

7.0 ACCESS CONTROL PLAN RECOMMENDATIONS

The following sections present the recommended ACP based upon the results of the operational analysis, safety study, guidelines from the Access Code, and input from the public involvement process. To maintain consistency with the EOS study and at the direction of CDOT, a consistent four-lane (two lanes each direction) cross section was assumed for the entire study corridor. The intent of this study was not to identify design elements of access location, such as number, length, and types of auxiliary lanes, but rather the focus is more on where access should be located and what type of turns should be allowed at each location. The exact design elements for each access would be completed through a study conducted at the time of the final design for any access or roadway improvement project. The figures presented in Appendix B are simply for illustrative purposes only and are not to scale. The long range plan indicates that SH 392 will have either depressed or raised medians the entire length of the study corridor as identified in the EOS study. The concept for medians was continued through the development of the ACP for consistency purposes. The recommendations in this ACP are based on an ultimate configuration of the roadway, which includes the installation of all median treatments.

It is important to keep in mind the changes recommended in this study and the legal ACP documents in the appendix will only occur when a project is identified, when funding becomes available, or as redevelopment occurs. At the current time there are no identified projects or funds for the changes identified within this document. Development is on-going along the corridor and may result in changes contained within this document occurring at any time in the future.

7.1 RECOMMENDED ACCESS DESCRIPTIONS

The SH 392 ACP presented in this section contains the recommendations for the location of existing and future access points as well as the type of traffic control at each intersection. In addition, no new access locations will be allowed along this section of the SH 392 corridor without modification to the access control plan. The access points are numbered in Figure 11, Figure 12, and Figure 13 and shown conceptually in Appendix B. Appendix C contains the actual ACP legal description for each access point. The appendix also contains a table that summarizes the access points by their location, by mile point, and the proposed configuration.

7.1.1 From 0.38 mile west of I-25 to LCR 3

- *Access 1*: This field access to be closed.
- *Access 2*: This field access to be closed.
- *Access 3*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property or vehicles wishing to turn left out of this property can do so at a secondary entry located west of the study area.
- *Frontage Road (Access 4)**: The existing intersection will be closed when the new I-25 interchange is constructed and the intersection will be shifted to the west to a new alignment. This intersection will be signalized and will allow full movements in all directions.

- *Southbound I-25 Ramps (Access 5)**: The existing intersection will be closed when the new I-25 interchange is constructed and the intersection will be shifted to the east to a new alignment. The new intersection will be signalized and will allow full movements in all directions.
- *Northbound I-25 Ramps (Access 6)**: The north leg of the existing intersection will be closed when the new I-25 interchange is constructed and re-aligned with the associated off ramp. This intersection will be signalized and will allow full movements in all directions.
- *Westgate (Access 7)*: No changes will be made to this access.
- *Royal Vista (Access 8)*: No changes will be made to this access.
- *Access 260*: A new right-in, right-out access will be added for the property north of SH 392. Exact location will be determined during the property design phase and may require the modification of this ACP. This property will have secondary access from LCR 5 to accommodate vehicles entering from eastbound SH 392 or those exiting the property and travel eastbound on SH 392.
- *LCR 5 (Access 9)*: No change will be made to this access.
- *REA Parkway (Access 10)*: The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out of REA Parkway will not be allowed. Drivers wishing to turn left can do so through secondary access to the signalized intersections at LCR 5 or Highland Meadows.
- *Highland Meadows Parkway (Access 11)*: This intersection will be signalized in the future when traffic volumes warrant such a change. The intersection will remain full movement for all directions.
- *Highland Hills Drive (Access 12)*: No changes will be made to this access, unless access #13 is signalized. If access #13 is signalized the addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out of Highland Hills will not be allowed. Drivers wishing to turn left can do so through secondary access to the signalized intersections at LCR 3 or potential future access to Highland Meadows.

* The locations for intersections 4, 5, and 6 are based upon information provided by the I-25 Environmental Impact Statement (EIS) study as of July, 2006. The actual location of intersection #4 may vary during the redevelopment of adjacent properties.

7.1.2 LCR 3 to WCR 13

- *LCR 3 (Access 13)*: The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out of LCR 3 and westbound left turns from SH 392 will not be allowed. Drivers wishing to turn left from westbound SH 392 will travel to Highland Hills and make a U-turn to return to LCR 3. Drivers that wish to turn left from LCR 3 to travel eastbound on SH 392 can use secondary access to the intersection of Highland Meadows. Drivers that wish to turn left from LCR 3 to travel westbound on SH 392 can use secondary access to the intersection of Highland Hills.
- *Access 14*: This access will be closed, as secondary access to LCR 3 exists.
- *Access 15*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 13 and return to the driveway. Drivers

wishing to turn left out of this property will have to turn right, travel to either LCR 3 or Highland Hills and make a U-turn.

- *Access 16:* This access will be closed; access should be obtained from WCR 13.
- *Access 17:* This access will be closed; access should be obtained from WCR 13.
- *Access 18:* This access will be closed; access to the open space is not necessary.
- *Access 19:* This access will be closed; access should be obtained from WCR 13.
- *Access 20:* This access will be closed; access should be obtained from WCR 13.

7.1.3 WCR 13 to 15th Street

- *WCR 13 (Access 21):* No changes will be made to this access.
- *Access 22:* This access will be closed; access should be obtained from WCR 13.
- *Access 23:* This access will be closed; access will be provided with the addition of a new intersection at access #261.
- *Access 261:* A new intersection has been proposed to provide access to the properties north and south of SH 392. The exact location and allowed turning movements will be determined during the property design phase and may require the modification of this ACP. Efforts should be made to ensure secondary access is available from either WCR 13 or 17th Street. This location is not recommended for full movement, but at most a $\frac{3}{4}$ movement access where left turns out of the access onto SH 392 will not be allowed. Drivers wishing to turn left out onto SH 392 can do so from secondary access at the intersections of WCR 13 or 17th Street.
- *Access 24:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at access #261 or WCR 13 and return to the driveway. Drivers wishing to turn left out of this property will have to turn right, travel to 17th Street and make a U-turn. Efforts should be made to close this access when appropriate or obtain secondary access from the new intersection at access #261.
- *Access 25:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at 17th Street and return to the driveway. Drivers wishing to turn left out of this property will have to turn right, travel to either the new intersection at access #261 or WCR 13 and make a U-turn.
- *Access 26:* This access will be closed once 17th Street is constructed. Access to this property should be obtained from 17th Street.
- *Access 27:* This access will be closed; access should be obtained from a new intersection at access #262.
- *17th Street (Access 262):* A new intersection has been proposed to provide access to the properties north and south of SH 392. The exact location will be determined during the property design phase and may require the modification of this ACP. This intersection is anticipated to be signalized and allow full movements in all directions.
- *Access 28:* This access will be closed; access will be available from 17th Street or 16th Street.

