

**Appendix B**  
**Recommended Roadway/Access**  
**Configuration**



Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

All deceleration and acceleration lanes and edge of pavement lines are shown for illustrative purposes only. The type, number, and length of these lanes will be determined by a separate traffic study to be done at the time of actual design and implementation of the plan.

**Legend**

- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
- Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

Access #17 & #18 to be closed when shared access can be obtained from Access #177 or other roadways

Access #19 & #21 to be closed when shared access can be obtained from Access #179 or other roadways

Access #29 & #31 to be closed when shared access can be obtained from Access #181 or other roadways

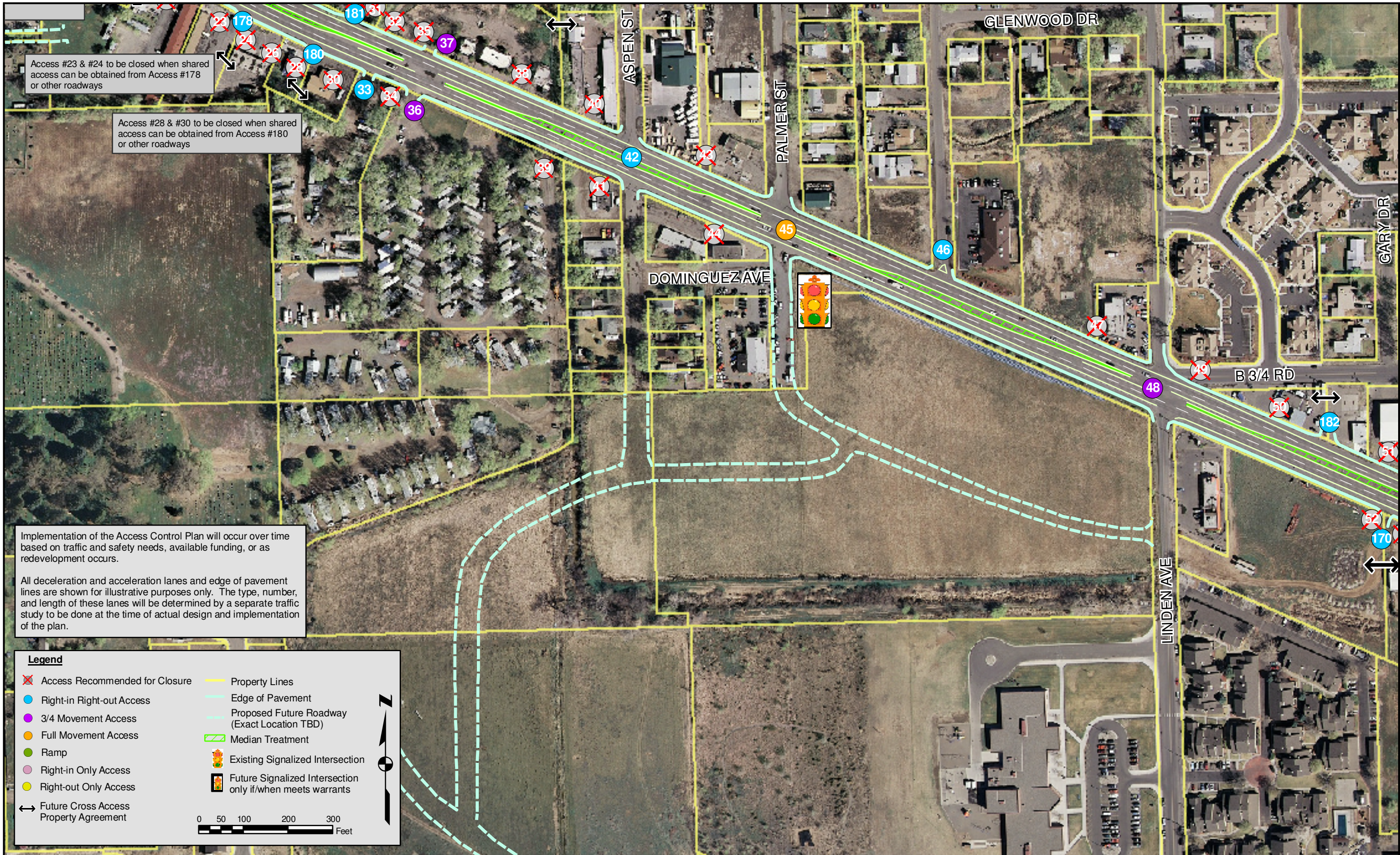
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Access #23 & #24 to be closed when shared access can be obtained from Access #178 or other roadways

Access #28 & #30 to be closed when shared access can be obtained from Access #180 or other roadways

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**Legend**

- ⊗ Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- ↔ Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- ▨ Median Treatment
- 🚦 Existing Signalized Intersection
- 🚦 Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

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Access #50 & #51 to be closed when shared access can be obtained from Access #182 or other roadways

Access #52 & #53 to be closed when shared access can be obtained from Access #170 or other roadways

Access #60 & #62 to be closed when shared access can be obtained from Access #188 or other roadways

Access #64 & #65 to be closed when shared access can be obtained from Access #189 or other roadways

Access #80 to be closed when alternate access is available at Access #192

Access #79 to be closed when intersection improvements to US 50 Ramp and B 1/2 Road are made.

