

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

### United States Highway 50 (Cañon City)

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

| Access #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description                 | Existing Land Use                 | Existing Configuration        | Ultimate Configuration               | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|------------------------------------|-----------------------------------|-------------------------------|--------------------------------------|---|
| 1<br>(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.<br>If a traffic signal is warranted, turning movements may be restricted.  |
| 2<br>(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<br>(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<br>(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<br>(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<br>(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<br>(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.<br>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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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.

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| 8<br>(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<br>(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<br>(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<br>(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<br>(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<br>(3)           | 278.03                | South     | 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.  |
| 14<br>(3)           | 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.  |
| 15<br>(3)           | 278.10                | 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 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<br>(3)           | 278.10                | North     | Private Driveway   | Civic (City Hall) | Full movement (un-signalized)     | Right-in, right-out           | 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<br>(3)           | 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; 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<br>(3)           | 278.15                | North     | South 2nd 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 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<br>(3)           | 278.20                | 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; or</li> </ul> <p>Access may be closed 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>  |
| 20<br>(3)           | 278.22                | 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 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> |
| 21<br>(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<br>(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<br>(3)           | 278.24                | South     | Private Driveway   | Commercial (Rafting Tours) | Full movement (un-signalized) | Access to be closed    | <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<br>(3)           | 278.24                | North     | Private Driveway   | Commercial (Pawn Shop)     | Full movement (un-signalized) | Access to be closed    | <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<br>(3)           | 278.26                | South     | Private Driveway   | Commercial (Rafting Tours) | Full movement (un-signalized) | Access to be closed    | <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<br>(3)           | 278.27                | South     | 4th Street (Viaduct) | 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 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<br>(3)           | 278.28                | North     | Private Driveway     | Commercial (Hotel)        | Full movement (un-signalized) | <b>Right-in, right-out</b>      | <p>Access may be restricted to right-in, right-out movement 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>   |
| 28<br>(4)           | 278.30                | South     | Private Driveway     | Transportation (Railroad) | 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> <p>Closure may be implemented without any requiring conditions.</p> |

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| 29<br>(4)           | 278.32                | South     | South 4th 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>  |
| 30<br>(4)           | 278.32                | North     | South 4th 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 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<br>(4)           | 278.33                | 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> <p>Closure may be implemented without any requiring conditions.</p> |

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| 32<br>(4)           | 278.34                | 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 South 4th 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.</li> </ul> |
| 33<br>(4)           | 278.34                | 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>       |
| 34<br>(4)           | 278.36                | South     | Private Driveway   | Commercial (Fuel Station/Food/ Bus Stop) | 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>   |
| 35<br>(4)           | 278.37                | North     | Private Driveway   | Transportation (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>   |

