



## Appendix B: Access Control Plan Report

# **ACCESS CONTROL PLAN REPORT**

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## **CO 52: CO 119 to CO 79**

November 2021

**Prepared for: Colorado Department of Transportation, Region 4**

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# 1 INTRODUCTION

## 1.1 Access Control Plan

An Access Control Plan (ACP) is a long-range planning document that designates preferred access locations in accordance with the State of Colorado Highway Access Code (State of Colorado, 2002) along a highway corridor that will improve safety and mobility for the traveling public. The consolidation and location of accesses can eliminate and/or greatly reduce the number of conflict points on a roadway, improving corridor safety. Congestion reduction can be achieved by consolidating access locations which causes side road traffic to concentrate at a single location to enter and exit the highway, reducing congestion and improving mobility. ACPs for state highways are binding agreements adopted by the Colorado Department of Transportation (CDOT) and the local authorities through an intergovernmental agreement (IGA).

Access along Colorado State Highways, such as Colorado State Highway 52 (CO 52), is typically administered by CDOT on a case-by-case basis, as prescribed by the State Highway Access Code. The State Highway Access Code prescribes that CDOT or a local authority may develop an ACP for a segment of highway that defines access locations, level of access, and traffic control for future conditions.

An ACP provides CDOT and the local authorities with the opportunity to develop a single transportation plan that considers multiple access points along a segment of highway as a network rather than as individual access points. Corridor-specific issues such as intersection spacing, traffic movements, circulation, land use, topography, alternative access opportunities and other local planning documents, may be considered in developing the plan. ACPs do not define capacity improvements, off-network improvements, or funding sources for access improvements. However, in combination with a Planning and Environmental Linkages Study (PEL), these elements can be considered in conjunction with the ACP.

Each of the signers of the IGA agree to abide by the ACP. ACPs are living documents that can be amended in the future through the amendment process prescribed in the IGA.

The CO 52 ACP is being completed from Milepost (MP) 0.00 (at the intersection of CO 52 and CO 119) to MP 41.94 (at the intersection of CO 52 and CO 79). This process is concurrent with the CO 52 PEL. PELs are a Federal Highway Administration (FHWA) initiative that were created to support transportation decision-makers to consider environmental, community, and economic goals early in the transportation planning process so that projects can be implemented in the future under the NEPA process in a streamlined manner (FHWA, 2015). Through the PEL process, stakeholders can identify a corridor vision, define the purpose and need for the PEL process, and recommend future transportation improvements that reflect the needs and goals developed of the corridor. CDOT signed a Partnering Agreement with FHWA and several other federal and state agencies to encourage the use of a PEL approach in an effort to expedite transportation project implementation under NEPA, while adhering to agency procedures for project reviews and comments (CDOT, 2009).

The PEL and ACP processes shared the following components in their development:

- Understanding of existing corridor conditions
- Understanding of future operational needs
- Coordination with stakeholders
- Identification of partnerships and opportunities

Additionally, public engagement was conducted together for the PEL and ACP, allowing the public to learn about, submit comments, or ask questions about either process at the same time.

## 1.2 State Highway 52 Coalition and PEL/ACP Development

The State Highway 52 Coalition (SH 52 Coalition) formed in 2018 when local agencies along the corridor recognized the need to coordinate along this stretch of CO 52 where growth and development is leading to increased congestion and safety issues. Local agencies along the corridor include Boulder and Weld Counties, Erie, Frederick, Dacono, Fort Lupton, Hudson, and Keenesburg. These local agencies were integral to the PEL/ACP, providing input and feedback throughout the project process. This PEL/ACP provides an understanding of transportation problems along the corridor, a collaboratively developed vision for the future corridor, and potential projects to implement that vision.

## 1.3 Access Control Plan Limits

The ACP is focused along 42 miles of the CO 52 corridor between CO 119 north of Boulder in Boulder County and CO 79 east of the Town of Hudson in Weld County (Figure 1-1). CO 52 interchanges with I-25, US 85, and I-76 in Weld County. CO 52 is a major east-west connection corridor for the region, which is experiencing an increase in residential and commercial development. The corridor provides critical access from residential and rural areas to business centers, as well as commercial freight from industrial centers along the corridor.

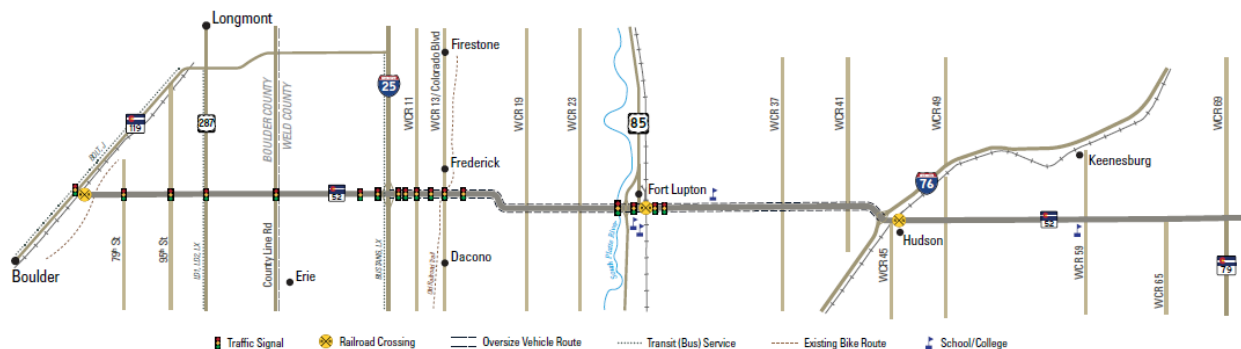


Figure 1-1-1. Project Location  
Map

## 2 POLICY AND PURPOSE

### 2.1 Purpose

The purpose of the ACP is to identify the location, type, and movements for future access points along the corridor in order to provide reasonable access to adjacent properties while maintaining safe and efficient movement for all modes of transportation (vehicles, bicyclists, and pedestrians). The proposed future access points should accommodate developing technologies and strive to complement adjacent community context.

According to the State Highway Access Code, CDOT is required to provide reasonable access when alternative access to the public street system does not exist and is not obtainable. The State Highway Access Code also allows CDOT to modify existing access points by restricting access movements in order to improve safety and traffic operations.

Changes in access are discussed in *Section 2.6: 'Changes in Land Use and Access Use'* of the State Highway Access Code:

*"The Department or issuing authority may, when necessary for the improved safety and operation of the roadway, rebuild, modify, remove, or relocate any access, or redesign the highway including any auxiliary lane and allowable turning movement. The permittee and or current property owner will be notified of the change." (State of Colorado, 2002)*

### 3 EXISTING CONDITIONS

Data derived from the CO 52 PEL Existing Conditions Report provided a vital understanding of existing conditions along the corridor. The ACP used the information collected to evaluate existing and future traffic conditions along with local agency growth and development plans to recommend future access conditions.

#### 3.1 Existing Access Condition

More than 700 access points between MP 0 and MP 42 were identified and mapped using Google Earth. Each access point was labeled by the hundredth mile and an “N” (north) or “S” (south) designation denoting the direction of the access. In addition to the location, the intersection configuration was documented as either Full Movement Access,  $\frac{3}{4}$  Movement, Right-in/Right-out (RI/RO), Roundabout or Grade Separated. The project team visited and verified access types and locations in August 2020.

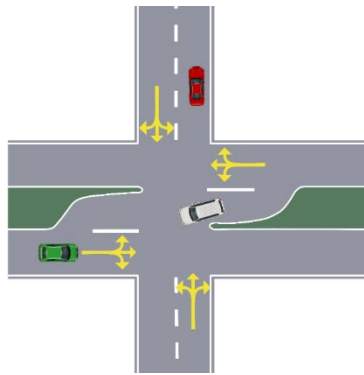


Figure 3-1. Full Movement Intersection

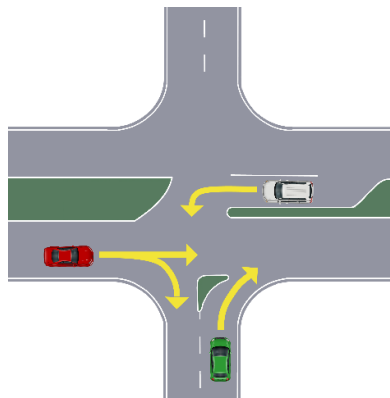


Figure 3-2. 3/4 Movement Intersection



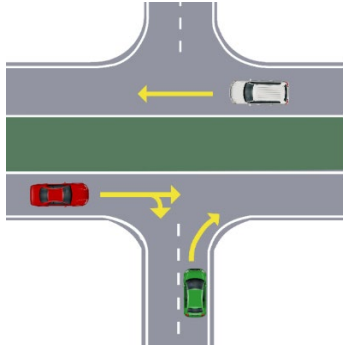


Figure 3-3. Right-in Right-out Intersection

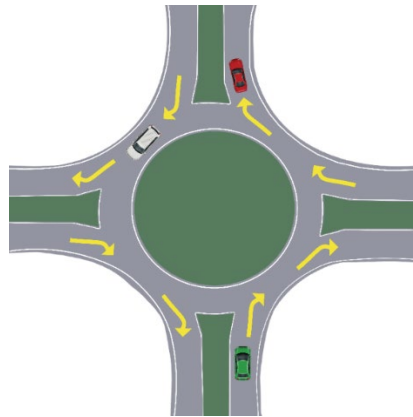


Figure 3-4. Roundabout Intersection

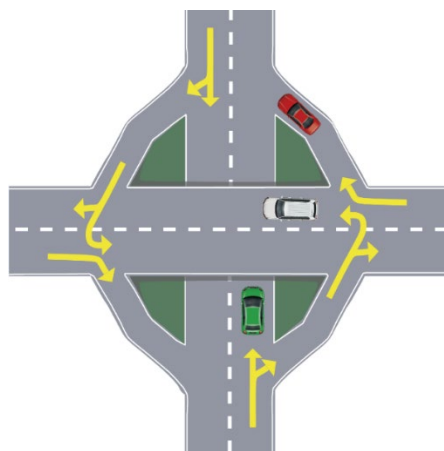


Figure 3-5. Grade Separated Intersection

## 3.2 Existing Road Network

All access points identified within the study area are either a Public Way or Private Driveway. Per Section 1.5 of the State Highway Access Code, 'Public Way' is defined as *"a highway, street, or road, open for use by the general public and under the control or jurisdiction of the appropriate local authority of Department and includes private roads open to the public"*; while 'Private Driveway' is defined as *"an access that is not a public street, road, or highway."*

Additionally, the State Highway Access Code recognizes that all sections of the study area are classified as one of the following: Regional Highway (R-A), Rural Highway (R-B), Non-Rural Principal Highway (NR-A) or Non-Rural Arterial (NR-B).

According to the State Highway Access Code, Regional Highways (R-A) are governed by the following characteristics:

- Capacity to handle medium to high travel speeds and relatively medium to high traffic volumes in a safe and efficient manner.
- Provides interregional, intra-regional, and intercity travel needs.
- Prioritizes providing service to through traffic movements over providing direct access to adjacent properties.
- This category is normally assigned to National Highway System routes, significant regional routes in rural areas, and other routes of regional or state significance.

Rural Highways (R-B) are governed by the following characteristics:

- Capacity for moderate to high travel speeds and low traffic volumes
- Provides for local rural travel needs
- This category may be assigned to low volume minor arterials, secondary collectors and local highway sections that do not normally provide for significant regional, state or interstate travel demands.
- These highways typically provide for rural transportation needs including, farm to market, farm to farm, and may include high speed rural frontage roads.

Non-Rural Principal Highways (NR-A) are governed by the following characteristics:

- Capacity for medium to high travel speeds and medium to high traffic volumes over long distances in a safe and efficient manner.
- Provides for interregional, intra-regional, intercity, and intra-city travel needs in suburban and urban areas.
- Provides service to through traffic movements rather than direct access to abutting properties.
- Typically assigned to National Highway System routes, and other routes of regional or state significance.

Non-Rural Arterial(NR-B) are governed by the following characteristics:

- Capacity for moderate travel speeds and moderate to high traffic volumes
- Provides service over short to medium travel distances for intercity, intracity and intercommunity travel needs
- Appropriate for short sections of regional highways passing through rural communities

- Typically assigned to short sections of regional highways that pass through rural communities
- Allows for more direct access to properties along a highway

For most access points that meet the established signal warrant criteria, the ACP maps note that the point has the potential to become a full-movement intersection, which may warrant signalization. According to the State Highway Access Code, signalized intersections along NR-A and R-A highways should be spaced 0.5 mile from each other. Due to preferred spacing requirement not all access points that meet the signal warrant criteria are appropriate locations for future traffic signals.

### 3.3 Existing Traffic Volumes

Traffic volumes in 2019 typically ranged from 12,000 to 20,000 vehicles per day in the western portion of the CO 52 corridor. East of I-25, traffic approaches 25,000 vehicles per day. Near Fort Lupton, there are approximately 11,000 vehicles per day. East of I-76, daily traffic ranges from nearly 2,000 vehicles to about 4,000 vehicles per day near CO 79. Overall daily vehicle miles traveled (VMT) on CO 52 between SH 119 and CO 79 was about 308,000 VMT in 2015. In 2045, the daily VMT on CO 52 is projected to increase to about 534,000 VMT, a growth of 74 percent over 2015 VMT.

In terms of growth in traffic volumes by general location, CO 52 in Boulder County is expected to carry about 18,000 to 30,000 daily vehicles—a projected growth of about 40 to 55 percent over 2015 conditions. The most dramatic growth is projected in Weld County between Colorado Boulevard and US 85, where traffic is projected to increase by over 90 percent in some sections. In the eastern-most section, the traffic west of I-76 is projected to grow substantially over current levels, generally by 6,000 or 7,000 vehicles per day. East of I-76, volumes are projected to increase by 1,500 vehicles per day or less. Based on the projections of increasing traffic volumes, it is apparent that access points will need to be modified to accommodate corridor growth. Existing and 2045 No Action daily traffic volumes at select locations are shown in **Table 3-1**.

**Table 3-1** Existing and 2045 No Action Daily Traffic Volumes at Select Locations

Location	ADT		Change	
	2020 Est. Count	2045 No Action		
CO 119 to 95 <sup>th</sup> Street	12,400	18,200	5,800	47%
95 <sup>th</sup> Street to US 287	13,000	18,000	5,000	38%
US 287 to County Line Road	19,000	26,700	7,700	41%
County Line Road to I-25	19,600	29,900	10,300	53%
I-25 to Colorado Boulevard	25,200	36,900	11,700	46%
Colorado Boulevard to Ridgeway Blvd	15,800	29,600	13,800	87%
Ridgeway Boulevard to WCR 19*	11,800	18,900	7,100	60%
WCR 19 to US 85	11,600	21,600	10,000	86%
US 85 to Rollie Ave	11,500	18,400	6,900	60%
Rollie Ave to WCR 31*	11,500	18,700	7,200	63%
WCR 31 to WCR 37*	10,300	16,600	6,300	61%
WCR 37 to I-76	9,200	15,900	6,700	73%
I-76 to WCR 49	4,000	5,400	1,400	35%
WCR 49 to WCR 59	3,100	4,100	1,000	32%
WCR 59 to CO 79	2,000	2,800	800	40%

\*No count in this section, estimated based on upstream and downstream counts. Sources: CDOT StateFocus Model Version 1.4, 2020: HDR, 2021 (2020 observed traffic count),(future volume)

### 3.4 Existing Speed Limits

The posted speed is generally 55 miles per hour (mph) west of WCR 19 and 65 mph east of WCR 19. As CO 52 crosses urban areas such as Dacono, Frederick, Fort Lupton and Hudson, the posted speed limit ranges from 25 mph to 40 mph.

### 3.5 Existing Traffic Operations

#### 3.5.1 Travel Times

Existing traffic volumes are creating areas of congestion along the CO 52 corridor. Lack of adequate capacity at major intersections controlled by traffic signals is a major contributor to the congestion issues. The result is delay to the traveling public with lengthy queues at multiple locations along the corridor. With growth in future traffic volumes by year 2045 ranging from 30 percent to nearly 90 percent along the highway, travel times are projected to increase throughout the corridor under No Action conditions, especially along its western half. Existing and future travel times and travel time indices along the corridor are illustrated in **Table 3-2**. A travel time index measures the actual travel time

compared to free-flow travel time with a value at or just above 1.0 indicating free-flow or near free-flow conditions while higher values indicate greater congestion.

**Table 3-2. Existing (Year 2019) and 2045 No Action Travel Times**

Location	Length/ Free Flow Travel Time	Travel Time In Minutes (Travel Time Index)					
		AM Peak			PM Peak		
		Existing (Year 2019)	2045 No Action	% Change	Existing (Year 2019)	2045 No Action	% Change
<b>Eastbound</b>							
CO 119 to County Line Road	7.2 mi/8.6 min	9.2 (1.1)	9.8 (1.1)	7%	10.7(1.2)	16.6 (1.9)	56%
County Line Road to WCR 19	9.2 mi/12.4 min	14.0 (1.1)	23.0(1.9)	65%	15.1(1.2)	25.7(2.1)	71%
WCR 19 to WCR 31	6.0 mi/ 12.1 min	13.7 (1.1)	16.5 (1.4)	21%	13.3(1.1)	14.8(1.2)	12%
WCR 31 to WCR 49	9.2 mi/13.0 min	13.5 (1.0)	13.5 (1.0)	0%	13.2(1.0)	13.2 (1.0)	0%
WCR 49 to CO 79	10.0 mi/7.2 min	7.5 (1.0)	7.5(1.0)	0%	7.4 (1.0)	7.4 (1.0)	0%
<b>Overall</b>	<b>41.6 mi/53.3 min</b>	<b>57.8(1.1)</b>	<b>70.3(1.3)</b>	<b>22%</b>	<b>59.5(1.1)</b>	<b>77.8(1.5)</b>	<b>31%</b>
<b>Westbound</b>							
CO 119 to County Line Road	7.2 mi/8.6 min	11.2(1.3)	18.3(2.1)	64%	9.7(1.1)	11.3(1.3)	16%
County Line Road to WCR 19	9.2 mi/12.4 min	16.3(1.3)	26.6(2.1)	63%	13.5(1.1)	22.3(1.8)	66%
WCR 19 to WCR 31	6.0 mi/ 12.1 min	13.4(1.1)	14.8(1.2)	10%	13.2(1.1)	15.8(1.3)	20%
WCR 31 to WCR 49	9.2 mi/12.7 min	13.3(1.0)	13.3(1.0)	0%	13.3(1.0)	13.3(1.0)	0%
WCR 49 to CO 79	10.0 mi/7.3 min	7.5(1.0)	7.5(1.0)	0%	7.5(1.0)	7.7(1.1)	2%
<b>Overall</b>	<b>41.6 mi/53.4 min</b>	<b>61.7(1.2)</b>	<b>80.5(1.5)</b>	<b>31%</b>	<b>57.1(1.1)</b>	<b>70.3(1.3)</b>	<b>23%</b>

Sources: INRIX, 2020: CDOT StateFocus Model Version 1.4, 2020: HDR, 2021

Overall free-flow travel time along the 41.6-mile project corridor is just over 53 minutes in both the eastbound and westbound directions. Existing (year 2019) travel times during the AM and PM peak hours are 57.8 and 59.5 minutes in the eastbound direction and 61.7 and 57.1 minutes in the westbound direction, respectively. Current travel time indices range from 1.1 to 1.3 in the western portion of the corridor, and 1.0 east of WCR 31.

In the year 2045 No Action scenario, travel times for the entire corridor are expected to increase by 22 percent to 31 percent during peak hours. The western half of CO 52 is expected to experience increases in travel times of up to 71 percent during the peak hours. Travel times between WCR 19 and WCR 31 are expected to increase 10 percent to 21 percent in both directions during the peak hours. Travel times east of WCR 31 are expected to experience minimal increases in travel times at 2 percent or less in both directions during the peak hours.

### 3.5.2 Accident Analysis

In order to appropriately assess the current safety conditions of the corridor, a Safety Assessment Report was developed to identify, evaluate, and plan safety improvements on public roads. The report is based on the analysis of five years of crash history, a review of aerial imagery, and video log reviews.

Intersections and roadway segments were analyzed to identify patterns related to crash type, severity, direction of travel, road conditions, distributions, time of day, and behavioral attributes. The pattern of crashes fell under three leading categories: *rear end* collisions, *broadside* collisions, and *approach turn* collisions. These patterns were identified due to the diagnostic analysis indicating a greater than 90% significance when compared to similar facilities statewide.

The study identified that all three collision patterns occurred predominantly at intersection or intersection-related locations. In total, there were 553 *rear end* collisions, 191 *broadside* collisions, and 172 *approach turn* collisions within the five-year study period. The most *broadside* collisions involved northbound and southbound vehicles on CO 52 compared to the most *approach turn* collisions involving westbound and eastbound vehicles on CO 52 with the cause being misuse of current intersection design and technology.

The Safety Assessment also studied the project corridor under five divided segments. The segments were evaluated under intersection vs non-intersection crashes and the crash type distribution. The outcome of the diagnostics are as follows:

- Segment 1: CO 119 to County Line Road with a total of 342 crashes.
- Segment 2: County Line Road to WCR 19 with a total of 812 crashes.
- Segment 3: WCR 19 to WCR 31 with a total of 260 crashes.
- Segment 4: WCR 31 to WCR 49 with a total of 141 crashes.
- Segment 5: WCR 49 to CO 79 with a total of 48 crashes.

## 4 FORECASTED CONDITIONS

### 4.1 Traffic Volume Forecast

Existing traffic (2020) was modeled in the future condition (2045) for the corridor under No Action and Build conditions with the recommended alternative. Future traffic volumes are shown below in **Table 4-1**.

**Table 4-1: Existing Counts and 2045 Daily Volume Forecast**

CO 52 Segments			Daily Traffic Volumes (2-Way)		
			2020 Estimate	2045 No Action	2045 Middle 4-Lane to County Line <sup>1</sup>
CO 119 to US 287	CO 119	71 <sup>st</sup> St	12,200	17,200	18,100
	71 <sup>st</sup> St	Monarch Park Pl	11,400	16,300	17,200
	79 <sup>th</sup> St	Somerset Dr	12,400	18,100	19,000
	95 <sup>th</sup> St	US 287	13,000	18,700	19,600
US 287 to I-25	US 287	115 <sup>th</sup> St	19,000	26,500	28,700
	CR 5	CR 7	19,600	29,300	42,500
	CR 7	W I25 Frontage	19,800	34,300	46,500
I-25 to US 85	E I-25 Frontage	CR 11 (York St)	25,100	36,200	50,300
	Colorado Blvd	Glen Creighton Dr	15,800	30,800	41,700
	Glen Creighton Dr	CR 15	12,600	23,800	33,500
	CR 15 (Ridgeway)	CR 14	11,800	18,900	26,600
	CR 19	CR 21	12,000	20,900	30,600
	CR 23	US 85 SB Ramps	11,600	21,300	30,000
US 85 to I-76	US 85 NB Ramps	Grand Ave	13,600	19,300	22,600
	Grand Ave	Fulton Ave	12,500	17,300	19,000
	Park Ave	Denver Ave	11,400	18,400	19,400
	Denver Ave	Main St	10,500	17,500	18,500
	Harrison Ave	Rollie Ave	13,700	16,900	17,600
	Rollie Ave	CR 29.5	11,500	18,800	19,900
	CR 35	CR 37	10,300	17,100	17,900
	CR 12.5	W I-76 Frontage	9,200	16,200	16,700
I-76 to CO 79	I-76 NB	Dahlia	7,000	9,200	9,300
	Cedar/Hudson	RR Xing	6,600	8,800	8,900
	Beech St	Cherry St	4,000	5,400	5,400
	CR 49	CR 51	3,100	4,100	4,100
	CR 59	CR 61	2,000	2,600	2,600
	CR 67	CO 79	2,000	2,800	2,800
	CO 79	East of CO 79	1,300	1,800	1,800

<sup>1</sup>Red text indicates segments with 4-Lane cross sections (all others 2-Lane)

## 4.2 2045 Level of Service (LOS) Evaluation

Level of service (LOS) is a mechanism used to determine how well a transportation facility is operating from a traveler’s perspective. Typically, six levels of service are defined, and each is assigned a letter designation from A to F, with LOS A representing the best operating conditions, and LOS F the worst.

**Table 4-2** 2020 and 2045 Level of Service (LOS) below summarizes the results of the LOS for alternatives considered in the PEL. For a full summary of how the alternatives were developed and evaluated, please see Section 4 of the PEL.

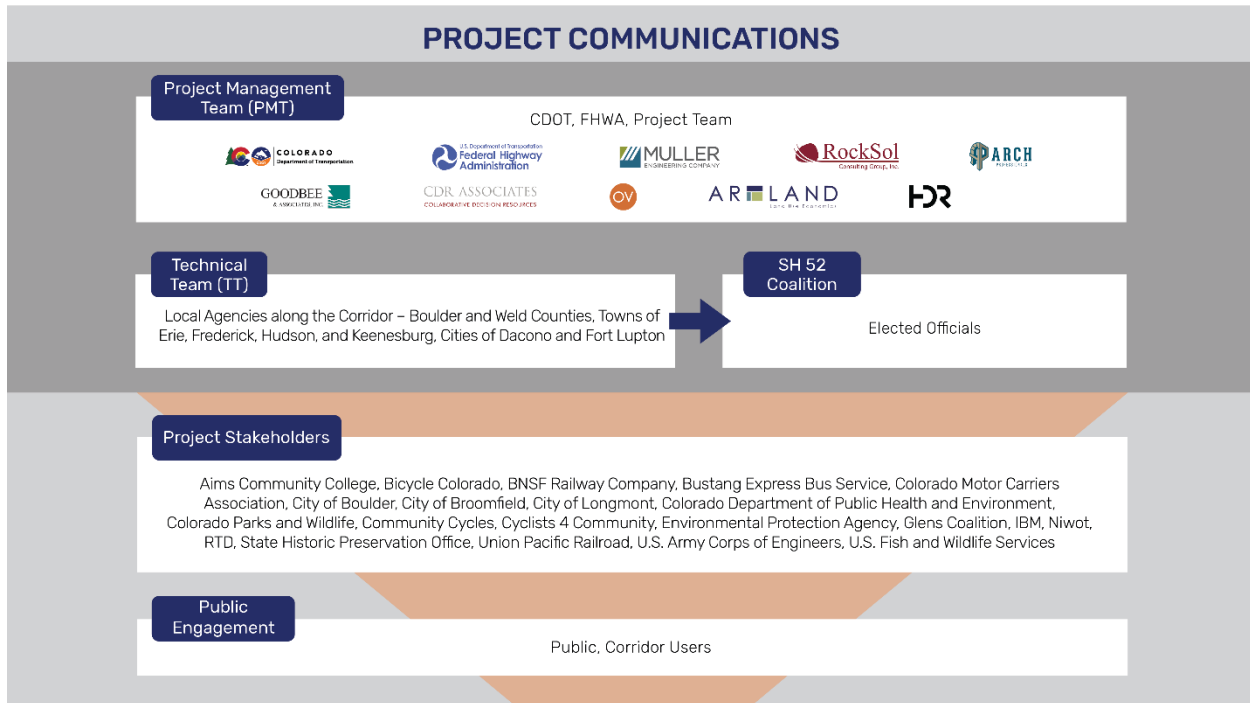
**Table 4-2. 2020 and 2045 Signalized Intersection Level of Service (LOS)**

Signalized Intersection	2020 Estimate		2045 No Action		2045 Middle 4-Lane to County Line	
	LOS	DELAY	LOS	DELAY	LOS	DELAY
SH119	F / C	100 (30)	E / F	60 (400)	D / F	40 (90)
79TH ST	B / B	10 (10)	C / C	20 (20)	C / C	30 (20)
HOVER/95TH	C / D	30 (40)	D / F	50 (320)	D / D	40 (40)
US 287	F / F	140 (120)	D / F	50 (380)	D / C	40 (30)
COUNTY LINE RD	E / E	70 (80)	F / F	380 (650)	C / E	20 (60)
WCR7	B / C	20 (30)	F / F	210 (280)	C / C	30 (30)
W I-25 FRONTAGE	B / B	10 (10)	E / E	70 (60)	D / F	40 (80)
SB I-25	B / B	20 (20)	D / E	50 (60)	C / D	20 (50)
NB I-25	C / B	20 (20)	D / F	50 (80)	E / D	60 (50)
E I-25 FRONTAGE	B / B	10 (20)	D / F	50 (80)	E / E	80 (60)
YORK/SILVER BIRCH	B / B	10 (10)	F / F	80 (110)	D / D	40 (40)
FLYING CIRCLE	A / B	10 (10)	E / F	70 (100)	B / C	20 (30)
COLORADO AVE	D / D	40 (40)	F / F	260 (400)	D / D	40 (40)
GLEN CREIGHTON/FREDERICK	C / C	30 (20)	F / F	110 (130)	D / C	50 (30)
SB US 85	B / B	20 (10)	D / B	50 (10)	C / C	30 (30)
NB US 85	B / E	20 (70)	F / F	90 (90)	B / C	20 (20)
MCKINLEY AVE	A / A	0 (10)	D / E	40 (60)	A / C	0 (30)
US 85 BUS/DENVER	B / C	10 (30)	F / F	110 (130)	C / E	20 (60)
ROLLIE AVE	B / B	10 (20)	F / F	190 (190)	B / D	20 (40)



## 5 AGENCY AND PUBLIC COORDINATION

The CO 52 ACP Public Involvement strategy followed the CO 52 PEL Agency and Public Coordination process which included engaging the SH 52 Coalition, the CO 52 PEL/ACP Technical Team, stakeholders and community members. The communication process used for the CO 52 PEL/ACP is shown below in **Figure 5-1**.



