

CDT09H50

TYPE OF RECORD:	PERMANENT
CATEGORY OF RECORD:	CONTRACT (IGA)
NAME OF CONTRACTOR:	MESA COUNTY AND COLORADO DEPARTMENT OF TRANSPORTATION
SUBJECT/PROJECT:	ACCESS CONTROL PLAN FOR A PORTION OF STATE HIGHWAY 50 FROM MILE POST 32.684 TO MILE POST 41.146
CITY DEPARTMENT:	PUBLIC WORKS AND PLANNING
YEAR:	2009
EXPIRATION DATE:	NONE
DESTRUCTION DATE:	NONE

Resolution No. MCM 2009-019

A RESOLUTION OF THE COUNTY OF MESA ADOPTING AN INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF GRAND JUNCTION AND THE STATE OF COLORADO, DEPARTMENT OF TRANSPORTATION, FOR AN ACCESS CONTROL PLAN FOR A PORTION OF STATE HIGHWAY 50 FROM MILE POST 32.684 TO MP 41.146

WHEREAS, it is in the public interest to preserve and protect the serviceability of public roads within Mesa County; and

WHEREAS, it is in the interest of the public health, safety, and welfare that access to all public roads in Mesa County, regardless of jurisdiction, be regulated and controlled; and

WHEREAS, as amended January 2002, Originally adopted June 18, 1998 by The Transportation Commission of Colorado, Pursuant to: § 43-2-147(4), C.R.S. In accordance with: § 24-4-103, C.R.S., effective August 31, 1998, The Colorado Department of Transportation is authorized to regulate vehicular access to or from any public road under its jurisdiction from or to property adjoining; and

WHEREAS, the Colorado Department of Transportation, in partnership with the City of Grand Junction, Colorado, and the County of Mesa, Colorado, completed, in November, 2008, the US 50 Access Control Plan for a certain portion of SH 50; and

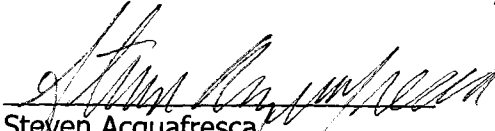
WHEREAS, the Board of County Commissioners conducted a public hearing, after notice, to discuss adoption of the US 50 Access Control Plan to receive public comment hereon, and public comments were considered in the adoption process; and

WHEREAS, the Board of County Commissioners conducted a public hearing, after notice, to discuss adoption of the United States Highway 50 Access Control Plan to receive public comment hereon, and public comment was considered in the adoption process; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF MESA, COLORADO:

The attached Intergovernmental Agreement with the City of Grand Junction and the State of Colorado, Department of Transportation, together with the exhibits to the Agreement, is hereby approved by the Mesa County Board of County Commissioners and the Chair is authorized to sign.

PASSED AND ADOPTED THIS 26th day of January, 2009


Steven Acquafresca
Chairman
Board of County Commissioners


ATTEST:
Mesa County Clerk



RESOLUTION NO. 04-09

A RESOLUTION AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF GRAND JUNCTION, MESA COUNTY AND THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) REGARDING US-50 ACCESS CONTROL PLAN

RECITALS:

Highway 50 is an important transportation resource for Western Slope communities. As growth continues, traffic volumes on the highway in the study segment are expected to grow significantly.

Recognizing the need to plan for future growth along the corridor to maintain the capacity and increase safety, the three agencies pooled resources and contracted an engineering consulting firm to conduct a study and develop a comprehensive roadway access control plan to manage existing and future access points.

The goal of the plan is to provide appropriate access to the highway, while maintaining the safety and efficiency of the facility.

The adopted plan will provide landowners who develop their property adjacent to the Highway with a predictable, known location, configuration and conditions for their access, as well as the location of future traffic signals on the Highway.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO, that:

- a. The attached intergovernmental agreement will provide for the coordinated regulation of vehicular access for the section of United States Highway 50 between milepost 32.684 on Orchard Mesa east to milepost 41.146 at State Highway 141A.
- b. That agreement is authorized and approved.

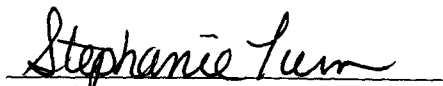
PASSED AND ADOPTED this 7th day of January, 2009

CITY OF GRAND JUNCTION, COLORADO



President of the Council

ATTEST:



City Clerk

**INTERGOVERNMENTAL AGREEMENT
BY AND AMONG THE CITY OF GRAND JUNCTION,
MESA COUNTY,
AND
THE STATE OF COLORADO
BY AND THROUGH THE DEPARTMENT OF TRANSPORTATION**

**UNITED STATES HIGHWAY 50
ACCESS CONTROL PLAN, MP 32.684 – MP 41.146**

THIS AGREEMENT is entered into effective as of the 19th day of MARCH 200~~8~~⁹ by and among the City of Grand Junction and Mesa County (hereafter referred to collectively as the "City and 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, 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 United States Highway 50 between a residential driveway (MP 32.684) east to State Highway 141A (MP 41.146) (hereafter referred to as the "Segment"), which is within the jurisdiction of the Agencies; 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

WHEREAS, the development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12; 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. United States Highway 50 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 shall 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 revision 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.

City of Grand Junction, Colorado

Jim McCall
City Manager, City of Grand Junction

ATTEST:

Stephanie Turner
City Clerk

APPROVED AS TO FORM:

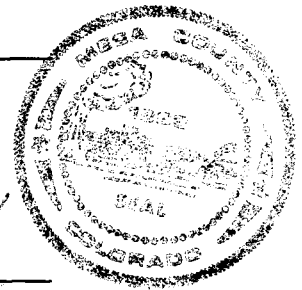
[Signature]
City Attorney

Mesa County, Colorado

Steve Anderson
Chair, Mesa County 01-26-2009

ATTEST:

Janice Rich
Clerk and Recorder



APPROVED AS TO FORM:

Marianne Lyle DeLoach
County Attorney 1/27/09

**State of Colorado
Department of Transportation**

Camela Hutton
Chief Engineer

ATTEST:

BK Rosnessen
Chief Clerk

CONCUR:

Wald
Regional Transportation Director

“EXHIBIT – A”
ACCESS CONTROL PLAN
United States Highway 50 between a residential driveway (MP 32.684) east to
State Highway 141A (MP 41.146)
3-19-09 (date)

**City of Grand Junction, Mesa 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 United States Highway 50 between a residential driveway (MP 32.684) east to State Highway 141A (MP 41.146).

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 Segment 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 Segment. 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 United States Highway 50. All access points are located at the approximate centerline of the access.

- B. All highway design and construction will be based on the assumption that the Segment 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(ies) 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, 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 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.

Initials




City Manager, City of Grand Junction



City Attorney, City of Grand Junction



Chair, Mesa County



County Attorney, Mesa County

Chief Engineer, CDOT

“EXHIBIT – B”
ACCESS CONTROL PLAN AMENDMENT PROCESS
United States Highway 50 between a residential driveway (MP 32.684) east to
State Highway 141A (MP 41.146)
3-19-09 (date)

City of Grand Junction, Mesa County, and the State of Colorado Department of Transportation



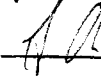
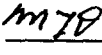
1. Any request for amendment of the Access Control Plan must be submitted to the Colorado Department of Transportation, the City of Grand Junction or Mesa County staff. The amendment request shall include:

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

2. The Department shall review the submittal for completeness and for consistency with the access objectives, principles, and strategies described in the United States Highway 50 Access Control Plan report for this corridor and the State Highway Access Code.

3. Once all participating agencies (CDOT and the County/City) approve the request for the amendment, the amendment and all accompanying documentation shall be submitted if necessary to Transportation Commission for final review and approval.

Initials

 _____ City Manager, City of Grand Junction	 _____ City Attorney, City of Grand Junction
 _____ Chair, Mesa County	 _____ County Attorney, Mesa County
_____ Chief Engineer, CDOT	

Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
1	32.684	South	Driveway	Un-signalized Right-in, right-out	Close driveway since this property has alternative access via an alley to High Street.
2	32.692	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to High Street.
3	32.700	North	Grand Mesa Avenue	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.
168	32.701	South	High Street	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto US 50 creating a 3/4 movement intersection.
4	32.715	North	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Canon Avenue.
5	32.717	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to High Street.
6	32.726	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to High Street.
7	32.741	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to High Street.
8	32.743	South	Clymer Way	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 and convert access to right-in only.
9	32.754	North	Curb-cut	Un-signalized Right-in, right-out	Close access ; access to this property will be via a cross-access agreement obtained at Canon Avenue.
10	32.785	North	Curb-cut	Un-signalized Right-in, right-out	Close access since this property has alternative access to Canon Avenue.
11	32.790	North	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Canon Avenue.
12	32.814	South	Curb-cut	Un-signalized Right-in, right-out	Close access since this property has alternative access to Santa Clara Avenue.
13	32.832	Both	Santa Clara Avenue	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto US 50 creating a 3/4 movement intersection.

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

**Access Control Plan
US Highway 50
West of Grand Mesa Avenue to SH 141A in Whitewater**

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
14	32.858	South	Field Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Santa Clara Avenue.
15	32.949	Both	Unweeep Avenue/26 1/4 Road	Signalized Full Movement	Remains the same.
16	32.972	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to 26 1/4 Road.
17	33.021	South	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 177.
177	33.037	South	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
18	33.041	South	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 177.
19	33.048	South	Business Access	Un-signalized Full Movement	Close access ; access will be provided with the addition of Access 179.
179	33.049	South	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
20	33.049	North	James Court	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.
21	33.064	South	Business Access	Un-signalized 3/4 Movement	Close access ; access will be provided with the addition of Access 179 or new access via 26 1/4 Road.
22	33.073	North	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access to James Court.
23	33.093	South	Residential Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of access 178
178	33.097	South	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
24	33.100	South	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of access 178.

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

Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
25	33.101	North	Driveway	Un-signalized Right-in, right-out	Close access ; since this property has alternative access to James Court.
26	33.112	South	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of access 178.
27	33.121	North	Driveway	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of access 181.
28	33.124	South	Driveway	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 180.
180	33.126	South	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
29	33.137	North	Driveway	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of new access just to the east of the existing one.
30	33.140	South	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 180.
181	33.143	North	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
31	33.149	North	Driveway	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of 181.
32	33.152	North	Business Access	Un-signalized Right-in, right-out	Close access ; since this property has alternative access at access 37.
33	33.155	South	Driveway	Un-signalized Right-in, right-out	Remains the same.
34	33.165	South	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access at Access 33.
35	33.167	South	Business Access	Un-signalized Full Movement	Close access since this property has alternative access at Access 37.
36	33.177	South	Driveway	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto US 50 creating a 3/4 movement intersection.

