

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
1 (1)	276.80	West	Unnamed Private Road	Civic (School)	Full movement (un-signalized)	<b>Full movement (un-signalized)</b>	Access may be restricted if operational and/or safety issues are identified through the completion of a traffic study. If a traffic signal is warranted, turning movements may be restricted.
2 (1)	277.09	West	Field Access	Civic (School)	Full movement (un-signalized)	<b>Access to be closed</b>	Closure may be implemented without any requiring conditions (access to property provided from #1 & #4).
3 (2)	277.18	West	Field Access	Civic (School)	Full movement (un-signalized)	<b>Access to be closed</b>	Closure may be implemented without any requiring conditions (access to property provided from #1 & #4).
4 (2)	277.21	West	Pueblo Community College Boulevard	Civic (School)	Full movement (un-signalized)	<b>Full Movement<sup>5</sup></b>	Access may be signalized in the future if warranted.
5 (2)	277.48	West	Tunnel Drive	Industrial/ Recreational/ Utilities	Full movement (un-signalized)	<b>Full Movement<sup>5</sup></b>	Access may be signalized in the future if warranted.
6 (2)	277.49	East	Private Driveway	Civic (CDOT)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be closed when the Colorado Department of Transportation relocates to a new location.
7 (2)	277.61	West	Private Driveway	Transportation (Railroad)	Full movement (un-signalized)	<b>Full movement (un-signalized)</b>	Access to be gated and provide access for railroad owner. Access may be restricted to less than full movement if <ul style="list-style-type: none"> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>

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8 (2)	277.61	East	Private Driveway	Civic (CDOT)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be closed when the Colorado Department of Transportation relocates to a new location.
9 (2)	277.69	North	Private Driveway	Civic (Prison)	Gated access	<b>Access to be closed</b>	Closure may be implemented without any requiring conditions.
10 (2)	277.72	North	Pedestrian Gate	Civic (Prison)	Pedestrian movements only	<b>Gate to be closed</b>	Closure may be implemented without any requiring conditions.
11 (3)	277.89	North	Private Driveway	Civic (Prison)	Full movement (un-signalized)	<b>Full movement (un-signalized)</b>	Access may be restricted to less than full movement if <ul style="list-style-type: none"> <li>• The adjacent property redevelops with change in use; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
12 (3)	277.92	North	Private Driveway	Civic (Prison)	Full movement (un-signalized)	<b>Full movement (un-signalized)</b>	Access may be restricted to less than full movement or closed if <ul style="list-style-type: none"> <li>• The adjacent property redevelops change in use; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted; or</li> <li>• Access is moved to the east (approximately midway between 1st Street and #11), a traffic signal is installed at 1st Street, and existing access to 1st Street is improved and/or alternative access to 1st Street is obtained.</li> </ul>

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13 (3)	278.03	South	South 1st Street	Public road	Full movement (un-signalized)	<b>Full Movement<sup>5</sup></b>	Access may be signalized in the future if warranted and any adjacent midblock pedestrian crossings are removed.
14 (3)	278.03	North	South 1st Street	Public road	Full movement (un-signalized)	<b>Full Movement<sup>5</sup></b>	Access may be signalized in the future if warranted and any adjacent midblock pedestrian crossings are removed.
15 (3)	278.10	South	Private Driveway	Open Space (Park)	Right-in, left-in (entrance only)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
16 (3)	278.10	North	Private Driveway	Civic (City Hall)	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
17 (3)	278.14	North	Private Driveway	Civic (City Hall)	Full movement (un-signalized)	<b>Emergency Access Only (gated)</b>	Access may be restricted to emergency access (gated) only (access to the property to be obtained from #16) if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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18 (3)	278.15	North	South 2nd Street	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	Access may be restricted to less than full movement if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
19 (3)	278.20	North	Private Driveway	Commercial (Hotel)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> </ul> Access may be closed if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
20 (3)	278.22	North	Private Driveway	Commercial (Hotel)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 3rd Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> Closure may be implemented without any requiring conditions.
21 (3)	278.23	North	South 3rd Street	Public Road	Full movement (signalized)	<b>Full Movement<sup>5</sup></b>	Access may remain full-movement.
22 (3)	278.23	South	South 3rd Street	Public Road	Full movement (signalized)	<b>Full Movement<sup>5</sup></b>	Access may remain full-movement.