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| 36<br>(4)           | 278.38                | South     | Private Driveway   | N/A                                  | Curb cut/Drive-way stump        | Access to be closed        | Closure may be implemented without any requiring conditions.   |
| 37<br>(4)           | 278.38                | North     | Private Driveway   | Commercial (Mixed Use Shops/Offices) | Right-out, left-out (exit only) | Access to be closed        | 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<br>(4)           | 278.40                | South     | South 5th 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.  |
| 39<br>(4)           | 278.40                | North     | South 5th 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.  |
| 40<br>(4)           | 278.42                | North     | Private Driveway   | Commercial (Mixed Use Shops/Offices) | Full movement (un-signalized)   | Access to be closed        | 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<br>(4)           | 278.43                | South     | Private Driveway   | Commercial (Mixed Use Residential/Restaurant) | Full movement (un-signalized)     | Access to be closed    | 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<br>(4)           | 278.43                | North     | Private Driveway   | Transportation (Parking Lot)                  | Right-out, left-out (exit only)   | Access to be closed    | 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<br>(4)           | 278.44                | South     | Private Driveway   | Commercial (Restaurant Parking Lot)           | Right-in, left-in (entrance only) | Right-in, right-out    | 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<br>(4)          | 278.44                | North     | New Access         | N/A   | N/A                               | Right-in, right-out    | 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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use               | Existing Configuration            | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|---------------------------------|-----------------------------------|------------------------|---|
| 44<br>(4)           | 278.45                | North     | Private Driveway   | Transportation (Parking Lot)    | Right-out, left-out (exit only)   | Access to be closed    | <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<br>(4)           | 278.45                | South     | Private Driveway   | Commercial (Bakery Parking Lot) | Right-in, left-in (entrance only) | Right-in, right-out    | <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<br>(4)           | 278.46                | South     | Private Driveway   | Commercial (Bank)               | Right-in, left-in (entrance only) | Access to be closed    | <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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use     | Existing Configuration            | Ultimate Configuration          | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|-----------------------|-----------------------------------|---------------------------------|---|
| 47<br>(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<br>(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<br>(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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use            | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|------------------------------|-------------------------------|------------------------|--|
| 50<br>(4)           | 278.51                | North     | Private Driveway   | Office                       | Full movement (un-signalized) | Right-in, right-out    | 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<br>(4)           | 278.52                | North     | Private Driveway   | Transportation (Parking Lot) | Full movement (un-signalized) | Access to be closed    | 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<br>(4)           | 278.53                | North     | Private Driveway   | Residential                  | Full movement (un-signalized) | Right-in, right-out    | 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<br>(4)           | 278.53                | South     | Private Driveway   | Civic (Museum)               | Full movement (un-signalized) | Right-in, right-out    | 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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use         | Existing Configuration            | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|---------------------------|-----------------------------------|------------------------|---|
| 54<br>(4)           | 278.55                | South     | Private Driveway   | Commercial (Liquor Store) | Full movement (un-signalized)     | Access to be closed    | <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<br>(4)           | 278.55                | North     | Private Driveway   | Office (Misc.)            | Right-in, left-in (entrance only) | Access to be closed    | <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<br>(4)           | 278.55                | South     | Private Driveway   | Commercial (Liquor Store) | Full movement (un-signalized)     | Access to be closed    | <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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use | Existing Configuration        | Ultimate Configuration    | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|-------------------|-------------------------------|---------------------------|--|
| 57<br>(4)           | 278.56                | South     | South 7th Street   | Public Road       | Full movement (un-signalized) | 3/4 Movement <sup>5</sup> | <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<br>(4)           | 278.56                | North     | South 7th Street   | Public Road       | Full movement (un-signalized) | 3/4 Movement <sup>5</sup> | <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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use      | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|------------------------|-------------------------------|------------------------|--|
| 59<br>(4)           | 278.58                | North     | Private Driveway   | Office (Realty)        | Full movement (un-signalized) | Access to be closed    | <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<br>(4)           | 278.60                | North     | Private Driveway   | Office (Realty)        | Full movement (un-signalized) | Access to be closed    | <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<br>(4)           | 278.59                | South     | Private Driveway   | Commercial (Taxidermy) | Full movement (un-signalized) | Right-in, right-out    | <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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use                      | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|--|-------------------------------|------------------------|---|
| 132<br>(4)          | 278.50                | North     | New Access         | N/A                                    | N/A                           | Right-in, right-out    | 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<br>(4)           | 278.60                | North     | Private Driveway   | Transportation (Parking Lot)           | Right-out (exit only)         | Access to be closed    | 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<br>(4)           | 278.61                | South     | Private Driveway   | Mixed Use (Commercial and Residential) | Full movement (un-signalized) | Right-in, right-out    | 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<br>(4)           | 278.62                | North     | Private Driveway   | Commercial (Adventure and Tours)       | Full movement (un-signalized) | Right-in, right-out    | 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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use            | Existing Configuration        | Ultimate Configuration     | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|------------------------------|-------------------------------|----------------------------|--|
| 65<br>(4)           | 278.63                | 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 8th 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> |
| 66<br>(4)           | 278.63                | South     | Private Driveway   | Commercial (AT&T)            | 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 8th 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> |
| 67<br>(4)           | 278.65                | North     | South 8th 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>   |
| 68<br>(4)           | 278.65                | South     | South 8th 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>   |