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

Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
37	33.185	North	Driveway	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto US 50 creating a 3/4 movement intersection.
38	33.214	North	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access at Access 37.
39	33.237	South	Mobile Home Access	Un-signalized Right-in, right-out	Close access; since this property has alternative access to access 36.
40	33.252	North	Motel Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Aspen Street.
41	33.253	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Aspen Street.
42	33.275	Both	Aspen Street	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.
43	33.305	North	Alley	Un-signalized Right-in, right-out	Close access since this alley has alternative access to Unawep avenue.
44	33.314	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Aspen Street.
45	33.345	Both	Palmer Street/ Business Access	Un-signalized Full Movement	Remains the same and signalize when meets warrants.
46	33.419	North	Palisade Street	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.
47	33.488	North	Business Access	Un-signalized Full Movement	Close access since this property has alternative access to Linden Avenue.
48	33.520	Both	Linden Avenue	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto US 50 creating a 3/4 movement intersection.
49	33.522	North	B ¾ Road	Un-signalized Full Movement	Close access since this road has alternative access to US 50 from 27 Road and Linden Avenue.

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

Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
50	33.564	North	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 182.
182	33.572	North	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
51	33.585	North	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to existing Access 54.
52	33.588	South	Field Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Linden Avenue.
170	33.610	South	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
53	33.634	South	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 170.
54	33.670	North	Shopping Center Access	Un-signalized Right-in, right-out	Remains the same.
55	33.694	North	Shopping Center Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to existing Access 56.
56	33.735	North	Shopping Center Access	Un-signalized Right-in, right-out	Remains the same.
57	33.738	South	Business Access	Un-signalized Right-in, right-out	Remains the same.
58	33.794	Both	27 Road	Signalized Full Movement	Remains the same.
59	33.819	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to existing Access 63 or 27 Road.
60	33.824	North	Gas Station Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of access 188 or to Sherman Drive.
188	33.832	North	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.

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

**Access Control Plan
US Highway 50
West of Grand Mesa Avenue to SH 141A in Whitewater**

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
61	33.835	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to existing Access 63 or 27 Road.
62	33.840	North	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of access 188 to Sherman Drive.
63	33.848	South	Business Access	Un-signalized Right-in, right-out	Remains the same.
64	33.850	North	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of access 189 to Sherman Drive.
189	33.860	North	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
65	33.871	North	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of access 189 to Sherman Drive.
66	33.873	South	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access to the Frontage Road and B ½ Road.
67	33.882	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to the Frontage Road and B ½ Road.
68	33.883	North	Business Access	Un-signalized Right-in, right-out	Remains the same.
69	33.898	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to the Frontage Road and B ½ Road.
70	33.909	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to the Frontage Road and B ½ Road.
71	33.912	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to the Frontage Road and B ½ Road.
72	33.937	Both	Dorothy Avenue/ Frontage Road	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.

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

Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
73	33.944	North	Gas Station Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Dorothy Avenue or from the addition of Access 171.
74	33.971	North	Gas Station Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Dorothy Avenue or from the addition of Access 171.
75	34.003	North	Gas Station Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Dorothy Avenue or from the addition of Access 171.
171	34.010	North	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
76	34.030	South	B ½ Road/ EB Off-ramp	Off-ramp	Remains the same.
190	34.045	North	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
77	34.080	North	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 190.
78	34.085	North	Easement Ditch Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to Sherman Drive.
79	34.130	South	B ½ Road/ EB On-ramp	On-ramp	Close access ; access will be provided at 27 ¾ Road.
80	34.135	North	B ½ Road/ WB On-ramp	On-ramp	Close access ; access will be provided with the addition of access 192.
192	34.185	North	Sherman Drive		Right-out access to be added when B ½ Road improvements are made.
81	34.325	North	Frontage Road	Un-signalized Full Movement	Close access ; access will be provided at 27 ¾ Road.
191	34.325	South	27 ¾ Road	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto US 50 creating a ¾ movement intersection.
82	34.622	Both	27 ¾ Road	Un-signalized Full Movement	Remains the same and signalize when meets warrants.

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

Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
83	34.844	South	Fairgrounds Access	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto US 50 creating a ¾ movement intersection.
166		South	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
84	35.149	South	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to B Road.
85	35.242	South	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 172.
172	35.243	South	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
86	35.425	Both	28 ½ Road	Un-signalized Full Movement	Remains the same.
87	35.554	North	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access to B Road.
88	35.564	North	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access to B Road.
89	35.574	South	Rainbow Drive	Un-signalized Right-in, right-out	Close access since this property has alternative access to Frontage Road.
90	35.627	North	Tennessee Street	Un-signalized Right-in, right-out	Close access since this road has alternative access to B Road.
91	35.702	North	Indiana Street	Un-signalized Right-in, right-out	Remains the same.
92	35.728	North	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access to existing Indiana Street.
93	35.732	North	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access to Elm Drive.
94	35.755	South	Dee Vee Drive	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.

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Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
95	35.777	North	Elm Drive	Un-signalized Right-in, right-out	Close access since this road has alternative access to B Road.
96	35.826	North	Driveway	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 184.
184	35.830	North	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
97	35.832	South	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access at Dee Vee Drive.
98	35.833	North	Driveway	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 184.
99	35.865	North	Driveway	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 183.
183	35.868	North	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
100	35.871	North	Driveway	Un-signalized Right-in, right-out	Close access ; access will be provided with the addition of Access 183.
101	35.904	North	Reta Drive	Un-signalized Right-in, right-out	Close access since this road has alternative access at Access 103.
102	35.926	South	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access at Landsdown Road.
103	35.947	North	Reta Drive	Un-signalized Right-in, right-out	Remains the same.
104	35.950	South	Landsdown Road	Un-signalized Right-in, right-out	Remains the same.
105	36.007	North	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access at Access 106.
106	36.021	North	Driveway	Un-signalized Right-in, right-out	Remains the same.

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Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
107	36.032	North	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to 29 Road.
108	36.065	North	29 Road	Signalized Full Movement	Remains the same.
109	36.078	North	Business Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to 29 Road.
110	36.140	North	Business Access	Un-signalized Right-in, right-out	Close access ; access will be provided with the conversion of Access 111 becoming a four-leg intersection.
111	36.178	South	Sundance Drive	Signalized Full Movement	Intersection will be converted from a full movement T-intersection to full movement in all directions
112	36.201	South	Business Access	Un-signalized Full Movement	Close access ; access will be provided with the conversion of Access 111 to a four-leg intersection.
113	36.220	North	Driveway	Un-signalized Right-in, right-out	Remains the same.
114	36.224	North	Driveway	Un-signalized Right-in, right-out	Close access when this property has alternative access via a cross-access agreement at Access 117.
115	36.243	North	Driveway	Un-signalized Right-in, right-out	Close access when this property has alternative access via a cross-access agreement at Access 117.
116	36.245	South	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access at Red Rock Drive.
117	36.258	North	Driveway	Un-signalized Right-in, right-out	Remains the same.
118	36.277	North	Driveway	Un-signalized Right-in, right-out	Close access when this property has alternative access via a cross-access agreement at Access 117.
119	36.279	South	Red Rock Drive	Un-signalized Right-in, right-out	Remains the same.
120	36.284	North	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access to Lantzer Drive.

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

Access Control Plan
US Highway 50
West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
121	36.292	North	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access to Lantzer Drive.
122	36.322	North	Driveway	Un-signalized Right-in, right-out	Close access since this property has alternative access to Lantzer Drive through a cross-access agreement.
123	36.324	South	Ditch Access	Un-signalized Right-in, right-out	Close access since this property has alternative access at Access 119.
124	36.348	South	29 ¼ Road	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.
125	36.400	North	Residential Access/ Ditch Access	Un-signalized Full Movement	Close access since this property has alternative access to Jon Hall Road.
126	36.467	North	Driveway	Un-signalized Full Movement	Close access since this property has alternative access at Access 173.
173	36.493	North	Combined Access		Right-in, right-out access to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
127	36.495	North	Field Access	Un-signalized Full Movement	Close access since this property has alternative access at Access 173.
128	36.524	North	Driveway	Un-signalized Full Movement	Close access since this property has alternative access at Access 173.
129	36.565	North	Field Access	Un-signalized Full Movement	Close access since this property has alternative access to 29 ½ Road.
130	36.587	North	Driveway	Un-signalized Full Movement	Close access since this property has alternative access to 29 ½ Road.
131	36.603	Both	29 ½ Road	Un-signalized Full Movement	Remains the same; remove south leg of the intersection and signalize when meets warrants.
132	36.732	North	Field Access	Un-signalized Full Movement	Close access since this property has alternative access to A ½ Road.

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Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
133	36.742	North	Field Access	Un-signalized Full Movement	Close access since this property has alternative access to A ½ Road.
134	36.749	North	Field Access	Un-signalized Right-in, right-out	Close access since this property has alternative access to A ½ Road.
135	36.893	North	29 ¾ Road	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto US 50 creating a 3/4 movement intersection.
176	36.893	South	29 ¾ Road	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 creating a right-in, right-out intersection.
136	37.143	North	30 Road	Un-signalized Full Movement	Intersection will be converted from a full movement T-intersection to full movement in all directions and will be signalized when meets warrants.
137	37.439	North	Driveway	Un-signalized Full Movement	Close access since this property has alternative access to A ½ Road.
138	37.458	South	Frontage Road	Un-signalized Full Movement	Close access since this road has alternative access to 30 Road.
139	37.783	South	Business Access	Un-signalized Full Movement	Close access since this property has alternative access to 31 Road through a cross-access agreement.
140	37.804	North	Field Access	Un-signalized Full Movement	Close access since this property has alternative access to 30 ¾ Road.
141	37.872	South	Driveway	Un-signalized Full Movement	Close access since this property has alternative access to 31 Road.
142	37.879	North	Ditch Access	Un-signalized Full Movement	Close access since this property has alternative access to 30 ¾ Road.
143	37.903	Both	31 Road	Un-signalized Full Movement	Remains the same and signalize when meets warrants.
144	38.277	North	Field Access	Un-signalized Full Movement	Add channelizing treatment to median to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.