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23 (3)	278.24	South	Private Driveway	Commercial (Rafting Tours)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 3rd Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Closure may be implemented without any requiring conditions.</p>
24 (3)	278.24	North	Private Driveway	Commercial (Pawn Shop)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 3rd Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Closure may be implemented without any requiring conditions.</p>
25 (3)	278.26	South	Private Driveway	Commercial (Rafting Tours)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 3rd Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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26 (3)	278.27	South	4th Street (Viaduct)	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	Access may be restricted to less than full movement if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
27 (3)	278.28	North	Private Driveway	Commercial (Hotel)	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out movement if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
28 (4)	278.30	South	Private Driveway	Transportation (Railroad)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 4th Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> Closure may be implemented without any requiring conditions.

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29 (4)	278.32	South	South 4th Street	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	Access may be restricted to less than full movement if <ul style="list-style-type: none"> <li>• A traffic signal is installed at South 5th Street; or</li> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
30 (4)	278.32	North	South 4th Street	Public Road	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A traffic signal is installed at South 5th Street; or</li> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
31 (4)	278.33	South	Private Driveway	Commercial (Office)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 4th Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> Closure may be implemented without any requiring conditions.

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32 (4)	278.34	North	Private Driveway	Transportation (Parking Lot)	Right-out, left-out (exit only)	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 4th Street and/or #35) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
33 (4)	278.34	South	Private Driveway	Commercial (Office)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 4th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
34 (4)	278.36	South	Private Driveway	Commercial (Fuel Station/Food/Bus Stop)	Full movement (un-signalized)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
35 (4)	278.37	North	Private Driveway	Transportation (Parking Lot)	Right-in, left-in (entrance only)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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36 (4)	278.38	South	Private Driveway	N/A	Curb cut/Drive-way stump	<b>Access to be closed</b>	Closure may be implemented without any requiring conditions.
37 (4)	278.38	North	Private Driveway	Commercial (Mixed Use Shops/Offices)	Right-out, left-out (exit only)	<b>Access to be closed</b>	Access may be restricted to right-out only if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 5th Street and/or #35) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A cross access easement is obtained to share #35 with adjacent property.</li> </ul>
38 (4)	278.40	South	South 5th Street	Public Road	Full movement (un-signalized)	<b>Full Movement<sup>5</sup></b>	Access may be signalized in the future if warranted and any adjacent midblock pedestrian crossings are removed.
39 (4)	278.40	North	South 5th Street	Public Road	Full movement (un-signalized)	<b>Full Movement<sup>5</sup></b>	Access may be signalized in the future if warranted and any adjacent midblock pedestrian crossings are removed.
40 (4)	278.42	North	Private Driveway	Commercial (Mixed Use Shops/Offices)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 5th Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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41 (4)	278.43	South	Private Driveway	Commercial (Mixed Use Residential/Restaurant)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained #43) if <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
42 (4)	278.43	North	Private Driveway	Transportation (Parking Lot)	Right-out, left-out (exit only)	<b>Access to be closed</b>	Access may be restricted to right-out only if <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from #131) if <ul style="list-style-type: none"> <li>New access is constructed at #131; or</li> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
43 (4)	278.44	South	Private Driveway	Commercial (Restaurant Parking Lot)	Right-in, left-in (entrance only)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
131 (4)	278.44	North	New Access	N/A	N/A	<b>Right-in, right-out</b>	New access to provide shared access between adjacent parcels on the north side of US 50, to be located on the property line between the parcels if <ul style="list-style-type: none"> <li>The adjacent property(s) redevelop; and/or</li> <li>Access #42 and #44 are closed.</li> </ul>