- *Access 29:* This access will be closed; access should be obtained from 17th Street or 16th Street.
- *Access 30:* This access will be closed; access should be obtained from 17th Street or 16th Street.
- *Access 31:* This access will be closed; access should be obtained from 17th Street or 16th Street.
- *Access 32:* This access will be closed; access should be obtained from 17th Street or 16th Street.
- *Access 33:* This access will be closed; access should be obtained from 17th Street or 16th Street.
- *Access 34:* This access will be closed; access should be obtained from 17th Street or 16th Street.
- *16th Street (Access 35):* The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out of 16th Street will not be allowed. Drivers that wish to turn left from 16th Street can use secondary access to the intersections of 15th Street or 17th Street.
- *Access 36:* The addition of median treatments will result in this access being converted from $\frac{3}{4}$ movement to a right-in, right-out driveway. Drivers traveling eastbound or westbound on SH 392 that wish to enter this property will use secondary access at 15th Street or 16th Street.

7.1.4 15th Street to 9th Street

- *15th Street (Access 37):* No changes will be made to this access.
- *Access 38:* No changes will be made to this access.
- *14th Street (Access 39):* The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out of 14th Street will not be allowed. Drivers that wish to turn left from 14th Street can use secondary access to the intersection of 15th Street.
- *13th Street (Access 40):* The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out of 13th Street will not be allowed. Vehicles that wish to turn left from 13th Street can use secondary access to the intersections of 15th Street or 11th Street.
- *Access 41:* This access will be closed; access should be obtained from 14th Street.
- *12th Street (Access 42):* The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out of 12th Street will not be allowed. Drivers that wish to turn left from 12th Street can use secondary access to the intersection of 11th Street.
- *11th Street (Access 43):* No changes will be made to this access.
- *Access 44:* The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out of the property will not be allowed. Drivers that wish to turn left from the property can use secondary access to the 11th Street intersection.

- *Access 45:* No changes will be made to this access.
- *Access 46:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will use secondary access from 11th Street or Access 49. Drivers wishing to turn left out of the property will use secondary access to the intersection of 11th Street.
- *Access 47:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at 11th Street and return to the driveway or use secondary access from the intersection of 10th Street. Drivers wishing to turn left out of the property will use secondary access to the 11th Street intersection.
- *Access 48:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at 11th Street and return to the driveway or use secondary access from the intersection of 10th Street. Drivers wishing to turn left out of the property will use secondary access to the 11th Street intersection.
- *Access 49:* A north leg may be added to 10th Street at Access 49. The resulting access point will have $\frac{3}{4}$ access to SH 392 where left turns out of Access 49 will not be allowed. Drivers that wish to turn left from Access 49 can use secondary access to the intersection of 11th Street.
- *10th Street (Access 50):* The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out of 10th Street will not be allowed. Drivers that wish to turn left from 10th Street can use secondary access to the intersection of 9th Street.
- *Access 51:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at 10th Street and return to the driveway. Drivers wishing to turn left out of the property will turn right, travel to 9th Street, and make a U-turn.
- *Access 52:* This access will be closed; access is available from 9th Street.
- *Access 53:* This access will be closed; access is available from 9th Street

7.1.5 9th Street to 7th Street/SH 257N

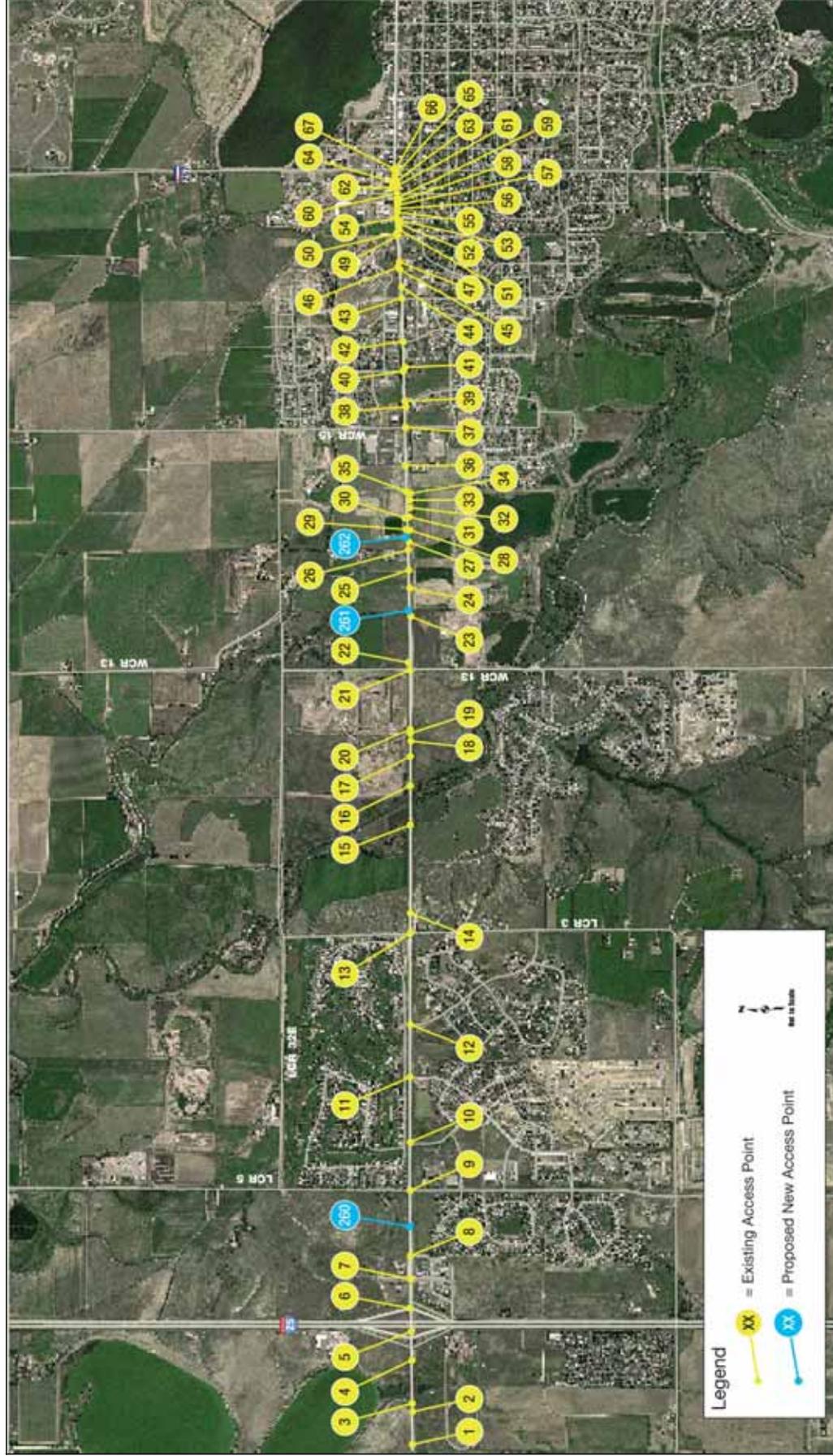
- *9th Street (Access 54):* No changes will be made to this access.
- *Access 55:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Multiple options exist for drivers wishing to turn left into or left out of this property.
- *Access 56:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Multiple options exist for drivers wishing to turn left into or left out of this property.

