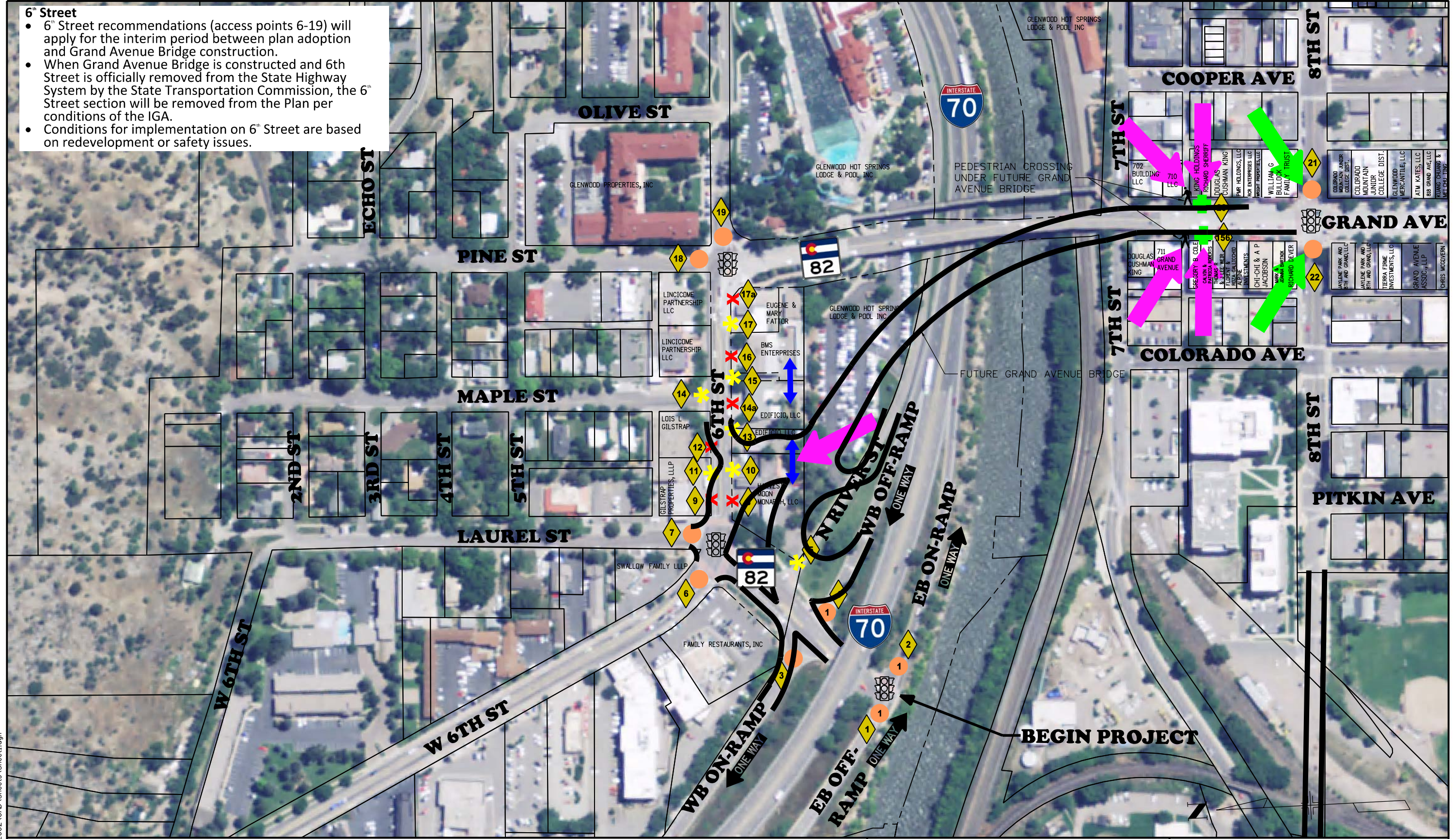


6th Street

- 6th Street recommendations (access points 6-19) will apply for the interim period between plan adoption and Grand Avenue Bridge construction.
- When Grand Avenue Bridge is constructed and 6th Street is officially removed from the State Highway System by the State Transportation Commission, the 6th Street section will be removed from the Plan per conditions of the IGA.
- Conditions for implementation on 6th Street are based on redevelopment or safety issues.



