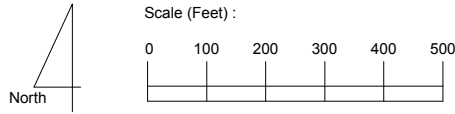


This drawing is not intended to serve as a legal representation of the detailed sites. It is intended to show current and future access requirements, as described.



**Patterson Rd., 24 Rd to I-70B
20 Year Area Access Plan**

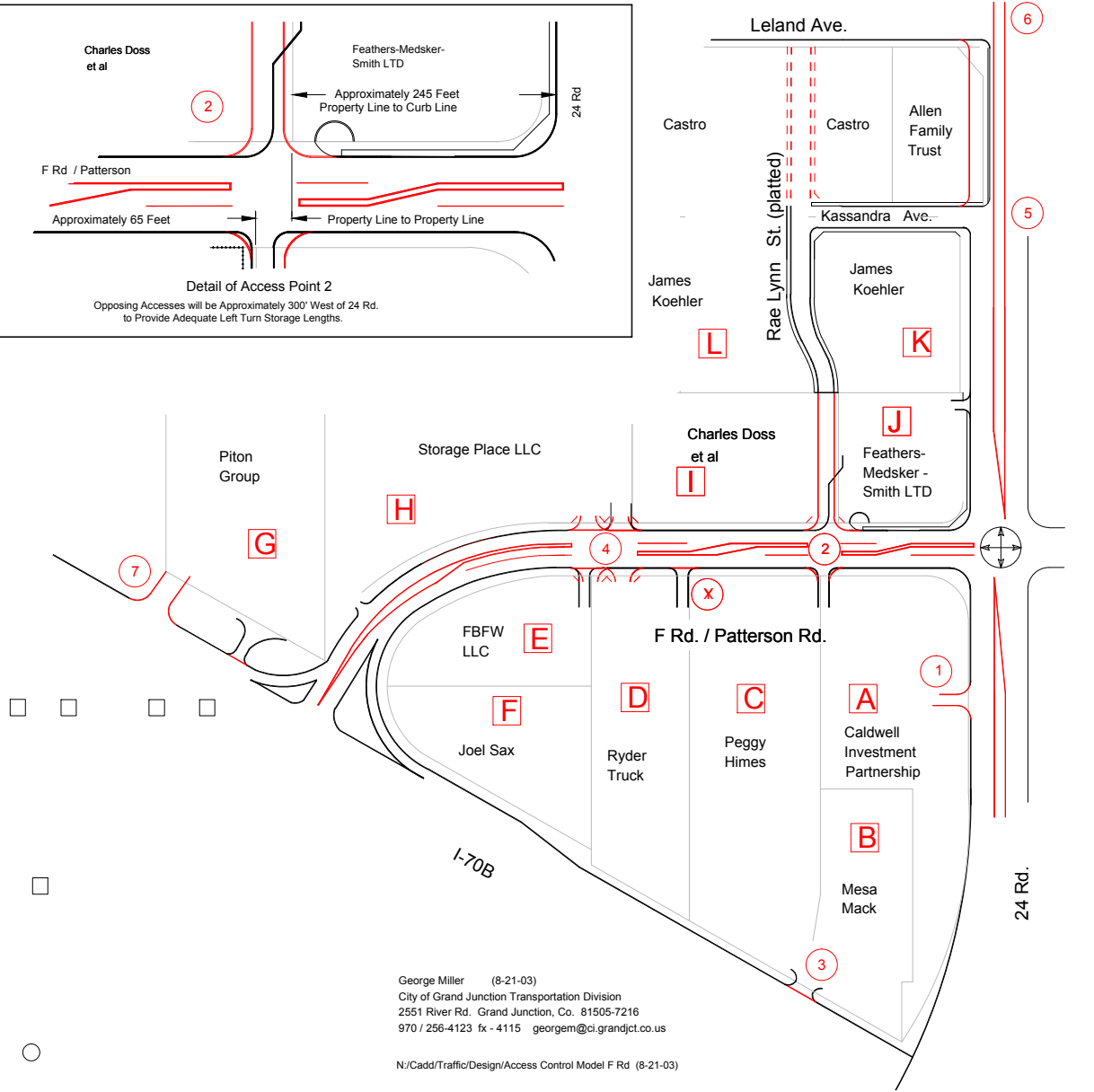
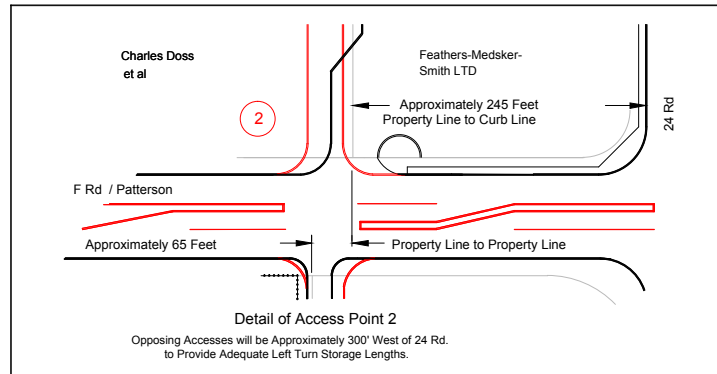
Due to anticipated future volumes and accident control needs, future corridor access spacing will be more restrictive. The model's intent is that major access points be spaced at a minimum 300' between the 24 Rd and I-70B intersections.

Shown are proposed full-movement access (2 and 4) that will serve all highlighted properties. "Cross - Access" agreements, which will allow access to all full-movement access points and all highlighted parcels, will be required of all involved property owners.

Future access patterns (shown in red) will change from existing only as adjacent properties develop, and equal, or better, access options become available.

Access Change Notes

- ① This "right in - right out only" access will become the only access permitted along 24 Rd between Patterson and I-70B. Median construction will occur with property development, or for accident control. It's location will be determined by the City.
- ② This shared, full-movement access will most immediately serve properties A - C , and I - L . The north and south access points will be opposite each other. The City will determine access placement upon first development by a property adjacent to this access point on either the north or south side of Patterson, based on left turn lane storage and existing development needs.
- ③ As properties (A - C) gain alternate access to either Patterson or 24 Rd, they will relinquish their right to use of this access upon redevelopment. No access will be permitted along I-70B, between 24 Rd and Patterson once this access fully closes.
- ④ This full movement access point will be placed at either of the two locations shown, as determined by the City when the first adjacent property undergoes development on either the north or south side of Patterson. This full-movement access will most immediately serve parcels D - F , H , and I .
- ⑤ The Kassandra intersection with 24 Rd will become a "right in-right out only" access when Rae Lynn extends north to Leland, or for reasons of accident control on 24 Rd.
- ⑥ The Leland intersection with 24 Rd will become a "right in-right out only" access when Rae Lynn extends from Kassandra north to F 1/2 Rd, and the F 1/2 Rd - 24 Rd intersection becomes fully developed.
- ⑦ This existing access will be relocated upon redevelopment or for accident control. The relocation will be to the west, or through an adjacent property.
- ⓧ This access point will be closed when alternate access becomes available at 4 .



George Miller (8-21-03)
City of Grand Junction Transportation Division
2551 River Rd. Grand Junction, Co. 81505-7216
970 / 256-4123 fx - 4115 georgem@ci.grandjct.co.us

N:/Cadd/Traffic/Design/Access Control Model F Rd (8-21-03)