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**Legend**

- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
- Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

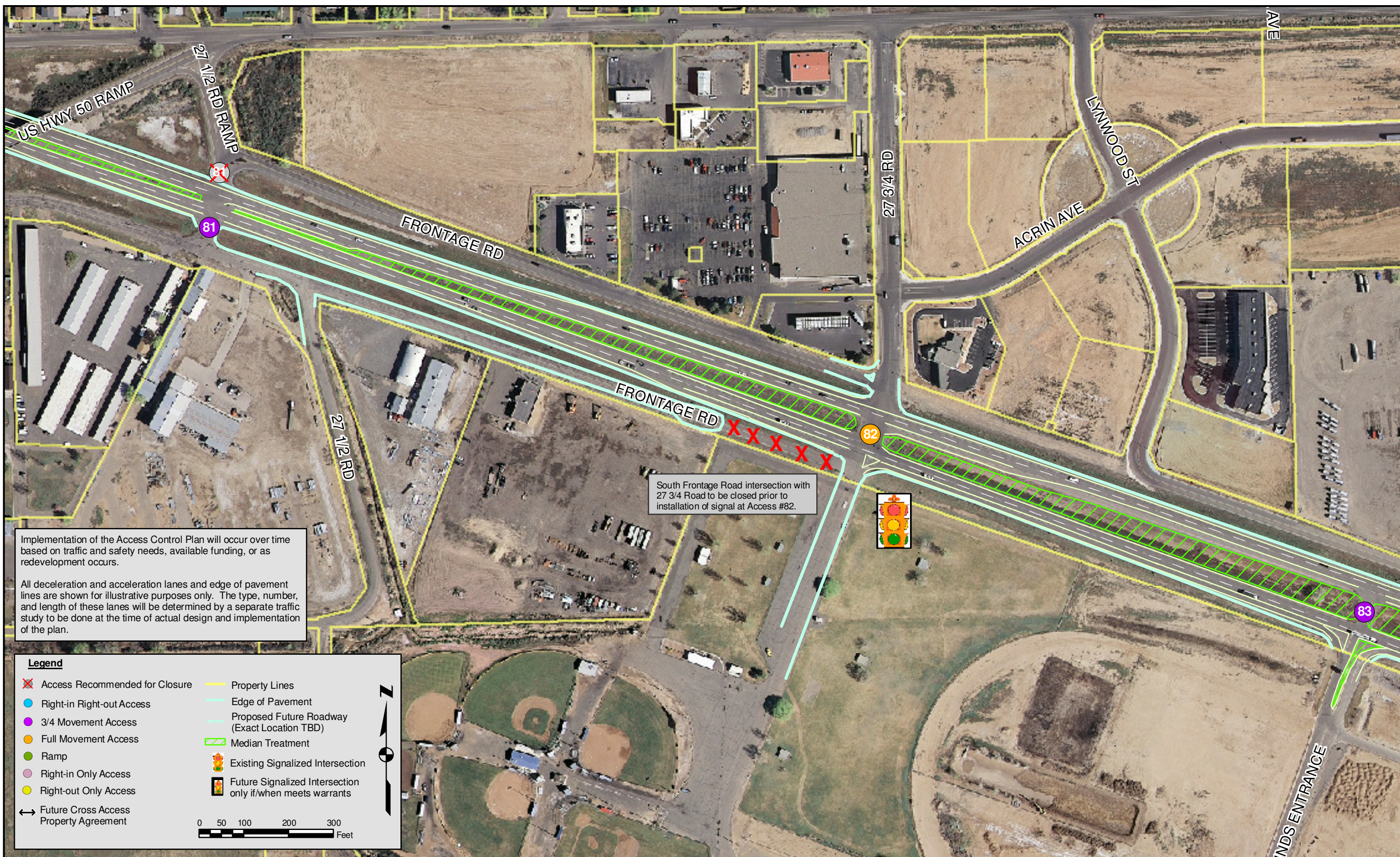
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Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

All deceleration and acceleration lanes and edge of pavement lines are shown for illustrative purposes only. The type, number, and length of these lanes will be determined by a separate traffic study to be done at the time of actual design and implementation of the plan.

**Legend**

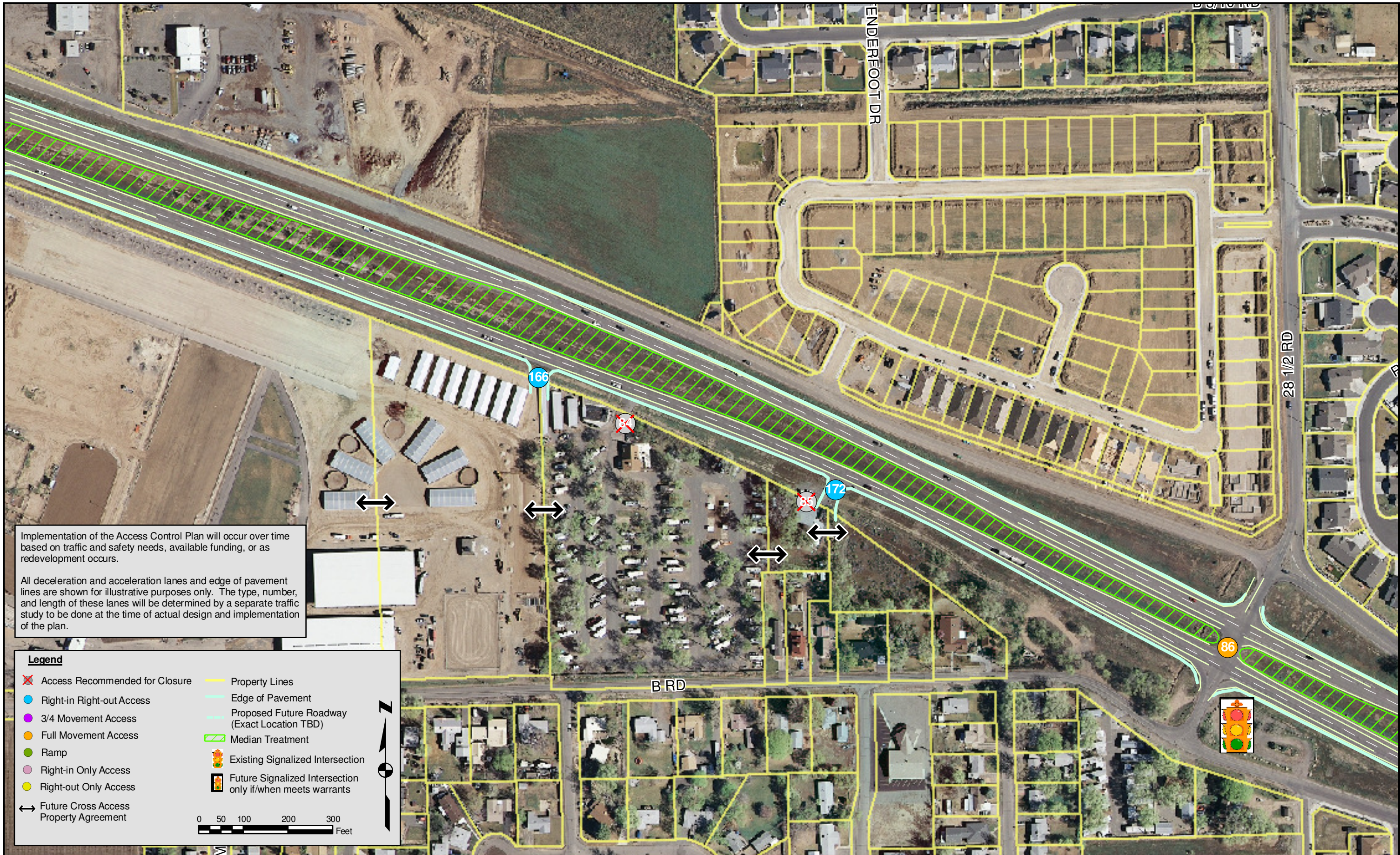
- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
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- Existing Signalized Intersection
- Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

