

# 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	<b>Close driveway</b> since this property has alternative access via an alley to High Street.
2	32.692	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to High Street.
3	32.700	North	Grand Mesa Avenue	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> 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	<b>Add channelizing treatment to median</b> 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	<b>Close access</b> since this property has alternative access to Canon Street.
5	32.717	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to High Street.
6	32.726	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to High Street.
7	32.741	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to High Street.
8	32.743	South	Clymer Way	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> 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	<b>Close access</b> ; access to this property will be via a cross-access agreement obtained at Canon Street.
10	32.785	North	Curb-cut	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Canon Street.
11	32.790	North	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Canon Street.
12	32.814	South	Curb-cut	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Santa Clara Avenue.
13	32.832	Both	Santa Clara Avenue	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> to eliminate left turn movement onto US 50 creating a 3/4 movement intersection.
14	32.858	South	Field Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Santa Clara 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*
15	32.949	Both	Unawweep Avenue/26 ¼ Road	Signalized Full Movement	<b>Remains the same.</b>
16	32.972	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to 26 ¼ Road.
17	33.021	South	Business Access	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of Access 177.
177	33.037	South	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access;</b> access will be provided with the addition of Access 177.
19	33.048	South	Business Access	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of Access 179.
179	33.049	South	Combined Access		<b>Right-in, right-out access</b> to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
20	33.049	North	James Court	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> 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	<b>Close access;</b> access will be provided with the addition of Access 179 or new access via 26 ¼ Road.
22	33.073	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to James Court.
23	33.093	South	Residential Access	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of access 178
178	33.097	South	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access;</b> access will be provided with the addition of access 178.
25	33.101	North	Driveway	Un-signalized Right-in, right-out	<b>Close access;</b> since this property has alternative access to James Court.

\* 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*
26	33.112	South	Business Access	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of access 178.
27	33.121	North	Driveway	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of access 181.
28	33.124	South	Driveway	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of Access 180.
180	33.126	South	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access;</b> access will be provided with the addition of 181.
30	33.140	South	Business Access	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of Access 180.
181	33.143	North	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access;</b> access will be provided with the addition of 181.
32	33.152	North	Business Access	Un-signalized Right-in, right-out	<b>Close access;</b> since this property has alternative access at access 37.
33	33.155	South	Driveway	Un-signalized Right-in, right-out	<b>Remains the same.</b>
34	33.165	South	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access at Access 33.
35	33.167	South	Business Access	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access at Access 37.
36	33.177	South	Driveway	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> to eliminate left turn movement onto US 50 creating a 3/4 movement intersection.
37	33.185	North	Driveway	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> 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*
38	33.214	North	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access at Access 37.
39	33.237	South	Mobile Home Access	Un-signalized Right-in, right-out	<b>Close access;</b> since this property has alternative access to access 36.
40	33.252	North	Motel Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Aspen Street.
41	33.253	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Aspen Street.
42	33.275	Both	Aspen Street	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> 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	<b>Close access</b> since this alley has alternative access to Unaweep avenue.
44	33.314	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Aspen Street or Dominguez Avenue.
45	33.345	Both	Palmer Street/ Business Access	Un-signalized Full Movement	<b>Remains the same</b> and signalize when meets warrants.
46	33.419	North	Palisade Street	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> 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	<b>Close access</b> since this property has alternative access to Linden Avenue.
48	33.520	Both	Linden Avenue	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> 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	<b>Close access</b> since this road has alternative access to US 50 from 27 Road and Linden Avenue.
50	33.564	North	Business Access	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of Access 182.

\* 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*
182	33.572	North	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access</b> since this property has alternative access to existing Access 54.
52	33.588	South	Field Access	Un-signalized Right-in, right-out	<b>Close access</b> ; access will be provided with the addition of Access 170 or to Linden Avenue.
170	33.610	South	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access</b> ; access will be provided with the addition of Access 170.
54	33.670	North	Shopping Center Access	Un-signalized Right-in, right-out	<b>Remains the same.</b>
55	33.694	North	Shopping Center Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to existing Access 56.
56	33.735	North	Shopping Center Access	Un-signalized Right-in, right-out	<b>Remains the same.</b>
57	33.738	South	Business Access	Un-signalized Right-in, right-out	<b>Remains the same.</b>
58	33.794	Both	27 Road	Signalized Full Movement	<b>Remains the same.</b>
59	33.819	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> 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	<b>Close access</b> ; access will be provided with the addition of access 188 or to Sherman Drive.
188	33.832	North	Combined Access		<b>Right-in, right-out access</b> to be added through a cross-access agreement when redevelopment of adjacent properties occurs.
61	33.835	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to existing Access 63 or 27 Road.