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Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

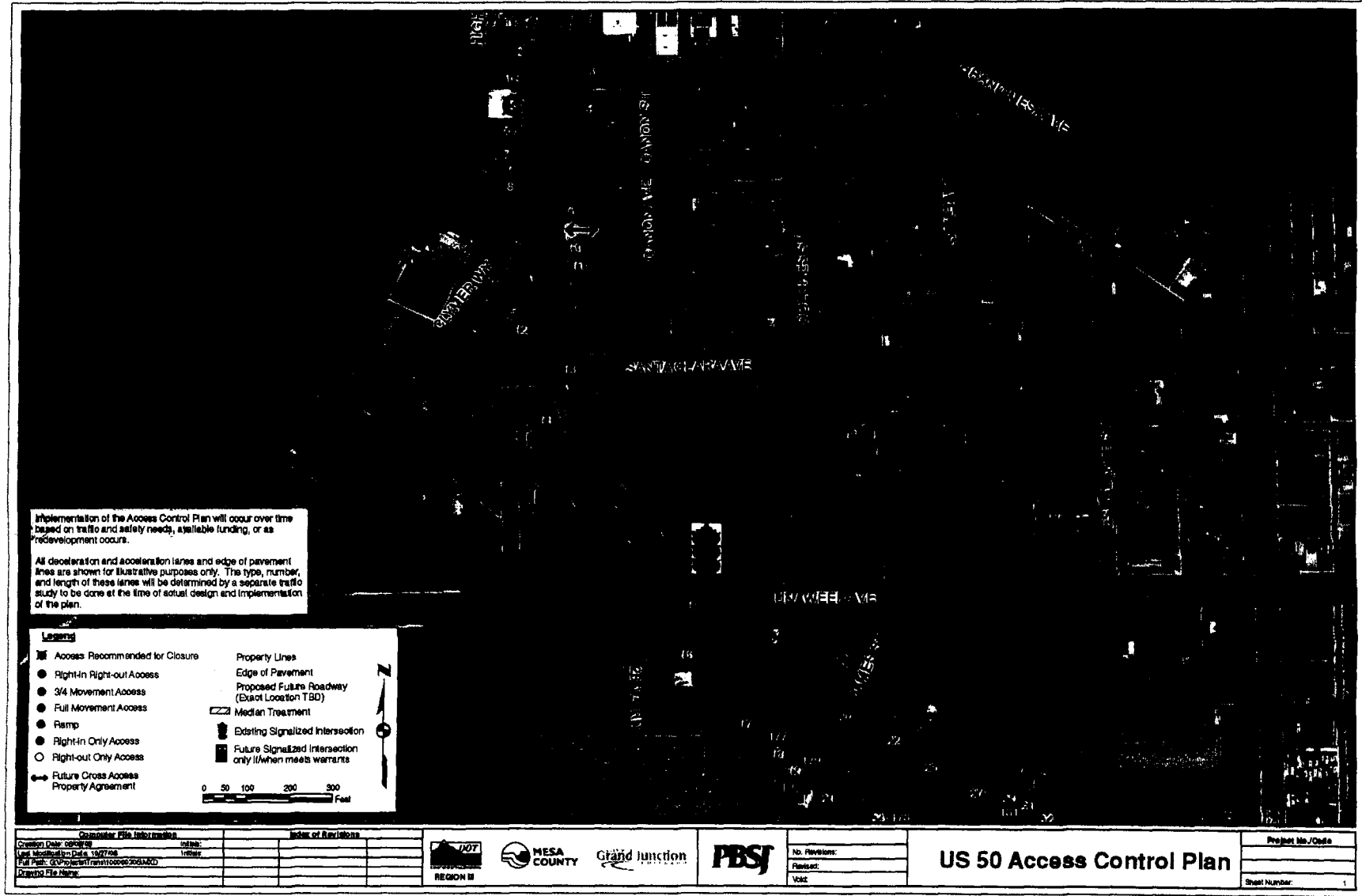
Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
145	38.512	North	32 Road/ SH 141B	Signalized Full Movement	Remains the same.
146	38.844	South	Business Access	Un-signalized Full Movement	Close access; access will be provided with the addition of Access 174.
174	38.975	South	Future Road		Full movement access to be added when property develops to south and signalized when meets warrants.
147	39.209	South	Field Access	Un-signalized Right-in, right-out	Close existing field access.
148	39.212	North	Field Access	Un-signalized Right-in, right-out	Remains the same.
149	39.729	North	Driveway	Un-signalized Full Movement	Close access since this property has alternative access to future roadways.
150	39.733	South	Field Access	Un-signalized Full Movement	Close access since this property has alternative access to Stone Tree Lane.
151	39.971	Both	Willow Bend Road	Un-signalized Full Movement	Remains the same and signalize when meets warrants.
152	40.387	North	Field Access	Un-signalized Full Movement	Close access; access will be provided with the addition of future roadways.
153	40.414	South	Field Access	Un-signalized Full Movement	Close existing field access.
175	40.495	Both	Future Road		Full movement access to be added when construction of Whitewater Frontage Road occurs; signalize when meets warrants.
154	40.584	North	Driveway	Un-signalized Full Movement	Close access; access will be provided with the addition of future roadways.
155	40.618	South	Driveway	Un-signalized Full Movement	Close access; access will be provided with the addition of future roadways.

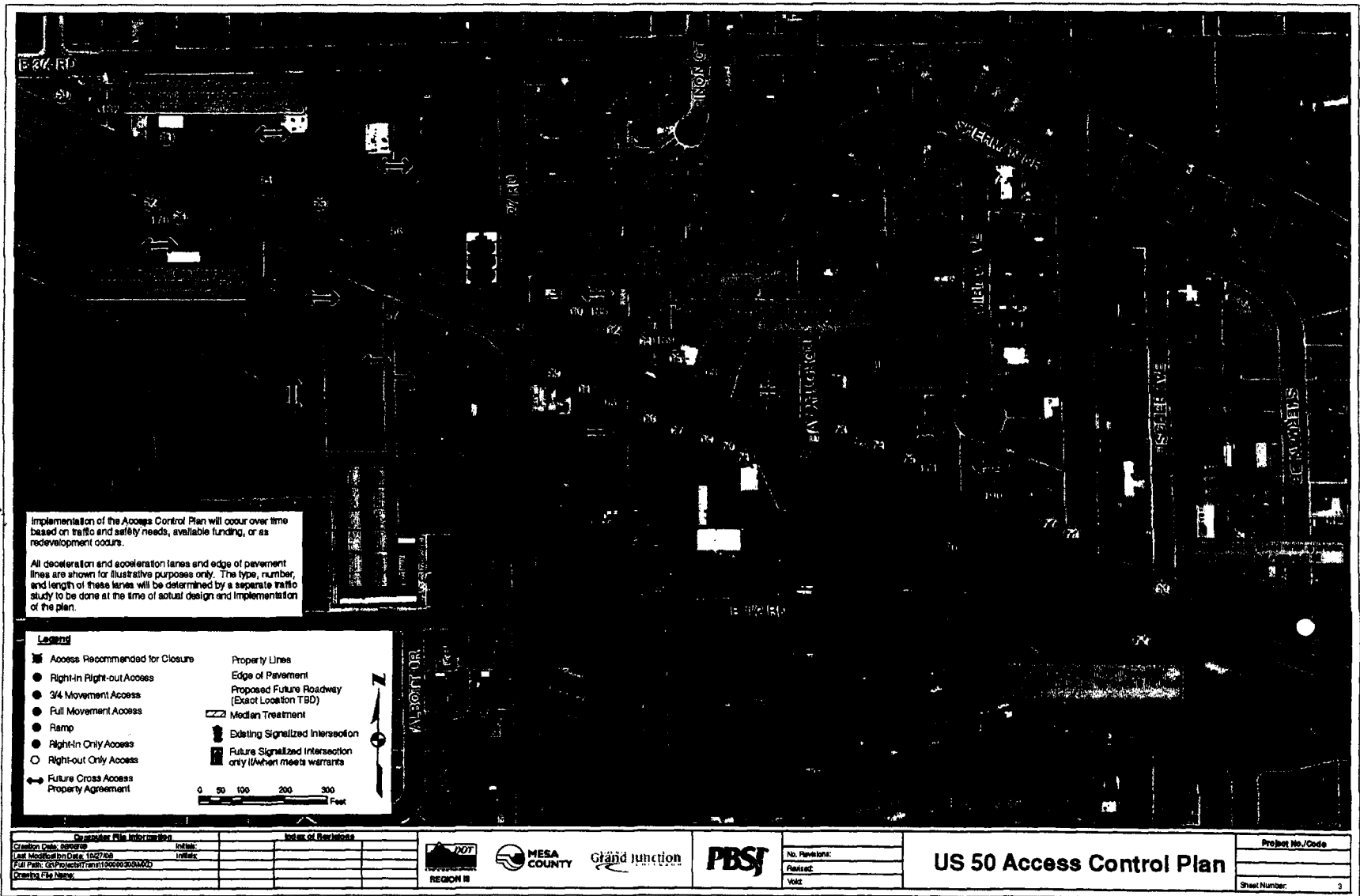
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Access Control Plan US Highway 50 West of Grand Mesa Avenue to SH 141A in Whitewater

Access	Milepost	Side	Access Description	Existing Configuration	Proposed Configuration and Conditions for Change*
156	40.629	North	Business Access	Un-signalized Full Movement	Close access ; access will be provided with the addition of future roadways.
157	40.664	North	Business Access	Un-signalized Full Movement	Close access ; access will be provided with the addition of future roadways.
158	40.674	North	Business Access	Un-signalized Full Movement	Close access ; access will be provided with the addition of future roadways.
159	40.694	South	1 st Street	Un-signalized Full Movement	Close access ; access will be provided at Coffman Road
160	40.708	North	Business Access	Un-signalized Full Movement	Close access ; access will be provided with the addition of future roadways.
161	40.719	North	Business Access	Un-signalized Full Movement	Close access ; access will be provided with the addition of future roadways.
162	40.802	North	Business Access	Un-signalized Full Movement	Close access ; access will be provided with the addition of future roadways.
163	40.958	South	3 rd Street	Un-signalized Full Movement	Close access ; access will be provided at Coffman Road.
164	40.963	North	Reeder Mesa Road	Un-signalized Full Movement	Remains the same and signalize when meets warrants.
165	41.146	South	SH 141A	Un-signalized Full Movement	Remains the same and signalize when meets warrants.

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





Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

All deceleration and acceleration lanes and edge of pavement lines are shown for illustrative purposes only. The type, number, and length of these lanes will be determined by a separate traffic study to be done at the time of actual design and implementation of the plan.

