

Appendix M
Final Public Open House Materials



Open House #3 Summary Report

**Date of Meeting:
August 26, 2008**

Prepared by:



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Denver, CO 80237
303-221-7275



Summary

Open House #3
August 26, 2008

INTRODUCTION

This report contains a summary of public involvement efforts associated with the second **US 50 Access Management Plan** Open House. The purpose of the open house was to share the study team's final recommendations for future changes to US 50 access. The recommendations were based on the study team's assessment of existing and proposed access points on US 50 and consideration of public comments provided at the first and second open houses.

Members of the project team, including representatives from the Colorado Department of Transportation, the City of Grand Junction, Mesa County, and PBS&J, were on hand to address the public's questions and concerns.

The open house format allowed people to come and go at their convenience and provided opportunities for people to speak with project team members one-on-one. Assistance for people with disabilities was offered upon request. Project information was presented through a combination of display boards, roll plots, brochures, and a DVD video.

Attendees began the open house by registering at a sign-in table, where a staff member collected their contact information. Display boards were placed around the room, covering various aspects of the study. Large study area maps displaying the recommendations for future changes to US 50 access points were also on display. Attendees were able to use Post-it notes to provide comments on both the boards and the maps. A video presentation providing an overview of access management was played throughout the evening. Tables were available for attendees to sit and complete their comment forms and enjoy refreshments.

The meeting date, time, and location were as follows:

Date: **August 26, 2008**
Time: **4-7 p.m.**
Location: **Mesa County Fairgrounds**
2785 US Highway 50, Grand Junction, CO

There were **42 people in attendance**, excluding project team members. (See Appendix A for the sign-in sheets.)



Summary

Open House #3
August 26, 2008

INFORMATION PRESENTED

The following materials were available at the open house (see Appendix B):

Handouts

1. Comment Form
2. Brochure: *Benefits of Access Management* (Federal Highway Administration)

DVD Video

Access Management Overview (Federal Highway Administration, May 1997)
(Note: This video is not available in the appendix)

Display Materials

1. Boards
2. Recommendation Maps

PUBLIC NOTIFICATION

Several communication tools were utilized to notify the public of the open house (see Appendix C):

Post Card – The post card served as an invitation to attend the open house. The post card was mailed to residents, property owners, local agencies, and businesses within the study area. The post card mailing list contained over 2,100 addresses.

Web site – The project Web site, www.US50Access.com, provided the date, time, and location of the open house and also provided an overview of the study.

Print Advertisements – Open house print advertisements were published as follows:

Daily Sentinel: August 14, 2008; August 26, 2008

Free Press: August 14, 2008; August 26, 2008

Press Release – A press release was developed and distributed to media outlets throughout the corridor.



Summary

Open House #2

April 3, 2008

COMMENTS RECEIVED

Comment
Is there a method to provide access from Businesses on the west side of I-70 to the north businesses?
Shared curb cuts between businesses can cause turmoil between businesses.
Close I-70 and open Access # 52 to create a cross access to Access # 57
It is impossible to park in front of a building with no curb cuts.
Move Access # 191 east to provide access to the adjacent properties.
The left turn is too sharp for motor homes on Access # 86.
Near 29 Road, there are two lights too close together, therefore make 29 Road signalized.
Extend Frontage Road from 29 ¼ to Sundance Dr. Hwy 50 light because it is too far of a distance from 29 ¼ Road to 30 Road.
Move Access # 173 southwest to make access for Access # 129 and Access # 130 at the corner of 29 ¼ Road.
A ½ east to 30 Road to get to signal.
Is there any chance of providing an interchange at 30 Road?

NEXT STEPS

The project web site will continue to provide the display boards and recommendation maps. The project team will consider questions and comments provided by the public during the second open house.



Summary
Open House #2
April 3, 2008



Appendix A: Sign-in Sheets



**US 50 Access Management Plan
Open House #3 Sign-in Sheet
August 26, 2008 • Mesa County Fairgrounds**

	Name	Address	Phone	Email
1	RICK DOERIS	250 N 5TH	256-4034	RICKDO@GJCHY.ORG
2	Brian Ruske	"	256-4058	BRIANR@gjcity.org
3	Bonnie Edwards	250 N 5TH	256 4038	rhonda e@gjcity.org
4	Jeffery Fleming	2829N Ave #201 GJCO	234-3466	Jeffery@davidsonhomesco.com
5	Kent Frieling		242-5205	kfrieling@featherpatrol.com
6	Steve Hejs	2366 H Rd	216-1999	NWPD@msn.com
	Pat Bump	2591 B 3/4 Rd	243-1861	pat@cedco.org
8	Bd & GAIL PABTOW	2853 Pinelhurst	523 523-0301	Sobne611@yahoo.com
9	Gust Panas	2946 Margaret Dr.	314-7929	dgpanas@bresnan.net
10	KATHY TOMKINS	2489 Hwy 450	257-7563	ktomkins1@yahoo.com
11	MARK W. SMITH	2948 Hwy 50	523-5446	iseep@bresnan.net
12	DENNIS Forsgren	255 1st st W of waterz	241-3815	
13	Beth Madaris	2898 Hwy 50	245-2918	
14	Louise Pool	180 Coffman Rd	241-1143	loupool@msn.com
15	Care Pool	"	"	"



**US 50 Access Management Plan
Open House #3 Sign-in Sheet
August 26, 2008 • Mesa County Fairgrounds**

	Name	Address	Phone	Email
1	Kent Harbert	250 N 5 th St.	244 1445	kenth@gjcity.org
2	Ken Fischer	"	244-1451	kentf@gjcity.org
3	DAVE EUGER			CDOT
4	JT			CDOT
5	Cere + Joan Harris	204 Round Rock Circle	970-256-9361	ejharris8@msn.com
6	Heather Emmons	2704 S Hwy 50	970-255-0786	emmons@busnan.net
7	BRAD HUMPHREY	800 Hwy 50	256-7338	BHump40346@AOL.COM
8	Debbie Koualik	740 HORIZON Drive G.J.	970-244-1480	debbiek@gjcity.org
9	GARY BEARD	271 E PARKVIEW DR		
10	D. Magoffin	200 W. Parkview Dr		
11	Ray Cole	3276 B ¹ / ₂ Rd	970 523-6765	
12	Katie Worrall	re. 2770 Hwy 50	216-7474	kworral@brayandco.com
13	WILTEWATER BLOG MATLS EDUARDO GARDNER	PO Box 1769 G J 81502	242-7538	
14	Alan Herd	29103 Hwy 50 G-J 81502	242-7573	
15	C Stensel	547 Hy 50	640 0075	



**US 50 Access Management Plan
Open House #3 Sign-in Sheet
August 26, 2008 • Mesa County Fairgrounds**

	Name	Address	Phone	Email
1	Wesley Pappas	649 Kayenta Dr 81507	255-0500	dvii@guestoffice.net
2	Marsha Meehan	147 Bruster Rd 81503	243-0605	
3	David Reinertson	142 LARRY DR. 81503		
4	Charles Thibodeau	2708 US HWY 50 81503	244-8865	
5	Rachael Davis	31462 Stone Tree Ln Whitewater 81527	270-7633	Wwdavis@msn.com
6	Martin Garber	148 Short St. Whitewater	241-3855	
7	Jan Colwinga	2701 Hwy 50 81503	245-2600	handmanre@guestoffice.net
8	Margaret Medina	2837 B 7/10 Rd	209-5644	
9	Andrea Medina	" " "	"	
10				
11				
12				
13				
14				
15				



**US 50 Access Management Plan
Open House #3 Sign-in Sheet
August 26, 2008 • Mesa County Fairgrounds**

	Name	Address	Phone	Email
1	Tom Metzger Orchard Mesa Vet Hosp	2668 Highway 50	970-241-9866	thetvets@omvet.com
2				
3				
4				
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6				
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14				
15				



Summary
Open House #2
April 3, 2008



Appendix B: Information Presented

PURPOSE OF THE BROCHURE

This brochure serves as a guide to the major benefits of several access management techniques in use across the United States. The purpose of this brochure is to provide a comprehensive and succinct examination of the benefits of access management and address major concerns that are often raised about access management.

