

**INTERGOVERNMENTAL AGREEMENT
BY AND AMONG THE TOWN OF CARBONDALE, GARFIELD COUNTY,
AND
THE STATE OF COLORADO
BY AND THROUGH THE DEPARTMENT OF TRANSPORTATION**

**STATE HIGHWAY 133 (CARBONDALE)
ACCESS CONTROL PLAN, MP 66.414 – MP 68.695**

THIS AGREEMENT is entered into effective as of the 22nd day of August 20123 by and among the Town of Carbondale (hereafter referred to as the "Town"), Garfield County (hereafter referred to as the "County"), and the State of Colorado, Department of Transportation (hereafter referred to as the "Department"), all of the parties being referred to collectively herein as the "Agencies" or solely as an "Agency".

WITNESSETH:

WHEREAS, 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

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

WHEREAS, the coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic without compromising pedestrian and alternative modes of transportation circulation, 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 to protect the public health, safety and welfare; and

WHEREAS, the Agencies desire to provide for the coordinated regulation of vehicular access for the section of State Highway 133 between a private driveway (MP 66.414) north to a private driveway just south of the Roaring Fork overpass (MP 68.695) (hereafter referred to as the "Segments"), which is within the jurisdiction of the Agencies; and

WHEREAS, the Agencies desire to collaborate to assure all transportation modes including pedestrian, bicycle, and mass transit are given sufficient consideration and adequate funding support with each transportation improvement project that affects access within the identified project limits; and

WHEREAS, the Agencies are authorized pursuant to Section 2.12 of the 2002 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segment for the purposes above recited; and

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

1. This Agreement and the 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 Agencies shall regulate access to the Segment in compliance with the Highway Access Law, Section 43-2-147, C.R.S. (the "Access Law"), the Access Code, and this Agreement including Exhibit A ("Appendix A. State Highway 133 Carbondale Access Control Plan") – which exhibit by this reference is hereby incorporated into this document as though fully set forth herein. Vehicular access to the Segment shall be permitted only when such access is in compliance with the Access Law, the Access Code, and this Agreement, including Exhibit A.

3. Accesses which were in existence and fully complied 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 the Access Law, the Access Code, or this Agreement or in the course of highway construction. When closure, modification, or relocation of access is required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to affect such action.

4. Actions taken by any Agency with regard to transportation planning and traffic operations within the areas described in Exhibit A to this Agreement shall be in conformity with this Agreement. As per Code Section 2.12 (3), design waivers may be approved if agreed upon by all of the participating Agencies. Each Agency may conduct an independent review and all participating Agencies must concur on the design waiver in order for its approval.

5. Lots or 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.

6. This Agreement is based upon and is intended to be consistent with the 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 may be grounds for revision of this Agreement. Conflicts shall be submitted to the Agencies for their review and revision of this Agreement.

7. This Agreement does not create any current financial obligation for any Agency. 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 as applicable. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available.

8. Should any one or more sections or provisions of this Agreement be determined by a court of competent jurisdiction 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 segment. No additional or different oral representation, promises 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, attached as Exhibit A to this Agreement, is modified by a change, closure, relocation, consolidation or addition of an access, the Agencies may amend the attached Exhibit A so long as the amendment to the Access Control Plan is executed in writing and amended in accord with the Access Law and Access Code. The Access Control Plan Amendment Process has been included in Exhibit B.

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 by such Agency to do so.

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.

13. 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.

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

Town of Carbondale, Colorado

Stacey Burt
Mayor

ATTEST:

Carla B. D.
Town Clerk



APPROVED AS TO FORM:

[Signature]
Town Attorney

Garfield County, Colorado

[Signature]
Commissioner, Garfield County

ATTEST:

Edne E. Place
Deputy County Clerk to the Board



APPROVED AS TO FORM:

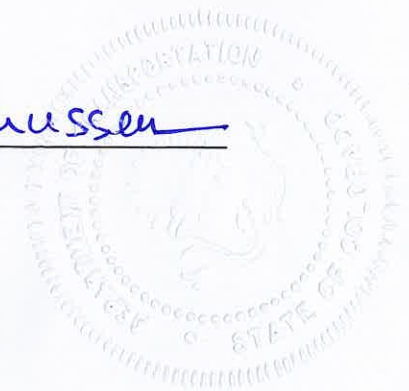
[Signature]
County Attorney

**State of Colorado
Department of Transportation**

Toby Harris 9/24/13
Chief Engineer Date

ATTEST:

BK Rasmussen
Chief Clerk



CONCUR:

[Signature]
Regional Transportation Director

**“EXHIBIT – A”
ACCESS CONTROL PLAN**

**State Highway 133 between a private driveway (MP 66.414) north to a private
driveway just south of the Roaring Fork overpass (MP 68.695)
December XX, 2012**

**Town of Carbondale, Garfield 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 State Highway 133 between a private driveway (MP 66.414) north to the private driveway just south of the Roaring Fork overpass (MP 68.695).