- *Access 57:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Multiple options exist for drivers wishing to turn left into or left out of this property.
- *Access 58:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Multiple options exist for drivers wishing to turn left into or left out of this property.
- *Access 59:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Multiple options exist for drivers wishing to turn left into or left out of this property.
- *8th Street (Access 60):* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter 8th Street will make a U-turn at 7th Street and return to the driveway or use secondary access from 7th Street. Drivers traveling westbound on SH 392 that wish to enter 8th Street will make a U-turn at 9th Street or use secondary access from 7th Street. Drivers wishing to turn left out of 8th Street can use secondary access to 7th Street.
- *Access 61:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Multiple options exist for drivers wishing to turn left into or left out of this property.
- *Access 62:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at 7th Street and return to the driveway. Drivers wishing to turn left out of the property use secondary access to 7th Street.
- *Access 63:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Multiple options exist for drivers wishing to turn left into or left out of this property.
- *Access 64:* No changes will be made to this access.
- *Access 65:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Multiple options exist for drivers wishing to turn left into or left out of this property.
- *Access 66:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Multiple options exist for drivers wishing to turn left into or left out of this property.
- *7th Street/SH 257N (Access 67):* No changes will be made to this access.

7.1.6 7th Street/SH 257N to WCR 19/SH 257S

This section of the corridor has been omitted from the SH 392 ACP plan.

Figure 11
Recommended Access Points 0.38 miles west of I-25 to 7th Street/SH 257N



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7.1.7 WCR 19/SH 257S to WCR 21

- *WCR 19/SH 257 S (Access 68)*: No changes will be made to this access.
- *Access 69*: This access will be closed; access should be obtained from WCR 19.
- *Access 70*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property can use secondary access from WCR 19. Drivers wishing to turn left out of 8th Street can use secondary access to WCR 19.
- *Access 71*: This is a secondary access and will be closed.
- *Access 72*: This access will be closed; access should be obtained from WCR 19.
- *Access 73*: This access will be closed; a new $\frac{3}{4}$ intersection is proposed at access #263 and a secondary access is proposed on WCR 19 south of SH 392.
- *Access 74*: This access will be closed; access should be obtained from WCR 19.
- *Access 75*: This is a secondary access and will be closed.
- *Access 263*: A new intersection has been proposed to provide access to the property south of SH 392. The exact location will be determined during the property design phase and may require the modification of this ACP. Efforts should be made to ensure secondary access is available from either WCR 19 or a new proposed road at access 264. This location is not recommended for full movement, but at most a $\frac{3}{4}$ movement access where left turns out of the access onto SH 392 will not be allowed. Drivers wishing to turn left out onto SH 392 can do so from secondary access from WCR 19 or access #264.
- *Access 76*: This is a secondary access and will be closed.
- *Access 77*: This access will be closed; access should be obtained from WCR 19.
- *Access 78*: This is a secondary access and will be closed.
- *Access 79*: This is a secondary access and will be closed.
- *Access 80*: This access will be closed; a new intersection is proposed at access #264.
- *Access 264*: A new intersection has been proposed to provide access to the properties north and south of SH 392. The exact location will be determined during the property design phase and may require the modification of this ACP. This location will be a full movement intersection and may be signalized when and if traffic conditions warrant it in the future.
- *Access 81*: Once the new intersection at access #264 is constructed, this access can be closed and access obtained from the new intersection.
- *Access 82*: This is a secondary access and will be closed.
- *Access 83*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at access #264 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 21 and make a U-turn.
- *Access 84*: This is a secondary access and will be closed.
- *Access 85*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to

enter this property will make a U-turn at location #264 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 21, and make a U-turn.