The benefits usually identified with access management include improved movement of through traffic, reduced crashes, and fewer vehicle conflicts. Most major concerns about access management relate to potential reductions in revenue to local businesses that depend on pass-by traffic.

This brochure does not describe the precise strategies that transportation departments should follow to implement an access management program, but rather provides an introduction to the key concepts. The brochure may also be a useful tool to distribute at public meetings for both general access management plans and specific applications of access management techniques.

This brochure describes the relevant benefits and issues with three key sets of access management techniques:

1. Access spacing, including spacing between signalized intersections and distance between driveways;
2. Turning lanes, including dedicated left- and right-turn lanes, as well as indirect left turns and U-turns, and roundabouts; and
3. Median treatments, including two-way left-turn lanes and raised medians.

WHAT IS ACCESS MANAGEMENT?

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes.

- Increasing spacing between signals and interchanges;
- Driveway location, spacing, and design;
- Use of exclusive turning lanes;
- Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;
- Use of service and frontage roads; and
- Land use policies that limit right-of-way access to highways.

State, regional, and local governments across the United States use access management policies to preserve the functionality of their roadway systems. This is often done by designating an appropriate level of access control for each of a variety of facilities. Local residential roads are allowed full access, while major highways and freeways allow very little. In between are a series of road types that require standards to help ensure the free flow of traffic and minimize crashes, while still allowing access to major businesses and other land uses along a road.

CITATIONS

- [1] Colorado Department of Highways, 1985, Final Report of the Colorado Access Control Demonstration Project, Colorado.
- [2] Eisele, W. E., and W. E. Frawley, 1999, A Methodology for Determining Economic Impacts of Raised Medians: Data Analysis on Additional Case Studies, Research Report 3904-3, Texas Transportation Institute, College Station, Texas, October.
- [3] Frawley, W. E., and W. E. Eisele, 1998, A Methodology to Determine Economic Impacts of Raised Medians on Adjacent Businesses, 1998 National Conference on Access Management.
- [4] Gluck, J., H. S. Levinson, and V. Stover, 1999, Impacts of Access Management Techniques, NCHRP Report 420, Transportation Research Board.
- [5] Iowa Department of Transportation, 1997, Access Management Research and Awareness Program: Phase II Report.
- [6] Jacquemart, G., 1998, Synthesis of Highway Practice 264: Modern Roundabout Practice in the United States, National Cooperative Highway Research Program, National Academy Press, Washington, D.C.
- [7] Lall, B. K., D. Huntington, and A. Eghtedari, 1996, Access Management and Traffic Safety, Paper presented at the Second Annual Access Management Conference.
- [8] Long, G. C.T. Gan, and B.S. Morrison, "Impacts of Selected Median and Access Design Features," Florida Department of Transportation Report, Transportation Research Center, University of Florida, May 1993.
- [9] Meyers, E. J., 1999, Accident Reduction with Roundabouts, Paper presented at the 69th Annual ITE Meeting, Las Vegas, Nevada.
- [10] Neuwirth, R. M., G. E. Weisbrod, and S. D. Decker, 1993, Methodology for Evaluation Economic Impacts of Restricting Left Turns, Paper presented at the First Annual Access Management Conference.
- [11] Pant, P. D., M.D., S. Ula, and Y. Liu, 1998, Methodology for Assessing the Effectiveness of Access Management Techniques, Final Report, prepared for the Ohio Department of Transportation.
- [12] Parsonson, P. S., M. G. Waters III, and J. S. Fincher, 2000, Georgia Study Confirms the Continuing Safety Advantage of Raised Medians Over Two-Way Left-Turn Lanes, presented at the Fourth National Conference on Access Management, Portland, Oregon.
- [13] S/K Transportation Consultants, Inc., 2000, National Highway Institute Course Number 133078: Access Management, Location, and Design, April.
- [14] Texas Transportation Institute, In Progress, An Evaluation of Strategies for Improving Transportation Mobility and Energy Efficiency in Urban Areas, Texas A&M University Project 60011.

FOR MORE INFORMATION

<http://www.accessmanagement.gov>
FHWA Document Number FHWA-OP-03-066

Benefits of Access Management



U.S. Department of Transportation
Federal Highway Administration

ACCESS SPACING

Signal Spacing

Signals Per Mile	Increase in Travel Time (%)
2	-
3	9
4	16
5	23
6	29
7	34
8	39

Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors. The appropriate spacing between signals for a particular corridor depends greatly upon the speed and flow of traffic, but anything greater than two signals per mile has a significant impact on congestion and safety.

A major synthesis of research on access management found that each additional signal over two per mile (i.e., a one-half mile signal spacing) increased travel time by over six percent. [4] A study of an intersection in Cincinnati where a signal was added found a 20 percent increase in peak travel times. [11]

A demonstration project in Colorado revealed that half mile signal spacing and raised medians on a five-mile roadway segment reduced total hours of vehicle travel by 42 percent and total hours of delay by 59 percent, compared to quarter mile signal spacing. [1]

Signals Per Mile	Crashes Per Million VMT
Under-2	3.53
2 to 4	6.69
4 to 6	7.49
6+	9.11

Improved speeds and travel times translate directly into environmental benefits. An ongoing study in Texas found that a ten mile four-lane arterial with one-half mile signal spacing reduced fuel consumption by 240,000 gallons from increased speed and 335,000 gallons from reduced delay, compared to quarter mile signal spacing. [14]

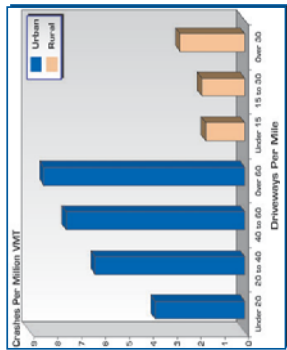
Increasing the distance between signals also reduces the incidence of crashes. A review of crash data from seven states demonstrated that the crash rate increased substantially with additional signals per mile. [4] This is partly related to access spacing, which is presented next.

Driveway Spacing

Appropriate driveway spacing presents another major access issue. Large numbers of driveways increase the potential conflicts on the road. Fewer driveways spaced further apart allow for more orderly merging of traffic and present fewer challenges to drivers.