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 foregoing 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 thousandths of a mile) along State Highway 133. All access points are located at the approximate centerline of the access (+/- 50 feet unless otherwise noted in the Access Plan and associated tables).
- 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.

V. ACCESS MODIFICATION

Any proposed access modification including but not limited to an addition in access must be in compliance with this Agreement and the current Access Code design standards

unless the Agency having jurisdiction approves a design waiver under the waiver subsection of the Code. Any access described in this section, which requires changes or closure as part of this Agreement or if significant public safety concerns develop, including but not limited to, when traffic operations have deteriorated, a documented accident history pattern has occurred, or when consistent complaints are received, may be closed, relocated, or consolidated, or turning movements may be restricted, or the access may be brought into conformance with this Access Control Plan, when a formal written request documenting reasons for the change is presented by the Agency having jurisdiction, with Department concurrence, or in the opinion of the Department, any of the following conditions occur:

- a. The access is determined to be detrimental to the public's health, safety and welfare;
- b. The access has developed an accident history that in the opinion of the Agency having jurisdiction or the Department is correctable by restricting the access;
- c. The access restrictions are necessitated by a change in road or traffic conditions;
- d. There is an approved (by the Agency having jurisdiction) change in the use of the property that would result in a change in the type of access operation; or
- e. A highway reconstruction project provides the opportunity to make highway and access improvements in support of this Access Control Plan.
- f. The existing development does not allow for the proposed street and road network.

Access construction shall be consistent with the design and specifications of the current State Highway Access Code.

**“EXHIBIT – B”
ACCESS CONTROL PLAN AMENDMENT PROCESS**

**State Highway 133 between a private driveway (MP 66.414) north to a private
driveway just south of the Roaring Fork overpass (MP 68.695)
December XX, 2012**

**Town of Carbondale, Garfield County, and the State of Colorado Department of
Transportation**

1. Any request for amendment of the Access Control Plan must be submitted to and agreed upon by the affected jurisdiction; the Colorado Department of Transportation staff and/or the County/Town of the Intergovernmental Agreement depending on the property location. The amendment request shall include:

- Description of changes requested of the Access Control Plan
- Justification for Amendment
- Traffic Impact Study or analysis, as required by the State Highway Access Code. Either party to the Access Control Plan may request this supporting documentation.

2. CDOT shall review the submittal for completeness and for consistency with the access objectives, principles, and strategies described in the State Highway 133 (Carbondale) Access Control Plan report for this corridor and the State Highway Access Code.

3. Once the appropriate local government approves the request for the amendment with a resolution, the amendment and all accompanying documentation shall be submitted if necessary to CDOT for final review and approval.



Access Control Plan

State Highway 133 (Carbondale)

December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
1	68.595	West	Private Driveway	3/4 Movement	Access to be Closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted to right-in, right-out as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. If this property has adequate alternative access from a new roadway such as at #80 then this access will be closed.
2	68.571	West	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted or closed as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. If this property has adequate alternative access from a new roadway at #80 then this access will be closed.
3	68.552	West	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> The current access may be formalized as a single point access. Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. If this property has adequate alternative access from a new roadway at #80 then this access will be closed.
80	68.542	West	New Access	N/A	Full movement (un-signalized)	<ul style="list-style-type: none"> New access to provide shared access between adjacent parcels on the west side of SH 133, and aligned with Cowen Drive. Access #3 and #5 will close when this access is constructed. Access #1, #2 and #6 will close if the properties have adequate alternative access to #80. Access may be restricted if operational and/or safety issues develop. If a signal is warranted, turning movements may be restricted. The ultimate access design shall not include a traffic signal but a roundabout may be installed if a traffic study shows it will operate acceptably.
4	68.542	East	Cowen Drive	Full Movement (un-signalized)	Full movement (un-signalized)	<ul style="list-style-type: none"> Access may be restricted if operational and/or safety issues develop. If a signal is warranted, turning movements may be restricted. The ultimate access design shall not include a traffic signal but a roundabout may be installed if a traffic study shows it will operate acceptably.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