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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description        | Existing Land Use         | Existing Configuration          | Ultimate Configuration     | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|---------------------------|---------------------------|---------------------------------|----------------------------|---|
| 69<br>(4)           | 278.66                | North     | Private Driveway          | Commercial (Bank/Offices) | Full movement (un-signalized)   | Access to be closed        | <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<br>(4)           | 278.67                | North     | Private Driveway          | Commercial (Bank/Offices) | Right-out, left-out (exit only) | Access to be closed        | <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<br>(4)           | 278.70                | North     | Private Driveway          | Commercial (Bank/Offices) | Full movement (un-signalized)   | Access to be closed        | <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<br>(4)           | 278.73                | South     | South 9th Street (SH 115) | Public Road               | Full movement (signalized)      | Full Movement <sup>5</sup> | 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/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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use            | Existing Configuration        | Ultimate Configuration     | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|------------------------------|-------------------------------|----------------------------|---|
| 73<br>(4)           | 278.73                | North     | South 9th Street   | Public Road                  | Full movement (signalized)    | Full Movement <sup>5</sup> | Access may remain full-movement.  |
| 74<br>(4)           | 278.75                | South     | Private Driveway   | Commercial (Fuel/Loaf N Jug) | Full movement (un-signalized) | Access to be closed        | <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>   |
| 75<br>(4)           | 278.76                | North     | Private Driveway   | Commercial (Bank)            | Right-in, left-in             | Access to be closed        | <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>   |
| 76<br>(4)           | 278.77                | South     | Private Driveway   | Commercial (Fuel/Loaf N Jug) | Full movement (un-signalized) | Access to be closed        | <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> <p>Closure may be implemented without any requiring conditions.</p> |

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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use            | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|------------------------------|-------------------------------|------------------------|--|
| 77<br>(4)           | 278.78                | South     | Private Driveway   | Commercial                   | Full movement (un-signalized) | Access to be closed    | <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<br>(4)           | 278.78                | North     | Private Driveway   | Transportation (Parking Lot) | Full movement (un-signalized) | Access to be closed    | <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<br>(4)           | 278.79                | South     | Private Driveway   | Commercial (Auto Repair)     | Full movement (un-signalized) | Access to be closed    | <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/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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use            | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|------------------------------|-------------------------------|------------------------|---|
| 80<br>(4)           | 278.79                | North     | Private Driveway   | Transportation (Parking Lot) | Full movement (un-signalized) | Right-in, right-out    | 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<br>(4)           | 278.79                | North     | Private Driveway   | Commercial (Laundry)         | Curb cut/Drive-way stump      | Access to be closed    | Closure may be implemented without any requiring conditions.  |
| 82<br>(4)           | 278.80                | South     | Private Driveway   | Commercial (Auto Repair)     | Full movement (un-signalized) | Access to be closed    | 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<br>(4)           | 278.80                | North     | Private Driveway   | Commercial (Laundry)         | Curb cut/Drive-way stump      | Access to be closed    | 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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use           | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|-----------------------------|-------------------------------|------------------------|---|
| 84<br>(5)           | 278.81                | North     | South 10th Street  | Public Road                 | Full movement (un-signalized) | Right-in, right-out    | Access may be restricted to right-in, right-out if <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<br>(5)           | 278.81                | South     | South 10th Street  | Public Road                 | Full movement (un-signalized) | Right-in, right-out    | Access may be restricted to right-in, right-out if <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<br>(5)           | 278.83                | North     | Private Driveway   | Commercial (Domino's Pizza) | Full movement (un-signalized) | Access to be closed    | 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. |

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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use              | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|--------------------------------|-------------------------------|------------------------|--|
| 87<br>(5)           | 278.83                | South     | Private Driveway   | Commercial (Auto Repair/Sales) | Full movement (un-signalized) | Access to be closed    | <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<br>(5)           | 278.83                | North     | Private Driveway   | Commercial (Domino's Pizza)    | Full movement (un-signalized) | Access to be closed    | <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<br>(5)           | 278.85                | North     | Private Driveway   | Commercial (Title and Realty)  | Full movement (un-signalized) | Right-in, right-out    | <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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use   | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|---------------------|-------------------------------|------------------------|--|
| 90<br>(50)          | 278.86                | South     | Private Driveway   | Commercial (Bank)   | Right-in, left-in             | Right-in, right-out    | 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<br>(5)           | 278.86                | North     | Private Driveway   | Commercial (Realty) | Full movement (un-signalized) | Access to be closed    | 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<br>(5)           | 278.87                | South     | Private Driveway   | Commercial (Bank)   | Full movement (un-signalized) | Access to be closed    | 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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## Access Control Plan Table<sup>1, 2</sup>