Legend

<ul style="list-style-type: none"> ☒ Access Recommended for Closure ● Right-In Right-out Access ● 3/4 Movement Access ● Full Movement Access ● Ramp ● Right-In Only Access ○ Right-out Only Access ↔ Future Cross Access Property Agreement 	<ul style="list-style-type: none"> — Property Lines — Edge of Pavement — Proposed Future Roadway (Exact Location TBD) ▨ Median Treatment ⓧ Existing Signalized Intersection ⓧ Future Signalized Intersection only (When meets warrants)
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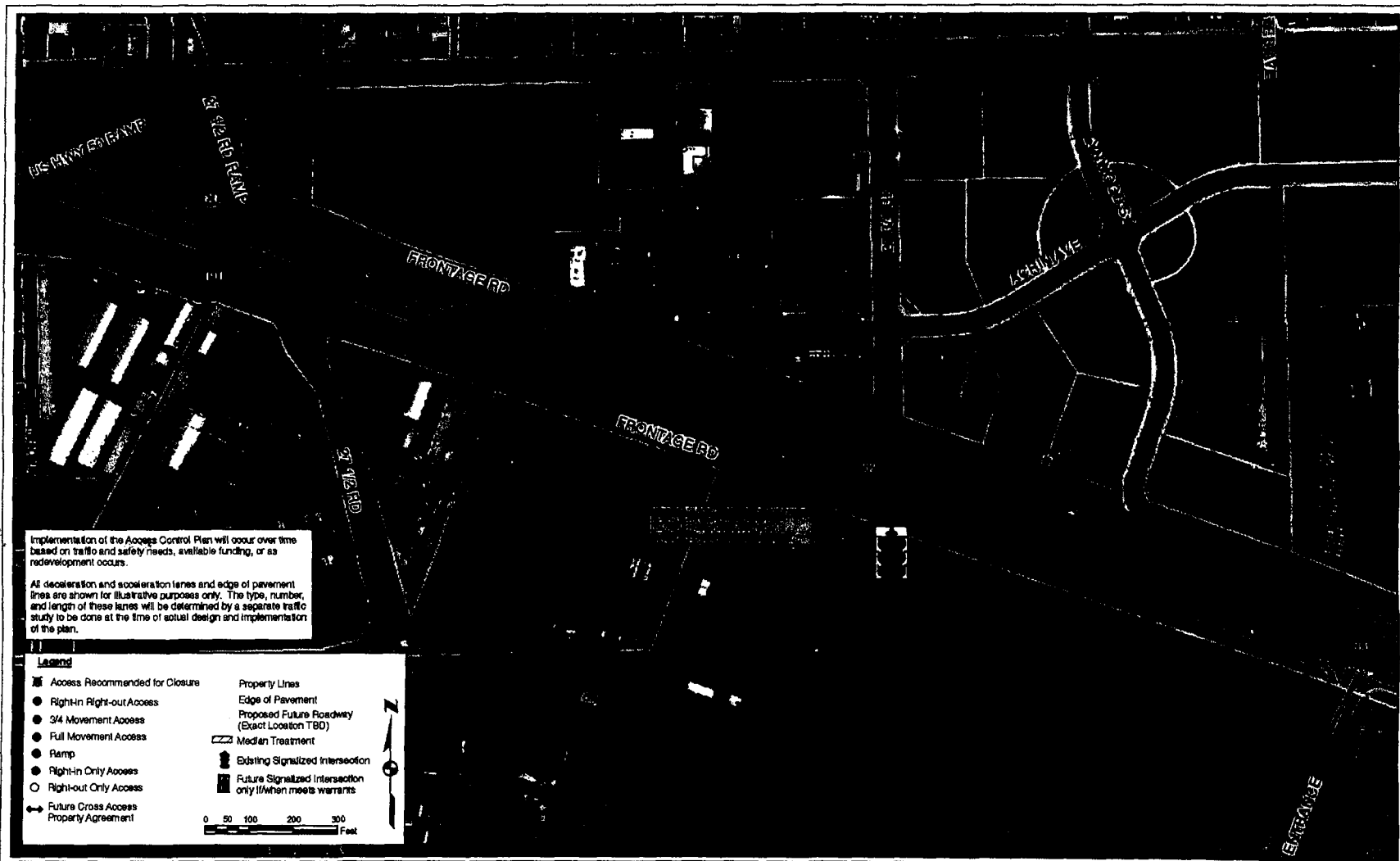
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US 50 Access Control Plan

Project No./Code	
Sheet Number:	3



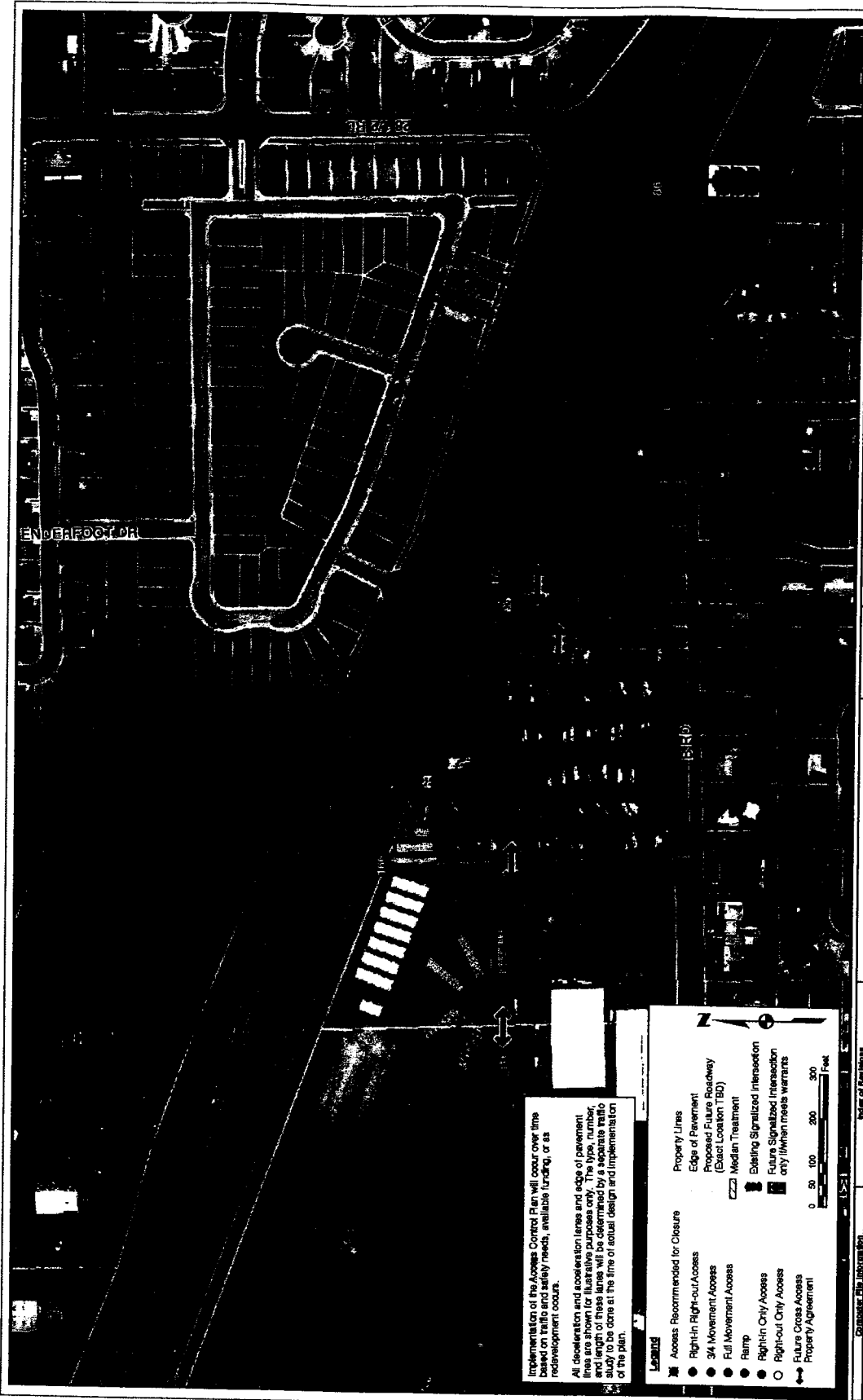
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Legend

<ul style="list-style-type: none"> ■ Access Recommended for Closure ● Right-In Right-out Access ● 3/4 Movement Access ● Full Movement Access ● Ramp ● Right-In Only Access ○ Right-out Only Access ↔ Future Cross Access Property Agreement 	<ul style="list-style-type: none"> — Property Lines — Edge of Pavement — Proposed Future Roadway (Exact Location TBD) ▨ Median Treatment ⬢ Existing Signalized Intersection ⬢ Future Signalized Intersection only if/when meets warrants
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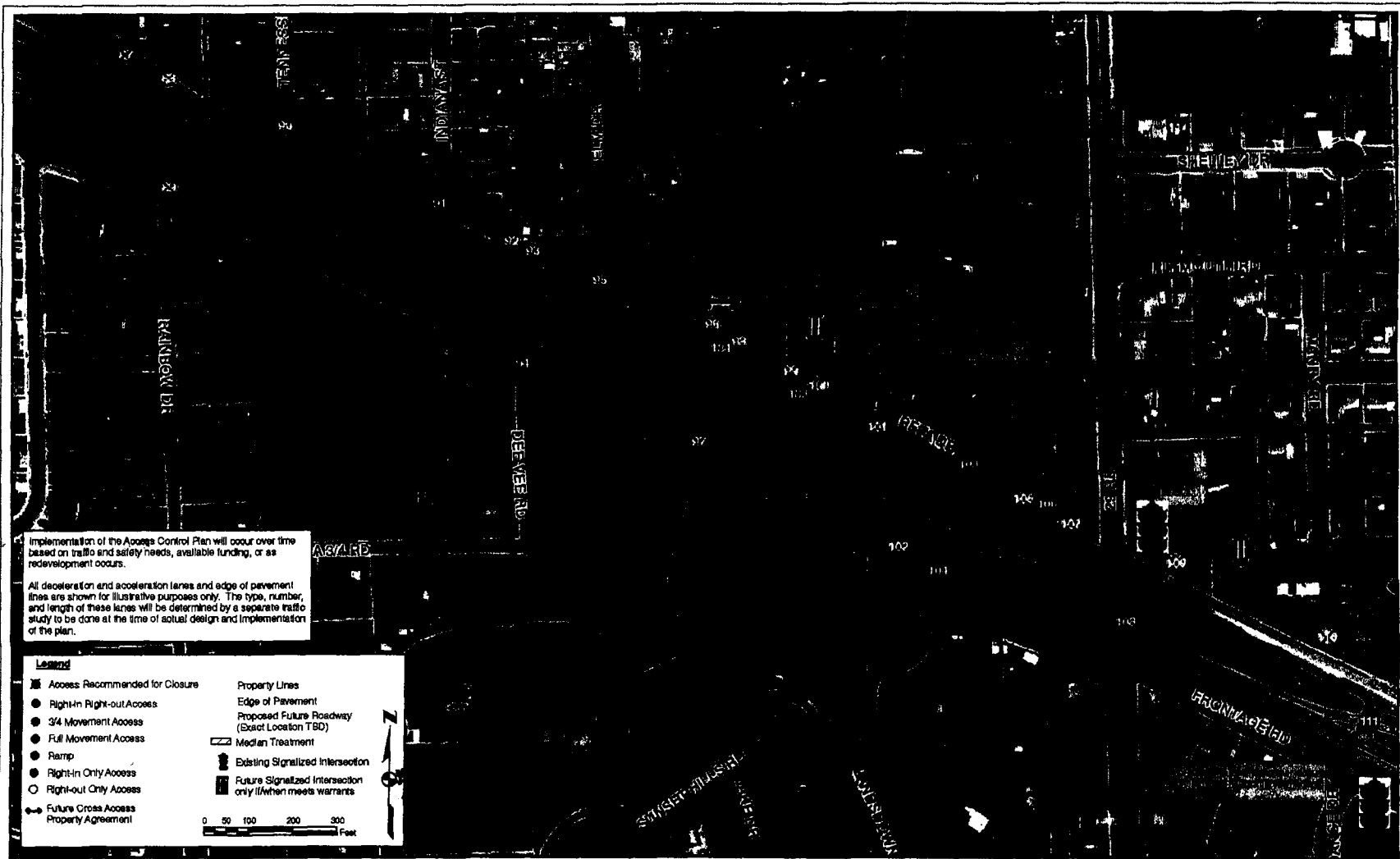
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Legend