LEGEND:

- | | | | |
|-----------------------|-----------------------------|--------------------------------------|--|
| Access Point | 3/4 Movement Left-In | Pedestrian Crossing | City Boundary |
| Full Movement | Right-In, Right-Out | Cross Access for Shared Access Point | Parcel Line |
| One-Way Full Movement | Right-In | Existing Signalized Intersection | Denotes changes to Access Plan after May 23, 2012 open house. |
| Emergency Access | Close Existing Access Point | Alternate Route (Conceptual) | Denotes changes to Access Plan since last open house held Feb. 12, 2013. |

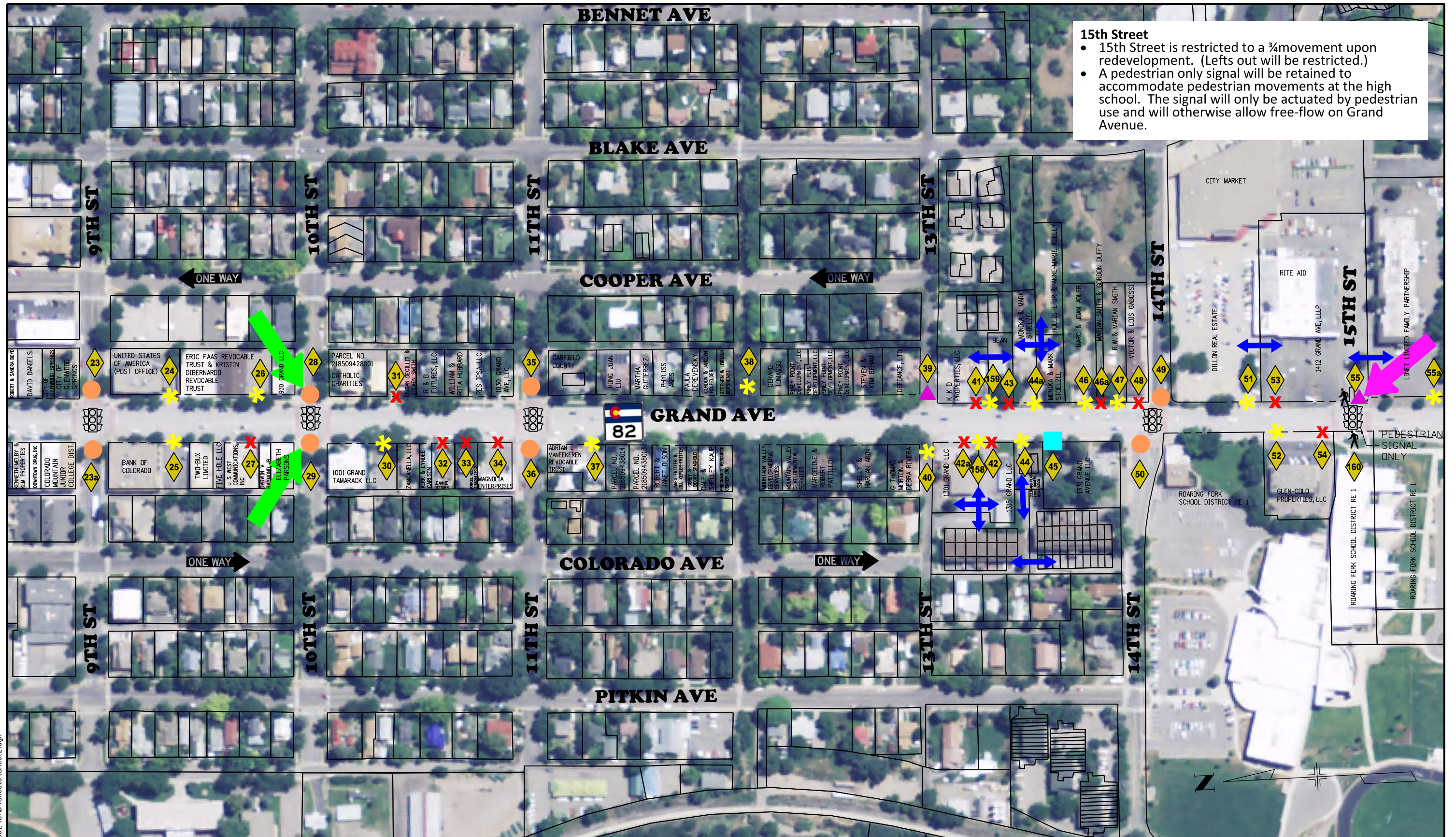


**SH 82
ACCESS CONTROL PLAN**

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 Horiz. Scale: 1:200

15th Street

- 15th Street is restricted to a 3/4 movement upon redevelopment. (Lefts out will be restricted.)
- A pedestrian only signal will be retained to accommodate pedestrian movements at the high school. The signal will only be actuated by pedestrian use and will otherwise allow free-flow on Grand Avenue.



LEGEND:

- | | | | |
|-----------------------|-----------------------------|--------------------------------------|--|
| Access Point | 3/4 Movement Left-In | Pedestrian Crossing | City Boundary |
| Full Movement | Right-In, Right-Out | Cross Access for Shared Access Point | Parcel Line |
| One-Way Full Movement | Right-In | Existing Signalized Intersection | Denotes changes to Access Plan after May 23, 2012 open house. |
| Emergency Access | Close Existing Access Point | Alternate Route (Conceptual) | Denotes changes to Access Plan since last open house held Feb. 12, 2013. |



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Hyland Park Drive/Park Drive

- When a signal is warranted, Hyland Park Drive will be signaled, Park Drive will be modified to right-in/right-out and driveways at 64 & 66 will be consolidated.
- If feasible in the future, Hyland Park Drive or Park Drive will be realigned to create a single 4-leg full movement intersection. The plan does not specify which side should be realigned to provide flexibility.
- The Sayre Park pedestrian signal will be removed when pedestrian movements are accommodated at the Hyland Park Drive Intersection.

Residential Access (Access Points 67-82)

- If properties remain residential, driveways WILL NOT be closed/shared.
- If properties change to commercial, access will be consolidated and shared as represented graphically above.
- Regardless of land use, access could be changed to right-in/right-out with a median project. (No funding is identified for a median project at this time.)

