

REGION 3
MAR 01 2011
TRAFFIC

**INTERGOVERNMENTAL AGREEMENT
BY AND AMONG THE CITY OF FRUITA,
CITY OF GRAND JUNCTION, MESA COUNTY
AND
THE STATE OF COLORADO
BY AND THROUGH THE DEPARTMENT OF TRANSPORTATION
UNITED STATES HIGHWAY 6 (M.P. 13.87 - US 6A to M.P. 2.42-
I70B) AND STATE HIGHWAY 139 (M.P. 0.00 to M.P. 2.29)
ACCESS CONTROL PLAN**

THIS AGREEMENT is entered into effective as of the 18th day of Feb. 2011, by and among the City of Fruita and the City of Grand Junction, (hereafter referred to as the "Cities"), Mesa 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 which jurisdictions is further defined for the Cities by this Agreement as being within their current City boundaries; 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 United States Highway 6 from 12 Road (M.P. 13.87-US6A) west of Loma in unincorporated Mesa County, to 24 Road (M.P. 2.42-I70B) in the City of Grand Junction, and State Highway 139 from N ¼ Road (M.P. 2.42) north of Loma to I-70 (M.P. 0.00) south of Loma (hereafter referred to as the "Segments"), which certain portions are 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 and Department are partners in, and share responsibility for, the development and implementation of this access control plan and such partnership shall be represented to all parties affected by it; 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 Segments 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 Segments, within the meaning of Section 2.12 of the Access Code.

2. The Agencies shall regulate access to the Segments 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: US 6 West/SH 139 Access Control Plan") – which Exhibit by this reference is hereby incorporated into this document as though fully set forth herein. Vehicular access to the Segments 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. Access will be provided to the property as shown on the access control plan unless it is not feasible to implement at the time of development. Feasibility will be determined by the entities with jurisdiction

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.

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, when 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 other 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, if any 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, promise(s) 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 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 is stated in Exhibit B. Exhibit B is incorporated by this reference as if set forth.

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 incidental beneficiaries 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 Fruita, Colorado

Mayor, City of Fruita

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

City of Grand Junction, Colorado

Mayor, City of Grand Junction

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney



Mesa County, Colorado

Commissioner, Mesa County

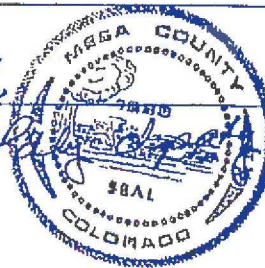
ATTEST:

County Clerk

APPROVED AS TO FORM:

County Attorney

by Robert R. [Signature]



State of Colorado

Department of Transportation

Chief Engineer

Date

ATTEST:

Chief Clerk

CONCUR:

Regional Transportation Director

"EXHIBIT - A"

ACCESS CONTROL PLAN

United States Highway 6 from 12 Road (M.P. 13.87 - US6A) west of Loma in unincorporated Mesa County, to 24 Road (M.P. 2.42 - I70B) in the City of Grand Junction, and State Highway 139 from N ¼ Road (M.P. 2.29) north of Loma to I-70 (M.P. 0.00) south of Loma

**City of Fruita, 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 segments of United States Highway 6 from 12 Road (M.P. 13.87 - US6A) west of Loma in unincorporated Mesa County, to 24 Road (2.42 - I70B) in the City of Grand Junction, and State Highway 139 from N ¼ Road (M.P. 2.29) north of Loma to I-70 (M.P. 0.00) south of Loma.

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 hundredths of a mile) along United States Highway 6 or State Highway 139. 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 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 in Section 4 of the Code unless the Department 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.

Initials

WML City Manager, City of Grand Junction

CMK City Manager, City of Fruita

CM Chair, Mesa County

CE Chief Engineer, CDOT

JS City Attorney, City of Grand Junction

EPB City Attorney, City of Fruita

MD County Attorney, Mesa County

DAE RTD, CDOT

"EXHIBIT - B"

ACCESS CONTROL PLAN AMENDMENT PROCESS

United States Highway 6 from 12 Road (M.P. 13.87 - US6A) west of Loma in unincorporated Mesa County, to 24 Road (M.P. 2.42 - I70B) in the City of Grand Junction, and State Highway 139 from N ¼ Road (M.P. 2.29) north of Loma to I-70 (M.P. 0.00) south of Loma

**City of Fruita, 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 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. 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 6/State Highway 139 Access Control Plan report for this corridor and the State Highway Access Code.
3. If the amendment request is found to be complete, the Department shall forward to all Agencies having jurisdiction in the amendment. Jurisdiction is determined by the corporate limits of a municipality or the unincorporated limits of Mesa County within which the proposed change will occur except when the unincorporated Mesa County area is also within the Grand Junction Urban Growth Boundary or the City of Fruita Growth Management Area. When the proposed change(s) is within the unincorporated Mesa County portion of the City of Grand Junction Urban Growth Boundary or the City of Fruita Growth Management Area the applicable municipality shall be an equal party to an amendment request.
4. Once all affected agencies (CDOT, the Cities, and/or the County) 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.

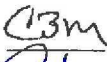
Initials



City Manager, City of Grand Junction



City Manager, City of Fruita



Chair, Mesa County



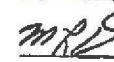
Chief Engineer, CDOT



City Attorney, City of Grand



City Attorney, City of Fruita



County Attorney, Mesa County



RTD, CDOT

Resolution No. **MCM 2010-144**

A RESOLUTION OF THE COUNTY OF MESA ADOPTING AN INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF GRAND JUNCTION, CITY OF FRUITA AND THE STATE OF COLORADO, DEPARTMENT OF TRANSPORTATION, FOR AN ACCESS CONTROL PLAN FOR A PORTION OF UNITED STATES HIGHWAY 6 FROM MILE POST 13.87-US 6A TO MP 2.42-I-70B AND STATE HIGHWAY 139 FROM MILE POST 0.00 TO MP 2.29.

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, City of Fruita, Colorado and the County of Mesa, Colorado, completed, in October, 2010, the U.S. 6 West/S.H. 139 Access Control Plan for a certain portions of U.S.6, I-70B and S.H. 139.

WHEREAS, the Board of County Commissioners conducted a public hearing, after notice, to discuss adoption of the U.S. 6 West/S.H. 139 Access Control Plan to receive public comment hereon, and public comments were considered in the adoption process; and

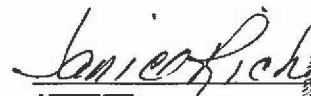
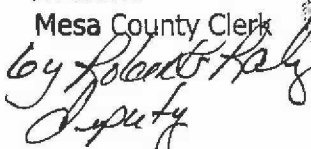
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF MESA, COLORADO:

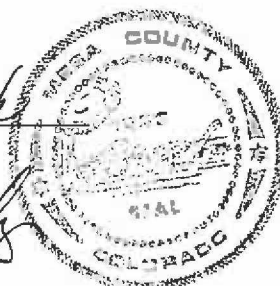
The attached Intergovernmental Agreement, including an amendment added to the end of Paragraph 3 that reads, "Feasibility will be determined by the entities with jurisdiction", with the City of Grand Junction, City of Fruita and the State of Colorado, Department of Transportation, together with the exhibits 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 22nd day of November, 2010



Chair
Board of County Commissioners


ATTEST:
Mesa County Clerk

Deputy



Trent P

RESOLUTION NO. 44-10

**A RESOLUTION AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT
BETWEEN THE CITY OF GRAND JUNCTION, MESA COUNTY AND THE
COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) REGARDING US-6
ACCESS CONTROL PLAN AND STATE HIGHWAY 139**

RECITALS:

U. S. Highway 6 and State Highway 139 are important transportation resources for Western Slope communities. As growth continues, traffic volumes on the highways in the study segment are expected to grow significantly.

Recognizing the need to plan for future growth along the corridors 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 highways, 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 6 (M.P. 13.87 US 6A to M.P. 2.42-170B) and State Highway 139 (M.P. 0.00 to M.P. 2.29)
- b. That agreement is authorized and approved.

PASSED AND ADOPTED this 18th day of October, 2010.

CITY OF GRAND JUNCTION, COLORADO

Teren L. Coons

President of the Council



Resolution 2010-29

**A RESOLUTION TO DIRECT STAFF TO FINALIZE NEGOTIATIONS AND
AUTHORIZE THE MAYOR TO EXECUTE AN INTERGOVERNMENTAL
AGREEMENT BETWEEN THE CITY OF FRUITA, CITY OF GRAND JUNCTION,
MESA COUNTY, AND THE COLORADO DEPARTMENT OF TRANSPORTATION
APPROVING THE STATE HIGHWAY 6 ACCESS CONTROL PLAN**

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 City of Fruita, City of Grand Junction, Mesa County, and the Colorado Department of Transportation desire to provide for the coordinated regulation of vehicular access for the section of United States Highway 6 from 12 Road (M.P. 13.87-US6A) west of Loma in unincorporated Mesa County, to 24 Road (M.P. 2.42-I70B) in the City of Grand Junction, and State Highway 139 from N ¼ Road (M.P. 2.42) north of Loma to I-70 (M.P. 0.00) south of Loma (hereafter referred to as the "Segments"), which certain portions are within the City of Fruita's jurisdiction; and

WHEREAS, the City of Fruita, City of Grand Junction, Mesa County, and the Colorado Department of Transportation 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 City of Fruita, City of Grand Junction, Mesa County, and the Colorado Department of Transportation are partners in, and share responsibility for, the development and implementation of this access control plan and such partnership shall be represented to all parties affected by it; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FRUITA, COLORADO, THAT THE CITY COUNCIL FINDS AND DETERMINES:

THAT the City Council directs staff to finalize negotiations and authorize the Mayor to execute an Intergovernmental Agreement between the City of Fruita, City of Grand Junction, Mesa County, and the Colorado Department of Transportation for the approval of the State Highway 6 Access Control Plan.

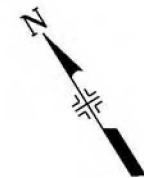
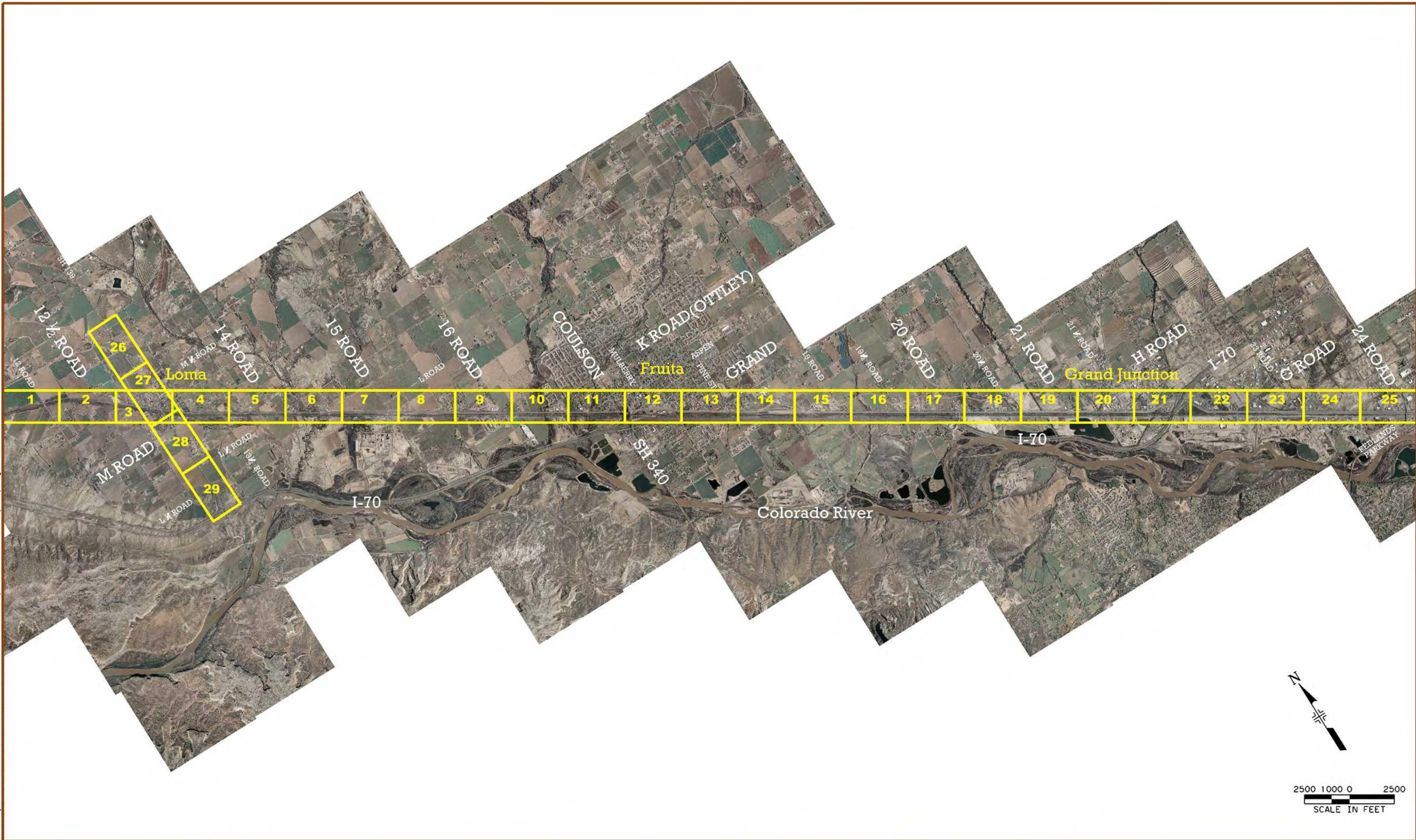
**PASSED AND ADOPTED BY THE FRUITA CITY COUNCIL
THIS 7th DAY OF SEPTEMBER, 2010**