**Figure 5-1. Project Communication**

### 5.1 Agency Coordination Engagement and Findings

#### 5.1.1 Agency Involvement

The Technical Team (TT), composed of local agency representatives, provided technical input to the project team. The TT identified relevant materials that could be helpful to the Project Team, and supported development of the corridor vision. The TT was also responsible for coordinating with their respective agency's CO 52 Coalition member to inform them of the project status, help articulate problems, and evaluate solutions for the corridor. The TT included representatives from:

- Boulder County
- Weld County
- The City of Dacono
- The Town of Erie
- The City of Fort Lupton
- The Town of Frederick
- The Town of Hudson
- The Town of Keenesburg
- CDOT

The project team met with the TT on 14 separate occasions to discuss project updates for both the ACP and PEL study. The dates of these meetings are listed below:

- May 28, 2020
- July 23, 2020
- August 20, 2020
- October 29, 2020
- December 3, 2020
- January 28, 2021
- February 22, 2021
- April 22, 2021
- June 24, 2021
- July 22, 2021
- August 31, 2021
- September 16, 2021
- October 18, 2021
- November 11, 2021

In addition to meeting with stakeholders and agency representatives during the full-group TT meetings, the project team met with representatives from each local agency throughout the process to discuss existing access points and the future conditions of each location. The local agency meetings and dates are listed below:

- Fort Lupton: May 13, 2020; August 4, 2020; February 23, 2021; April 1, 2021
- Hudson: May 14, 2020; March 17, 2021
- Weld County: May 20, 2020; November 6, 2020
- Dacono: May 22, 2020; April 20, 2021
- Frederick: June 5, 2020
- Erie: June 22, 2020
- Keenesburg: June 23, 2020
- CDOT: July 28, 2020; August 13, 2020
- Boulder County: June 8, 2020; June 8, 2021; April 19, 2021; May 12, 2021; July 12, 2021

### **5.1.2 Additional Stakeholder Meetings**

Public involvement included individuals and corridor users. In addition to connecting with the general public, the project team also connected with local schools, community groups, HOAs, businesses, and more. A list of individual meetings with those groups can be found below:

- Glen's Coalition HOA: July 8, 2021
- Coordinated access concerns discussion with Dacono, Erie & Frederick: July 27, 2021
- Boulder Cycling Organizations: July 20, 2021
- IBM Technology: August 5, 2020
- Aims Community College: August 19, 2020
- BNSF (Railroad Company): July 2, 2020; September 9, 2020
- CMCA (Colorado Motor Carriers Association): July 24, 2020
- Colorado Parks and Wildlife: August 26, 2020

## 5.2 Public Coordination and Engagement Findings

The project team used several tools to engage with the public throughout the course of the project which included one-on-one meetings, virtual public meetings, email blasts, newsletters, postcards, and more to provide the public with the most current information.

### 5.2.1 Public Events and Information

#### ***Project Website:***

CDOT hosted a public facing website throughout the course of the study, which provided status updates on the study's progress, information on how the public could submit comments or get involved with the study, informational materials, completed reports and study documents, and answers to frequently asked questions. The website is available at [www.codot.gov/projects/co52-pel-acp](http://www.codot.gov/projects/co52-pel-acp).

#### ***Virtual Public Meetings and Open Houses:***

The project team hosted two virtual public open houses over the duration of the project. Due to COVID-19, the project team made the decision to host virtual engagement activities for the public in lieu of in-person events. The virtual open houses were hosted on a website platform separate from the general project website.

In order to get the word out to all relevant populations along the corridor, informational postcards with an invite to the virtual open house were mailed to adjacent property owners before each event. Details of the events were also given to members of the Coalition and Technical Teams so that they could decide within their agency how they could best get the event information out to their communities. Links and details of the events were also posted on the project's main website.

#### ***Public Meeting #1 - August 2020***

The first virtual public meeting was posted online between August 24 and September 17, 2020. This provided ample opportunity for as many stakeholders as possible to interact with the materials on their own schedule and time. The event had various goals and success metrics.

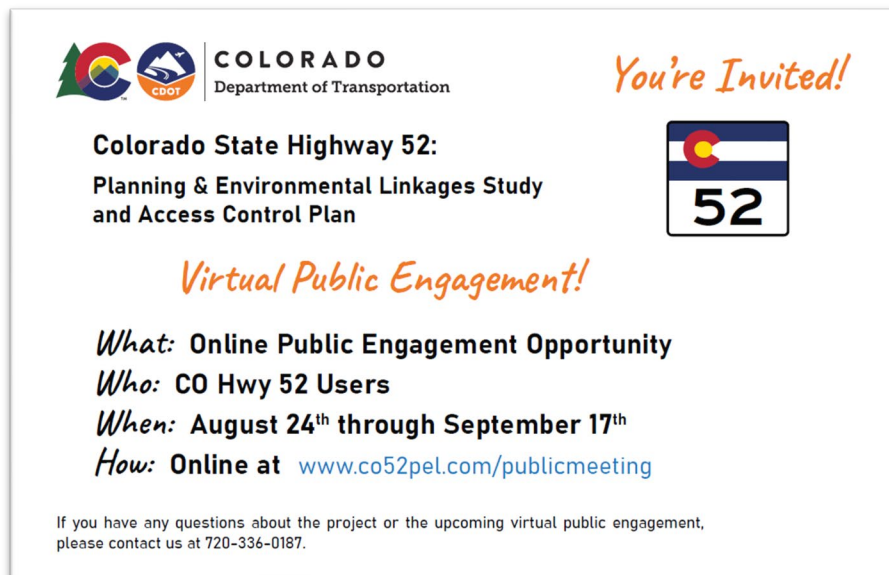


Figure 5-2. Virtual Open House #1 Postcard

The key goals were:

- Inform stakeholders of the project's goals and activities
- Receive input from stakeholders on their interests and concerns
- Establish relationships and lines of communication with stakeholders for on-going interaction

The two key success metrics were:

- Through inclusive access, receive high levels of participation
- Identify site-specific locations

With the goal to provide the same level of engagement as would have been expected during an in-person meeting, the website included a number of interactive opportunities for the public to provide input including:

- Two topic-specific surveys
- Social Pinpoint Interactive Map
- Social Pinpoint Interactive Comment Wall
- Opportunity to send the project team emails or call the project hotline

The open house was the first broad introduction of the project to the public and was translated into Spanish. Over 800 individuals viewed the site, and 126 new contacts were collected during the online public event.

#### *Public Meeting #2 - August 2021*

The second open house focused on updating the public on progress made in both the PEL and ACP, as well as presenting the proposed alternatives evaluated to date. The event was online between August 30 and September 20, 2021. The content of the meeting focused on educating the public on existing conditions data that was evaluated since the last public meeting, as well as detailing the alternatives evaluated in each segment of the corridor. Half of this virtual meeting website was dedicated to describing the process, purpose and draft of the ACP. The website allowed for the public to review the access plan and provide comments on individual access recommendations. In preparations for this event, 3,200 postcards were mailed directly to adjacent property owners along the corridor.

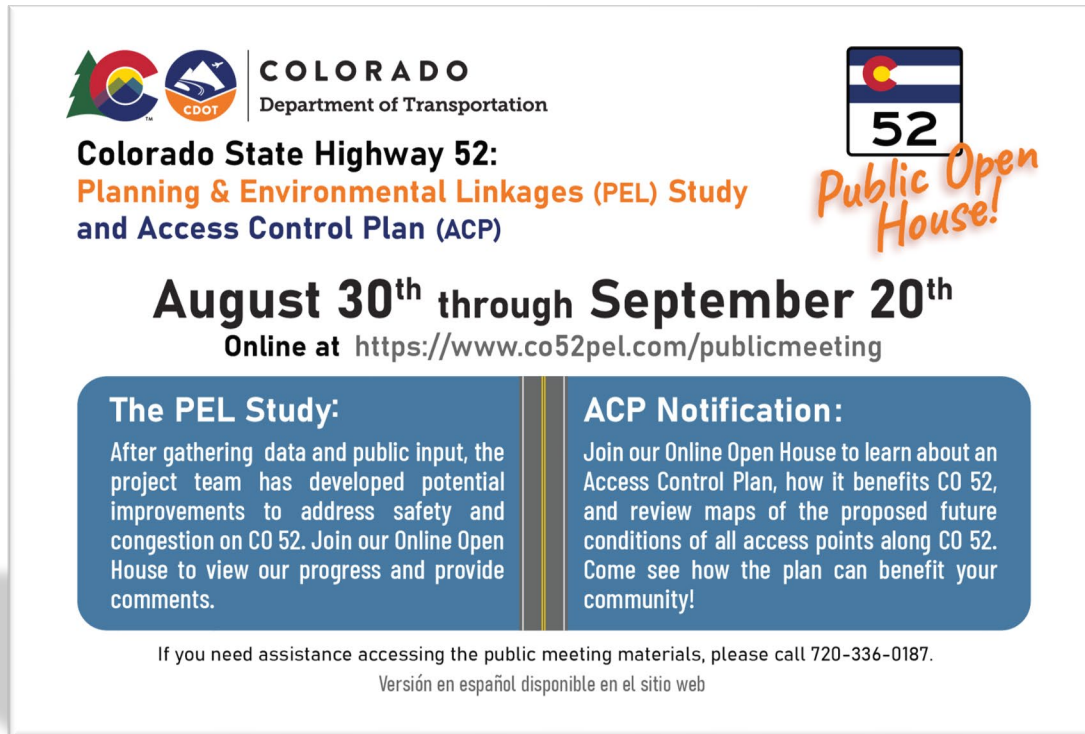


Figure 5-3. Virtual Open House #2 Postcard

The key goals were:

- Provide access to previous Public Open House information and materials
- Inform stakeholders and the public about progress on the PEL & ACP
- Share the input from the previous open house event and additional input received to date
- Provide property owners along the corridor with the updated access recommendations from the ACP
- Display results of the Alternatives Evaluation
- Collect additional public feedback and input per segment

The two key success metrics were:

- Through inclusive access, receive high levels of participation
- Receive a high number of unique visitors to the site, visiting multiple pages of the site

With the goal to provide the same level of engagement as would have been expected during an in-person meeting, the website included a number of interactive opportunities for the public to provide input including:

- A survey to better understand user interests
- Interactive proposed access map
- Interactive Bike and Pedestrian Infrastructure Map
- Ability to comment on section-specific alternatives
- Opportunity to send the project team emails or call the project hotline

The open house was translated into Spanish. Over 1,000 individuals viewed the site, with 57 of those completing a sign-in form. The open house received 237 survey responses, 9 comments on the ACP materials, and 12 phone calls. Per individual requests, 5 sets of hard copy materials were mailed to participants.

**Organization Updates & Communications Packets**

In March of 2021, the project team distributed communications packets to 23 identified organizations along the corridor to provide updates about the project and offer an opportunity for organizations to provide input. Organizations were identified with the assistance of local agencies. Many organizations responded with appreciation of the information, some requested additional information, and one organization (Glens Coalition) requested an in-person meeting with the project team to provide an update and hear the group’s interest. Organizations that received communications packets included:

- Aims Community College
- Apple Farm HOA
- Arnusch Farms
- Boulder Chamber of Commerce
- Colorado Motor Carriers Association
- Community Cycles
- Coyote Creek Subdivision HOA (for Century Communities Portion)
- Cyclists for Community
- Erie Chamber of Commerce
- Fort Lupton Chamber
- Fort Lupton Parks
- Fort Lupton Recreation Center
- FRICO
- Glens Coalition
- Henrylyn
- IBM/CU
- Keenesburg Chamber
- Latino Coalition
- Legend Ridge HOA
- Boulder County Oil & Gas
- Boulder County Parks & Open Space
- Venus Bike Club
- Vesta

**Email Distribution List & E-Blasts**

The email distribution list was developed throughout the PEL process. The study ended with 482 email addresses on the distribution list. Email blasts included:

Quarterly Newsletter #1: July 23, 2020

- About the ACP
- Public Meeting Info

Quarterly Newsletter #2: November 23, 2020

- Existing Conditions Report
- August Public Engagement Report
- What’s Next (Alternatives, Level 1)

Quarterly Newsletter #3: March 25, 2021

- Project Status Update (Level 1, Level 2)
- Access Control Plan FAQ
- Website Update

Quarterly Newsletter #4: August 26, 2021

- Online Open House Information for PEL and ACP
- Importance of the PEL

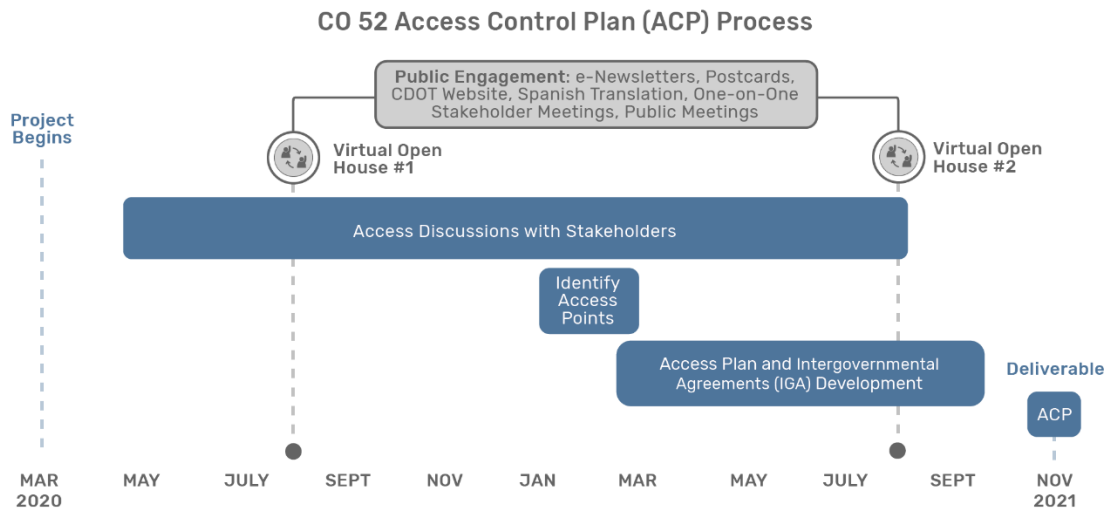
***Emails & Voicemail Comments***

The study provided stakeholders multiple ways to provide comment and ask questions (beyond during presentations, meetings, and the survey), including via phone, email, and a website comment form. In total, 53 comments were received from stakeholders.

## 6 ACCESS CONTROL PLAN

### 6.1 Implementation Strategy

Beginning in May of 2020, the project team started meeting with stakeholders to identify access needs and concerns for their areas of the corridor. In August of 2020, the project team then held their first virtual open house to collect additional feedback on the existing conditions of the corridor. **Figure 6-1** below outlines the ACP process the project team used and identified the timing of the open house events.



**Figure 6-1 ACP Process**

The ACP process also includes the development of an Intergovernmental Agreement (IGA) for all agencies along the corridor. The ACP was reviewed and approved by all the local agencies and CDOT before being signed and completed in the Fall of 2021. The steps taken to complete the ACP and IGA are shown below in **Figure 6-2**.



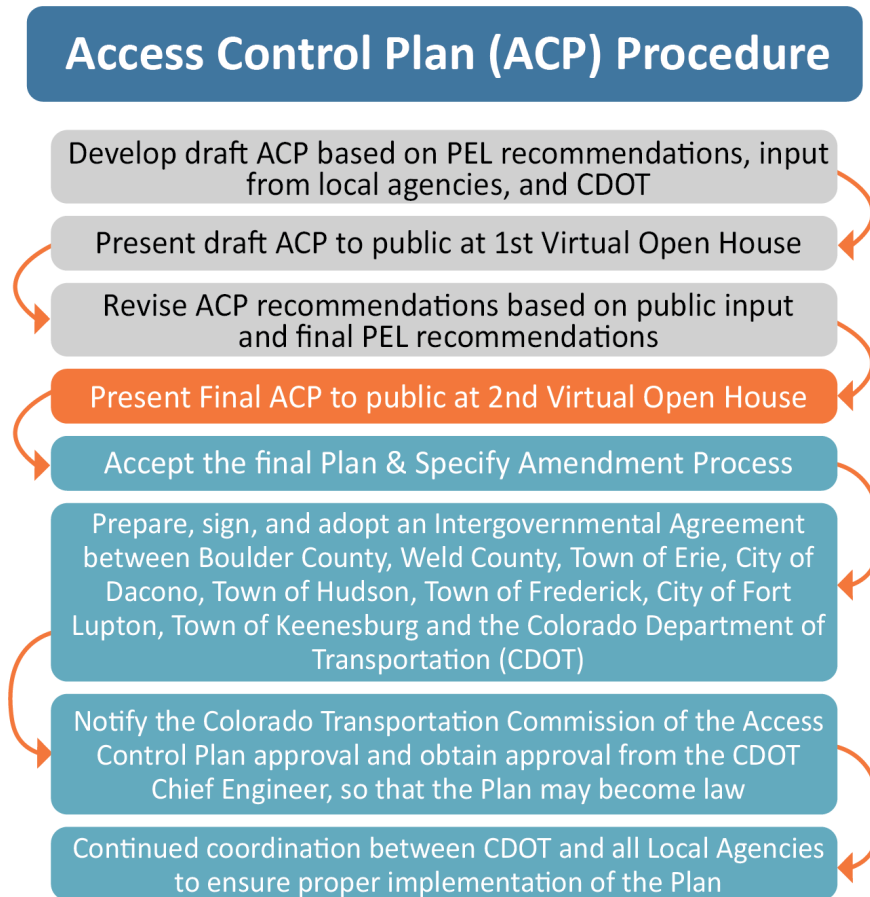


Figure 6-2. ACP Procedure

## 6.2 Access Control Methods

Once access locations were identified, each access point was either shown as ‘No Action’, or given an access control method based on the future condition of the corridor:

### Access Consolidation

Before

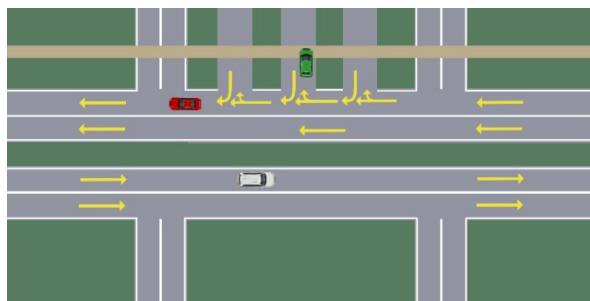


Figure 6-4. Access Consolidation: Before

After

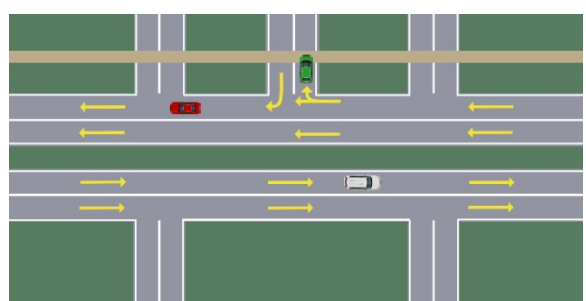


Figure 6-3. Access Consolidation: After

- Consolidate adjacent access points into one location
- The number of conflict points are reduced

### Access Conversion with Median Treatment

Before

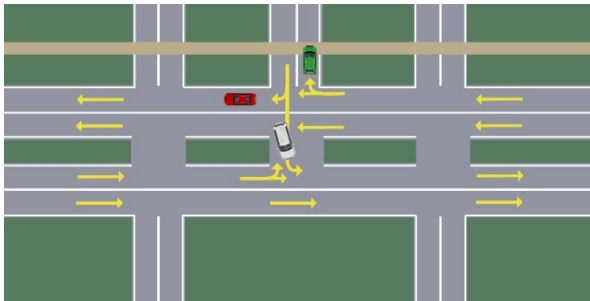


Figure 6-5. Access Conversion: Before

After

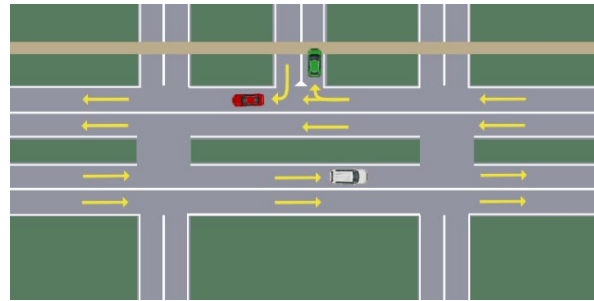


Figure 6-6. Access Conversion: After

- Restrict some or all turning movements
- Reduce the number of conflicts between left turning vehicles and through vehicles on the highway

### Access Elimination

Before

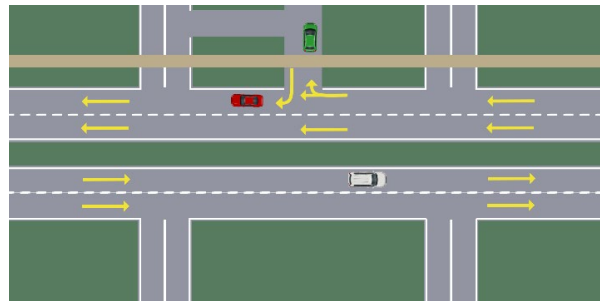


Figure 6-7. Access Elimination: Before

After

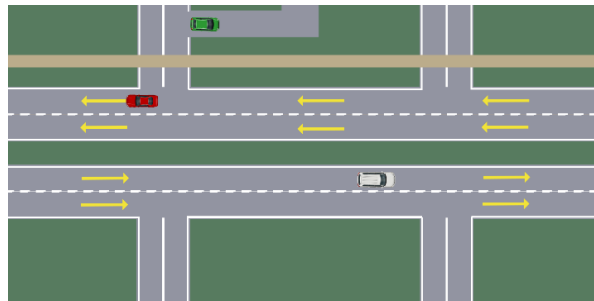


Figure 6-8. Access Elimination: After

- Access to local properties through secondary roads
- Consolidate number of access locations where vehicles may enter or exit the highway
- Reduce the number of conflict points

## Access Relocation

Before

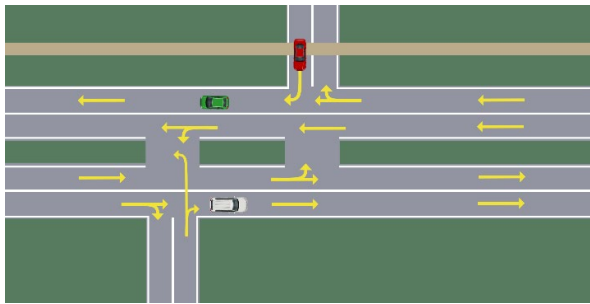


Figure 6-10. Access Relocation: Before

After

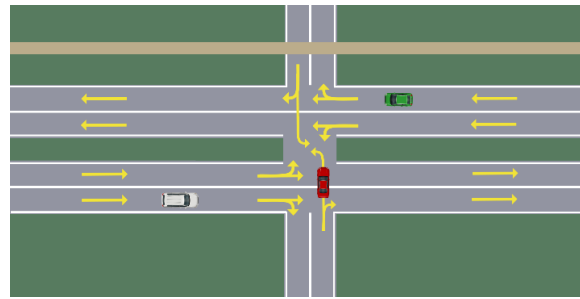


Figure 6-9. Access Relocation: After

- Access to local properties through secondary roads
- Consolidate number of access locations where vehicles may enter or exit the highway
- Reduce the number of conflict points

## Parallel Access Route

Before

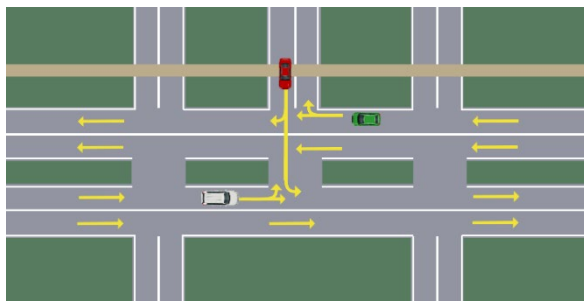


Figure 6-11. Parallel Access Route: Before

After

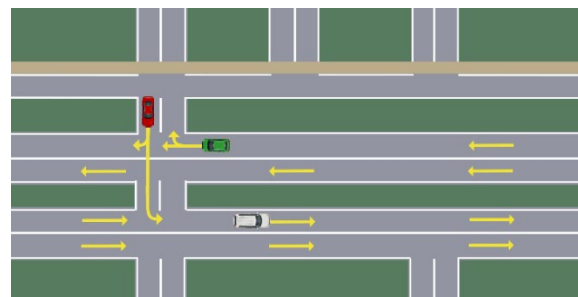


Figure 6-12. Parallel Access Route: After

- Provide access to properties via a new access road (such as a frontage road)
- Reduces the number of access points along the highway

## 6.3 Access Recommendations

The ACP is a long-range plan for this corridor. Implementation will occur over the long term and may be phased dependent on if/when the following actions occur:

- A safety need is identified
- New development or redevelopment occurs
- Funding becomes available
- Traffic needs arise

If an access point is identified with safety or operational concerns, local agencies and CDOT will work together to develop an access improvement. Types of access improvements may include turn movement restrictions, relocation, or removal of access for an access point.

The most common triggers for ACP implementation are redevelopment or new development at an access point, or a traffic volume increase of more than 20%. In any of these instances, a new CDOT access permit

is required per the State Highway Access Code. The local municipality and CDOT would need to work with the property owner or developer to update the access point to the access recommendation shown in the ACP table (**Appendix A**) and map (**Appendix B**). It is important to note that there may instances where the recommendation shown in the plan cannot be implemented due circumstances beyond the property owner or developer's control. In that scenario, the property should not be developed in any way that would prohibit implementation of the recommended access change shown in the map and table. An example of this would be dedication of right-of-way for the construction of a cross access. Interim access to a property must be maintained until the ultimate access configuration can be achieved.

A publicly funded project by any combination of Towns, Cities, Counties, and/or CDOT is another way that implementation of the ACP is possible. Any future public project along the corridor shall include the access changes shown in the ACP, as long as those changes can be built within the fiscal constraints of the project. In this scenario, costs incurred in order to complete the access recommendations will be borne by the project and not the property owner. At no time can or will CDOT and the local municipality land lock a property. Reasonable access must be maintained and/or provided for a property if no other access is available. A right-in/right-out access would be considered reasonable.

CO 52 has numerous accesses that serve agricultural ditches. The ACP shows these accesses as being removed. It is important to note that such removal will only occur with the support and agreement of the appropriate ditch company.

Coordination among the property owner/developer, the appropriate local municipality and CDOT is critical to the success of the plan. Partnering of the local municipality and CDOT will ensure all projects (both public and private) are designed to not preclude the ultimate implementation of the plan.

Throughout the development of this project, the message has been consistent. If nothing changes, then nothing changes. The second part of the message is, when change is proposed, the property owner will be included in those discussions. As stated before, at no time will CDOT remove access to a property to the effect that a parcel would be landlocked without access. Reasonable access will be provided directly or indirectly to CO 52.

## **7 AMENDMENT PROCESS**

If there is a need or desire to change the recommended access for any access point along CO 52, one of the participating municipalities of the IGA must submit a request to CDOT for an amendment. Any costs associated with completing and documenting the amendment will be the responsibility of the initiating agency. The amendment request must be agreed upon by all affected agencies (of the IGA). The property or properties that are considered to be 'directly affected' must be located within an Agency's jurisdictional boundaries or within the boundaries of a legally recognized planning area, such as a Growth Management Area. In order for an amendment to be considered approved, six of the nine agencies that are parties to the IGA must vote to approve the amendment proposed.

More information on this application and approval process, such as the documentation required for submittal of an amendment request and the public noticing requirements, may be found in Exhibit B of the IGA.

