



Legend

Parcel Boundary/  
ROW Boundary

City Limits

Milepost

Existing Cross/Shared  
Property Access

Existing Contiguous  
Property Access

Proposed Cross/Shared  
Property Access

Full Movement (Existing Signal)

Full Movement (Possible Future Signal)

Full Movement (Unsignalized, Stop  
Signs for Side Streets)

3/4 Movement (No Left Out)

Right-In, Right-Out

Emergency Access Only

Railroad Access Only

Pedestrian Gate

Close Access (Anytime)

Restrict access to Right-In, Right-Out with addition of median and  
close access upon redevelopment and/or cross-access agreement



Final Open House  
Draft Plan  
Roll Plot 1 of 3  
February 20, 2020



Document Path: S:\Transportation\US 50 West Corridor\GIS\AccessControl\AccessControl\_Plan\_Plot\_2020\_1.mxd

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

Access #	Milepost <sup>2</sup>	Road Side	Access Description	Existing Land Use	Existing Conditions	Ultimate Configuration	Conditions for Change <sup>3</sup>
1	276.8	West	Unimproved Private Road	Civic (School)	Full movement (un-signalized)	Full movement (un-signalized)	• Access may be restricted if operational and/or safety issues are identified through the completion of a traffic study.
X	277.09	West	Field Access	Civic (School)	Full movement (un-signalized)	Access to be closed	• Closure may be implemented without any requiring conditions (access to property provided from #1 & #4).
X	277.18	West	Field Access	Civic (School)	Full movement (un-signalized)	Access to be closed	• Closure may be implemented without any requiring conditions (access to property provided from #1 & #4).
4	277.21	West	Field Access	Civic (School)	Full movement (un-signalized)	Full Movement <sup>5</sup>	• Access may be signalized in the future if warranted.
5	277.48	West	Tunnel Drive	Industrial/Recreational (Utilities)	Full movement (un-signalized)	Full Movement <sup>5</sup>	• Access may be signalized in the future if warranted.
X	277.49	East	Private Driveway	Civic (CDOT)	Full movement (un-signalized)	Access to be closed	• Access may be closed when the Colorado Department of Transportation relocates to a new location.
6	277.61	West	Private Driveway	Transportation (Railroad)	Full movement (un-signalized)	Full movement (un-signalized)	• 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>
X	277.61	East	Private Driveway	Civic (CDOT)	Full movement (un-signalized)	Access to be closed	• Access may be closed when the Colorado Department of Transportation relocates to a new location.
X	277.69	North	Private Driveway	Civic (Prison)	Gated access	Access to be closed	• Closure may be implemented without any requiring conditions.
X	277.72	North	Pedestrian Gate	Civic (Prison)	Pedestrian movements only	Gate to be closed	• Closure may be implemented without any requiring conditions.
11	277.89	North	Private Driveway	Civic (Prison)	Full movement (un-signalized)	Full movement (un-signalized)	• 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	277.92	North	Private Driveway	Civic (Prison)	Full movement (un-signalized)	Full movement (un-signalized)	• 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>
15	278.03	South	S. 1st Street	Public Road	Full movement (un-signalized)	Full Movement <sup>5</sup>	• Access may be signalized in the future if warranted and any adjacent midblock pedestrian crossings are removed.

Access #	Milepost <sup>2</sup>	Road Side	Access Description	Existing Land Use	Existing Conditions	Ultimate Configuration	Conditions for Change <sup>3</sup>
14	278.03	North	South 1st Street	Public Road	Full movement (un-signalized)	Full Movement <sup>5</sup>	• Access may be signalized in the future if warranted and any adjacent midblock pedestrian crossings are removed.
13	278.1	South	Private Driveway	Open Space (Park)	Right-in, left-in (entrance only)	Right-in, right-out	• Access may be restricted to right-in, 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><li>The adjacent property redevelops; or</li><li>Operational and/or safety issues are identified through the completion of a traffic study.</li></ul>
12	278.1	North	Private Driveway	Civic (City Hall)	Full movement (un-signalized)	Right-in, right-out	• Access may be restricted to right-in, 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><li>The adjacent property redevelops; or</li><li>Operational and/or safety issues are identified through the completion of a traffic study.</li></ul>
11	278.14	North	Private Driveway	Civic (City Hall)	Full movement (un-signalized)	Emergency Access Only (gated)	• 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;</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>
10	278.15	North	S. 2nd Street	Public Road	Full movement (un-signalized)	3/4 Movement <sup>6</sup>	• Access may be restricted to right-in, 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><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>
9	278.2	North	Private Driveway	Commercial (Hotel)	Full movement (un-signalized)	Access to be closed	• Access may be restricted to right-in, 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><li>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></li></ul>
8	278.22	North	Private Driveway	Commercial (Hotel)	Full movement (un-signalized)	Access to be closed	• 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;</li><li>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></li><li>Closure may be implemented without any requiring conditions.</li></ul>

Access #	Milepost <sup>2</sup>	Road Side	Access Description	Existing Land Use	Existing Conditions	Ultimate Configuration	Conditions for Change <sup>3</sup>
7	278.23	North	S. 3rd Street	Public Road	Full movement (un-signalized)	Full Movement <sup>5</sup>	• Access may remain full-movement.
6	278.23	South	S. 3rd Street	Public Road	Full movement (un-signalized)	Full Movement <sup>5</sup>	• Access may remain full-movement.
X	278.24	South	Private Driveway	Commercial (Rafting Tours)	Full movement (un-signalized)	Access to be closed	• Access may be restricted to right-in, 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>
X	278.24	North	Private Driveway	Commercial (Pawn Shop)	Full movement (un-signalized)	Access to be closed	• Access may be closed (access to be obtained from S. 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>
X	278.26	South	Private Driveway	Commercial (Rafting Tours)	Full movement (un-signalized)	Access to be closed	• Access may be restricted to right-in, 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>
5	278.27	South	S. 4th Street	Public Road	Full movement (un-signalized)	3/4 Movement <sup>6</sup>	• 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;</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>
4	278.28	North	Private Driveway	Commercial (Hotel)	Full movement (un-signalized)	Right-in, right-out	• 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;</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>

1 The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.  
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/remainsignalized.  
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.





1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
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 signed.
6. A 3/4 pavement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.