CITY OF FRUITA, COLORADO


H. Kenneth Henry, Mayor

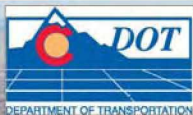
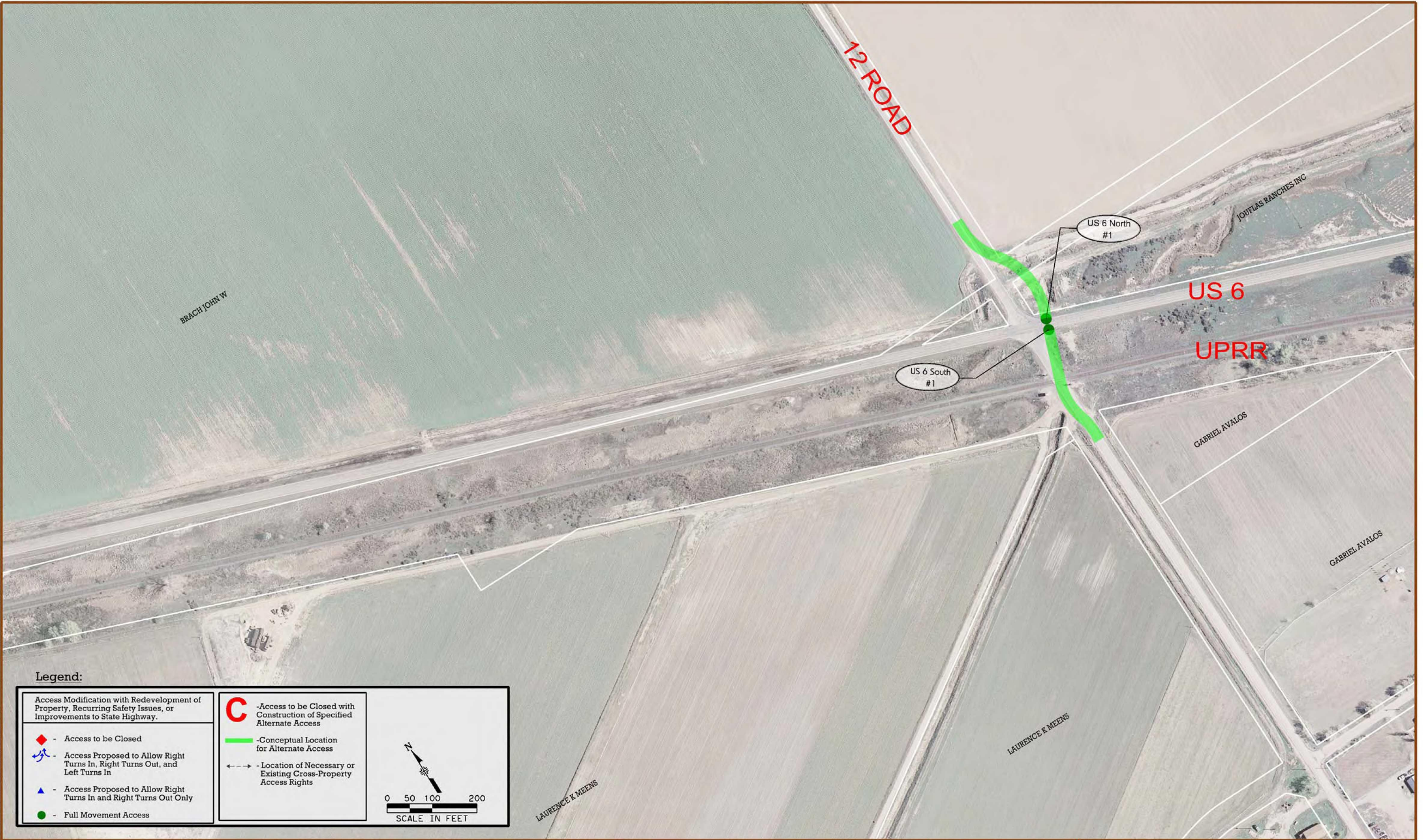
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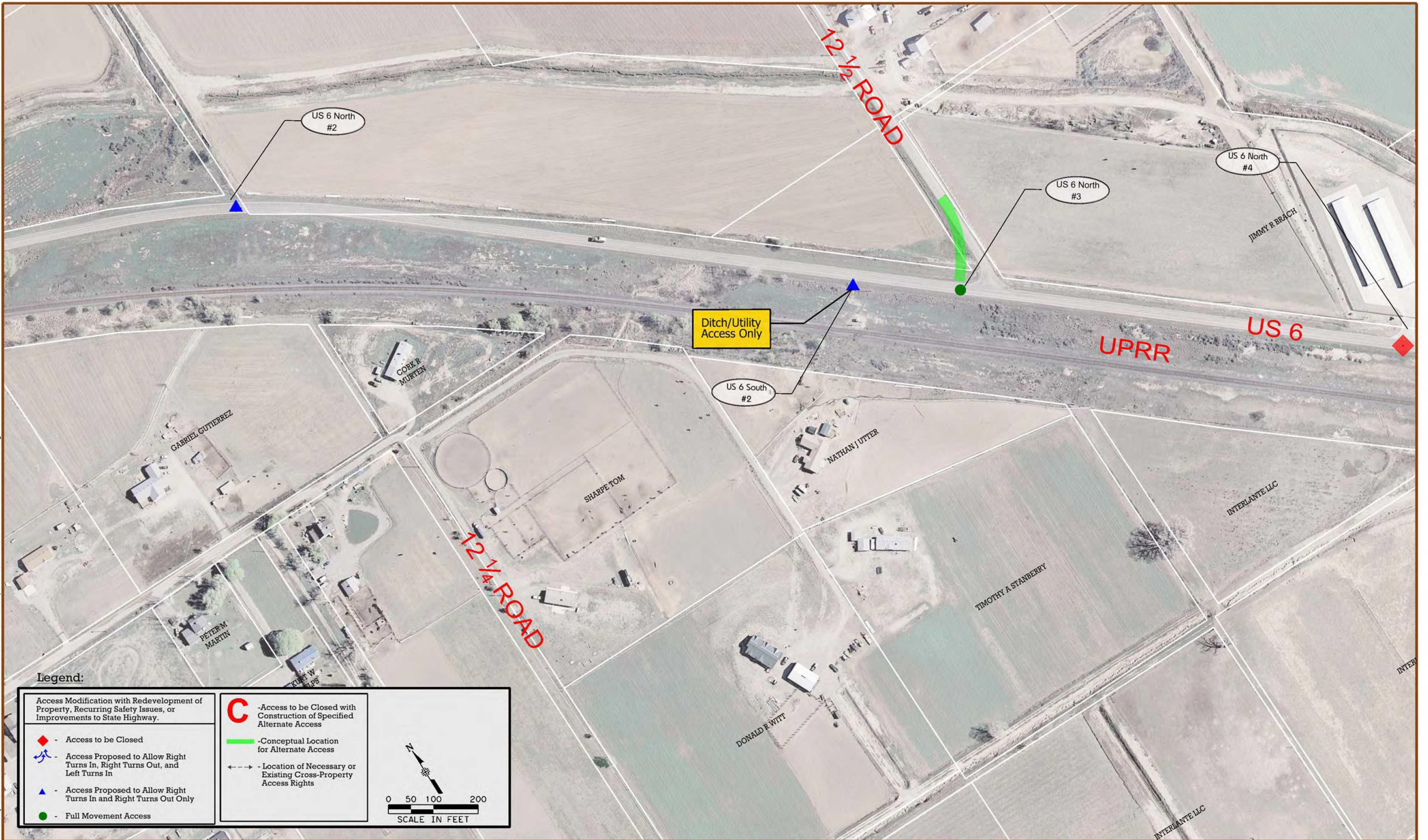

Margaret Steelman, City Clerk



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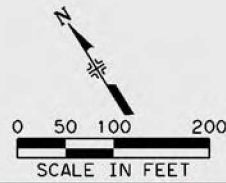
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Access Modification with Redevelopment of Property, Recurring Safety Issues, or Improvements to State Highway.

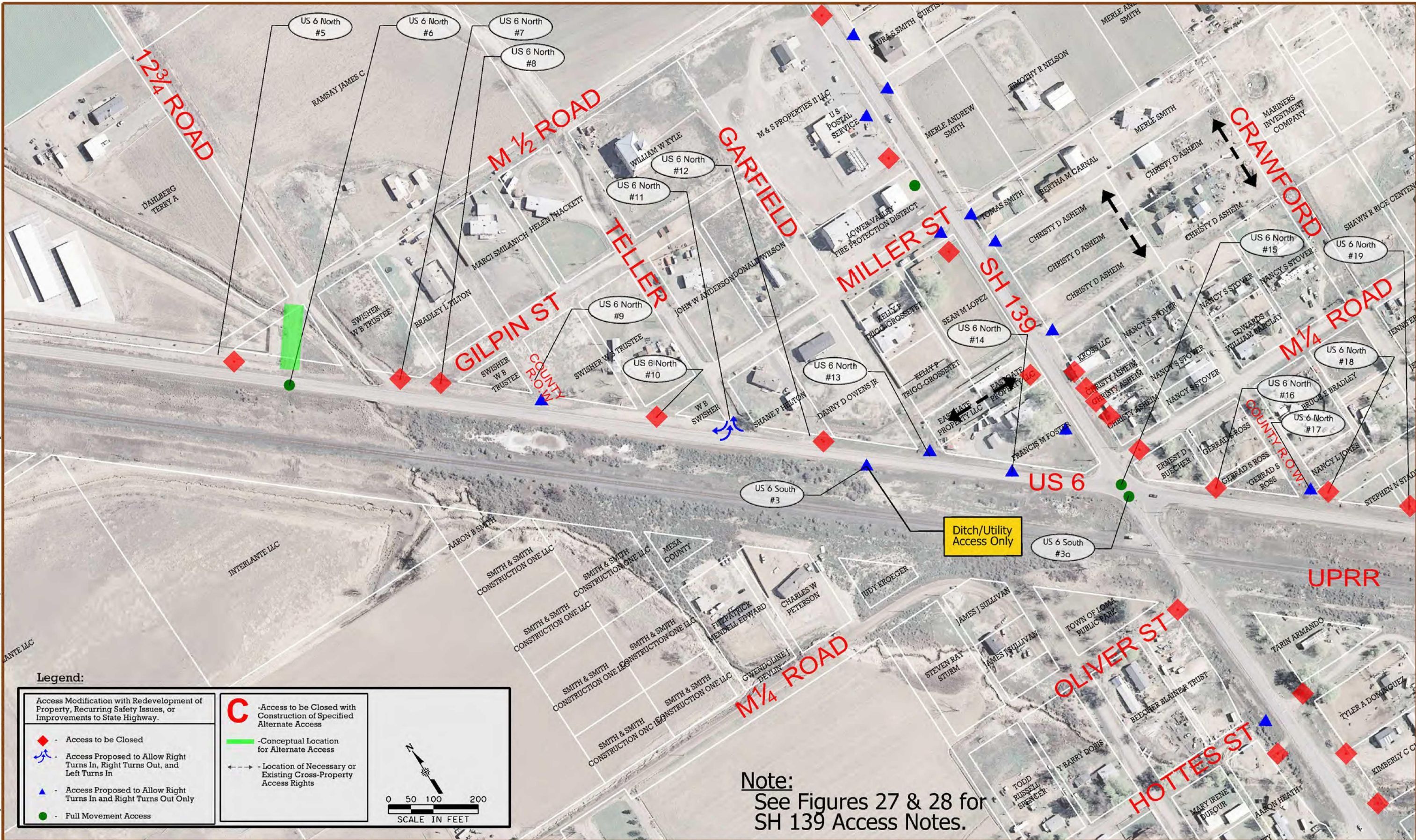
- ◆ - Access to be Closed
- ▲ - Access Proposed to Allow Right Turns In, Right Turns Out, and Left Turns In
- ▲ - Access Proposed to Allow Right Turns In and Right Turns Out Only
- - Full Movement Access

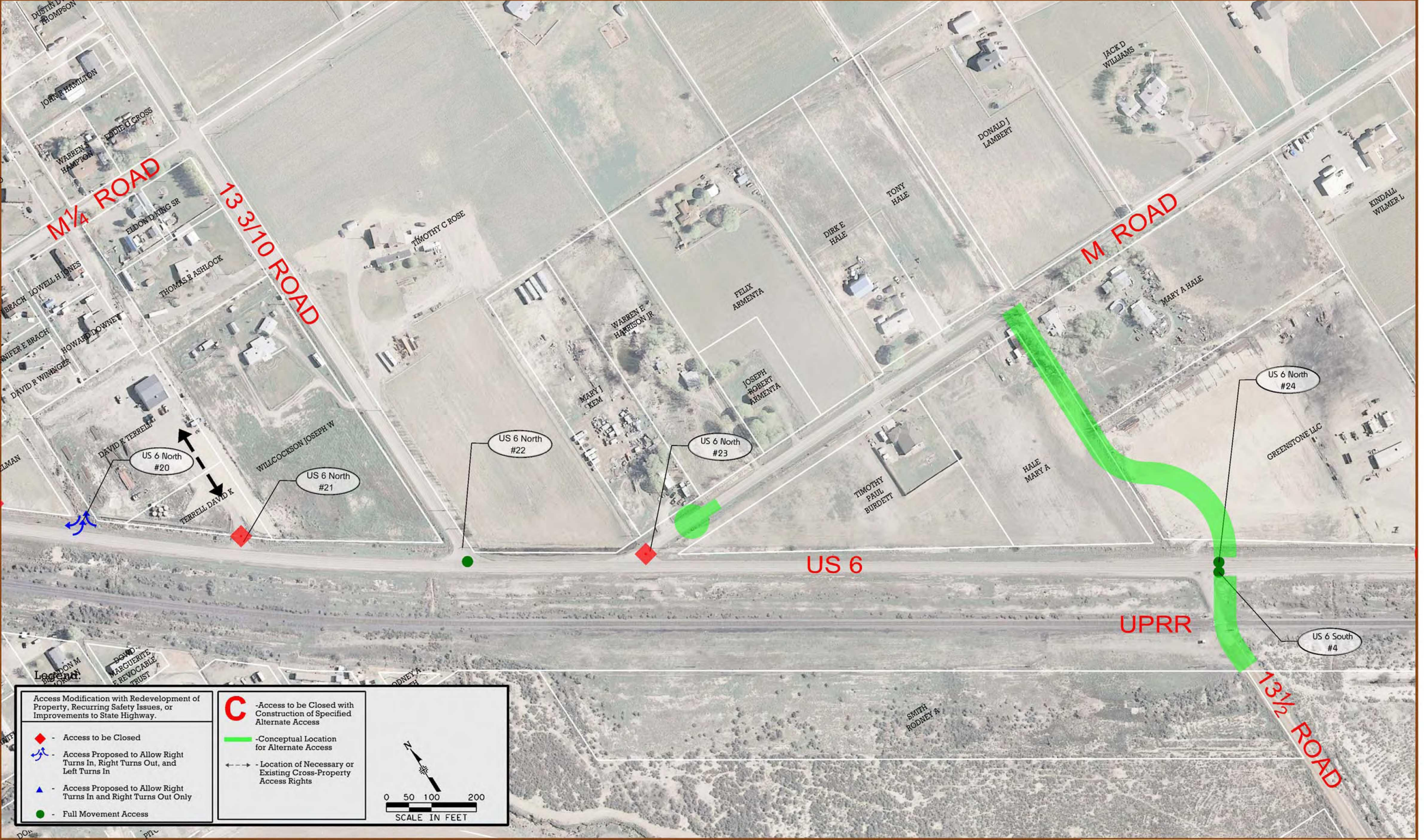
C - Access to be Closed with Construction of Specified Alternate Access

- Conceptual Location for Alternate Access
- Location of Necessary or Existing Cross-Property Access Rights



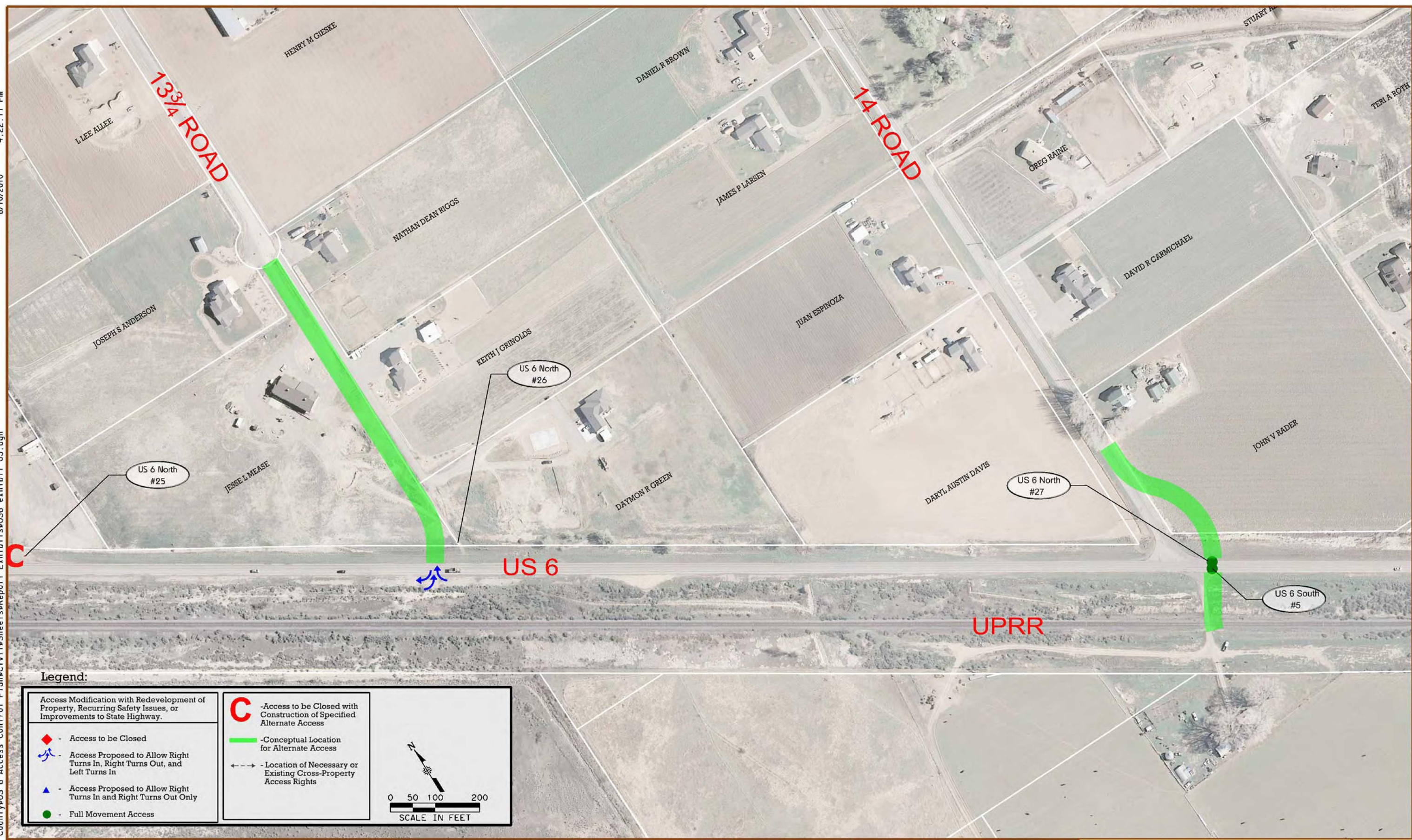
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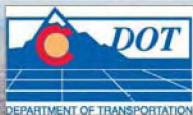
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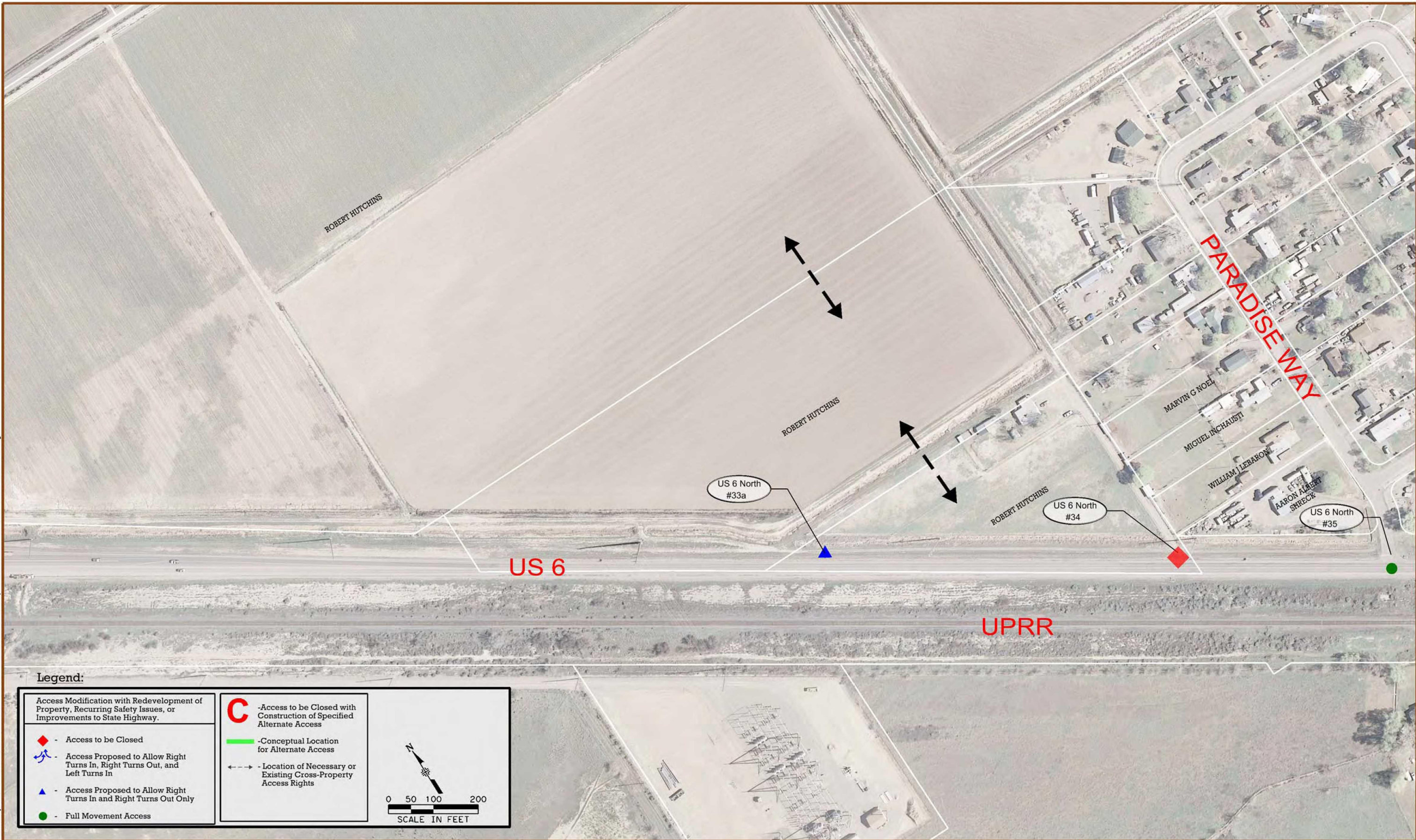