The congestion impacts of reduced driveways are fairly clear. It is impossible for a major arterial or highway to maintain free flow speeds with numerous access points that add slow moving vehicles. A research synthesis found that roadway speeds were reduced an average of 2.5 miles per hour for every 10 access points per mile, up to a maximum of a 10 miles per hour reduction (at 40 access points per mile). [4] With higher numbers of access points, congestion will increase significantly.

An overabundance of driveways also increases the rate of car crashes. An examination of crash data in seven states indicated found a strong linear relationship between the number of crashes and the number of driveways. Rural areas had a similar, but less strong relationship. [4, 7]



RELATED TECHNIQUES

Access management includes more techniques than can be discussed in a single brochure. Some of these techniques are newer and have been researched somewhat less. Frontage roads have been the subject of some debate in the literature, but there is no clear indication of their benefits. Other techniques, such as the relationship between highway interchange spacing and local traffic, are new topics that warrant more research.

TURNING LANES

Left Turns

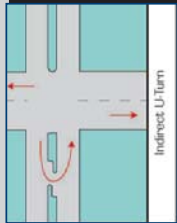
Exclusive turning lanes for vehicles remove stopped vehicles from through traffic. Left-turn lanes at intersections substantially reduce rear-end crashes. A major synthesis of research on left-turn lanes demonstrated that exclusive turn lanes reduce crashes between 18 to 77 percent (50 percent average) and reduce rear-end collisions between 60 and 88 percent. [4]

Left-turn lanes also substantially increase the capacity of many roadways. A shared left-turn and through lane has about 40 to 60 percent the capacity of a standard through lane. [4]. A synthesis of research on this topic found a 25 percent increase in capacity, on average, for roadways that added a left-turn lane. [13]

Indirect Turns

Some of the biggest issues with managing access come at intersections where vehicles must cross traffic. Some states and cities have adopted indirect turns to reduce these conflicts. In New Jersey, the jug-handle left turn requires a right turn onto a feeder street, followed by a left onto a cross street. Detroit has extensively used an indirect U-turn that requires a U-turn past an intersection, followed by a right turn instead of a regular left turn.

Like dedicated left-turn lanes, indirect turns reduce crashes, improve congestion, and add capacity. Crashes decline by 20 percent on average, and 35 percent if the indirect turn intersection is signalized. Capacity typically shows a 15 to 20 percent gain. [4]



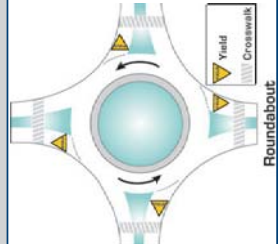
Right Turns

Right-turn lanes typically have a less substantial impact on crashes and roadway capacity than other types of turn strategies, because there are fewer limitations on right turns. Though there are fewer studies of these impacts, there is a clear relationship between the number of vehicles attempting a right turn in a through traffic lane and its delay to through traffic. This relationship is exponential – each additional car that must wait for a right turn will increase the delay more than the previous car. At intersections with substantial right-turn movements, a dedicated right-turn lane segregates these cars from through traffic and increases the capacity of the road.

Right-Turning Vehicles Per Hour	Through Vehicles Impacted (%)
Under-30	2.4
31 to 61	7.5
61 to 90	12.2
90 and up	21.8

Roundabouts

Roundabouts represent a potential solution for intersections with many conflict points. Though not appropriate for all situations, roundabouts reduce vehicle movements across traffic. Only a few studies have examined the safety benefits of roundabouts. One study of four intersections that were replaced with roundabouts in Maryland found a drop in crashes between 18 and 29 percent and a reduction in injury crashes between 63 and 88 percent. The cost of crashes at these locations – one measure of severity – was also reduced by 68 percent. Overall crashes on roundabouts were more minor than those at left turn locations. [9] Another study of roundabouts in several locations found a 51 percent reduction in crashes, including a 73 percent reduction in injury crashes and a 32 percent reduction in property-damage-only crashes for single-lane roundabouts. Multi-lane roundabouts only experienced a 29 percent reduction in crashes. [6]



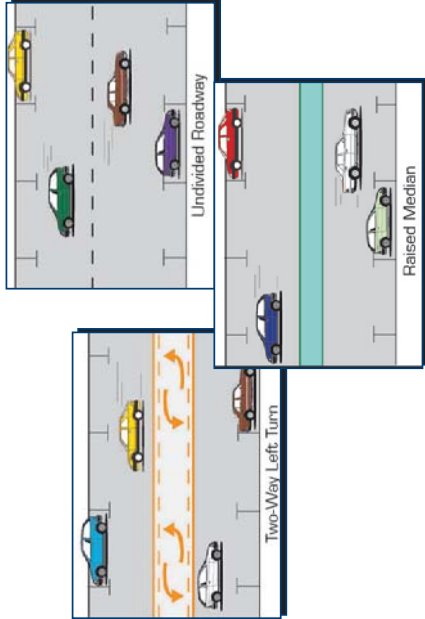
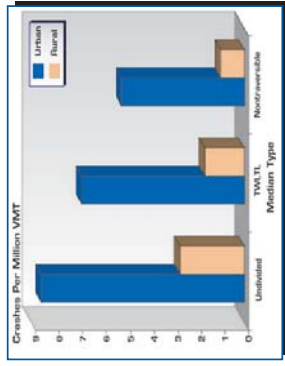
MEDIAN TREATMENTS

Medians

Median treatments for roadways represent one of the most effective means to regulate access, but are also the most controversial. The two major median treatments include two-way left turn lanes (TWLTL) and raised medians.

The safety benefits of median improvements have been the subject of numerous studies and syntheses. Studies of both particular corridors and comparative research on different types of median treatments indicate the significant safety benefits from access management techniques. According to an analysis of crash data in seven states, raised medians reduce crashes by over 40 percent in urban areas and over 60 percent in rural areas. [4] A study of corridors in several cities in Iowa found that two-way left-turn lanes reduced crashes by as much as 70 percent, improved level of service by one full grade in some areas, and increased lane capacity by as much as 36 percent. [5]

Raised medians also provide extra protection for pedestrians. A study of median treatments in Georgia found that raised medians reduced pedestrian-involved crashes by 45 percent and fatalities by 78 percent, compared to two-way left-turn lanes. [12]



Business Concerns

Installing raised medians often raises serious concerns by the business community that local businesses that depend upon pass-by traffic (especially gas stations and fast-food restaurants [10]) will be adversely affected by medians. Though there are few studies of the actual impacts of medians on business sales, there are several surveys of business owner opinions. Surveys conducted in multiple corridors in Texas, Iowa, and Florida demonstrate that the vast majority of business owners believe there have been no declines in sales, with some believing there are actually improvements in business sales. [2, 5, 8] One study in Texas indicated that corridors with access control improvements experienced an 18 percent increase in property values after construction. [2]

Location	Median Report No. Declines in Business (%)
Texas [2]	53
Texas [3]	78 to 84
Iowa [5]	67 to 91



WELCOME

to the

US 50

Access Management Plan

Final Open House

Purpose of tonight's meeting:

- ◆ Review the study's purpose and objectives
- ◆ Present the final Access Management Plan
- ◆ Discuss the next steps in the plan process

Study team members wearing name badges can answer your questions and listen to your comments.

Please take a moment to complete a comment form before you leave.

THANK YOU
WE APPRECIATE YOUR PARTICIPATION
PLEASE SIGN IN.