South Frontage Road intersection with 27 3/4 Road to be closed prior to installation of signal at Access #82.

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Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

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**Legend**

- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
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0 50 100 200 300 Feet

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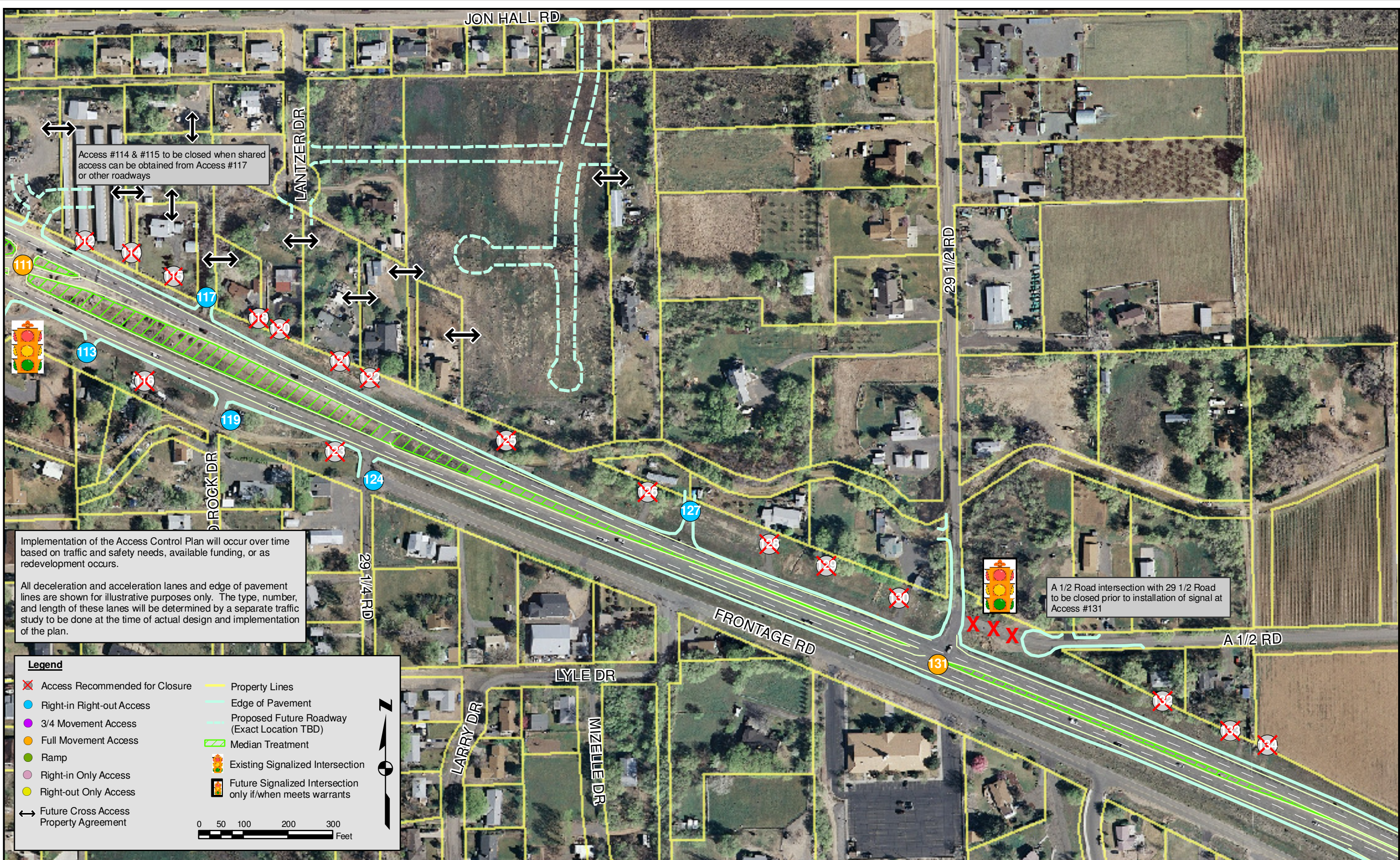
**Legend**

- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
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0 50 100 200 300 Feet

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Access #114 & #115 to be closed when shared access can be obtained from Access #117 or other roadways