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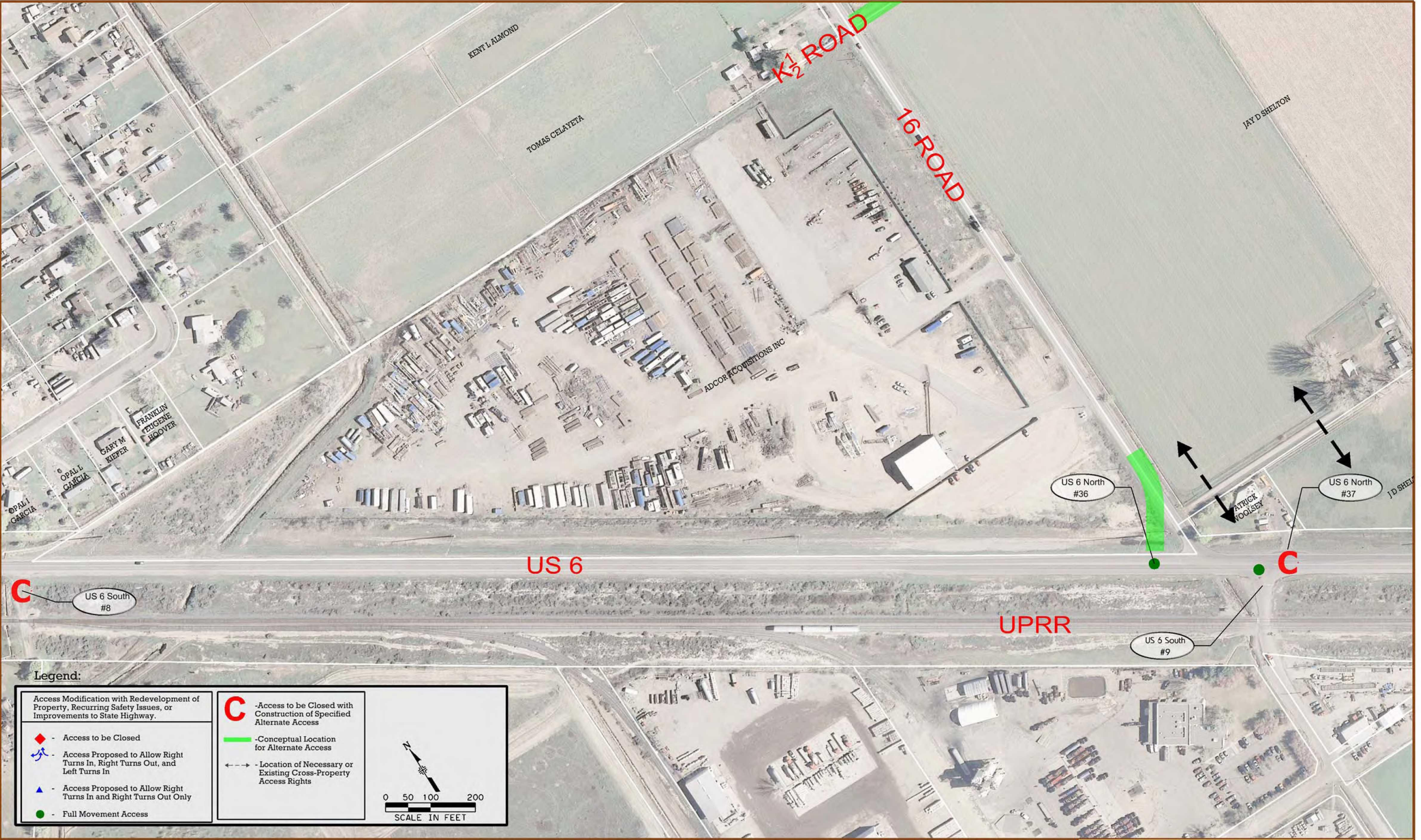
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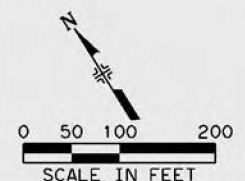
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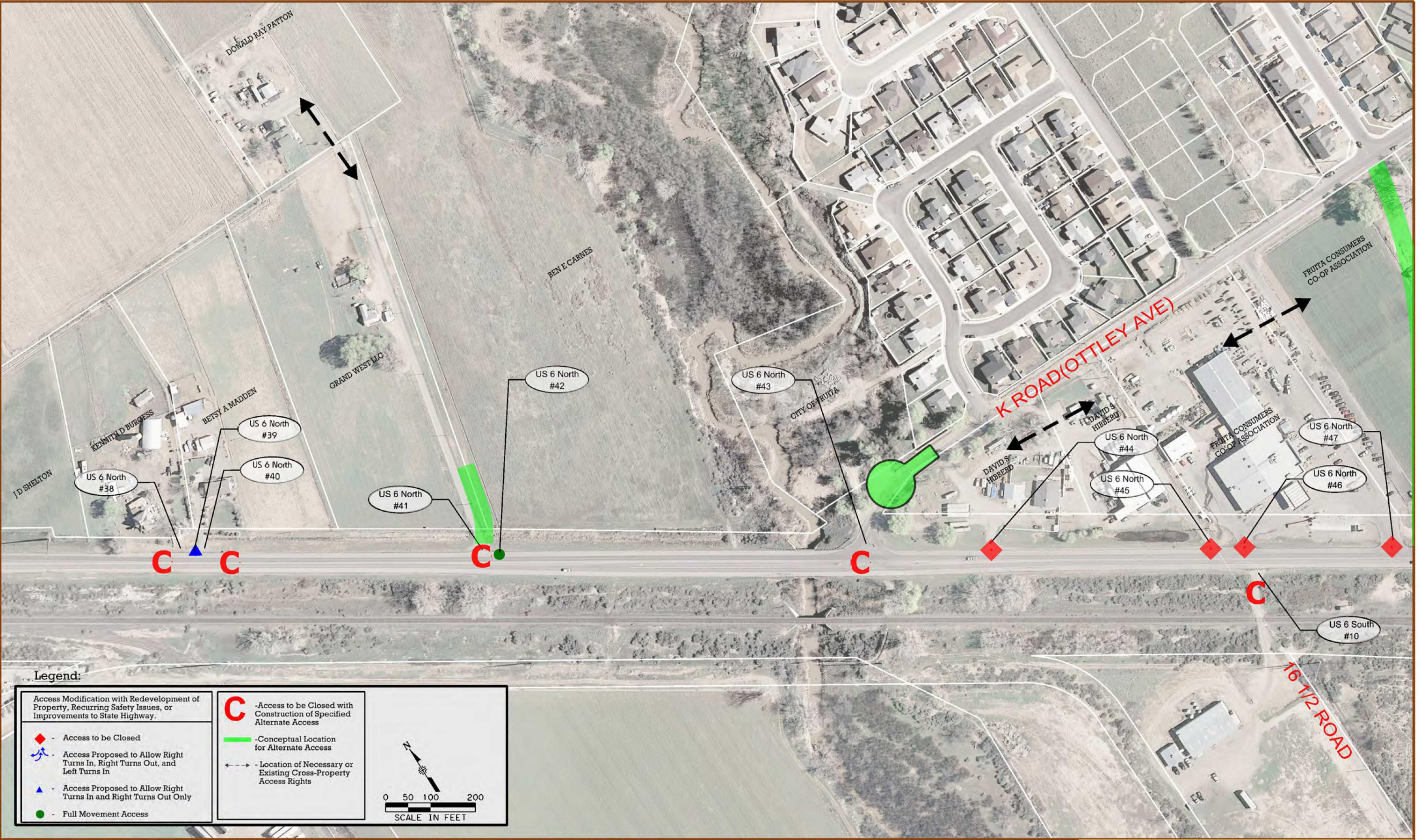
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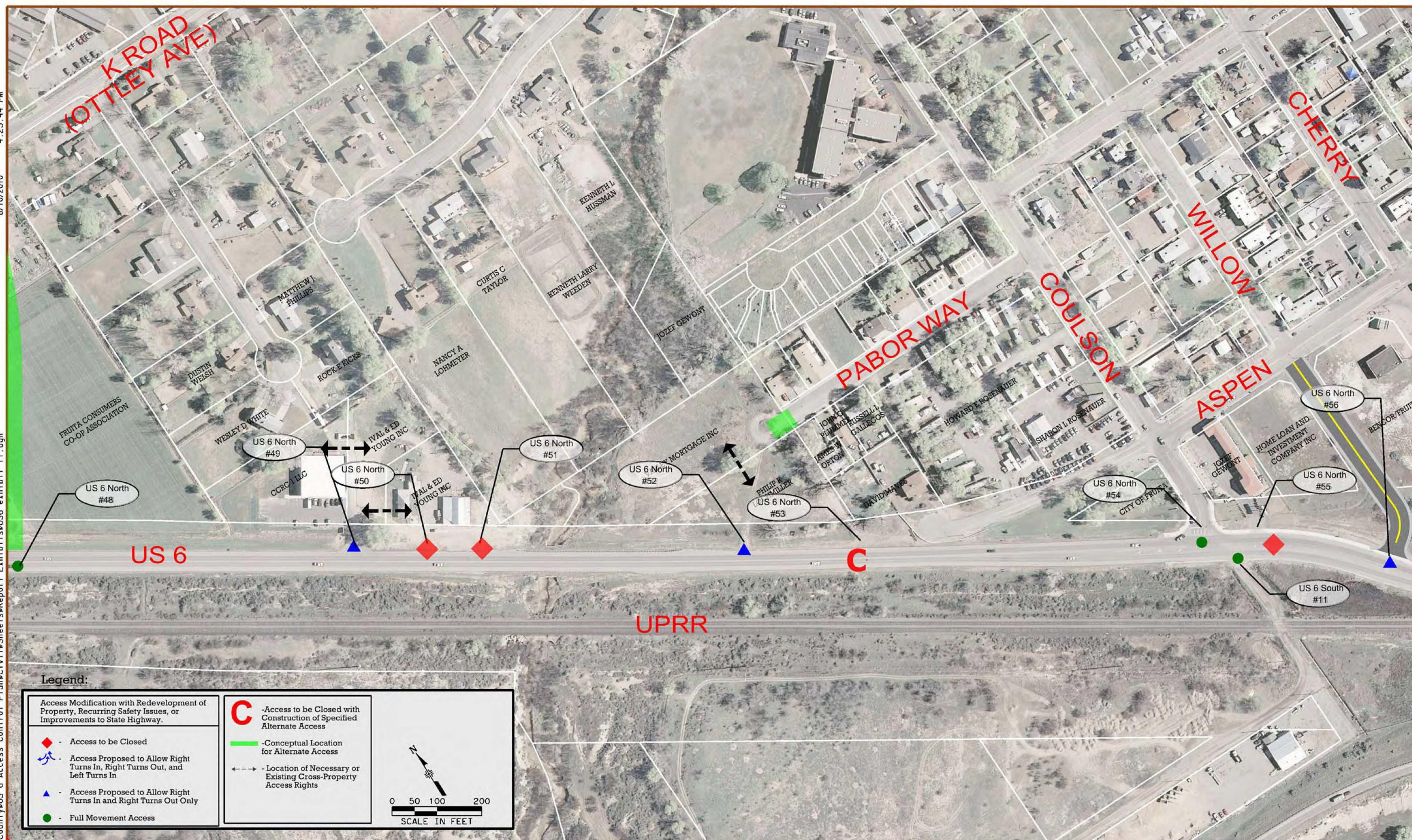


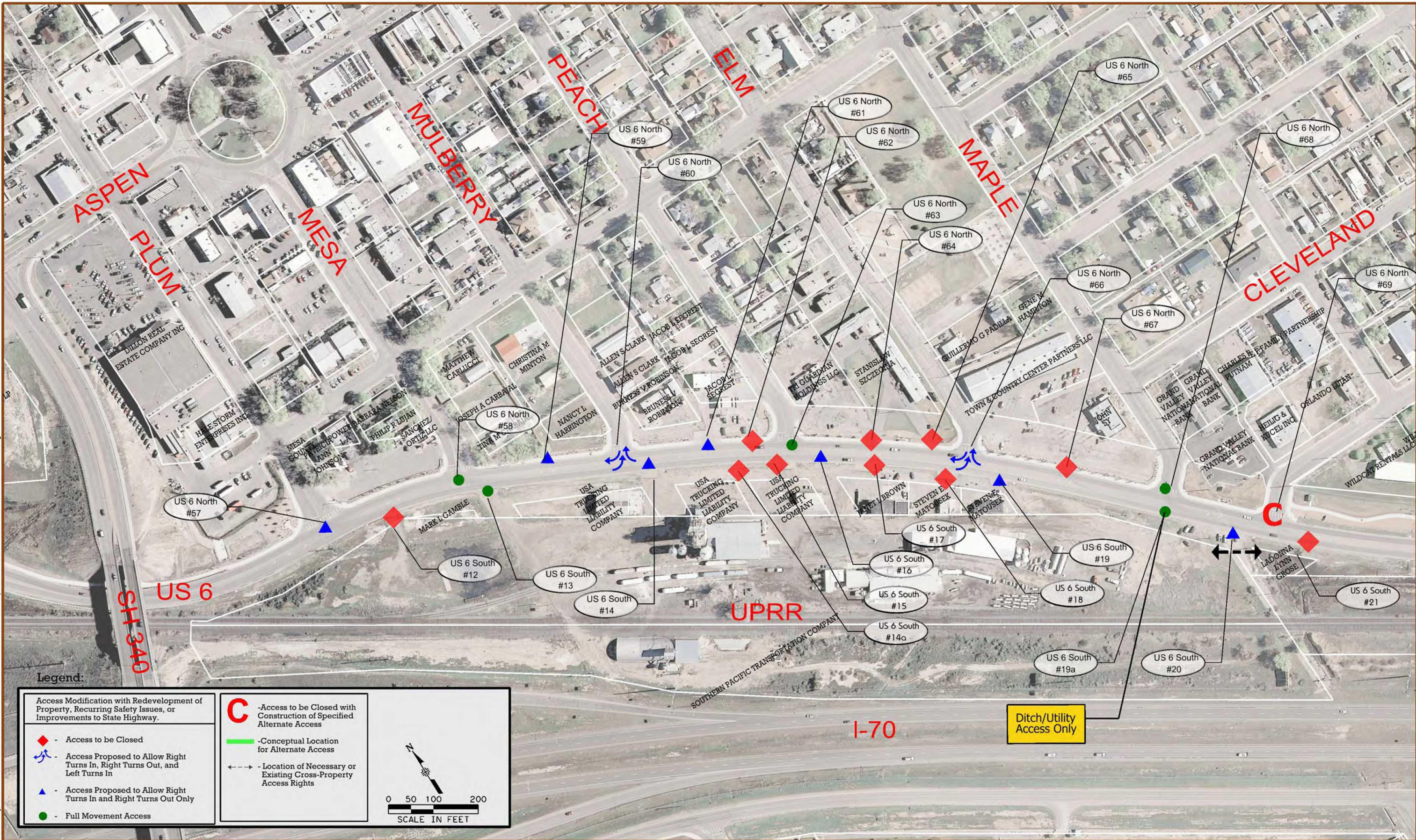
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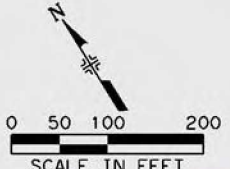
Access Modification with Redevelopment of Property, Recurring Safety Issues, or Improvements to State Highway.

