

SH 83 Safety and Operations Analysis: Bayou Gulch to El Paso County Line MP 30.20 – MP 53.88 Project Code 23008

Appendix J – Access Management Plan

Prepared for:



Prepared by:



SH 83 - ACCESS MANAGEMENT PLAN

MP 30.24 - MP 49.89

7/15/2022

Access ID No.	Mile Post	Side	Description	Existing Configuration	Proposed Configuration	Conditions for implementation	Existing Access Permit		
							(Y/N)	Number	Issued (Year)
1e	30.24	R	Palmer Divide Ave.	Signalized Full Movement	Roundabout	Current Span Wire signal - A roundabout is currently in design which will provide the full movement operation without use of a traffic signal.	N		
1w	30.24	L	Palmer Divide Ave.	Signalized Full Movement	Roundabout	Current Span Wire signal - A roundabout is currently in design which will provide the full movement operation without use of a traffic signal.	Y	199014 + 102006	2002
2	30.50	R	E. Granada Dr	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
3	30.78	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
4	31.22	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
5	31.29	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
6	31.41	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Recommended to be closed for non-field access purposes. Parcel can be accessed through other locations.	N		
7	31.45	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	104022	2004
8	31.68	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	115069	2015
9e	31.89	R	Lorraine Rd	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues. Recommended to add a north bound left turn lane to access Lorraine Rd.	N		
9w	31.89	L	Arfsten Rd	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
10	32.22	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
11	32.30	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues. If the roadway is redeveloped along existing Douglas County ROW, access point may be relocated to provide access to multiple parcels.	Y	186065	1986
12	32.51	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
13	32.61	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
14e	32.78	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
14w	32.78	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
15	33.37	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		

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							(Y/N)	Number	Issued (Year)
16	33.47	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
17e	33.68	R	E Best Rd	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.	N		
17w	33.68	L	E Jones Rd	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.	N		
18	33.71	R	Unofficial Park N Ride	Unsignalized Full Movement	Access to be Closed with Redevelopment	This private access is located too close to a potential signalized location and is a redundant access to the parcel and will be reduced to the access on Jones road.	N		
19	33.74	R	Unofficial Park-N-Ride	Unsignalized Full Movement	Access to be Closed with Redevelopment	This private access is located too close to a potential signalized location and is a redundant access to the parcel and will be reduced to the access on Jones road.	N		
20	33.87	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
21	33.96	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	100053 + 113032	2013
22	34.20	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	122002 + 122003	2022
23	34.37	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	113003	2013
24	34.48	L	Private Drive/Field Access	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	111068 + 112005	2012
25	34.54	L	Field Access	Unsignalized Full Movement	Combine Adjacent Access Points	Combine access point with the permitted access point number 24. Recommended to align with access 26.	N		
26	34.55	R	Private Drive	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations. Recommended to realign with future combined 24/25 access.	N		
27e	34.65	R	Riley Dr.	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	189091	1989
27w	34.65	L	Private Drive	No Drive Present	Access to be Closed with Redevelopment	This private access permit was never developed and is not physically in the location. The permit indicates the location that was intended for development and has since expired.	E	106043	2006 (Expired)
28	34.81	R	Elliot Dr.	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	197046	1997
29	34.82	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
30	35.02	R	Shared Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	193023	1993
31	35.28	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		

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							(Y/N)	Number	Issued (Year)
32	35.77	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues. Recommended to align with access point 33.	N		
33	35.78	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues. Recommended to realign with access point 32.	N		
34	36.04	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	100073	2000
35	36.10	R	Private Drive	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	Y	118008	2018
36	36.28	R	Private Drive	Unsignalized Full Movement	Access to be Closed with Redevelopment	Access is redundant to the parcel and will be reduced to using the permitted access point number 35.	N		
37	36.31	L	E Greenland Rd	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
38e	36.36	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
38w	36.36	L	Field Access	Unsignalized Full Movement	Access to be Closed with Redevelopment	Access is redundant to the parcel and will be reduced to using the access point along Greenland road.	N		
39	36.46	L	Private Drive (Cherry Valley Fire Station)	Unsignalized Full Movement	Potentially Signalized Full Movement	Full movement access contingent upon emergency vehicle purposes only.	N		
40	36.50	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	105007	2005
41	36.64	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
42	36.72	L	Private Drive - Shared	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	104023	2004
43	36.88	R	Private Drive - Shared	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	196008 + 102083	2002
44	37.24	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
45	37.25	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
46e	37.57	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
46w	37.57	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
47	37.80	R	Gillian Ave	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues. Recommended to add south bound left turn lane to access Gillian Ave and a South bound acceleration lane for the west bound left turn movement.	Y	102060	2002

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Access ID No.	Mile Post	Side	Description	Existing Configuration	Proposed Configuration	Conditions for implementation	Existing Access Permit		
							(Y/N)	Number	Issued (Year)
48	37.91	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
49	38.05	R	Private Drive (Cherry Valley Elem. School)	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
50	38.32	L	Utility / Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
51	38.35	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
52	38.68	R	Field Access	Unsignalized Full Movement	Access to be Closed with Redevelopment	Access is too close to other access points. Will be reduced and recommended that the access is taken off of Lucas Avenue.	N		
53e	38.70	R	Lucus Rd.	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
53w	38.70	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	E	199094	1999 (Expired)
54	38.97	L	Private Drive - Shared	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	197048 + 199077 + 117002	2017
55	39.25	L	Private Drive - Shared	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	115105	2015
56e	39.35	R	Filed Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
56w	39.35	L	Filed Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
57	39.50	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
58	39.52	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations. Future realignment with access 57.	N		
59	39.55	L	Private Drive	Unsignalized Full Movement	Access to be Closed with Redevelopment	Access is redundant to the parcel and will be reduced to using the access point number 57.	N		
60	39.89	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
61	39.89	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
62	40.19	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
63	40.29	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
64	40.42	R	S. Russellville Rd.	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.	Y	101032	2001

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Access ID No.	Mile Post	Side	Description	Existing Configuration	Proposed Configuration	Conditions for implementation	Existing Access Permit		
							(Y/N)	Number	Issued (Year)
65e	40.89	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
65w	40.89	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	193021 + 105006	2005
66e	41.07	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	191004	1991
66w	41.07	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
67e	41.27	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
67w	41.27	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
68	41.75	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	192054	1992
69e	41.86	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
69w	41.86	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
70	41.94	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
71	42.17	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	107071	2007
72	42.32	L	Unofficial Park-N-Ride	Unsignalized Full Movement	Remove Illegal Access Point / Park and Ride	Access is located in CDOT right of way on the south end of Lake Gulch Rd. The gravel lot is considered an illegal access and shall be closed.	N		
73	42.33	L	Lake Gulch Rd	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.	Y	100014	2000
74	42.91	R	Field Access/Utility Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
75	43.35	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
76	43.40	L	Fox Glen Dr	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	E	194053	1994 (Expired)
77	43.72	R	Private Drive-Shared	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	186024	1986
78	43.99	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
79	43.99	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	102061	2002

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Access ID No.	Mile Post	Side	Description	Existing Configuration	Proposed Configuration	Conditions for implementation	Existing Access Permit		
							(Y/N)	Number	Issued (Year)
80e	44.65	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
80w	44.65	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	Y	189070	1989
	45.25	C	Rest / Parking Area /Weight Station Area	Widening of road	Pull off Location / Mobile Weigh Station	Current pull off location used for mobile weigh station and check points. Widened area will remain but is not considered an access point.	N		
82e	45.70	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
82w	45.70	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	E	186075	1986 (Expired)
83	45.97	L	Castle Wood Canyon State Park Entrance	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Dedicated south bound right turn and north bound Left turn are anticipated.	E	188023	1988 (Expired)
84e	46.63	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
84w	46.63	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
85	46.72	R	Steeplechase Dr	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	E	198082	1998 (Expired)
86	46.88	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	190026 + 103022	2003
87	46.90	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	Y	196027	1996
89e	47.09	R	Private Drive	Unsignalized Full Movement	Access to be Closed with Redevelopment	Access is redundant to the parcel and will be reduced to using the permitted access point number 90.	N		
89w	47.09	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
90	47.14	R	Private Drive - Shared	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	191027	1991
91e	47.19402841	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
91w	47.19	L	E. Rim Road	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	195063	1995
92	48.05	R	Private Drive - Shared	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	N		
93	48.26	L	Private Drive - Shared	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	194045 + 100038	2000
94	48.50	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		

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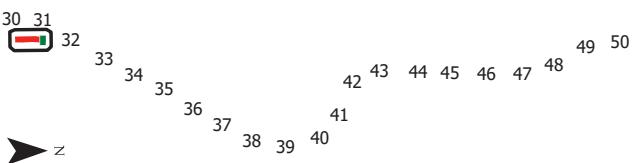
Access ID No.	Mile Post	Side	Description	Existing Configuration	Proposed Configuration	Conditions for implementation	Existing Access Permit		
							(Y/N)	Number	Issued (Year)
95	48.51	R	CDOT Stockpile Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
96e	49.03	R	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
96w	49.03	L	Field Access	Unsignalized Full Movement	Revise Access if Property Redevelopes	Evaluate and revise the access if property redevelopes or if there is a safety concern related to the access. Parcel can be accessed through other locations.	N		
97	49.43	R	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	196013	1996
98	49.46	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	189001	1989
99e	49.71	R	Field Access	Unsignalized Full Movement	Access to be Closed with Redevelopment	Access point is redundant to the parcel and will be closed. Access will be taken from permitted access point number 100.	N		
99w	49.71	L	Field Access	Unsignalized Full Movement	Access to be Closed with Redevelopment	Access point is redundant to the parcel and will be closed. Access will be taken from the main entrance off of Russellville road or off of permitted access point 92.	N		
100	49.80	L	Private Drive	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.	Y	199034 + 102019	2002
101	49.88	L	Private Drive - Utilities	Unsignalized Full Movement	Combine Adjacent Access Points	When Russellville Rd becomes signalized, access point 101 is too close to the proposed signal. 101 to be closed and vehicle to enter parcel via private drive inline with Russellville Rd. Consideration of the number of maintenance vehicles should be evaluated upon revision.	Y	187069	1987
	49.89		Russellville Rd.	Unsignalized Full Movement		Russellville Road's access is governed by the SH 83 Access Control Plan MP 49.89 - MP 63.06.			