### United States Highway 50 (Cañon City)

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

| Access #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use   | Existing Configuration        | Ultimate Configuration     | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|---------------------|-------------------------------|----------------------------|--|
| 93<br>(5)           | 278.87                | North     | Private Driveway   | Commercial (Realty) | Full movement (un-signalized) | Access to be closed        | 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>               |
| 94<br>(5)           | 278.88                | South     | Private Driveway   | Commercial (Realty) | Full movement (un-signalized) | Access to be closed        | 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 11th 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> |
| 95<br>(5)           | 278.88                | North     | Private Driveway   | Commercial (Hotel)  | Full movement (un-signalized) | Access to be closed        | 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 11th 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> |
| 96<br>(5)           | 278.90                | South     | South 11th Street  | Public Road         | Full movement (un-signalized) | Full Movement <sup>5</sup> | Access may be signalized in the future if warranted.   |
| 97<br>(5)           | 278.90                | North     | South 11th Street  | Public Road         | Full movement (un-signalized) | Full Movement <sup>5</sup> | 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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use      | Existing Configuration | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|------------------------|------------------------|------------------------|---|
| 98<br>(5)           | 278.91                | North     | Private Driveway   | Commercial (Wendy's)   | Right-out, left-out    | Access to be closed    | <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<br>(5)           | 278.93                | South     | Private Driveway   | Commercial (Taco Bell) | Right-out, left-out    | Access to be closed    | <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<br>(5)          | 278.94                | North     | Private Driveway   | Commercial (Wendy's)   | Right-in, left-in      | Access to be closed    | <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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use       | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|-------------------------|-------------------------------|------------------------|---|
| 133<br>(5)          | 278.94                | North     | New Access         | N/A                     | N/A                           | Right-in, right-out    | <p>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</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 #100 and #102 are closed.</li> </ul>  |
| 101<br>(5)          | 278.95                | South     | Private Driveway   | Commercial (Auto Parts) | Full movement (un-signalized) | Right-in, right-out    | <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>  |
| 102<br>(5)          | 278.95                | North     | Private Driveway   | Commercial (Sonic)      | Right-out, left-out           | Access to be closed    | <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> |

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### United States Highway 50 (Cañon City)

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

| Access #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use  | Existing Configuration        | Ultimate Configuration    | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|--------------------|-------------------------------|---------------------------|---|
| 103<br>(5)          | 278.96                | North     | Private Driveway   | Commercial (Sonic) | Right-in, left-in             | Access to be closed       | <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<br>(5)          | 278.98                | South     | South 12th Street  | Public Road        | Full movement (un-signalized) | 3/4 Movement <sup>6</sup> | <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<br>(5)          | 278.98                | North     | South 12th Street  | Public Road        | Full movement (un-signalized) | 3/4 Movement <sup>6</sup> | <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>   |