- ♦ - Access to be Closed
- ↔ - Access Proposed to Allow Right Turns In, Right Turns Out, and Left Turns In
- ▲ - Access Proposed to Allow Right Turns In and Right Turns Out Only
- - Full Movement Access

C - Access to be Closed with Construction of Specified Alternate Access

— - Conceptual Location for Alternate Access

↔ - Location of Necessary or Existing Cross-Property Access Rights



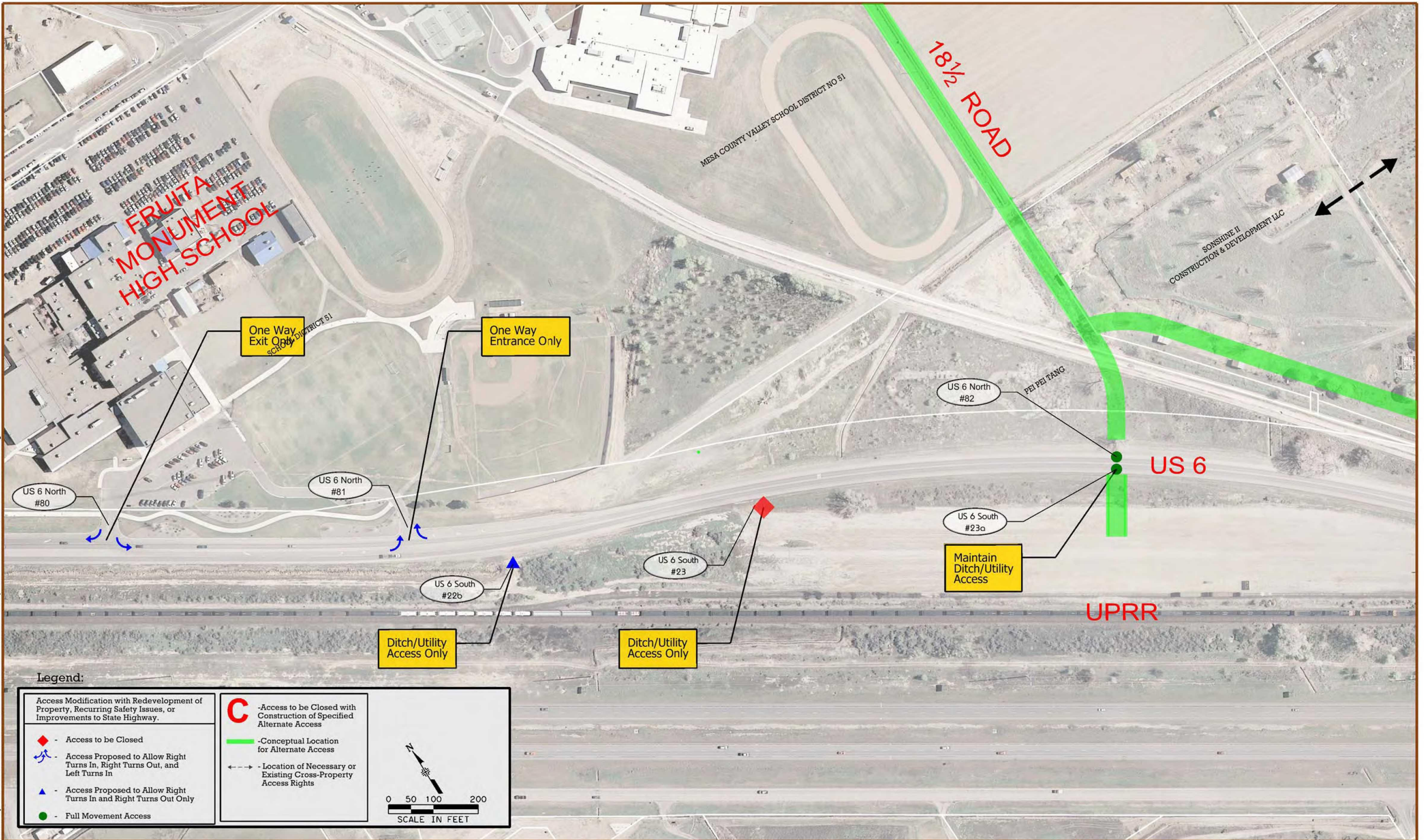


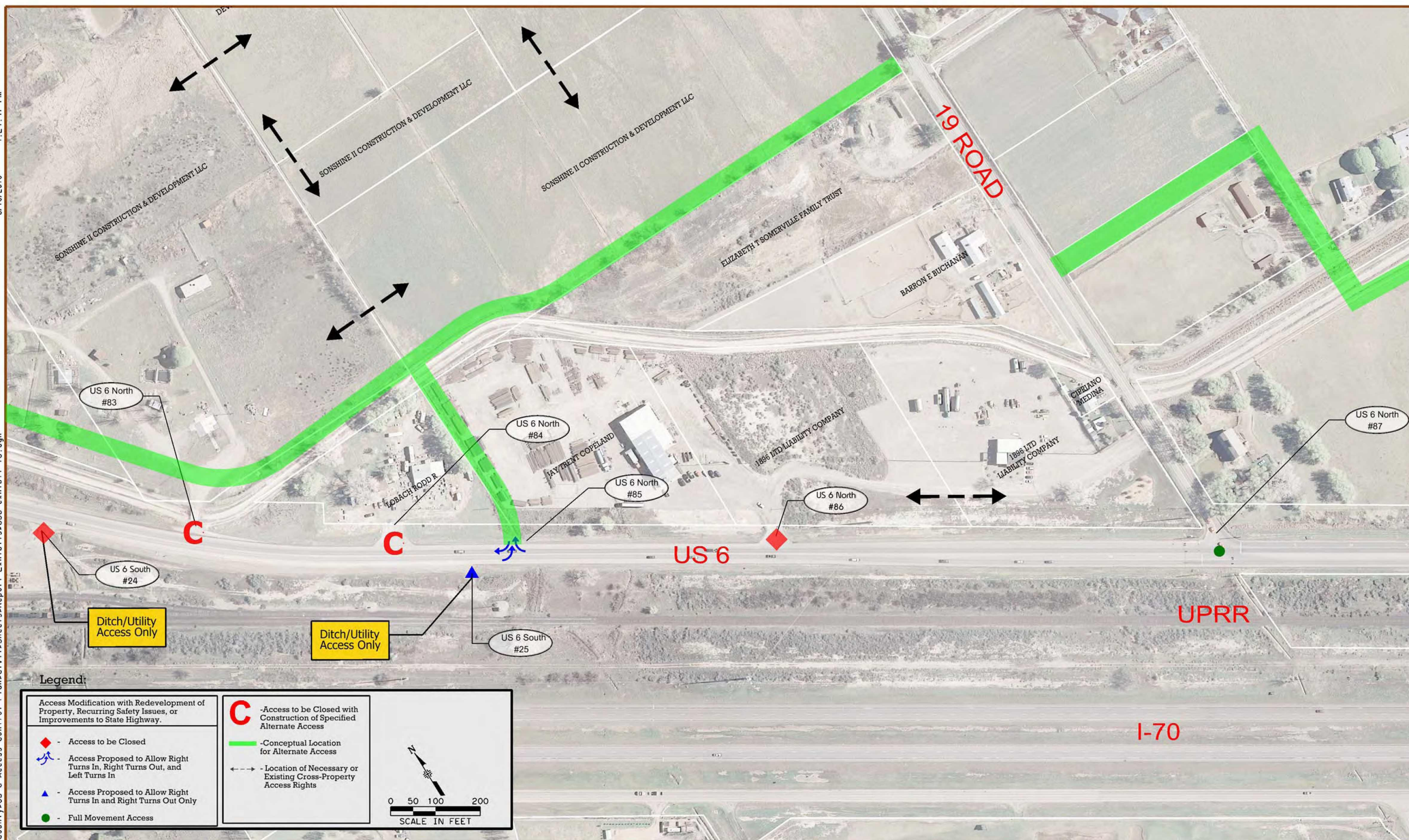
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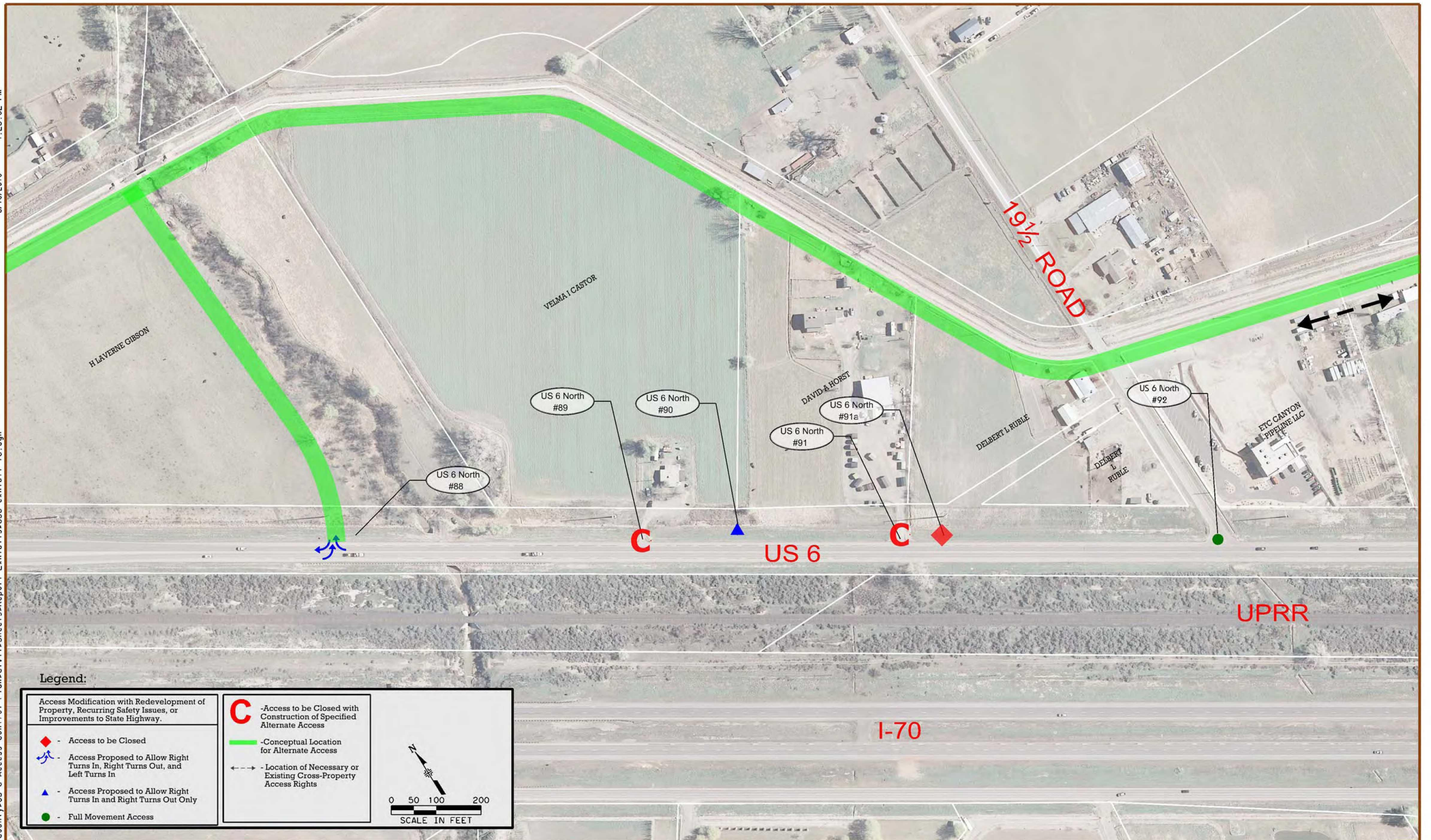
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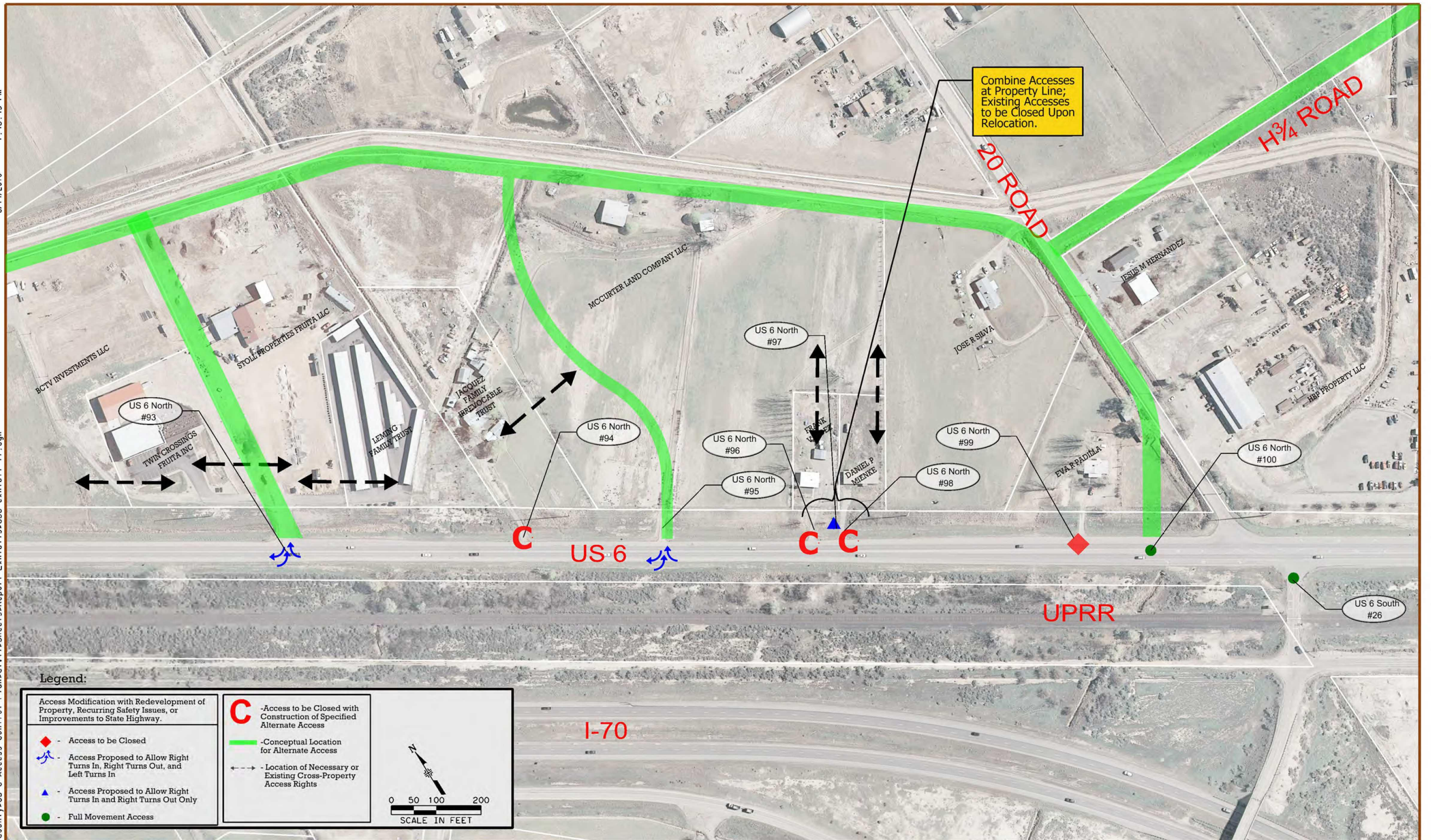


US 6 West Access Control Plan Figure 13
US 6









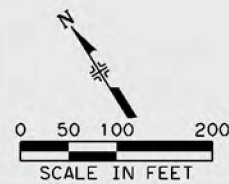
Legend:

Access Modification with Redevelopment of Property, Recurring Safety Issues, or Improvements to State Highway.