OVERVIEW

What is an access management plan?

Any intersection or driveway along a roadway is called an access point. The purpose of an access management plan is to determine what access points will be allowed, where they will be located, and what kinds of traffic movements will be allowed at each one.

What are the goals of the access management plan?

- ◆ Provide appropriate level of access to properties adjacent to the highway
- ◆ Provide for the safe and efficient flow of traffic

Who is conducting the study?

- ◆ CDOT, Mesa County, and the City of Grand Junction

STUDY AREA MAP

The study area is from north of Grand Mesa Avenue to SH 141 in Whitewater, a distance of about 8.6 miles.





US 50 EXISTING AND FUTURE CONDITIONS

Highway Characteristics:

- ◆ Classified as an urban principal highway from north of Grand Mesa Avenue to 31 Road and a regional highway from 31 Road to SH 141
- ◆ Designed to accommodate medium to high speeds and traffic volumes
- ◆ Service to through traffic movements has priority over providing direct access to properties

Note: Preferred spacing between full movement intersections is 1/2 mile

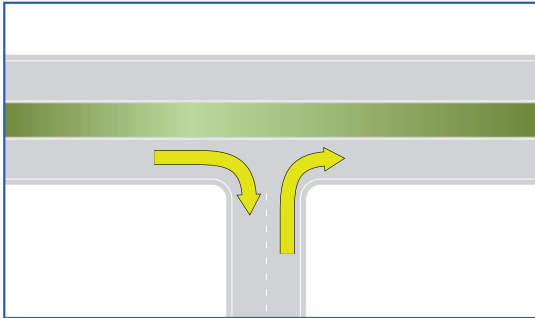
Existing Access Conditions:

- ◆ Study area contains 165 access points
- ◆ 61 accesses do not have turn restrictions and 104 accesses have turning restrictions of some kind
- ◆ Access points are 26% roads and 74% driveways

Future Access Conditions:

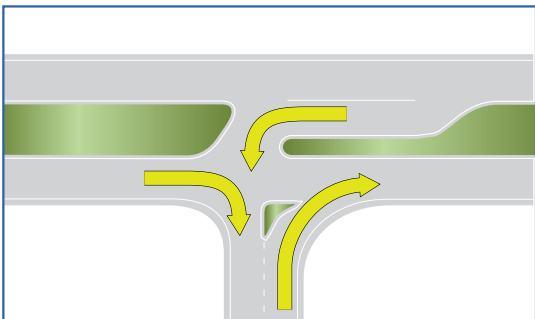
- ◆ Allow 68 access points under ultimate conditions
- ◆ 16 accesses will be allowed as full-movement and 52 accesses will have turning restrictions
- ◆ 118 accesses will ultimately be closed, either when a roadway improvement project occurs or when a property redevelops

Right-in, Right-out



- ◆ Only right turns are allowed
- ◆ Traffic median prevents left turns and straight movements – these movements must be completed at another intersection

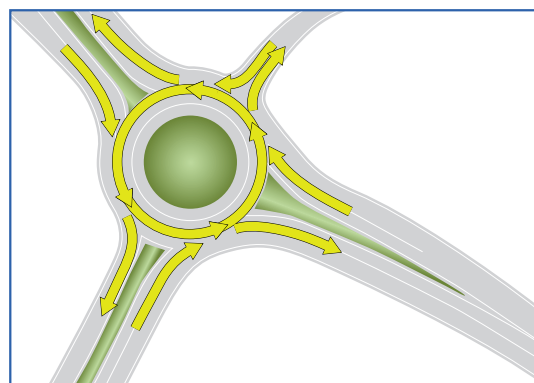
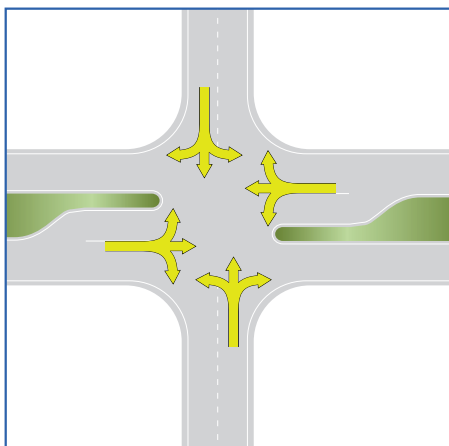
3/4 Movement



- ◆ Right-in, right-out and left-in are allowed
- ◆ Traffic median prevents left-out and straight movements – these movements must be completed at another intersection

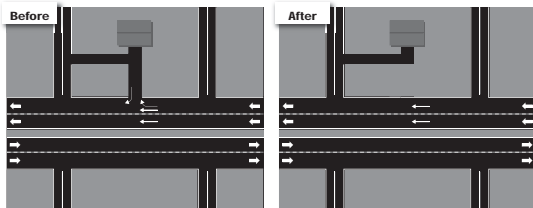
Full Movement

- ◆ All movements in all directions are allowed



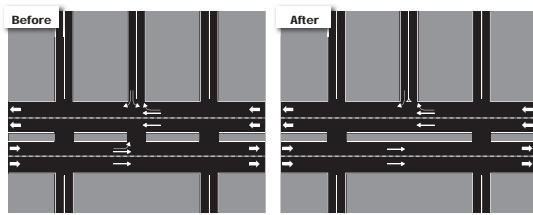
ACCESS MANAGEMENT METHODS

Access Elimination



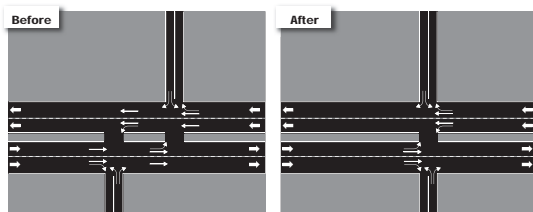
- ◆ Access to local properties through secondary roadways
- ◆ Consolidate number of access locations where vehicles may enter or exit highway
- ◆ Reduce the number of conflict points

Access Conversion with Median Treatment



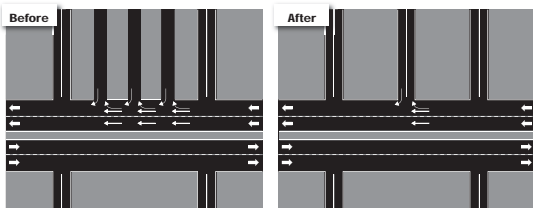
- ◆ Eliminate some or all turning movements
- ◆ Reduce the number of conflicts between left turning vehicles and through vehicles on the highway

Access Relocation



- ◆ Align opposite approaches
- ◆ Create a more familiar intersection design

Access Consolidation



- ◆ Consolidate adjacent access points into one location
- ◆ The number of conflict points are reduced

Location of potential future traffic signals will be established as part of the Access Management Plan



ACCESS MANAGEMENT PLAN PROCESS

- ◆ Study, propose and accept the final plan configuration
- ◆ Prepare an Intergovernmental Agreement between CDOT, Mesa County, and Grand Junction
- ◆ Specify how elements of the plan can be changed in the future, if necessary
- ◆ Sign the Intergovernmental Agreement and adopt the plan
- ◆ Present to the Colorado Transportation Commission and get approval from the CDOT Chief Engineer so the plan becomes law
- ◆ Continuing coordination between CDOT and the communities in the corridor to ensure proper implementation of the plan in the future



PLAN IMPLEMENTATION

- ◆ Access Management Plan is a long range vision for US 50
- ◆ Implementation will occur over time based on:
 - ◆ Traffic needs
 - ◆ Safety needs
 - ◆ Available funding
 - ◆ Redevelopment
- ◆ There are currently no planned state or federal projects or identified funding for improvements to US 50 that would change access in the near future



BENEFITS OF THE ACCESS MANAGEMENT PLAN

The Access Management Plan provides several benefits to the overall operations and safety along the US 50 corridor. The following is a summary of the potential improvements and benefits.