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44 (4)	278.45	North	Private Driveway	Transportation (Parking Lot)	Right-out, left-out (exit only)	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Access may be closed (access to be obtained from #131 and/or South 6th Street) if new access is constructed at #131.</p>
45 (4)	278.45	South	Private Driveway	Commercial (Bakery Parking Lot)	Right-in, left-in (entrance only)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
46 (4)	278.46	South	Private Driveway	Commercial (Bank)	Right-in, left-in (entrance only)	<b>Access to be closed</b>	<p>Access may be restricted to right-in only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 6th Street) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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5 Full movement access with potential to become/remain signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
47 (4)	278.48	South	South 6th Street	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	Access may be restricted to less than full movement if <ul style="list-style-type: none"> <li>• A traffic signal is installed at South 5th Street; or</li> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
48 (4)	278.48	North	South 6th Street	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	Access may be restricted to less than full movement if <ul style="list-style-type: none"> <li>• A traffic signal is installed at South 5th Street; or</li> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
49 (4)	278.50	North	Private Driveway	Office (Atmos Energy)	Right-in, left-in (entrance only)	<b>Access to be closed</b>	Access may be restricted to right-in only if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 6th Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
50 (4)	278.51	North	Private Driveway	Office	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
51 (4)	278.52	North	Private Driveway	Transportation (Parking Lot)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in only if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from #50) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
52 (4)	278.53	North	Private Driveway	Residential	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
53 (4)	278.53	South	Private Driveway	Civic (Museum)	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
54 (4)	278.55	South	Private Driveway	Commercial (Liquor Store)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 7th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
55 (4)	278.55	North	Private Driveway	Office (Misc.)	Right-in, left-in (entrance only)	<b>Access to be closed</b>	<p>Access may be restricted to right-in only if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 7th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
56 (4)	278.55	South	Private Driveway	Commercial (Liquor Store)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 7th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Closure may be implemented without any requiring conditions.</p>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
57 (4)	278.56	South	South 7th Street	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	<p>Access may be restricted to less than full movement if</p> <ul style="list-style-type: none"> <li>• A traffic signal is installed at South 5th Street; or</li> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul> <p>A traffic study should be completed to evaluate relocation of adjacent midblock pedestrian crossings to South 7th Street if medians are added to the adjacent blocks of US 50.</p>
58 (4)	278.56	North	South 7th Street	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	<p>Access may be restricted to less than full movement if</p> <ul style="list-style-type: none"> <li>• A traffic signal is installed at South 5th Street; or</li> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul> <p>A traffic study should be completed to evaluate relocation of adjacent midblock pedestrian crossings to South 7th Street if medians are added to the adjacent blocks of US 50.</p>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
59 (4)	278.58	North	Private Driveway	Office (Realty)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 7th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Closure may be implemented without any requiring conditions.</p>
60 (4)	278.60	North	Private Driveway	Office (Realty)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 7th Street or #132) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>Property is able to obtain a cross access easement to share #132 with adjacent property.</li> </ul>
61 (4)	278.59	South	Private Driveway	Commercial (Taxidermy)	Full movement (un-signalized)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

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132 (4)	278.50	North	New Access	N/A	N/A	<b>Right-in, right-out</b>	New access to provide shared access between adjacent parcels on the north side of US 50, to be located on the property line between the parcels if <ul style="list-style-type: none"> <li>• The adjacent property(s) redevelop; and/or</li> <li>• Cross access easements are obtained; and</li> <li>• Access #60 and #62 are closed.</li> </ul>
62 (4)	278.60	North	Private Driveway	Transportation (Parking Lot)	Right-out (exit only)	<b>Access to be closed</b>	Access may be restricted to right-out only if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 7th Street or #132) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• Property is able to obtain a cross access easement to share #132 with adjacent property.</li> </ul>
63 (4)	278.61	South	Private Driveway	Mixed Use (Commercial and Residential)	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
64 (4)	278.62	North	Private Driveway	Commercial (Adventure and Tours)	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
65 (4)	278.63	North	Private Driveway	Transportation (Parking Lot)	Right-out (exit only)	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 8th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
66 (4)	278.63	South	Private Driveway	Commercial (AT&T)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 8th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
67 (4)	278.65	North	South 8th Street	Public Road	Full movement (un-signalized)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A traffic signal is warranted.</li> </ul>
68 (4)	278.65	South	South 8th Street	Public Road	Full movement (un-signalized)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A traffic signal is warranted.</li> </ul>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
69 (4)	278.66	North	Private Driveway	Commercial (Bank/Offices)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 8th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Closure may be implemented without any requiring conditions.</p>
70 (4)	278.67	North	Private Driveway	Commercial (Bank/Offices)	Right-out, left-out (exit only)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 8th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
71 (4)	278.70	North	Private Driveway	Commercial (Bank/Offices)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 9th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
72 (4)	278.73	South	South 9th Street (SH 115)	Public Road	Full movement (signalized)	<b>Full Movement<sup>5</sup></b>	Access may remain full-movement.