- *Access 86:* Efforts to coordinate with this property owner to close the existing access and share an access with the adjacent properties at the proposed new access #265.
- *Access 265:* A new intersection has been proposed to provide access to the properties north of SH 392. The exact location will be determined during the property design phase and may require the modification of this ACP. This location will require coordination efforts with adjacent property owners to share a single access location. This access will be a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 21 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or a median opening at access #264, and make a U-turn.
- *Access 87:* Efforts to coordinate with this property owner to close the existing access and share an access with the adjacent properties at the proposed new access #265.
- *Access 88:* This is a secondary access and will be closed.
- *Access 89:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 21 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or a median opening at access #264, and make a U-turn.
- *Access 90:* This is a secondary access and will be closed.
- *Access 91:* This is a secondary access and will be closed.
- *Access 92:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 21 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or a median opening at access #264, and make a U-turn.
- *Access 93:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 21 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or a median opening at access #264, and make a U-turn.
- *Access 94:* This is a secondary access and will be closed.
- *Access 95:* This access will be closed and new access obtained from location #97.
- *Access 96:* This is a secondary access and will be closed.

7.1.8 WCR 21 to WCR 23 North

- *WCR 21 (Access 97):* This intersection will be signalized in the future when traffic volumes warrant it in the future. A south leg will be added to help consolidate access in the area and to improve operations.
- *Access 98:* This access will be closed; access is available from WCR 21.

- *Access 99*: This access will be closed and new access obtained from location #97.
- *Access 100*: This access will be closed; access should be obtained from WCR 21.
- *Access 101*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at access #103 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 21, and make a U-turn.
- *Access 102*: This access will be closed and new access obtained from location #104.
- *Access 103*: The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out the property will not be allowed. Drivers that wish to turn left from the property will turn right, travel to WCR 21, and make a U-turn.
- *Access 104*: The addition of median treatments will result in this access being converted to a $\frac{3}{4}$ movement where left turns out the property will not be allowed. Drivers that wish to turn left from the property will turn right, travel to WCR 23 North, and make a U-turn.
- *Access 105*: This access will be closed and new access obtained from location #103.
- *Access 106*: This is a secondary access and will be closed.
- *Access 107*: Once access #103 is converted to $\frac{3}{4}$ movement, efforts should be made to work with the property owner to close this access and obtain new access from access #103.
- *Access 108*: This is a secondary access and will be closed.
- *Access 109*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at access #103 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 23 north, and make a U-turn.
- *Access 110*: This is a secondary access and will be closed.
- *WCR 23 South (Access 111)*: This intersection will be signalized when traffic volumes warrant it in the future.
- *Access 112*: This is a secondary access and will be closed. New access can be obtained from Stagecoach Road.
- *Access 113*: This is a secondary access and will be closed.
- *Access 114*: This is a secondary access and will be closed.

7.1.9 WCR 23 North to WCR 25

- *WCR 23 North (Access 115)*: This intersection will be signalized when traffic volumes warrant it in the future.
- *Access 116*: This access will be closed and new access obtained from Stagecoach Road.
- *Access 117*: This access will be closed and new access obtained from WCR 23 North.
- *Access 118*: This is a secondary access and will be closed.

- *Access 119:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at WCR 23 North and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #122, and make a U-turn.
- *Access 120:* This access will be closed and new access obtained from access #122.
- *Access 121:* This is a secondary access and will be closed.
- *Access 122:* This intersection will be signalized when traffic volumes warrant it in the future. The intersection will be improved to provide a north leg and allow full movements in all directions.
- *Access 123:* This is a secondary access and will be closed.
- *Access 124:* This is a secondary access and will be closed.
- *Access 125:* This is a secondary access and will be closed.
- *Access 126:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 25 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #122, and make a U-turn.
- *Access 127:* This is a secondary access and will be closed.
- *Access 128:* This is a secondary access and will be closed.
- *Access 129:* This driveway will be closed and new access obtained from access #130.

7.1.10 WCR 25 to WCR 27 North

- *WCR 25 (Access 130):* This intersection will be signalized when traffic volumes warrant it in the future. A south leg may be added.
- *Access 131:* This access will be relocated to form the south leg to a full movement intersection at access #130.
- *Access 132:* This is a secondary access and will be closed.
- *Access 133:* This is a secondary access and will be closed.
- *Access 134:* This is a secondary access and will be closed.
- *Access 135:* This is a secondary access and will be closed.
- *Access 136:* This access will form a full movement intersection with access 137 and be signalized when traffic volumes warrant it in the future.
- *Access 137:* This access will form a full movement intersection with access 136 and be signalized when traffic volumes warrant it in the future.
- *Access 138:* This is a secondary access and will be closed.
- *Access 139:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 27 North and return to the driveway.

Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #137, and make a U-turn.