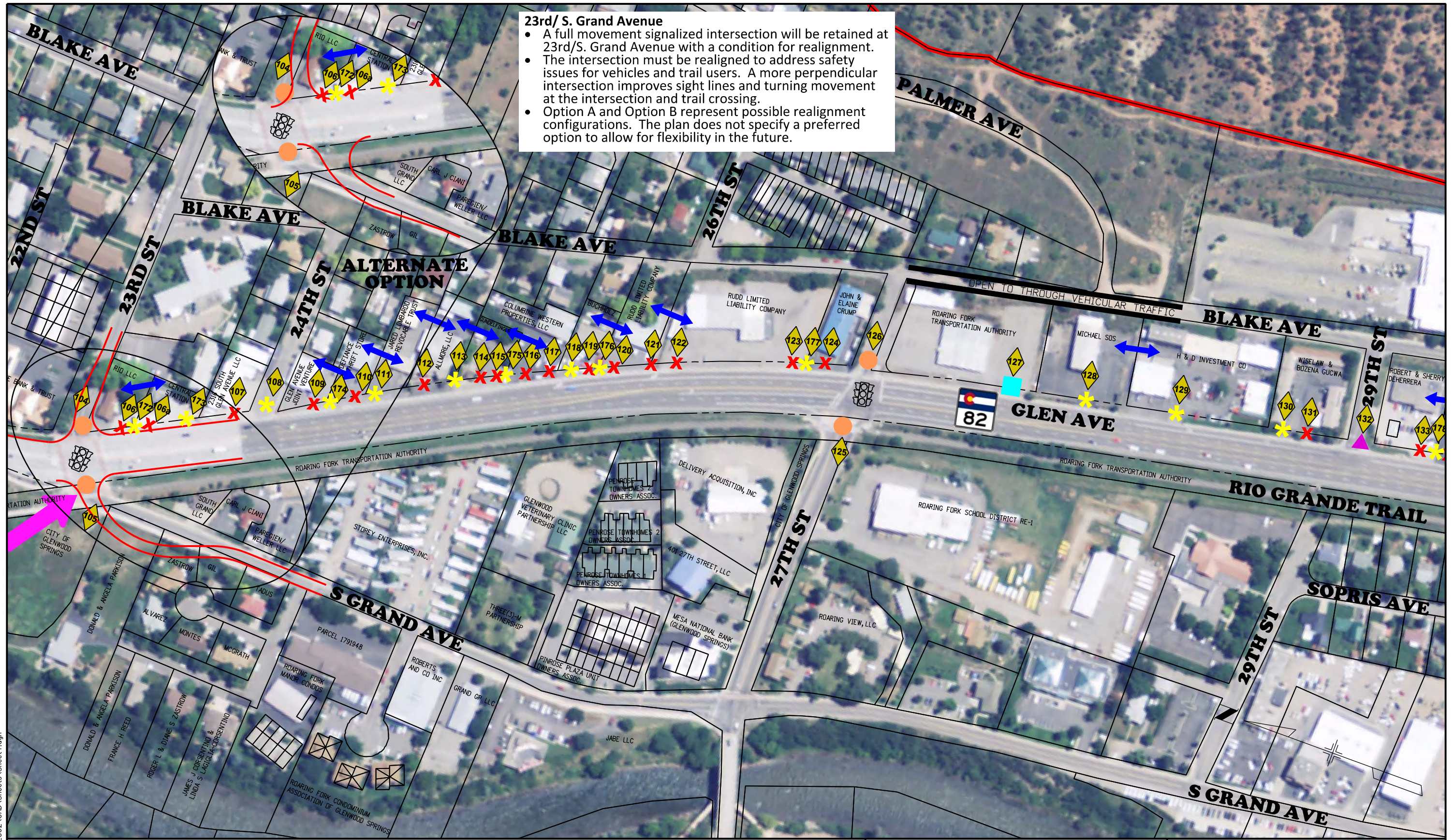
LEGEND:

Access Point	3/4 Movement Left-In	Pedestrian Crossing	City Boundary
Full Movement	Right-In, Right-Out	Cross Access for Shared Access Point	Parcel Line
One-Way Full Movement	Right-In	Existing Signalized Intersection	Denotes changes to Access Plan after May 23, 2012 open house.
Emergency Access	Close Existing Access Point	Denotes changes to Access Plan since last open house held Feb. 12, 2013.	
	Alternate Route (Conceptual)		

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23rd/ S. Grand Avenue

- A full movement signalized intersection will be retained at 23rd/S. Grand Avenue with a condition for realignment.
- The intersection must be realigned to address safety issues for vehicles and trail users. A more perpendicular intersection improves sight lines and turning movement at the intersection and trail crossing.
- Option A and Option B represent possible realignment configurations. The plan does not specify a preferred option to allow for flexibility in the future.