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	US 50 Access Control Plan	Project No./Date Sheet Number: 5
		No. Drawings: Revised: VAC
PBSJ		
Grand Junction		
MESA COUNTY		
REGION III		
1207		
Division of Engineering		
1207		
Division of Engineering		
1207		
Division of Engineering		



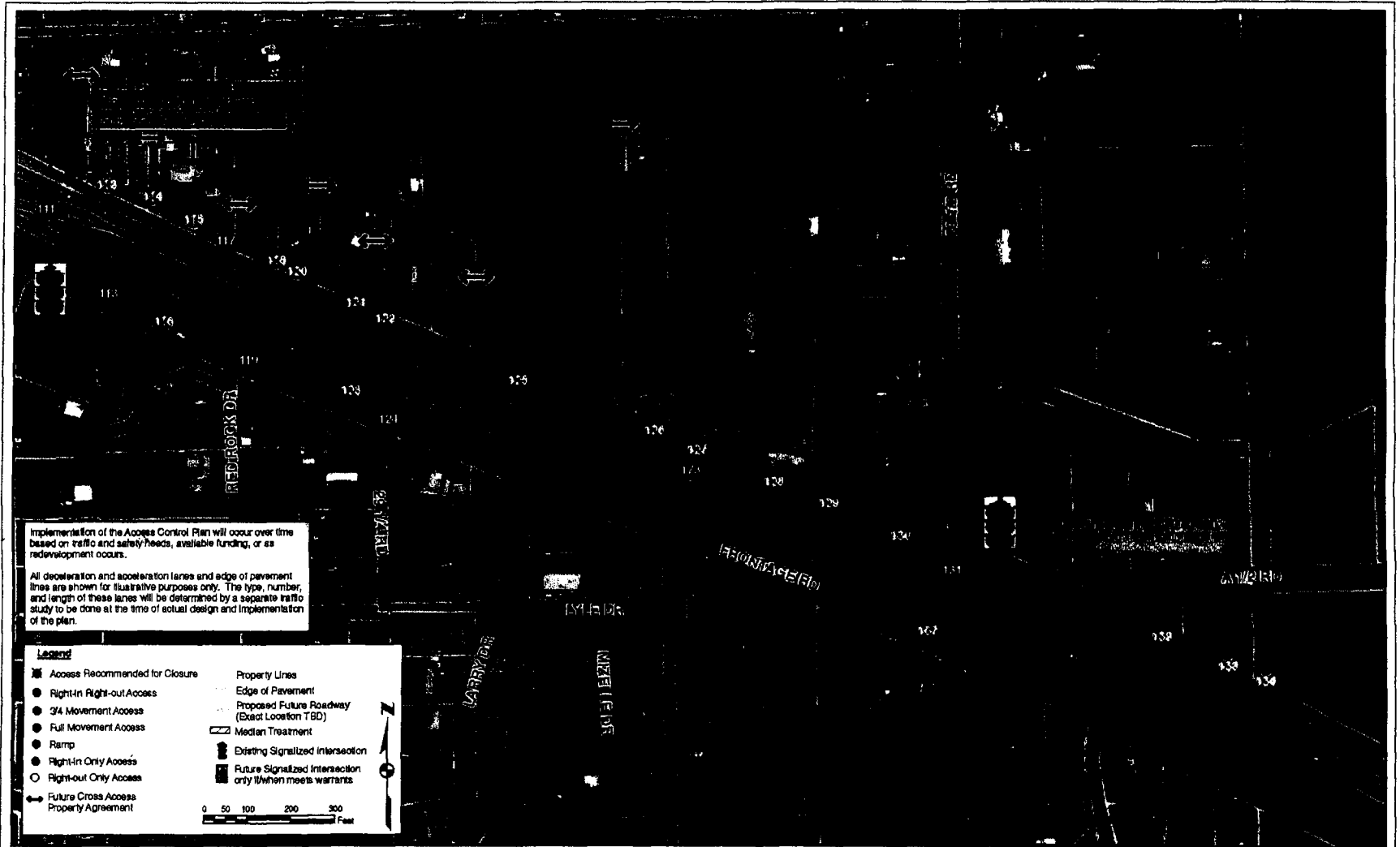
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Legend

■ Access Recommended for Closure	Property Lines
● Right-In Right-out Access	Edge of Pavement
● 3/4 Movement Access	Proposed Future Roadway (Exact Location TBD)
● Full Movement Access	Median Treatment
● Ramp	Existing Signalized Intersection
● Right-In Only Access	Future Signalized Intersection only if/when meets warrants
○ Right-Out Only Access	
↔ Future Cross Access Property Agreement	

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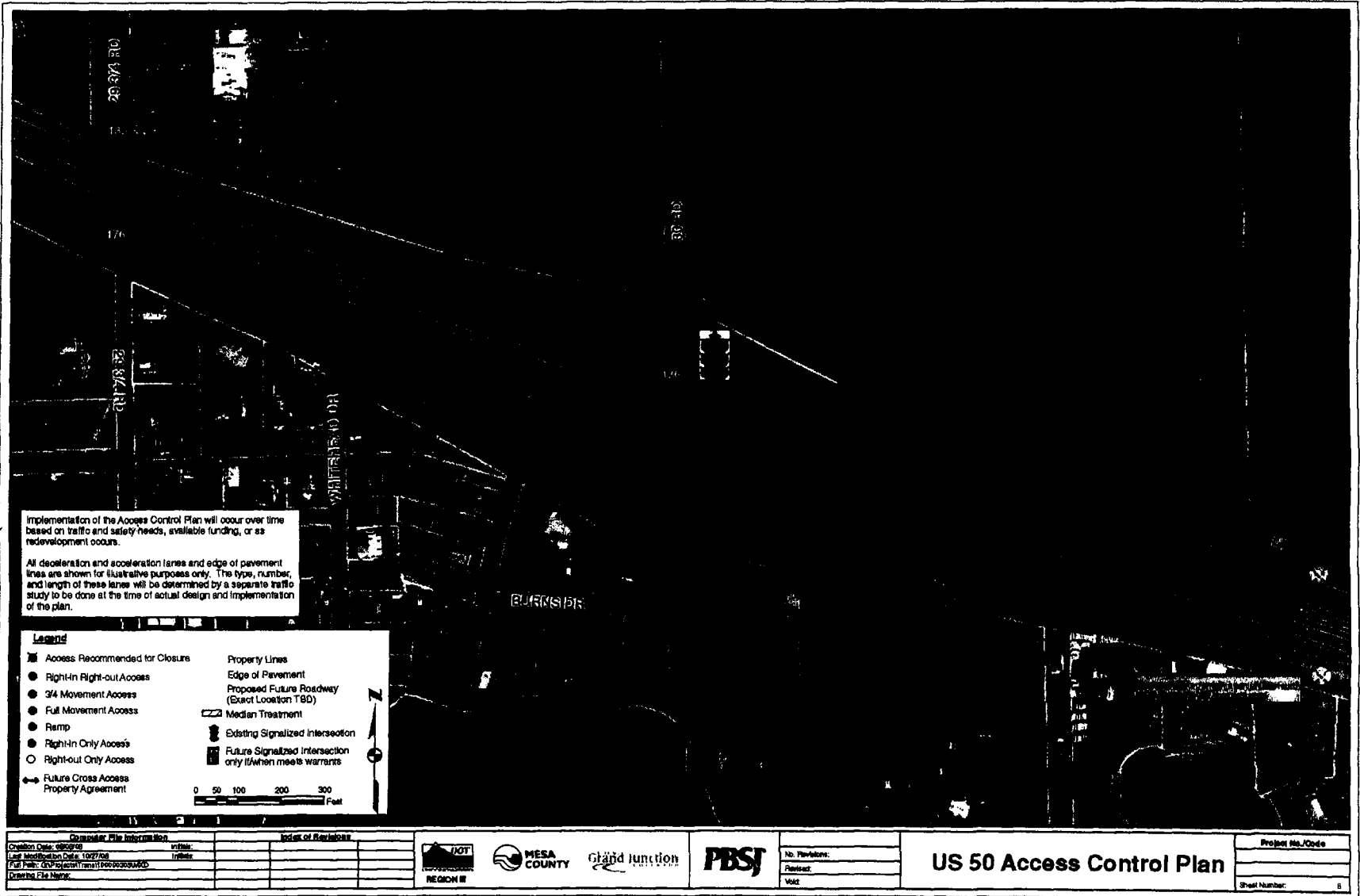
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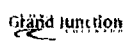
Legend

■ Access Recommended for Closure	— Property Lines
● Right-In Right-out Access	--- Edge of Pavement
● 3/4 Movement Access	--- Proposed Future Roadway (Exact Location TBD)
● Full Movement Access	▭ Median Treatment
● Ramp	⬇ Existing Signalized Intersection
● Right-In Only Access	⬆ Future Signalized Intersection only if/when meets warrants
○ Right-out Only Access	
↔ Future Cross Access Property Agreement	