The figures in the following section illustrate the existing and planned access points along State Highway 83, as referenced in the preceding table.



STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, MILEPOST 30.2 to 31

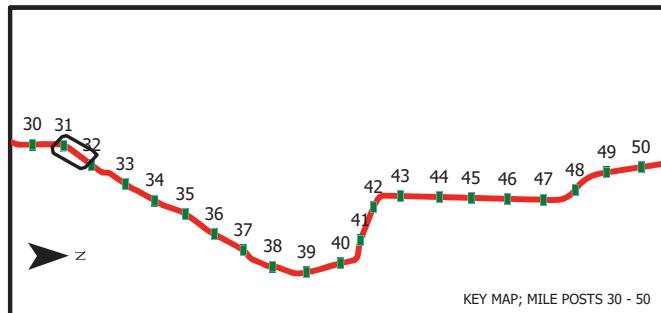
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 COLORADO Department of Transportation	<table border="0"> <tbody> <tr> <td>  EXISTING TRAFFIC SIGNAL </td><td>  ACCESS TO BE CLOSED WITH REDEVELOPMENT </td><td>  POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED) </td></tr> <tr> <td>  POTENTIAL TRAFFIC SIGNAL </td><td>  REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR </td><td>  FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST </td></tr> <tr> <td>  POTENTIAL EMERGENCY TRAFFIC SIGNAL </td><td>  *ONLY USED IN SH 86 ACP </td><td>  *ONLY USED IN SH 86 ACP </td></tr> <tr> <td>  MILE POST </td><td>  NEW RIGHT-IN / RIGHT-OUT </td><td>  SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS </td></tr> <tr> <td>  ILLEGAL ACCESS, TO BE CLOSED </td><td>  RIGHT-IN / RIGHT-OUT TO REMAIN </td><td>  RIGHT-IN ONLY </td></tr> <tr> <td>  COMBINE ADJACENT ACCESSES </td><td>  EXISTING 3/4 ACCESS TO REMAIN </td><td>  ACCESS PERMIT </td></tr> <tr> <td colspan="4">  CDOT ROW </td><td>   PARCEL LINE </td><td>  ACCESS PERMIT (EXPIRED) </td></tr> </tbody> </table>													 EXISTING TRAFFIC SIGNAL	 ACCESS TO BE CLOSED WITH REDEVELOPMENT	 POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	 POTENTIAL TRAFFIC SIGNAL	 REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR	 FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST	 POTENTIAL EMERGENCY TRAFFIC SIGNAL	 *ONLY USED IN SH 86 ACP	 *ONLY USED IN SH 86 ACP	 MILE POST	 NEW RIGHT-IN / RIGHT-OUT	 SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS	 ILLEGAL ACCESS, TO BE CLOSED	 RIGHT-IN / RIGHT-OUT TO REMAIN	 RIGHT-IN ONLY	 COMBINE ADJACENT ACCESSES	 EXISTING 3/4 ACCESS TO REMAIN	 ACCESS PERMIT	 CDOT ROW				  PARCEL LINE	 ACCESS PERMIT (EXPIRED)
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KEY MAP: MILE POSTS 30 - 50																																					

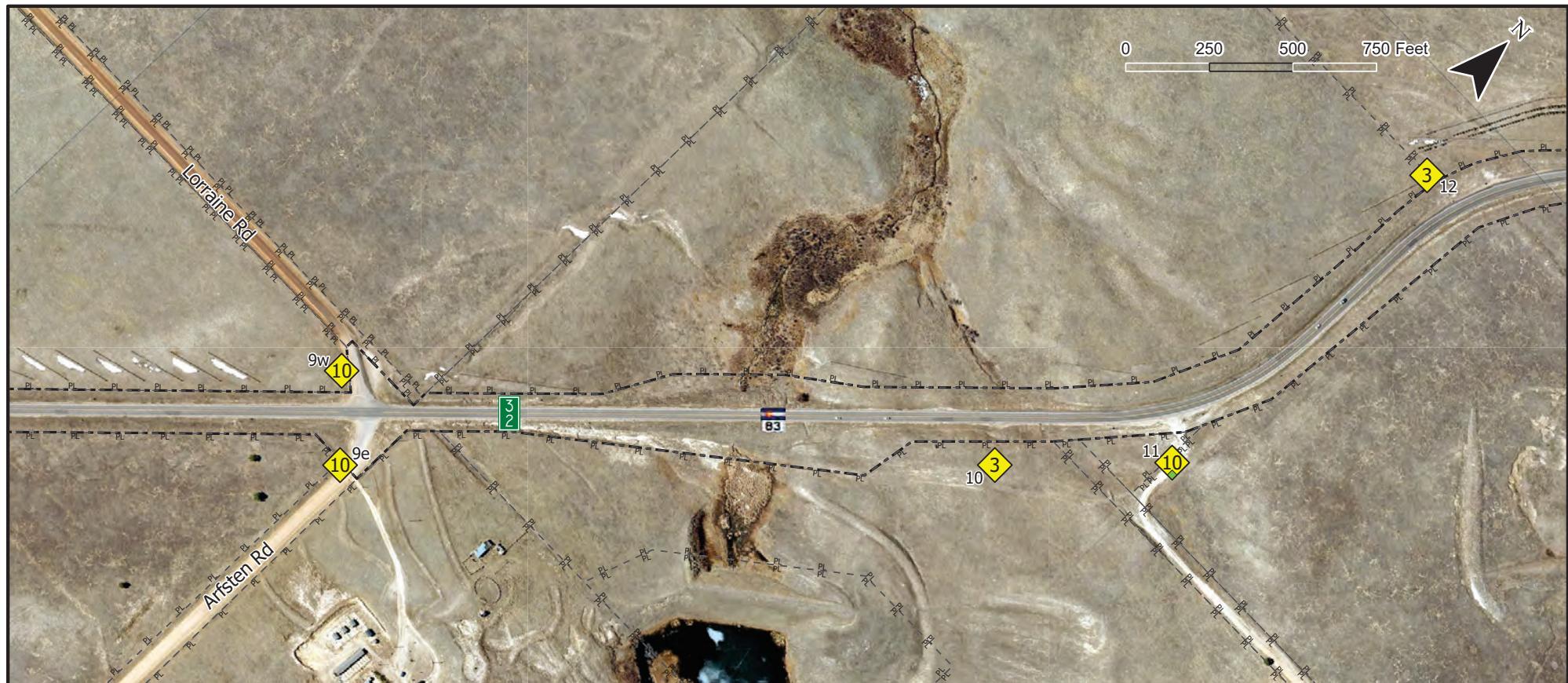


STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, MILEPOST 31 to 31.5

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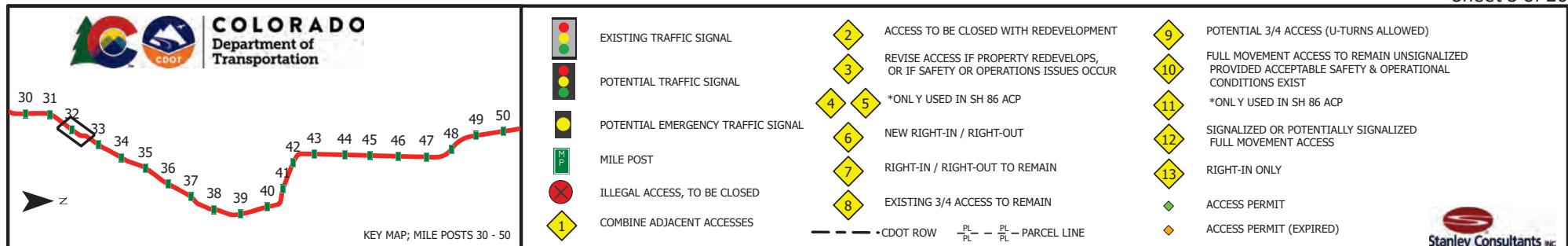


EXISTING TRAFFIC SIGNAL	ACCESS TO BE CLOSED WITH REDEVELOPMENT	POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)
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	CDOT ROW	PARCEL LINE



STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 32

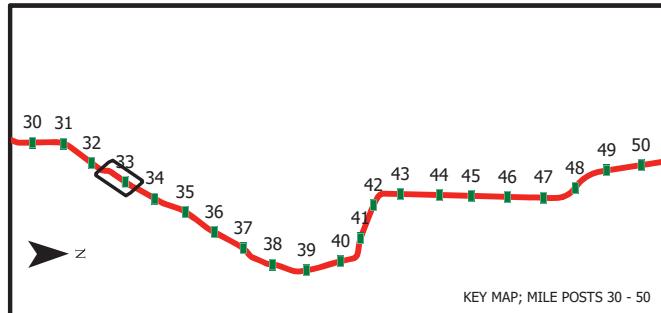
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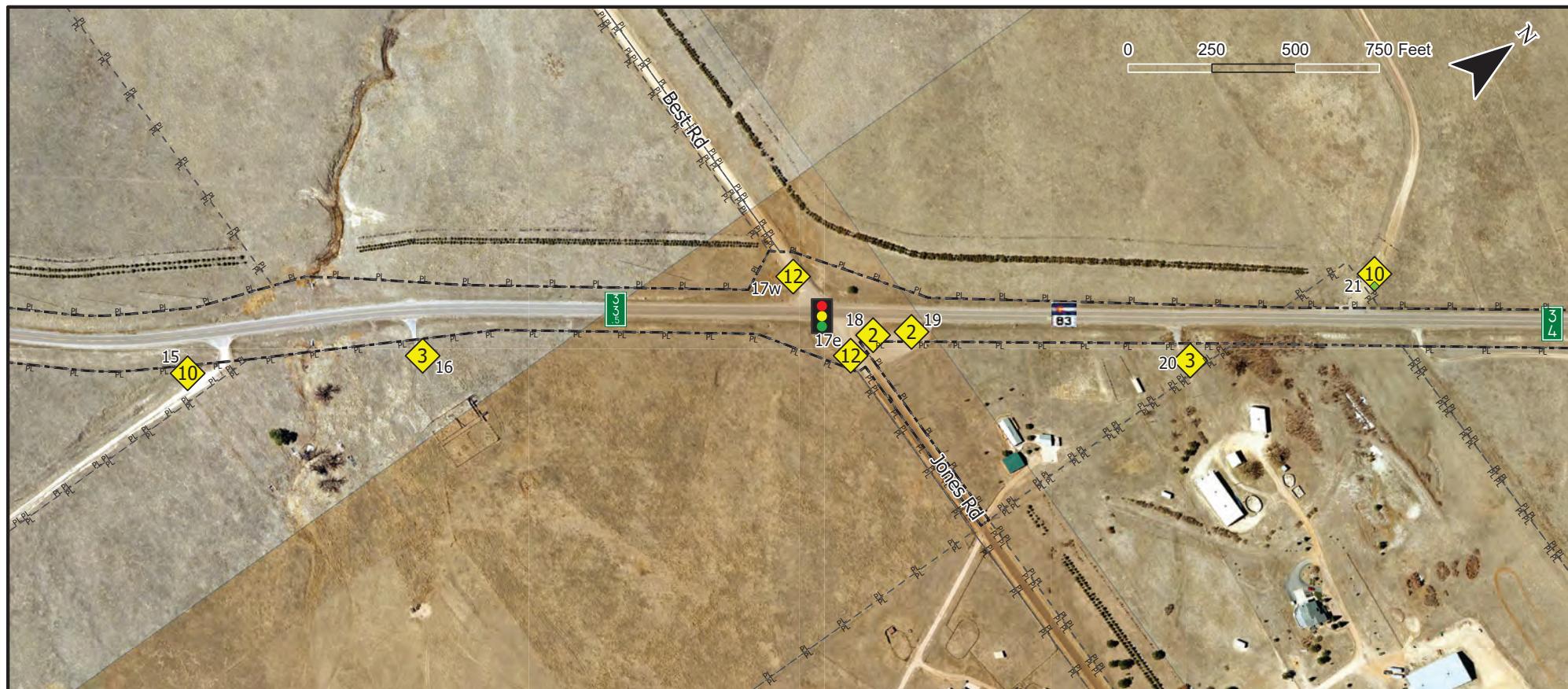


STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 32.5 to 33

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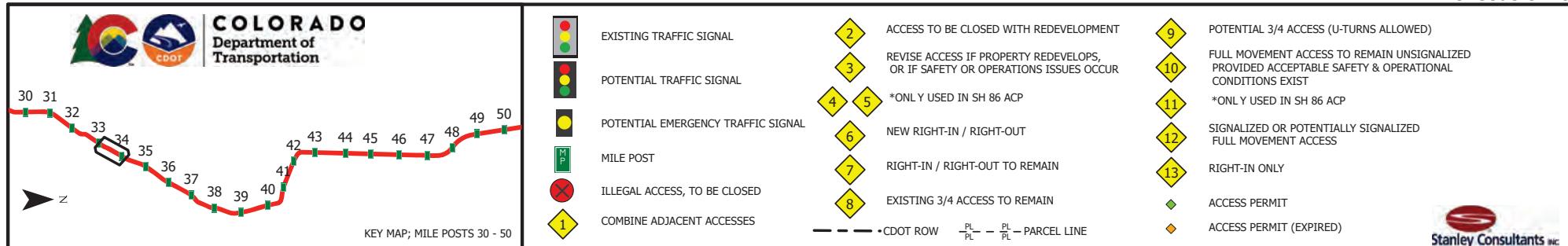


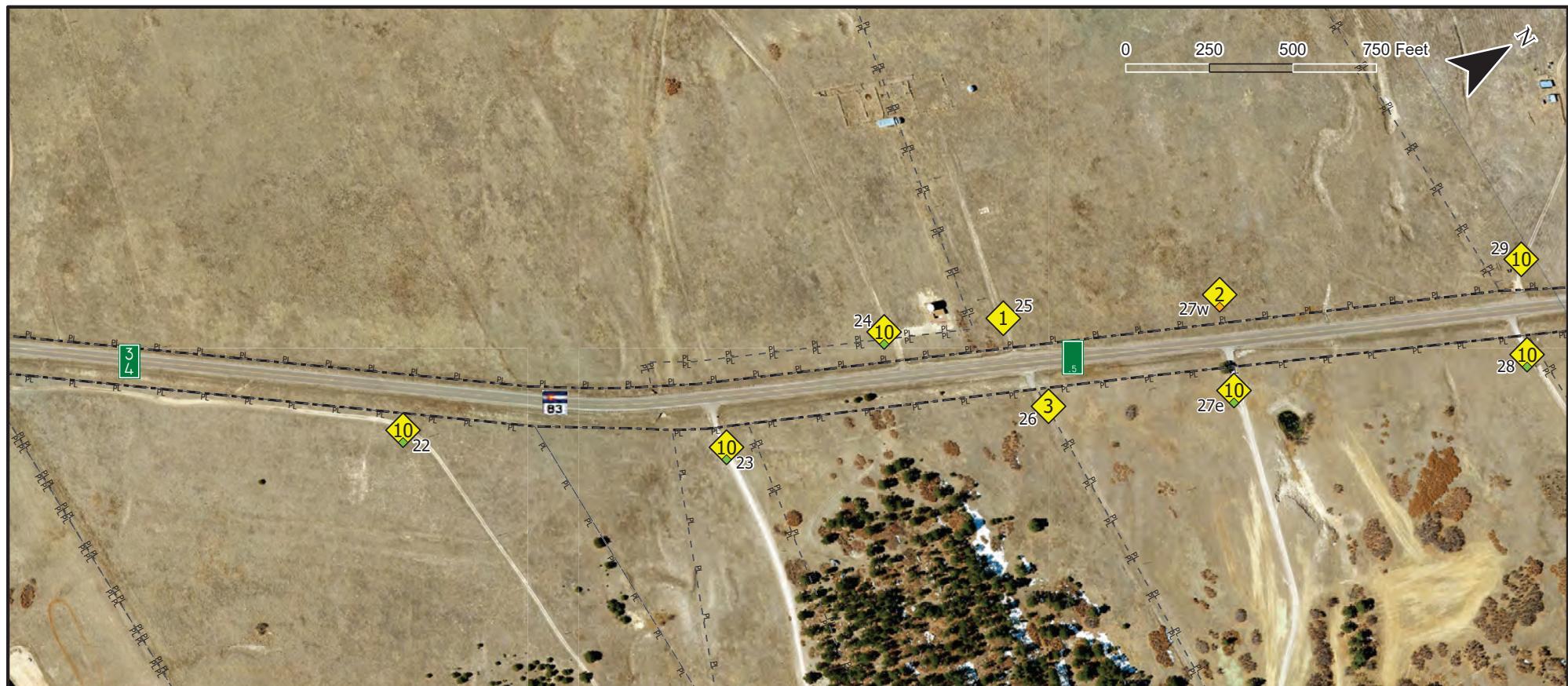
	EXISTING TRAFFIC SIGNAL		ACCESS TO BE CLOSED WITH REDEVELOPMENT		POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)
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	ILLEGAL ACCESS, TO BE CLOSED		RIGHT-IN / RIGHT-OUT TO REMAIN		RIGHT-IN ONLY
	COMBINE ADJACENT ACCESSES		EXISTING 3/4 ACCESS TO REMAIN		ACCESS PERMIT
			CDOT ROW		PARCEL LINE



STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 33.5 to 34

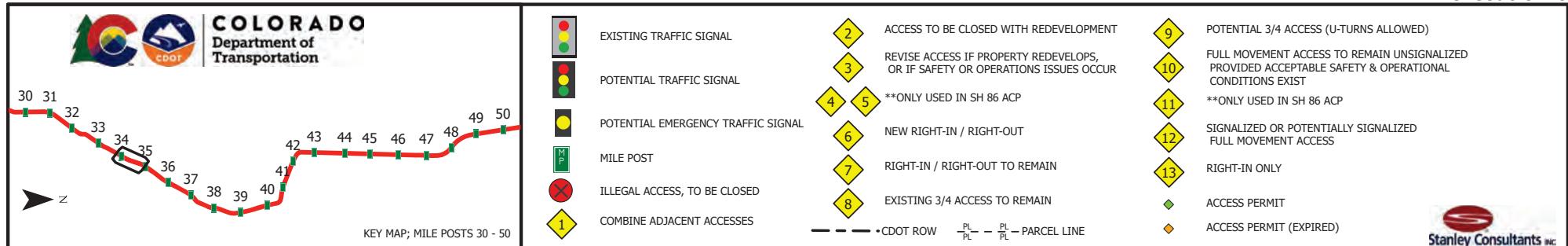
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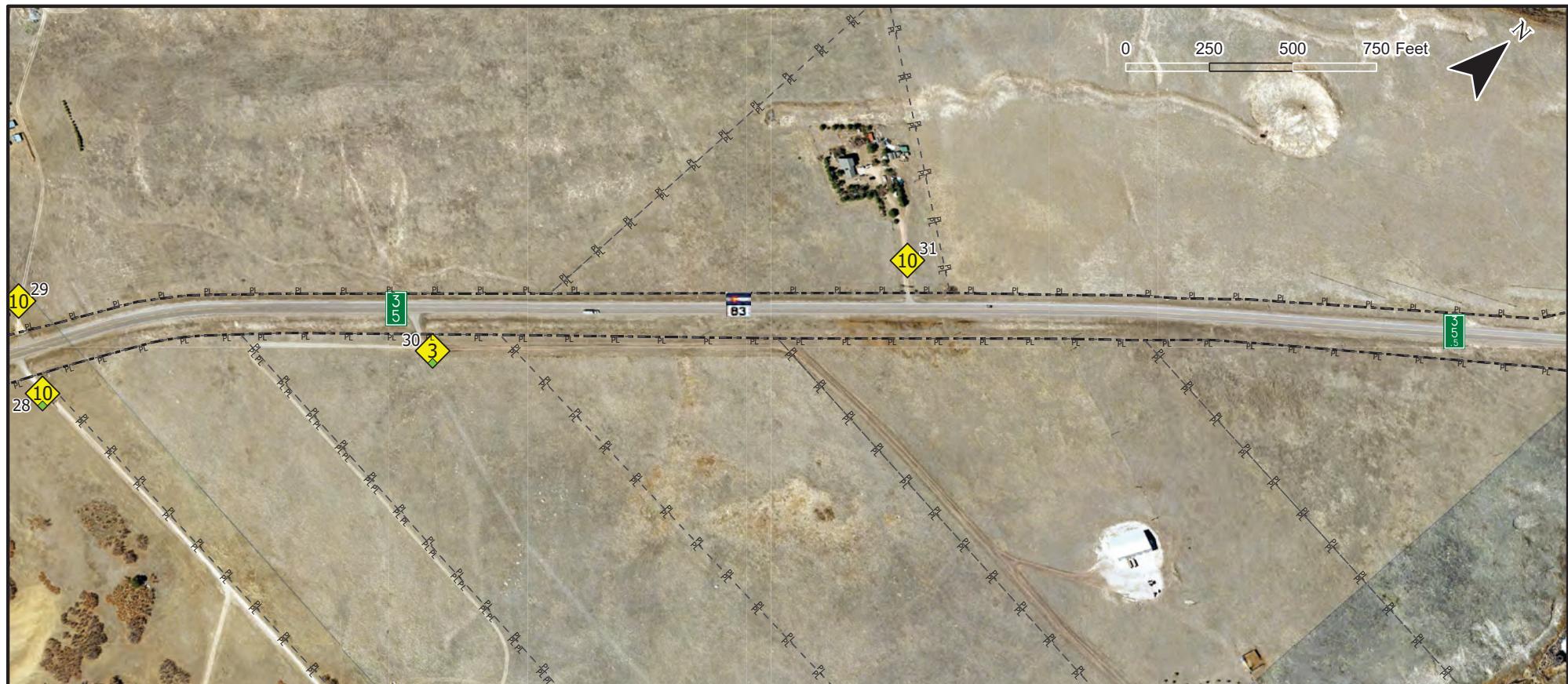




STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 34 to 34.5

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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 35 to 35.5

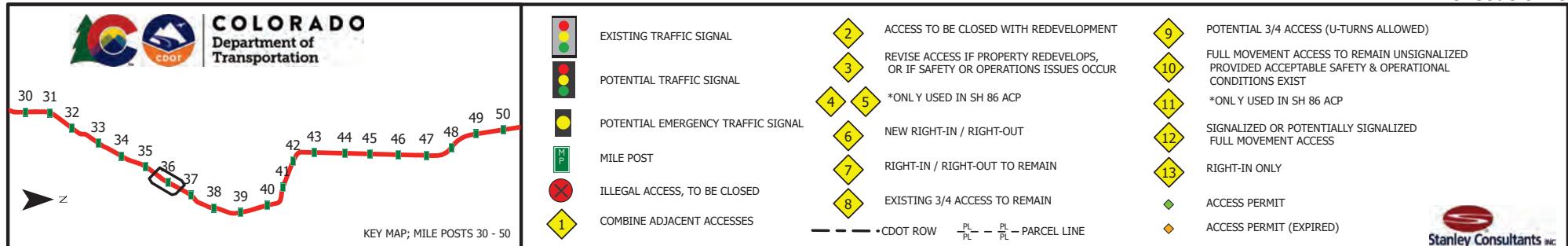
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<p>KEY MAP; MILE POSTS 30 - 50</p>	<table border="1"> <tbody> <tr> <td></td><td>EXISTING TRAFFIC SIGNAL</td></tr> <tr> <td></td><td>POTENTIAL TRAFFIC SIGNAL</td></tr> <tr> <td></td><td>POTENTIAL EMERGENCY TRAFFIC SIGNAL</td></tr> <tr> <td></td><td>MILE POST</td></tr> <tr> <td></td><td>ILLEGAL ACCESS, TO BE CLOSED</td></tr> <tr> <td></td><td>COMBINE ADJACENT ACCESSES</td></tr> </tbody> </table>		EXISTING TRAFFIC SIGNAL		POTENTIAL TRAFFIC SIGNAL		POTENTIAL EMERGENCY TRAFFIC SIGNAL		MILE POST		ILLEGAL ACCESS, TO BE CLOSED		COMBINE ADJACENT ACCESSES	<table border="1"> <tbody> <tr> <td></td><td>ACCESS TO BE CLOSED WITH REDEVELOPMENT</td></tr> <tr> <td></td><td>REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR</td></tr> <tr> <td></td><td>*ONLY USED IN SH 86 ACP</td></tr> <tr> <td></td><td>NEW RIGHT-IN / RIGHT-OUT</td></tr> <tr> <td></td><td>RIGHT-IN / RIGHT-OUT TO REMAIN</td></tr> <tr> <td></td><td>EXISTING 3/4 ACCESS TO REMAIN</td></tr> <tr> <td></td><td>CDOT ROW</td></tr> <tr> <td></td><td>PARCEL LINE</td></tr> </tbody> </table>		ACCESS TO BE CLOSED WITH REDEVELOPMENT		REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR		*ONLY USED IN SH 86 ACP		NEW RIGHT-IN / RIGHT-OUT		RIGHT-IN / RIGHT-OUT TO REMAIN		EXISTING 3/4 ACCESS TO REMAIN		CDOT ROW		PARCEL LINE
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	CDOT ROW																													
	PARCEL LINE																													



STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 36

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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 36.5 to 37