## 8 LITERATURE CITED

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**Appendix A. CO 52 Access Inventory Table**

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### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
0.02-N&S	Restricted Access	No Change	UP Railroad Crossing
0.17-N	-	Possible Full Movement Access	New full movement access allowed to align with 0.17-S
0.17-S	Full Movement Access	No Change	N. 71st Street
0.41-S	Full Movement Access	To Be Removed	Removed once criteria met*
0.48-N	Full Movement Access	Restricted Access	Dry Creek Parkway. Existing full movement access to be restricted
0.48-S	-	Possible Restricted Access	New restricted access allowed
0.59-S	Full Movement Access	To Be Removed	Removed once criteria met
0.82-N	Full Movement Access	No Change	Monarch Park Place
0.82-S	-	Possible Full Movement Access	New full movement access allowed to align with 0.82-N
0.94-S	Full Movement Access	To Be Removed	Removed once criteria met
0.97-S	Full Movement Access	To Be Removed	Removed once criteria met
1.1-S	Full Movement Access	To Be Removed	Removed once criteria met
1.12-S	Full Movement Access	To Be Removed	Removed once criteria met
1.2-N&S	Full Movement Access	No Change	N. 79th Street.
1.23-N	Full Movement Access	To Be Removed	Removed once criteria met
1.24-N	Full Movement Access	To Be Removed	Removed once criteria met
1.66-N	Full Movement Access	To Be Removed	Removed once criteria met
1.69-N	-	Possible Full Movement Access	New full movement access allowed to align with 1.69-S
1.69-S	Full Movement Access	No Change	
1.82-N	Full Movement Access	To Be Removed	Removed once criteria met
1.93-N	-	Possible Restricted Access	New restricted access allowed
1.93-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
2.1-S	Full Movement Access	To Be Removed	Removed once criteria met
2.17-N	Full Movement Access	No Change	Somerset Drive
2.17-S	-	Possible Full Movement Access	New full movement access allowed to align with 2.17-N
2.24-S	Full Movement Access	To Be Removed	Removed once criteria met
2.37-N	-	Possible Restricted Access	New restricted access allowed
2.37-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
2.49-S	Full Movement Access	To Be Removed	Removed once criteria met
2.65-N	Full Movement Access	No Change	Legend Ridge Trail
2.65-S	-	Possible Full Movement Access	New full movement access allowed to align with 2.65-N
2.67-S	Full Movement Access	To Be Removed	Removed once criteria met
2.86-N	-	Possible Restricted Access	New restricted access allowed



### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
2.86-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
3.1-N	Full Movement Access	To Be Removed	Removed once criteria met
3.15-S	Full Movement Access	To Be Removed	Remove immediately
3.15a-S	Full Movement Access	To Be Removed	Remove immediately
3.16-N&S	Full Movement Access	No Change	N. 95th Street
3.38-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
3.38-S	-	Possible Restricted Access	New restricted access allowed
3.51-N	Full Movement Access	To Be Removed	Removed once criteria met
3.55-S	Full Movement Access	To Be Removed	Removed once criteria met
3.66-N	Full Movement Access	No Change	
3.66-S	-	Possible Full Movement Access	New full movement access allowed to align with 3.66-N
3.79-N	Full Movement Access	To Be Removed	Removed once criteria met
3.91-N	-	Possible Restricted Access	New restricted access allowed on both sides of highway
3.91-S	-	Possible Restricted Access	New restricted access allowed on both sides of highway
3.97-N	Full Movement Access	To Be Removed	Removed once criteria met
4.13-N	Full Movement Access	No Change	
4.13-S	Full Movement Access	No Change	
4.14-S	Full Movement Access	To Be Removed	Removed once criteria met
4.15-N	Full Movement Access	To Be Removed	Removed once criteria met
4.2-S	Full Movement Access	To Be Removed	Removed once criteria met
4.41-N	-	Possible Restricted Access	New restricted access allowed
4.41-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
4.43-N	Full Movement Access	To Be Removed	Removed once criteria met
4.58-S	Full Movement Access	To Be Removed	Removed once criteria met
4.67-N&S	Full Movement Access	No Change	US 287
4.73-S	Full Movement Access	To Be Removed	Removed once criteria met
4.75-S	Full Movement Access	To Be Removed	Removed once criteria met
4.92-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
4.92-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
5.17-N	Full Movement Access	No Change	
5.17-S	Full Movement Access	No Change	
5.34-N	Full Movement Access	To Be Removed	Removed once criteria met
5.34-S	Full Movement Access	To Be Removed	Removed once criteria met

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
5.42-N	-	Possible Restricted Access	New restricted access allowed
5.42-S	-	Possible Restricted Access	New restricted access allowed
5.53-N	Full Movement Access	To Be Removed	Removed once criteria met
5.55-S	Full Movement Access	To Be Removed	Removed once criteria met
5.61-S	Full Movement Access	To Be Removed	Removed once criteria met
5.67-N	Full Movement Access	No Change	
5.67-S	Full Movement Access	No Change	N. 115th Street
5.73-N	Full Movement Access	To Be Removed	Removed once criteria met
5.75-N	Full Movement Access	To Be Removed	Removed once criteria met
5.81-S	Full Movement Access	To Be Removed	Removed once criteria met
5.82-N	Full Movement Access	To Be Removed	Removed once criteria met
5.92-N	-	Possible Restricted Access	New restricted access allowed
5.92-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
6.01-N	Full Movement Access	To Be Removed	Removed once criteria met
6.11-S	Full Movement Access	To Be Removed	Removed once criteria met
6.15-S	Full Movement Access	To Be Removed	Removed once criteria met
6.19-N	-	Possible Full Movement Access	New full movement access allowed to align with 6.19-S
6.19-S	Full Movement Access	No Change	
6.3-N	Full Movement Access	To Be Removed	Removed once criteria met
6.31-S	Full Movement Access	To Be Removed	Removed once criteria met
6.44-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
6.44-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
6.65-N	Full Movement Access	No Change	
6.65-S	-	Possible Full Movement Access	New full movement access allowed to align with 6.65-N
6.68-S	Full Movement Access	To Be Removed	Removed once criteria met
6.7-S	Full Movement Access	To Be Removed	Removed once criteria met
6.72-S	Full Movement Access	To Be Removed	Removed once criteria met
6.87-N	Full Movement Access	To Be Removed	Removed once criteria met
6.92-N	-	Possible Restricted Access	New restricted access allowed
6.92-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
7.04-N	Full Movement Access	To Be Removed	Removed once criteria met
7.04-S	Full Movement Access	To Be Removed	Removed once criteria met
7.2-N&S	Full Movement Access	No Change	County Line Road

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
7.22-N	Full Movement Access	To Be Removed	Removed once criteria met
7.23-N	Full Movement Access	To Be Removed	Removed once criteria met
7.39-N	Full Movement Access	No Change	
7.39-S	-	Possible Full Movement Access	New full movement access allowed to align with 7.39-N
7.42-N	Full Movement Access	To Be Removed	Removed once criteria met
7.56-N	Full Movement Access	To Be Removed	Removed once criteria met
7.56-S	Full Movement Access	To Be Removed	Removed once criteria met
7.67-N	Full Movement Access	To Be Removed	Removed once criteria met
7.68-S	Full Movement Access	To Be Removed	Removed once criteria met
7.73-N	Full Movement Access	No Change	
7.73-S	-	Possible Full Movement Access	New full movement access allowed to align with 7.73-N
7.79-S	Full Movement Access	To Be Removed	Removed once criteria met
7.8-N	Full Movement Access	To Be Removed	Removed once criteria met
7.81-N	Full Movement Access	To Be Removed	Removed once criteria met
7.93-N	-	Possible Restricted Access	New restricted access allowed
7.93-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
8-N	Full Movement Access	To Be Removed	Removed once criteria met
8.02-N	Full Movement Access	To Be Removed	Removed once criteria met
8.04-N	Full Movement Access	To Be Removed	Removed once criteria met
8.05-S	Full Movement Access	To Be Removed	Removed once criteria met
8.12-S	Full Movement Access	To Be Removed	Removed once criteria met
8.13-N	Full Movement Access	To Be Removed	Removed once criteria met
8.13-S	Full Movement Access	To Be Removed	Removed once criteria met
8.14-N	Full Movement Access	To Be Removed	Removed once criteria met
8.17-N	-	Possible Full Movement Access	New full movement access could be allowed on the north. Internal road system required between WCR 3 and WCR 5 north of CO 52 to be planned by the Local Municipality.
8.17-S	Full Movement Access	No Change	WCR 3
8.21-S	Full Movement Access	To Be Removed	Removed once criteria met
8.37-N	Full Movement Access	To Be Removed	Removed once criteria met
8.37-S	Full Movement Access	To Be Removed	Removed once criteria met
8.38-S	Full Movement Access	To Be Removed	Removed once criteria met
8.42-N&S	Full Movement Access	Restricted Access	WCR 3.25/Highland Place

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
8.67-S	Full Movement Access	No Change	Full movement access allowed to align with the access on the opposite side of CO 52. Internal road system required between WCR 3 and WCR 5 north of CO 52 to be planned by the Local Municipality.
8.68-N	Full Movement Access	No Change	Full movement access allowed to align with the access on the opposite side
8.72-S	Full Movement Access	To Be Removed	Removed once criteria met
8.77-N	Full Movement Access	To Be Removed	Removed once criteria met
8.79-N	Full Movement Access	To Be Removed	Removed once criteria met
8.81-S	Full Movement Access	To Be Removed	Removed once criteria met
8.91-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
8.91-S	-	Possible Restricted Access	New restricted access allowed
8.99-N	Full Movement Access	To Be Removed	Removed once criteria met
8.99-S	Full Movement Access	To Be Removed	Removed once criteria met
9.14-S	Full Movement Access	To Be Removed	Removed once criteria met
9.15-N	Full Movement Access	To Be Removed	Removed once criteria met
9.16-S	Full Movement Access	To Be Removed	Removed once criteria met
9.19-N&S	Full Movement Access	No Change	WCR 5
9.47-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
9.47-S	-	Possible Restricted Access	New restricted access allowed
9.68-S	Full Movement Access	To Be Removed	Removed once criteria met
9.69-N	Restricted Access	Full Movement Access	Existing restricted access on the north could be full movement
9.69-S	-	Possible Full Movement Access	New full movement access could be allowed on the south to align with 9.69-
9.92-S	Full Movement Access	To Be Removed	Removed once criteria met
9.93-S	Full Movement Access	To Be Removed	Removed once criteria met
9.98-S	-	Possible Restricted Access	New restricted access could be allowed on the south
10.06-S	Full Movement Access	To Be Removed	Removed once criteria met
10.19-N&S	Full Movement Access	No Change	WCR 7/Aggregate Boulevard
10.3-N	Full Movement Access	To Be Removed	Removed once criteria met
10.33-N	Full Movement Access	To Be Removed	Removed once criteria met
10.36-N	Full Movement Access	To Be Removed	Removed once criteria met
10.4-S	Full Movement Access	To Be Removed	Removed once criteria met
10.42-N	Full Movement Access	Restricted Access	Puritan Lane. Existing full movement access to be restricted
10.42-S	-	Possible Restricted Access	New restricted access allowed
10.46-S	Full Movement Access	To Be Removed	Removed once criteria met

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
10.48-S	Full Movement Access	To Be Removed	Removed once criteria met
10.56-N	Full Movement Access	To Be Removed	Removed once criteria met
10.56-S	Restricted Access	To Be Removed	Existing restricted access may remain until such time as the property redevelops. Then access to be removed.
10.69-N	-	Possible Full Movement Access	New full movement access allowed to align with 10.69-S
10.69-S	Full Movement Access	No Change	Glacier Way
10.95-N&S	Full Movement Access	No Change	I-25 Frontage Road/Puritan Way
11.08-N&S	Full Movement Access	No Change	Southbound I-25 Entrance/Exit Ramp
11.27-N&S	Full Movement Access	No Change	Northbound I-25 Entrance/Exit Ramp
11.45-N&S	Full Movement Access	No Change	I-25 Frontage Road
11.65-S	Full Movement Access	To Be Removed	Removed once criteria met
11.71-N	-	Possible Full Movement Access	New full movement access allowed. CDOT and Local Municipalities to
11.71-S	-	Possible Full Movement Access	New full movement access allowed. CDOT and Local Municipalities to
11.81-N	Full Movement Access	To Be Removed	Removed once criteria met
11.83-S	Full Movement Access	To Be Removed	Removed once criteria met
11.85-N	Full Movement Access	To Be Removed	Removed once criteria met
11.86-S	Full Movement Access	To Be Removed	Removed once criteria met
11.97-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
11.97-S	-	Possible Restricted Access	New restricted access allowed
12.08-N	Full Movement Access	To Be Removed	Removed once criteria met
12.1-S	Full Movement Access	To Be Removed	Removed once criteria met
12.17-N	Full Movement Access	To Be Removed	Removed once criteria met
12.19-N	Full Movement Access	To Be Removed	Removed once criteria met
12.19-S	Full Movement Access	To Be Removed	Removed once criteria met
12.2-S	Full Movement Access	To Be Removed	Removed once criteria met
12.23-N&S	Full Movement Access	No Change	Silver Birch Blvd/York Street
12.34-S	Full Movement Access	To Be Removed	Removed once criteria met
12.55-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
12.55-S	-	Possible Restricted Access	New restricted access allowed
12.71-S	Full Movement Access	To Be Removed	Removed once criteria met. This access is to remain until such time as a suitable industrial, internal road system provides alternate access.
12.83-N&S	Full Movement Access	No Change	Flying Circle/William Bailey Avenue

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
12.92-S	Restricted Access	No Change	Right-in/right-out access at this location to remain - Permitted
13.08-N	-	Possible Restricted Access	New restricted access allowed
13.19-N&S	Full Movement Access	No Change	WCR 13/Colorado Boulevard
13.41-N	-	Possible Restricted Access	New restricted access allowed
13.41-S	Full Movement Access	Restricted Access	Cherry St. Existing full movement access to be restricted
13.57-N	Full Movement Access	To Be Removed	Removed once criteria met
13.58-N	-	Possible Restricted Access	New restricted access could be allowed
13.58-S	Full Movement Access	Restricted Access	Forest Ave. Existing full movement access to be restricted to RI/RO
13.59-N	Full Movement Access	To Be Removed	Removed once criteria met
13.74-N&S	Full Movement Access	No Change	Glen Creighton Drive/Frederick Way
13.77-N	Restricted Access	To Be Removed	Removed once criteria met
13.86-N	-	Possible Restricted Access	New restricted access allowed RI/RO only
13.86-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted to RI/RO
14.02-N&S	Full Movement Access	No Change	Ridgeway Boulevard
14.3-N	-	Possible Restricted Access	New restricted access allowed
14.3-S	Full Movement Access	Restricted	Existing full movement access to be restricted
14.38-N	Full Movement Access	To Be Removed	Removed once criteria met
14.38-S	Full Movement Access	To Be Removed	Removed once criteria met
14.39-N	Full Movement Access	To Be Removed	Removed once criteria met
14.39-S	Full Movement Access	To Be Removed	Removed once criteria met
14.49-S	Full Movement Access	To Be Removed	Removed once criteria met
14.62-N	-	Possible Full Movement Access	New full movement access allowed
14.62-S	-	Possible Full Movement Access	New full movement access allowed
14.77-N	Full Movement Access	To Be Removed	Removed once criteria met
14.9-N	Full Movement Access	Restricted Access	WCR 14. Existing full movement access to be restricted
14.95-N	Full Movement Access	To Be Removed	Removed criteria met
14.95-S	Full Movement Access	To Be Removed	Removed once criteria met
14.96-S	Full Movement Access	To Be Removed	Removed once criteria met
14.97-S	Full Movement Access	To Be Removed	Removed once criteria met
14.98-N	Full Movement Access	To Be Removed	Removed once criteria met
15.16-N	Full Movement Access	To Be Removed	WCR 17. Full movement access removed once new full movement access near 15.25 constructed as part of curve realignment.

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
15.25-N&S	-	Possible Full Movement	New full movement access allowed on both sides of highway. Exact location to be determined by CDOT and Local Municipalities with consideration of realignment of CO 52. If this location is implemented, close 15.16-N and 15.36-S.
15.36-S	Full Movement Access	To Be Removed	WCR 17. Full movement access removed once new full movement access near 15.25 constructed as part of curve realignment.
15.56-S	Full Movement Access	To Be Removed	Removed once criteria met
15.63-S	Full Movement Access	To Be Removed	Removed once criteria met
15.68-N	Full Movement Access	To Be Removed	Removed once criteria met
15.7-S	Full Movement Access	To Be Removed	Removed once criteria met
15.78-S	Full Movement Access	To Be Removed	Removed once criteria met
15.91-N	Full Movement Access	No Change	
15.91-S	Full Movement Access	No Change	
16.18-N	-	Possible Restricted Access	New restricted access allowed
16.18-S	-	Possible Restricted Access	New restricted access allowed
16.42-N&S	Full Movement Access	No Change	WCR 19
16.43-N	Full Movement Access	To Be Removed	Removed once criteria met
16.43-S	Full Movement Access	To Be Removed	Removed once criteria met
16.45-S	Full Movement Access	To Be Removed	Removed once criteria met
16.55-S	Full Movement Access	To Be Removed	Removed once criteria met
16.57-N	Full Movement Access	To Be Removed	Removed once criteria met
16.68-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
16.68-S	-	Possible Restricted Access	New restricted access allowed
16.73-N	Full Movement Access	To Be Removed	Removed once criteria met
16.76-S	Full Movement Access	To Be Removed	Removed once criteria met
16.94-N	-	Possible Full Movement Access	New full movement access allowed to align with 16.94-S
16.94-S	Full Movement Access	No Change	
17.05-N	Full Movement Access	To Be Removed	Removed once criteria met
17.19-N	-	Possible Restricted Access	New restricted access allowed
17.19-S	-	Possible Restricted Access	New restricted access allowed
17.25-N	Full Movement Access	To Be Removed	Removed once criteria met
17.26-S	Full Movement Access	To Be Removed	Removed once criteria met
17.44-N&S	Full Movement Access	No Change	WCR 21

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
17.62-N	Full Movement Access	To Be Removed	Removed once criteria met
17.69-N	-	Possible Restricted Access	New restricted access allowed
17.69-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
17.73-S	Full Movement Access	To Be Removed	Removed once criteria met
17.77-N	Full Movement Access	To Be Removed	Removed once criteria met
17.94-N	-	Possible Full Movement Access	New full movement access allowed to align with 17.94S
17.94-S	Full Movement Access	No Change	
17.96-N	Full Movement Access	To Be Removed	Removed once criteria met
17.97-N	Full Movement Access	To Be Removed	Removed once criteria met
17.98-S	Full Movement Access	To Be Removed	Removed once criteria met
18.14-N	Full Movement Access	To Be Removed	Removed once criteria met
18.19-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted.
18.19-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
18.42-S	Full Movement Access	To Be Removed	Removed once criteria met
18.44-N&S	Full Movement Access	No Change	WCR 23
18.62-S	Full Movement Access	To Be Removed	Removed once criteria met
18.68-N	-	Possible Restricted Access	New restricted access allowed
18.68-S	-	Possible Restricted Access	New restricted access allowed
18.77-S	Full Movement Access	To Be Removed	Removed once criteria met
18.79-N	Full Movement Access	To Be Removed	Removed once criteria met
18.81-N	Full Movement Access	To Be Removed	Removed once criteria met
18.85-N	Full Movement Access	To Be Removed	Removed once criteria met
18.86-S	Full Movement Access	To Be Removed	Removed once criteria met
18.88-N	Full Movement Access	To Be Removed	Removed once criteria met
18.88-S	Full Movement Access	To Be Removed	Removed once criteria met
18.93-N	-	Possible Full Movement Access	New full movement access allowed to align with 17.94S
18.93-S	Full Movement Access	No Change	
19-S	Full Movement Access	To Be Removed	Removed once criteria met
19.03-N	Full Movement Access	To Be Removed	Removed once criteria met
19.18-N	Full Movement Access	Restricted Access	Existing full movement to be restricted
19.18-S	Full Movement Access	Restricted Access	Existing full movement to be restricted
19.27-S	Full Movement Access	To Be Removed	Removed once criteria met
19.33-S	Full Movement Access	To Be Removed	Removed once criteria met



### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
19.36-N	Full Movement Access	To Be Removed	Removed once criteria met
19.36-S	Full Movement Access	To Be Removed	Removed once criteria met
19.39-S	Full Movement Access	To Be Removed	Removed once criteria met
19.42-N	-	Possible Full Movement Access	New full movement access allowed to align with 19.42-S
19.42-S	Full Movement Access	No Change	
19.47-S	Full Movement Access	To Be Removed	Removed once criteria met
19.6-S	Full Movement Access	To Be Removed	Removed once criteria met
19.62-N	Full Movement Access	To Be Removed	Removed once criteria met
19.67-S	Full Movement Access	To Be Removed	Removed once criteria met
19.7-N	Full Movement Access	No Change	
19.7-S	-	Possible Full Movement Access	New full movement access allowed to align with 19.7-N
19.92-N&S	Full Movement Access	No Change	US-85 Southbound Entrance/Exit Ramp
19.99-N&S	Full Movement Access	No Change	US-85 Northbound Entrance/Exit Ramp
20-N	Restricted Access	No Change	Access restricted to Right Out Only
20.03-N	Full Movement Access	Restricted Access	Grand Avenue - RI/RO
20.03-S	Full Movement Access	Restricted Access	South Grand Avenue - RI/RO
20.04-N	Restricted Access	No Change	
20.05-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.06-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.06-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.07-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.08-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.08-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.09-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.09-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
20.1-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.11-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.12-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.13-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.13-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.15-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.16-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.16-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.18-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.19-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.2-N&S	Full Movement Access	No Change	Fulton Avenue
20.23-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.24-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.25-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.26-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.29-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.32-N&S	Full Movement Access	No Change	McKinley Avenue
20.35-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
20.35-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.39-N&S	Full Movement Access	No Change	Park Avenue
20.42-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.42a-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.42-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.43-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.43-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.45-N&S	Full Movement Access	No Change	Denver Avenue
20.47-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.48-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.49-N&S	Full Movement Access	No Change	Main Avenue
20.5-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.52-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.53-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.53-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.55-N&S	Restricted Access	No Change	UP Railroad Crossing
20.59-N	Full Movement Access	No Change	Pacific Avenue
20.62-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.63-N	Restricted Access	No Change	
20.64-N	Restricted Access	No Change	
20.66-N	Full Movement Access	No Change	Harrison Avenue - North

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
20.66-S	Restricted Access	No Change	Harrison Avenue - South
20.69-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
20.75-N&S	Full Movement Access	No Change	Rollie Avenue
20.82-N	Restricted Access	No Change	Right-in/Right Out access to remain - Permitted
20.88-N	Restricted Access	No Change	3/4 restricted access to remain - Permitted
20.91-S	Restricted Access	No Change	3/4 restricted access to remain - Permitted
20.94-N	Restricted Access	To Be Removed	Removed once criteria met
20.95-S	Restricted Access	To Be Removed	Removed once criteria met
21.07-N	-	Possible Full Movement Access	New full movement access allowed to align with 21.07-S (Purman Ave)
21.07-S	Full Movement Access	No Change	Purman Avenue
21.23-N	Full Movement Access	To Be Removed	Removed once criteria met
21.27-S	Full Movement Access	To Be Removed	Removed once criteria met
21.36-N	Full Movement Access	To Be Removed	Removed once criteria met
21.37-N	Full Movement Access	To Be Removed	Removed once criteria met
21.46-N	Full Movement Access	To Be Removed	Removed once criteria met
21.46-S	Full Movement Access	To Be Removed	Removed once criteria met
21.53-N	Full Movement Access	No Change	Coyote Creek Drive
21.53-S	-	Possible Full Movement Access	New full movement access allowed to align with 21.53-N
21.55-S	Full Movement Access	To Be Removed	Removed once criteria met
21.7-N	Full Movement Access	To Be Removed	Removed once criteria met
21.73-N	Full Movement Access	To Be Removed	Removed once criteria met
21.73-S	Full Movement Access	To Be Removed	Removed once criteria met
21.74-N	-	Possible Restricted Access	New restricted access allowed
21.74-S	Full Movement Access	Restricted	Existing full movement access to be restricted
21.95-N&S	Full Movement Access	No Change	WCR 29.5/College Avenue
22.08-S	Full Movement Access	To Be Removed	Removed once criteria met
22.12-S	Full Movement Access	To Be Removed	Access at MP 22.119 and MP 22.388 to be removed. New restricted access allowed between them. Location determined by CDOT and Local Municipality.
22.21-N	-	Possible Restricted Access	New restricted access allowed
22.21-S	-	Possible Restricted Access	New restricted access allowed
22.39-S	Full Movement Access	To Be Removed	Removed once criteria met

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
22.43-S	Full Movement Access	To Be Removed	Removed once criteria met
22.46-N	Full Movement Access	No Change	WCR 31
22.46-S	-	Possible Full Movement Access	New full movement access allowed to align with 22.46-N
22.47-N	Full Movement Access	To Be Removed	Removed once criteria met
22.47-S	Full Movement Access	To Be Removed	Removed once criteria met
22.49-S	Full Movement Access	To Be Removed	Removed once criteria met
22.5-N	Full Movement Access	To Be Removed	Removed once criteria met
22.52-N	Full Movement Access	To Be Removed	Removed once criteria met
22.6-S	Full Movement Access	To Be Removed	Removed once criteria met
22.71-N	-	Possible Restricted Access	New restricted access allowed
22.71-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
22.87-N	Full Movement Access	To Be Removed	Removed once criteria met
22.91-N	Full Movement Access	To Be Removed	Removed once criteria met
22.96-N	Full Movement Access	No Change	
22.96-S	-	Possible Full Movement Access	New full movement access allowed to align with 22.96-N
22.98-S	Full Movement Access	To Be Removed	Removed once criteria met
23.07-N	Full Movement Access	To Be Removed	Removed once criteria met
23.21-N	-	Possible Restricted Access	New restricted access allowed
23.21-S	-	Possible Restricted Access	New restricted access allowed
23.35-N	Full Movement Access	To Be Removed	Removed once criteria met
23.35-S	Full Movement Access	To Be Removed	Removed once criteria met
23.42-N	Full Movement Access	To Be Removed	Removed once criteria met
23.46-N	-	Possible Full Movement Access	New full movement access allowed
23.46-S	-	Possible Full Movement Access	New full movement access allowed
23.52-S	Full Movement Access	To Be Removed	Removed once criteria met
23.69-N	Full Movement Access	Restricted	Existing full movement access to be restricted
23.69-S	Full Movement Access	Restricted	Existing full movement access to be restricted
23.76-S	Full Movement Access	To Be Removed	Removed once criteria met
23.86-S	Full Movement Access	To Be Removed	Removed once criteria met
23.95-N	-	Possible Full Movement Access	New full movement access allowed
23.95-S	-	Possible Full Movement Access	New full movement access allowed
23.99-S	Full Movement Access	To Be Removed	Removed once criteria met
24.07-S	Full Movement Access	To Be Removed	Removed once criteria met
24.12-N	Full Movement Access	To Be Removed	Removed once criteria met

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
24.19-N	-	Possible Restricted Access	New restricted access allowed
24.19-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
24.32-S	Full Movement Access	To Be Removed	Removed once criteria met
24.44-N	-	Possible Full Movement Access	New full movement access to align with WCR 35 allowed
24.44-S	Full Movement Access	No Change	WCR 35
24.45-N	Full Movement Access	To Be Removed	Removed once criteria met
24.69-N	-	Possible Restricted Access	New restricted access allowed
24.69-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
24.83-S	Full Movement Access	To Be Removed	Removed once criteria met
24.84-N	Full Movement Access	To Be Removed	Removed once criteria met
24.87-N	Full Movement Access	To Be Removed	Removed once criteria met
24.88-S	Full Movement Access	To Be Removed	Removed once criteria met
24.89-N	Full Movement Access	To Be Removed	Removed once criteria met
24.9-S	Full Movement Access	To Be Removed	Removed once criteria met
24.97-N	-	Possible Full Movement Access	New full movement access allowed
24.97-S	-	Possible Full Movement Access	New full movement access allowed
25.02-S	Full Movement Access	To Be Removed	Removed once criteria met
25.04-N	Full Movement Access	To Be Removed	Removed once criteria met
25.07-N	Full Movement Access	To Be Removed	Removed once criteria met
25.21-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
25.21-S	-	Possible Restricted Access	New restricted access allowed
25.4-N	Full Movement Access	To Be Removed	Removed once criteria met
25.46-N&S	Full Movement Access	No Change	WCR 37
25.49-S	Full Movement Access	To Be Removed	Removed once criteria met
25.5-N	Full Movement Access	To Be Removed	Removed once criteria met
25.72-N	-	Possible Restricted Access	New restricted access allowed
25.72-S	-	Possible Restricted Access	New restricted access allowed
25.96-N	-	Possible Full Movement Access	New full movement access allowed
25.96-S	-	Possible Full Movement Access	New full movement access allowed
25.98-N	Full Movement Access	To Be Removed	Removed once criteria met
26.01-S	Full Movement Access	To Be Removed	Removed once criteria met
26.08-N	Full Movement Access	To Be Removed	Removed once criteria met
26.22-N	-	Possible Restricted Access	New restricted access allowed