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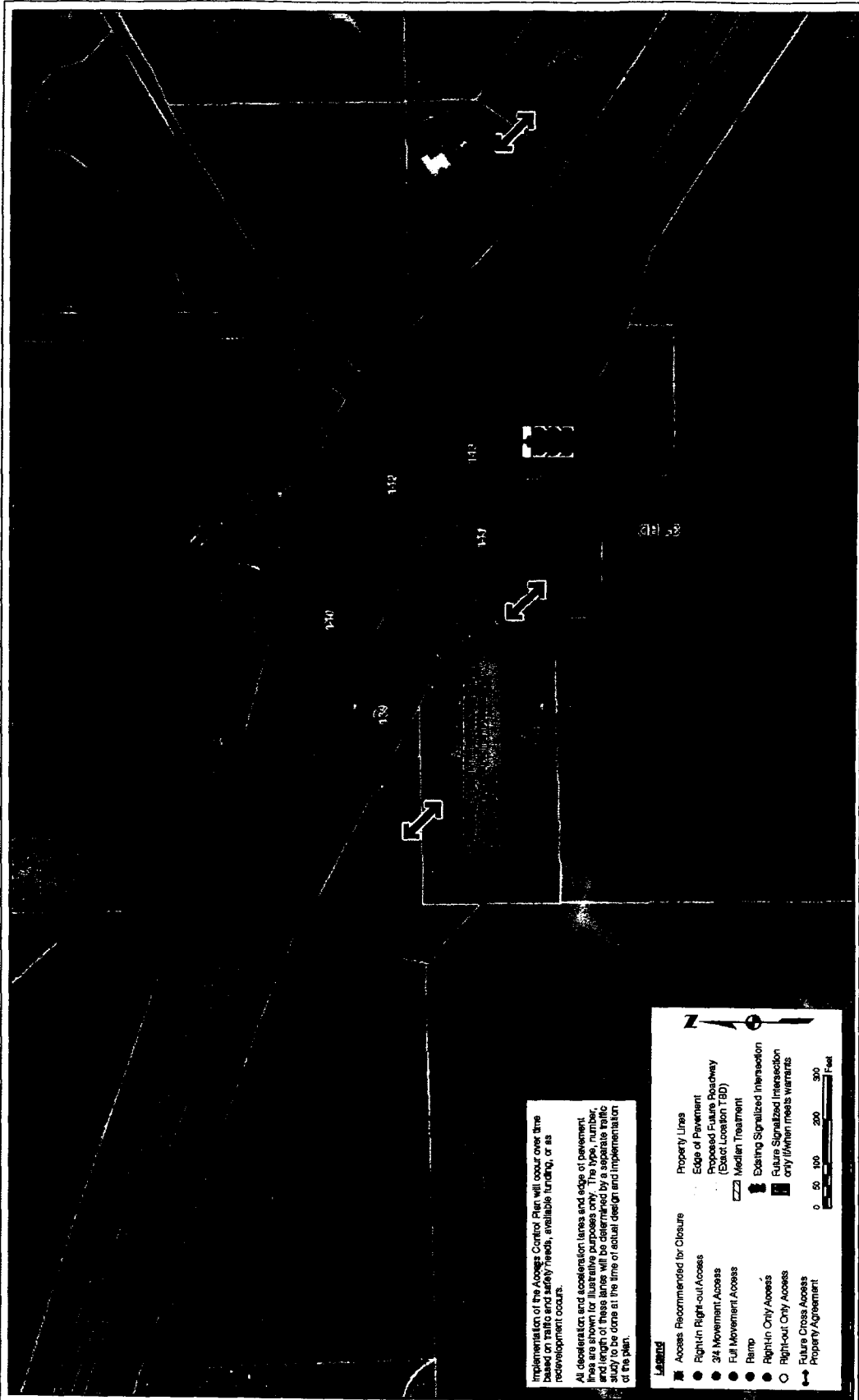
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Last Modification Date: 10/27/08	Initial:		
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Drawing File Name:			



No. Revisions:	
Revised:	
WAC:	

US 50 Access Control Plan

Project No./Code	
Sheet Number:	8



Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

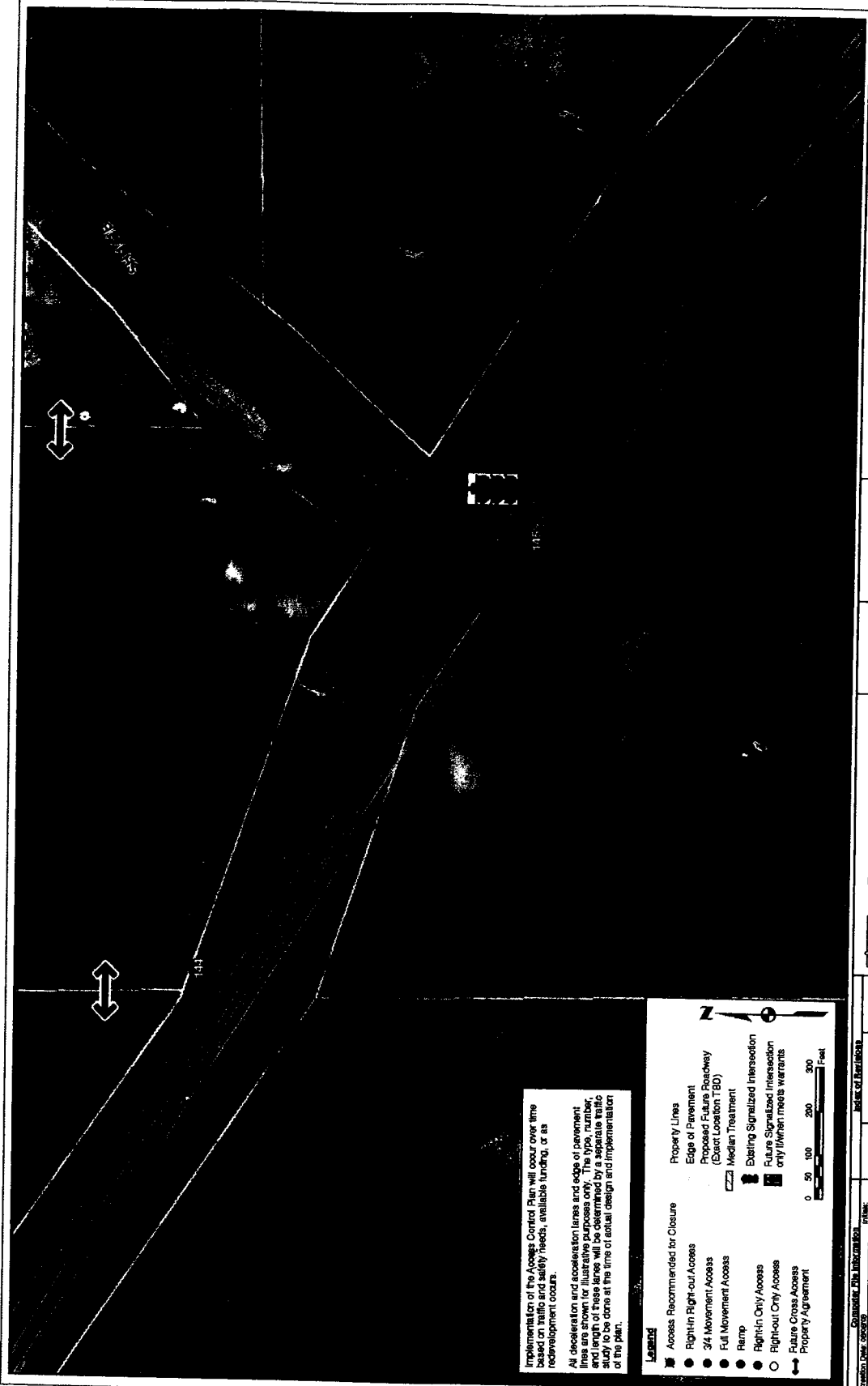
All dedication and acceleration lanes and edge of pavement lines are shown for illustrative purposes only. The type, number, and length of these lanes will be determined by a separate traffic study to be done at the time of actual design and implementation of the plan.

LEGEND

	Access Recommended for Obsolete		Property Lines
	Right-in Right-out Access		Edge of Pavement
	24 Movement Access		Proposed Future Roadway
	Full Movement Access		(Exact Location TBD)
	Ramp		Median Treatment
	Right-in City Access		Existing Signalized Intersection
	Right-out Only Access		Future Signalized Intersection
	Future Cross Access		Future Signalized Intersection only (When means warrants)
	Property Agreement		

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City of Mesa Planning Department 100 N. Gombet Street Mesa, AZ 85201 Phone: (480) 977-1000 Fax: (480) 977-1001		Project No./Date: Sheet Number:
City of Mesa Planning Department 100 N. Gombet Street Mesa, AZ 85201 Phone: (480) 977-1000 Fax: (480) 977-1001		US 50 Access Control Plan
City of Mesa Planning Department 100 N. Gombet Street Mesa, AZ 85201 Phone: (480) 977-1000 Fax: (480) 977-1001		No. Tables: Sheets: Vets:
City of Mesa Planning Department 100 N. Gombet Street Mesa, AZ 85201 Phone: (480) 977-1000 Fax: (480) 977-1001		PBSJ Grand Junction Mesa County MESA COUNTY REGION III



Implementation of the Access Control Plan will occur over time based on available funding, available needs, available funding, or as redevelopment occurs.

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Legend

- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access
- Property Agreement

- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
- Future Signalized Intersection only (When meets warrants)

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City of Aurora
 Planning Department
 1300 East 17th Avenue, Suite 100
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 Website: www.aurora.gov