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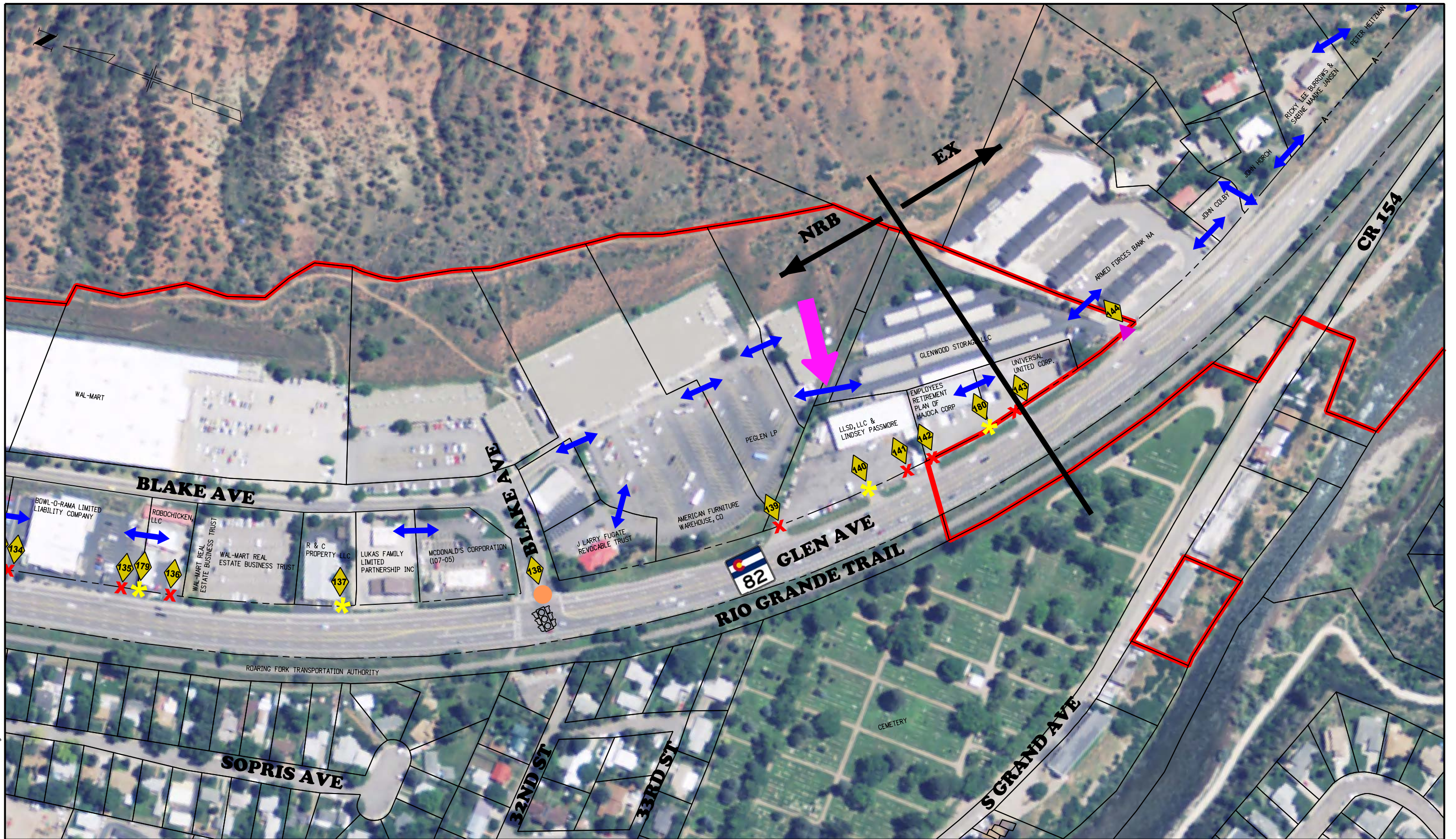
LEGEND:

- | | | | |
|-----------------------|----------------------|--------------------------------------|--|
| Access Point | 3/4 Movement Left-In | Pedestrian Crossing | City Boundary |
| Full Movement | Right-In, Right-Out | Cross Access for Shared Access Point | Parcel Line |
| One-Way Full Movement | Right-In | Existing Signalized Intersection | Denotes changes to Access Plan after May 23, 2012 open house. |
| | Emergency Access | Close Existing Access Point | Denotes changes to Access Plan since last open house held Feb. 12, 2013. |
| | | Alternate Route (Conceptual) | |



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ACCESS CONTROL PLAN**

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LEGEND:

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|-----------------------|----------------------|--------------------------------------|--|
| Access Point | 3/4 Movement Left-In | Pedestrian Crossing | City Boundary |
| Full Movement | Right-In, Right-Out | Cross Access for Shared Access Point | ParcelLine |
| One-Way Full Movement | Right-In | Existing Signalized Intersection | Denotes changes to Access Plan after May 23, 2012 open house. |
| | Emergency Access | Close Existing Access Point | Denotes changes to Access Plan since last open house held Feb. 12, 2013. |
| | | Alternate Route (Conceptual) | |



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