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
26.22-S	-	Possible Restricted Access	New restricted access allowed
26.46-S	Full Movement Access	To Be Removed	Removed once criteria met
26.47-N	Full Movement Access	No Change	
26.47-S	-	Possible Full Movement Access	New full movement access allowed to align with 26.47-N
26.49-N	Full Movement Access	To Be Removed	Removed once criteria met
26.49-S	Full Movement Access	To Be Removed	Removed once criteria met
26.61-S	Full Movement Access	To Be Removed	Removed once criteria met
26.64-S	Full Movement Access	To Be Removed	Removed once criteria met
26.69-N	Full Movement Access	To Be Removed	Removed once criteria met
26.69-S	Full Movement Access	To Be Removed	Removed once criteria met
26.72-N	-	Possible Restricted Access	New restricted access allowed
26.72-S	Full Movement Access	Restricted	Existing full movement access to be restricted
26.73-N	Full Movement Access	To Be Removed	Removed once criteria met
26.85-S	Full Movement Access	To Be Removed	Removed once criteria met
26.87-S	Full Movement Access	To Be Removed	Removed once criteria met
26.96-S	Full Movement Access	To Be Removed	Remove once criteria met
26.97-N	Full Movement Access	No Change	
26.97-S	-	Possible Full Movement Access	New full movement access allowed to align with 26.97-N
27.11-S	Full Movement Access	To Be Removed	Removed once criteria met
27.17-S	Full Movement Access	To Be Removed	Removed once criteria met
27.22-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
27.22-S	-	Possible Restricted Access	New restricted access allowed
27.46-N&S	Full Movement Access	No Change	WCR 41
27.56-N	Full Movement Access	To Be Removed	Removed once criteria met
27.56-S	Full Movement Access	To Be Removed	Removed once criteria met
27.75-N	-	Possible Restricted Access	New restricted access allowed
27.75-S	-	Possible Restricted Access	New restricted access allowed
28.04-N	Full Movement Access	To Be Removed	Removed once criteria met
28.04-S	Full Movement Access	To Be Removed	Removed once criteria met
28.06-N	Full Movement Access	No Change	
28.06-S	Full Movement Access	No Change	
28.19-S	Full Movement Access	To Be Removed	Removed once criteria met
28.2-N	Full Movement Access	To Be Removed	Removed once criteria met

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
28.28-N	-	Possible Restricted Access	New restricted access allowed
28.28-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
28.31-S	Full Movement Access	To Be Removed	Removed once criteria met
28.46-N&S	Full Movement Access	No Change	WCR 43
28.72-N	Full Movement Access	Restricted Access	WCR 12.5. Existing full movement access to be restricted
28.72-S	-	Possible Restricted Access	New restricted access allowed
28.81-S	Full Movement Access	To Be Removed	Removed once criteria met
28.94-N	Full Movement Access	No Change	I-76 Frontage Road
28.94-S	-	Possible Full Movement Access	New full movement access allowed to align with 28.94-N
29.02-N	Full Movement Access	To Be Removed	Removed once criteria met
29.05-S	Full Movement Access	To Be Removed	Removed once criteria met
29.1-N	Restricted Access	No Change	Right-in/Right Out access to remain - Permitted
29.2-N&S	Full Movement Access	No Change	I-76 Southbound Entrance/Exit Ramps
29.32-N&S	Full Movement Access	No Change	I-76 Northbound Entrance/Exit Ramps
29.36-S	Restricted Access	No Change	Completed with 2021 I-76 Interchange project
29.39-S	Restricted Access	No Change	Completed with 2021 I-76 Interchange project
29.41-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.42-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.42-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.43-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.44-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.45-N&S	Full Movement Access	No Change	Cedar Street/Hudson Drive
29.47-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.49-N&S	Restricted Access	No Change	BNSF Railroad Crossing
29.5-N&S	Restricted Access	No Change	BNSF Railroad Crossing
29.51-N&S	Restricted Access	No Change	BNSF Railroad Crossing



### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
29.55-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.57-N&S	Full Movement Access	No Change	Ash Street
29.6-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.61-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.64-N&S	Full Movement Access	No Change	Beech Street
29.67-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.68-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.71-N&S	Full Movement Access	No Change	Cherry Street
29.74-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.74-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.78-N&S	Full Movement Access	No Change	Date Street
29.79-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.79-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.81-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.85-S	Full Movement Access	No Change	Evergreen Street
29.88-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.89-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.9-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.91-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
29.92-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
29.94-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
30-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
30.01-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
30.05-S	Full Movement Access	Restricted Access	Holly Street
30.06-N	Full Movement Access	Restricted Access	Holly Street
30.07-N	Full Movement Access	To Be Removed	Removed once criteria met
30.14-N	Full Movement Access	To Be Removed	Removed once criteria met
30.14-S	Full Movement Access	To Be Removed	Removed once criteria met
30.19-S	Full Movement Access	To Be Removed	Removed once criteria met
30.2-N	Full Movement Access	No Change	
30.2-S	Full Movement Access	No Change	Sunrise Acres Street
30.5-N	-	Possible Restricted Access	New restricted access allowed
30.5-S	-	Possible Restricted Access	New restricted access allowed
30.6-S	Full Movement Access	To Be Removed	Removed once criteria met
30.62-N	Full Movement Access	To Be Removed	Removed once criteria met
30.63-S	Full Movement Access	To Be Removed	Removed once criteria met
30.76-N&S	Full Movement Access	No Change	Oak Street/WCR 47
30.78-N	Full Movement Access	To Be Removed	Removed once criteria met
31.01-N	-	Possible Restricted Access	New restricted access allowed
31.01-S	-	Possible Restricted Access	New restricted access allowed
31.04-S	Full Movement Access	To Be Removed	Removed once criteria met
31.12-N	Full Movement Access	To Be Removed	Removed once criteria met
31.22-S	Full Movement Access	To Be Removed	Removed once criteria met
31.31-N	Full Movement Access	No Change	
31.31-S	Full Movement Access	No Change	
31.45-S	Full Movement Access	To Be Removed	Removed once criteria met
31.58-N	-	Possible Restricted Access	New restricted access allowed
31.58-S	-	Possible Restricted Access	New restricted access allowed
31.68-N	Full Movement Access	To Be Removed	Removed once criteria met

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
31.71-S	Full Movement Access	To Be Removed	Removed once criteria met
31.74-S	Full Movement Access	To Be Removed	Removed once criteria met
31.86-N	-	Possible Full Movement Access	New full movement access allowed to align with 31.86-S
31.86-S	Full Movement Access	No Change	WCR 49
31.88-N	Full Movement Access	To Be Removed	Removed once criteria met
32.17-N	Full Movement Access	To Be Removed	Removed once criteria met
32.24-N	Full Movement Access	No Change	George's Road
32.24-S	-	Possible Full Movement Access	New full movement access allowed to align with 32.24-N
32.29-N	Full Movement Access	To Be Removed	Removed once criteria met
32.36-N	Full Movement Access	To Be Removed	Removed once criteria met
32.36-S	Full Movement Access	To Be Removed	Removed once criteria met
32.39-N	Full Movement Access	To Be Removed	Removed once criteria met
32.39a-N	Full Movement Access	To Be Removed	Removed once criteria met
32.47-N	Full Movement Access	To Be Removed	Removed once criteria met
32.58-N	-	Possible Restricted Access	New restricted access allowed
32.58-S	-	Possible Restricted Access	New restricted access allowed
32.72-S	Full Movement Access	To Be Removed	Removed once criteria met
32.8-N&S	Full Movement Access	No Change	WCR 51
32.81-N	Full Movement Access	To Be Removed	Removed once criteria met
32.82-S	Full Movement Access	To Be Removed	Removed once criteria met
32.85-N	Full Movement Access	To Be Removed	Removed once criteria met
32.86-N	Full Movement Access	To Be Removed	Removed once criteria met
33.09-N	-	Possible Restricted Access	New restricted access allowed
33.09-S	-	Possible Restricted Access	New restricted access allowed
33.39-S	Full Movement Access	To Be Removed	Removed once criteria met
33.45-N	-	Possible Full Movement Access	New full movement access allowed
33.45-S	-	Possible Full Movement Access	New full movement access allowed
33.55-S	Full Movement Access	To Be Removed	Removed once criteria met
33.57-N	Full Movement Access	To Be Removed	Removed once criteria met
33.8-N	-	Possible Full Movement	New full movement access allowed to align with 33.8-S
33.8-S	Full Movement Access	No Change	WCR 53
33.82-S	Full Movement Access	To Be Removed	Removed once criteria met
33.83-N	Full Movement Access	To Be Removed	Removed once criteria met

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
33.86-S	Full Movement Access	To Be Removed	Removed once criteria met
33.91-N	Full Movement Access	No Change	Banner Lakes
33.91-S	Full Movement Access	No Change	
34.03-N	-	Possible Full Movement Access	New full movement access allowed
34.03-S	-	Possible Full Movement Access	New full movement access allowed
34.25-N	Full Movement Access	To Be Removed	Removed once criteria met
34.37-S	Full Movement Access	To Be Removed	Removed once criteria met
34.42-N	Full Movement Access	To Be Removed	Removed once criteria met
34.43-S	Full Movement Access	To Be Removed	Removed once criteria met
34.45-S	Full Movement Access	To Be Removed	Removed once criteria met
34.61-N	-	Possible Restricted Access	New restricted access allowed
34.61-S	-	Possible Restricted Access	New restricted access allowed
34.85-N&S	Full Movement Access	No Change	WCR 55
35.03-N	Full Movement Access	To Be Removed	Removed once criteria met
35.13-N	-	Possible Restricted Access	New restricted access allowed
35.13-S	-	Possible Restricted Access	New restricted access allowed
35.3-N	-	Possible Full Movement Access	New full movement access allowed to align with 35.3-S
35.3-S	Full Movement Access	No Change	
35.31-N	Full Movement Access	To Be Removed	Removed once criteria met
35.54-N	-	Possible Restricted Access	New restricted access allowed
35.54-S	-	Possible Restricted Access	New restricted access allowed
35.77-N	Full Movement Access	No Change	
35.77-S	-	Possible Full Movement Access	New full movement access allowed to align with 35.77-N
35.79-S	Full Movement Access	To Be Removed	Removed once criteria met
35.8-N	Full Movement Access	To Be Removed	Removed once criteria met
35.82-N	Full Movement Access	To Be Removed	Removed once criteria met
35.85-S	Full Movement Access	To Be Removed	Removed once criteria met
36.05-S	Full Movement Access	To Be Removed	Removed once criteria met
36.19-N	-	Possible Restricted Access	New restricted access allowed
36.19-S	-	Possible Restricted Access	New restricted access allowed
36.22-S	Full Movement Access	To Be Removed	Removed once criteria met
36.27-N	Full Movement Access	To Be Removed	Removed once criteria met
36.34-N	-	Possible Full Movement Access	New full movement access allowed to align with 36.34-S
36.34-S	Full Movement Access	No Change	

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
36.4-N	Full Movement Access	To Be Removed	Removed once criteria met
36.62-N	Full Movement Access	To Be Removed	Removed once criteria met
36.63-S	Full Movement Access	To Be Removed	Removed once criteria met
36.64-S	Full Movement Access	To Be Removed	Removed once criteria met
36.66-N	-	Possible Restricted Access	New restricted access allowed
36.66-S	-	Possible Restricted Access	New restricted access allowed
36.81-S	Full Movement Access	To Be Removed	Removed once criteria met
36.86-S	Full Movement Access	To Be Removed	Removed once criteria met
36.89-S	Full Movement Access	To Be Removed	Removed once criteria met
36.92-N&S	Full Movement Access	No Change	WCR 59
36.99-S	Full Movement Access	To Be Removed	Removed once criteria met
37.09-S	Full Movement Access	To Be Removed	Removed once criteria met
37.2-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
37.2-S	-	Possible Restricted Access	New restricted access allowed
37.29-S	Full Movement Access	To Be Removed	Removed once criteria met
37.41-N	Full Movement Access	To Be Removed	Removed once criteria met
37.43-N	Full Movement Access	No Change	
37.43-S	Full Movement Access	No Change	
37.66-N	-	Possible Restricted Access	New restricted access allowed
37.66-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
37.91-S	Full Movement Access	To Be Removed	Removed once criteria met
37.92-N&S	Full Movement Access	No Change	WCR 61
37.97-N	Full Movement Access	To Be Removed	Removed once criteria met
38.18-N	-	Possible Restricted Access	New restricted access allowed
38.18-S	-	Possible Restricted Access	New restricted access allowed
38.27-S	Full Movement Access	To Be Removed	Removed once criteria met
38.44-N	-	Possible Full Movement Access	New full movement access allowed to align with 38.44-S
38.44-S	Full Movement Access	No Change	
38.45-N	Full Movement Access	To Be Removed	Removed once criteria met
38.6-S	Full Movement Access	To Be Removed	Removed once criteria met
38.68-N	-	Possible Restricted Access	New restricted access allowed
38.68-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
38.95-N&S	Full Movement Access	No Change	WCR 63

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
39.01-N	Full Movement Access	To Be Removed	Removed once criteria met
39.18-S	Full Movement Access	To Be Removed	Removed once criteria met
39.2-N	-	Possible Restricted Access	New restricted access allowed
39.2-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
39.41-N	Full Movement Access	To Be Removed	Removed once criteria met
39.41-S	Full Movement Access	To Be Removed	Removed once criteria met
39.45-N	-	Possible Full Movement Access	New full movement access allowed to align with 39.45-S
39.45-S	Full Movement Access	No Change	
39.72-N	-	Possible Restricted Access	New restricted access allowed
39.72-S	-	Possible Restricted Access	New restricted access allowed
39.92-N	Full Movement Access	To Be Removed	Removed once criteria met
39.94-N	Full Movement Access	To Be Removed	Removed once criteria met
39.95-N&S	Full Movement Access	No Change	WCR 65
40.19-N	Full Movement Access	To Be Removed	Removed once criteria met
40.22-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
40.22-S	-	Possible Restricted Access	New restricted access allowed
40.26-S	Full Movement Access	To Be Removed	Removed once criteria met
40.29-S	Full Movement Access	To Be Removed	Removed once criteria met
40.36-N	Full Movement Access	To Be Removed	Removed once criteria met
40.39-N	Full Movement Access	To Be Removed	Removed once criteria met
40.39-S	Full Movement Access	To Be Removed	Removed once criteria met
40.44-N	Full Movement Access	To Be Removed	Removed once criteria met
40.45-N	Full Movement Access	No Change	
40.45-S	Full Movement Access	No Change	
40.55-S	Full Movement Access	To Be Removed	Removed once criteria met
40.7-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
40.7-S	-	Possible Restricted Access	New restricted access allowed
40.75-S	Full Movement Access	To Be Removed	Removed once criteria met
40.81-N	Full Movement Access	To Be Removed	Removed once criteria met
40.82-S	Full Movement Access	To Be Removed	Removed once criteria met
40.83-N	Full Movement Access	To Be Removed	Removed once criteria met
40.84-S	Full Movement Access	To Be Removed	Removed once criteria met
40.88-S	Full Movement Access	To Be Removed	Removed once criteria met

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
40.96-N&S	Full Movement Access	No Change	WCR 67
41.16-N	-	Possible Restricted Access	New restricted access allowed
41.16-S	-	Possible Restricted Access	New restricted access allowed
41.18-N	Full Movement Access	To Be Removed	Removed once criteria met
41.19-S	Full Movement Access	To Be Removed	Removed once criteria met
41.2-N	Full Movement Access	To Be Removed	Removed once criteria met
41.21-N	Full Movement Access	To Be Removed	Removed once criteria met
41.21-S	Full Movement Access	To Be Removed	Removed once criteria met
41.22-S	Full Movement Access	To Be Removed	Removed once criteria met
41.25-N	Full Movement Access	To Be Removed	Removed once criteria met
41.27-N	Full Movement Access	To Be Removed	Removed once criteria met
41.28-S	Full Movement Access	To Be Removed	Removed once criteria met
41.3-S	Full Movement Access	To Be Removed	Removed once criteria met
41.33-S	Full Movement Access	To Be Removed	Removed once criteria met
41.35-S	Full Movement Access	To Be Removed	Removed once criteria met
41.44-N	Full Movement Access	To Be Removed	Removed once criteria met
41.45-N	Full Movement Access	No Change	
41.45-S	-	Possible Full Movement Access	New full movement access allowed to align with 41.45-N
41.5-S	Full Movement Access	To Be Removed	Removed once criteria met
41.6-N	Full Movement Access	To Be Removed	Removed once criteria met
41.65-N	Full Movement Access	To Be Removed	Removed once criteria met
41.7-N	Full Movement Access	Restricted Access	Existing full movement access to be restricted
41.7-S	Full Movement Access	Restricted Access	Existing full movement access to be restricted
41.71-S	Full Movement Access	To Be Removed	Removed once criteria met
41.76-S	Full Movement Access	To Be Removed	Removed once criteria met
41.77-N	Full Movement Access	To Be Removed	Removed once criteria met
41.79-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed
41.79-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed
41.81-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed

### CO 52 Access Inventory (CO 119 to CO 79)

Access ID	Existing Condition	Future Condition	Description
41.82-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed
41.83-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed
41.83-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed
41.84-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed
41.85-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed
41.86-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
41.87-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
41.89-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
41.91-N	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed.
41.91-S	Full Movement Access	Conditional - To remain until necessary restriction	The access to remain until such time as the property redevelops or a raised median is installed
41.94-N&S	Full Movement Access	No Change	CO 79/WCR 69

\*"Removed once criteria met" criteria is defined as the redevelopment of the property the specified access serves or an increase in traffic utilizing the specified access by 20% or greater.



**Appendix B. Access Control Plan Mapbook**

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# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

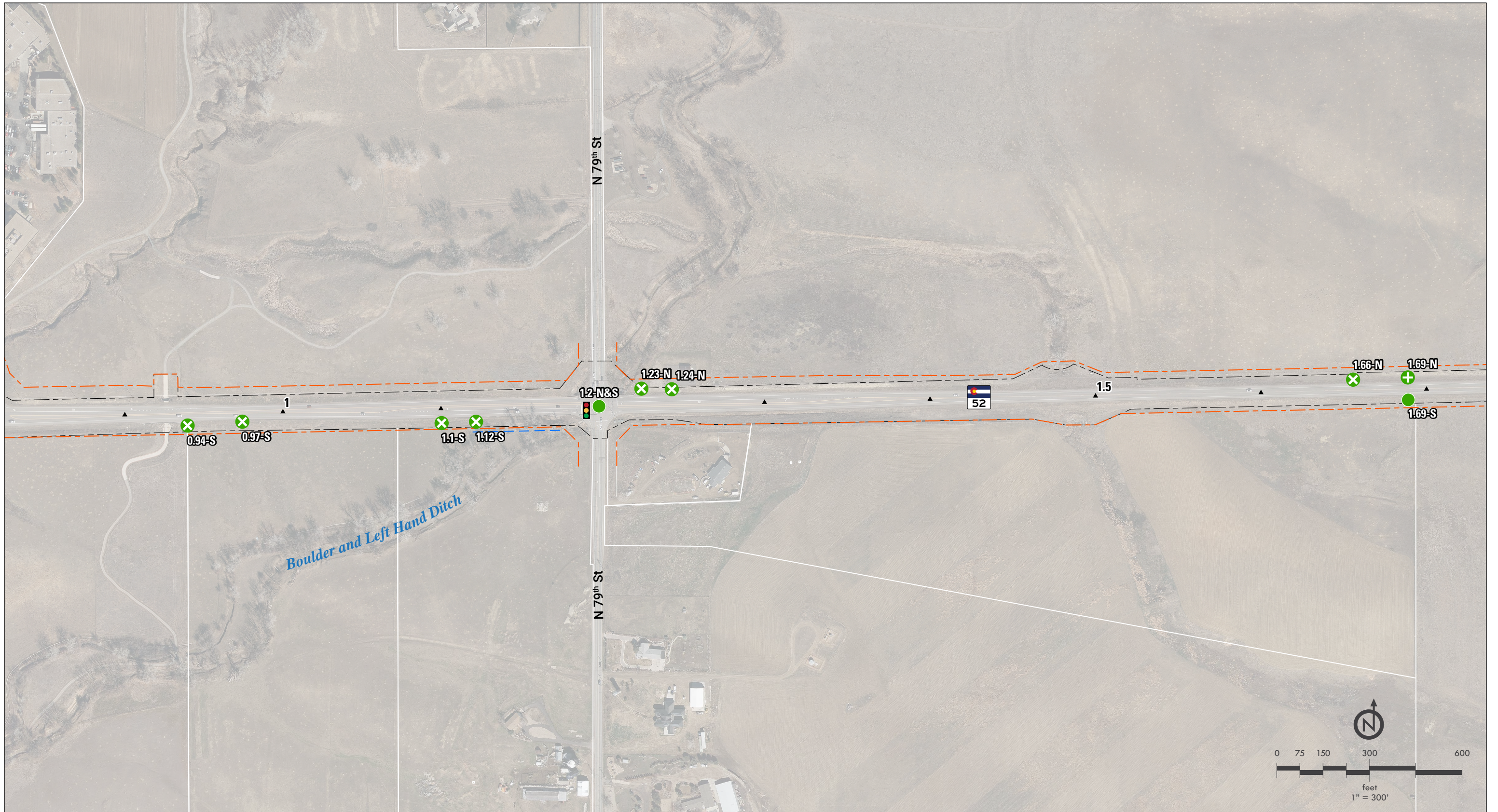
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

- Existing Full Movement Access to be Removed
- Existing Restricted Access to be Removed
- Access to be removed if one of the following occur:
  1. Landuse change resulting in traffic volume increase of more than 20%
  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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- No Action - Existing Restricted
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CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

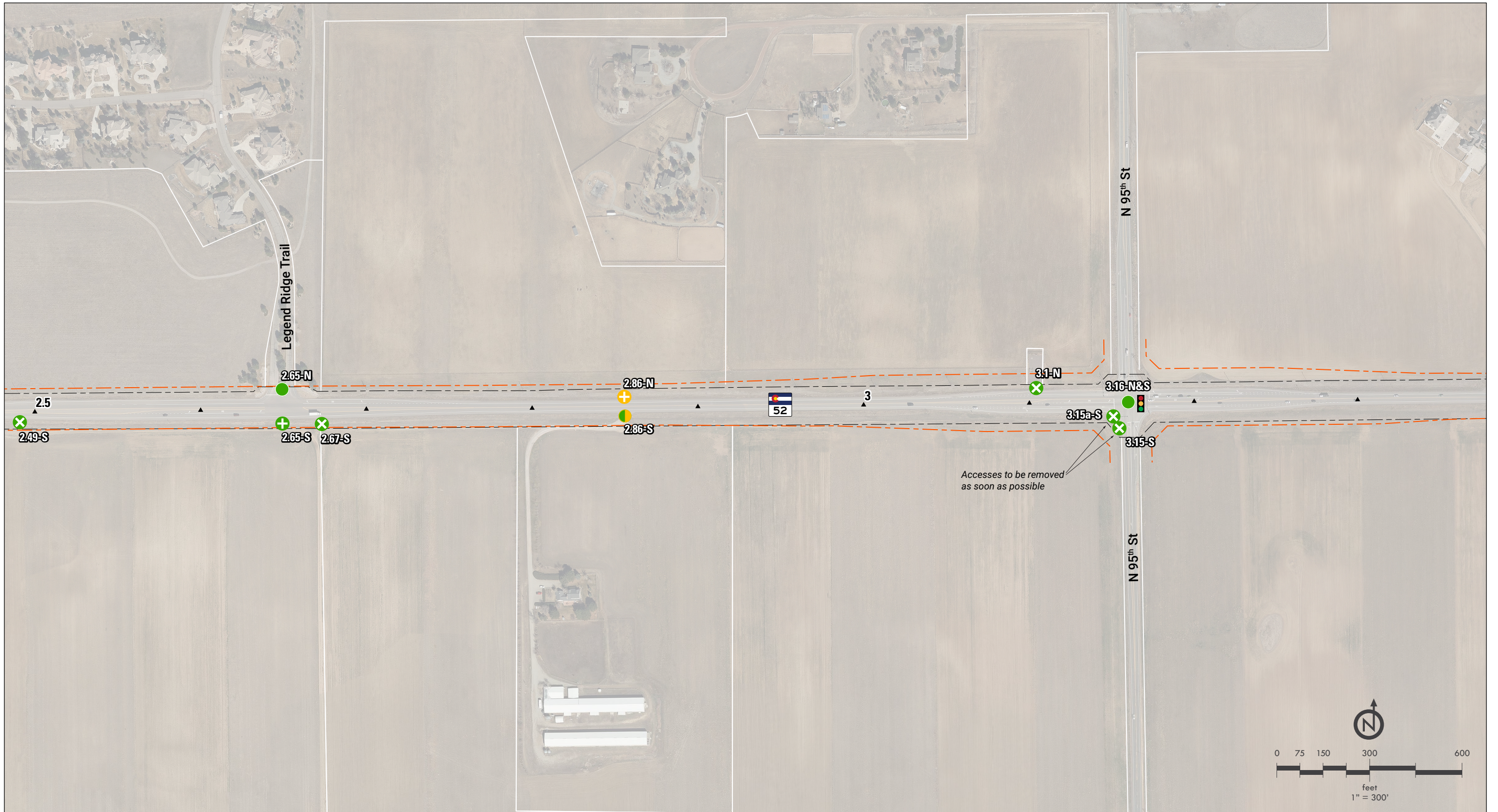
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out

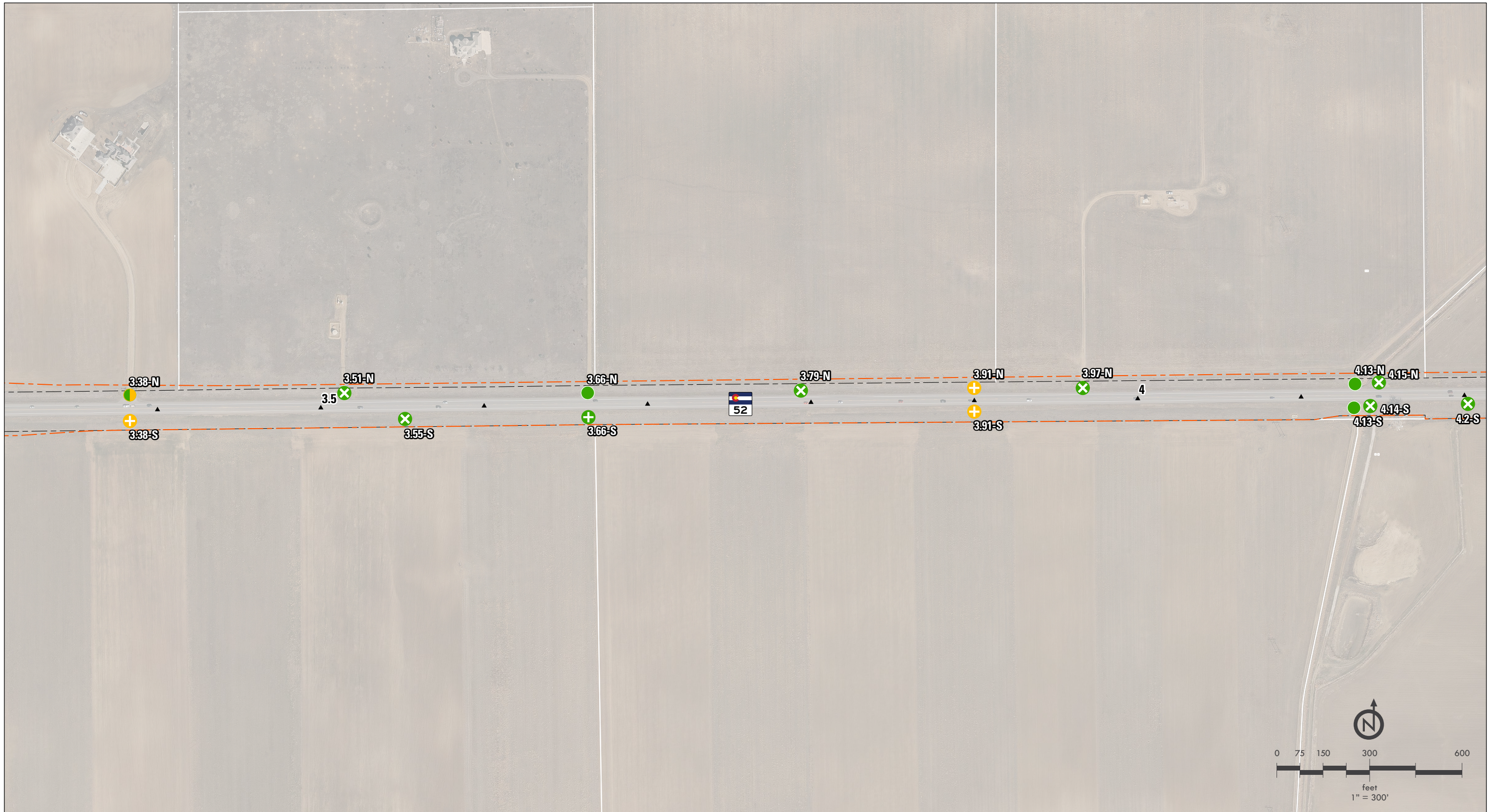
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