\* 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*
62	33.840	North	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> ; access will be provided with the addition of Access 188 or from Sherman Drive.
63	33.848	South	Business Access	Un-signalized Right-in, right-out	<b>Remains the same.</b>
64	33.850	North	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> ; access will be provided with the addition of Access 189 or from Sherman Drive.
189	33.860	North	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access</b> ; access will be provided with the addition of Access 189 or from Sherman Drive.
66	33.873	South	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to the Frontage Road or B ½ Road.
67	33.882	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to the Frontage Road or B ½ Road.
68	33.883	North	Business Access	Un-signalized Right-in, right-out	<b>Remains the same.</b>
69	33.898	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to the Frontage Road or B ½ Road.
70	33.909	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to the Frontage Road or B ½ Road.
71	33.912	South	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to the Frontage Road or B ½ Road.
72	33.937	Both	Dorothy Avenue/ Frontage Road	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.
73	33.944	North	Gas Station Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Dorothy Avenue or from the addition of Access 171.

\* 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*
74	33.971	North	Gas Station Access	Un-signalized Right-in, right-out	<b>Close access</b> 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	<b>Close access</b> since this property has alternative access to Dorothy Avenue or from the addition of Access 171.
171	34.010	North	Combined Access		<b>Right-in, right-out access</b> 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	<b>Remains the same.</b>
190	34.045	North	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access;</b> access will be provided with the addition of Access 190.
78	34.085	North	Easement Ditch Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Sherman Drive.
79	34.130	South	B ½ Road/ EB On-ramp	On-ramp	<b>Close access;</b> access will be provided at 27 ¾ Road.
80	34.135	North	B ½ Road/ WB On-ramp	On-ramp	<b>Close access;</b> access will be provided with the addition of access 192.
192	34.185	North	Sherman Drive		<b>Right-out access</b> to be added when B ½ Road improvements are made.
81	34.325	Both	Frontage Road	Un-signalized Full Movement	<b>Close access on north leg;</b> access will be provided at 27 ¾ Road. <b>Add channelizing treatment to median on south leg</b> to eliminate left turn movement onto US 50 creating a ¾ movement intersection.
82	34.622	Both	27 ¾ Road	Un-signalized Full Movement	<b>Remains the same</b> and signalize when meets warrants.
83	34.844	South	Fairgrounds Access	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> to eliminate left turn movement onto US 50 creating a ¾ 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*
166		South	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access</b> since this property has alternative access to Access 166, Access 172, or B Road.
85	35.242	South	Business Access	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of Access 166 or Access 172.
172	35.243	South	Combined Access		<b>Right-in, right-out access</b> 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	<b>Remains the same.</b>
87	35.554	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to B Road.
88	35.564	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to B Road.
89	35.574	South	Rainbow Drive	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to 28 ½ Road.
90	35.627	North	Tennessee Street	Un-signalized Right-in, right-out	<b>Close access</b> since this road has alternative access to B Road.
91	35.702	North	Indiana Street	Un-signalized Right-in, right-out	<b>Remains the same.</b>
92	35.728	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to existing Indiana Street.
93	35.732	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Elm Drive.
94	35.755	South	Dee Vee Road	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.
95	35.777	North	Elm Drive	Un-signalized Right-in, right-out	<b>Close access</b> since this road has alternative access to B Road.

\* 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*
96	35.826	North	Driveway	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of Access 184.
184	35.830	North	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access</b> since this property has alternative access at Dee Vee Road.
98	35.833	North	Driveway	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of Access 184.
99	35.865	North	Driveway	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the addition of Access 183.
183	35.868	North	Combined Access		<b>Right-in, right-out access</b> 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	<b>Close access;</b> access will be provided with the addition of Access 183.
101	35.904	North	Reta Drvie	Un-signalized Right-in, right-out	<b>Close access</b> since this road has alternative access at Access 103.
102	35.926	South	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access at Landsdown Road.
103	35.947	North	Reta Drive	Un-signalized Right-in, right-out	<b>Remains the same.</b>
104	35.950	South	Landsdown Road	Un-signalized Right-in, right-out	<b>Remains the same.</b>
105	36.007	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access at Access 106.
106	36.021	North	Driveway	Un-signalized Right-in, right-out	<b>Remains the same.</b>
107	36.032	North	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to 29 Road.

