

"Exhibit A"
ACCESS CONTROL PLAN
US Highway 285
Between MP 125.88 to MP 127.24
Poncha Springs, Colorado

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 on Hot Springs Road)
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.