



NOTES

1. THIS EXHIBIT IS A GRAPHICAL REPRESENTATION OF THE US 50 & SH 92 ACCESS PLAN.
2. SOME ACCESS CONDITIONS REQUIRE MULTIPLE STEPS.
3. PROPOSED ACCESS PLAN TO BE IMPLEMENTED WITH REDEVELOPMENT AND OR CORRIDOR IMPROVEMENTS - SEE IMPLEMENTATION BOARD FOR MORE DETAILS.
4. THE TYPE OF TRAFFIC CONTROL FOR FULL MOVEMENT INTERSECTIONS IS NOT SPECIFIED BY THE ACCESS PLAN. TRAFFIC CONTROL AT FULL MOVEMENT INTERSECTIONS WILL BE EVALUATED ON A CASE-BY-CASE BASIS AND MAY INCLUDE STOP SIGNS, TRAFFIC SIGNALS, ROUNDABOUTS OR OTHER TRAFFIC CONTROL RECOGNIZED BY THE MUTCD.
5. CROSS ACCESS ARROWS ARE MEANT TO IDENTIFY PARCELS THAT REQUIRE CROSS ACCESS AND ARE NOT MEANT TO BE LOCATIONAL WITHIN THE PROPERTIES.
6. THE ACCESS PLAN ADDRESSES VEHICLE ACCESS AND FUTURE PEDESTRIAN CROSSINGS OF US 50 & SH 92 ONLY.

LEGEND:

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| ◆ Access Point | ▲ 3/4 Movement Left-In | ----- Alternate Route (Conceptual) | — Principal Arterial | — Parcel Line | "C" Conditional |
| ● Full Movement | * Right-In, Right-Out | — Delta City Boundary | ----- Proposed Principal Arterial | ----- Proposed Local Street | "F" Field Access |
| ↔ Cross Access for Shared Access Point | x Close Existing Access Point | — Orchard City Boundary | ----- Proposed Minor Arterial | ----- Proposed Alley | |
| ■ Milepost | ⊞ Existing Signalized Intersection | --- Highway Right of Way | ----- Proposed Collector | "R" Residential Access | |
| | | --- Access Control Line | — Collector | "D" Ditch | |