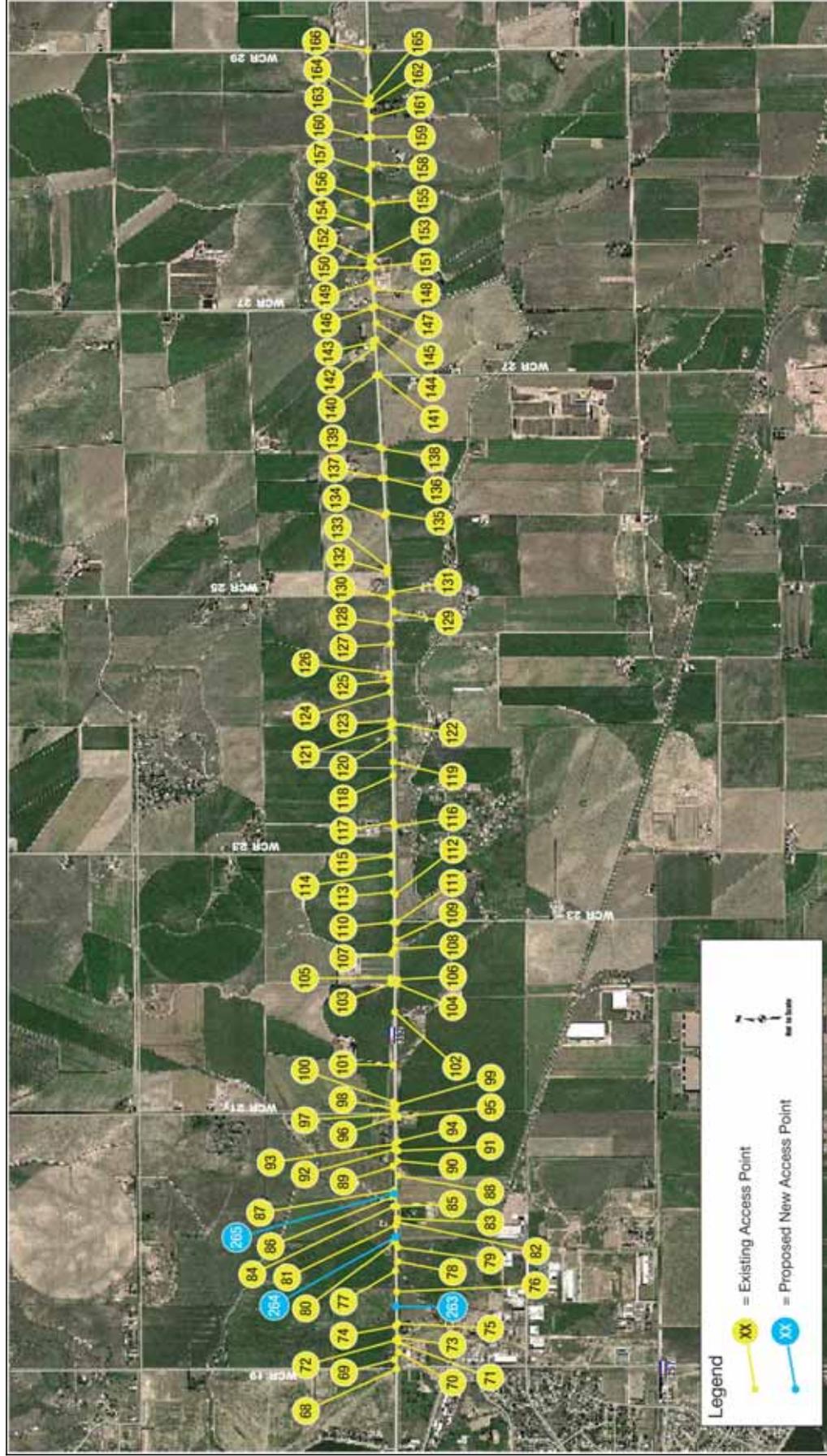
- *Access 140*: This is a secondary access and will be closed.
- *WCR 27 South (Access 141)*: No changes will be made to this access.
- *Access 142*: This is a secondary access and will be closed.
- *Access 143*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 27 North and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 27 South, and make a U-turn.
- *Access 144*: This is a secondary access and will be closed.
- *Access 145*: This access will be closed and new access taken from access #146.

7.1.11 WCR 27 North to WCR 29

- *WCR 27 North (Access 146)*: This intersection will be signalized when traffic volumes warrant it in the future. The intersection is planned to be improved to have the future Two Rivers Parkway become the south leg.
- *Access 147*: This access will be closed and new access obtained from access #146.
- *Access 148*: This access will be closed and new access obtained from access #146.
- *Access 149*: This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 150*: This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 151*: This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 152*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #158 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 27 North, and make a U-turn.
- *Access 153*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at WCR 27 North and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #158, and make a U-turn.
- *Access 154*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #158 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 27 North, and make a U-turn.

- *Access 155:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at WCR 27 North and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #158, and make a U-turn.
- *Access 156:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #158 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 27 North, and make a U-turn.
- *Access 157:* This access will be closed and new access will be obtained from access #158.
- *Access 158:* This access will be signalized when traffic volumes warrant it in the future. The intersection may also be improved to add a north leg.
- *Access 159:* This access will be closed and new access will be obtained from access #158.
- *Access 160:* This access will be closed and new access will be obtained from access #158.
- *Access 161:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #158 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 29, and make a U-turn.
- *Access 162:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #158 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 29, and make a U-turn.
- *Access 163:* This is a secondary access and will be closed.
- *Access 164:* This is a secondary access and will be closed.
- *Access 165:* This is a secondary access and will be closed.

Figure 12
Recommended Access Points from WCR 19 to WCR 29



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7.1.12 WCR 29 to WCR 31

- *WCR 29 (Access 166)*: This intersection will be signalized when traffic volumes warrant it in the future.
- *Access 167*: This is a secondary access and will be closed.
- *Access 168*: This is a secondary access and will be closed.
- *Access 169*: This is a secondary access and will be closed.
- *Access 170*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #174 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 29, and make a U-turn.
- *Access 171*: This access will be closed and new access will be obtained from location #173.
- *Access 172*: This access will be closed and new access will be obtained from location #174.
- *Access 173*: This intersection will be signalized along with access #174 when traffic volumes warrant it in the future.
- *Access 174*: This intersection will be signalized along with access #173 when traffic volumes warrant it in the future.
- *Access 175*: This access will be closed and new access will be obtained from location #173.
- *Access 176*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 31 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #173, and make a U-turn.
- *Access 177*: This is a secondary access and will be closed.
- *Access 178*: This is a secondary access and will be closed.
- *Access 179*: This is a secondary access and will be closed.

7.1.13 WCR 31 to WCR 33

- *WCR 31 (Access 180)*: This intersection will be signalized when traffic volumes warrant it in the future.
- *Access 181*: This is a secondary access and will be closed.
- *Access 182*: This is a secondary access and will be closed.
- *Access 183*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #186 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 31, and make a U-turn.

- *Access 184*: This is a secondary access and will be closed.
- *Access 185*: This is a secondary access and will be closed.
- *Access 186*: This access will be converted to a full movement intersection that will be signalized when traffic volumes warrant it in the future.
- *Access 187*: This is a secondary access and will be closed.
- *Access 188*: This access will be closed and new access obtained from location #186.
- *Access 189*: This access will be closed and new access obtained from location #186.
- *Access 190*: This is a secondary access and will be closed.
- *Access 191*: This is a secondary access and will be closed.
- *Access 192*: This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 193*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #186 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #194 or WCR 33, and make a U-turn.
- *Access 194*: This intersection will be improved to add a south leg and made to be a $\frac{3}{4}$ movement where left turns out of the intersection onto SH 392 will not be allowed. Drivers wishing to turn left and travel east on SH 392 will turn right, travel to access #186, and make a U-turn. Drivers wishing to turn left and travel west on SH 392 will turn right, travel to WCR 33, and make a U-turn.