Improve Traffic Flow

- ◆ The number of access points is reduced.
- ◆ Signal spacing conforms to the access code.

Reduce Traffic Conflicts

- ◆ Reduction in the number of conflict points.
- ◆ Median cross over points are eliminated at non-critical locations.

Improve Traffic Safety

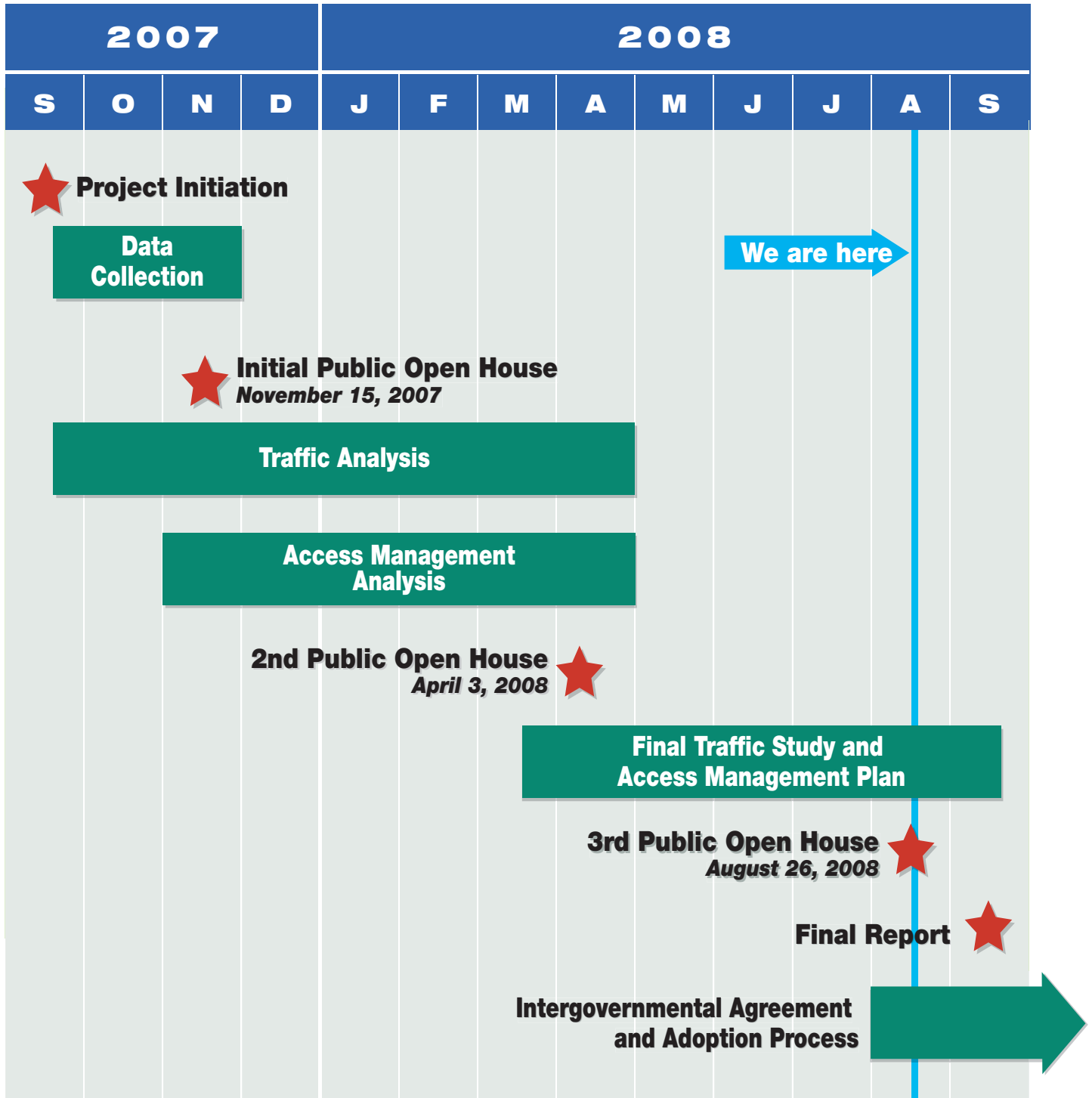
- ◆ The potential of high-speed rear-end, broadside, and sideswipe accidents is reduced.
- ◆ More vehicles enter and exit the highway by making right turns, which are safer than left turns.

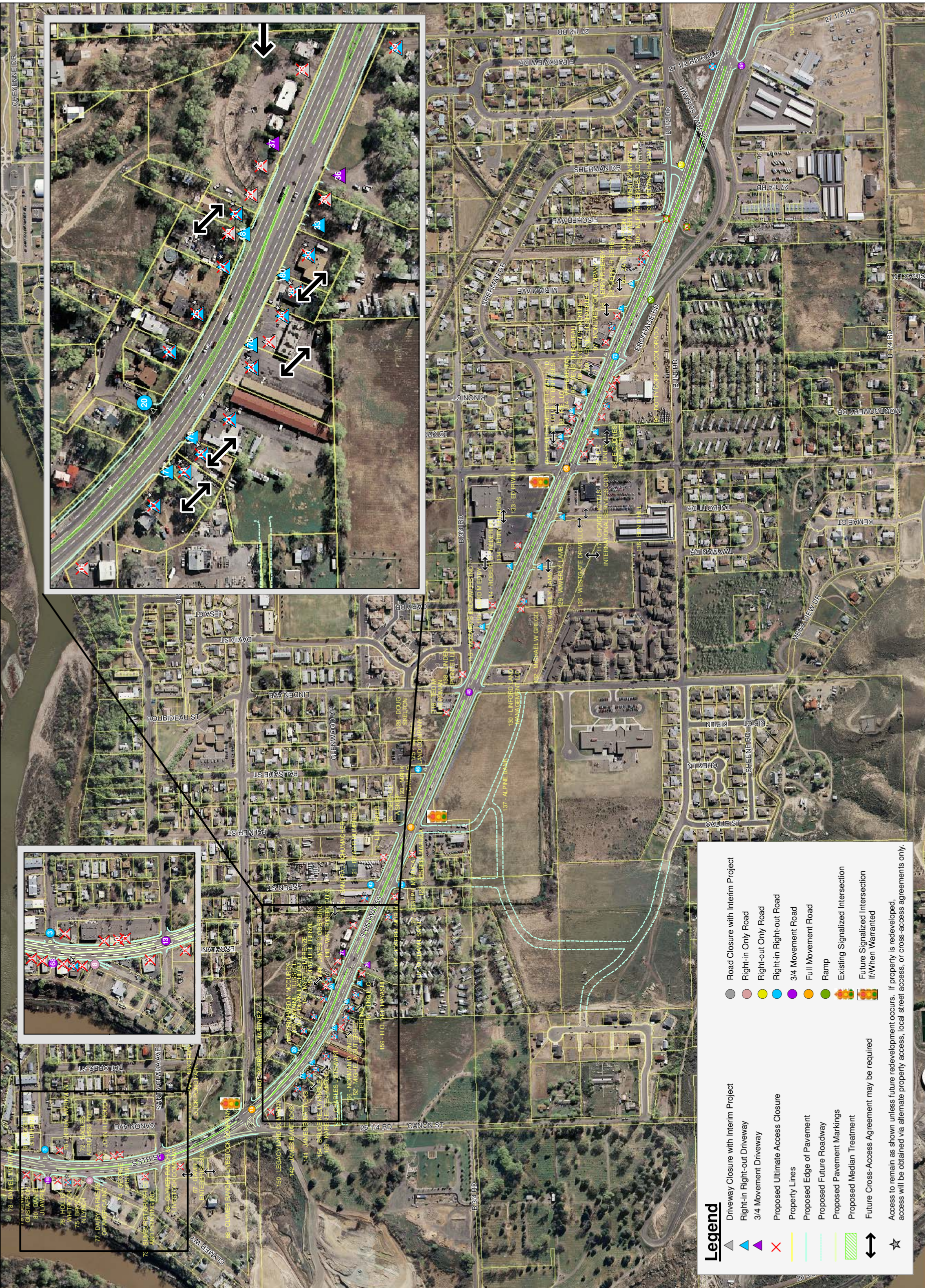
Provide Adequate Access to Adjacent Land Uses

