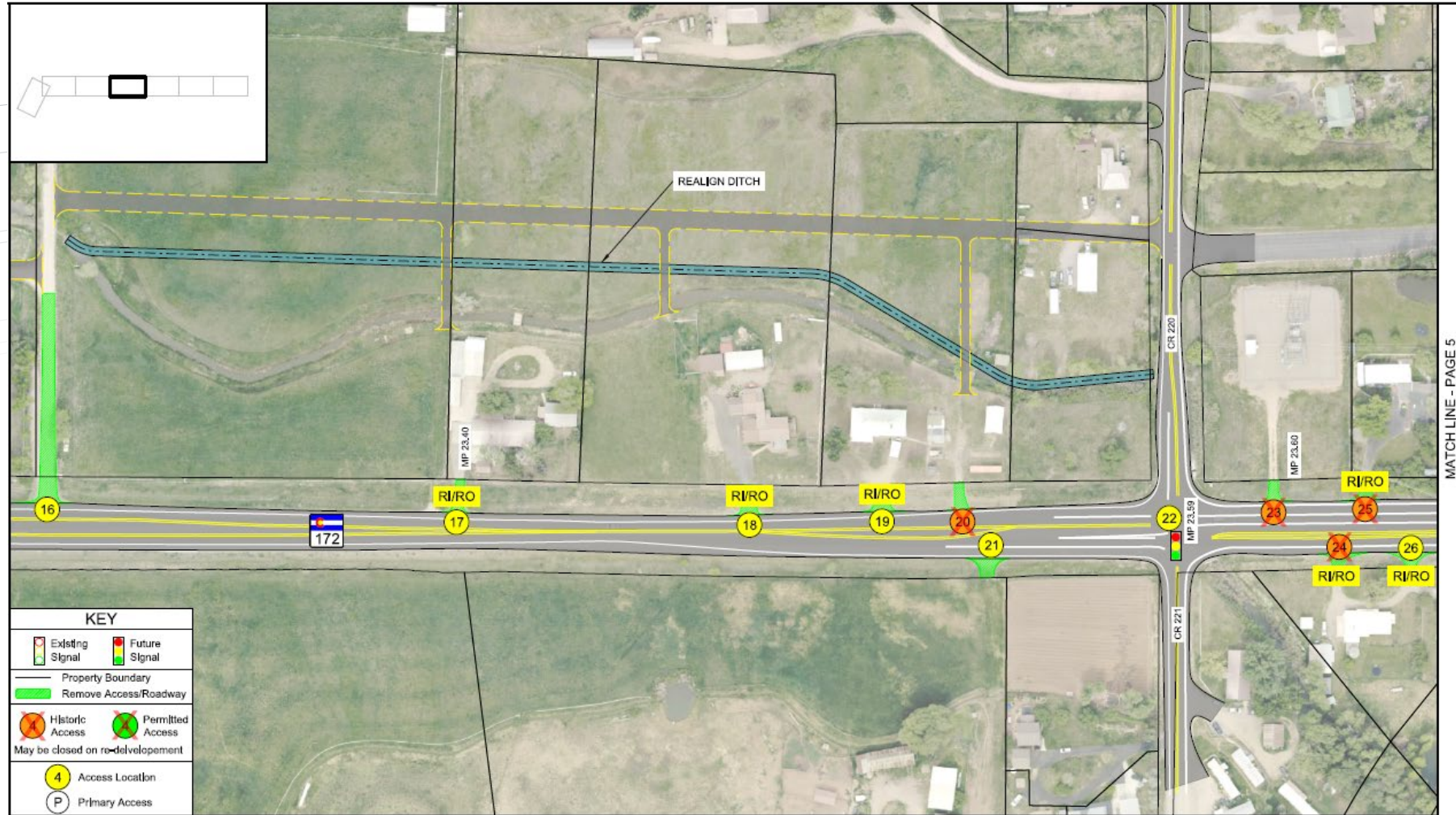


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