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### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
73 (4)	278.73	North	South 9th Street	Public Road	Full movement (signalized)	<b>Full Movement<sup>5</sup></b>	Access may remain full-movement.
74 (4)	278.75	South	Private Driveway	Commercial (Fuel/Loaf N Jug)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 9th Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
75 (4)	278.76	North	Private Driveway	Commercial (Bank)	Right-in, left-in	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 9th Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
76 (4)	278.77	South	Private Driveway	Commercial (Fuel/Loaf N Jug)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 9th Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> Closure may be implemented without any requiring conditions.

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### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
77 (4)	278.78	South	Private Driveway	Commercial	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 10th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Closure may be implemented without any requiring conditions.</p>
78 (4)	278.78	North	Private Driveway	Transportation (Parking Lot)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from #80) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
79 (4)	278.79	South	Private Driveway	Commercial (Auto Repair)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 10th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4 The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5 Full movement access with potential to become/remains signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
80 (4)	278.79	North	Private Driveway	Transportation (Parking Lot)	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
81 (4)	278.79	North	Private Driveway	Commercial (Laundry)	Curb cut/Drive-way stump	<b>Access to be closed</b>	Closure may be implemented without any requiring conditions.
82 (4)	278.80	South	Private Driveway	Commercial (Auto Repair)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 10th Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> Closure may be implemented without any requiring conditions.
83 (4)	278.80	North	Private Driveway	Commercial (Laundry)	Curb cut/Drive-way stump	<b>Access to be closed</b>	Closure may be implemented without any requiring conditions.

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5 Full movement access with potential to become/remains signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
84 (5)	278.81	North	South 10th Street	Public Road	Full movement (un-signalized)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>• A traffic signal is constructed at South 11th Street; or</li> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
85 (5)	278.81	South	South 10th Street	Public Road	Full movement (un-signalized)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>• A traffic signal is constructed at South 11th Street; or</li> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
86 (5)	278.83	North	Private Driveway	Commercial (Domino's Pizza)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 10th Street) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Closure may be implemented without any requiring conditions.</p>

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4 The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5 Full movement access with potential to become/remains signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
87 (5)	278.83	South	Private Driveway	Commercial (Auto Repair/Sales)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 10th Street) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Closure may be implemented without any requiring conditions.</p>
88 (5)	278.83	North	Private Driveway	Commercial (Domino's Pizza)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 10th Street) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
89 (5)	278.85	North	Private Driveway	Commercial (Title and Realty)	Full movement (un-signalized)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
90 (5)	278.86	South	Private Driveway	Commercial (Bank)	Right-in, left-in	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
91 (5)	278.86	North	Private Driveway	Commercial (Realty)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from #89) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
92 (5)	278.87	South	Private Driveway	Commercial (Bank)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from #90) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
93 (5)	278.87	North	Private Driveway	Commercial (Realty)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from #89) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
94 (5)	278.88	South	Private Driveway	Commercial (Realty)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 11th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
95 (5)	278.88	North	Private Driveway	Commercial (Hotel)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 11th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
96 (5)	278.90	South	South 11th Street	Public Road	Full movement (un-signalized)	<b>Full Movement<sup>5</sup></b>	Access may be signalized in the future if warranted.
97 (5)	278.90	North	South 11th Street	Public Road	Full movement (un-signalized)	<b>Full Movement<sup>5</sup></b>	Access may be signalized in the future if warranted.