Access Control Plan

State Highway 133 (Carbondale)

December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
5	68.534	West	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. If this property has adequate alternative access from a new roadway at #80 then this access will be closed.
6	68.513	West	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Closure of access will occur when adequate alternative access is available at the proposed new access #80 or when a new shared access is constructed at #81 between adjacent properties.
81	68.494	West	New Access	N/A	Right-in, Right-out	<ul style="list-style-type: none"> New access to provide shared access between adjacent parcels on the west side of SH 133. Access to SH 133 will be restricted to right-in, right-out movement as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Adjacent parcels may redevelop one at a time. Once #81 provides adequate access to the adjacent parcels, then access #6 and #7 will close.
82	68.494	East	New Access	N/A	Right-in, Right-out	<ul style="list-style-type: none"> New access to provide shared access between adjacent parcels on the east side of SH 133. Adjacent parcels may redevelop one at a time. Once #82 provides adequate access to the adjacent parcels, then access #8 will close. Access to SH 133 will be restricted to right-in, right-out movement as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified.
7	68.491	West	Field Access	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 may be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Adjacent parcels may redevelop one at a time. Once access #81 provides adequate access to the adjacent parcels, then access #7 will close.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

Access Control Plan

State Highway 133 (Carbondale)

December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
8	68.483	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 may be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Adjacent parcels may redevelop one at a time. Once access #82 provides adequate access to the adjacent parcels, then access #8 will close.
9	68.410	East	Private Driveway (shared)	Full Movement (un-signalized)	Right-in, Right-out	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified.
10	68.346	West	Roaring Fork Transportation Authority Park and Ride Driveway	Full Movement (signalized)	Full Movement***	<ul style="list-style-type: none"> If alternate access can be obtained via Dolores Way then some access restrictions may be put in place. Access will be restricted if a traffic signal is constructed at access #13.
11	68.346	East	Village Road	Full Movement (signalized)	Full Movement***	<ul style="list-style-type: none"> Access to remain full movement.
12	68.235	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access will be closed.
13	68.198	West	Dolores Way	Full Movement (un-signalized)	Right-in, Right-out	<ul style="list-style-type: none"> Access can be signalized as an offset-t intersection with access #11 if access #10, access #14, and access #16 are restricted. If alternate full movement access can be obtained via Access #83 then access will be restricted to right-in, right-out. Access #13 can stay full movement until safety or operational issues develop or alternate access becomes available at access #83. If alternative full movement access can be obtained via Access #10 then access will be restricted to right-in, right-out.
14	68.195	East	Private Driveway	Full Movement (un-signalized)	Right-in, Right-out	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, if a traffic signal is constructed for #13, or if operational and/or safety issues are identified.
15	68.151	West	Field Access	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be closed as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. New access for property to be obtained from Access #83.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

Access Control Plan

State Highway 133 (Carbondale)

December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
16	68.118	East	Public Roadway (no-name)	Full Movement (un-signalized)	Full Movement***	<ul style="list-style-type: none"> If Dolores Way does not obtain full movement access from Access #10 then this intersection will remain full movement and is a candidate for signalization. If the access is signalized then access #13 and access #14 will be restricted. If Dolores Way obtains full movement access from Access #10 then access will be restricted to 3/4-movement and will not be a candidate for signalization.
83	68.118	West	New Access	N/A	Full Movement***	<ul style="list-style-type: none"> If access provides full movement connectivity to Dolores Way then it can be full movement and is a candidate for signalization. When access is constructed access #15 will be closed. If access is signalized then Access #13 and Access #14 will be restricted to right-in, right-out.
17	68.045	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Property access to SH 133 to be provided via access #18.
84	68.037	West	New Access	N/A	Right-in	<ul style="list-style-type: none"> The access may be constructed as a right-in, right-out access. Access will be restricted to right-in only movement once operational and/or safety issues are identified or when a roundabout is constructed at access #18/85.
18	67.984	East	Industry Place	Full Movement (un-signalized)	Full Movement	<ul style="list-style-type: none"> Access #19 to be closed if a signal or roundabout is constructed at this location and at access #20/86.
85	67.984	West	New Access	N/A	Full Movement	<ul style="list-style-type: none"> Access #19 to closed if a signal or roundabout is constructed at this location and at access #20/86.
19	67.951	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed if a signal or roundabout is constructed at access #18/85 and at access #20/86.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