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 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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use           | Existing Configuration            | Ultimate Configuration | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|-----------------------------|-----------------------------------|------------------------|--|
| 106<br>(5)          | 279.00                | North     | Private Driveway   | Commercial (Restaurant)     | Right-in, left-in                 | Access to be closed    | <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<br>(5)          | 279.012               | North     | Private Driveway   | Commercial (Restaurant)     | Full movement (un-signalized)     | Access to be closed    | <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<br>(5)          | 279.01                | South     | Private Driveway   | Commercial (Shops/Services) | Right-in, left-in (entrance only) | Right-in, right-out    | <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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use     | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|-----------------------|-------------------------------|------------------------|---|
| 134<br>(5)          | 279.02                | North     | New Access         | N/A                   | N/A                           | Right-in, right-out    | <p>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</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 #106, #107, and #110 are closed.</li> </ul>   |
| 109<br>(5)          | 279.03                | South     | Private Driveway   | Office (Medical)      | Full movement (un-signalized) | Access to be closed    | <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 #108) 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> <li>• Closure may be implemented without any requiring conditions.</li> </ul>                 |
| 110<br>(5)          | 279.03                | North     | Private Driveway   | Commercial (Car Wash) | Full movement (un-signalized) | Access to be closed    | <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 #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>• 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/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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use      | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|------------------------|-------------------------------|------------------------|--|
| 111<br>(5)          | 279.04                | South     | Private Driveway   | Commercial (Fuel/Shop) | Full movement (un-signalized) | Access to be closed    | <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<br>(5)          | 279.04                | North     | Private Driveway   | Commercial (Hotel)     | Right-in, left-in             | Access to be closed    | <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<br>(5)          | 279.05                | South     | Private Driveway   | Commercial (Fuel/Shop) | Full movement (un-signalized) | Access to be closed    | <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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use      | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|------------------------|-------------------------------|------------------------|---|
| 114<br>(5)          | 279.06                | South     | South 13th Street  | Public Road            | Full movement (un-signalized) | Right-in, right-out    | 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<br>(5)          | 279.06                | North     | South 13th Street  | Public Road            | Full movement (un-signalized) | Right-in, right-out    | 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<br>(5)          | 279.10                | North     | Private Driveway   | Commercial (Starbucks) | 3/4 movement (un-signalized)  | Access to be closed    | 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<br>(5)          | 279.10                | North     | New Access         | N/A                    | N/A                           | Right-in, right-out    | 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/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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use         | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|---------------------------|-------------------------------|------------------------|---|
| 117<br>(5)          | 279.10                | South     | Private Driveway   | Commercial (Waffle Wagon) | Full movement (un-signalized) | Access to be closed    | <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<br>(5)          | 279.11                | North     | Private Driveway   | Commercial (Dairy Queen)  | Right-out, left-out           | Access to be closed    | <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<br>(5)          | 279.11                | North     | New Access         | N/A                       | N/A                           | Right-in, right-out    | <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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use        | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|--------------------------|-------------------------------|------------------------|---|
| 119<br>(5)          | 279.11                | South     | Private Driveway   | Commercial (Jiffy Lube)  | Right-in, left-in             | Right-in, right-out    | <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<br>(5)          | 279.12                | North     | Private Driveway   | Commercial (Dairy Queen) | Full movement (un-signalized) | Access to be closed    | <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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use       | Existing Configuration        | Ultimate Configuration          | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|-------------------------|-------------------------------|---------------------------------|--|
| 121<br>(5)          | 279.125               | South     | Private Driveway   | Commercial (Jiffy Lube) | 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 #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> |
| 122<br>(5)          | 279.14                | South     | South 14th 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>   |
| 123<br>(5)          | 279.14                | North     | South 14th Street  | Public Road             | Full movement (un-signalized) | <b>3/4 Movement<sup>6</sup></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>   |
| 124<br>(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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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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use              | Existing Configuration        | Ultimate Configuration | Conditions for Change <sup>4</sup>   |
|---------------------|-----------------------|-----------|--------------------|--------------------------------|-------------------------------|------------------------|--|
| 125<br>(5)          | 279.16                | South     | Private Driveway   | Commercial (Cider Farm Market) | Full movement (un-signalized) | Access to be closed    | <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<br>(5)          | 279.19                | North     | Private Driveway   | Commercial (Safeway)           | Right-out, left-in            | Access to be closed    | <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<br>(5)          | 279.19                | South     | Private Driveway   | Commercial (Locksmith)         | Full movement (un-signalized) | Right-in, right-out    | <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/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 #<br>(Map #) | Milepost <sup>3</sup> | Road Side | Access Description | Existing Land Use             | Existing Configuration        | Ultimate Configuration            | Conditions for Change <sup>4</sup>  |
|---------------------|-----------------------|-----------|--------------------|-------------------------------|-------------------------------|-----------------------------------|---|
| 128<br>(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<br>(5)          | 279.22                | South     | South 15th Street  | Public Road                   | Full movement (signalized)    | <b>Full Movement (Signalized)</b> | Access may remain full-movement.  |
| 130<br>(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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