- ◆ All properties have access to US 50 or the secondary street system
- ◆ Better use of the secondary street system or shared access locations to provide access to adjacent land uses.

The Access Management Plan meets the established goals for the project by improving traffic flow, reducing the number of conflicts, improving traffic safety, and providing adequate access to the adjacent land uses.

STUDY TIMELINE

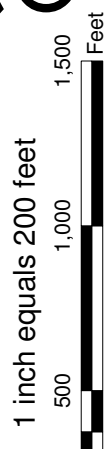




- Legend**
- ▲ Driveway Closure with Interim Project
 - ▲ Right-in Right-out Driveway
 - ▲ 3/4 Movement Driveway
 - ▲ Proposed Ultimate Access Closure
 - ▲ Property Lines
 - ▲ Proposed Edge of Pavement
 - ▲ Proposed Future Roadway
 - ▲ Proposed Pavement Markings
 - ▲ Proposed Median Treatment
 - ▲ Future Cross-Access Agreement may be required
 - ▲ Access to remain as shown unless future redevelopment occurs. If property is redeveloped, access will be obtained via alternate property access, local street access, or cross-access agreements only.
 - ▲ Road Closure with Interim Project
 - ▲ Right-in Only Road
 - ▲ Right-in Right-out Road
 - ▲ 3/4 Movement Road
 - ▲ Full Movement Road
 - ▲ Ramp
 - ▲ Existing Signalized Intersection
 - ▲ Future Signalized Intersection If/When Warranted
 - ▲ Star symbol: Access to remain as shown unless future redevelopment occurs. If property is redeveloped, access will be obtained via alternate property access, local street access, or cross-access agreements only.

Final Access Plan Configuration

1:2,400



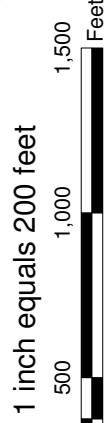


Legend

- ▲ Driveway Closure with Interim Project
- ▲ Right-in Right-out Driveway
- ▲ 3/4 Movement Driveway
- ▲ Proposed Ultimate Access Closure
- Property Lines
- Proposed Edge of Pavement
- Proposed Future Roadway
- Proposed Pavement Markings
- Proposed Median Treatment
- ↔ Future Cross-Access Agreement may be required
- ★ Access to remain as shown unless future redevelopment occurs. If property is redeveloped, access will be obtained via alternate property access, local street access, or cross-access agreements only.
- Road Closure with Interim Project
- Right-in Only Road
- Right-out Only Road
- Right-in Right-out Road
- 3/4 Movement Road
- Full Movement Road
- Ramp
- Existing Signalized Intersection
- Future Signalized Intersection If/When Warranted

Final Access Plan Configuration

1:2,400





Legend

	Driveway Closure with Interim Project		Road Closure with Interim Project
	Right-in Right-out Driveway		Right-in Only Road
	3/4 Movement Driveway		Right-in Right-out Road
	Proposed Ultimate Access Closure		3/4 Movement Road
	Property Lines		Full Movement Road
	Proposed Edge of Pavement		Ramp
	Proposed Future Roadway		Existing Signalized Intersection
	Proposed Pavement Markings		Future Signalized Intersection If/When Warranted
	Proposed Median Treatment		
	Future Cross-Access Agreement may be required		
	Access to remain as shown unless future redevelopment occurs. If property is redeveloped, access will be obtained via alternate property access, local street access, or cross-access agreements only.		