7.1.14 WCR 33 to WCR 35

- *WCR 33 (Access 195)*: This intersection will be signalized when traffic volumes warrant it in the future.
- *Access 196*: This is a secondary access and will be closed.
- *Access 197*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #206 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 33, and make a U-turn.
- *Access 198*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #206 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 33, and make a U-turn.
- *Access 199*: This is a secondary access and will be closed.
- *Access 200*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access

#206 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 33, and make a U-turn.

- *Access 201:* Efforts to work with the property owner should be made to consolidate access with adjacent property owners at which time the access can be closed.
- *Access 266:* The access will be created with the coordinating efforts with the adjacent property owners to share a single access location. The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #206 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 33, and make a U-turn.
- *Access 202:* Efforts to work with the property owner should be made to consolidate access with adjacent property owners at which time the access can be closed.
- *Access 203:* This access will be closed and new access obtained from location #206.
- *Access 204:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #206 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 33, and make a U-turn.
- *Access 205:* This access will be closed and new access taken from location #206.
- *Access 206:* This access should be improved to add a north leg and be signalized when traffic volumes in the future warrant it. This intersection can be used to consolidate adjacent access points to improve traffic operations
- *Access 207:* This access will be closed and new access obtained from location #206.
- *Access 208:* This is a secondary access and will be closed.
- *Access 209:* This is a secondary access and will be closed.
- *Access 210:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 35 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #206, and make a U-turn.
- *Access 211:* This is a secondary access and will be closed.
- *Access 212:* This is a secondary access and will be closed.
- *Access 213:* This is a secondary access and will be closed.
- *Access 214:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 35 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #206, and make a U-turn.
- *Access 215:* This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.

- *Access 216:* This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 217:* This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Pikes Peak Drive (Access 218):* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will use the secondary access from WCR 35. Drivers wishing to turn left out of this property will use the secondary access from WCR 35.
- *Access 219:* This is a secondary access and will be closed.
- *Access 220:* This is a secondary access and will be closed.

7.1.15 WCR 35 to WCR 37

- *WCR 35 (Access 221):* This intersection will be signalized when traffic volumes warrant it in the future.
- *Access 222:* This access will be closed and new access obtained from WCR 35.
- *Access 223:* This is a secondary access and will be closed.
- *Access 224:* This access will be improved to add north leg and be signalized when traffic volumes warrant it in the future.
- *Access 225:* This is a secondary access and will be closed.
- *Access 226:* This is a secondary access and will be closed.
- *Access 227:* This is a secondary access and will be closed.
- *Access 228:* This access will be closed and new access obtained from the improved access #224.
- *Access 229:* This access will be closed and new access obtained from the improved access #224.
- *Access 230:* This is a secondary access and will be closed.
- *Access 231:* This is a secondary access and will be closed.
- *Access 232:* This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 233:* This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 234:* This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 235:* This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 236:* The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at WCR 37 and return to the driveway. Drivers

wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #224, and make a U-turn.

- *Access 237*: This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 238*: This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.

7.1.16 WCR 37 North to US 85

- *WCR 37 (Access 239)*: This intersection will be signalized when traffic volumes warrant it in the future.
- *Access 240*: This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 241*: This access to the ditch will be closed at such a time as it is no longer needed or secondary access is available.
- *Access 242*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at WCR 37 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #252, and make a U-turn.
- *Access 243*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at WCR 37 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #252, and make a U-turn.
- *Access 244*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at WCR 37 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to the new intersection or median opening at access #252, and make a U-turn.
- *Access 245*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #252 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to WCR 37, and make a U-turn.
- *Access 246*: This is a secondary access and will be closed.
- *Access 247*: This is a secondary access and will be closed.
- *Access 248*: This is a secondary access and will be closed.
- *Access 249*: This access will be closed and new access obtained from access #252.
- *Access 250*: This is a secondary access and will be closed.
- *Access 251*: This is a secondary access and will be closed.
- *Access 252*: This access location will be improved to add a south leg and be made $\frac{3}{4}$ movement where left turns out of the properties onto SH 392 will not be allowed.

Drivers wishing to turn left and travel east on SH 392 will turn right, travel to WCR 37, and make a U-turn. Drivers wishing to turn left and travel west on SH 392 will turn right, travel to US Highway 85, and make a U-turn.

- *Access 253*: This is a secondary access and will be closed.
- *Access 254*: This is a secondary access and will be closed.
- *Access 255*: This is a secondary access and will be closed.
- *Access 256*: This is a secondary access and will be closed.
- *Access 257*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling westbound on SH 392 that wish to enter this property will make a U-turn at the new intersection or median opening at access #252 and return to the driveway. Drivers wishing to turn left out of this property will turn right, travel to US Highway 85, and make a U-turn.
- *Access 258*: The addition of median treatments will result in this access being converted to a right-in, right-out driveway. Drivers traveling eastbound on SH 392 that wish to enter this property will make use secondary access from US Highway 85. Drivers wishing to turn left out of this property will use secondary access on US Highway 85. Efforts to work with this property owner should be made to ensure adequate access to US 85 is available.
- *Access 259*: Due to its location, efforts should with the property owner should be made to close this access and relocate it to a location where it could be shared with adjacent property owners, such as access #257.

7.2 FUTURE TRAFFIC CONDITIONS WITH ACP IMPLEMENTATION

Once the final configuration for each access point was identified, another LOS analysis was conducted. This LOS analysis reflects the proposed access changes to the corridor. Figure 14 and Figure 15 contain the intersection and arterial levels of service, and detailed analysis of the future LOS with the recommended access changes is provided in Appendix N. These results show that for the majority of intersections the LOS is projected to be better than if no ACP is implemented. There are a few intersections that still have LOS values D or worse, however, these LOS are most likely related to a lack of capacity rather than access issues. This study did not focus on the operations or specific design of each individual access point. The actual design of the access will be determined at the time of final design and through the completion of a detailed traffic analysis, which may produce differing LOS values than the limited analysis performed in this study.