Access Control Plan

State Highway 133 (Carbondale)

December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
86	67.894	West	New Access	N/A	Full Movement	<ul style="list-style-type: none"> Access #21 and #23 to be closed if a signal or roundabout is constructed at this location. Access #19 to be closed if a signal or roundabout is constructed at this location and at access #18/85. Access #22 may be restricted if a signal or roundabout is constructed at this location.
21	67.876	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed if a signal or roundabout is constructed at #20/86.
22	67.871	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, if a signal or roundabout is constructed at #20/86, or if operational and/or safety issues are identified. Access will be closed when access to access #87 or access #20 can be obtained.
23	67.839	West	Field Access	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, if a signal or roundabout is constructed at #20/86, or if operational and/or safety issues are identified. Access to be closed with the construction of access #86 and/or access #88.
24	67.835	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, a new access is constructed at access #87, or if operational and/or safety issues are identified. Access will be closed if access can be gained from access #87.
25	67.834	West	Field Access	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed with the construction of access #88 and/or #86.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

Access Control Plan

State Highway 133 (Carbondale)

December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
28	67.744	East	Colorado Avenue	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access shall be restricted or closed with construction of access #87, Closure of this access may require improvements to other roadways to provide an adequate truck route between SH 133 and the downtown area to the east. Access to be restricted or closed with construction of a roundabout at access #31. Access shall be closed with the construction of access #89.
29	67.741	West	Private Driveway	Full Movement (un-signalized)	Right-in	<ul style="list-style-type: none"> Access to SH 133 to be restricted to right-in only access as part of a roadway improvement project, if the property redevelops, if a roundabout is constructed at #30/31, or if operational and/or safety issues are identified. Additional access to this property will be obtained via Main Street.
30	67.698	East	Main Street	Full Movement (signalized)	Full Movement***	<ul style="list-style-type: none"> Access to remain full movement.
31	67.698	West	Main Street	Full Movement (signalized)	Full Movement***	<ul style="list-style-type: none"> Access to remain full movement.
32	67.640	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Adjacent parcels may redevelop one at a time. Once access #90 provides adequate access to the adjacent parcels, then access #32 and #34 will close..
33	67.636	West	Private Driveway	Full Movement (un-signalized)	Right-in, Right-out	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified.
90	67.625	East	New Access	N/A	Right-in, Right-out	<ul style="list-style-type: none"> New access to provide shared access between adjacent parcels on the east side of SH 133. Adjacent parcels may redevelop one at a time. Once access #90 provides adequate access to the adjacent parcels, then access #32 and #34 will close.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

Access Control Plan

State Highway 133 (Carbondale)

December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
41	67.451	West	Private Driveway	Full Movement (un-signalized)	Right-in, Right-out	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Adjacent parcels may redevelop one at a time. Once #91 provides adequate access to the adjacent parcels, then access #40 and #41 will close
42	67.432	East	Private Driveway (direct access onto Sopris Avenue within SH 133 Right-of-Way)	Full Movement (un-signalized)	Emergency access only (gated)	<ul style="list-style-type: none"> Access will close to the public once property has access from Euclid Avenue.
43	67.432	East	Sopris Avenue	Full Movement (un-signalized)	Full Movement***	<ul style="list-style-type: none"> If realignment of Sopris Avenue and Hendrick Road does not occur then: <ul style="list-style-type: none"> Access #43 may be signalized, #44 will be restricted to right-in, right-out, and #45 will be closed. --OR-- Access #44 may be signalized, #43 will be restricted to right-in, right-out, and #45 will be closed. If access #43 and access #92 are aligned, the intersection will be full movement and access #47 may be restricted. Both access #43 and #44 cannot be signalized.
92	67.412	West	New Access (Hendrick Road realignment)	N/A	Full movement***	<ul style="list-style-type: none"> If access is aligned with access #43 then both accesses may be a full movement intersection with potential for signalization. Access #44 and #45 will be closed. Access #47 may be restricted.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

Access Control Plan

State Highway 133 (Carbondale)