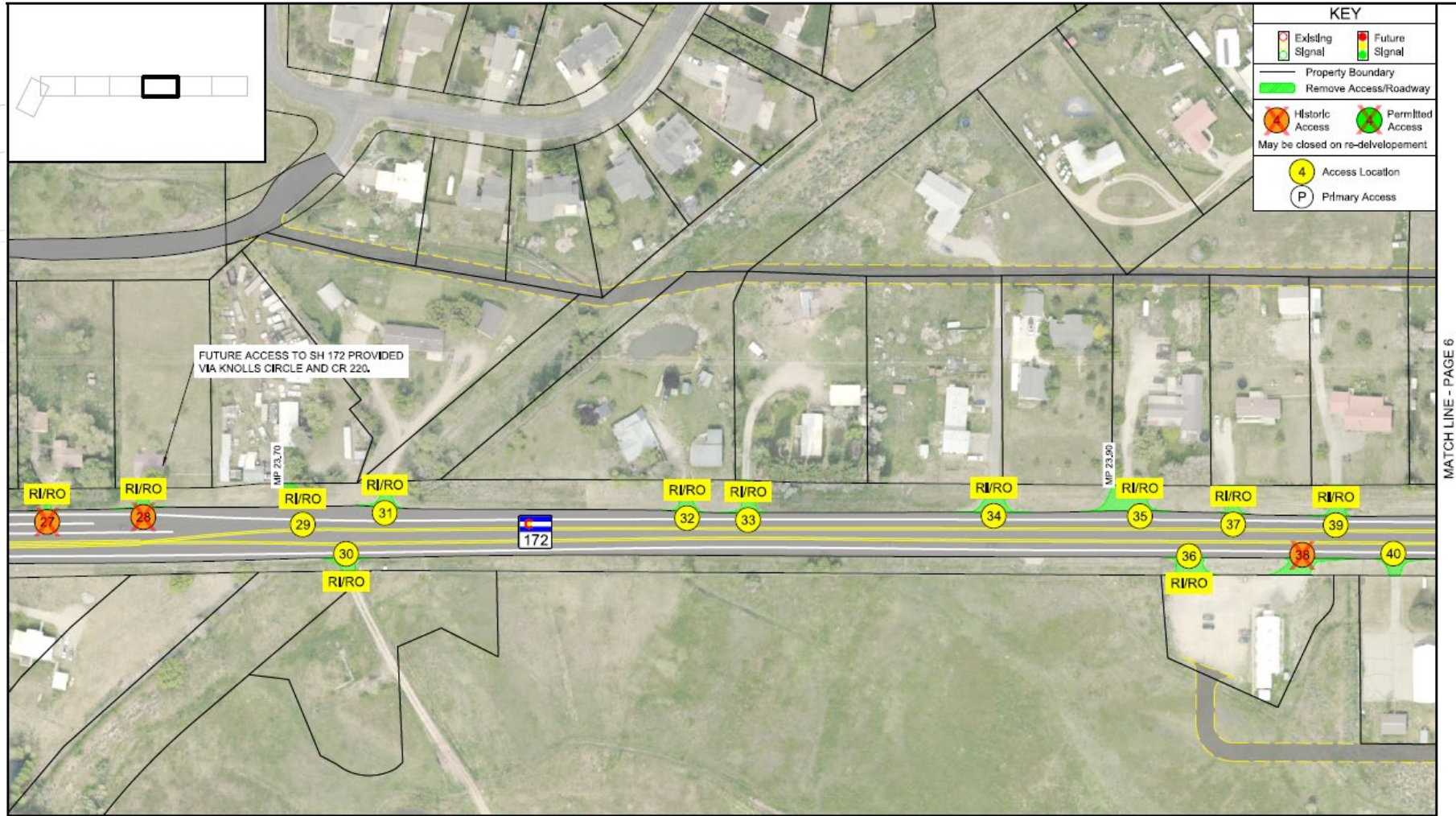