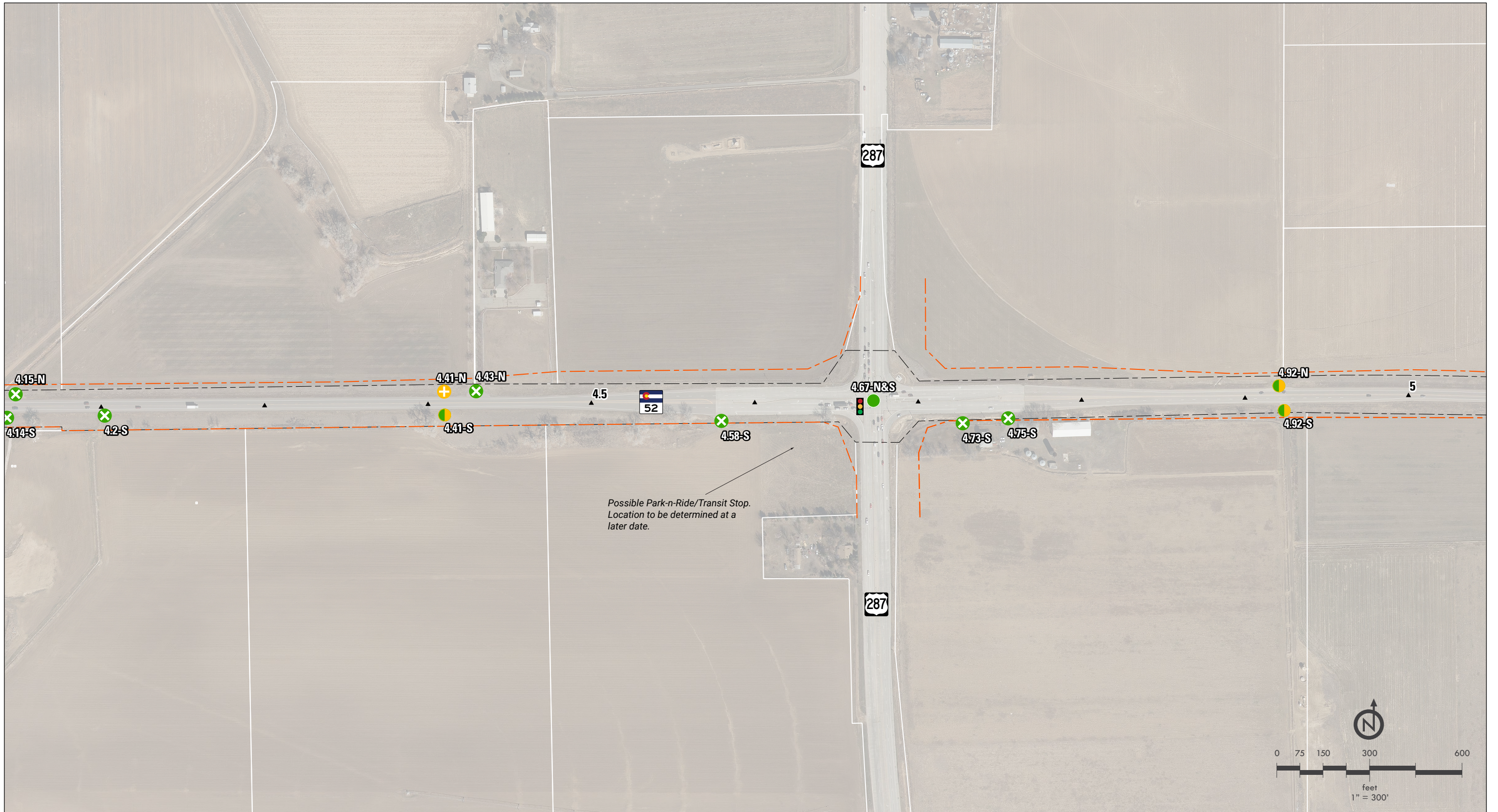
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 441-S Access Identifier
- RI/RO Right-In/Right-Out

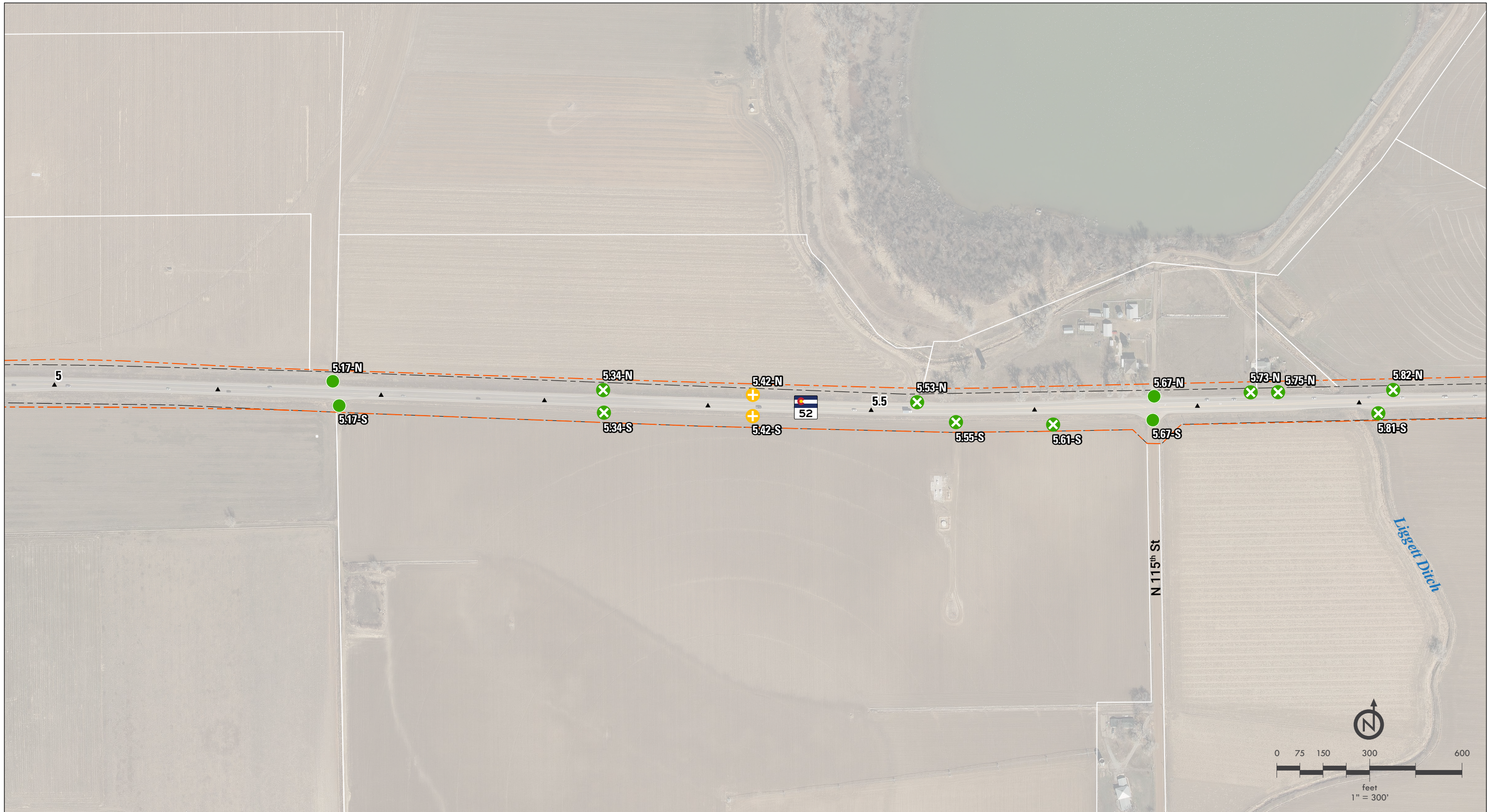
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  4. Safety concerns arise

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- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 441-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

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CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)





# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 441-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

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CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

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  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



Internal road system required between WCR 3 and WCR 5 north of CO 52. To be planned by the Local Municipality.

# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 441-S Access Identifier
- RI/RO Right-In/Right-Out

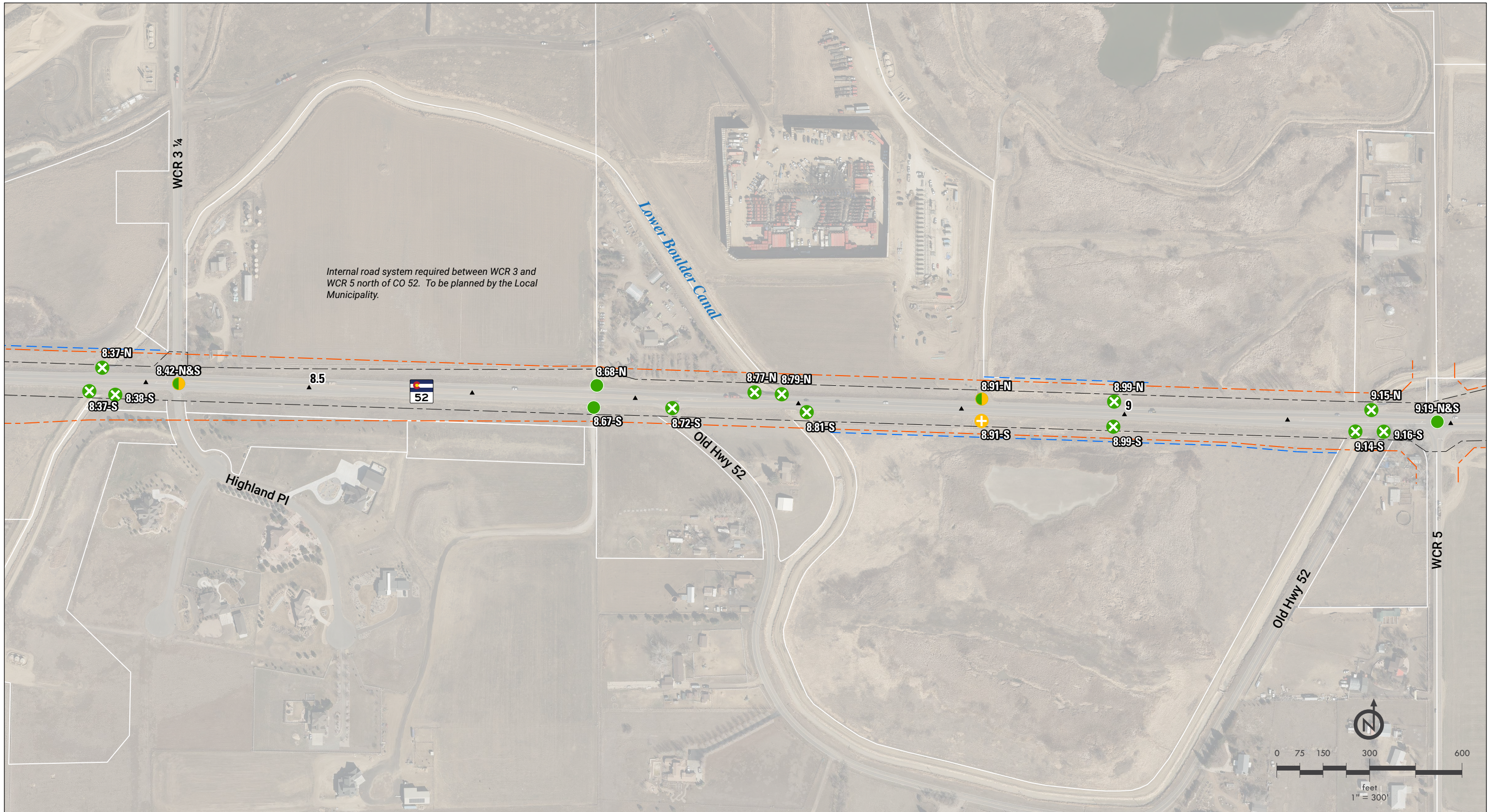
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
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  4. Safety concerns arise

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CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



Internal road system required between WCR 3 and WCR 5 north of CO 52. To be planned by the Local Municipality.

# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 📍 Access Identifier
- RI/RO Right-In/Right-Out

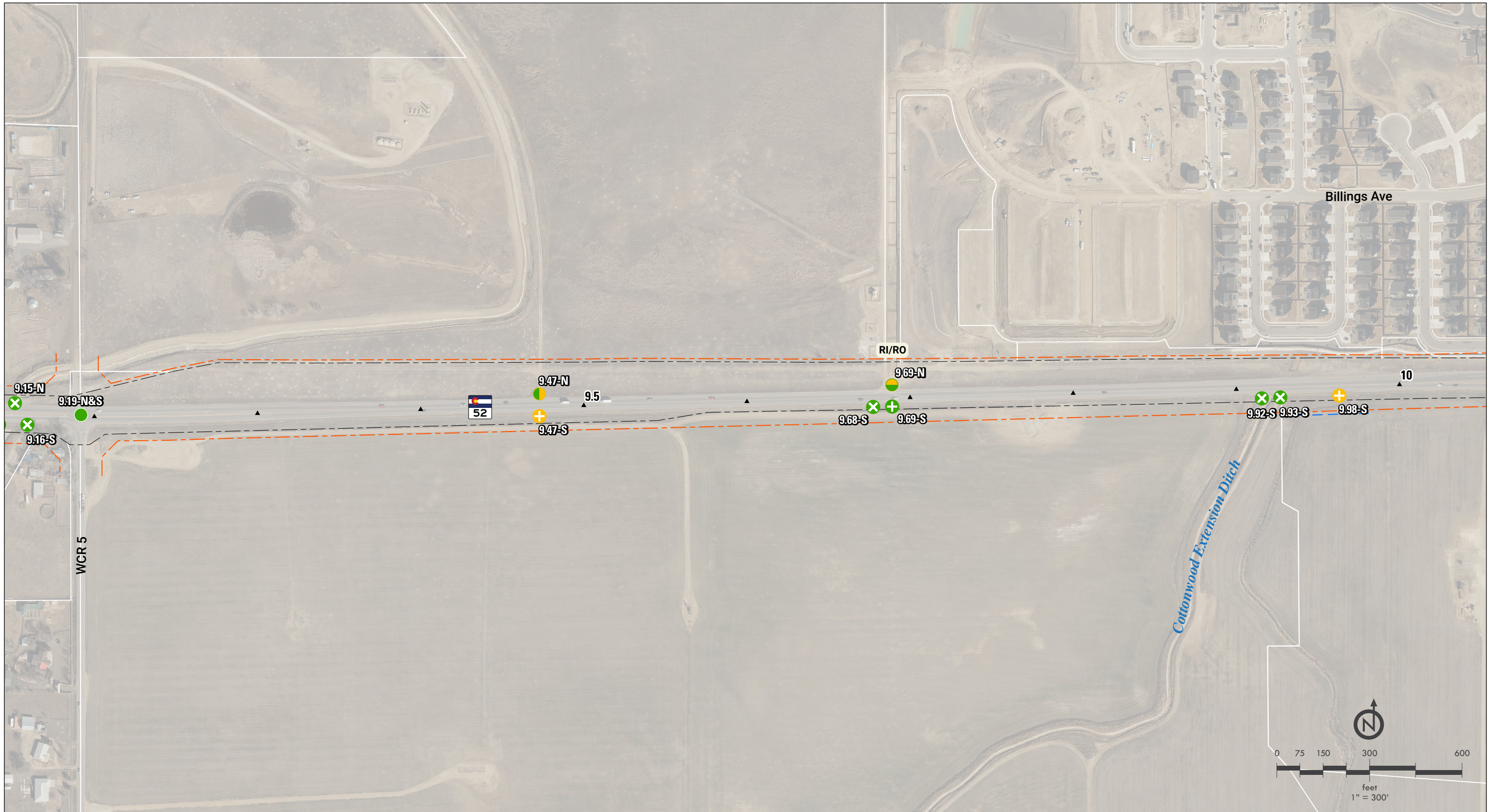
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook

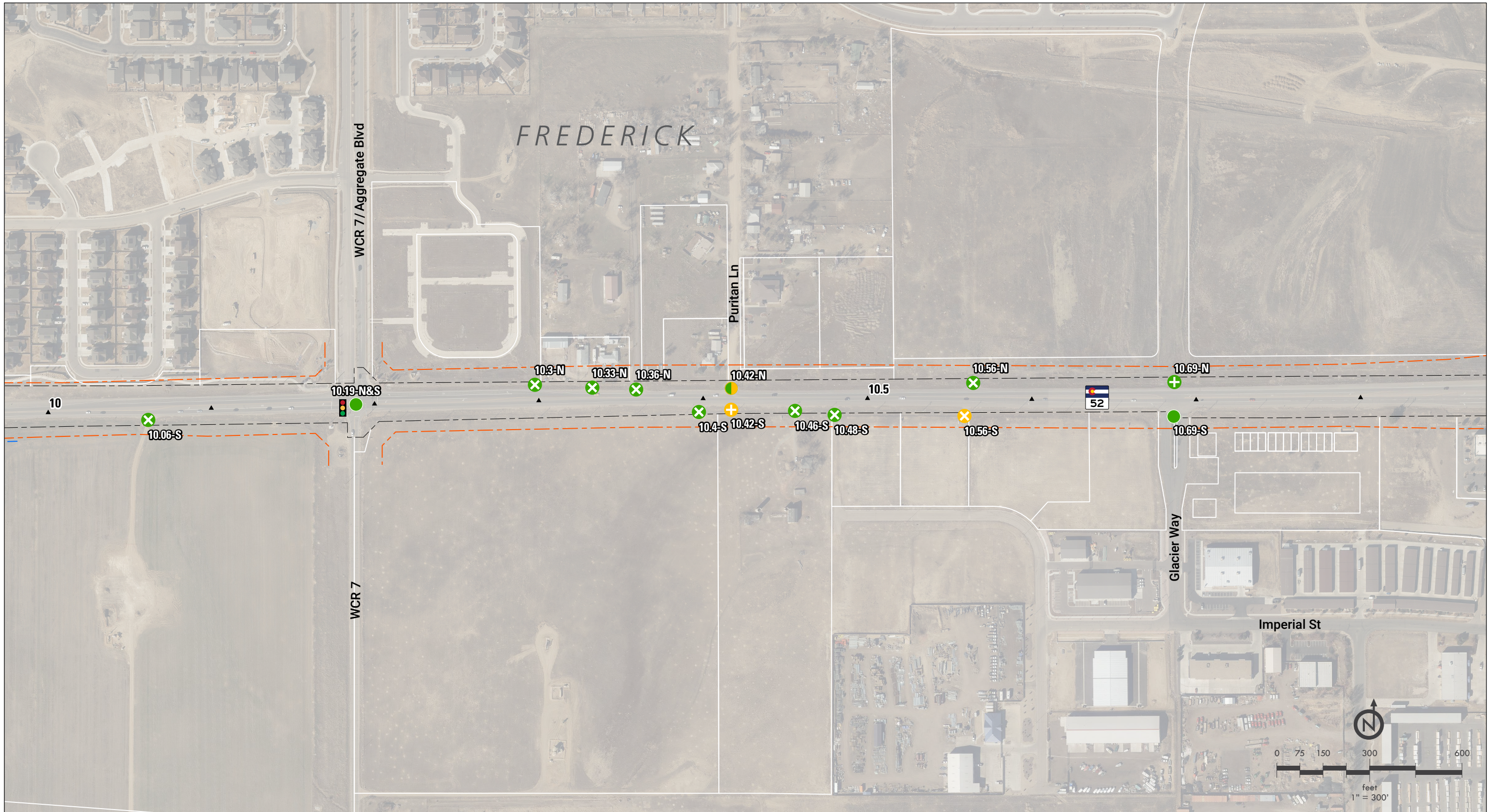


- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 441-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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- ⊗ Existing Restricted Access to be Removed
- Access to be removed if one of the following occur:  
 1. Landuse change resulting in traffic volume increase of more than 20%  
 2. Other access to Colorado Highway becomes available  
 3. CDOT Project provides other access  
 4. Safety concerns arise
- Existing Restricted Access to Full Movement
- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

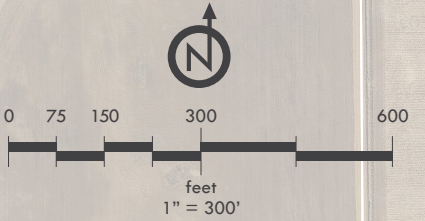
- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  3. CDOT Project provides other access
  4. Safety concerns arise

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- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



A Corridor Preservation Footprint is not shown through the I-25 interchange area since this area is excluded from the PEL. Exclusion Areas have current studies underway, existing NEPA documents, or are under construction.



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  3. CDOT Project provides other access
  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 11.70-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
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- ✕ Existing Full Movement Access to be Removed
- ✕ Existing Restricted Access to be Removed
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  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)





# Access Control Plan Mapbook



**CO 52 PEL / ACP**  
**CO 119 to CO 79**

- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

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- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook

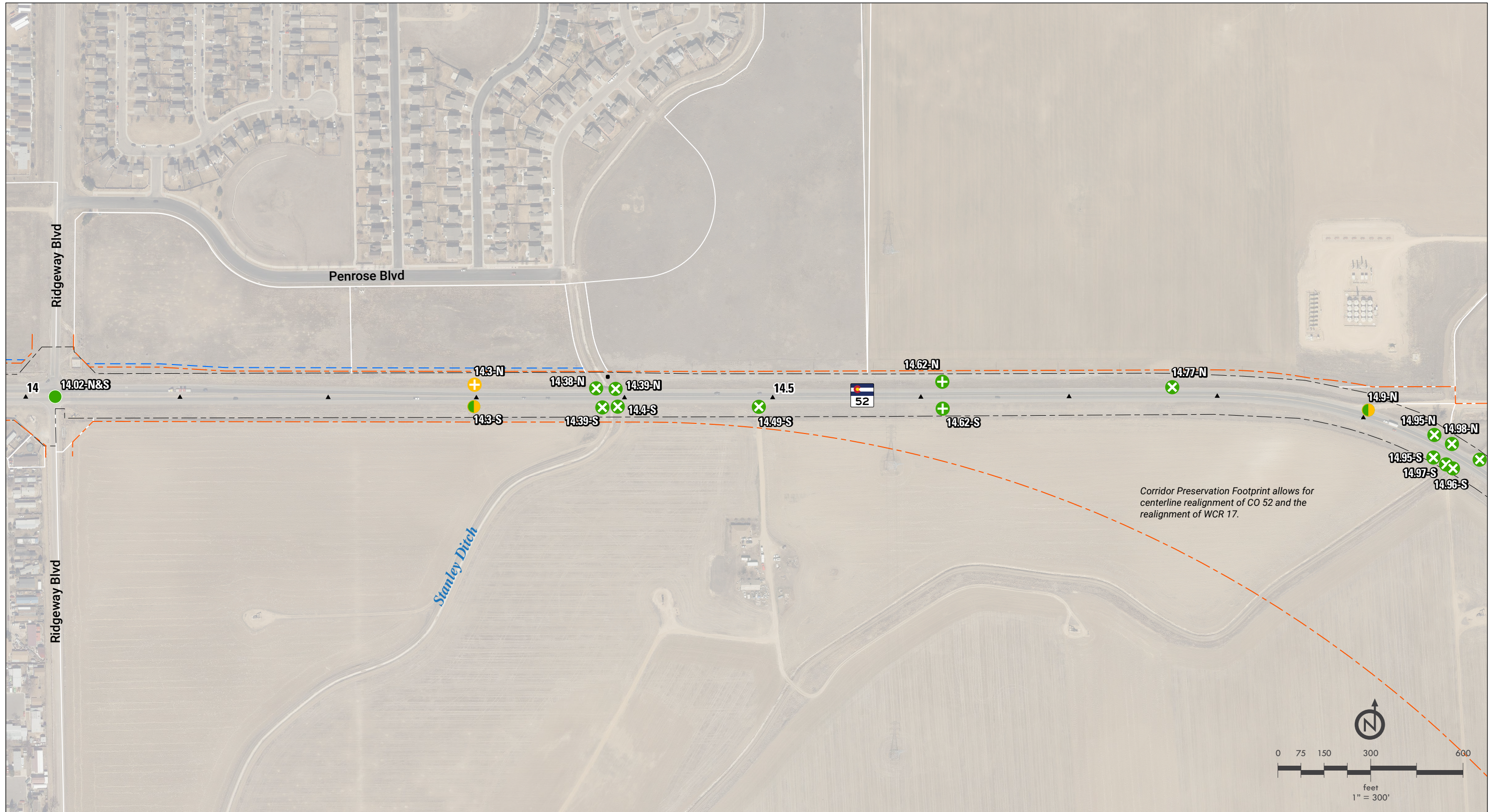


- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
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- Existing Full Movement Access to be Removed
- Existing Restricted Access to be Removed
- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)

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  4. Safety concerns arise



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 140-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

- ⊗ Existing Full Movement Access to be Removed
- ⊗ Existing Restricted Access to be Removed
- Access to be removed if one of the following occur:
  1. Landuse change resulting in traffic volume increase of more than 20%
  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out

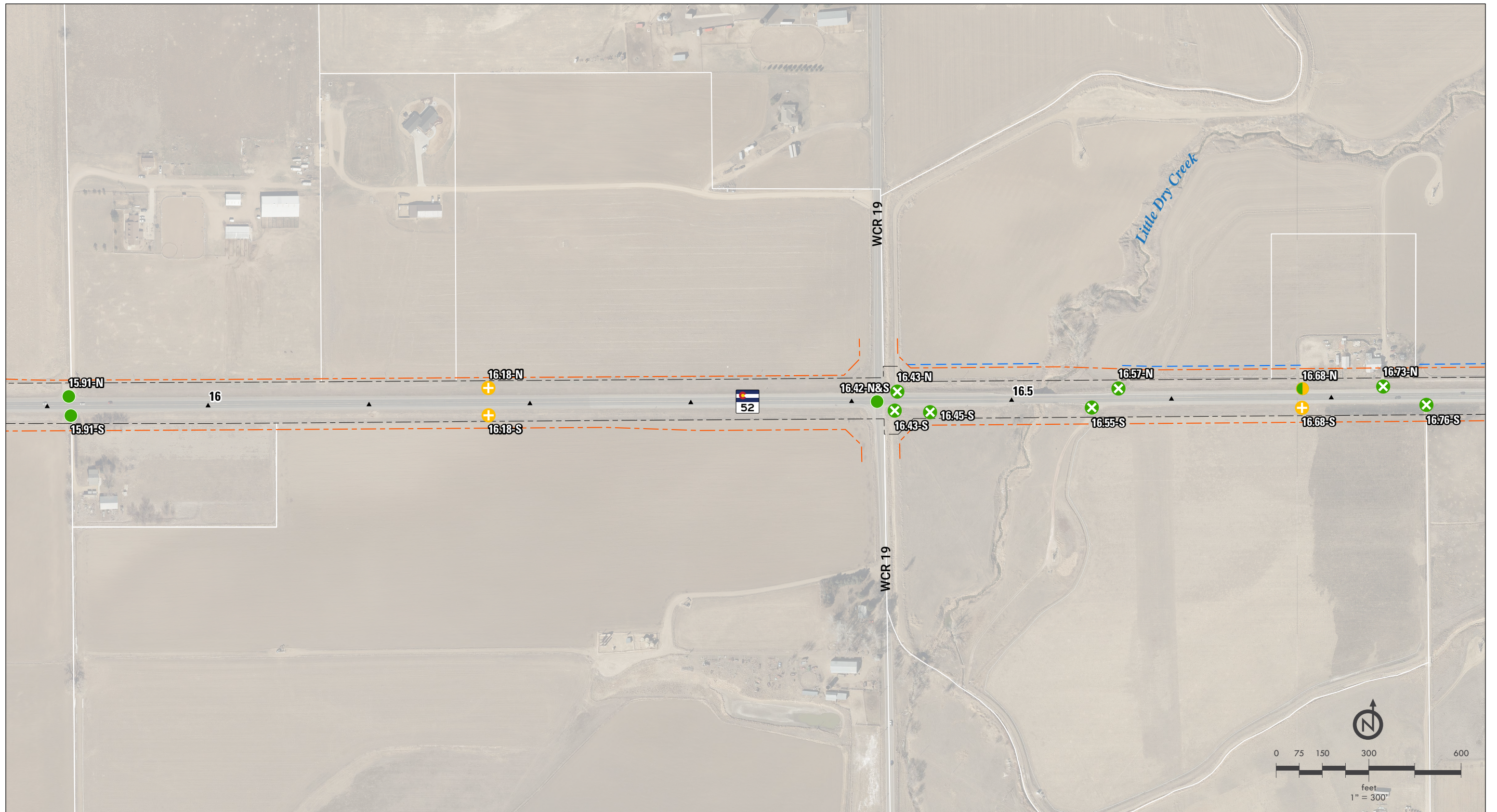
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- Parallel Irrigation

### Access Key

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  3. CDOT Project provides other access
  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