December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
44	67.398	West	Hendrick Road	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> • If realignment of Hendrick Drive occurs access will be closed. • If realignment of Sopris Avenue and Hendrick Road does not occur then: <ul style="list-style-type: none"> ○ Access #43 may be signalized, #44 will be restricted to right-in, right-out, and #45 will be closed. <li style="text-align: center;">--OR-- ○ Access #44 may be signalized, #43 will be restricted to right-in, right-out, #45 will be closed, and access #47 may be restricted. • Both access #43 and #44 cannot be signalized.
45	67.398	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> • Access to SH 133 will be restricted or closed as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. • Access to be closed if access #43 and #92 are aligned to form a new intersection or if access #43 or #44 is signalized.
46	67.367	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> • Access to SH 133 will be closed as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. • Access to be restricted or closed if #43, #44, #47 or #92 is signalized.
47	67.321	East	8 th Street	Full Movement (un-signalized)	3/4 movement	<ul style="list-style-type: none"> • Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. • If access #44 or #92 is signalized, left turns from SH 133 onto 8th Street may be restricted.
48	67.262	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> • Access to SH 133 will be restricted, or closed, as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. • Access provided via Glassier Drive.
49	67.235	West	Keator Road	N/A	Right-in, Right-out	<ul style="list-style-type: none"> • Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. • Access will be restricted when access #93 is constructed.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

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Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
50	67.223	West	Private Driveway	Gated Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to be closed. Access provided at access #49.
51	67.197	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted, or closed, as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access provided via Grace Drive.
52	67.172	West	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access to be closed when access is available to Weant Boulevard at #93.
53	67.163	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted or closed as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access provided via Grace Drive.
54	67.113	West	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access to be provided at #93.
55	67.099	East	Weant Boulevard	Full Movement (un-signalized)	Full Movement***	<ul style="list-style-type: none"> Access to remain full movement.
93	67.099	West	New Access (Weant Boulevard extension)	N/A	Full Movement***	<ul style="list-style-type: none"> Access #52 and #54 will close when this new access is constructed and access is provided from this new access.
56	66.986	East	Private Driveway	Full Movement (un-signalized)	Emergency Access only (gated)	<ul style="list-style-type: none"> Access to the Town of Carbondale property directly east of this access point will remain gated and be restricted to emergency vehicles only.

* All access locations +/- 50 feet unless otherwise noted.

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*** Full movement access with potential to be/remain signalized.

Access Control Plan

State Highway 133 (Carbondale)

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Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
57	66.971	East	Private Driveway	Full Movement (un-signalized)	Right-out	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. This access would be constructed as a one way (northbound) frontage road with an entrance at access #63 and an exit at access #57. Final design of the frontage road needs to accommodate the bike trail.
58	66.957	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed once the one-way (northbound) frontage road is constructed between access #63 and access #57.
59	66.947	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed once the one-way (northbound) frontage road is constructed between access #63 and access #57.
60	66.932	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed once the one-way (northbound) frontage road is constructed between access #63 and access #57.
61	66.913	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed once the one-way (northbound) frontage road is constructed between access #63 and access #57.
62	66.898	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed once the one-way (northbound) frontage road is constructed between access #63 and access #57.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

Access Control Plan

State Highway 133 (Carbondale)

December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
63	66.878	East	Private Driveway	Full Movement (un-signalized)	Right-in	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be converted to right-in only when the one-way (northbound) frontage road is constructed between access #63 and access #57. Location of frontage road entrance may be moved farther north if geometry permits and alternate access is available on Snowmass Dr for access #64.
64	66.868	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed once the one-way (northbound) frontage road is constructed between access #63 and access #57. Access to be closed if alternate access can be obtained via Snowmass Drive.
65	66.852	East	Snowmass Drive	Full Movement (un-signalized)	Full Movement***	<ul style="list-style-type: none"> Access to remain full movement.
66	66.852	West	River Valley Ranch Drive	Full Movement (un-signalized)	Full Movement***	<ul style="list-style-type: none"> Access to remain full movement.
67	66.842	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed if a backage roadway is constructed that connects to Snowmass Drive and the property has access to the new roadway.
68	66.831	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed if a backage roadway is constructed that connects to Snowmass Drive and the property has access to the new roadway.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