A 1/2 Road intersection with 29 1/2 Road to be closed prior to installation of signal at Access #131

Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

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**Legend**

- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
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0 50 100 200 300 Feet

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 Void: \_\_\_\_\_





Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

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**Legend**

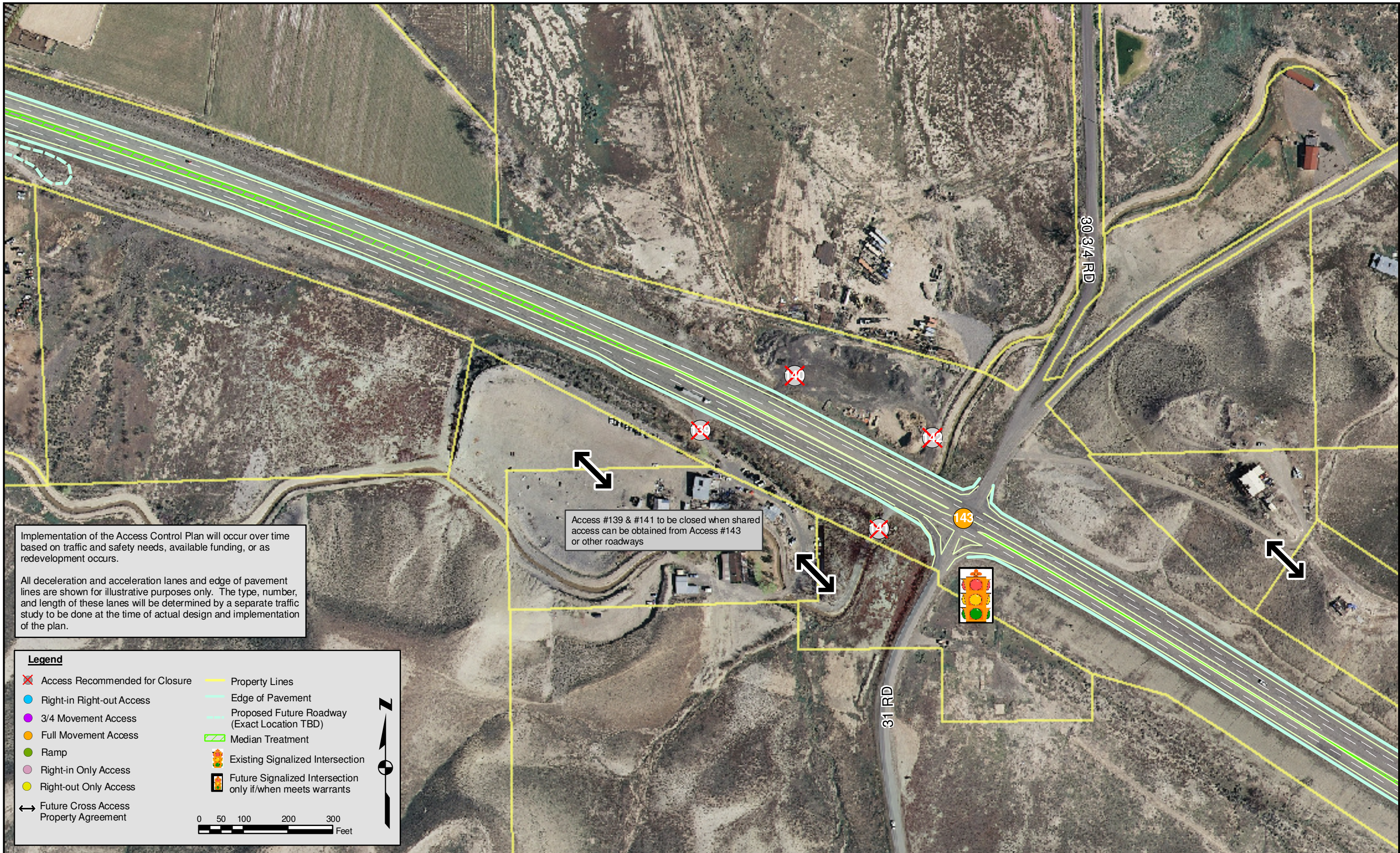
- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
- Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

Access #138 to remain open unless fourth leg of Access #136 is constructed

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All deceleration and acceleration lanes and edge of pavement lines are shown for illustrative purposes only. The type, number, and length of these lanes will be determined by a separate traffic study to be done at the time of actual design and implementation of the plan.