- ◆ - Access to be Closed
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- - Full Movement Access

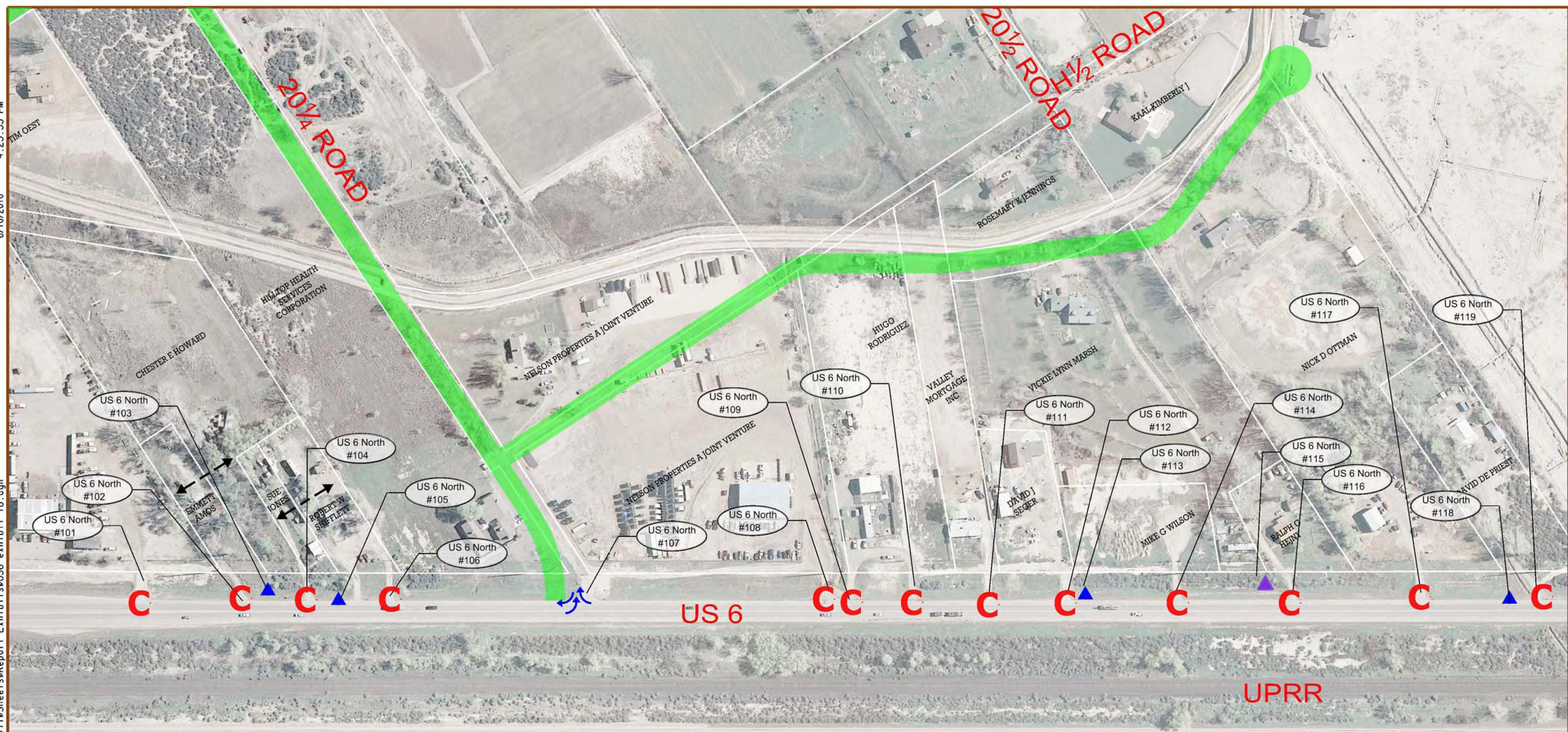
C - Access to be Closed with Construction of Specified Alternate Access

- - Conceptual Location for Alternate Access
- - Location of Necessary or Existing Cross-Property Access Rights



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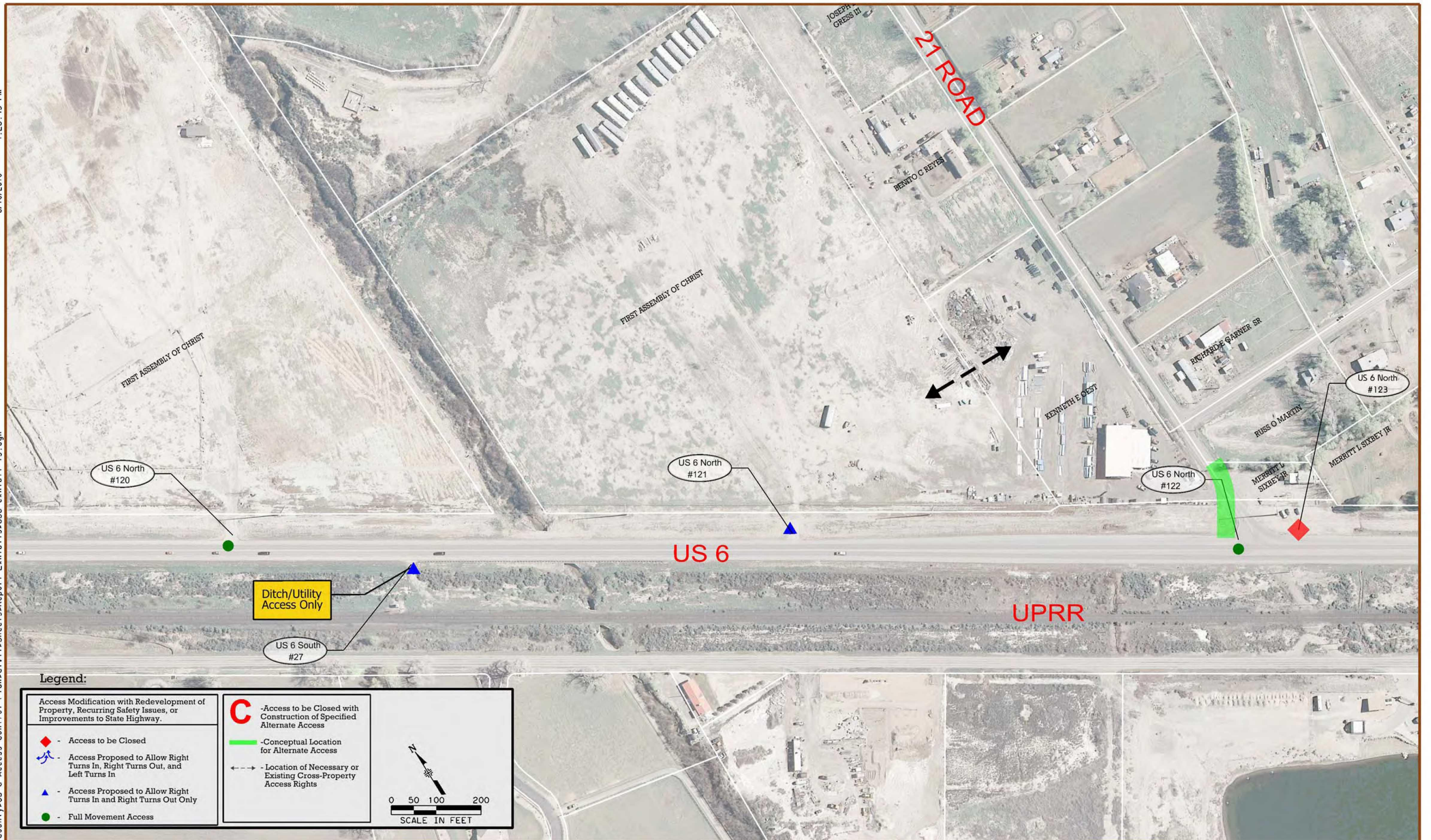
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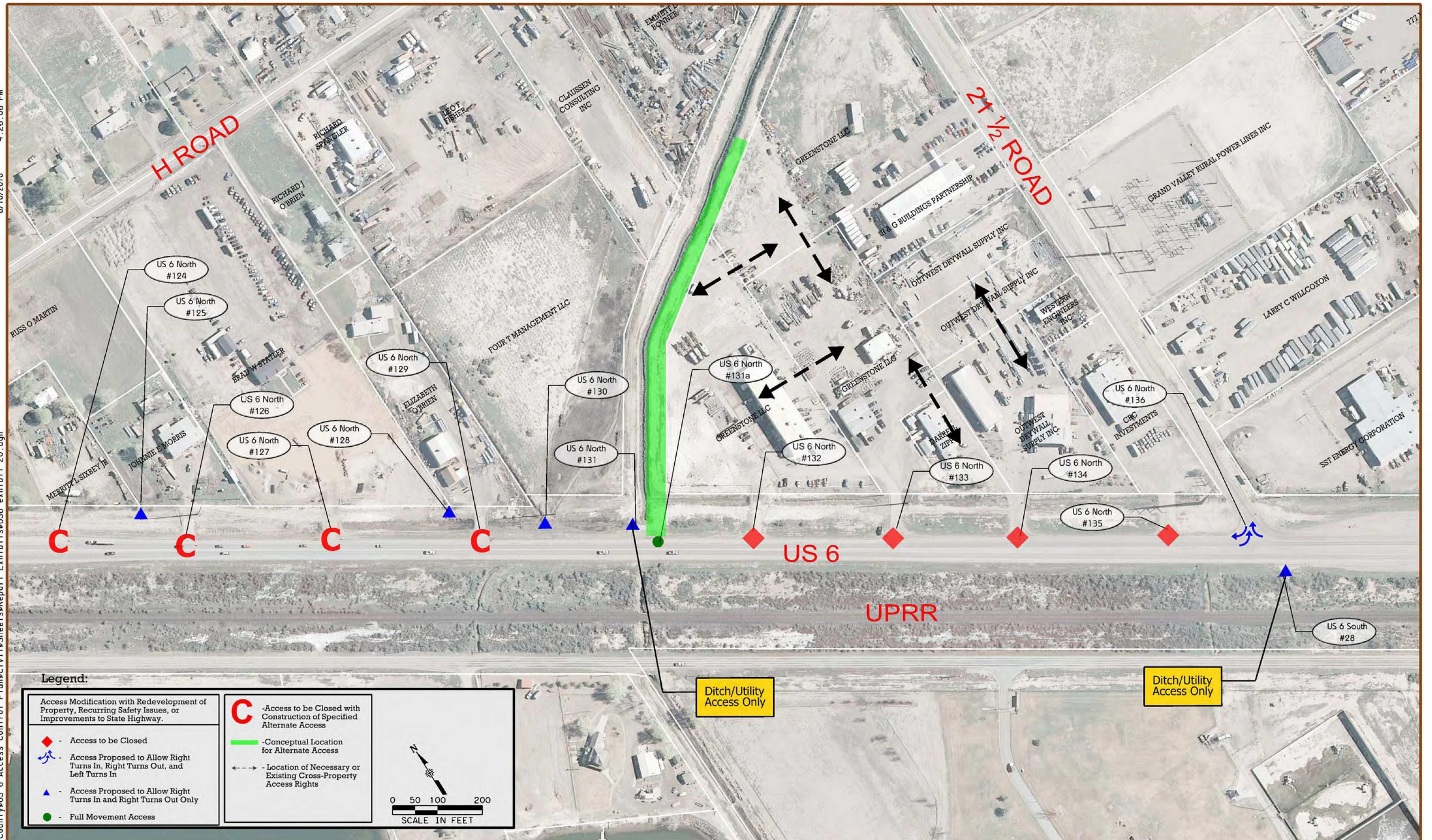


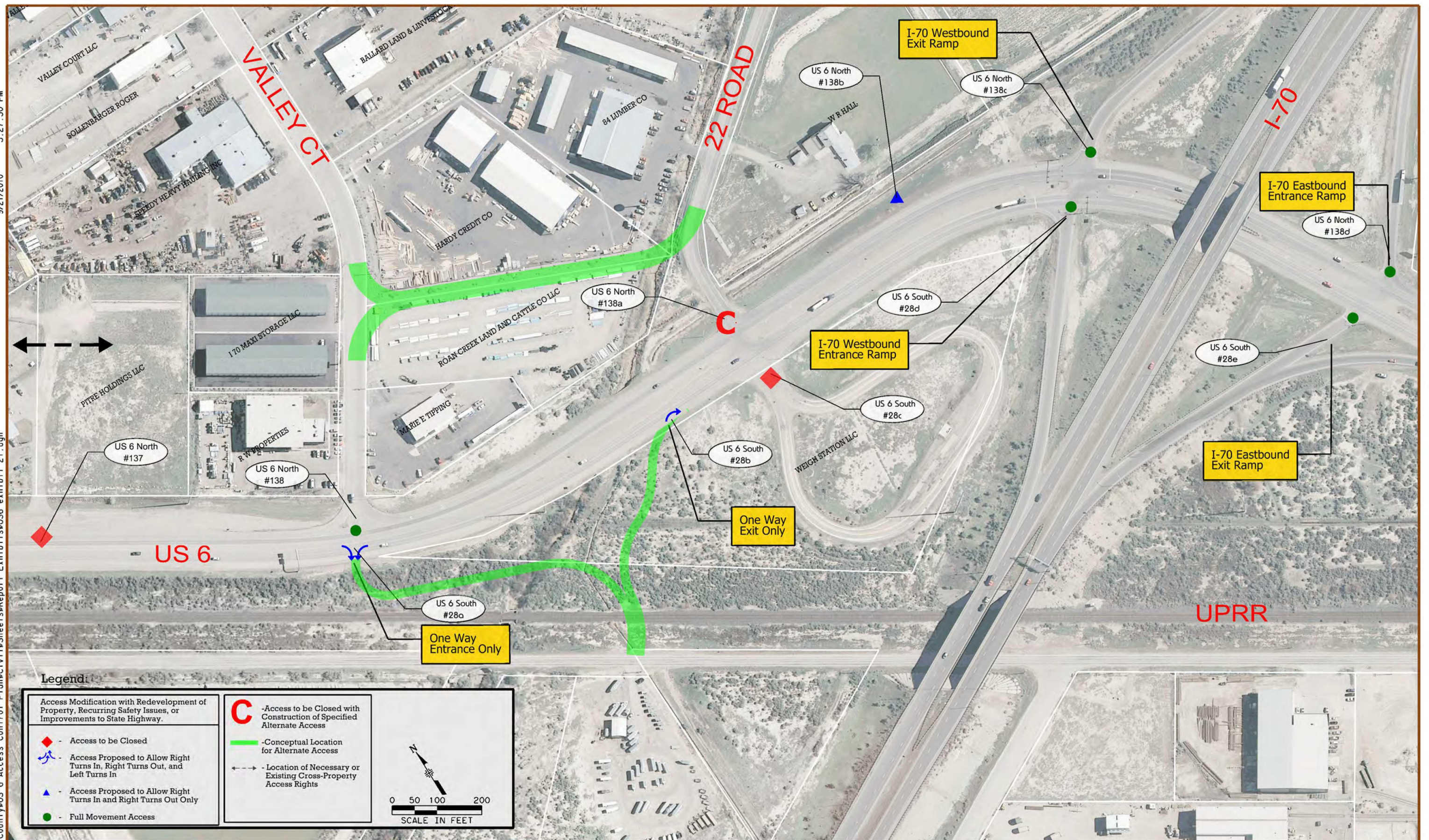
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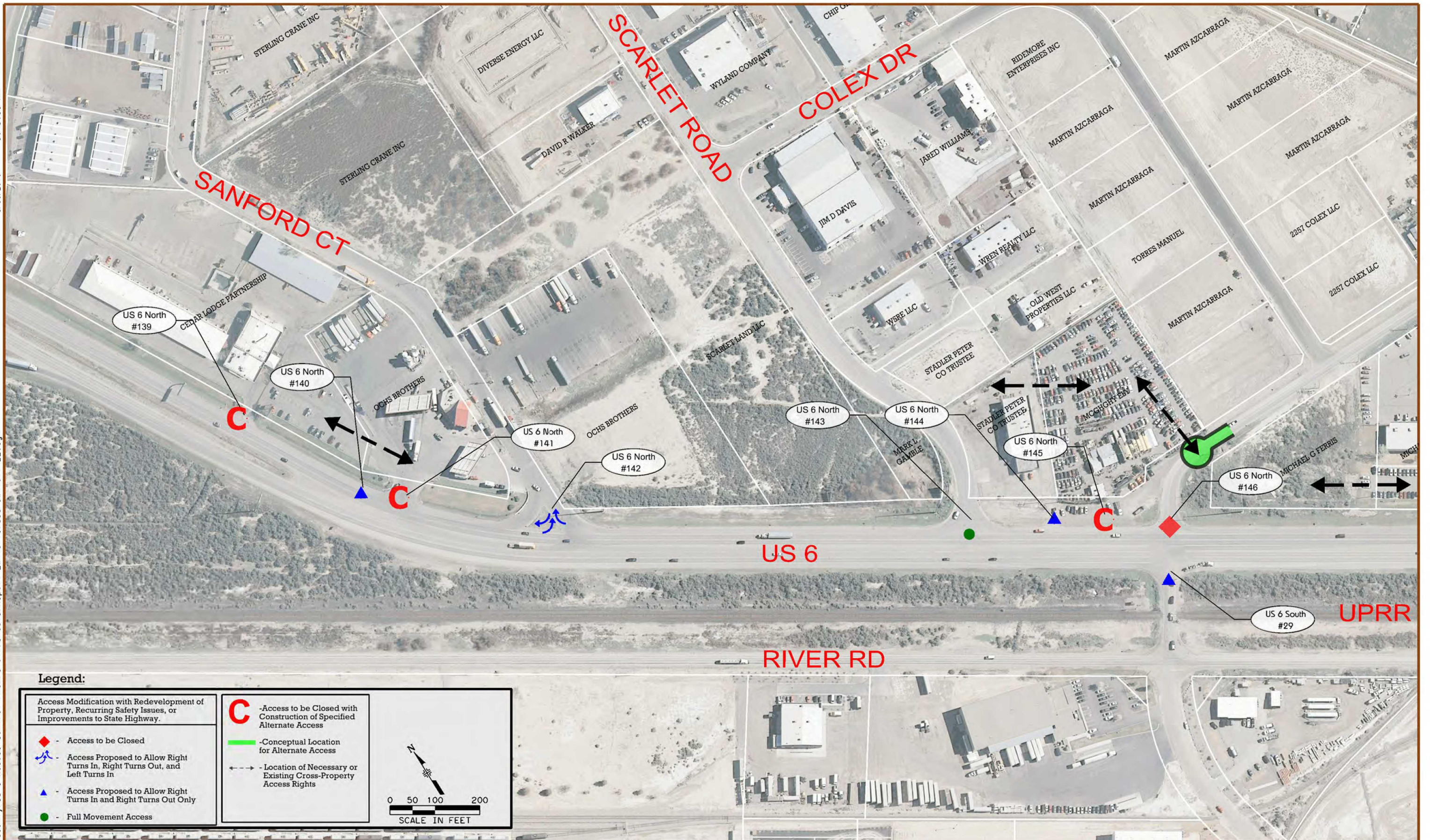
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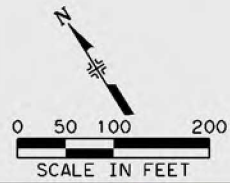
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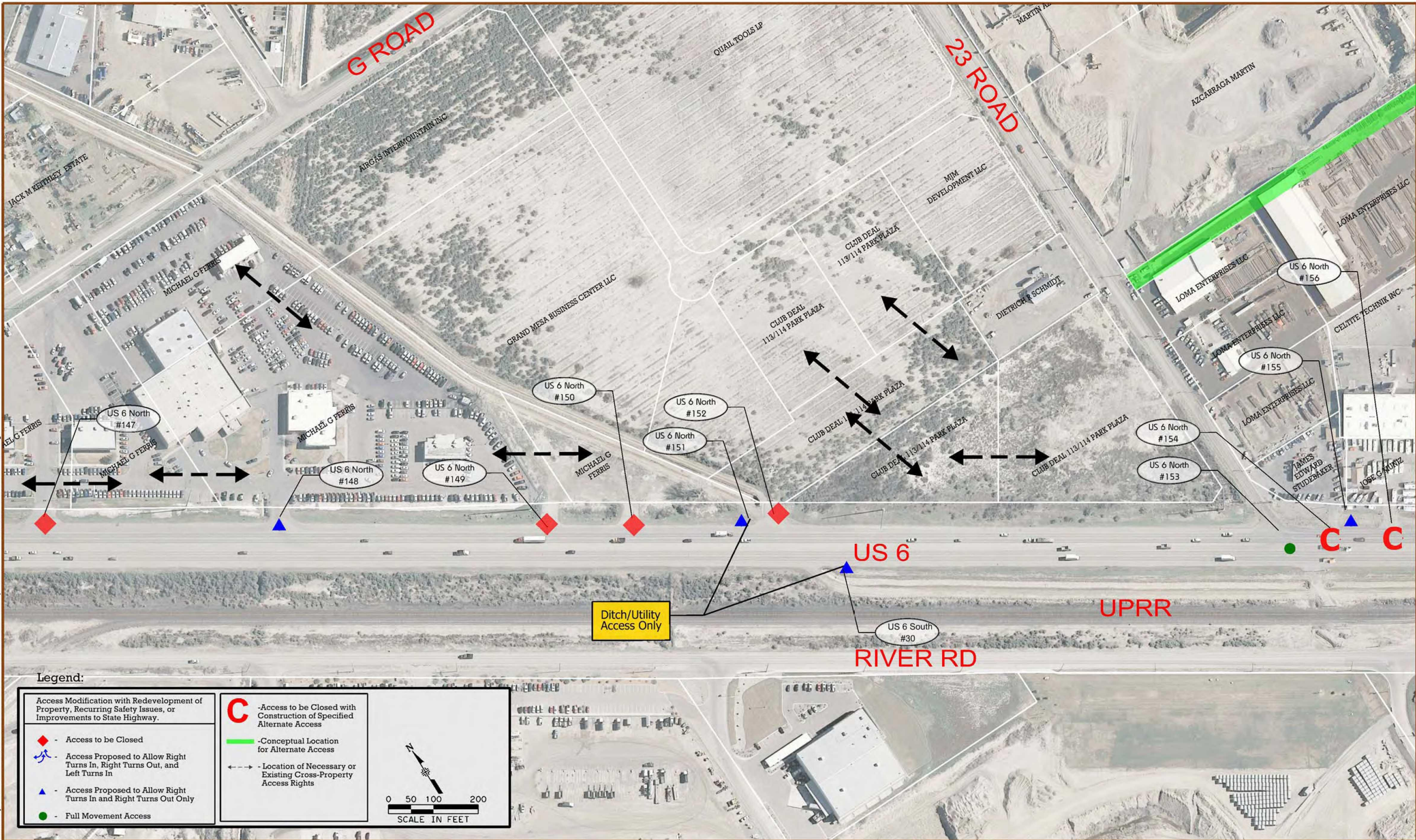
Access Modification with Redevelopment of Property, Recurring Safety Issues, or Improvements to State Highway.