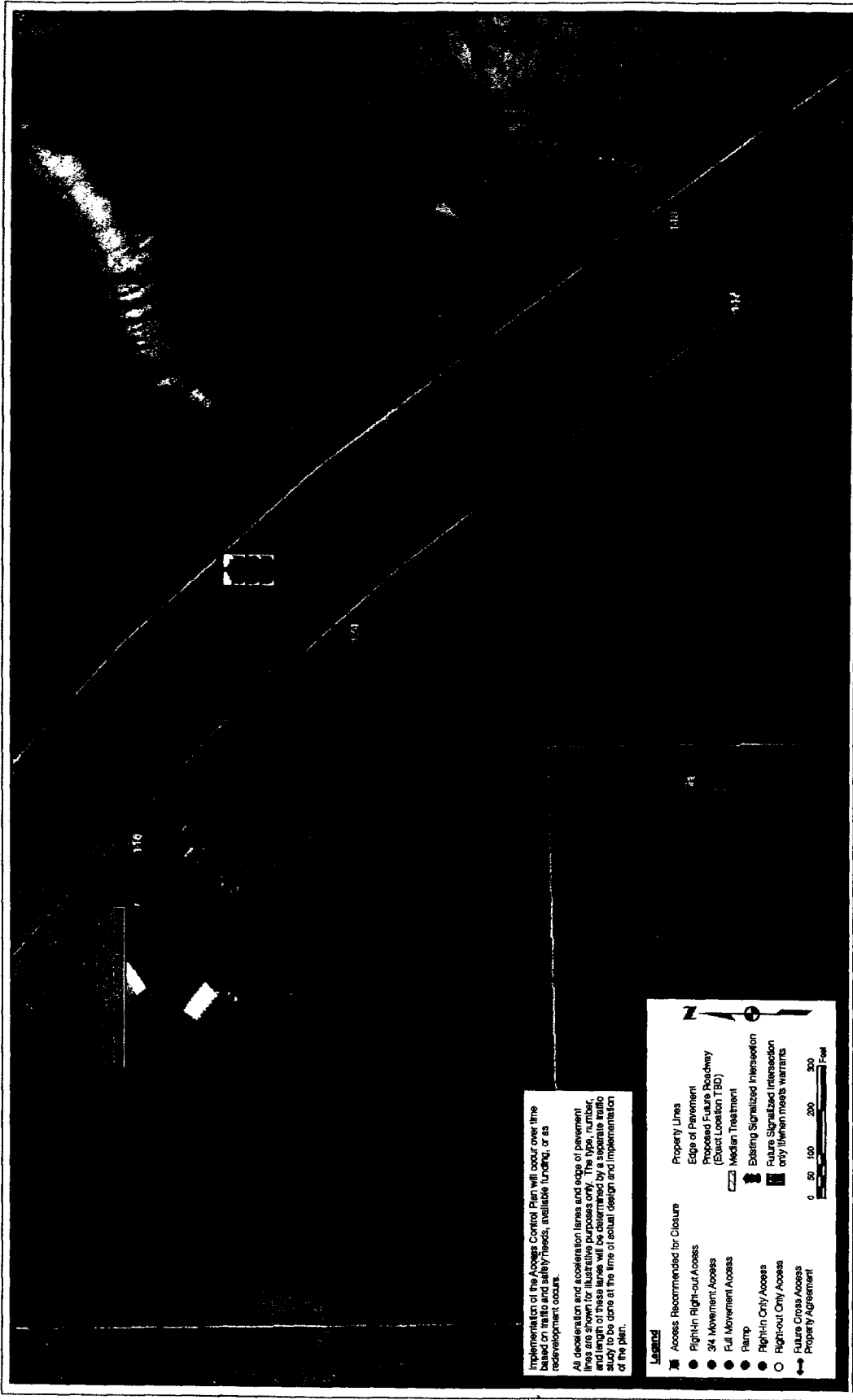
INDEX OF REVISIONS
 No. | Description | Date

US 50 Access Control Plan
 Project No. 0046
 Sheet Number 10

No. | Reviewer | Date

PBSJ
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 Website: www.mesa-county.org



Implementation of the Access Control Plan will occur over time as property lines, available for sale, or as redevelopment occurs.

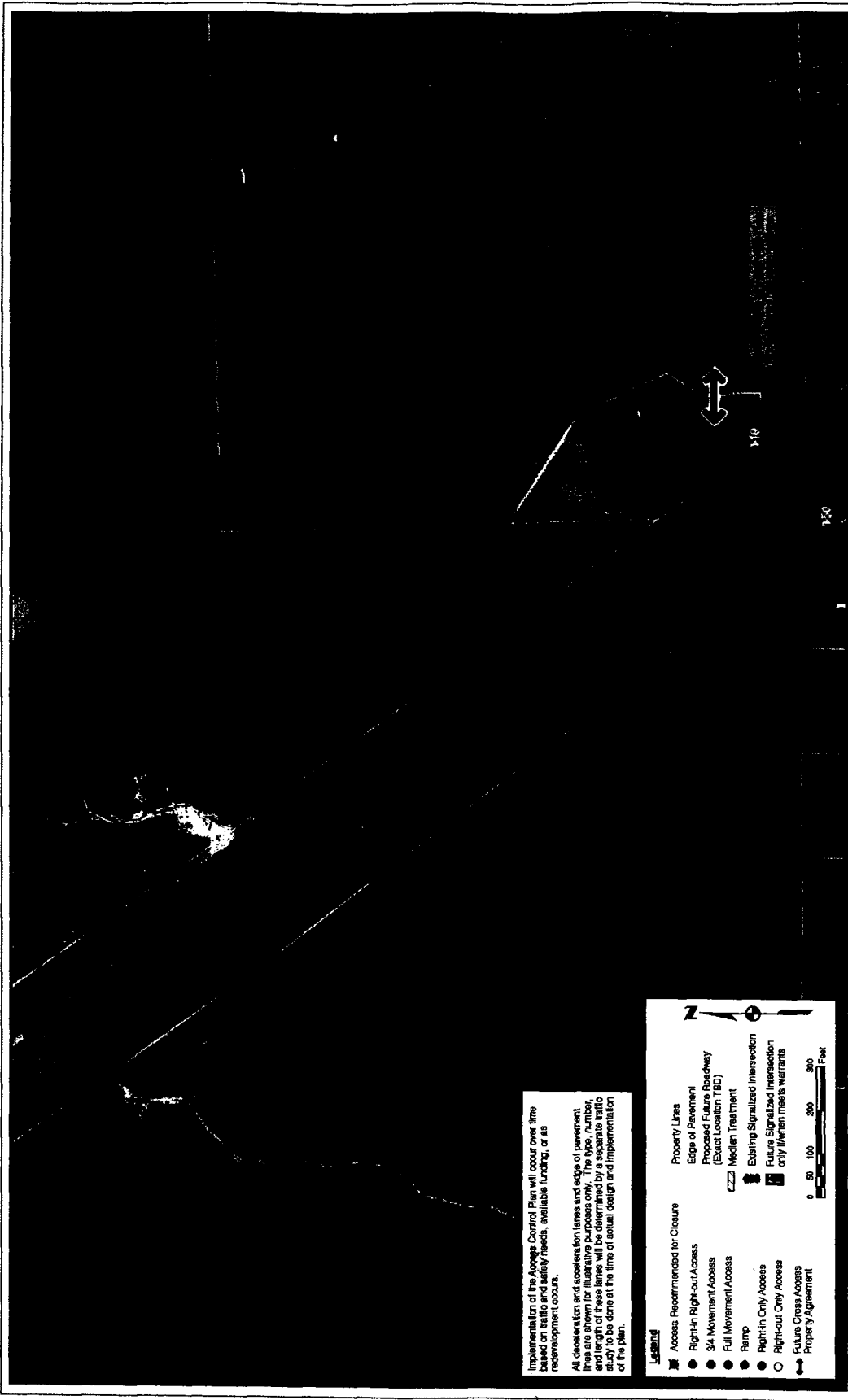
All deceleration and acceleration lanes and edge of pavement lines are shown for illustrative purposes only. The type, number, and length of these lanes will be determined by a separate utility and engineering study. The type, number, and length of these lanes will be determined by a separate utility and engineering study. The type, number, and length of these lanes will be determined by a separate utility and engineering study.

LEGEND

	Access Recommended for Closure		Property Lines
	Right-in Right-out Access		Edge of Pavement
	3M Movement Access		Proposed Future Roadway (Exact Location TBD)
	Full Movement Access		Median Treatment
	Ramp		Existing Signalized Intersection
	Right-in Only Access		Future Signalized Intersection (only when meets warrants)
	Right-out Only Access		
	Future Cross Access		
	Property Agreement		

0 50 100 200 300 Feet

PROJECT NO. SHEET NO. SHEET NUMBER	US 50 Access Control Plan	PROJECT NO. SHEET NO. SHEET NUMBER
NO. REVISIONS: REVISION: DATE:		PROJECT NO. SHEET NO. SHEET NUMBER
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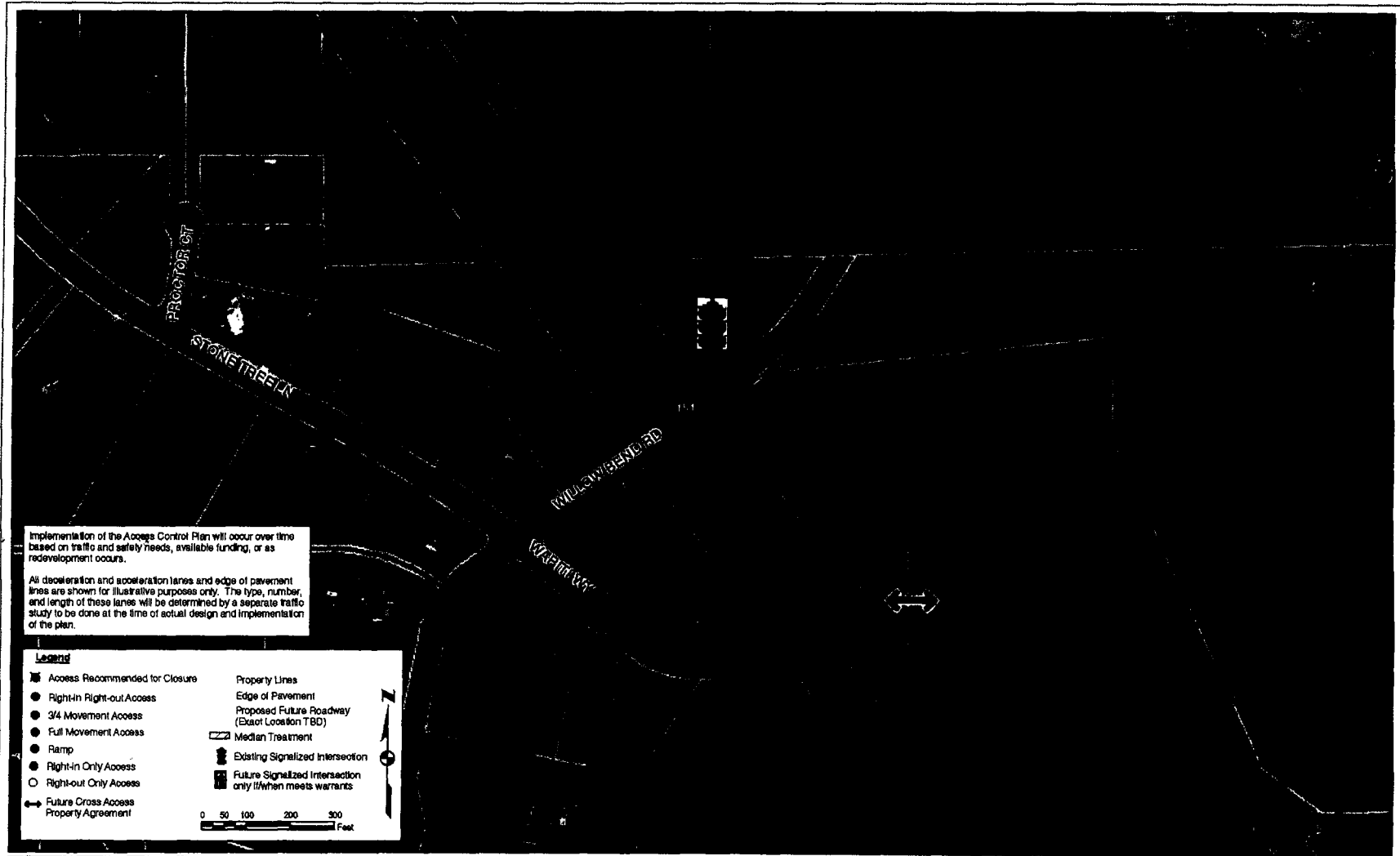


Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

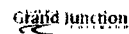
All deceleration and acceleration lanes and edge of pavement lines are shown for illustrative purposes only. The type, number, and length of these lanes will be determined by a separate traffic study to be done at the time of actual design and implementation of the plan.