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
98 (5)	278.91	North	Private Driveway	Commercial (Wendy's)	Right-out, left-out	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 11th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
99 (5)	278.93	South	Private Driveway	Commercial (Taco Bell)	Right-out, left-out	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 11th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A cross access easement is obtained to share #101 with adjacent property.</li> </ul>
100 (5)	278.94	North	Private Driveway	Commercial (Wendy's)	Right-in, left-in	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 11th Street or #133) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A cross access easement is obtained to share #133 with adjacent property.</li> </ul>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
133 (5)	278.94	North	New Access	N/A	N/A	<b>Right-in, right-out</b>	New access to provide shared access between adjacent parcels on the north side of US 50, to be located on the property line between the parcels if <ul style="list-style-type: none"> <li>• The adjacent property(s) redevelop; and/or</li> <li>• Cross access easements are obtained; and</li> <li>• Access #100 and #102 are closed.</li> </ul>
101 (5)	278.95	South	Private Driveway	Commercial (Auto Parts)	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
102 (5)	278.95	North	Private Driveway	Commercial (Sonic)	Right-out, left-out	<b>Access to be closed</b>	Access may be restricted to right-out only if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 12th Street or #133) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A cross access easement is obtained to share #133 with adjacent property.</li> </ul>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
103 (5)	278.96	North	Private Driveway	Commercial (Sonic)	Right-in, left-in	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 12th Street or #133) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A cross access easement is obtained to share #133 with adjacent property.</li> </ul>
104 (5)	278.98	South	South 12th Street	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	<p>Access may be restricted to less than full movement if</p> <ul style="list-style-type: none"> <li>A traffic signal is installed at South 11th Street; or</li> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A traffic signal is warranted.</li> </ul>
105 (5)	278.98	North	South 12th Street	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	<p>Access may be restricted to less than full movement if</p> <ul style="list-style-type: none"> <li>A traffic signal is installed at South 11th Street; or</li> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A traffic signal is warranted.</li> </ul>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
106 (5)	279.00	North	Private Driveway	Commercial (Restaurant)	Right-in, left-in	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 12th Street or #134) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• Property is able to obtain a cross access easement to share #134 with adjacent property.</li> </ul>
107 (5)	279.012	North	Private Driveway	Commercial (Restaurant)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 12th Street or #134) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• Property is able to obtain a cross access easement to share #134 with adjacent property.</li> </ul>
108 (5)	279.01	South	Private Driveway	Commercial (Shops/Services)	Right-in, left-in (entrance only)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
134 (5)	279.02	North	New Access	N/A	N/A	<b>Right-in, right-out</b>	New access to provide shared access between adjacent parcels on the north side of US 50, to be located on the property line between the parcels if <ul style="list-style-type: none"> <li>• The adjacent property(s) redevelop; and/or</li> <li>• Cross access easements are obtained; and</li> <li>• Access #106, #107, and #110 are closed.</li> </ul>
109 (5)	279.03	South	Private Driveway	Office (Medical)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from #108) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> <li>• Closure may be implemented without any requiring conditions.</li> </ul>
110 (5)	279.03	North	Private Driveway	Commercial (Car Wash)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from #134) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A cross access easement is obtained to share #134 with adjacent property.</li> </ul>

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4 The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5 Full movement access with potential to become/remains signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
111 (5)	279.04	South	Private Driveway	Commercial (Fuel/Shop)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 13th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
112 (5)	279.04	North	Private Driveway	Commercial (Hotel)	Right-in, left-in	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 13th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
113 (5)	279.05	South	Private Driveway	Commercial (Fuel/Shop)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 13th Street) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul> <p>Closure may be implemented without any requiring conditions.</p>

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2 All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4 The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5 Full movement access with potential to become/remain signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.



## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
114 (5)	279.06	South	South 13th Street	Public Road	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
115 (5)	279.06	North	South 13th Street	Public Road	Full movement (un-signalized)	<b>Right-in, right-out</b>	Access may be restricted to right-in, right-out if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A traffic signal is warranted.</li> </ul>
116 (5)	279.10	North	Private Driveway	Commercial (Starbucks)	3/4 movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-out only if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 13th Street or #135) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A cross access easement is obtained to share #135 with adjacent property.</li> </ul>
135 (5)	279.10	North	New Access	N/A	N/A	<b>Right-in, right-out</b>	New access to provide shared access between adjacent parcels on the north side of US 50, to be located on the property line between the parcels if <ul style="list-style-type: none"> <li>• The adjacent property(s) redevelop; and/or</li> <li>• Cross access easements are obtained; and</li> <li>• Access #116, #118, and #120 are closed.</li> </ul>