Final Access Plan Configuration

1:2,400

1 inch equals 200 feet





Legend

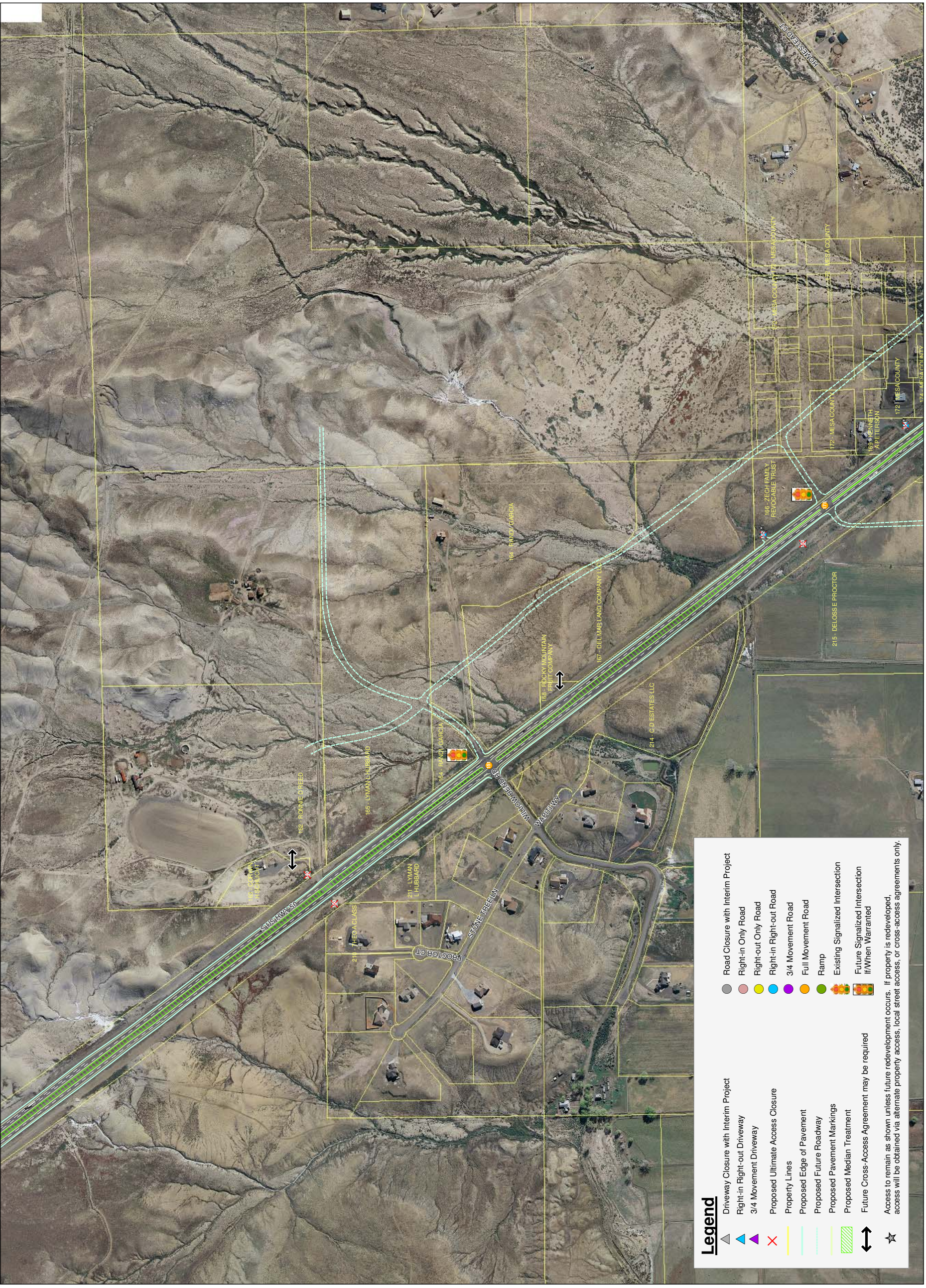
	Driveway Closure with Interim Project		Road Closure with Interim Project
	Right-in Right-out Driveway		Right-in Only Road
	3/4 Movement Driveway		Right-out Only Road
	Proposed Ultimate Access Closure		Right-in Right-out Road
	Property Lines		3/4 Movement Road
	Proposed Edge of Pavement		Full Movement Road
	Proposed Future Roadway		Ramp
	Proposed Pavement Markings		Existing Signalized Intersection
	Proposed Median Treatment		Future Signalized Intersection If/When Warranted
	Future Cross-Access Agreement may be required		
	Access to remain as shown unless future redevelopment occurs. If property is redeveloped, access will be obtained via alternate property access, local street access, or cross-access agreements only.		

Final Access Plan Configuration

1:2,400

1 inch equals 200 feet





Legend

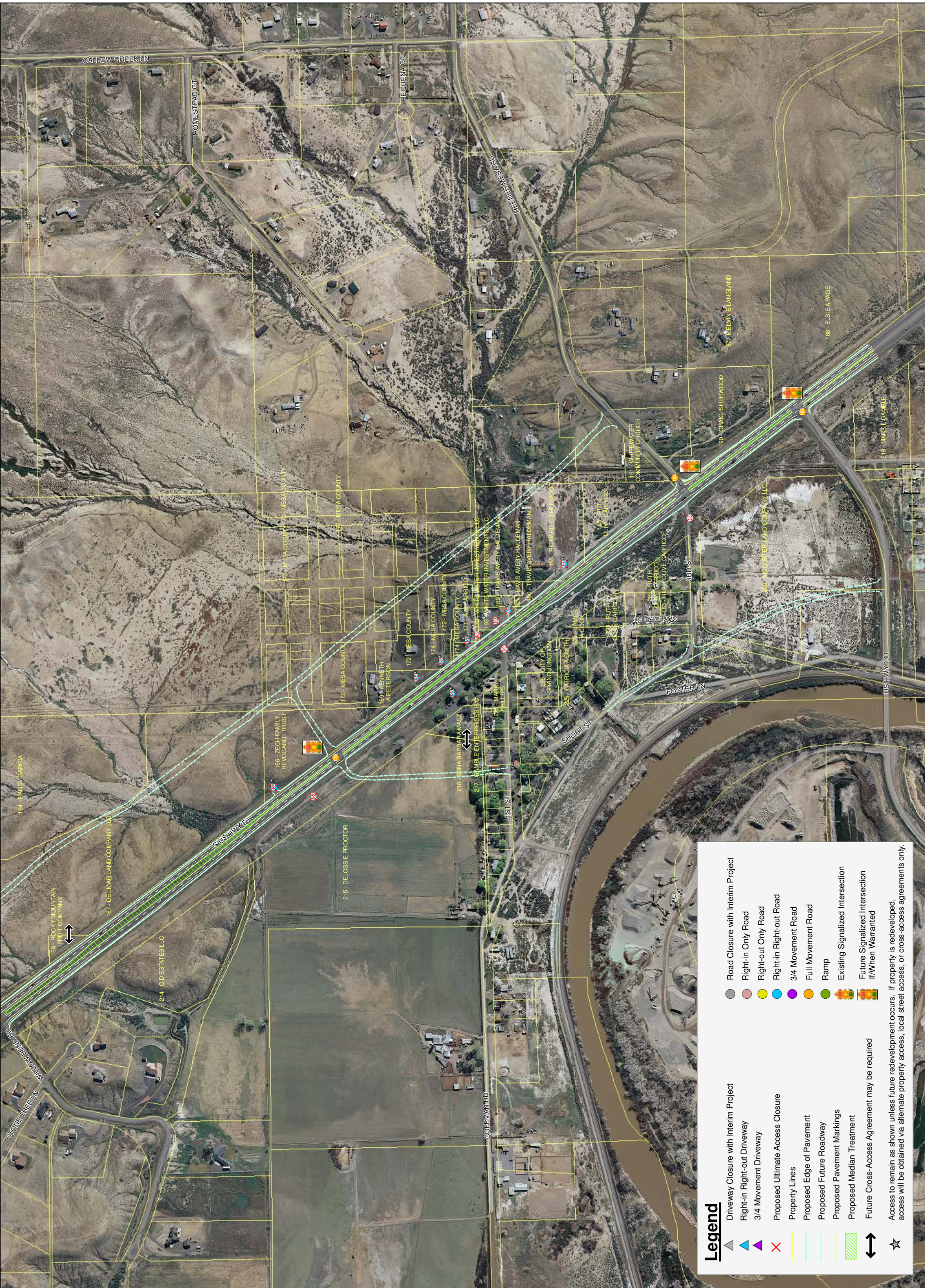
	Driveway Closure with Interim Project		Road Closure with Interim Project
	Right-in Right-out Driveway		Right-in Only Road
	3/4 Movement Driveway		Right-out Only Road
	Proposed Ultimate Access Closure		Right-in Right-out Road
	Property Lines		3/4 Movement Road
	Proposed Edge of Pavement		Full Movement Road
	Proposed Future Roadway		Ramp
	Proposed Pavement Markings		Existing Signalized Intersection
	Proposed Median Treatment		Future Signalized Intersection If/When Warranted
	Future Cross-Access Agreement may be required		Access to remain as shown unless future redevelopment occurs. If property is redeveloped, access will be obtained via alternate property access, local street access, or cross-access agreements only.