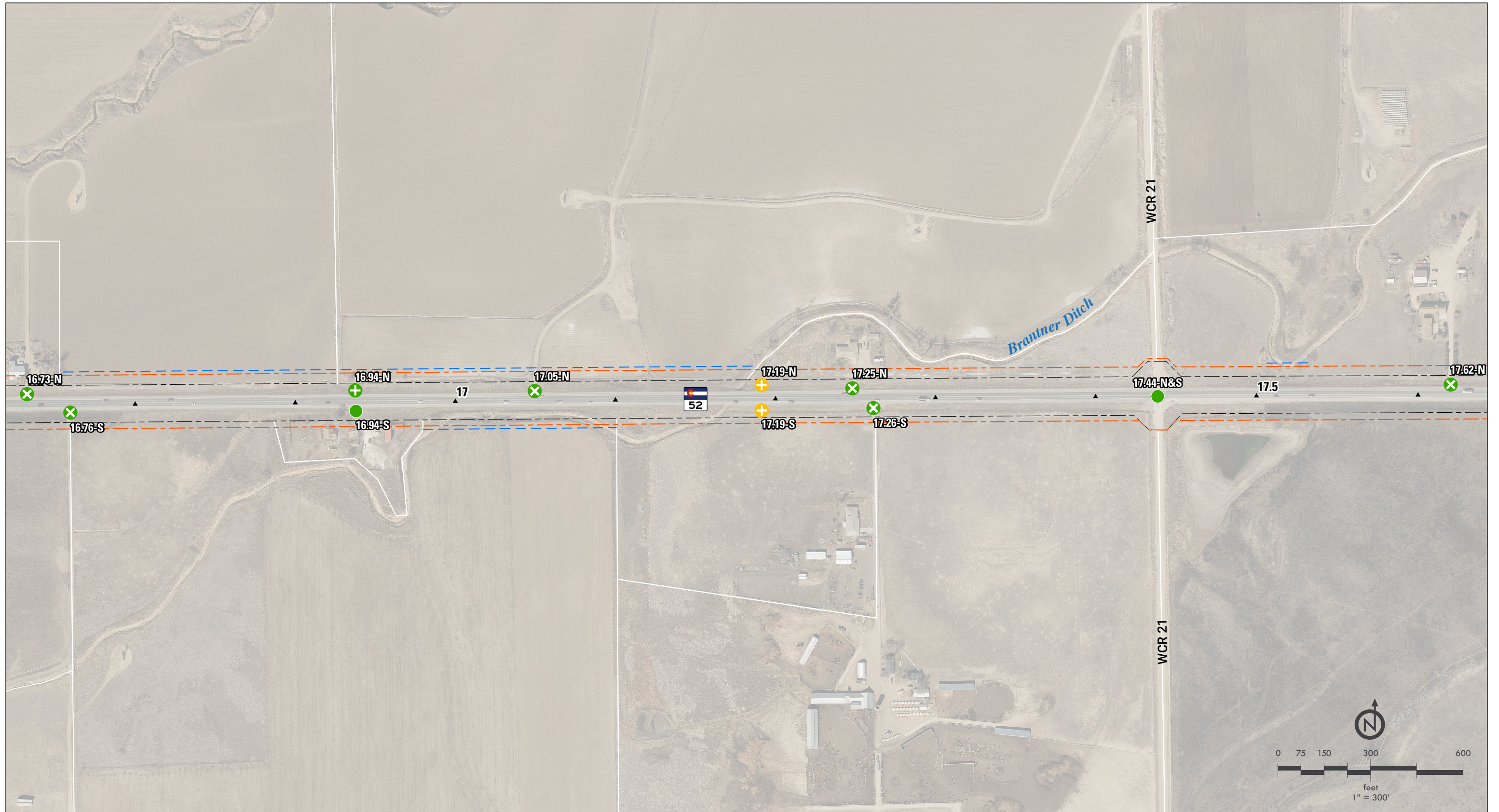
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- Corridor Preservation Footprint
- Parallel Irrigation

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- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

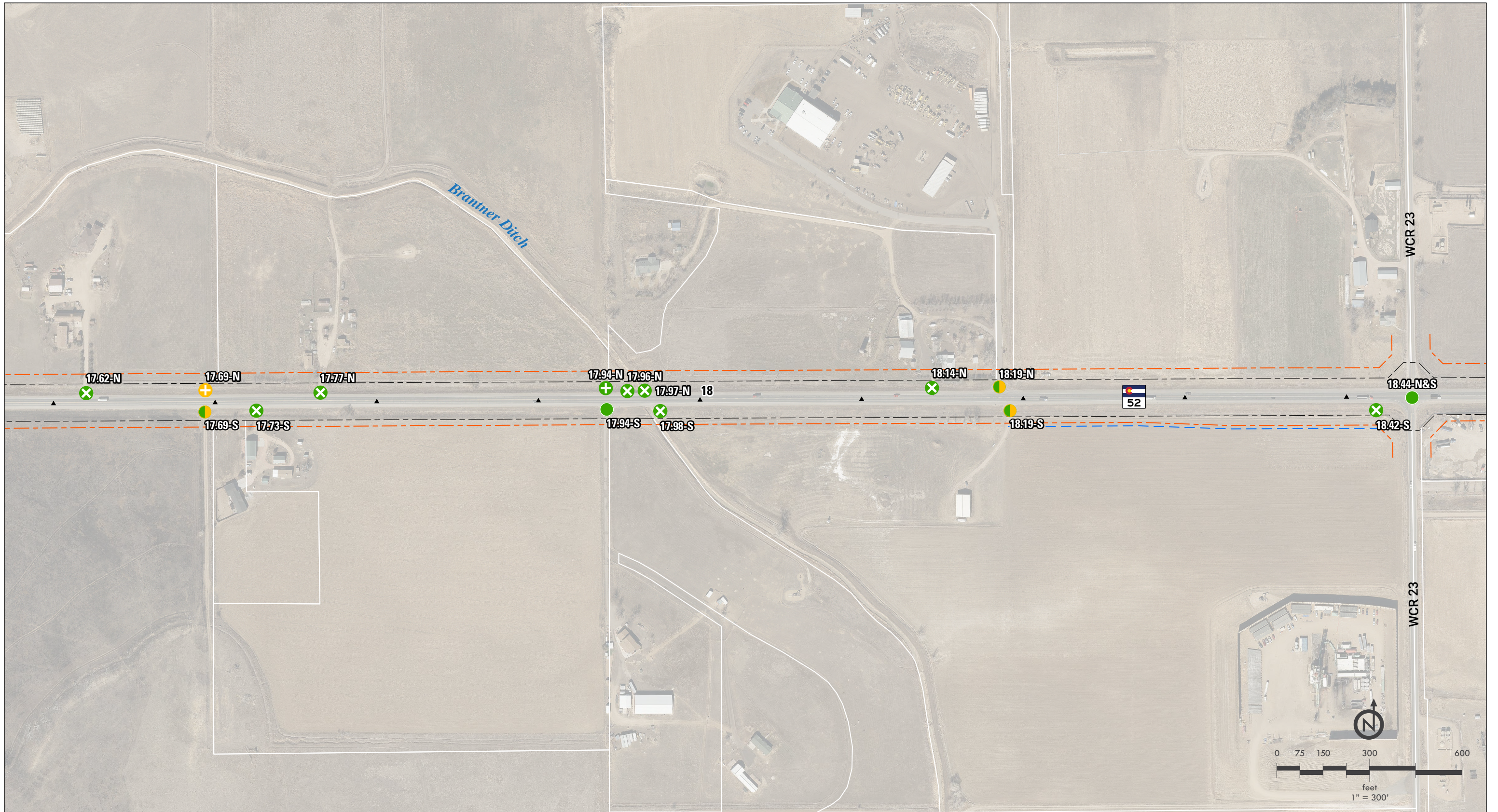
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### Access Key

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  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or 3/4)



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out

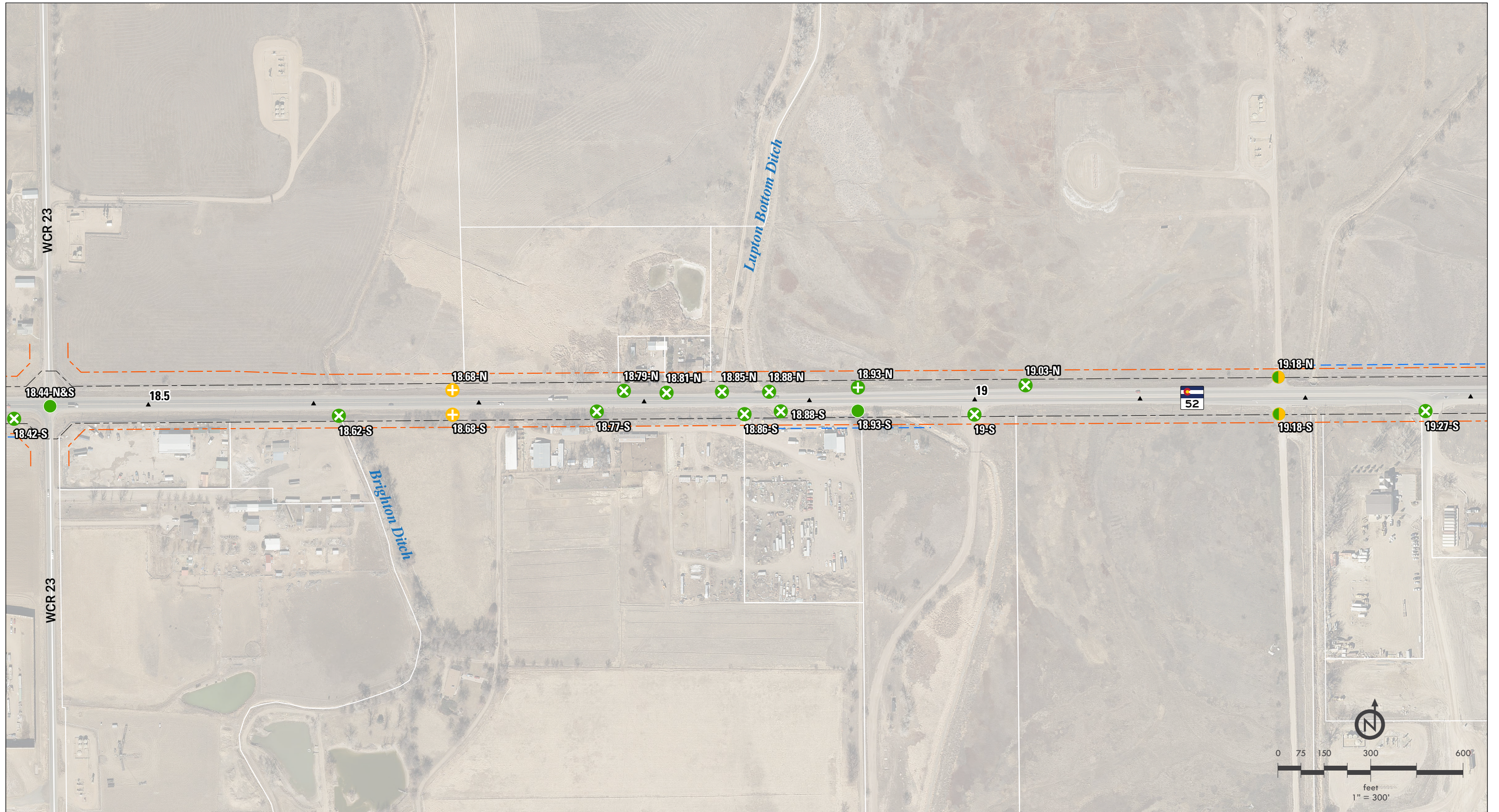
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 441-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

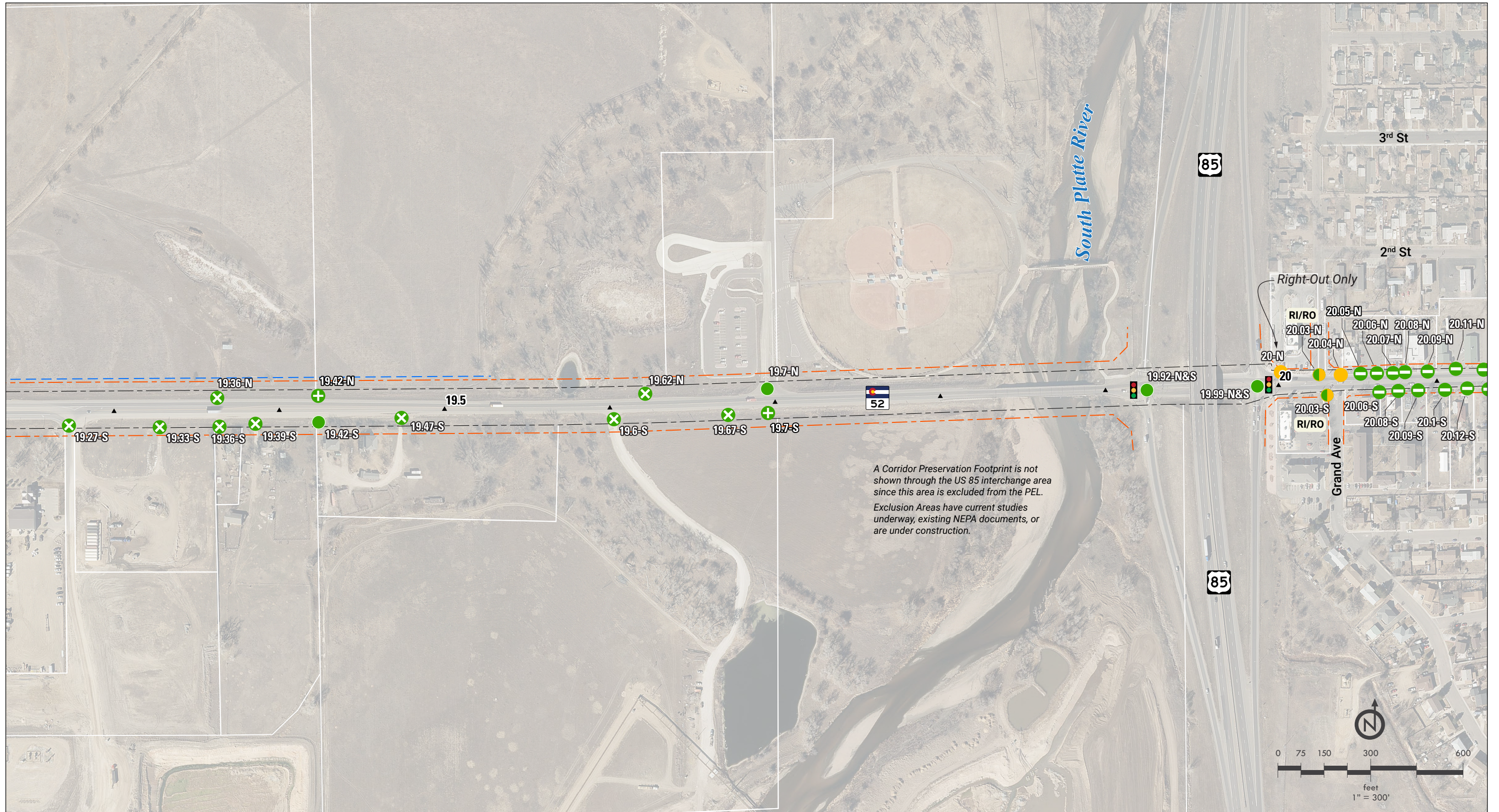
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- No Action - Existing Full Movement
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CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)





# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 441-S Access Identifier
- RI/RO Right-In/Right-Out

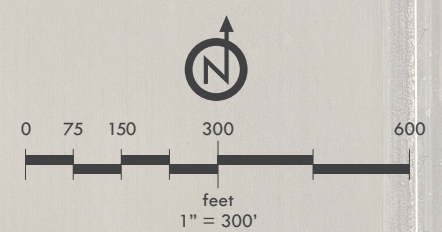
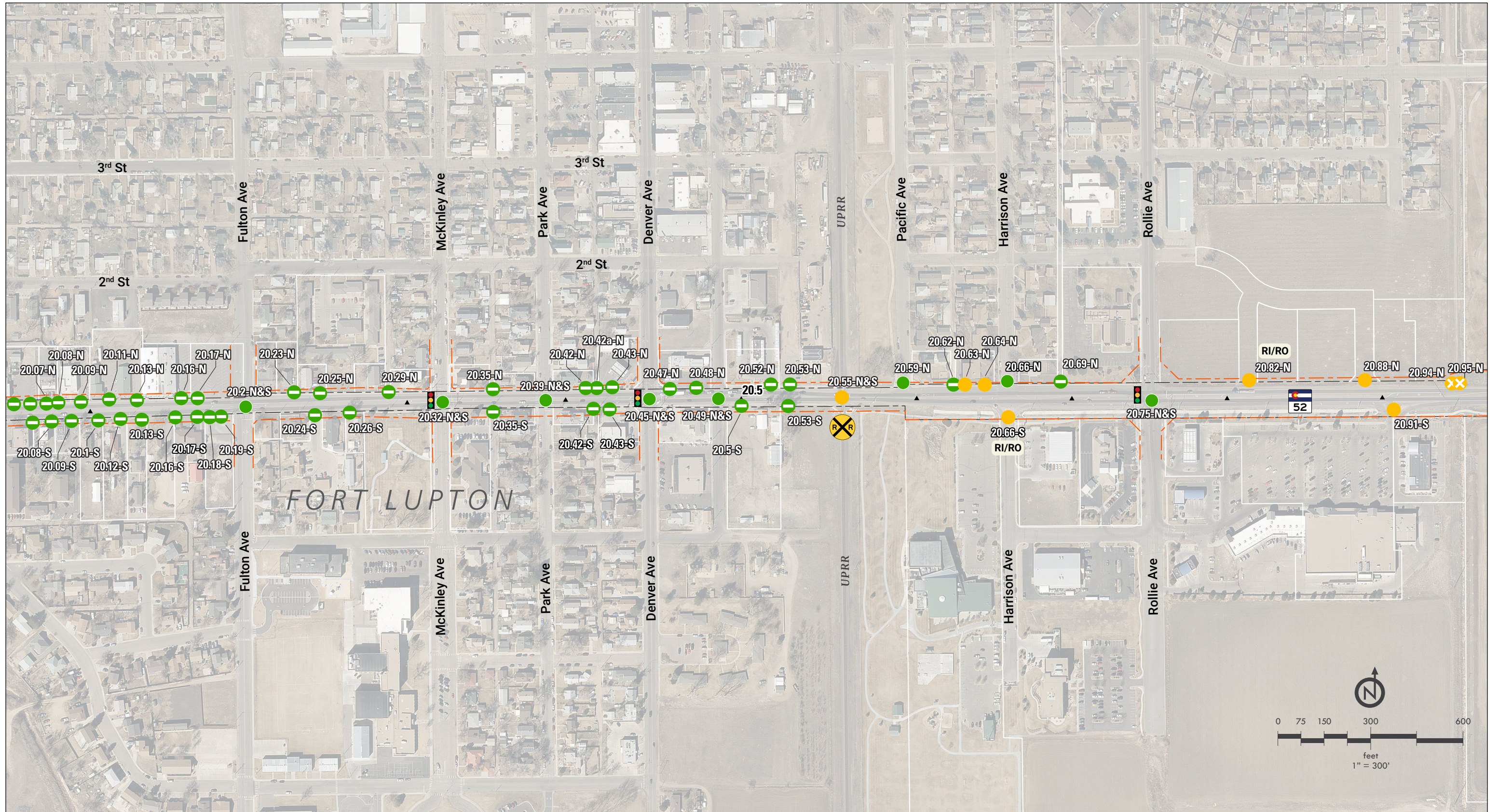
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

- ⊗ Existing Full Movement Access to be Removed
- ⊗ Existing Restricted Access to be Removed
- Access to be removed if one of the following occur:
  1. Landuse change resulting in traffic volume increase of more than 20%
  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



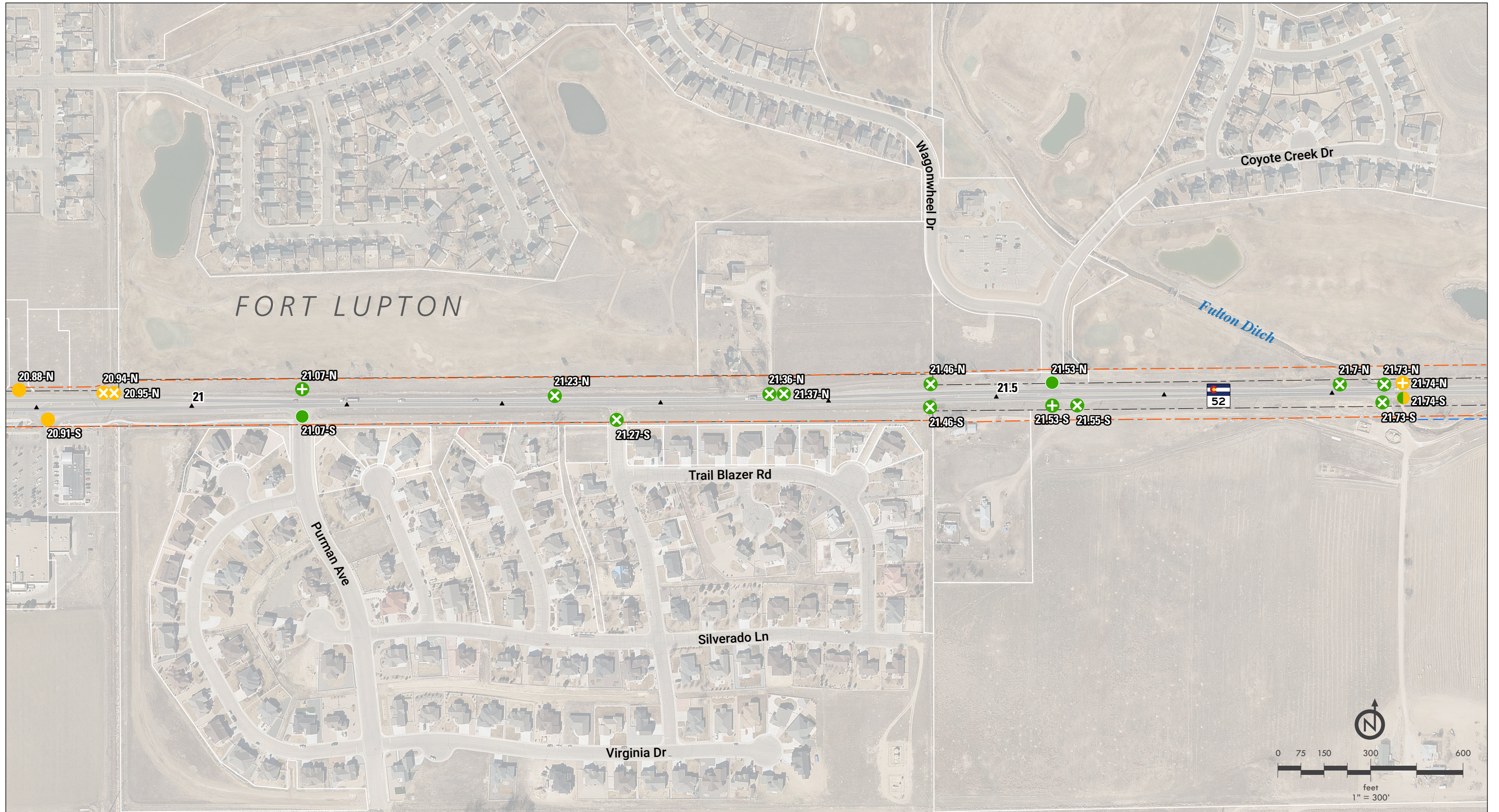
# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

## Access Key

- No Action - Existing Full Movement
  - No Action - Existing Restricted
  - Existing Full Movement to Restricted Access
  - Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed
  - Existing Full Movement Access to be Removed
  - Existing Restricted Access to be Removed
  - New Full Movement Access
  - New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)
- Access to be removed if one of the following occur:
- Landuse change resulting in traffic volume increase of more than 20%
  - Other access to Colorado Highway becomes available
  - CDOT Project provides other access
  - Safety concerns arise



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

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- Existing Restricted Access to be Removed
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  1. Landuse change resulting in traffic volume increase of more than 20%
  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



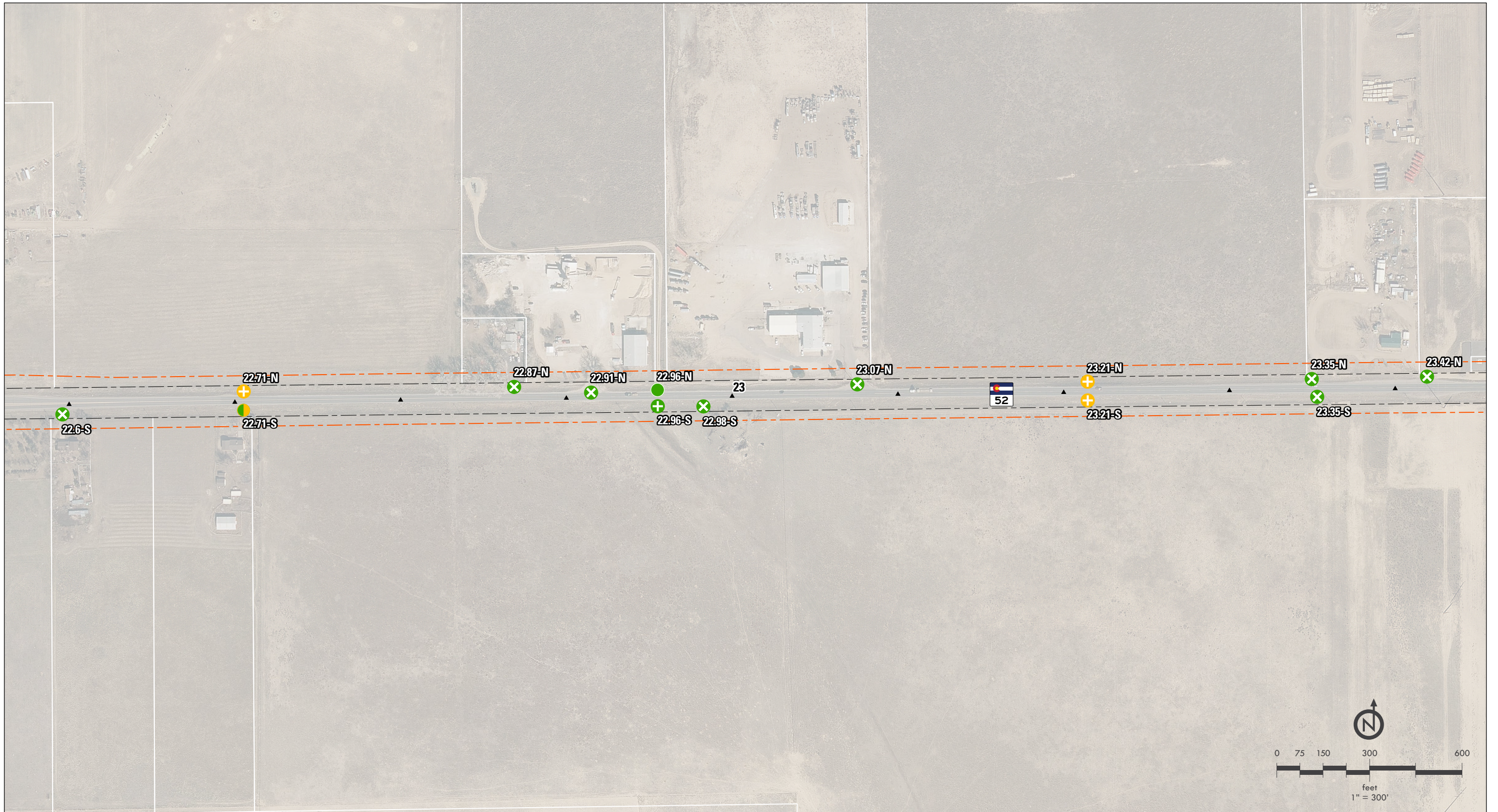
- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- - - Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  4. Safety concerns arise

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- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

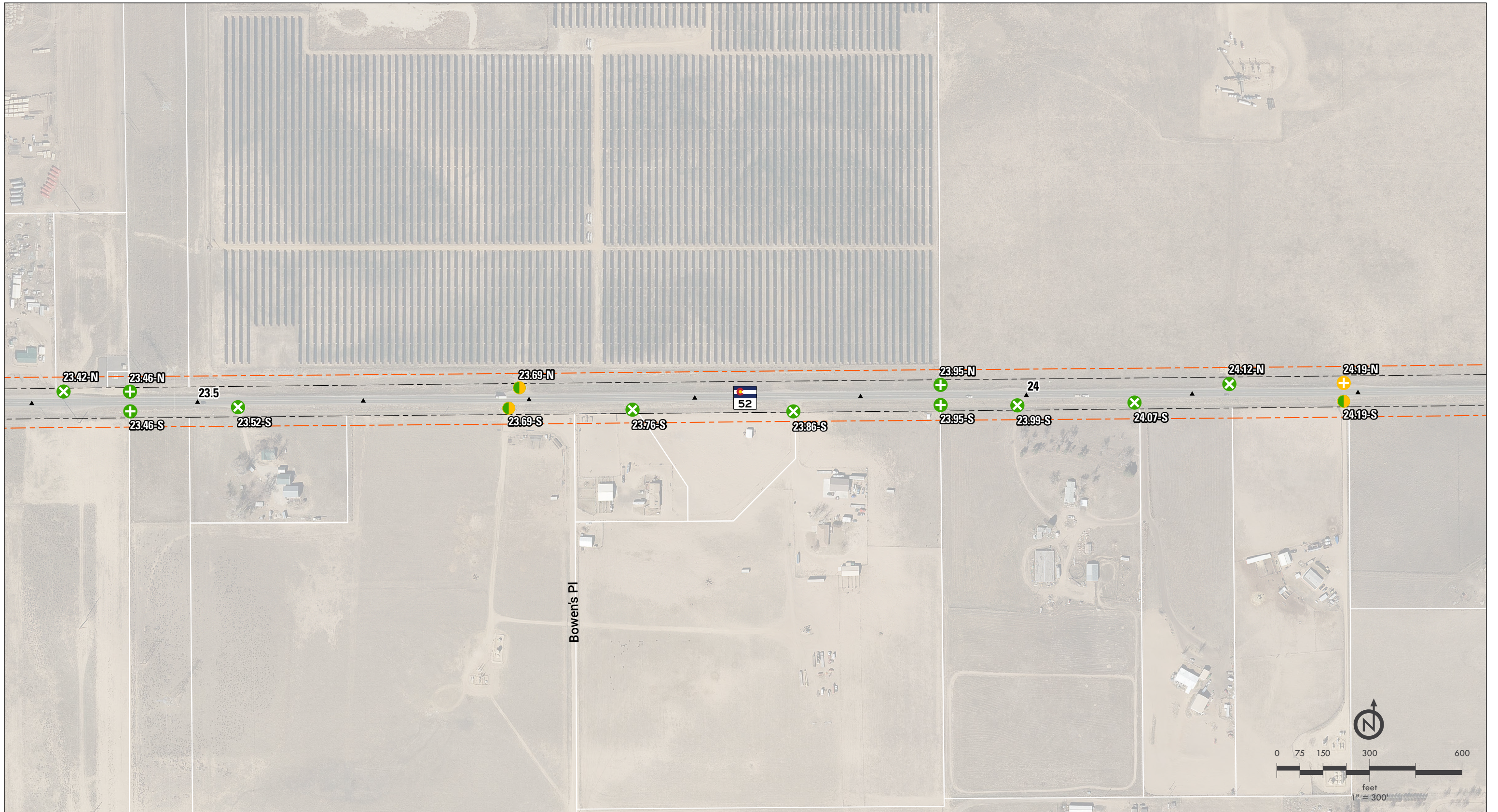
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

## Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

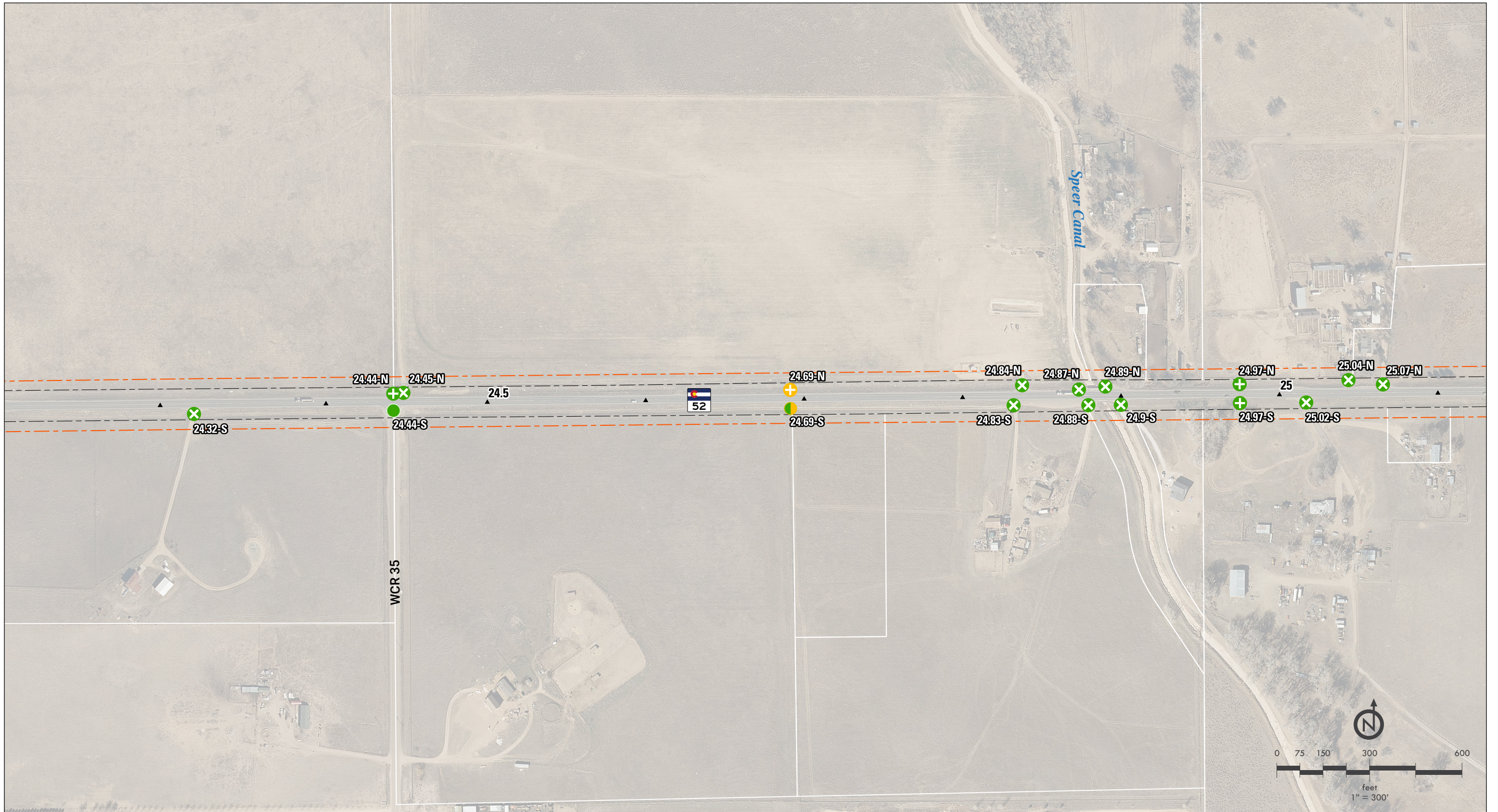
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

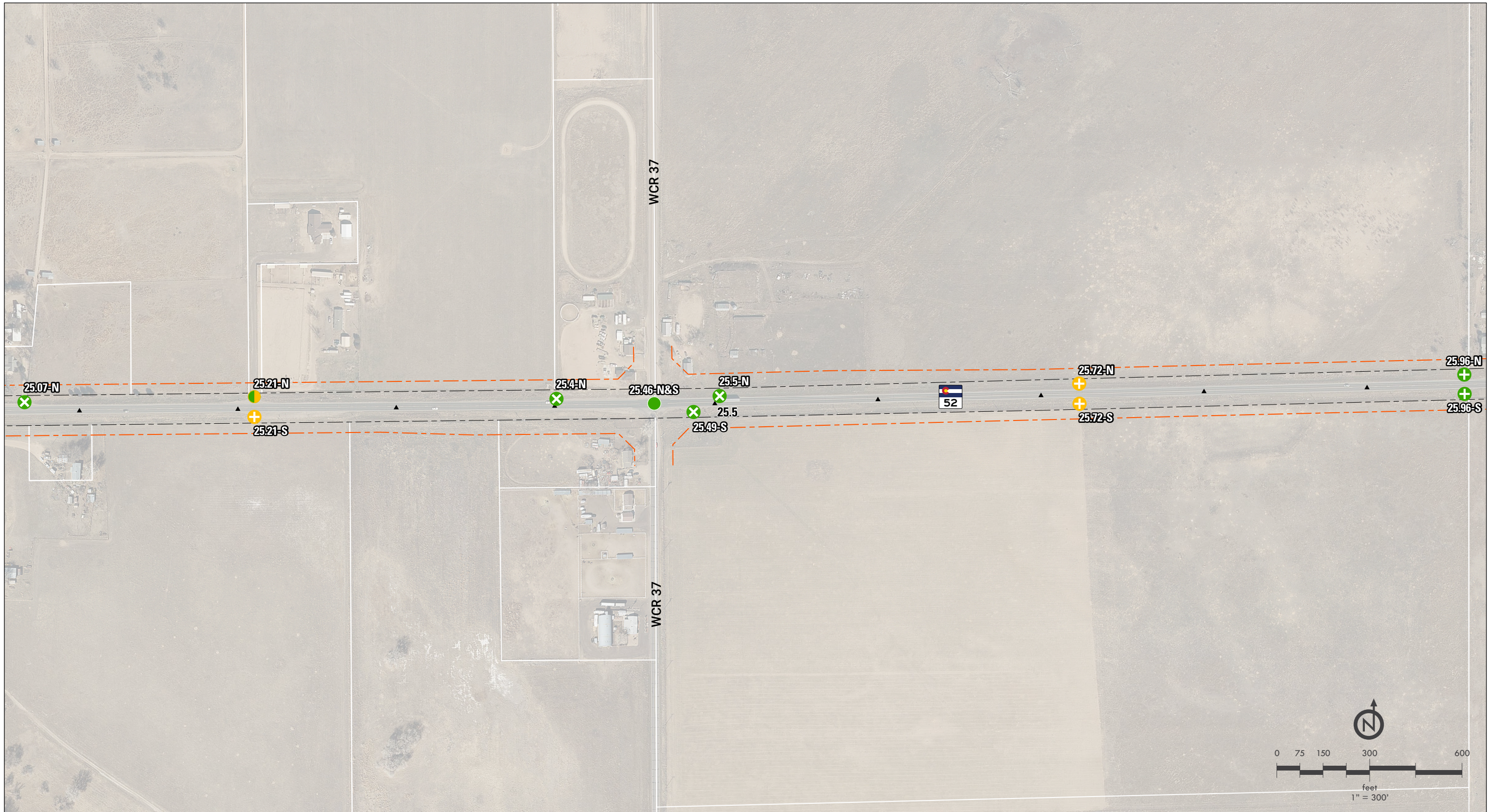
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
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- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)





# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out

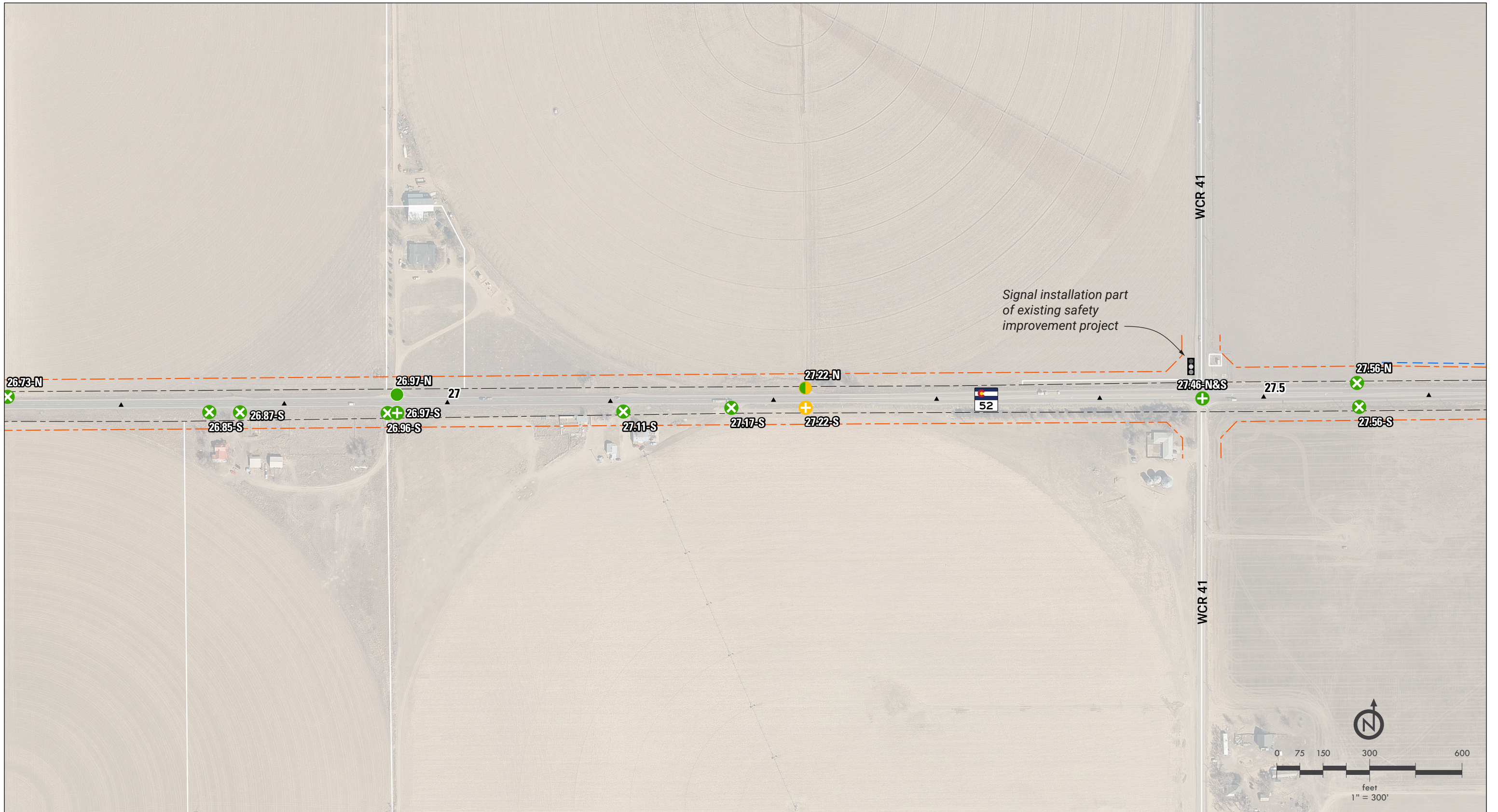
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

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  - ⊗ Existing Restricted Access to be Removed
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1. Landuse change resulting in traffic volume increase of more than 20%
  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

- Existing Full Movement Access to be Removed
  - Existing Restricted Access to be Removed
- Access to be removed if one of the following occur:
1. Landuse change resulting in traffic volume increase of more than 20%
  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
  - No Action - Existing Restricted
  - Existing Full Movement to Restricted Access
  - Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed
  - Existing Full Movement Access to be Removed
  - Existing Restricted Access to be Removed
  - New Full Movement Access
  - New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or 3/4)
- Access to be removed if one of the following occur:
1. Landuse change resulting in traffic volume increase of more than 20%
  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise



A Corridor Preservation Footprint is not shown through the I-76 interchange area since this area is excluded from the PEL. Exclusion Areas have current studies underway, existing NEPA documents, or are under construction.

# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
  - No Action - Existing Restricted
  - Existing Full Movement to Restricted Access
  - Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed
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  - ⊗ Existing Restricted Access to be Removed
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  - ⊕ New Restricted Access
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  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise
- CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP**  
**CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

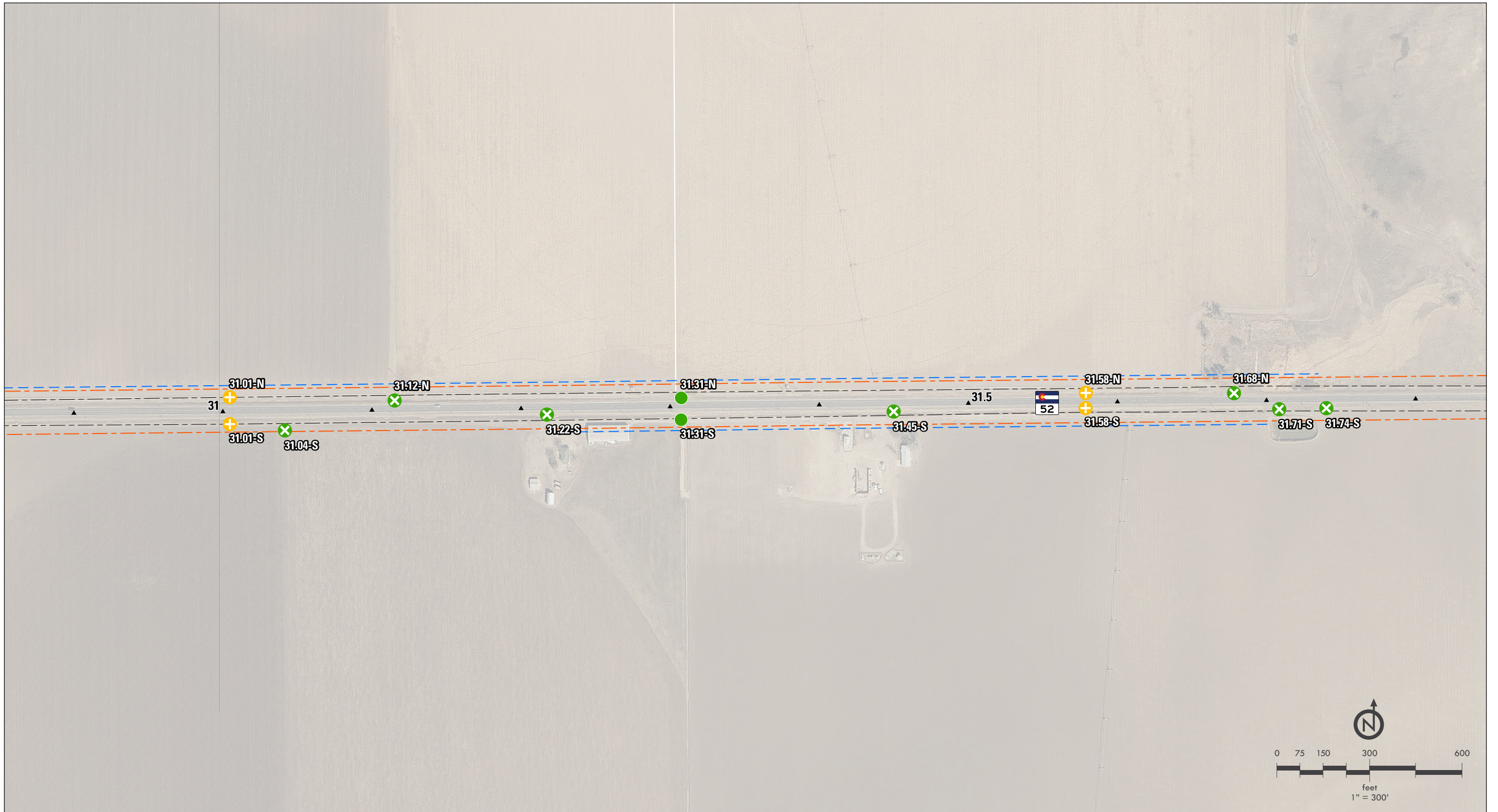
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

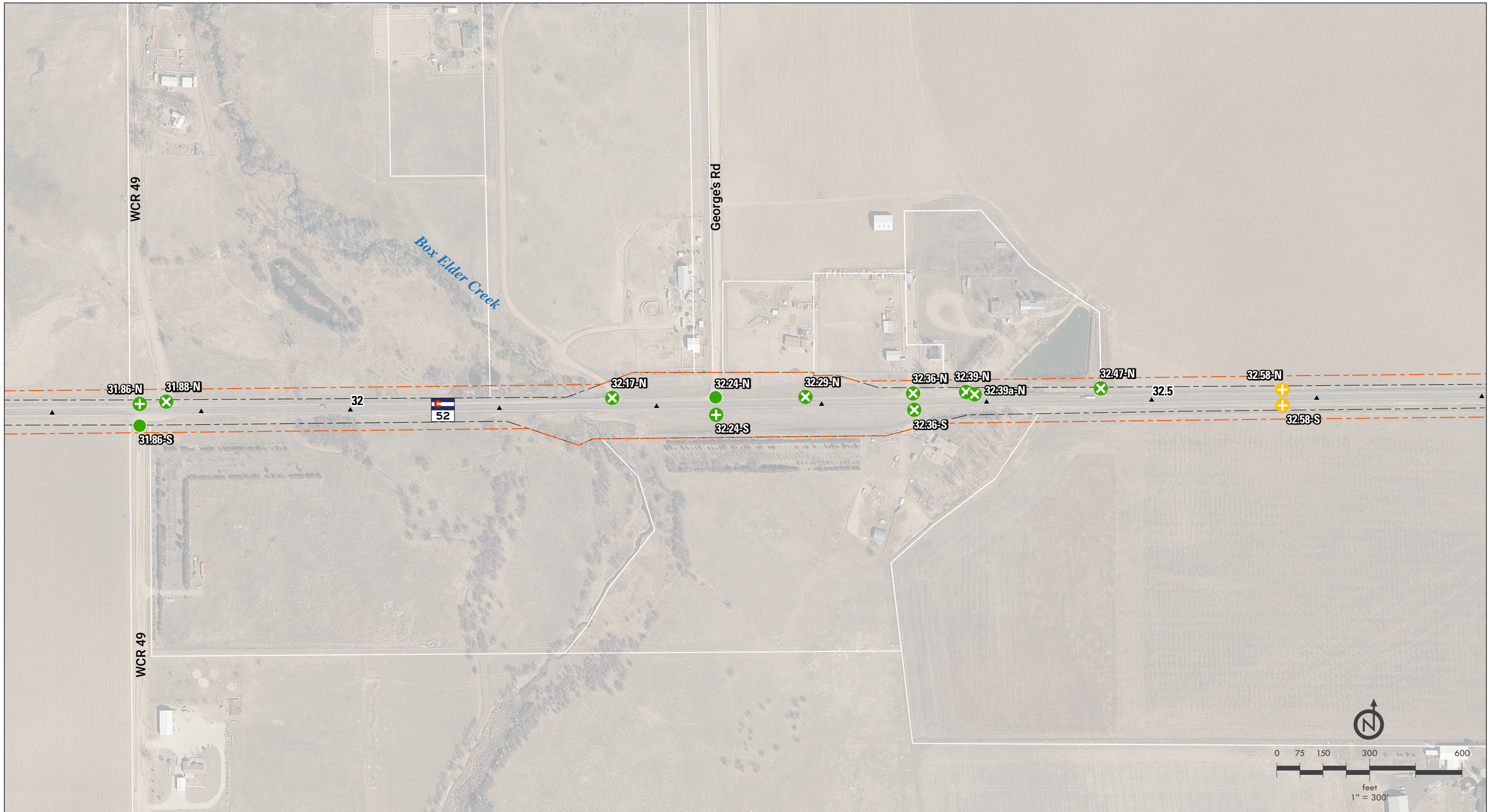
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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\*Access to remain until such time as the property redevelops or a raised median is installed

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  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP**  
**CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

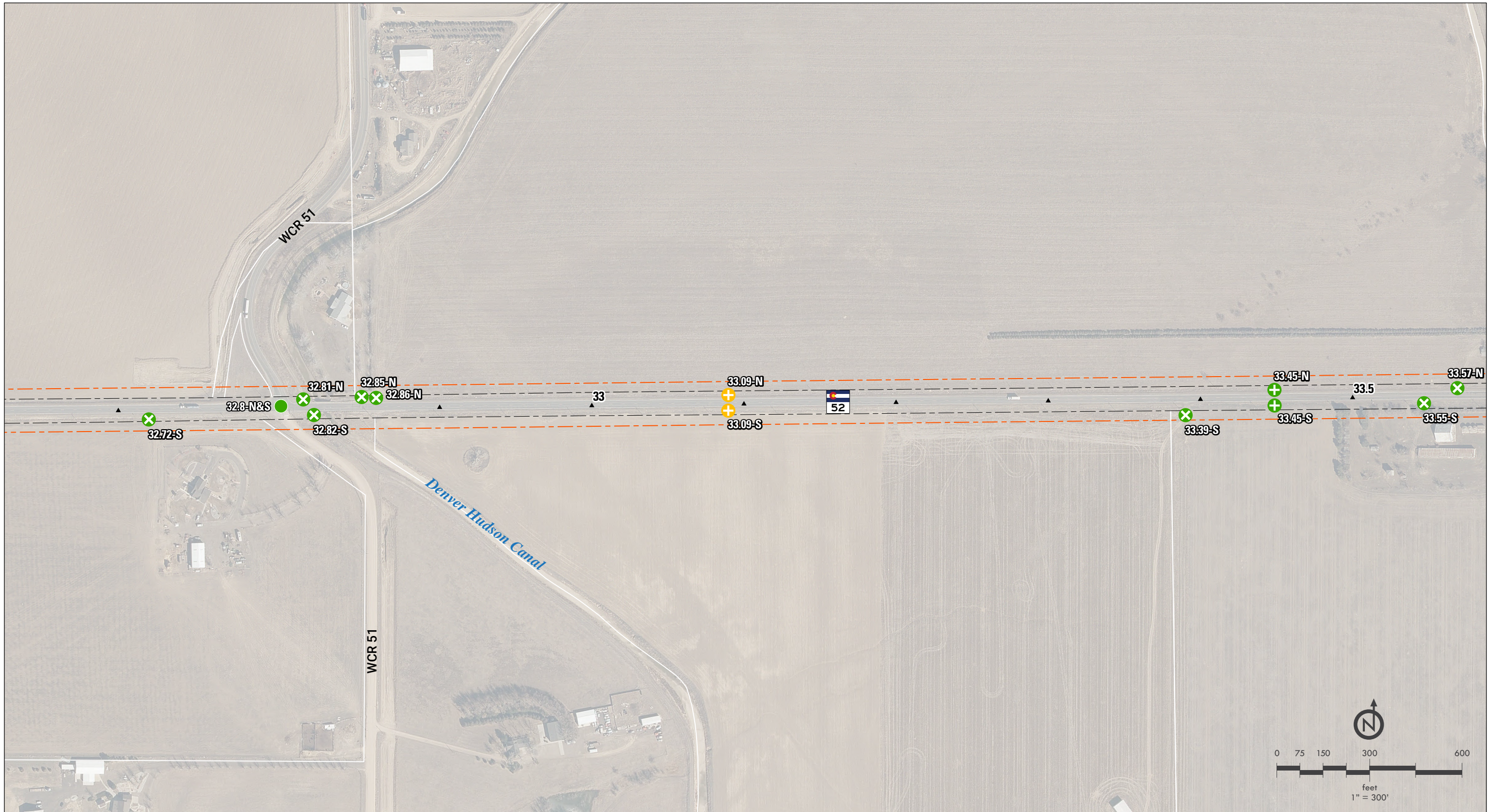
### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  3. CDOT Project provides other access
  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)





# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

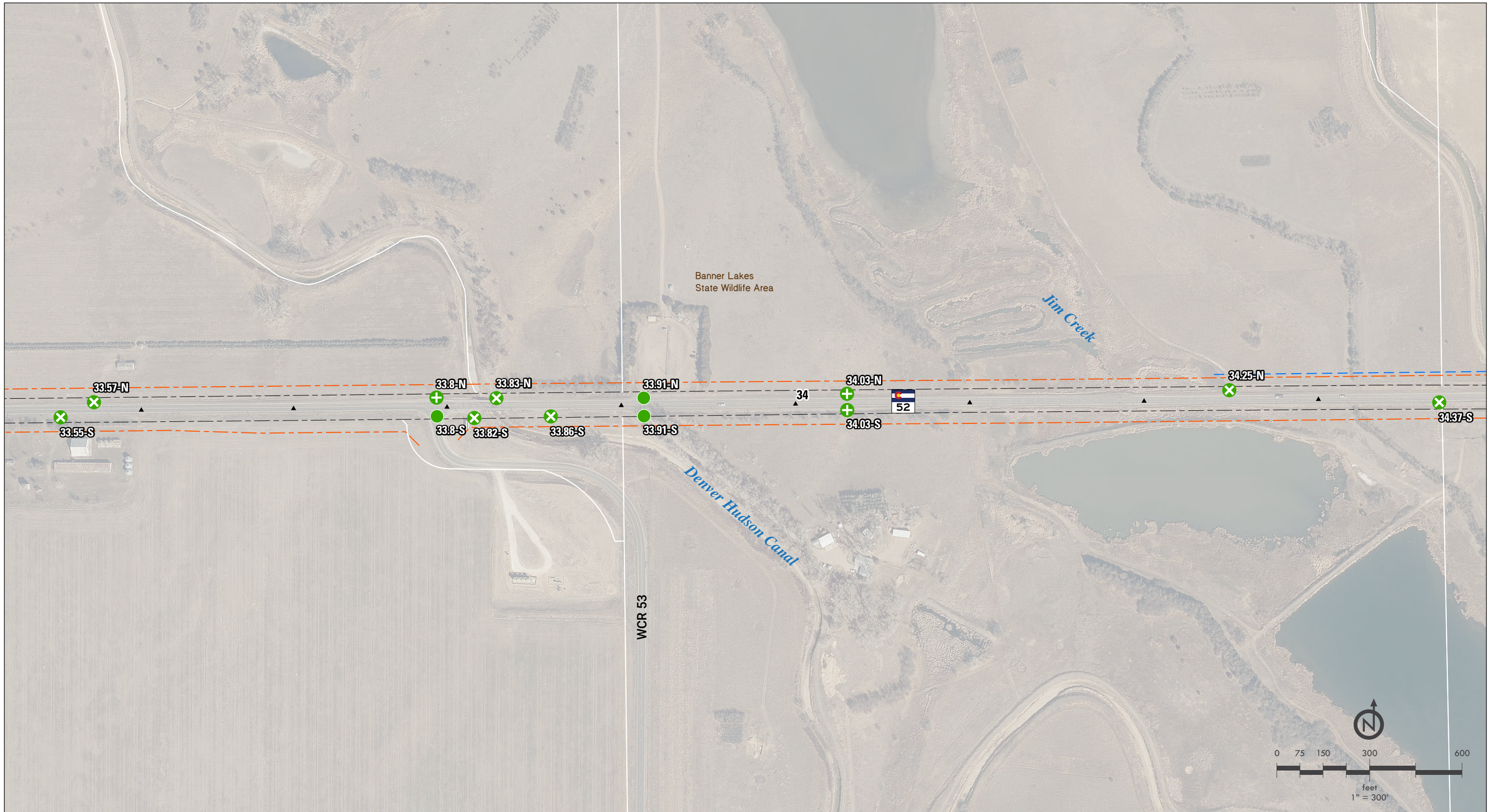
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