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Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
69	66.806	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed if a backage roadway is constructed that connects to Snowmass Drive and the property has access to the new roadway.
70	66.773	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access will be closed the property has access to Snowmass Drive.
71	66.762	West	Public Roadway (no name)	Full Movement (un-signalized)	Full Movement (un-signalized)	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access to be closed if access #94 is constructed.
72	66.726	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted or closed as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Access to be closed if access #94 is constructed.
94	66.688	East	New access (Roaring Fork Avenue extension)	N/A	Full Movement (un-signalized)	<ul style="list-style-type: none"> Access #72 and #74 will close when this new access is constructed. This access will not be signalized.
73	66.630	East	Private Driveway	Full Movement (un-signalized)	Right-in, Right-out	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified.
74	66.621	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Close; access to be provided via access #73.
75	66.586	East	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Close; access to be provided via access #73.
76	66.562	East	Meadowood Drive	Full Movement (signalized)	Full Movement***	<ul style="list-style-type: none"> Access to remain full movement.
77	66.562	West	Crystal Bridge Drive	Full Movement (signalized)	Full Movement***	<ul style="list-style-type: none"> Access to remain full movement.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

Access Control Plan

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Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
78	66.417	East	Private Driveway	Full Movement (un-signalized)	Full Movement (un-signalized)	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified.
79	66.414	West	Private Driveway	Full Movement (un-signalized)	Full Movement (un-signalized)	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified.

* All access locations +/- 50 feet unless otherwise noted.

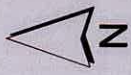
** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.





	Full Movement (Signal/Roundabout)
	Full Movement (Not to be signalized)
	3/4 movement (no left turn out)
	3/4 movement (no left turn in)
	Right-in, right-out only
	Right-in only
	Right-out only
	Close Access
	Emergency Access Only
	Potential Future Roads
	Existing Pathways
	Future Pathways
	Cross Access
	Town Limits
	Parcels



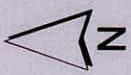
Ultimate Proposed Access Conditions





Legend

- Full Movement (Signal/Roundabout)
- Full Movement (Not to be signalized)
- 3/4 movement (no left turn out)
- 3/4 movement (no left turn in)
- Right-in, right-out only
- Right-in only
- Right-out only
- Close Access
- Emergency Access Only
- Potential Future Roads
- Existing Pathways
- Future Pathways
- Cross Access
- Town Limits
- Parcels



Ultimate Proposed Access Conditions





	Full Movement (Signal/Roundabout)
	Full Movement (Not to be signalized)
	3/4 movement (no left turn out)
	3/4 movement (no left turn in)
	Right-in, right-out only
	Right-in only
	Right-out only
	Close Access
	Emergency Access Only
	Potential Future Roads
	Existing Pathways
	Future Pathways
	Cross Access
	Town Limits
	Parcels