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4 The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5 Full movement access with potential to become/remains signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
117 (5)	279.10	South	Private Driveway	Commercial (Waffle Wagon)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 13th Street or #136) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A cross access easement is obtained to share #136 with adjacent property.</li> </ul>
118 (5)	279.11	North	Private Driveway	Commercial (Dairy Queen)	Right-out, left-out	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 14th Street or #135) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• Across access easement is obtained to share #135 with adjacent property.</li> </ul>
136 (5)	279.11	North	New Access	N/A	N/A	<b>Right-in, right-out</b>	<p>New access to provide shared access between adjacent parcels on the south side of US 50, to be located on the property line between the parcels if</p> <ul style="list-style-type: none"> <li>• The adjacent property(s) redevelop; and/or</li> <li>• Cross access easements are obtained; and</li> <li>• Access #117 and #119 are closed.</li> </ul>

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4 The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5 Full movement access with potential to become/remains signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
119 (5)	279.11	South	Private Driveway	Commercial (Jiffy Lube)	Right-in, left-in	<b>Right-in, right-out</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from #136) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A cross access easement is obtained to share #136 with adjacent property.</li> </ul>
120 (5)	279.12	North	Private Driveway	Commercial (Dairy Queen)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 14th Street or #135) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>• A cross access easement is obtained to share #135 with adjacent property.</li> </ul>

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4 The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5 Full movement access with potential to become/remains signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
121 (5)	279.125	South	Private Driveway	Commercial (Jiffy Lube)	Right-out, left-out	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from #135) if</p> <ul style="list-style-type: none"> <li>The adjacent property redevelops; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A cross access easement is obtained to share #135 with adjacent property.</li> </ul>
122 (5)	279.14	South	South 14th Street	Public Road	Full movement (un-signalized)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A traffic signal is warranted.</li> </ul>
123 (5)	279.14	North	South 14th Street	Public Road	Full movement (un-signalized)	<b>3/4 Movement<sup>6</sup></b>	<p>Access may be restricted to right-in, right-out if</p> <ul style="list-style-type: none"> <li>A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>Operational and/or safety issues are identified through the completion of a traffic study; or</li> <li>A traffic signal is warranted.</li> </ul>
124 (5)	279.16	North	Private Driveway	Commercial (Safeway)	Curb cut/Drive-way stump	<b>Access to be closed</b>	Closure may be implemented without any requiring conditions.

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4 The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5 Full movement access with potential to become/remain signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
125 (5)	279.16	South	Private Driveway	Commercial (Cider Farm Market)	Full movement (un-signalized)	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 14th Street) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
126 (5)	279.19	North	Private Driveway	Commercial (Safeway)	Right-out, left-in	<b>Access to be closed</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> <p>Access may be closed (access to be obtained from South 14th Street or Main Street) if</p> <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
127 (5)	279.19	South	Private Driveway	Commercial (Locksmith)	Full movement (un-signalized)	<b>Right-in, right-out</b>	<p>Access may be restricted to right-out only if</p> <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project; or</li> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>

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5 Full movement access with potential to become/remains signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

April 6<sup>th</sup>, 2020

Access # (Map #)	Milepost <sup>3</sup>	Road Side	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Conditions for Change <sup>4</sup>
128 (5)	279.20	South	Private Driveway	Commercial (Mountain Wookies)	Full movement (un-signalized)	<b>Access to be closed</b>	Access may be restricted to right-out only if <ul style="list-style-type: none"> <li>• A raised median is added to US 50 as part of a roadway improvement project.</li> </ul> Access may be closed (access to be obtained from South 15th Street) if <ul style="list-style-type: none"> <li>• The adjacent property redevelops; or</li> <li>• Operational and/or safety issues are identified through the completion of a traffic study.</li> </ul>
129 (5)	279.22	South	South 15th Street	Public Road	Full movement (signalized)	<b>Full Movement (Signalized)</b>	Access may remain full-movement.
130 (5)	279.22	North	South 15th Street	Public Rod	Full movement (signalized)	<b>Full Movement (Signalized)</b>	Access may remain full-movement.

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3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4 The type, number, and storage length of lanes may be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5 Full movement access with potential to become/remains signalized.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.