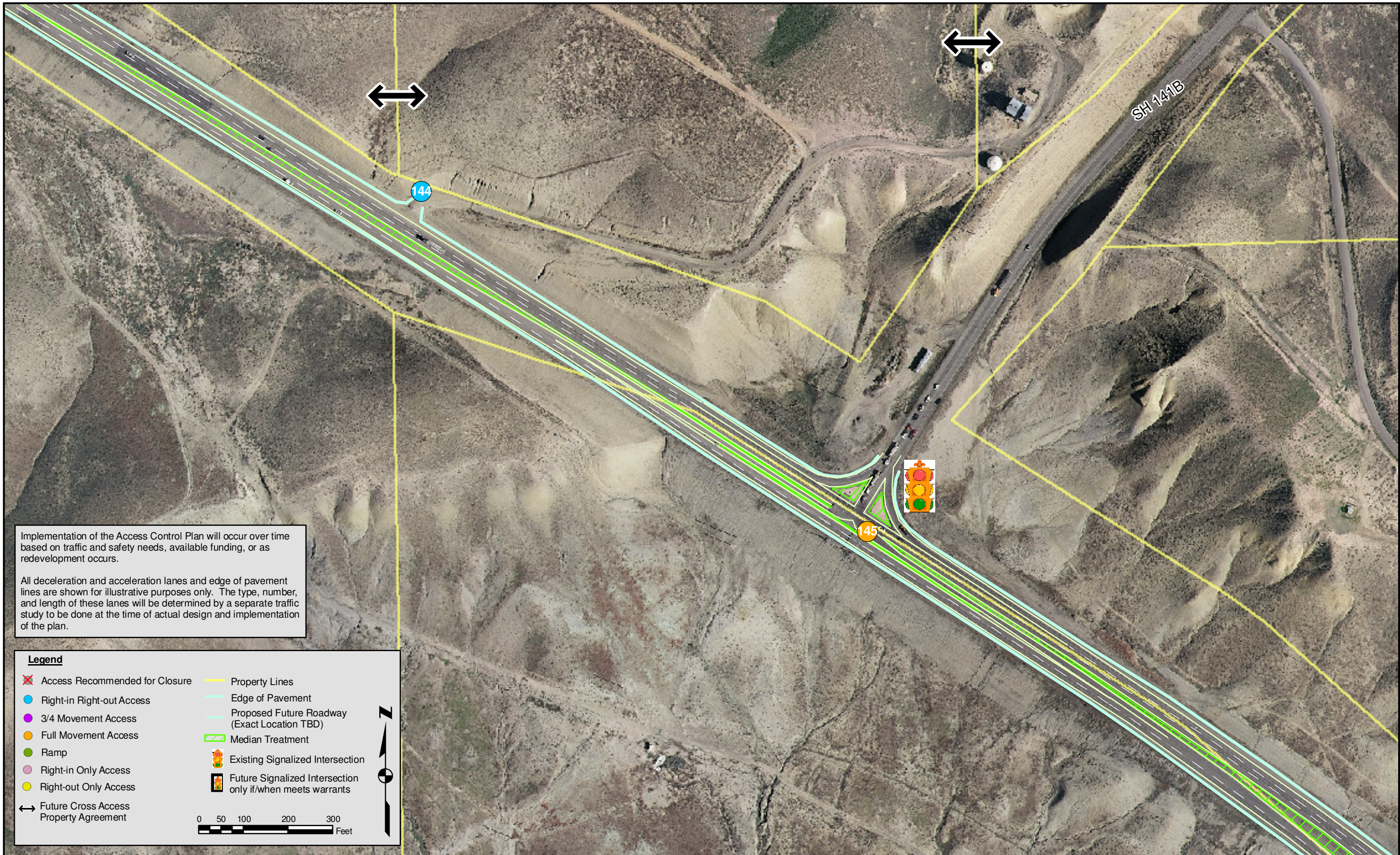
**Legend**

- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
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0 50 100 200 300 Feet

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- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
- Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

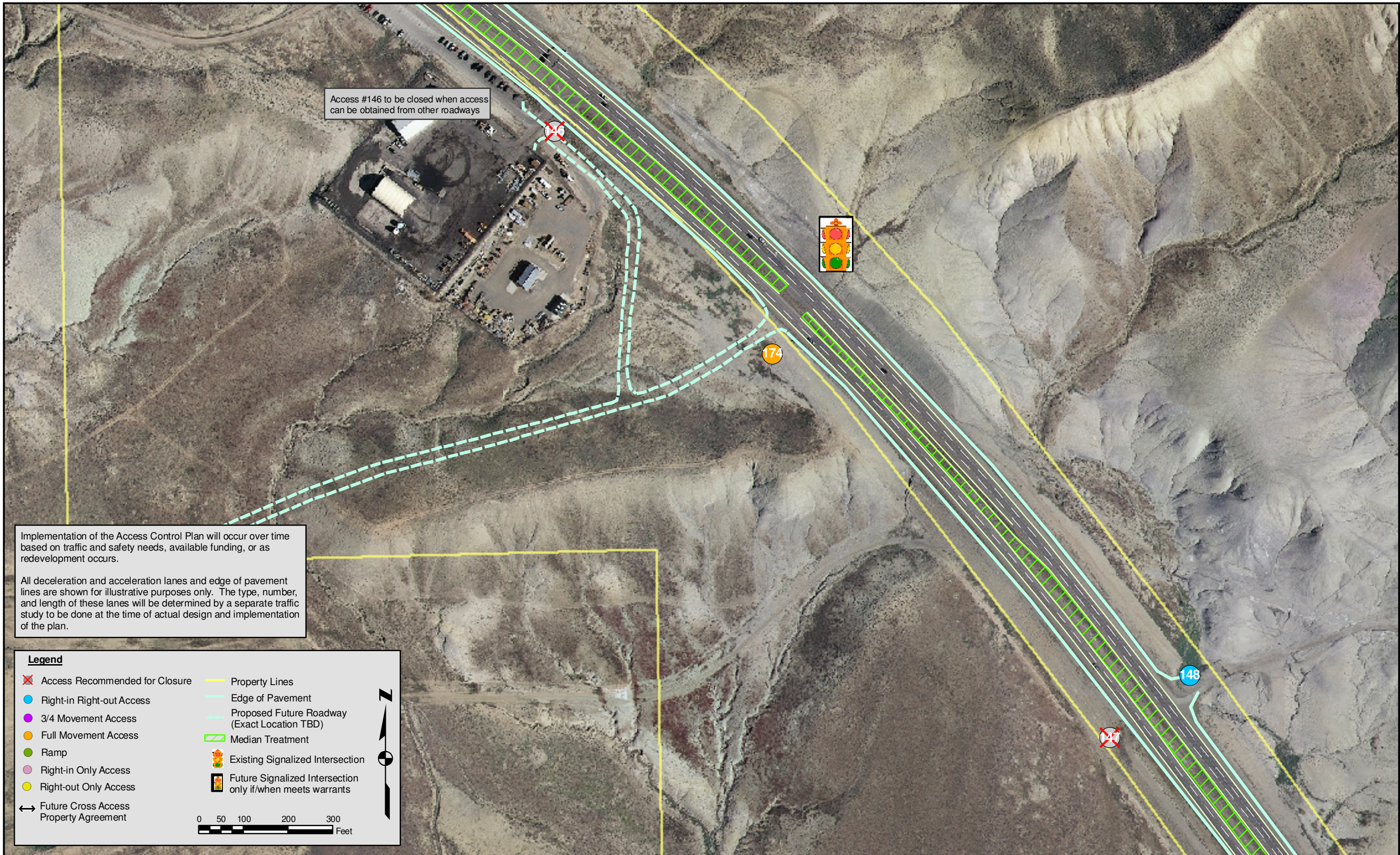
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Access #146 to be closed when access can be obtained from other roadways

Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

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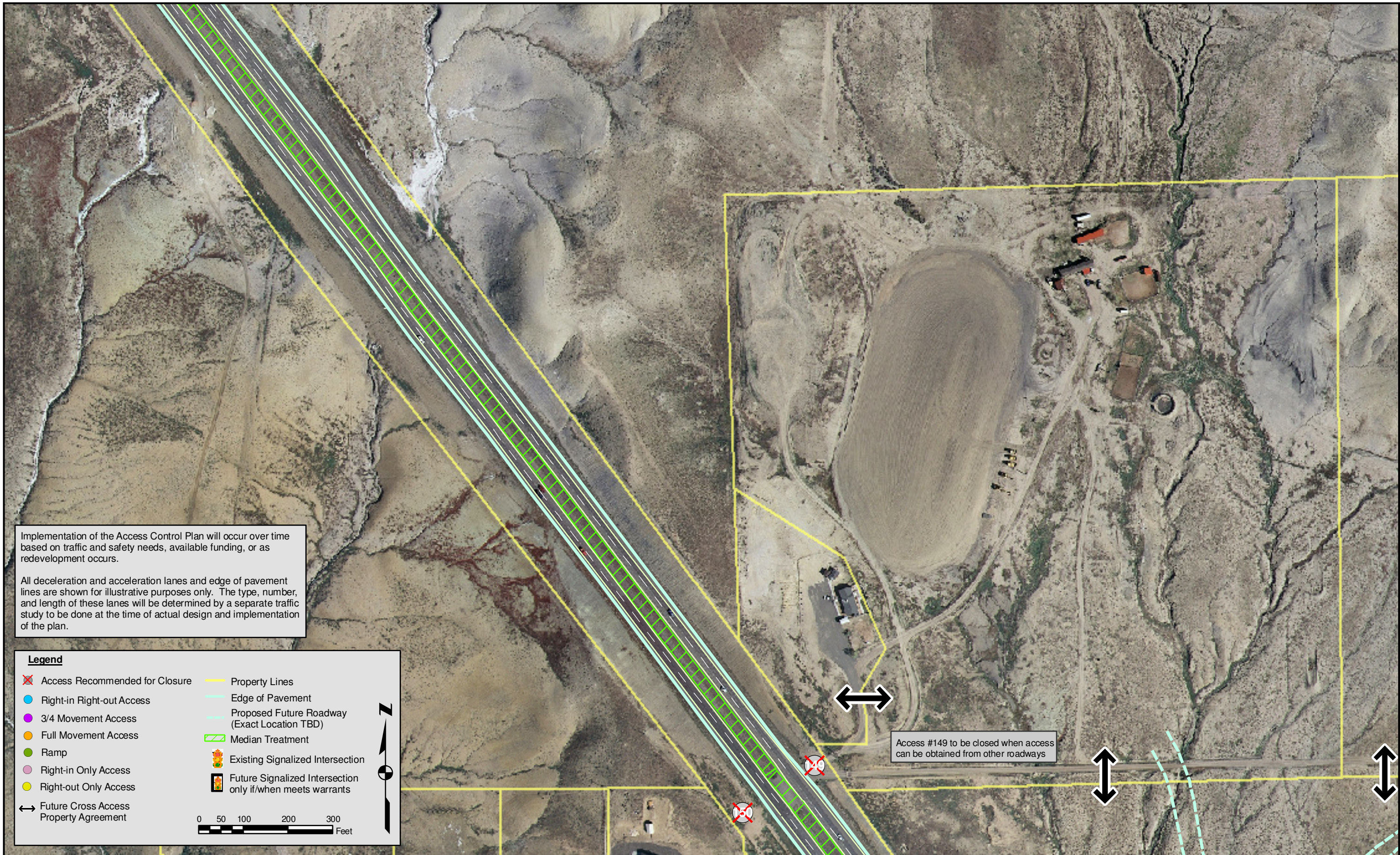
**Legend**

- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
- Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