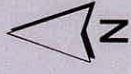


Ultimate Proposed Access Conditions



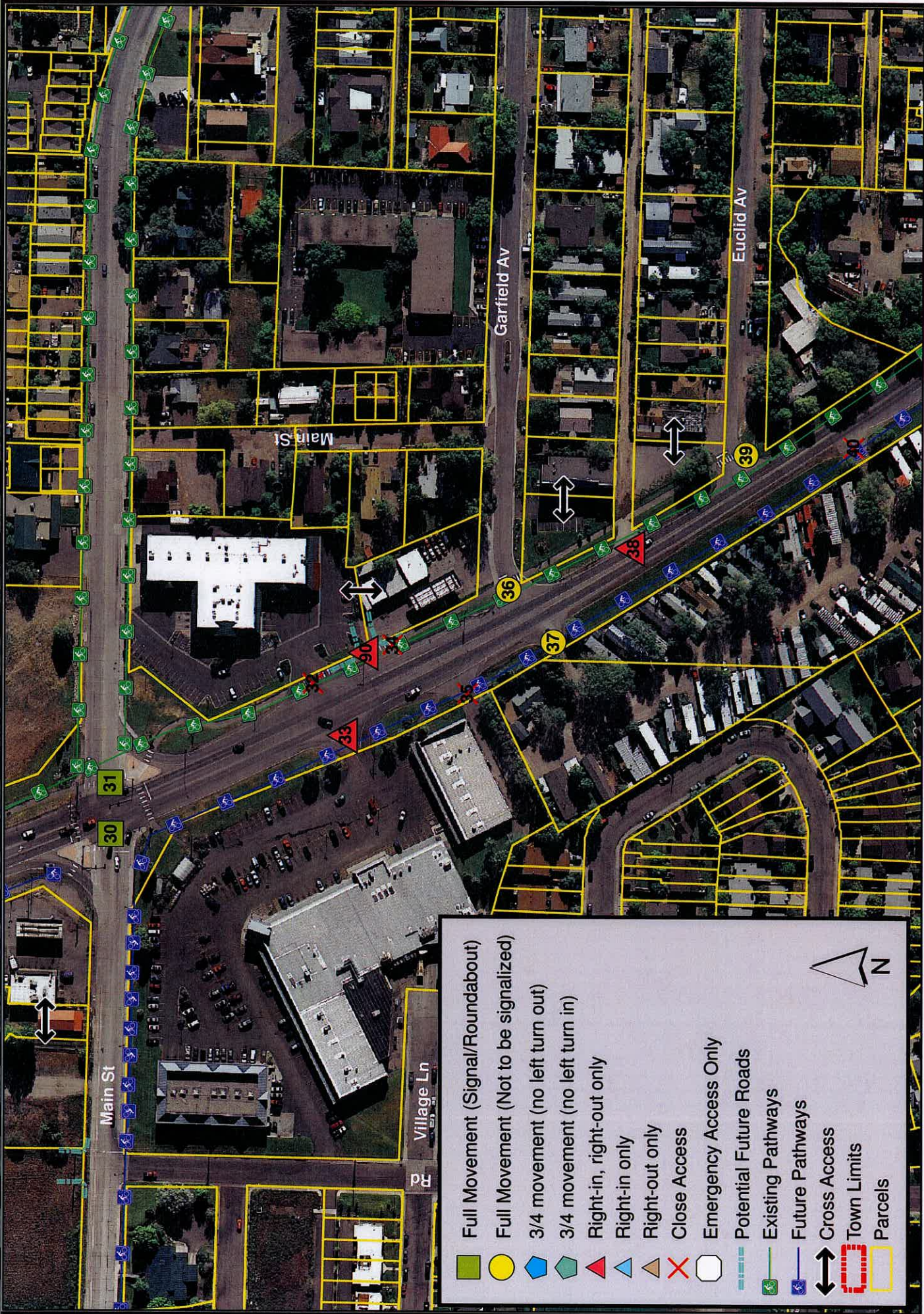


	Full Movement (Signal/Roundabout)
	Full Movement (Not to be signalized)
	3/4 movement (no left turn out)
	3/4 movement (no left turn in)
	Right-in, right-out only
	Right-in only
	Right-out only
	Close Access
	Emergency Access Only
	Potential Future Roads
	Existing Pathways
	Future Pathways
	Cross Access
	Town Limits
	Parcels

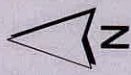


Ultimate Proposed Access Conditions





	Full Movement (Signal/Roundabout)
	Full Movement (Not to be signalized)
	3/4 movement (no left turn out)
	3/4 movement (no left turn in)
	Right-in, right-out only
	Right-in only
	Right-out only
	Close Access
	Emergency Access Only
	Potential Future Roads
	Existing Pathways
	Future Pathways
	Cross Access
	Town Limits
	Parcels



Ultimate Proposed Access Conditions





	Full Movement (Signal/Roundabout)	
	Full Movement (Not to be signalized)	
	3/4 movement (no left turn out)	
	3/4 movement (no left turn in)	
	Right-in, right-out only	
	Right-in only	
	Right-out only	
	Close Access	
	Emergency Access Only	
	Potential Future Roads	
	Existing Pathways	
	Future Pathways	
	Cross Access	
	Town Limits	
	Parcels	



Ultimate Proposed Access Conditions





	Full Movement (Signal/Roundabout)	
	Full Movement (Not to be signalized)	
	3/4 movement (no left turn out)	
	3/4 movement (no left turn in)	
	Right-in, right-out only	
	Right-in only	
	Right-out only	
	Close Access	
	Emergency Access Only	
	Potential Future Roads	
	Existing Pathways	
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	Town Limits	
	Parcels	



Ultimate Proposed Access Conditions





	Full Movement (Signal/Roundabout)
	Full Movement (Not to be signalized)
	3/4 movement (no left turn out)
	3/4 movement (no left turn in)
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	Right-in only
	Right-out only
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	Future Pathways
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Ultimate Proposed Access Conditions





	Full Movement (Signal/Roundabout)
	Full Movement (Not to be signalized)
	3/4 movement (no left turn out)
	3/4 movement (no left turn in)
	Right-in, right-out only
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Ultimate Proposed Access Conditions