- Legend**
- Access Recommended for Closure
 - Right-in Right-out Access
 - 34' Movement Access
 - Full Movement Access
 - Ramp
 - Right-in Only Access
 - Right-out Only Access
 - Future Cross Access
 - ↔ Property Agreement
- Property Lines
 - Edge of Pavement
 - Proposed Future Roadway (Exact Location TBD)
 - Median Treatment
 - ⬇ Existing Signalized Intersection
 - ⬆ Future Signalized Intersection only if/when meets warrants
- 0 50 100 200 300 Feet

US 50 Access Control Plan		Project No./Date _____
MESA COUNTY 	PBSJ 	Sheet Number: 12
007 REGION III	Grand Junction 	No. Revisions: DATE: DATE:
Date: _____ Title: _____ Drawn By: _____ Checked By: _____		



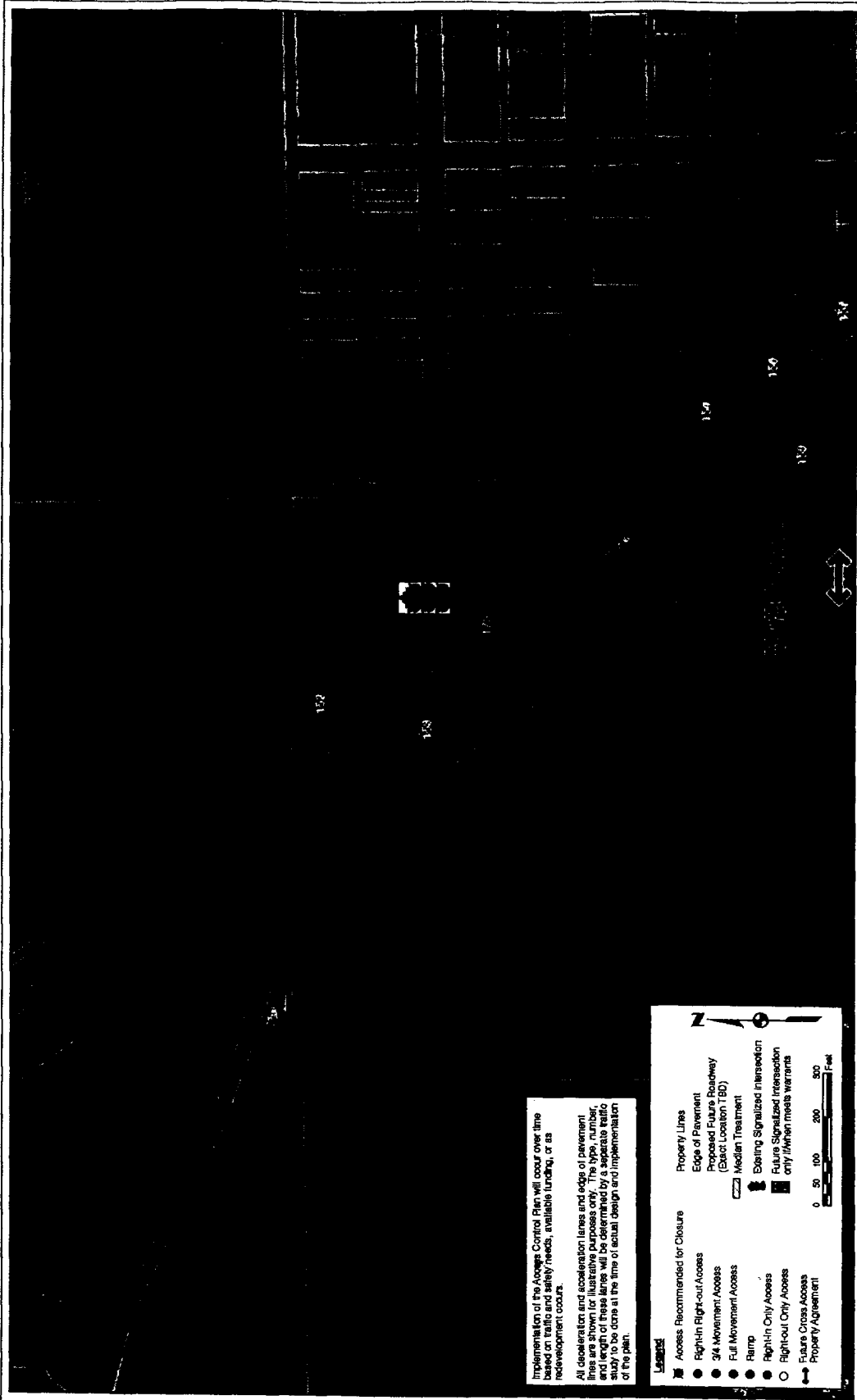
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No. Revisions:	
Revised:	
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US 50 Access Control Plan

Project No./Code	
Sheet Number	13



Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

All deceleration and acceleration lanes and edge of pavement lines are shown for illustrative purposes only. The type, number, and length of these lanes will be determined by a separate traffic study to be done at the time of actual design and implementation of the plan.

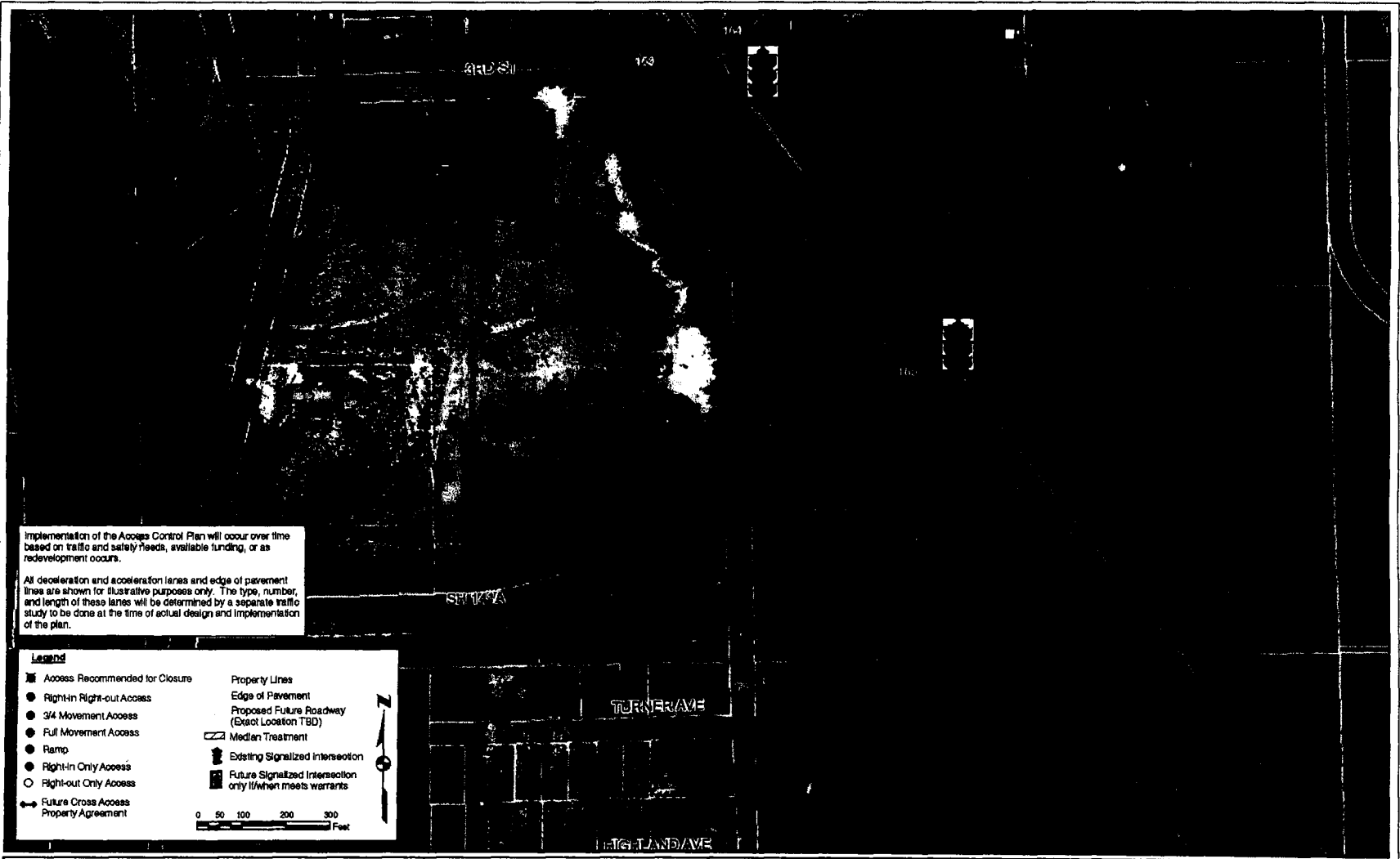
Legend

- Access: Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access
- Property Agreement

- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
- Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

Date: 08/20/2018 User: [unclear] File Path: [unclear] Drawing File Name: [unclear]		Project No./Code: [unclear] Sheet Number: 14
No. Revisions: Date: Name:		US 50 Access Control Plan



Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

All deceleration and acceleration lanes and edge of pavement lines are shown for illustrative purposes only. The type, number, and length of these lanes will be determined by a separate traffic study to be done at the time of actual design and implementation of the plan.

Legend

■ Access Recommended for Closure	Property Lines
● Right-In Right-out Access	Edge of Pavement
● 3/4 Movement Access	Proposed Future Roadway (Exact Location TBD)
● Full Movement Access	Median Treatment
● Ramp	Existing Signalized Intersection
● Right-In Only Access	Future Signalized Intersection only if/when meets warrants
○ Right-out Only Access	
→ Future Cross Access Property Agreement	

0 50 100 200 300 Feet

Computer File Information	Index of Revisions
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Last Modification Date: 10/27/08	Initials:
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No. Revisions:
Revised:
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US 50 Access Control Plan

Project No./Code
Sheet Number: 10