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**Legend**

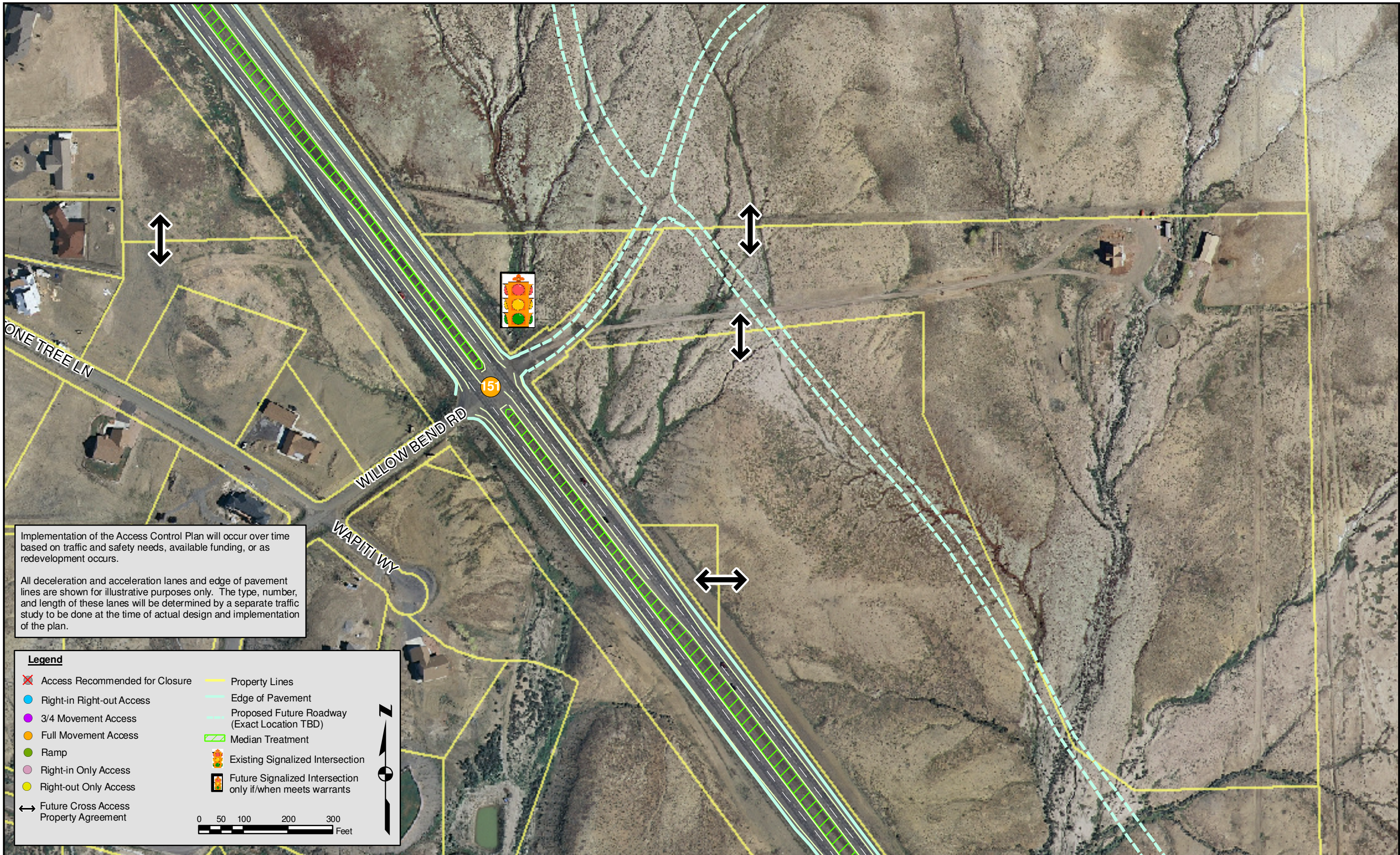
- ⊗ Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- ↔ Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- ▨ Median Treatment
- 🚦 Existing Signalized Intersection
- 🚦 Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

Access #149 to be closed when access can be obtained from other roadways

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Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

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**Legend**

- ⊗ Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- ↔ Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- ▨ Median Treatment
- 🚦 Existing Signalized Intersection
- 🚦 Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

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Implementation of the Access Control Plan will occur over time based on traffic and safety needs, available funding, or as redevelopment occurs.

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**Legend**

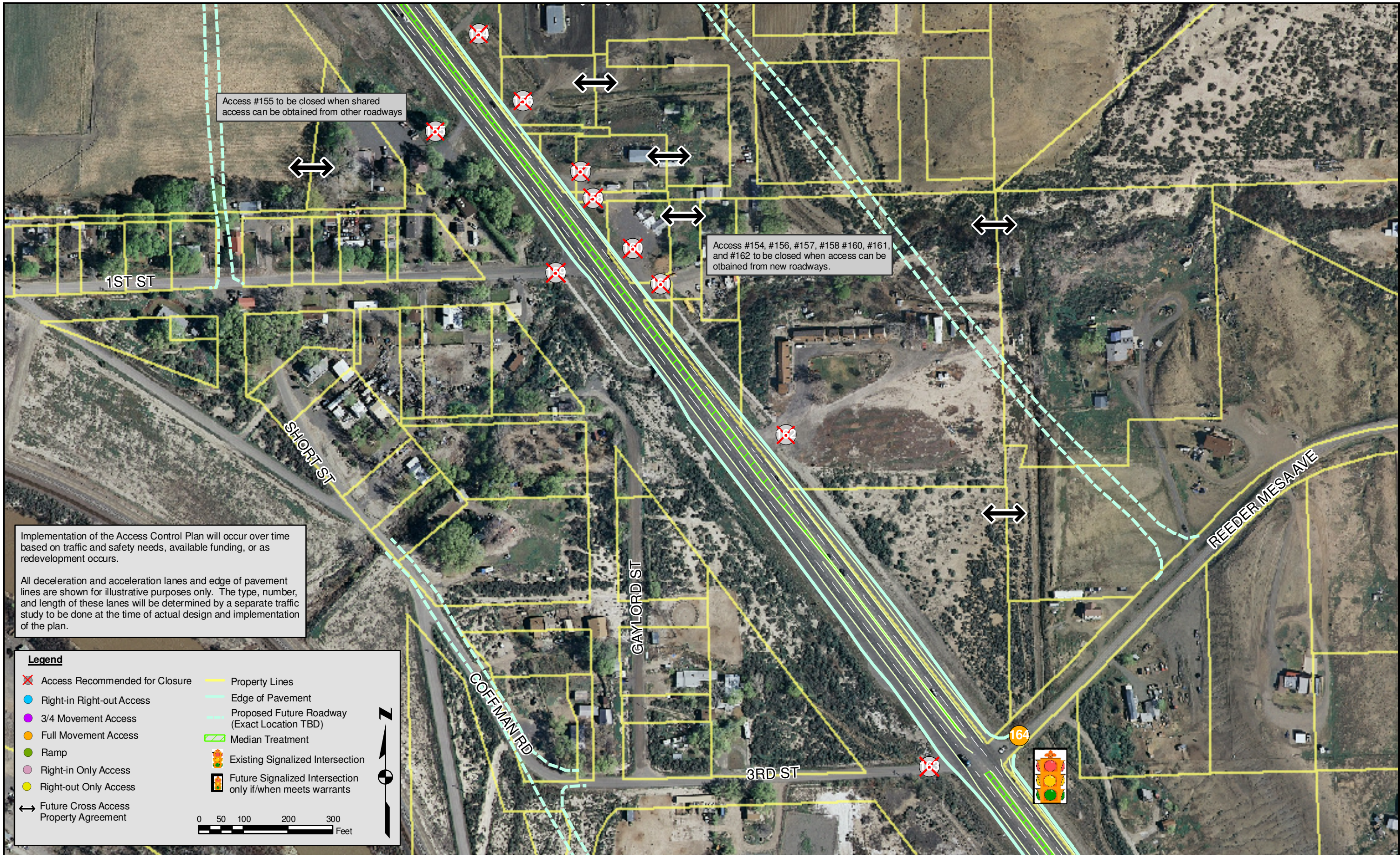
- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
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- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
- Edge of Pavement
- Proposed Future Roadway (Exact Location TBD)
- Median Treatment
- Existing Signalized Intersection
- Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