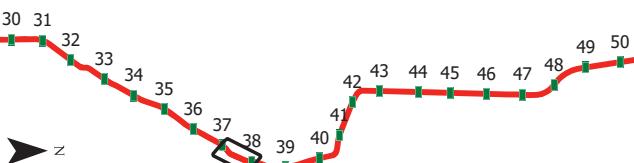
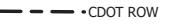
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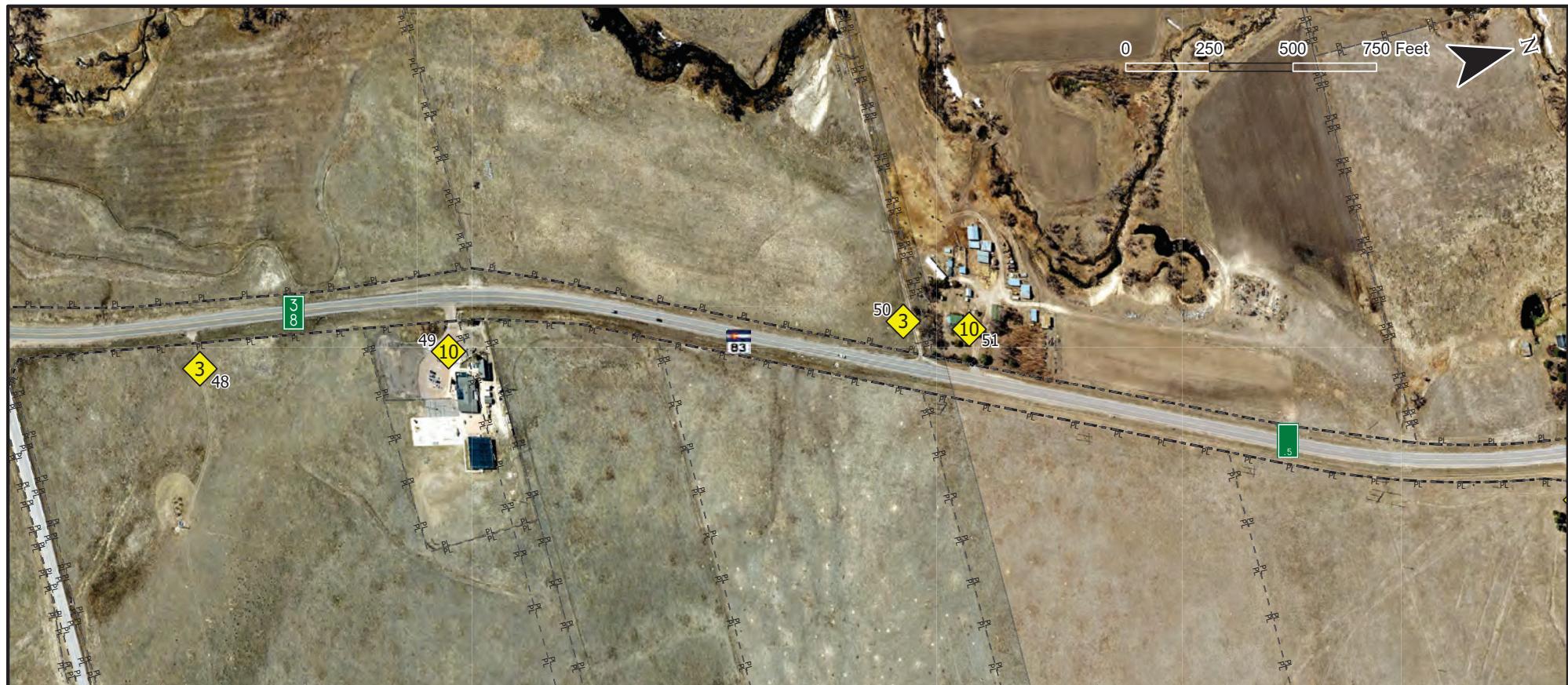
<p>KEY MAP; MILE POSTS 30 - 50</p>	<table border="0"> <tr> <td></td><td>EXISTING TRAFFIC SIGNAL</td></tr> <tr> <td></td><td>POTENTIAL TRAFFIC SIGNAL</td></tr> <tr> <td></td><td>POTENTIAL EMERGENCY TRAFFIC SIGNAL</td></tr> <tr> <td></td><td>MILE POST</td></tr> <tr> <td></td><td>ILLEGAL ACCESS, TO BE CLOSED</td></tr> <tr> <td></td><td>COMBINE ADJACENT ACCESSES</td></tr> </table>		EXISTING TRAFFIC SIGNAL		POTENTIAL TRAFFIC SIGNAL		POTENTIAL EMERGENCY TRAFFIC SIGNAL		MILE POST		ILLEGAL ACCESS, TO BE CLOSED		COMBINE ADJACENT ACCESSES	<table border="0"> <tr> <td></td><td>ACCESS TO BE CLOSED WITH REDEVELOPMENT</td></tr> <tr> <td></td><td>REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR</td></tr> <tr> <td></td><td>*ONLY USED IN SH 86 ACP</td></tr> <tr> <td></td><td>NEW RIGHT-IN / RIGHT-OUT</td></tr> <tr> <td></td><td>RIGHT-IN / RIGHT-OUT TO REMAIN</td></tr> <tr> <td></td><td>EXISTING 3/4 ACCESS TO REMAIN</td></tr> <tr> <td></td><td>CDOT ROW</td></tr> <tr> <td></td><td>PARCEL LINE</td></tr> </table>		ACCESS TO BE CLOSED WITH REDEVELOPMENT		REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR		*ONLY USED IN SH 86 ACP		NEW RIGHT-IN / RIGHT-OUT		RIGHT-IN / RIGHT-OUT TO REMAIN		EXISTING 3/4 ACCESS TO REMAIN		CDOT ROW		PARCEL LINE
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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 37.5

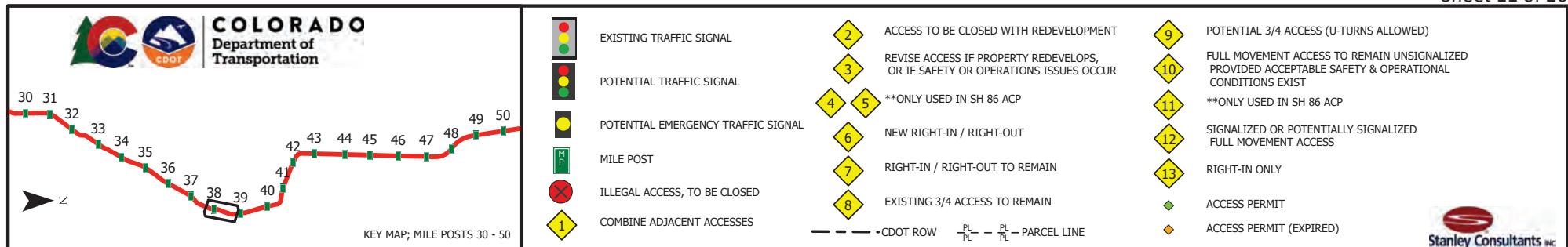
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 COLORADO Department of Transportation	KEY MAP: MILE POSTS 30 - 50													
	 EXISTING TRAFFIC SIGNAL  POTENTIAL TRAFFIC SIGNAL  POTENTIAL EMERGENCY TRAFFIC SIGNAL  MILE POST  ILLEGAL ACCESS, TO BE CLOSED  COMBINE ADJACENT ACCESSES													
	 2  3  4  5  6  7  8	ACCESS TO BE CLOSED WITH REDEVELOPMENT REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR **ONLY USED IN SH 86 ACP NEW RIGHT-IN / RIGHT-OUT RIGHT-IN / RIGHT-OUT TO REMAIN EXISTING 3/4 ACCESS TO REMAIN												
	 9  10  11  12  13	POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED) FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST **ONLY USED IN SH 86 ACP SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS RIGHT-IN ONLY ACCESS PERMIT ACCESS PERMIT (EXPIRED)												
	 CDOT ROW  PARCEL LINE													



STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 38 to 38.5

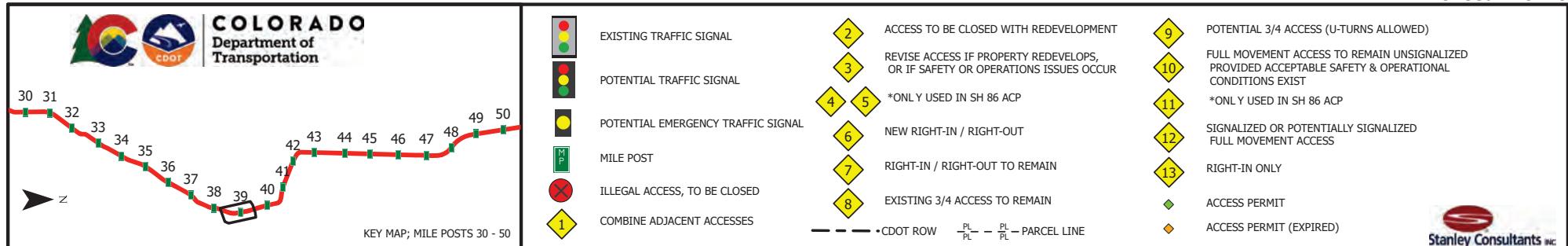
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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 38.5 to 39

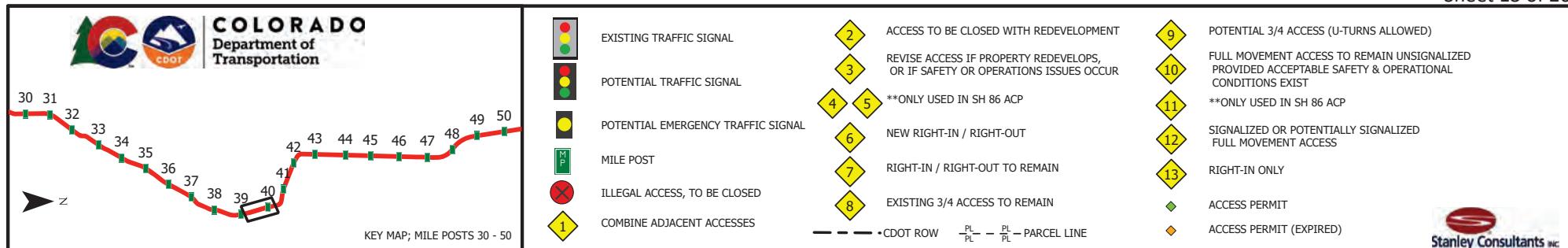
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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 39.5 to 40

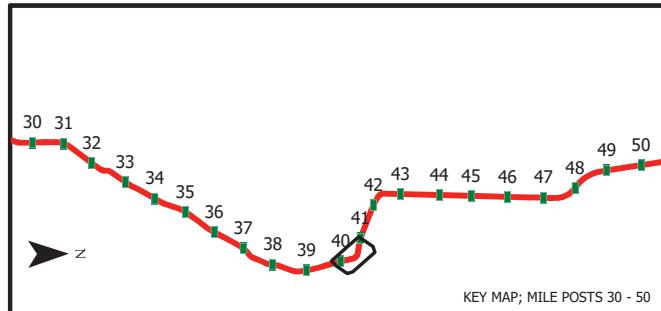
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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 40 to 40.5

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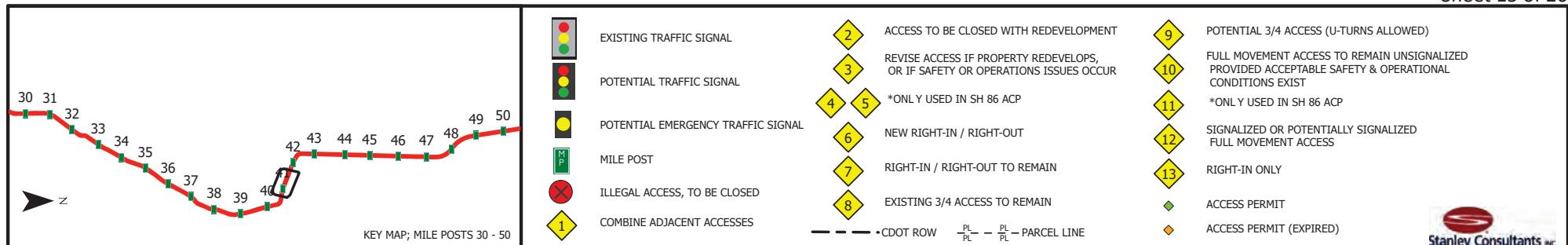