\* 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*
108	36.065	North	29 Road	Signalized Full Movement	<b>Remains the same.</b>
109	36.078	North	Business Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to 29 Road.
110	36.140	North	Business Access	Un-signalized Right-in, right-out	<b>Close access;</b> access will be provided with the conversion of Access 111 becoming a four-leg intersection.
111	36.178	South	Sundance Drive	Signalized Full Movement	<b>Intersection will be converted</b> from a full movement T-intersection to full movement in all directions
112	36.201	South	Business Access	Un-signalized Full Movement	<b>Close access;</b> 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	<b>Remains the same.</b>
114	36.224	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> 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	<b>Close access</b> 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	<b>Close access</b> since this property has alternative access at Red Rock Drive.
117	36.258	North	Driveway	Un-signalized Right-in, right-out	<b>Remains the same.</b>
118	36.277	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> 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	<b>Remains the same.</b>
120	36.284	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to Lantzer Drive.
121	36.292	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> 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*
122	36.322	North	Driveway	Un-signalized Right-in, right-out	<b>Close access</b> 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	<b>Close access</b> since this property has alternative access at Access 119.
124	36.348	South	29 ¼ Road	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> 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	<b>Close access</b> since this property has alternative access to Jon Hall Road.
126	36.467	North	Driveway	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access at Access 173.
127	36.495	North	Field Access	Un-signalized Full Movement	<b>Right-in, right-out access</b> to be converted from field access through a cross-access agreement when redevelopment of adjacent properties occurs.
128	36.524	North	Driveway	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access at Access 173.
129	36.565	North	Field Access	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to 29 ½ Road.
130	36.587	North	Driveway	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to 29 ½ Road.
131	36.603	Both	29 ½ Road	Un-signalized Full Movement	<b>Convert to t-intersection;</b> remove south leg of the intersection and signalize when meets warrants.
132	36.732	North	Field Access	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to A ½ Road.
133	36.742	North	Field Access	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to A ½ Road.
134	36.749	North	Field Access	Un-signalized Right-in, right-out	<b>Close access</b> since this property has alternative access to A ½ Road.

\* 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*
135	36.893	Both	29 ¼ Road	Un-signalized Full Movement	<b>Add channelizing treatment to median on the north leg</b> to eliminate left turn movement onto US 50 creating a 3/4 movement intersection. <b>Add channelizing treatment to median on the south leg</b> 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	<b>Intersection will be converted</b> 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	<b>Close access</b> since this property has alternative access to A ½ Road.
138	37.458	South	Frontage Road	Un-signalized Full Movement	<b>Close access</b> since this road has alternative access to 30 Road.
139	37.783	South	Business Access	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to 31 Road through a cross-access agreement.
140	37.804	North	Field Access	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to 30 ¾ Road.
141	37.872	South	Driveway	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to 31 Road.
142	37.879	North	Ditch Access	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to 30 ¾ Road.
143	37.903	Both	31 Road	Un-signalized Full Movement	<b>Remains the same</b> and signalize when meets warrants.
144	38.277	North	Field Access	Un-signalized Full Movement	<b>Add channelizing treatment to median</b> to eliminate left turn movement onto and off of US 50 creating a right-in, right-out access.
145	38.512	North	32 Road/ SH 141B	Signalized Full Movement	<b>Remains the same.</b>
146	38.844	South	Business Access	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of Access 174.

\* 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*
174	38.975	South	Future Road		<b>Full movement access</b> 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	<b>Close existing field access.</b>
148	39.212	North	Field Access	Un-signalized Right-in, right-out	<b>Remains the same.</b>
149	39.729	North	Driveway	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to future roadways.
150	39.733	South	Field Access	Un-signalized Full Movement	<b>Close access</b> since this property has alternative access to Proctor Court.
151	39.971	Both	Willow Bend Road	Un-signalized Full Movement	<b>Remains the same</b> and signalize when meets warrants.
152	40.387	North	Field Access	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of future roadways.
153	40.414	South	Field Access	Un-signalized Full Movement	<b>Close existing field access.</b>
175	40.495	Both	Future Road		<b>Full movement access</b> to be added when construction of future roadways occurs; signalize when meets warrants.
154	40.584	North	Driveway	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of future roadways.
155	40.618	South	Driveway	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of future roadways.
156	40.629	North	Business Access	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of future roadways.
157	40.664	North	Business Access	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of future roadways.

\* 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*
158	40.674	North	Business Access	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of future roadways.
159	40.694	South	1 <sup>st</sup> Street	Un-signalized Full Movement	<b>Close access;</b> access will be provided at Coffman Road
160	40.708	North	Business Access	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of future roadways.
161	40.719	North	Business Access	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of future roadways.
162	40.802	North	Business Access	Un-signalized Full Movement	<b>Close access;</b> access will be provided with the addition of future roadways.
163	40.958	South	3 <sup>rd</sup> Street	Un-signalized Full Movement	<b>Close access;</b> access will be provided at Coffman Road.
164	40.963	North	Reeder Mesa Road	Un-signalized Full Movement	<b>Remains the same</b> and signalize when meets warrants.
165	41.146	South	SH 141A	Un-signalized Full Movement	<b>Remains the same</b> 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.