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C - Access to be Closed with Construction of Specified Alternate Access

- Conceptual Location for Alternate Access
- ↔ - Location of Necessary or Existing Cross-Property Access Rights







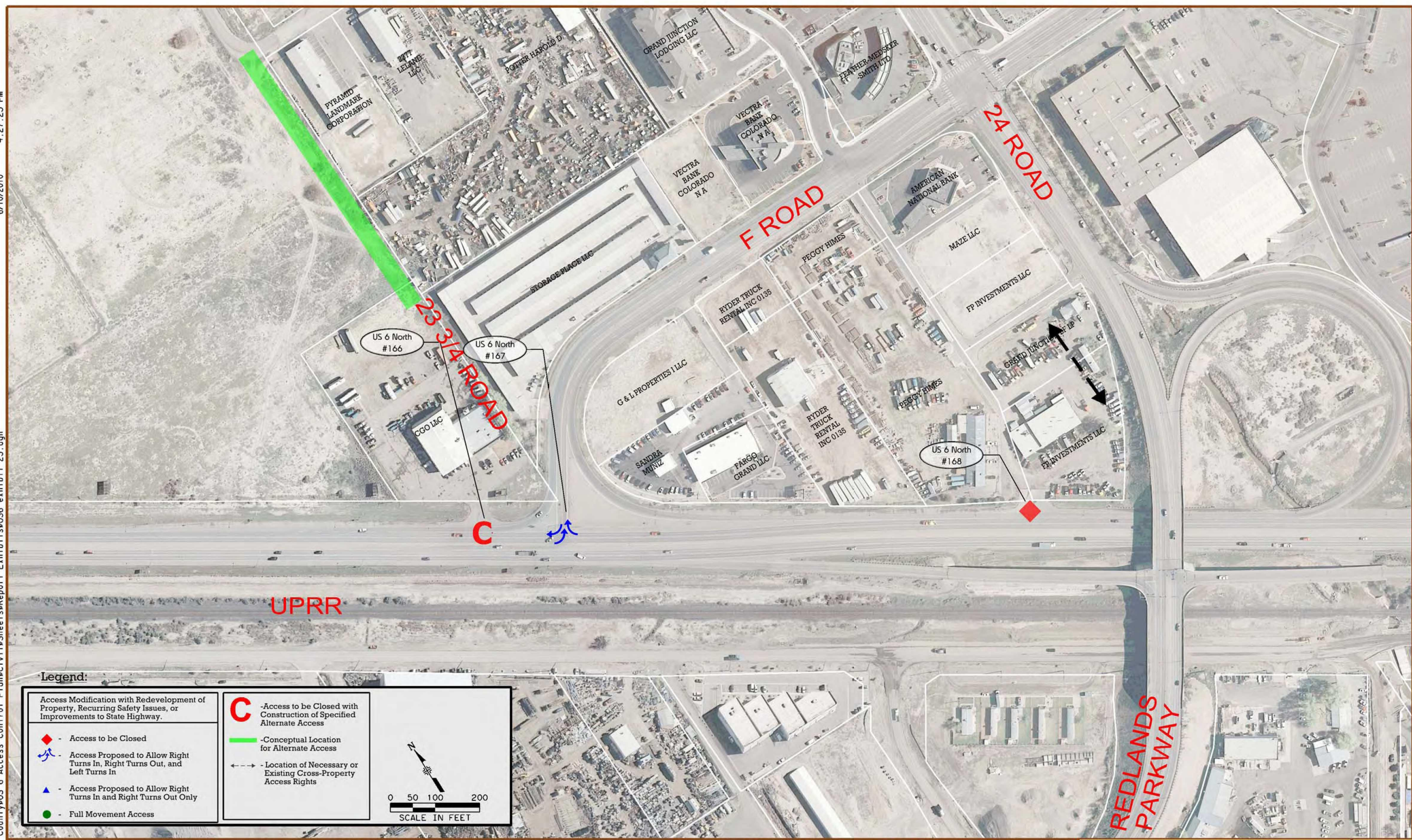
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US 6 West Access Control Plan **Figure 24**
US 6

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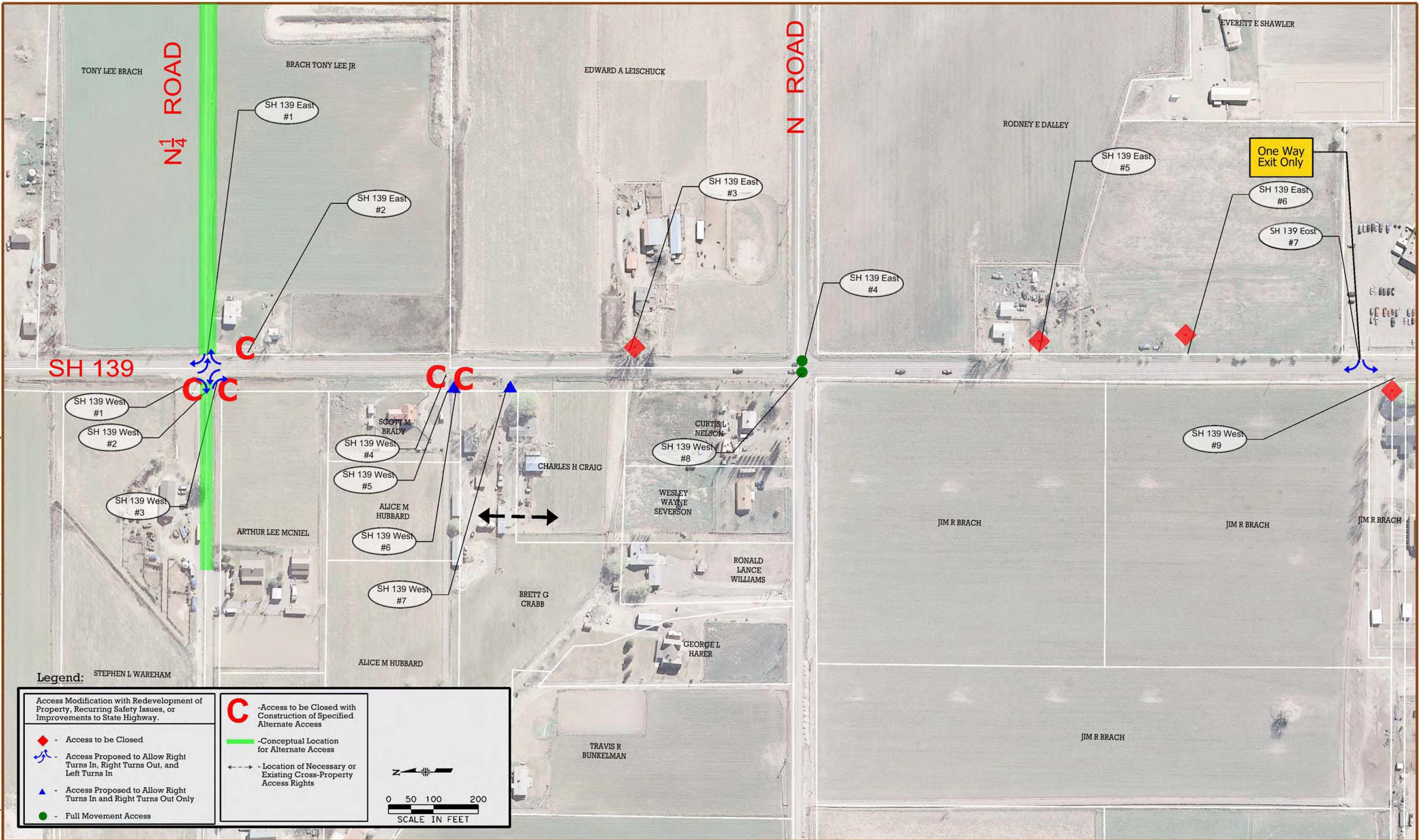


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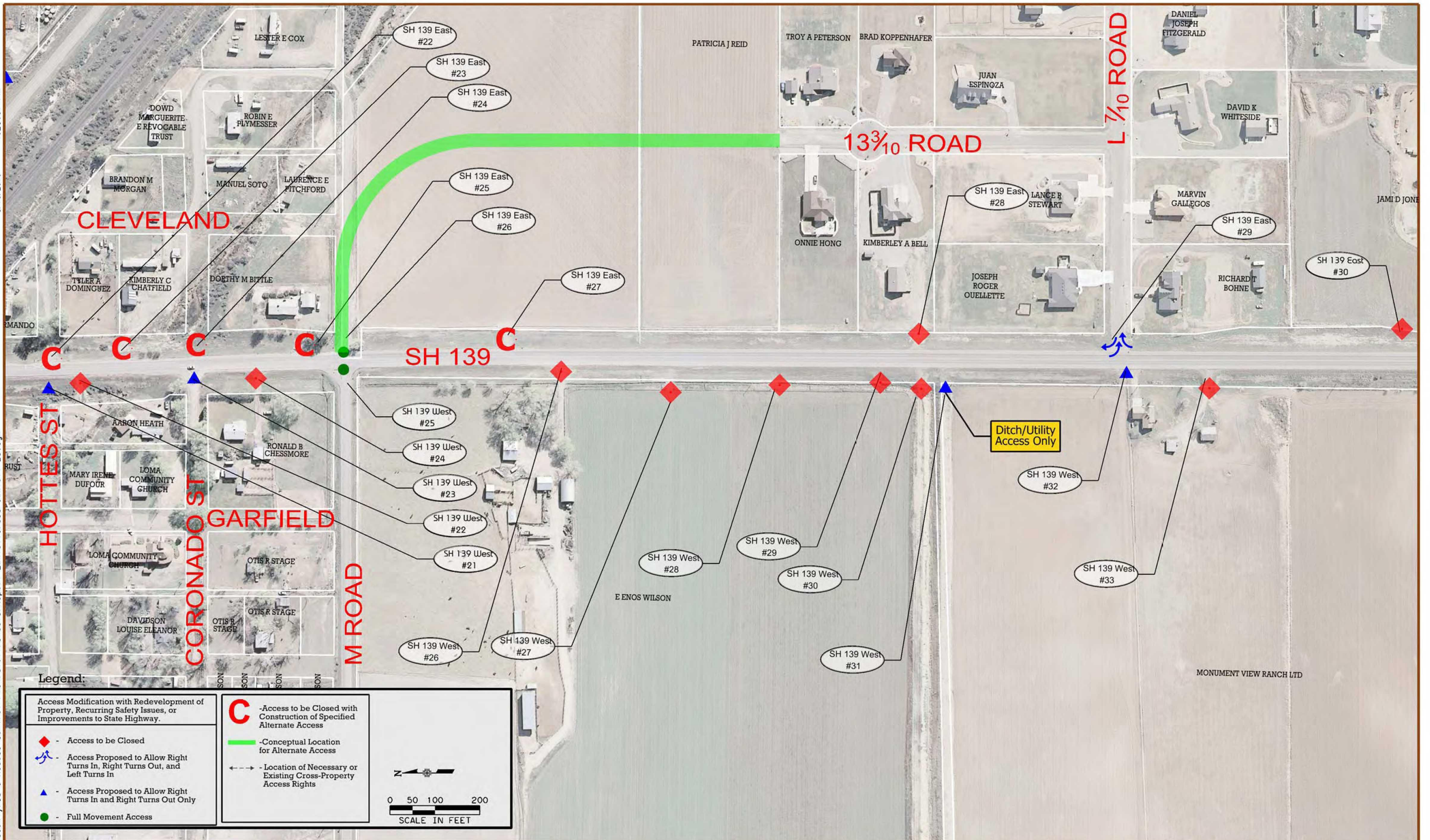
<ul style="list-style-type: none">◆ - Access to be Closed↔ - Access Proposed to Allow Right Turns In, Right Turns Out, and Left Turns In▲ - Access Proposed to Allow Right Turns In and Right Turns Out Only● - Full Movement Access	<ul style="list-style-type: none">C - Access to be Closed with Construction of Specified Alternate Access— - Conceptual Location for Alternate Access--- - Location of Necessary or Existing Cross-Property Access Rights
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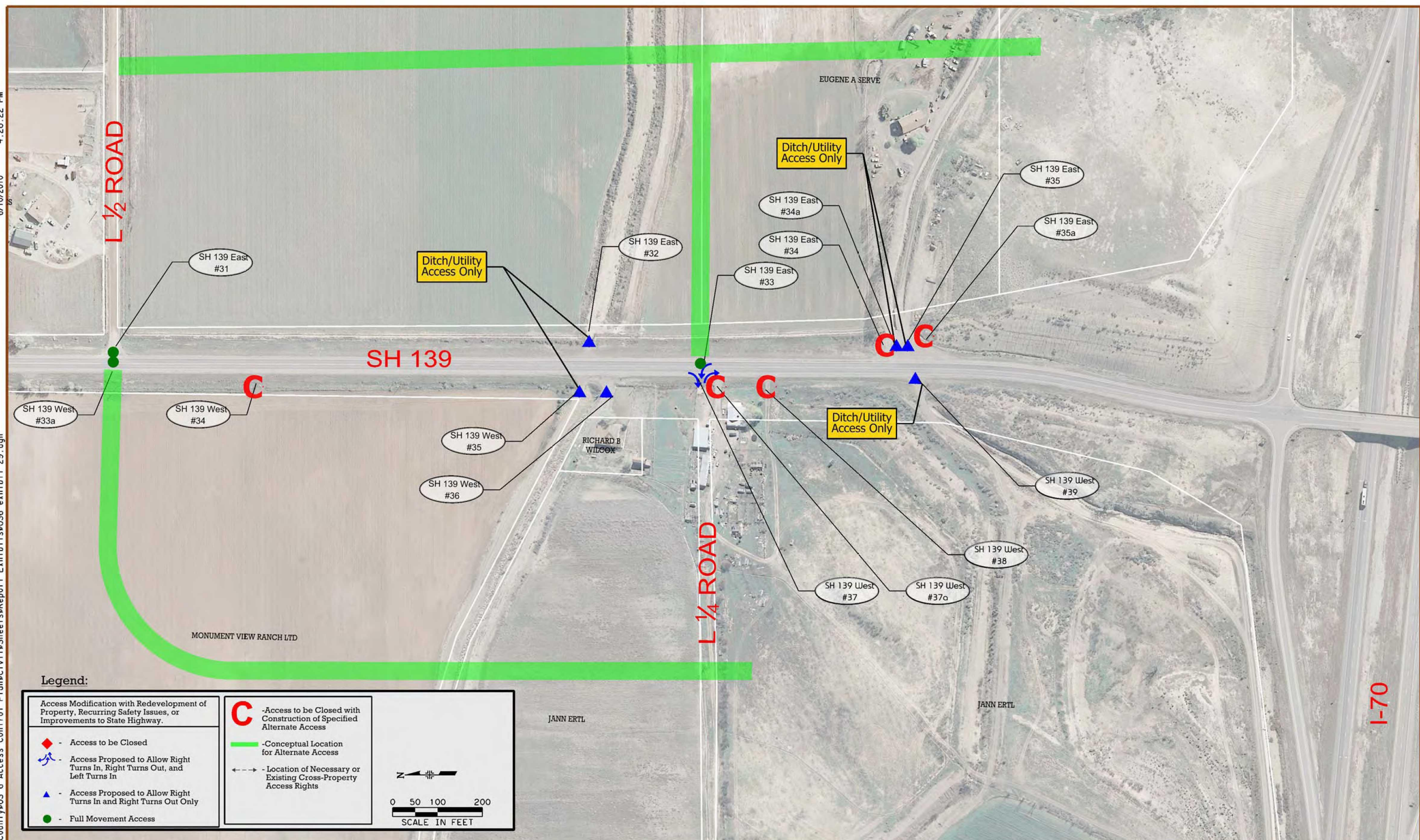