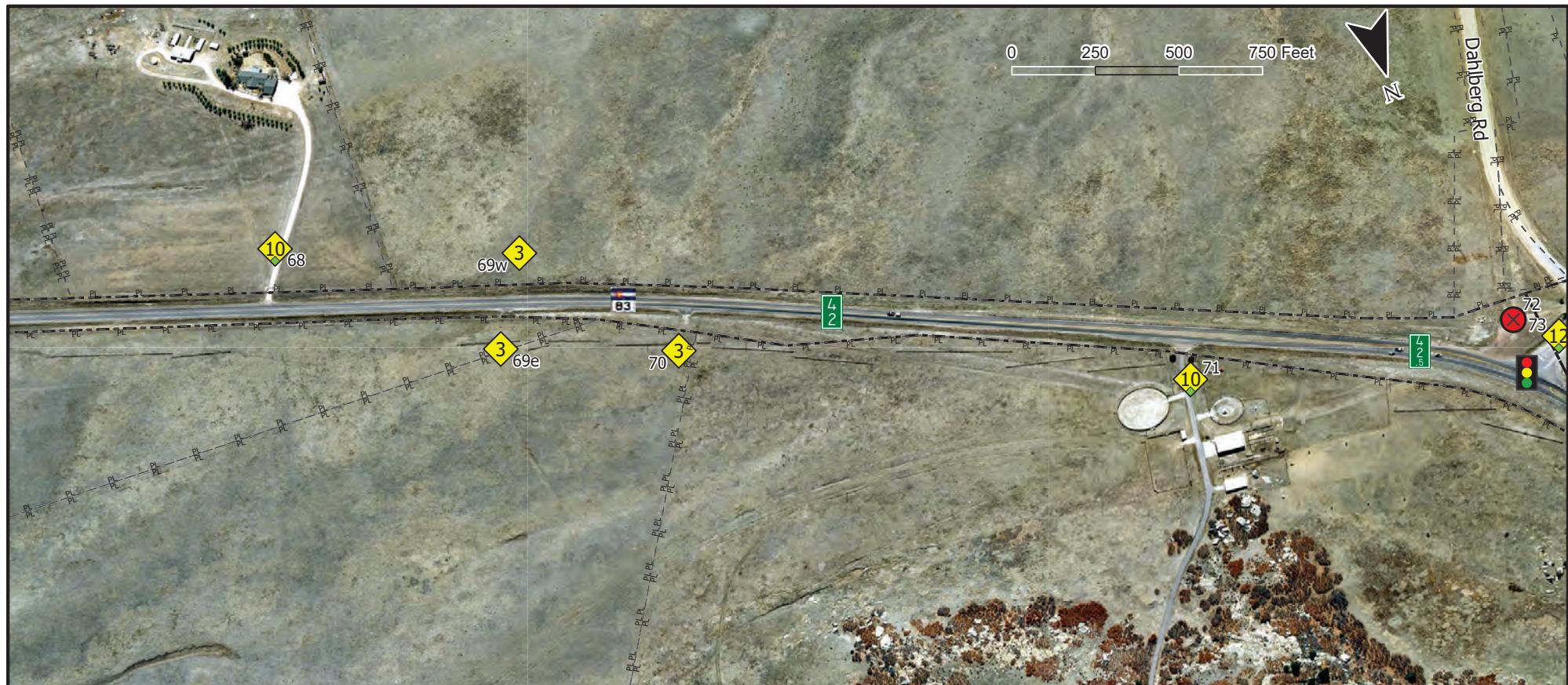
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	CDOT ROW	PARCEL LINE
	PL	PL
	PL	PL



STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 41 to 41.5

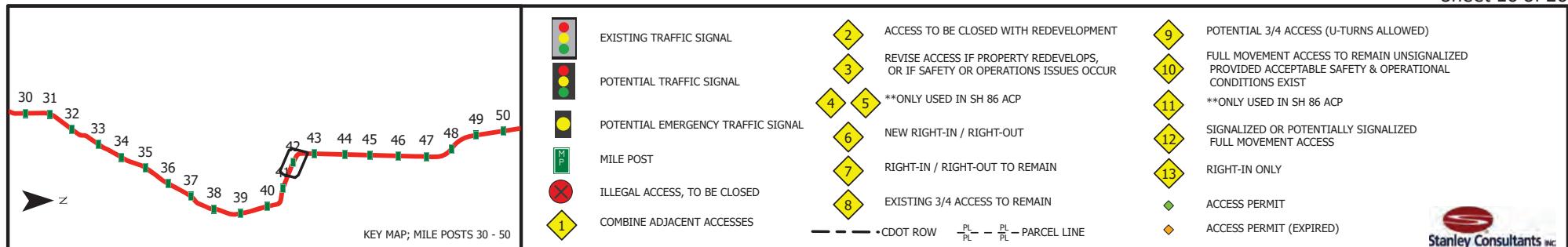
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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 42 to 42.5

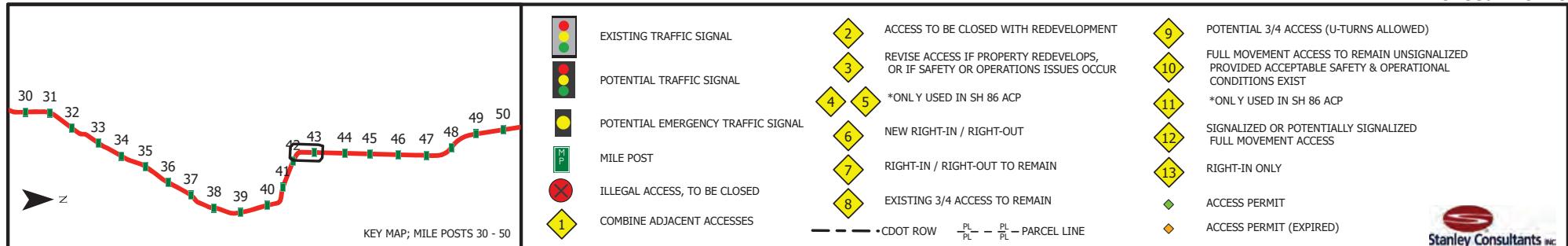
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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 42.5 to 43

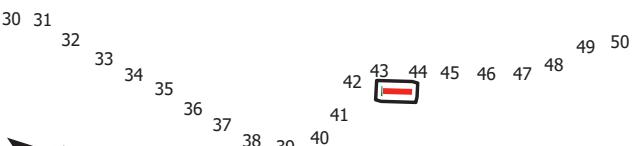
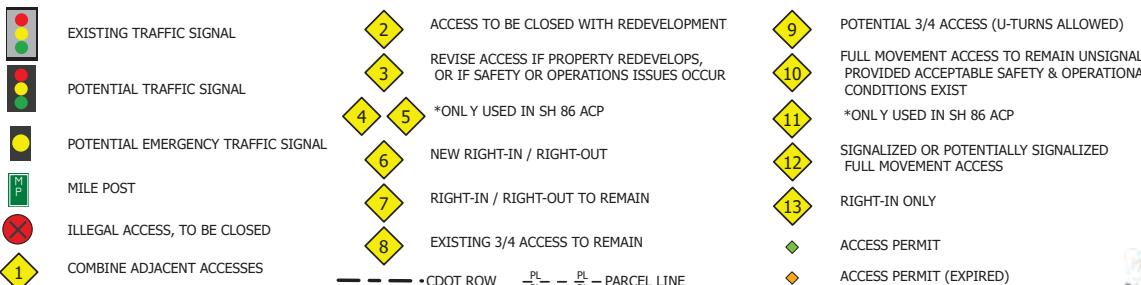
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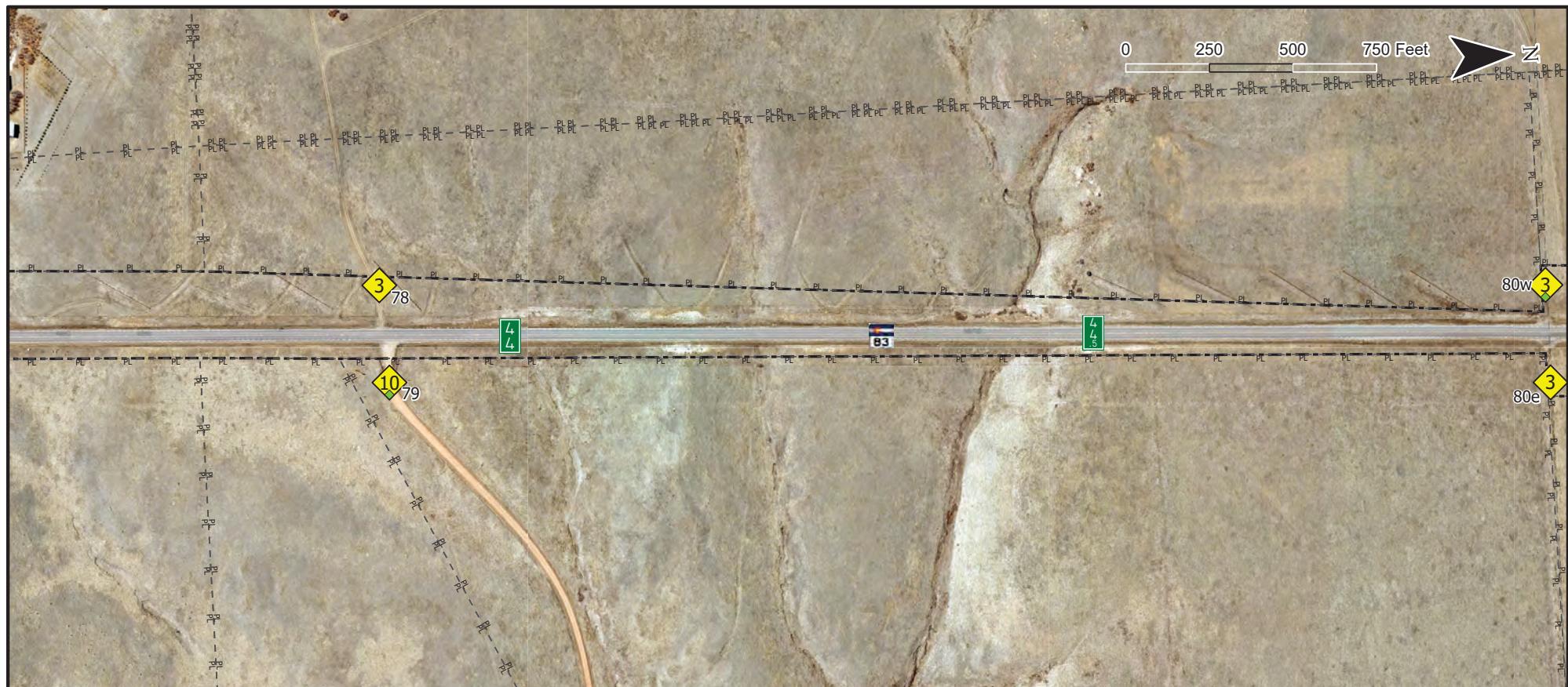




STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 43.5

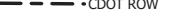
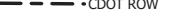
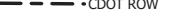
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 COLORADO Department of Transportation	<p>KEY MAP; MILE POSTS 30 - 50</p> 												
													
30	31	32	33	34	35	36	37	38	39	40	41	42	43
													44
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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 44 to 44.5

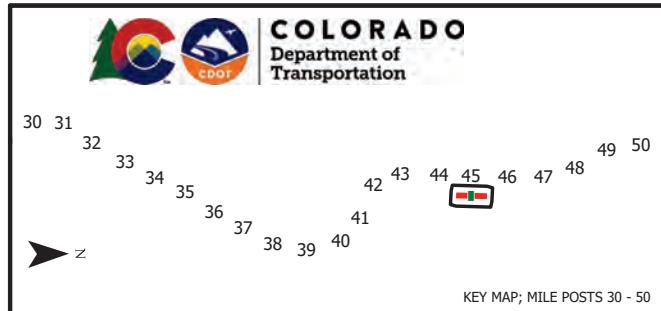
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 COLORADO Department of Transportation	<table border="0"> <tbody> <tr> <td>  EXISTING TRAFFIC SIGNAL </td><td>  ACCESS TO BE CLOSED WITH REDEVELOPMENT </td><td>  POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED) </td></tr> <tr> <td>  POTENTIAL TRAFFIC SIGNAL </td><td>  REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR </td><td>  FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST </td></tr> <tr> <td>  POTENTIAL EMERGENCY TRAFFIC SIGNAL </td><td>  *ONLY USED IN SH 86 ACP </td><td>  *ONLY USED IN SH 86 ACP </td></tr> <tr> <td>  MILE POST </td><td>  NEW RIGHT-IN / RIGHT-OUT </td><td>  SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS </td></tr> <tr> <td>  ILLEGAL ACCESS, TO BE CLOSED </td><td>  RIGHT-IN / RIGHT-OUT TO REMAIN </td><td>  RIGHT-IN ONLY </td></tr> <tr> <td>  COMBINE ADJACENT ACCESSES </td><td>  EXISTING 3/4 ACCESS TO REMAIN </td><td>  ACCESS PERMIT </td></tr> <tr> <td colspan="3">  CDOT ROW </td><td>   PARCEL LINE </td><td>  ACCESS PERMIT (EXPIRED) </td></tr> </tbody> </table>														 EXISTING TRAFFIC SIGNAL	 ACCESS TO BE CLOSED WITH REDEVELOPMENT	 POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	 POTENTIAL TRAFFIC SIGNAL	 REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR	 FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST	 POTENTIAL EMERGENCY TRAFFIC SIGNAL	 *ONLY USED IN SH 86 ACP	 *ONLY USED IN SH 86 ACP	 MILE POST	 NEW RIGHT-IN / RIGHT-OUT	 SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS	 ILLEGAL ACCESS, TO BE CLOSED	 RIGHT-IN / RIGHT-OUT TO REMAIN	 RIGHT-IN ONLY	 COMBINE ADJACENT ACCESSES	 EXISTING 3/4 ACCESS TO REMAIN	 ACCESS PERMIT	 CDOT ROW			  PARCEL LINE	 ACCESS PERMIT (EXPIRED)
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Z																																					
KEY MAP: MILE POSTS 30 - 50																																					



STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 45

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 EXISTING TRAFFIC SIGNAL	 2 ACCESS TO BE CLOSED WITH REDEVELOPMENT
 POTENTIAL TRAFFIC SIGNAL	 3 REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR
 POTENTIAL EMERGENCY TRAFFIC SIGNAL	 4 *ONLY USED IN SH 86 ACP
 MILE POST	 5 *ONLY USED IN SH 86 ACP
 ILLEGAL ACCESS, TO BE CLOSED	 6 NEW RIGHT-IN / RIGHT-OUT
 1 COMBINE ADJACENT ACCESSES	 7 RIGHT-IN / RIGHT-OUT TO REMAIN
	 8 EXISTING 3/4 ACCESS TO REMAIN

— CDOT ROW — PL — PARCEL LINE

 9 POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)
 10 FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST
 11 *ONLY USED IN SH 86 ACP
 12 SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS
 13 RIGHT-IN ONLY
 ACCESS PERMIT
 ACCESS PERMIT (EXPIRED)



STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 45.5 to 46

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KEY MAP; MILE POSTS 30 - 50

	EXISTING TRAFFIC SIGNAL		ACCESS TO BE CLOSED WITH REDEVELOPMENT		POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)
	POTENTIAL TRAFFIC SIGNAL		REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR		FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST
	POTENTIAL EMERGENCY TRAFFIC SIGNAL	 	*ONLY USED IN SH 86 ACP		*ONLY USED IN SH 86 ACP
	MILE POST		NEW RIGHT-IN / RIGHT-OUT		SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS
	ILLEGAL ACCESS, TO BE CLOSED		RIGHT-IN / RIGHT-OUT TO REMAIN		RIGHT-IN ONLY
	COMBINE ADJACENT ACCESSES		EXISTING 3/4 ACCESS TO REMAIN		ACCESS PERMIT
		 - CDOT ROW  -  - PARCEL LINE			ACCESS PERMIT (EXPIRED)





STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 46.5

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COLORADO Department of Transportation	<p>KEY MAP; MILE POSTS 30 - 50</p> <p>Legend:</p> <ul style="list-style-type: none"> EXISTING TRAFFIC SIGNAL POTENTIAL TRAFFIC SIGNAL POTENTIAL EMERGENCY TRAFFIC SIGNAL MILE POST ILLEGAL ACCESS, TO BE CLOSED COMBINE ADJACENT ACCESSES ACCESS TO BE CLOSED WITH REDEVELOPMENT REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR *ONLY USED IN SH 86 ACP NEW RIGHT-IN / RIGHT-OUT RIGHT-IN / RIGHT-OUT TO REMAIN EXISTING 3/4 ACCESS TO REMAIN POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED) FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST *ONLY USED IN SH 86 ACP SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS RIGHT-IN ONLY ACCESS PERMIT ACCESS PERMIT (EXPIRED) <p>CDOT ROW PL PL PL PL PARCEL LINE</p>												
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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 47 to 47.5

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30 31 32 33 34 35 36 41 42 43 44 45 46 47 48 49 50

KEY MAP; MILE POSTS 30 - 50

	EXISTING TRAFFIC SIGNAL		ACCESS TO BE CLOSED WITH REDEVELOPMENT	
	POTENTIAL TRAFFIC SIGNAL		REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR	
	POTENTIAL EMERGENCY TRAFFIC SIGNAL			**ONLY USED IN SH 86 ACP
	MILE POST		NEW RIGHT-IN / RIGHT-OUT	
	ILLEGAL ACCESS, TO BE CLOSED		RIGHT-IN / RIGHT-OUT TO REMAIN	
	COMBINE ADJACENT ACCESSES		EXISTING 3/4 ACCESS TO REMAIN	

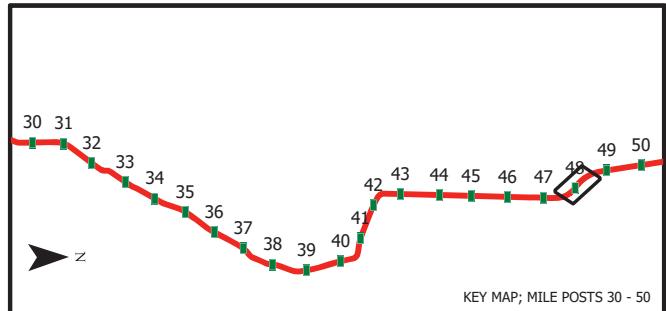
- 9 POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)
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- 11 **ONLY USED IN SH 86 ACP
- 12 SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS
- 13 RIGHT-IN ONLY
- ◆ ACCESS PERMIT
- ◆ ACCESS PERMIT (EXPIRED)