As for the arterial LOS, most of the corridor operates at acceptable LOS values (LOS C or better) with a few exceptions, such as near I-25 and within the Town of Windsor. Again, these low LOS values are most likely the result of limited capacity in these locations and not directly related to an access issue.

Figure 13
Recommended Access Points from WCR 29 to US Highway 85

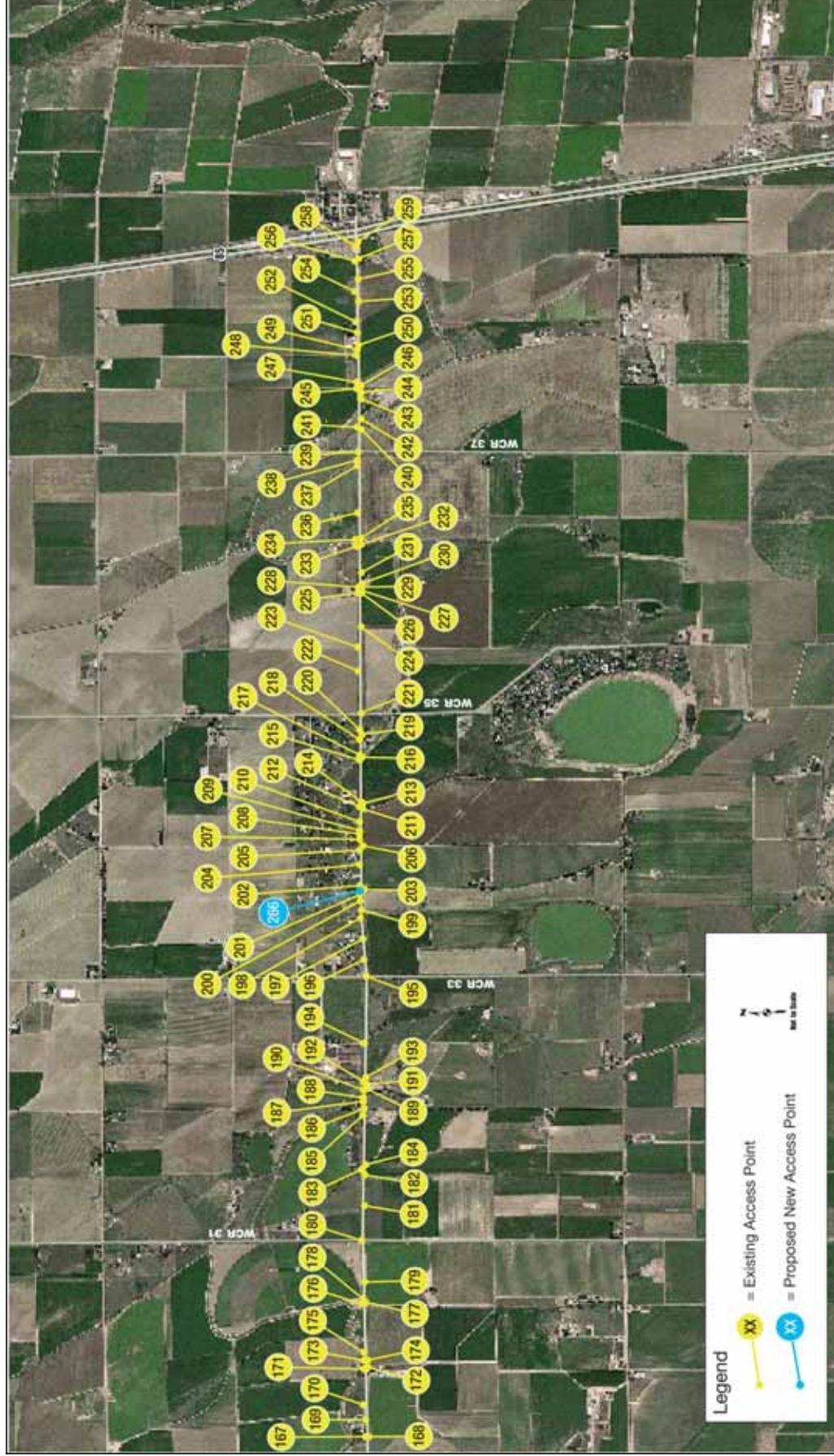


Figure 14
Traffic Conditions (Year 2030) after ACP Implementation (1/2 Mile West of I-25 to SH 257 N)