Final Access Plan Configuration

1:2,400

1 inch equals 200 feet





Legend

	Driveway Closure with Interim Project		Road Closure with Interim Project
	Right-in Right-out Driveway		Right-in Only Road
	3/4 Movement Driveway		Right-out Only Road
	Proposed Ultimate Access Closure		Right-in Right-out Road
	Property Lines		3/4 Movement Road
	Proposed Edge of Pavement		Full Movement Road
	Proposed Future Roadway		Ramp
	Proposed Pavement Markings		Existing Signalized Intersection
	Proposed Median Treatment		Future Signalized Intersection If/When Warranted
	Future Cross-Access Agreement may be required		
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Final Access Plan Configuration

1:2,400

1 inch equals 200 feet





THANK YOU!

The project team would like to thank you for your participation in the US 50 Access Management Plan.

For information on the project or to make additional comments, please go to:

www.US50Access.com

or contact:

US 50 Access Management Plan

c/o David Millar

Consultant Project Manager

PBS&J

4601 DTC Blvd., Ste. 700

Denver, CO 80237

800-497-5529



Summary
Open House #2
April 3, 2008



Appendix C: Public Notification



US 50 Access Management Plan Project Update and Final Recommendations

The study team has assessed the existing and proposed intersections and driveways (access points) on US 50 between Grand Mesa Avenue and SH 141 (Whitewater), has considered public comments provided at our first and second open houses, and is now ready to share the **final** recommendations for future changes that will be identified in the US 50 Access Management Plan.

Public input is welcomed and encouraged.

Learn more at www.US50Access.com

or contact:

Alisa Babler, P.E.

Permit Unit Engineer

Colorado Department of Transportation, Region 3

222 South 6th St., Rm. 100

Grand Junction, CO 81501

970-683-6287

**Please join us at our
FINAL open house:**

Tuesday, August 26, 2008

**Anytime from
4:00 – 7:00 p.m.**

Mesa County Fairgrounds

**Community Building
Main Room**

**2785 US Highway 50
Grand Junction, CO**



Join us at the
**US 50 Access
Management Plan
Open House** and see our
FINAL recommendations
for future changes to
US 50 access.

Reasonable accommodations provided
upon request for people with disabilities.
Contact Stephen Harris at 800-497-5529.

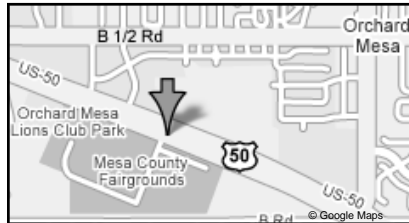


You are invited to the FINAL US 50 Access Management Plan Open House

An Access Management Plan for US Highway 50 from north of Grand Mesa Avenue to SH 141 (Whitewater) is being prepared by the Colorado Department of Transportation, Mesa County, and the City of Grand Junction.

The study team has assessed existing and proposed intersections and driveways (access points) on US 50, has considered public comments provided at the first and second open houses, and is now ready to share the **final** recommendations for future changes that will be identified in the *US 50 Access Management Plan*.

Open House
Tuesday, August 26, 2008
Anytime from 4:00 p.m. – 7:00 p.m.
Mesa County Fairgrounds
Community Building, Main Room
2785 US Highway 50
Grand Junction



Learn more at
www.us50access.com

For more information, contact:

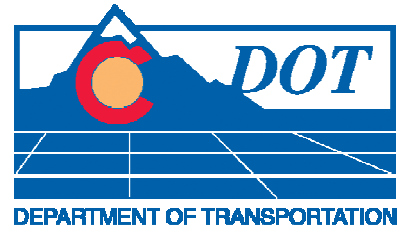
Alisa Babler, P.E.
Permit Unit Engineer
Colorado Department of Transportation, Region 3
alisa.babler@dot.state.co.us • 970-683-6287

*Reasonable accommodations will be provided upon request for people with disabilities.
If you require specific accommodations contact Stephen Harris at 1-800-497-5529.*

Project Partners:



News From
**The Colorado Department
Of Transportation**



www.dot.state.co.us
www.us50access.com

August 11, 2008

Contact: Nancy Shanks, CDOT Public Relations Manager, (970) 385-1428

**PUBLIC INVITED TO FINAL
US 50 ACCESS MANAGEMENT PLAN OPEN HOUSE**

We're Studying Your Access to US 50!

MESA COUNTY – The Colorado Department of Transportation (CDOT), Mesa County, and the City of Grand Junction are inviting residents to the final open house regarding the Access Management Plan being developed for US Highway 50, from north of Grand Mesa Avenue in Grand Junction to State Highway 141 in Whitewater.

The open house will be held Tuesday, August 26, 2008 at the Mesa County Fairgrounds, Community Building, Main Room, located at 2785 US Highway 50 in Grand Junction. People can attend anytime between 4:00 p.m. and 7:00 p.m. Representatives from CDOT, Mesa County, the City of Grand Junction, and their consultant, PBS&J, will be available to address questions or concerns about the plan.

The study team has assessed existing and proposed intersections and driveways (access points) on US 50, has considered public comments provided at the first and second open houses, and is now ready to share the final recommendations for future changes that will be identified in the *US 50 Access Management Plan*. Informational boards explaining the plan's goals and objectives, and maps identifying the plan's recommendations will be on display at the meeting. Additional information is available on the project Web site:
<http://www.us50access.com/>.

Reasonable accommodations will be provided for persons with disabilities. Please call Stephen Harris at PBS&J, (800) 497-5529, if you require such assistance.

###



Summary
Open House #2
April 3, 2008



Appendix D: Comments Received



US 50 Access Management Plan

Public Open House #3 Comment Form

Tuesday, August 26, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Name BRIAN RUSCHE

Address 250 N. 5TH ST.

GJ, CO 81501

Phone/E-mail (970) 256-4058 / briann@gjcity.org

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the recommended future changes to US 50 access between Grand Mesa Ave. and SH 141?

- SIGNIFICANT REDUCTION IN ACCESS POINTS (WHICH IS THE GOAL)
- NO SIGNAL @ SUNDANCE DRIVE
↳ EXPAND MOVEMENTS @ 29 ROAD (MAJOR CORRIDOR)
- DO NOT CLOSE ON-RAMP FROM B 1/2 TO EAST BOUND HWY 50

2. Do you own property with direct access to US 50? Yes No

If yes, please provide the property address(es) (if different than above):

3. Where do you access US 50? From 5TH STREET (DOWNTOWN)

4. How often do you drive the US 50 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? VIA E-MAIL

OVER ->



US 50 Access Management Plan

Public Open House #3 Comment Form

Tuesday, August 26, 2008 • 4:00-7:00 P.M.

Mesa County Fairgrounds

Additional comments: THERE IS AN IMPACT OF THIS PLAN ON
FUTURE LAND USE ALONG (AND BEYOND) THE
CORRIDOR, AS WELL AS AN IMPACT OF
THE COMPREHENSIVE PLAN LAND USES ON
THE CORRIDOR.
IMPLEMENTATION WILL REQUIRE MUCH COOPERATION.

For more information, contact:

US 50 Access Management Plan
c/o Dave Millar
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
Denver, CO 80237
800-497-5529

Please place in comment box or mail to address above.

THANK YOU FOR YOUR PARTICIPATION