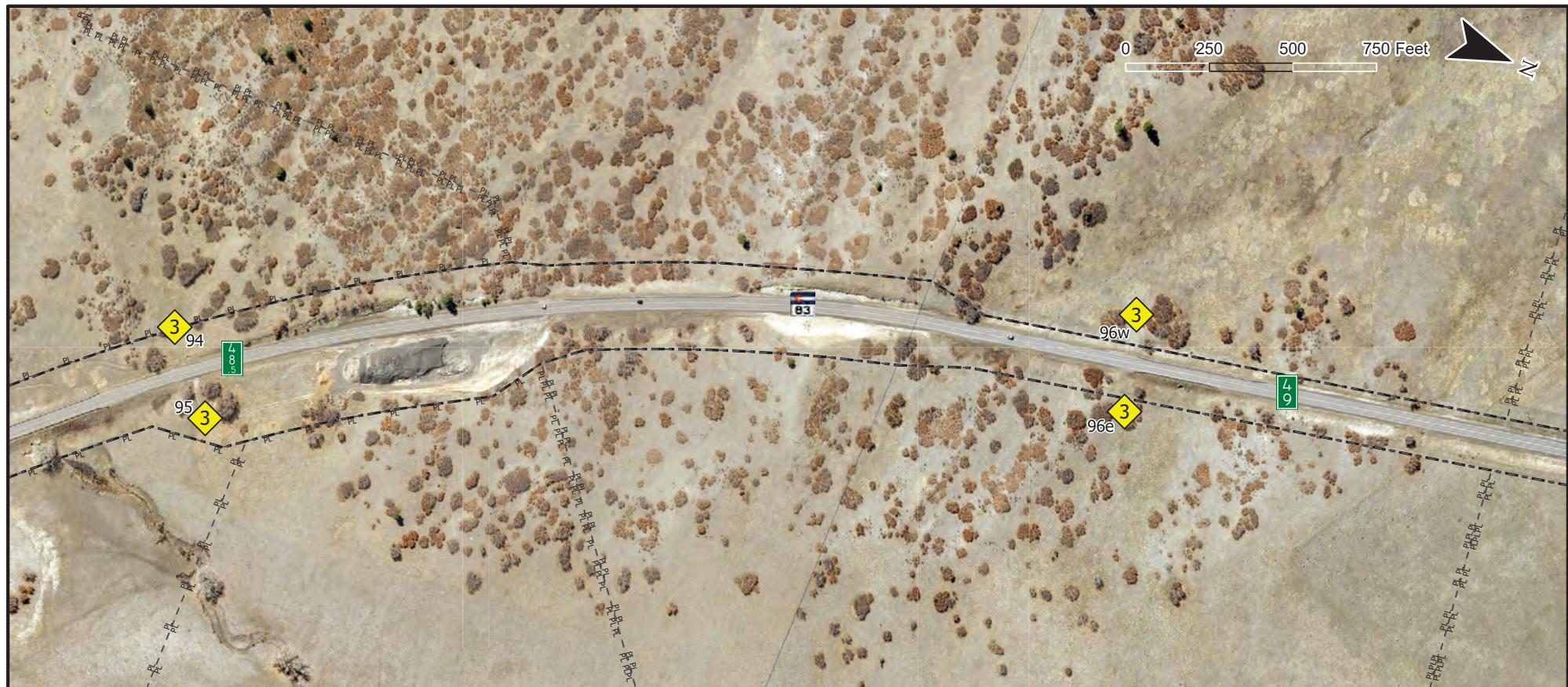


STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 48 to 48.5

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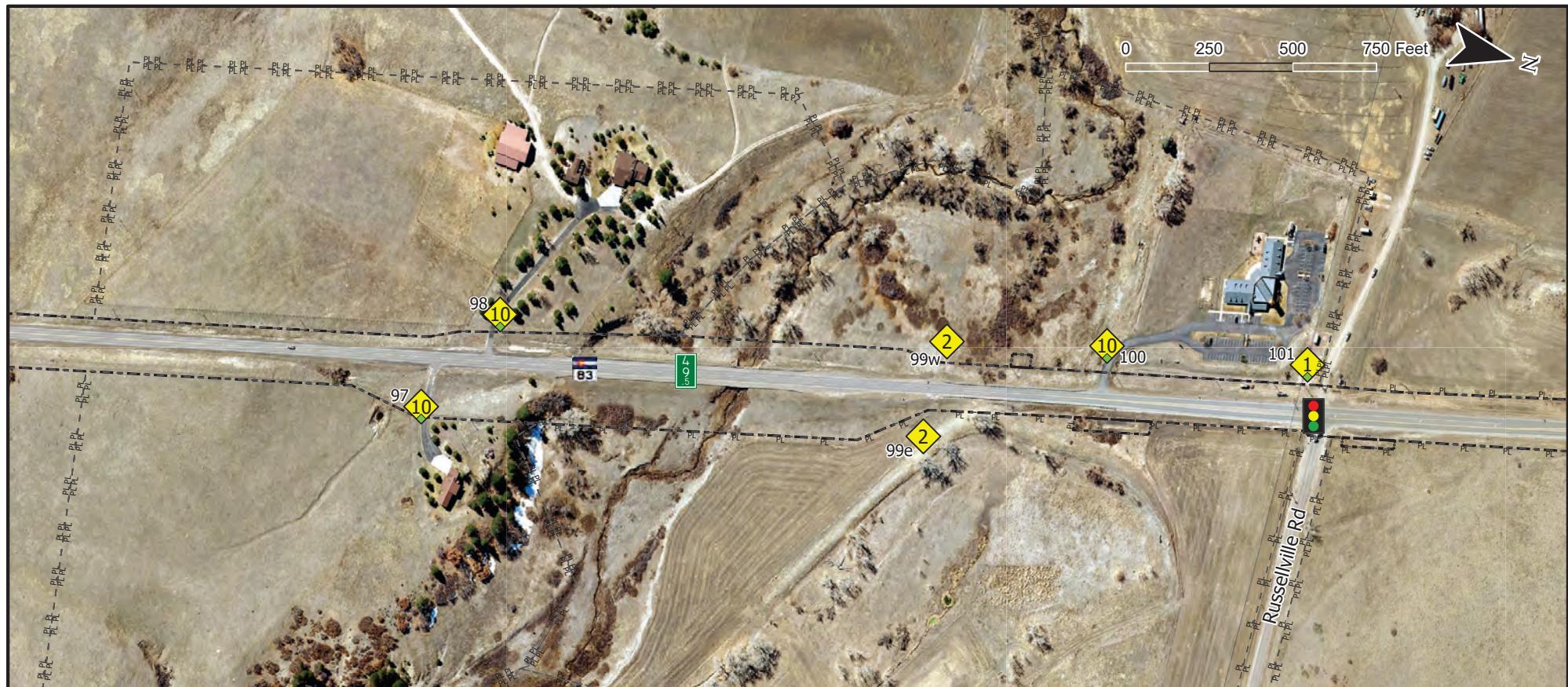
EXISTING TRAFFIC SIGNAL	ACCESS TO BE CLOSED WITH REDEVELOPMENT	POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)
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ILLEGAL ACCESS, TO BE CLOSED	RIGHT-IN / RIGHT-OUT TO REMAIN	RIGHT-IN ONLY
COMBINE ADJACENT ACCESSES	EXISTING 3/4 ACCESS TO REMAIN	ACCESS PERMIT
	CDOT ROW	PARCEL LINE
	PL	PL



STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 48.5 to 49

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<p>KEY MAP; MILE POSTS 30 - 50</p>	<table border="1"> <tr> <td></td><td>EXISTING TRAFFIC SIGNAL</td></tr> <tr> <td></td><td>POTENTIAL TRAFFIC SIGNAL</td></tr> <tr> <td></td><td>POTENTIAL EMERGENCY TRAFFIC SIGNAL</td></tr> <tr> <td></td><td>MILE POST</td></tr> <tr> <td></td><td>ILLEGAL ACCESS, TO BE CLOSED</td></tr> <tr> <td></td><td>COMBINE ADJACENT ACCESSES</td></tr> </table>		EXISTING TRAFFIC SIGNAL		POTENTIAL TRAFFIC SIGNAL		POTENTIAL EMERGENCY TRAFFIC SIGNAL		MILE POST		ILLEGAL ACCESS, TO BE CLOSED		COMBINE ADJACENT ACCESSES	<table border="1"> <tr> <td></td><td>ACCESS TO BE CLOSED WITH REDEVELOPMENT</td></tr> <tr> <td></td><td>REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR</td></tr> <tr> <td></td><td>**ONLY USED IN SH 86 ACP</td></tr> <tr> <td></td><td>NEW RIGHT-IN / RIGHT-OUT</td></tr> <tr> <td></td><td>RIGHT-IN / RIGHT-OUT TO REMAIN</td></tr> <tr> <td></td><td>EXISTING 3/4 ACCESS TO REMAIN</td></tr> <tr> <td></td><td>CDOT ROW</td></tr> <tr> <td></td><td>PARCEL LINE</td></tr> </table>		ACCESS TO BE CLOSED WITH REDEVELOPMENT		REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR		**ONLY USED IN SH 86 ACP		NEW RIGHT-IN / RIGHT-OUT		RIGHT-IN / RIGHT-OUT TO REMAIN		EXISTING 3/4 ACCESS TO REMAIN		CDOT ROW		PARCEL LINE
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STATE HIGHWAY 83 ACCESS MANAGEMENT PLAN: EXISTING AND PLANNED ACCESS POINTS, NEAR MILEPOST 49.5

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