Access #155 to be closed when shared access can be obtained from other roadways

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Access #155 to be closed when shared access can be obtained from other roadways

Access #154, #156, #157, #158 #160, #161, and #162 to be closed when access can be obtained from new roadways.

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**Legend**

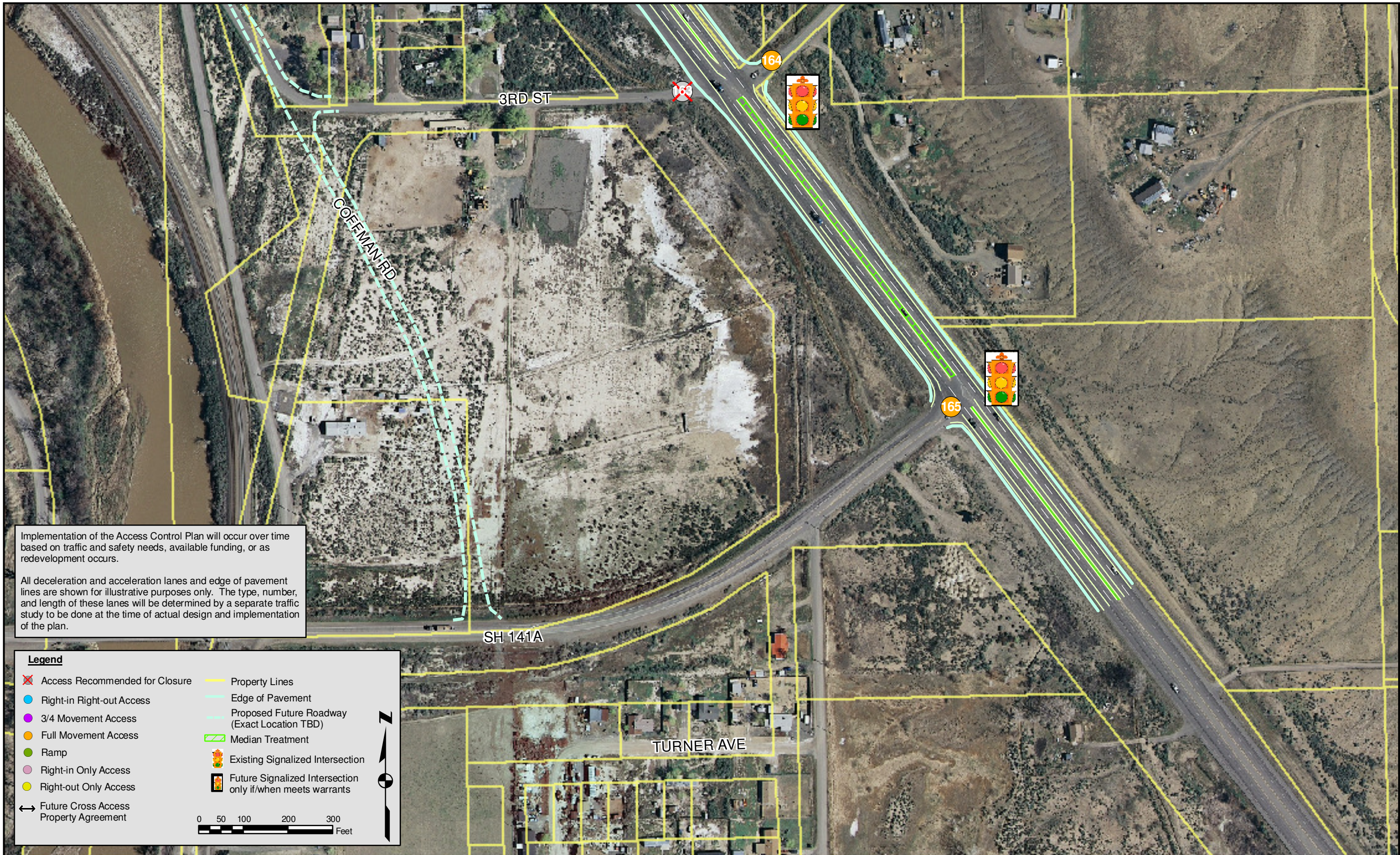
- Access Recommended for Closure
- Right-in Right-out Access
- 3/4 Movement Access
- Full Movement Access
- Ramp
- Right-in Only Access
- Right-out Only Access
- Future Cross Access Property Agreement
- Property Lines
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- Median Treatment
- Existing Signalized Intersection
- Future Signalized Intersection only if/when meets warrants

0 50 100 200 300 Feet

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**Legend**

- Access Recommended for Closure
- Right-in Right-out Access
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- Ramp
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