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SH 139 West					
#	Provides access to the property of:	Mile Post #	Existing Config.	Final Configuration	Comments
1	Stephen L. Wareham	2.29	Full Movement	Access Closed	Access provided by SH 139 West #2.
2	N 1/4 Road	2.28	None	3/4 Access	Access combines accesses SH 139 West #1 and #3; Access on future N 1/4 Road.
3	Arthur Lee McNiel	2.27	Full Movement	Access Closed	Access provided by SH 139 West #2.
4	Scott M. Brady	2.18	Full Movement	Access Closed	Access provided by SH 139 West #5.
5	Property Line	2.18	None	Right-In Right-Out Access	Access combines accesses SH 139 West #4 and #6.
6	Brett G. Crabb	2.17	Full Movement	Access Closed	Access provided by SH 139 West #5.
7	Charles H. Craig	2.15	Full Movement	Right-In Right-Out Access	Shared access. Relocate to north property line if necessary.
8	N Road	2.03	Full Movement	Full Movement Access	Potential for signalization.
9	Jim R. Brach	1.80	Full Movement	Access Closed	Access provided by N Road.
10	Jim R. Brach	1.79	Full Movement	Access Closed	Access provided by N Road.
11	M 1/2 Road	1.55	Full Movement	Full Movement Access	Pending construction of N Road. Potential for signalization.
12	M & S Properties II LLC	1.52	Full Movement	Access Closed	Access provided by M 1/2 Road and SH 139 West #13. Potential for signalization.
13	M & S Properties II LLC	1.48	None	Right-In Right-Out Access	Access combines SH 139 West #12 and #14. SH 139 West #13 to remain full movement until operational or safety issues occur.
14	M & S Properties II LLC	1.46	Full Movement	Access Closed	Access provided by M 1/2 Road and SH 139 West #13.
15	Lower Valley Fire Protection District	1.44	Full Movement	Full Movement Access	Potential for emergency signal.
16	Miller Street	1.42	Full Movement	Right-In Right-Out Access	
17	Sean M. Lopez	1.41	Full Movement	Access Closed	Access provided by Miller Street.
18	East Gate Property LLC	1.35	Full Movement	Access Closed	Access to be provided by Garfield, US 6 North #13.
19	Francis M. Foster	1.33	Full Movement	Right-In Right-Out Access	
20	Oliver Street	1.23	Full Movement	Access Closed	Access provided by Hottes Street.
21	Hottes Street	1.17	Full Movement	Right-In Right-Out Access	Restricted due to proximity of railroad. Access provided by Garfield St.
22	Aaron Heath	1.16	Full Movement	Access Closed	Access provided by Hottes Street.
23	Coronado Street	1.11	Full Movement	Right-In Right-Out Access	Restricted due to proximity of M Road. Access provided by Garfield St.
24	Ronald B. Chessmore	1.08	Full Movement	Access Closed	Access provided by Coronado Street.
25	M Road	1.06	Full Movement	Full Movement Access	Potential for Signalization.
26	E. Enos Wilson	0.97	Full Movement	Access Closed	Access provided by M Road.
27	E. Enos Wilson	0.92	Full Movement	Access Closed	Access provided by M Road.
28	E. Enos Wilson	0.88	Full Movement	Access Closed	Access provided by M Road.
29	E. Enos Wilson	0.83	Full Movement	Access Closed	Access provided by M Road.
30	E. Enos Wilson	0.82	Full Movement	Access Closed	Access provided by M Road.
31	Ditch/Utility	0.81	Full Movement	Right-In Right-Out Access	Ditch/Utility Access Only. Available for future public road use.
32	Monument View Ranch LTD	0.73	Full Movement	Right-In Right-Out Access	
33	Monument View Ranch LTD	0.70	Full Movement	Access Closed	Access provided by SH 139 West #32.
33a	L 1/2 Road	0.56	None	Full Movement Access	Potential for signalization.
34	Monument View Ranch LTD	0.54	Full Movement	Access Closed	Access provided by proposed L 1/2 Road extension.
35	Ditch/Utility	0.40	Full Movement	Right-In Right-Out Access	Ditch/Utility Access Only.
36	Richard B. Wilcox	0.39	Full Movement	Right-In Right-Out Access	
37	L 1/4 Road	0.35	Full Movement	3/4 Access	To remain full movement until operational or safety issues occur; not to be signalized.
37a	Jann Ertl	0.35	Full Movement	Access Closed	Access to be closed with construction of L 1/4 Road.
38	Jann Ertl	0.33	Full Movement	Access Closed	Access to be closed with construction of L 1/4 Road.
39	Ditch/Utility	0.26	Full Movement	Right-In Right-Out Access	Ditch/Utility Access Only.

SH 139 East					
#	Provides access to the property of:	Mile Post #	Existing Config.	Final Configuration	Comments
1	N 1/4 Road	2.28	None	3/4 Access	Future N 1/4 Road
2	Tony Lee Brach Jr.	2.26	Full Movement	Access Closed	Access to be closed with construction of N 1/4 Road.
3	Edward A. Leischuck	2.10	Full Movement	Access Closed	Access provided by N Road.
4	N Road	2.03	Full Movement	Full Movement Access	Potential for signalization.
5	Rodney E. Dalley	1.95	Full Movement	Access Closed	Access provided by N Road.
6	Rodney E. Dalley	1.89	Full Movement	Access Closed	Access provided by N Road.
7	School Parking Lot	1.81	Full Movement	Full Movement Exit Only	Future one way exit driveway for student drop-off and access to general parking lot. Subject to relocation up to 100ft depending upon the operational study at the time of access relocation.
8	School Parking Lot	1.78	Full Movement	Access Closed	Closure pending modification of student and bus drop off.
9	School Drop-off Lane	1.76	Full Movement	Access Closed	Closure pending modification of student and bus drop off.
9a	School Parking Lot	1.72	None	Full Movement, Entrance Only	Future one way entrance driveway for student drop-off and access to general parking lot. Subject to relocation up to 100ft depending upon the operational study at the time of access relocation.
10	School Drop-off Lane	1.71	Full Movement	Access Closed	Closure pending modification of student and bus drop off.
10a	Bus only access	1.69	None	Full Movement	Future access for buses only
11	M 1/2 Road	1.55	Full Movement	Full Movement Access	Potential for signalization.
12	Laura S. Smith	1.51	Full Movement	Right-In Right-Out Access	If access available to SH 139 East #13, then close.
13	Merle Andrew Smith	1.48	Full Movement	Right-In Right-Out Access	
14	Tomas Smith	1.42	Full Movement	Right-In Right-Out Access	
15	Bertha M. Carnal	1.40	Full Movement	Right-In Right-Out Access	
16	Christy D. Asheim	1.36	Full Movement	Right-In Right-Out Access	
17	Kross LLC	1.34	Full Movement	Access Closed	Access provided by SH 139 East #16 or M 1/4 Road.
18	Christy D. Asheim	1.33	Full Movement	Access Closed	Access provided by SH 139 East #16 or M 1/4 Road.
19	Christy D. Asheim	1.32	Full Movement	Access Closed	Access provided by SH 139 East #16 or M 1/4 Road.
20	Christy D. Asheim	1.32	Full Movement	Access Closed	Access provided by SH 139 East #16 or M 1/4 Road.
21	M 1/4 Road	1.30	Full Movement	Access Closed	Access provided by US 6 North #17, US 6 North #20, or 13 3/10 Road.
22	Hottes Street	1.17	Full Movement	Access Closed	Access provided by M Road. Restricted due to proximity of railroad.
23	Tyler A. Dominguez and Kimberly C. Chatfield	1.14	Full Movement	Access Closed	Access provided by M Road.
24	Coronado Street	1.11	None	Access Closed	Access provided by M Road. Natural terrain precludes access.
25	Dorthy M. Bittle	1.07	Full Movement	Access Closed	Access provided by M Road.
26	M Road	1.06	None	Full Movement Access	Potential for signalization.
27	Patricia J. Reid	0.99	Full Movement	Access Closed	Access provided by M Road.
28	Kimberley A. Bell	0.82	Full Movement	Access Closed	Access provided by L 7/10 Road.
29	L 7/10 Road	0.73	Full Movement	3/4 Access	
30	Jami D. Jones	0.61	Full Movement	Access Closed	Access provided by L 1/2 Road.
31	L 1/2 Road	0.56	Full Movement	Full Movement Access	Potential for signalization.
32	Ditch/Utility Access	0.40	Full Movement	Right-In Right-Out Access	Ditch/Utility access only
33	L 1/4 Road	0.35	None	Full Movement Access	To remain full movement until operational or safety issues occur. Not to be signalized.
34	Eugene A. Serve	0.27	Full Movement	Access Closed	Access provided by L 1/4 Road.
34a	Ditch/Utility Access	0.27	Full Movement	Right-In Right-Out Access	Ditch/Utility access only
35	Ditch/Utility Access	0.26	Full Movement	Right-In Right-Out Access	Ditch/Utility access only
35a	Eugene A. Serve	0.26	Full Movement	Access Closed	Access provided by L 1/4 Road.

US 6 North					
#	Provides access to the property of:	Mile Post #	Existing Config.	Final Configuration	Comments
1	12 Road	13.87	Full Movement	Full Movement Access	Realign. Potential for signalization.
2	Joufflas Banches Inc.	14.10	None	Right-In Right-Out Access	3/4 movement if 12 1/4 is Public Road.
3	12 1/2 Road	14.41	Full Movement	Full Movement Access	Realign. Potential for signalization.
4	Jimmy R. Brach	14.60	Full Movement	Access Closed	Access provided by 12 1/2 Rd or M 1/2 Road.
5	M 1/2 Road	14.69	None	Access Closed	Access provided by US 6 North #6 (M 1/2 Road & 12 3/4 Road).
6	M 1/2 Road - 12 3/4 Road	14.72	None	Full Movement Access	Combine 12 3/4 Road and M 1/2 Road into single access. Potential for signalization.
7	12 3/4 Road - Swisher WB Trustee	14.77	Full Movement	Access Closed	Access provided by US 6 North #6 (M 1/2 Road & 12 3/4 Road).
8	Gilpin Street	14.79	None	Access Closed	Access provided by US 6 North #9.
9	County Right of Way	14.83	None	Right-In Right-Out Access	
10	Miller Street	14.88	None	Access Closed	Access provided by Teller St.
11	Teller Street	14.91	Full Movement	3/4 Access	
12	Shane P. Helton	14.94	Full Movement	Access Closed	Access provided by Teller St.
13	Garfield Street	15.05	None	Right-In Right-Out Access	
14	Francis M. Foster	15.08	Full Movement	Right-In Right-Out Access	
15	SH 139	15.13	Full Movement	Full Movement Access	Potential for signalization.
16	Ernest B. Buecher	15.17	Full Movement	Access Closed	Access provided by US 6 North #17.
17	County Right of Way	15.21	None	Right-In Right-Out Access	
18	Oliver Street	15.22	Full Movement	Access Closed	Access provided by US 6 North #17.
19	Alleyway	15.25	None	Access Closed	Access provided by Crawford St.
20	Crawford Street	15.29	None	3/4 Access	
21	David K. Terrell	15.36	Full Movement	Access Closed	Access provided by Crawford St.
22	13 3/10 Road	15.45	Full Movement	Full Movement Access	Potential for signalization.
23	M Road	15.52	Full Movement	Access Closed	Access provided by 13 1/2 Road due to proximity of 13 3/10 Road.
24	13 1/2 Road	15.77	None	Full Movement Access	Realign. Potential for signalization.
25	Greenstone LLC	15.86	Full Movement	Access Closed	Access provided by 13 1/2 Road.
26	13 3/4 Road	16.02	None	3/4 Access	3/4 movement contingent on future public street connection.
27	14 Road	16.33	Full Movement	Full Movement Access	Realign.
28	Wesco Pipeline Company	16.54	Full Movement	Access Closed	Combine access at property line. Access provided by US 6 North #29.
29	Property Line	16.54	None	Right-In Right-Out Access	Combine access at property line. Access combines accesses US 6 North #28 and #30.
30	Joe Greene	16.56	Full Movement	Access Closed	Combine access at property line. Access provided by US 6 North #29.
31	Robert Hutchins	16.86	Full Movement	Full Movement Access	Future 14 1/2 Road. Potential for signalization.
32	15 Road	17.52	Full Movement	Access Closed	Access to be closed with realignment of 15 Road & L Road. Access US 6 North #33.
33	L Road	17.55	Full Movement	Full Movement Access	Realign with existing railroad crossing and US 6 South #7. Potential for signalization.
33a	Robert Hutchins	17.85	None	Right-In Right-Out Access	
34	Robert Hutchins	17.97	Full Movement	Access Closed	Access provided by L Road or US North #33a.
35	Paradise Way	18.09	Full Movement	Full Movement Access	Potential for signalization.
36	16 Road	18.18	Full Movement	Full Movement Access	Realign. Offset tee with US 6 South #9. Locate as far west as possible to optimize operations. Potential for signalization.
37	Patrick Woolsey	18.70	Full Movement	Access Closed	Access provided by 16 Road. Requires cross access agreement with property to the north.
38	Kennith D. Burgess	18.73	Full Movement	Access Closed	Combine accesses at property line. Access provided by US 6 North #39.
39	Property Line	18.86	None	Right-In Right-Out Access	Combine accesses at property line. Access combines accesses US 6 North #38 and #40.
40	Betsey A. Madden	18.87	Full Movement	Access Closed	Combine accesses at property line. Access provided by US 6 North #39.
41	Grand West LLC	18.87	Full Movement	Access Closed	Access provided by US 6 North #42 at property line for connection of proposed collector roadway
42	Property Line	19.06	None	Full Movement Access	Full movement access at property line for connection of proposed collector roadway. Potential for signalization.
43	K Road (Ottley Avenue)	19.22	Full Movement	Access Closed	Access restricted when safety and/or operational issues arise. Access not to be closed without completion of alternate connection to Ottley Ave. via US 6 North #48. Emergency access may be maintained if needed for emergency services.
44	David S. Hibberd	19.27	Full Movement	Access Closed	Access provided by Ottley Ave.
45	David S. Hibberd	19.37	Full Movement	Access Closed	Access provided by Ottley Ave.
46	Fruita Consumers Co-op Association	19.38	Full Movement	Access Closed	Access provided by Ottley Ave. Conditional closure when changes occur in the configuration or the use of the gas station located on the property.
47	Fruita Consumers Co-op Association	19.44	Full Movement	Access Closed	Access provided by Ottley Ave. Conditional closure when changes occur in the configuration or the use of the gas station located on the property.
48	Ottley Connection	19.46	None	Full Movement Access	Potential for signalization with connectivity to Ottley Ave. and K Road. No more than two accesses to US 6 will be permitted for the property at any given time.
49	CCRC 1 LLC	19.60	Full Movement	Right-In Right-Out Access	Access combines accesses US 6 North #50 and #51 from shared access agreements in place.
50	Ival and Ed Young Inc.	19.63	Full Movement	Access Closed	Access provided by access US 6 North #49.
51	Ival and Ed Young Inc.	19.65	Full Movement	Access Closed	Access provided by access US 6 North #49.
52	Phillip R. Lochmiller	19.76	Full Movement	Right-In Right-Out Access	Right in/out with cross access required to property to the north.
53	Phillip R. Lochmiller	19.81	Full Movement	Access Closed	Access provided by US 6 North #52, Aspen, or Pabor Way.
54	Coulson Street	19.96	Full Movement	Full Movement Access	Potential for signalization.
55	Jozef Gewont	19.98	Full Movement	Access Closed	Access provided by Coulson Street.
56	Willow Street	20.02	Full Movement	Right-In Right-Out Access	
57	Plum Street	20.18	Full Movement	Right-In Right-Out Access	
58	Mesa Street	20.24	Full Movement	Full Movement Access	Potential for signalization. Realign with US 6 South #13.
59	Alley	20.28	Full Movement	Right-In Right-Out Access	
60	Mulberry Street	20.31	Full Movement	3/4 Access	
61	Alley	20.35	Full Movement	Right-In Right-Out Access	
62	Jacob L. Segrest	20.37	Full Movement	Access Closed	Access provided by Peach Street.