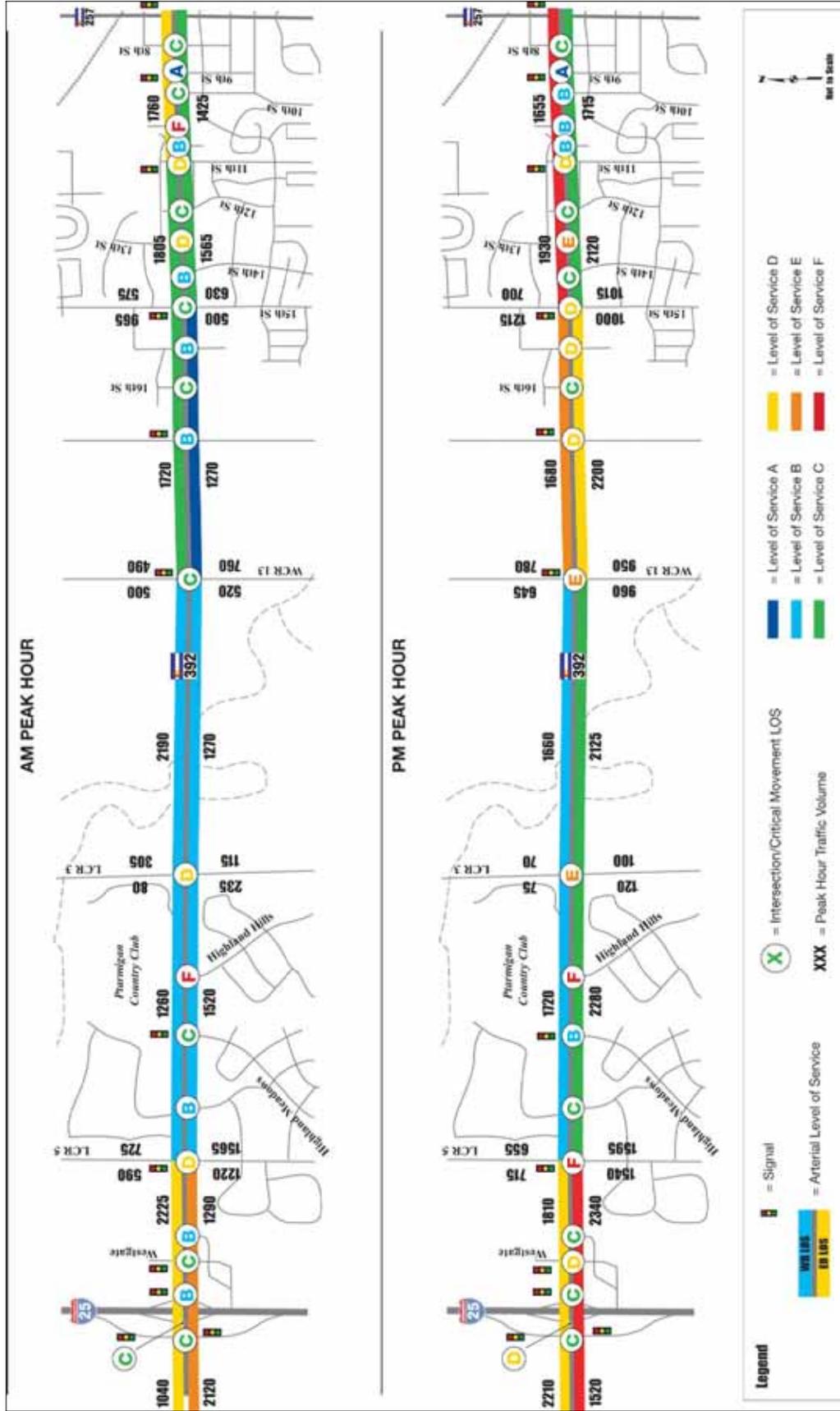
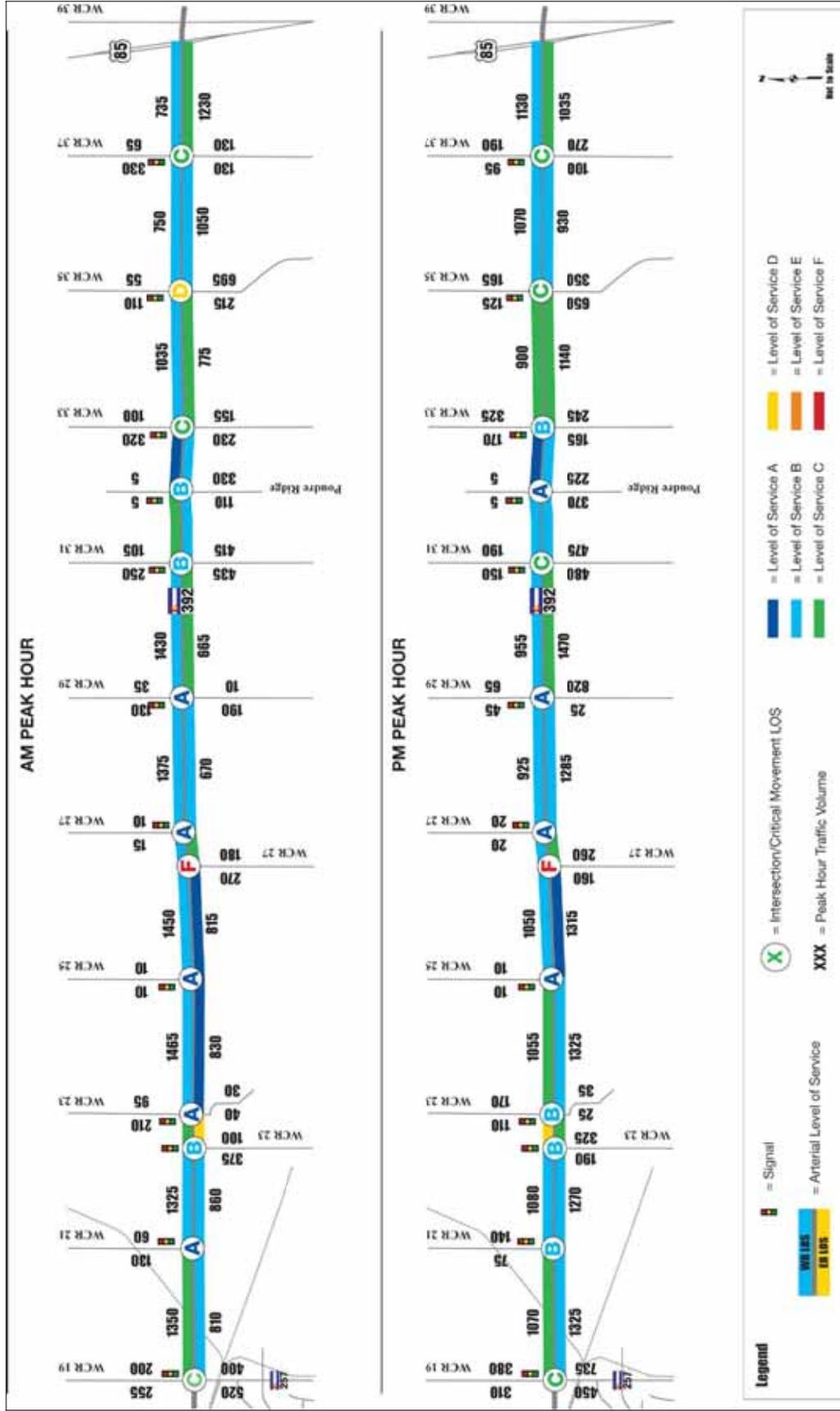


Figure 15
Traffic Conditions (Year 2030) after ACP Implementation (SH 257 S to US 85)



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