

US 50/Us 285 Poncha Access Control Plan Public Comment Responses

March 12, 2012

Below are CDOT responses to the public comments and Town comments on the Access Control Plan (ACP) received on February 22, 2012. Please note there has been a reassignment of some of the Access Numbers between the ACP shown at the Public Meeting and the Current ACP Draft

US 285 ACP Comments

1. Access 1 through 4 – Public comment received regarding lane diet and speed limit reduction south of bridge. ACP shows a 3-lane section with 1-lane in each direction and a center median south of the bridge. After this is developed, CDOT will consider performing a speed study to lower the speed.
2. Access 4 – a member of the public requested that no action be taken to modify Hot Springs Rd, which is currently labeled Access #5. The ACP will create Access #4 and close #5 & #6. Based upon the sharp skew, and the potential for additional development and use of Hot Springs Rd, CDOT and the Town believes that relocation and alignment as shown on the ACP is the best long term solution to improve the safety and mobility of this access. CDOT recognizes the riparian habitat and trees at this location and will work to minimize impact and mitigate as necessary for this new connection. CDOT will do a thorough review of the access configurations regarding design vehicle turning movements as part of the design. There is no anticipated funding now or in the near future, but if traffic to Hot Springs Rd. increases from anticipated development to the east this access will need to be improved.
3. Access 10 – CDOT discussed adding this Access with the Town before the Public Meeting but it was too late to show on the Exhibits. The Final Draft ACP shows Access #10.
4. Access 11 – Comment by Town that Access #10 would be used to access parcel 158. Access #10 was added after the Public meeting. CDOT Agrees that parcel 158 should take access via #10 and Access #11 be eliminated.
5. Access 23 – Public comment regarding realignment of US 285 to US 50. Comment was that it used to be where the realignment is proposed. The new realignment would not be at a skew but at a 90 degree angle. The realignment would line up with Kimberlan Ln. The new horizontal curves will help vehicles reduce speed by geometry rather than just relying on the stop sign.
6. Public comment regarding pedestrian facilities to Cross US 285 near the Post Office. This is outside the scope of this ACP, but CDOT will be working with the Town to Develop a Pedestrian Crossing at Sabeta Ave/Hulbert Ave.

US 50 ACP Comments

1. Access 13 – Comment by Town that Access #13 line up with Access # 14. CDOT agrees.
2. Access 27 – Comment by Town that parcel 109 take access by either (or both) CR 120 and the recently added (Post Public Meeting) Access 29 Left-In/Right-In/Right-Out (LI/RI/RO). CDOT agrees.
3. Access 28 and 29 – Public comment that both of these accesses remain full movement because of the need to accommodate busses. The modified ACP shows Access #28 as a Left-In (LI) and Right-In (RI) and Access # 30 as a Left-Out (LO) and Right-Out (RO). Note there has been a reassignment of the Access Numbers between the ACP shown at the Public Meeting and the Current ACP Draft. CDOT believes that this will accommodate busses as well as other vehicles using this access. Access width can be determined at the time the land use changes (Change in use). Change in use is when there is a significant increase in the amount of traffic using the access as defined in the State Highway Access Code (SHAC).
4. Access 28 – Town Comment that 28 should be shifted left to allow access to Poplar. This is a possibility, but access to parcels 122, 118, 119, and 123 would need to take access off of Palmer. CDOT believes that this may be too radical of an access change, but in the future an amendment process could make this possible.
5. Access 29 and 35 – Public comment and the Town requested CDOT to consider direct access to parcels 109 and 84. CDOT discussed this with the Town, and we have assigned Access # 29 and #35 to address this concern. Note Access # 29 is a LI/RI/RO, and Access #34 is a LO/RI/RO. These access points are contingent on the elimination of the Ramps.
6. Public comment regarding the elimination (or keeping) the ramps. CDOT and the Town believe the best solution for the development of this corridor is to eliminate the ramps and develop free flow right turn movements closer to the intersection of US 50/285/Poncha Avenue.
7. Public comment regarding the need for truck U-turns on US 50 as a result of raised medians. The highway width in this corridor today does provide sufficient space for large vehicle U-turns with or without raised medians. Further, based upon the left turn pocket locations along this corridor, and secondary road connection on the south side, there is sufficient means of access to properties from both directions of US 50.

8. Access 61, 62, and 63 – Two public comments do not support raised median. CDOT and the Town have determined that raised medians in the current and future plan for this corridor are necessary for public safety. The current and future geometry of the roadway will accommodate U-turns from left turn lanes for residential type vehicles. Raised medians have been used successfully in other locations that receive snow.

9. Access 62 – Public comment from the property owner that they would like CDOT to consider a land transfer of parcel 182 (Access #4 on US 285) with CDOT property so that Access 62 could take access off of CR 127. CDOT does not object to this concept. It would require an analysis of the ROW needed to connect parcel 107 to CR 127. Both parcels would need to be appraised as required by the Uniform Relocation Act. CDOT would like to move forward with the completion of the ACP as shown, but would like to investigate this idea further.