US 6 North					
#	Provides access to the property of:	Mile Post #	Existing Config.	Final Configuration	Comments
63	Peach Street	20.38	Full Movement	Full Movement Access	
64	Stanislaw Szczecina	20.41	Full Movement	Access Closed	Access provided by Elm Street.
65	Stanislaw Szczecina	20.44	Full Movement	Access Closed	Access provided by Elm Street.
66	Elm Street	20.45	Full Movement	3/4 Access	
67	John Sy	20.50	Full Movement	Access Closed	Access provided by Maple Street.
68	Maple Street	20.54	Full Movement	Full Movement Access	Potential for signalization.
69	Grand Avenue	20.59	Full Movement	Access Closed	Access to be closed pending extension of Ash. (US 6 North #71)
70	Wyliei Gregg	20.73	Full Movement	Access Closed	Access to be closed pending extension of Ash (US 6 North #71).
71	Ash Street	20.74	None	Full Movement Access	Potential for signalization.
72	Jobess LLC	20.79	Full Movement	Access Closed	Access provided by Kiefer Ave extension. Potential emergency access only that may be consolidated with future development.
73	Bighorn Investments LLC	20.81	Full Movement	Access Closed	Access provided by Kiefer Ave extension. Potential emergency access only that may be consolidated with future development.
74	David H. Dolan - Anthony B. Hargis Jr.	20.85	Full Movement	Access Closed	Access provided by Sycamore Street extension. Potential emergency access only that may be consolidated with future development.
74a	Sycamore Street	20.88	None	3/4 Access	
74b	David H. Dolan	21.04	Full Movement	Access Closed	Access provided by Sycamore Street extension. Potential emergency access only that may be consolidated with future development.
75	Wanda Flewelling	21.11	Full Movement	Right-In Right-Out Access	Right in/out with cross access agreement required with property to the west.
76	Gary B. Soden	21.19	Full Movement	Access Closed	Access provided by US 6 North #76A.
76a	Property Line	21.20	None	Right-In Right-Out Access	Access combines US 6 North #76 and #77.
77	M & S Properties LLC	21.22	Full Movement	Access Closed	Access provided by US 6 North #76A.
78	Pine Street	21.26	Full Movement Signalized	Full Movement Access	
79	Mark L. Gamble	21.30	Full Movement	Right-In Right-Out Access	
80	Fruita Monument High School - West	21.39	Full Movement	Full Movement, Exit Only	
81	Fruita Monument High School - East	21.52	Full Movement	Full Movement, Entrance Only	
82	18 1/2 Road	21.82	None	Full Movement Access	Potential for signalization.
83	Sonshine II Construction and Development LLC	22.02	Full Movement	Access Closed	Access provided by US 6 North #85.
84	Rodd R. Lobach	22.10	Full Movement	Access Closed	Access provided by US 6 North #85.
85	Jay Trent Copeland	22.15	None	3/4 Access	
86	1896 LTD Liability Company	22.26	Full Movement	Access Closed	Access provided by 19 Road (US 6 North #87).
87	19 Road	22.46	Full Movement Signalized	Full Movement Access	
88	H. Laverne Gibson	22.67	None	3/4 Access	Public ROW proposed. Location may be adjusted east of Adobe Creek within 1/4 mile of 19 1/2 Road.
89	Velma I. Castor	22.80	Full Movement	Access Closed	Access provided by US 6 North #90.
90	Property Line	22.84	None	Right-In Right-Out Access	Access combines US 6 North #89 and #91.
91	David A. Horst	22.91	Full Movement	Access Closed	Access provided by US 6 North #90.
91a	Public Right of Way	22.95	None	Access Closed	Right of way closed.
92	19 1/2 Road	23.05	Full Movement	Full Movement Access	Potential for signalization.
93	Stoll Properties Fruita LLC	23.25	Full Movement	3/4 Access	3/4 movement provided with a public street providing access to the local street system. If the public street is not provided, access may be restricted.
94	Jacquez Family Irrevocable Trust	23.35	Full Movement	Access Closed	Access provided by proposed connector road.
95	Connector Road	23.41	Full Movement	3/4 Access	3/4 movement provided with a public street providing access to the local street system. If the public street is not provided, access may be restricted.
96	Frank Valdez	23.47	Full Movement	Access Closed	Access provided by US 6 North #97.
97	Property Line	23.48	None	Right-In Right-Out Access	Access combines US 6 North #96 and #98.
98	Daniel P. Mienke	23.49	Full Movement	Access Closed	Access provided by US 6 North #97.
99	Eva R. Padilla	23.59	Full Movement	Access Closed	Access provided by 20 Road.
100	20 Road	23.66	Full Movement	Full Movement Access	Realign. Potential for signalization. Offset tee with US 6 #26 South. Locate as far west as possible to optimize operations.
101	HBP Property	23.78	Full Movement	Access Closed	Access to be closed with construction of H 3/4 Road.
102	Emmett Amos	23.82	Full Movement	Access Closed	Cross access agreements required. Access provided by US 6 North #103.
103	Property Line	23.83	None	Right-In Right-Out Access	Cross access agreements required. Access replaces US 6 North #102.
104	Sue Jones	23.85	Full Movement	Access Closed	Cross access agreements required. Access provided by US 6 North #105.
105	Property Line	23.86	None	Right-In Right-Out Access	Cross access agreements required. Access combines US 6 North #104 and #106.
106	Robert W. Shifflett	23.88	Full Movement	Access Closed	Access provided by US 6 North #105.
107	20 1/4 Road	23.95	Full Movement	3/4 Access	
108	Nelson Properties A Joint Venture	24.04	Full Movement	Access Closed	Access to be closed with construction of H 1/2 & 20 1/4 Road extension to US 6.
109	Hugo Rodriguez	24.05	Full Movement	Access Closed	Access to be closed with construction of H 1/2 & 20 1/4 Road extension to US 6.
110	Hugo Rodriguez	24.07	Full Movement	Access Closed	Access to be closed with construction of H 1/2 & 20 1/4 Road extension to US 6.
111	Valley Mortgage Inc.	24.10	Full Movement	Access Closed	Access to be closed with construction of H 1/2 & 20 1/4 Road extension to US 6.
112	David J. Seger	24.13	Full Movement	Access Closed	Access provided by US 6 North #113.
113	Property Line	24.17	Full Movement	Right-In Right-Out Access	Access combines US 6 North #112 and #114.
114	Mike G. Wilson	24.21	Full Movement	Access Closed	Access provided by US 6 North #113.
115	Property Line	24.22	None	Right-In Right-Out Access	Access replaces US 6 North #116.
116	Ralph G. Hejney	24.27	Full Movement	Access Closed	Access provided by US 6 North #115.
117	Nick D. Ottman	24.30	Full Movement	Access Closed	Access provided by US 6 North #118.
118	Property Line	24.31	None	Right-In Right-Out Access	Access combines US 6 North #117 and #119.
119	David De Priest	24.42	Full Movement	Access Closed	Access provided by US 6 North #118.
120	First Assembly of Christ	24.66	Full Movement	Full Movement Access	Not to be signalized.
121	First Assembly of Christ	24.86	Full Movement	Right-In Right-Out Access	Access provided by US 6 North #120.
122	21 Road	25.01	Full Movement	Full Movement Access	Realign. Potential for signalization.

US 6 North					
#	Provides access to the property of:	Mile Post #	Existing Config.	Final Configuration	Comments
123	Merritt L. Sixbey Jr.	25.07	Full Movement	Access Closed	Access provided by 21 Road.
124	Merritt L. Sixbey Jr.	25.12	Full Movement	Access Closed	Access provided by US 6 North #125.
125	Property Line	25.13	None	Right-In Right-Out Access	Access combines US 6 North #124 and #126.
126	Johnnie E. Morris	25.16	Full Movement	Access Closed	Access provided by US 6 North #125.
127	Brad W. Statler	25.20	Full Movement	Access Closed	Access provided by US 6 North #128.
128	Property Line	25.25	None	Right-In Right-Out Access	Access combines US 6 North #127 and #129.
129	Elizabeth O'Brien	25.31	Full Movement	Access Closed	Access provided by US 6 North #128.
130	Four T Management	25.36	Full Movement	Right-In Right-Out Access	
131	Ditch/Utility	25.42	Full Movement	Right-In Right-Out Access	Potential 21 1/2 Road relocation. Maintain Ditch/Utility access.
131a	Relocated 21 1/2 Road	25.43	None	Full Movement Access	Potential for signalization. Combine with US 6 North #131
132	Greenstone LLC	25.46	Full Movement	Access Closed	Access provided by 21 1/2 Road. Emergency access may be maintained if needed for emergency services.
133	Greenstone LLC	25.54	Full Movement	Access Closed	Access provided by 21 1/2 Road.
134	Darrell Zipp - Outwest Drywall Supply Inc.	25.68	Full Movement	Access Closed	Access provided by 21 1/2 Road.
135	CRC Investments	25.85	Full Movement	Access Closed	Access provided by 21 1/2 Road.
136	21 1/2 Road	25.88	Full Movement	3/4 Access	Right-in, right-out access if 21 1/2 relocated to US 6 North #131a. If signal warranted then movements to be further restricted with no signalization.
137	SST Energy Corporation - Pitre Holdings LLC	25.85	Full Movement	Access Closed	Access provided by 21½ Road.
138	Valley Court	25.88	Full Movement	Full Movement Access	22 Road relocated to Valley Ct.
138a	22 Road	25.98	Full Movement	Access Closed	Closed when 22 Road relocated to Valley Ct.
139	Cedar Lodge Partnership	0.20	Right-In Right-Out	Access Closed	Close with re-construction of US 6/I-70 interchange, recurring safety issues, or redevelopment of property. Relocate to property line at US 6 North #140.
140	Property Line	0.26	None	Right-In Right-Out Access	Combines US 6 North #139 & #141.
141	OCHS Brothers	0.28	Full Movement	Access Closed	Relocate to property line at US 6 #140.
142	Sanford Court	0.34	Full Movement	3/4 Access	Further access modifications may be required pending interchange modifications.
143	Scarlet Road	0.52	Full Movement	Full Movement Access	
144	Stadler Peter Company Trustee	0.55	Full Movement	Right In Right Out Access	Access provided by Scarlet Road. Access closed upon redevelopment of property access via G Road.
145	Ely McGhghy	0.57	Full Movement	Access Closed	Relocate on G Road at east property line. Access may be provided via Scarlet Road if easement becomes available upon property redevelopment
146	G Road	0.60	Full Movement	Access Closed	
147	Michael G. Ferris	0.72	Full Movement	Access Closed	Access provided by G Road
148	Michael G. Ferris	0.82	Full Movement	Right-In Right-Out Access	
149	Michael G. Ferris	0.94	Full Movement	Access Closed	Access provided by US 6 North #148N
150	Michael G. Ferris	0.97	Full Movement	Access Closed	Access provided by US 6 North #148N
151	Ditch/Utility	1.01	Full Movement	Right-In Right-Out Access	Maintain special use access
152	Club Deal 113/114 Park Plaza	1.02	Full Movement	Access Closed	Access provided by 23 Road
153	23 Road	1.23	Full Movement Signalized	Full Movement Access	
154	James Edward Studebaker	1.25	Full Movement	Access Closed	Access provided by US 6 North #155
155	Property Line	1.26	None	Right-In Right-Out Access	Access combines US 6 North #154 & #156
156	Jose G. Munz	1.27	Full Movement	Access Closed	Access provided by US 6 North #155
157	Celtite Technik Inc.	1.31	Full Movement	Access Closed	Access provided by US 6 North #158
158	Property Line	1.34	None	Right-In Right-Out Access	Access combines US 6 North #157 & #159
159	Brothers Investments LLC	1.37	Full Movement	Access Closed	Access provided by US 6 North #158
160	SMR & 6 LLC	1.39	Full Movement	Access Closed	Access provided by US 6 North #161
161	Property Line	1.41	None	Right-In Right-Out Access	Access combines US 6 North #160 & #162 & #163
162	Western Mesa Development LLC	1.42	Full Movement	Access Closed	Access provided by US 6 North #161
163	Western Mesa Development LLC	1.51	Full Movement	Access Closed	Access provided by US 6 North #161
164	F 1/2 Road	1.61	None	Full Movement Access	Pending completion of F ½ Road
165	Ditch/Utility	1.62	Full Movement	Right-In Right-Out Access	Maintain Ditch/Utility Access. Combine with US 6 North #164 if F ½ Road constructed
166	CGO LLC	2.13	Full Movement	Access Closed	Access to be closed with construction of connection to Leland Avenue or 23 3/4 Road.
167	F Road	2.17	Full Movement	3/4 Access	
168	Peggy Himes	2.37	Full Movement	Access Closed	Access provided by F Road

US 6 South					
#	Provides access to the property of:	Mile Post #	Existing Config.	Mitigated Configuration	Comments
1	12 Road	13.87	Full Movement	Full Movement Access	Realign. Potential for signalization.
2	Ditch/Utility	14.36	Full Movement	Right-In Right-Out Access	Ditch/utility access only.
3	Ditch/Utility	15.02	Full Movement	Right-In Right-Out Access	Ditch/utility access only.
3a	SH 139	15.13	Full Movement	Full Movement Access	Potential for signalization.
4	13 1/2 Road	15.76	Full Movement	Full Movement Access	Realign. Potential for signalization.
5	Private Railroad Crossing	16.34	Full Movement	Full Movement Access	Realign. Potential for signalization.
6	Ditch/Utility	16.88	Full Movement	Right-In Right-Out Access	Maintain Ditch/Utility access
7	15 Road	17.55	Full Movement	Full Movement Access	15 Road North combined with L Road and aligned with railroad crossing.
8	15½ Road	18.20	Full Movement	Access Closed	Access to be closed with extension of Greenway Drive
9	16 Road	18.72	Full Movement	Full Movement Access	
10	16 1/2 Road	19.38	Full Movement	Access Closed	Access to be closed with extension of Greenway Drive
11	Greenway Drive	19.97	Full Movement	Full Movement Access	Potential for signalization.
12	Mark L. Gamble	20.21	Full Movement	Access Closed	Access provided by Mesa Street.
13	Mesa Street	20.25	Full Movement	Full Movement Access	Potential for signalization with US 6 North #58.
14	Mulberry Street	20.32	Full Movement	Right-In Right-Out Access	
14a	USA Trucking Limited Liability Company	20.31	Full Movement	Access Closed	Close right of way
15	USA Trucking Limited Liability Company	20.38	Full Movement	Access Closed	Access provided by Peach Street.
16	Peach Street	20.39	Full Movement	Right-In Right-Out Access	If US 6 North #63 is signalized, then full movement.
17	Janet L. Brown	20.41	Full Movement	Access Closed	Access provided by Peach Street.
18	Steven E. Matousek	20.45	Full Movement	Access Closed	Access provided by Elm Street.
19	Elm Street	20.47	Full Movement	Right-In Right-Out Access	
19a	Ditch/Utility	20.54	Full Movement	Full Movement Access	Potential for signalization with US 6 North #68. Maintain Ditch/Utility access
20	Maple Street	20.57	Full Movement	Right-In Right-Out Access	
21	LaDonna Lynn Grose	20.60	Full Movement	Access Closed	Access provided by Maple Street.
22	Ditch/Utility	21.10	Full Movement	Right-In Right-Out Access	Ditch/utility access only.
22a	Ditch/Utility	21.27	Full Movement	Access Closed	Access provided by US 6 South #22b
22b	Ditch/Utility	21.45	Full Movement	Right-In Right-Out Access	Ditch/utility access only.
23	Ditch/Utility	21.66	Full Movement	Access Closed	Access provided by 18 1/2 Road extension with US 6 South #23A.
23a	Ditch/Utility	21.82	Full Movement	Full Movement Access	Potential for signalization. Maintain Ditch/Utility access
24	Ditch/Utility	21.97	Full Movement	Access Closed	Access provided by 18 1/2 Road extension with US 6 South #23A.
25	Ditch/Utility	22.13	Full Movement	Right-In Right-Out Access	Ditch/utility access only.
26	20 Road	23.68	Full Movement	Full Movement Access	Potential for signalization with US 6 North #100 as offset tee
27	Ditch/Utility	24.49	Full Movement	Right-In Right-Out Access	Ditch/utility access only.
28	Ditch/Utility	25.47	Full Movement	Right-In Right-Out Access	Ditch/utility access only.
28a	Weigh Station LLC	25.88	None	Full Movement, Entrance	
28b	Weigh Station LLC	25.98	None	Full Movement, Exit	
28c	Weigh Station LLC	26.02	Closed	Access Closed	
29	River Road	0.60	Full Movement	Right-In Right-Out Access	Right turns in and out only to be allowed to and from the south. Closed if railroad crossing is closed.
30	Ditch/Utility Access	1.03	Full Movement	Right-In Right-Out Access	Ditch/utility access only.