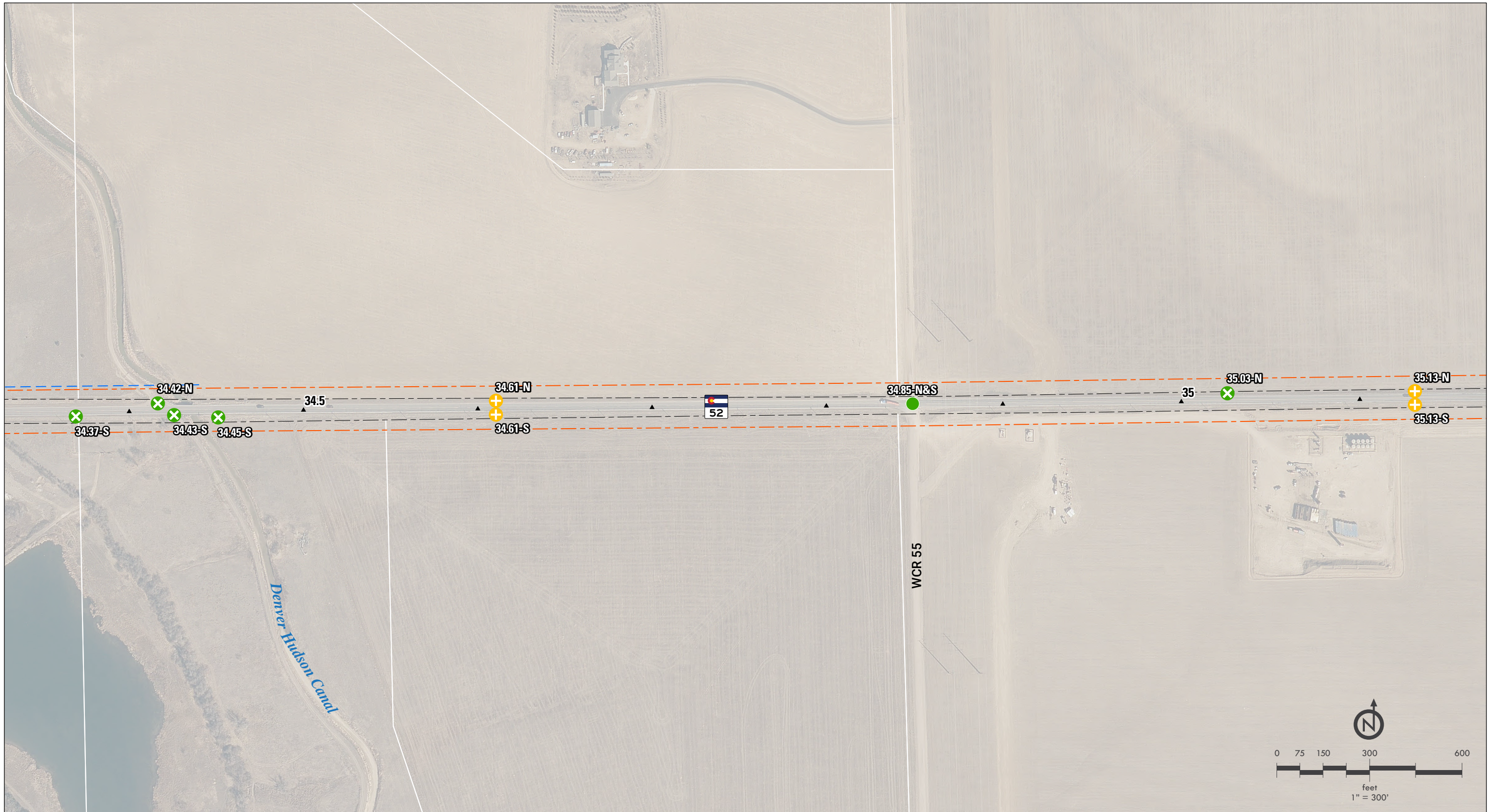
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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  4. Safety concerns arise

- New Full Movement Access
- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 441-S Access Identifier
- RI/RO Right-In/Right-Out

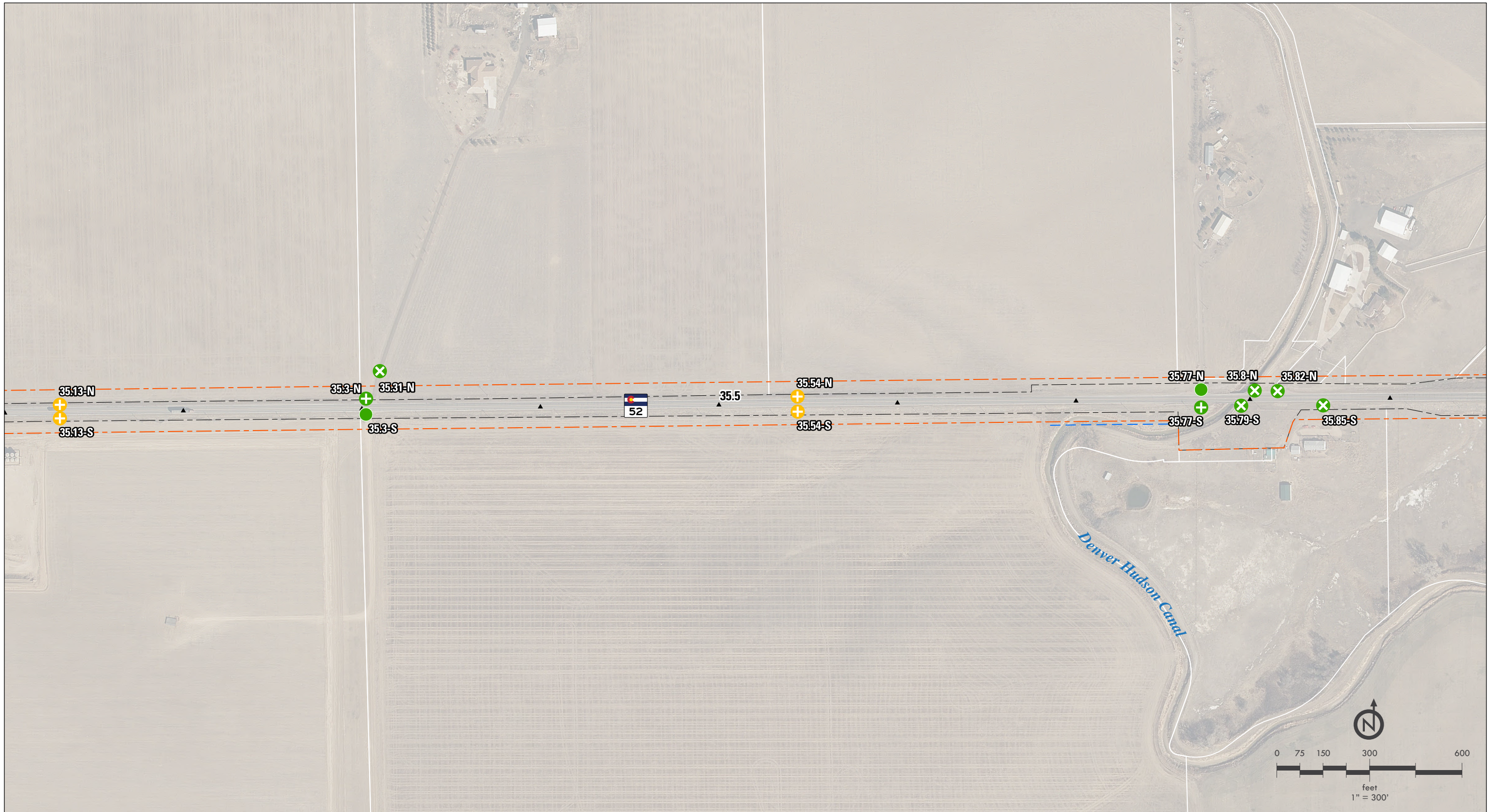
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
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- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

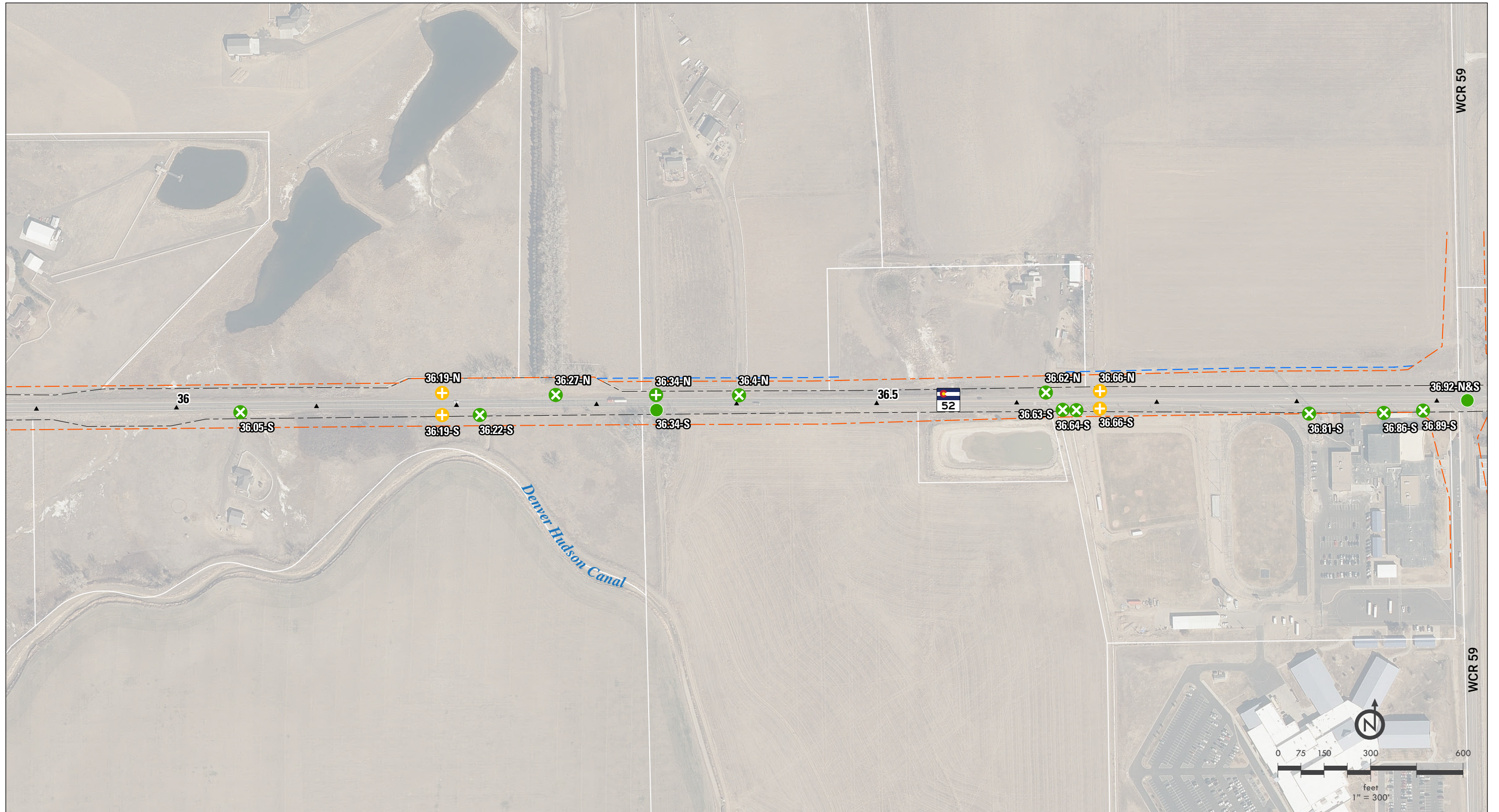
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- Parallel Irrigation

### Access Key

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- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



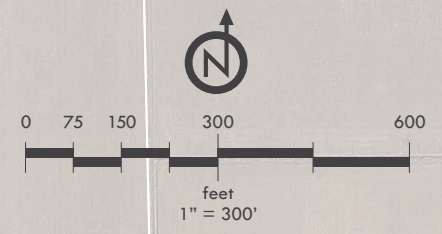
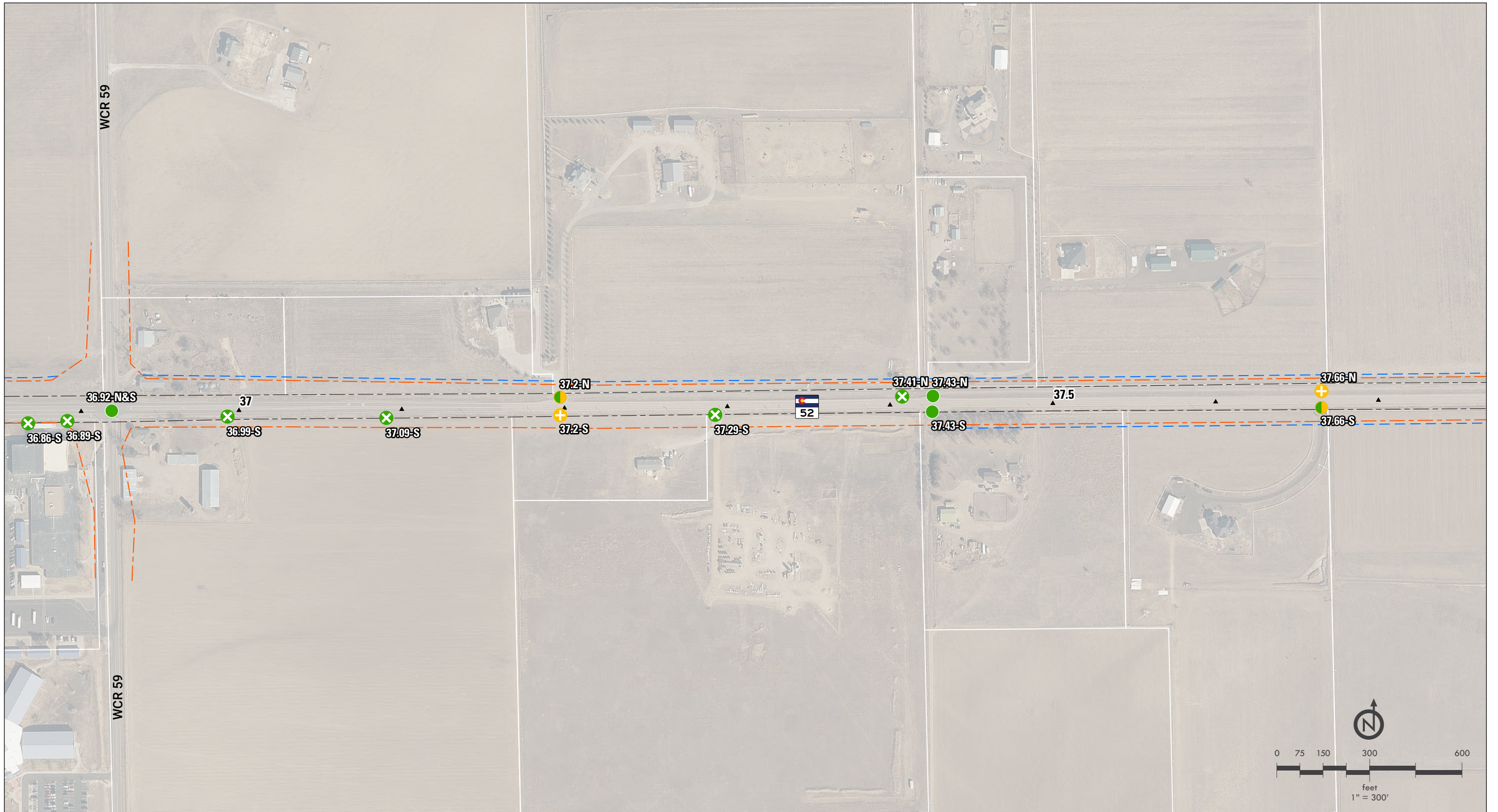
# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
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## Access Key

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  4. Safety concerns arise
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- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



**CO 52 PEL / ACP  
CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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  4. Safety concerns arise

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- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



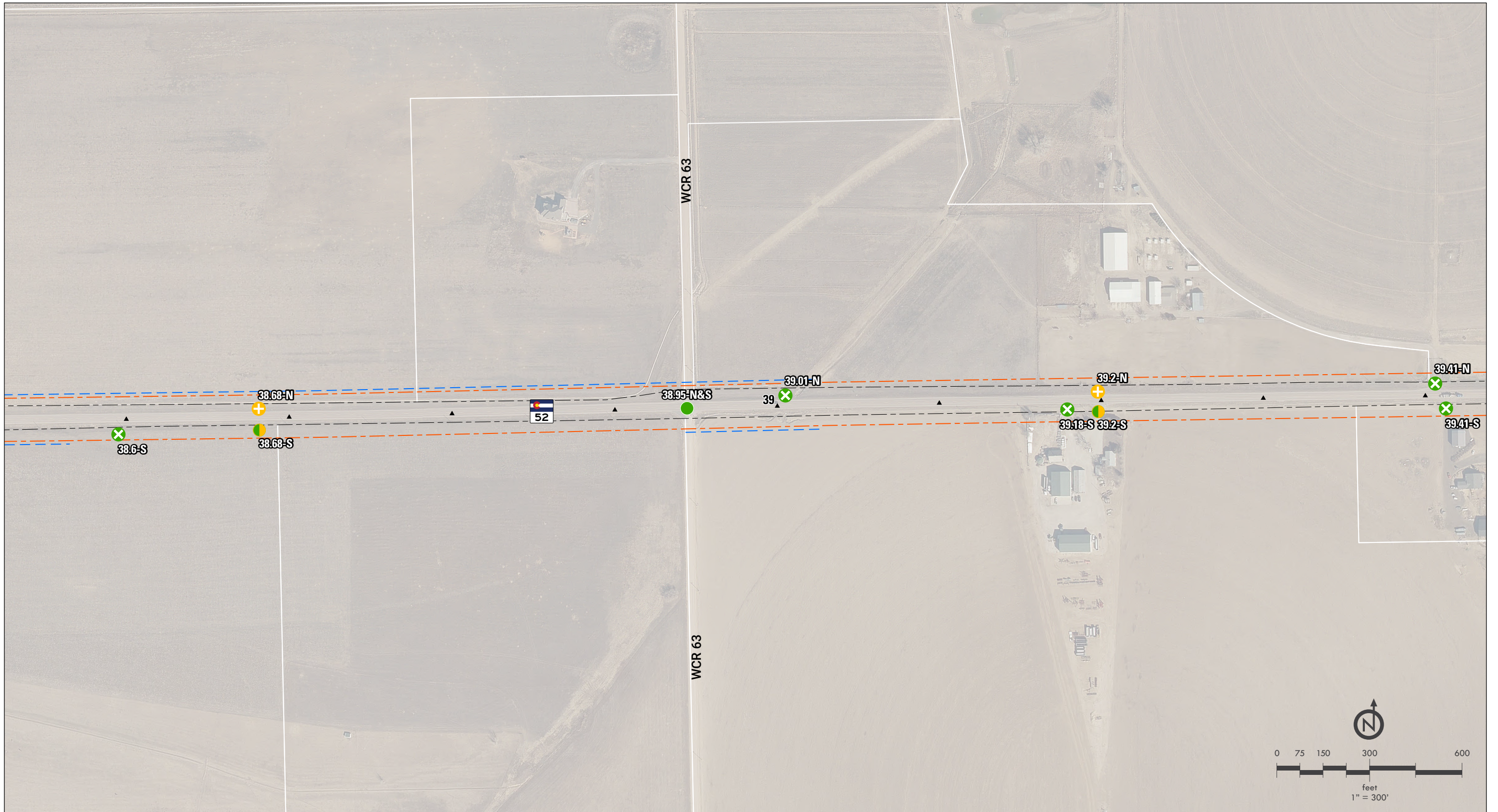
# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
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- ⊗ Existing Restricted Access to be Removed
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  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise
- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out

- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- - - Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

- ⊗ Existing Full Movement Access to be Removed
- ⊗ Existing Restricted Access to be Removed
- Access to be removed if one of the following occur:
  1. Landuse change resulting in traffic volume increase of more than 20%
  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)





# Access Control Plan Mapbook



- ▲ Mileposts (1/10 mi)
- 🚦 Existing Traffic Signal
- 40-S Access Identifier
- RI/RO Right-In/Right-Out

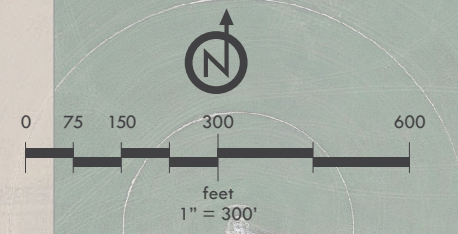
- Approx. Existing CO 52 ROW
- - - Corridor Preservation Footprint
- Parallel Irrigation

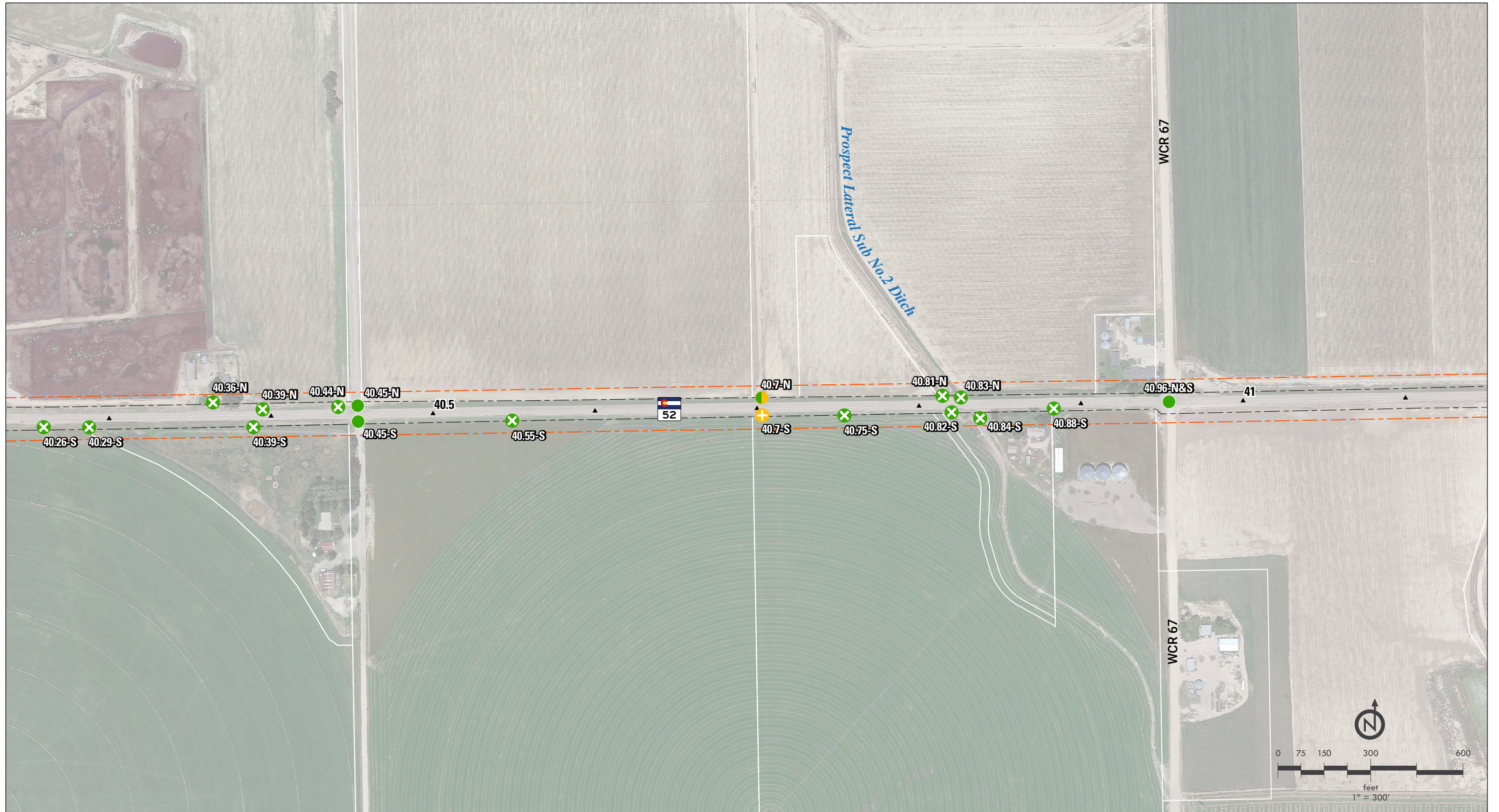
### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

- ⊗ Existing Full Movement Access to be Removed
  - ⊗ Existing Restricted Access to be Removed
- Access to be removed if one of the following occur:
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  2. Other access to Colorado Highway becomes available
  3. CDOT Project provides other access
  4. Safety concerns arise

- ⊕ New Full Movement Access
- ⊕ New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)





# Access Control Plan Mapbook



**CO 52 PEL / ACP**  
**CO 119 to CO 79**

- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

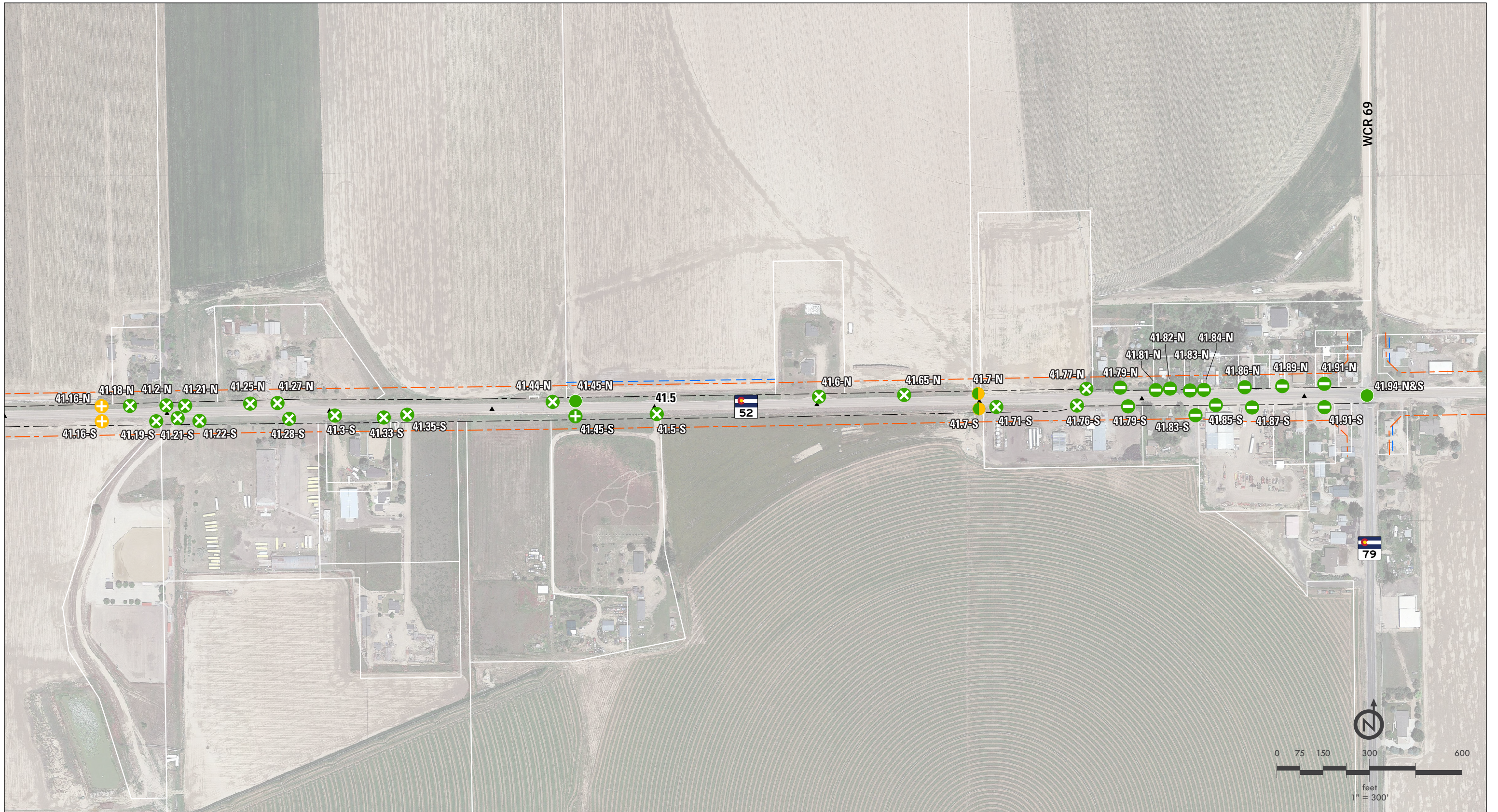
- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

- No Action - Existing Full Movement
- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
\*Access to remain until such time as the property redevelops or a raised median is installed

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- New Restricted Access  
CDOT and Local Municipality to determine restriction (Right-In/Right-Out or ¾)



# Access Control Plan Mapbook



- Mileposts (1/10 mi)
- Existing Traffic Signal
- Access Identifier
- Right-In/Right-Out

- Approx. Existing CO 52 ROW
- Corridor Preservation Footprint
- Parallel Irrigation

### Access Key

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- No Action - Existing Restricted
- Existing Full Movement to Restricted Access
- Existing Full Movement Access - Conditional\*  
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