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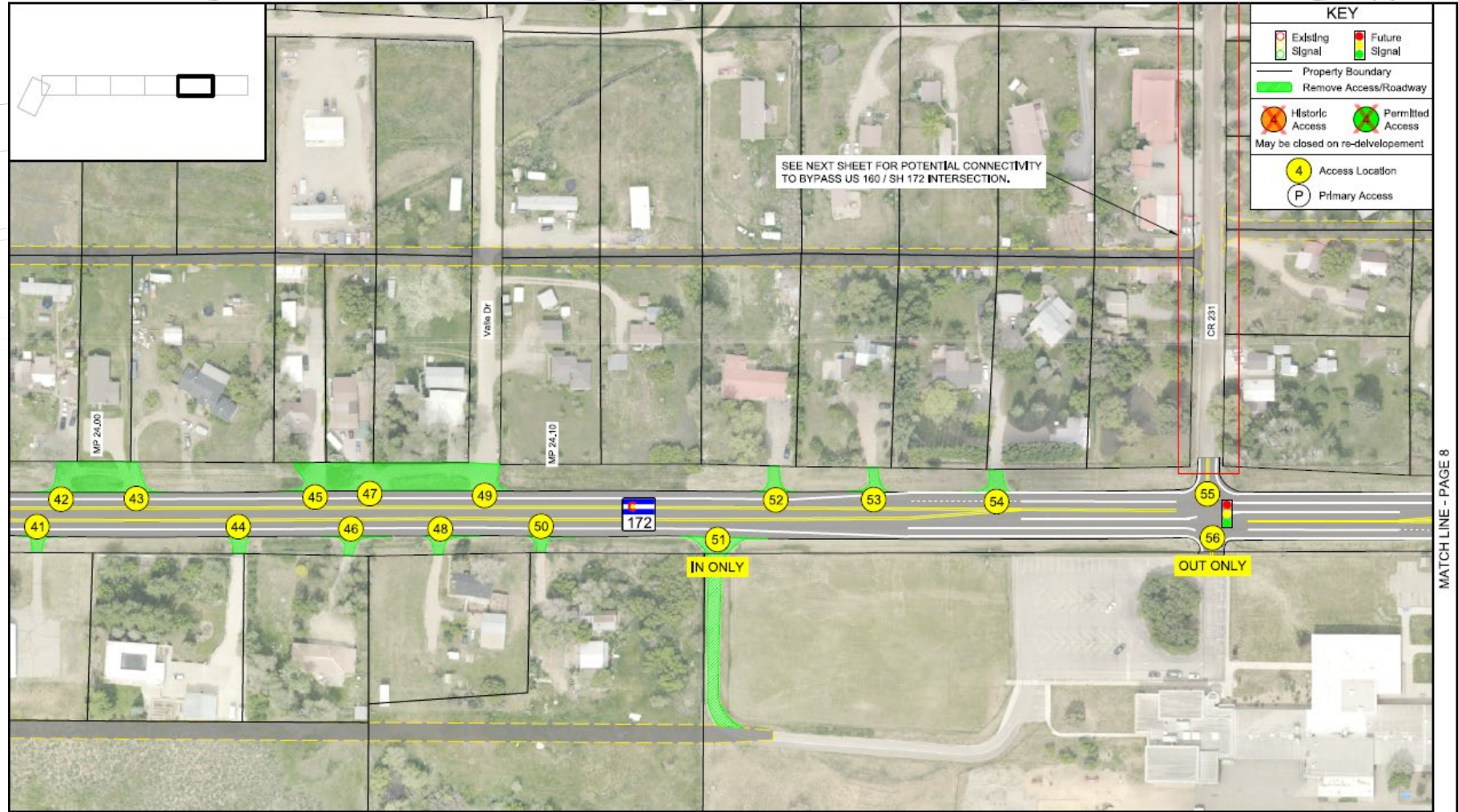


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NEXT STEPS

- Public Open House (Fall 2023)
- Revise Plan (Winter 2023/2024)
- Public Open House 2 (Winter/Spring 2024)
- Plan Revision 2 (Spring 2024)
- IGA Completed (Summer 2024)
- Acceptance of Plan (Summer 2024)



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