EL PASO COUNTY
COLORADO

Department of Public Works

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TO: **El Paso County Planning Commission**
Thomas Bailey, Chair

FROM: **Victoria Chavez, Transportation Planning Manager**
Adam Lancaster PE, Colorado Department of Transportation (CDOT), Permits Program Manager

RE: **MP233, Adoption of the CO 83 Access Control Plan into the El Paso County Master Plan**

Commissioner District: **All**

First Planning Commission Hearing Date:	12/07/2023
Second Planning Commission Hearing Date:	01/18/2024

EXECUTIVE SUMMARY

The El Paso County Department of Public Works in conjunction with Colorado Department of Transportation (CDOT) and the City of Colorado Springs (COS) requests adoption of the CO 83 Access Control Plan into the Your El Paso Master Plan. With adoption, this Plan will become the principal plan for further planning and development of the CO 83 corridor access within unincorporated El Paso County and the City of Colorado Springs on this CDOT owned highway. The Plan area begins at CO 83 at Powers Boulevard (CO 21) and ends at County Line Road (Palmer Divide Road) or 9.85 miles.

Recent growth along the corridor has resulted in an increase in traffic on CO 83. Looking to the future, traffic volumes are expected to increase in the range of 17 percent to 86 percent along the corridor by the year 2045. Without changes to the highway, the projected increase in traffic volumes pose the potential to increase delay, produce higher levels of congestion/pollution, and expose all roadway users to an increase in the number of crashes.

The recommendations and conclusions in the Access Control Plan (ACP) do not specify the future roadway footprint or the number of lanes. The recommendations and conclusions do not prohibit future improvements to the roadway system along the corridor or on adjacent nearby streets. Efforts were made to identify possible future connectivity via roads or shared accesses.

The State Highway Access Code (2 Code of Colorado Regulations [CCR] §601-1) requirements were followed in preparing this plan. The ACP will provide the City, County, and CDOT with roadway access planning documents in an effort to ensure that the CO 83 corridor remains consistent with its assigned access categories. The ACP is intended to support the planning objectives for the City, County, and CDOT. In addition, the ACP evaluates existing, planned (known developments underway), and proposed (locations where future development may occur) access points along CO 83 and makes recommendations for appropriate modifications.

Proper application of an ACP will allow all modes of transportation to move efficiently and safely along the study roadway by controlling the design, location, and frequency of access points and by better using the secondary or local roadway network to reduce future strain on the highway. The following are typical objectives of any ACP, including the CO 83 ACP:

- Provide effective and efficient through travel for traffic on the highway.
- Provide the appropriate level of access to properties adjacent to the study roadway.
- Maintain compatibility with existing and proposed off-system connections that provide local circulation to support the transportation system.
- Assist future development and redevelopment along CO 83 by identifying the locations and types of accesses.
- Maintain compatibility with previous and ongoing local planning efforts.
- Accommodate multi-modal transportation.

The purpose of this ACP is to identify the location, type, and basic design elements of future access points within the study limits to provide reasonable access to adjacent properties while maintaining safe and efficient movement of all modes of transportation.

According to the State Highway Access Code March 2002 (SHAC), CDOT is required to provide access to individual properties when reasonable alternative access to the general street system does not exist and is not obtainable. CDOT has the ability to modify existing access points for safety and operational reasons and CDOT can recommend restricting the number of allowable vehicle movements. Without an ACP, all access to CO 83 would be governed strictly by the SHAC, which in most cases would result in more restrictive access conditions than what is recommended in the final ACP.

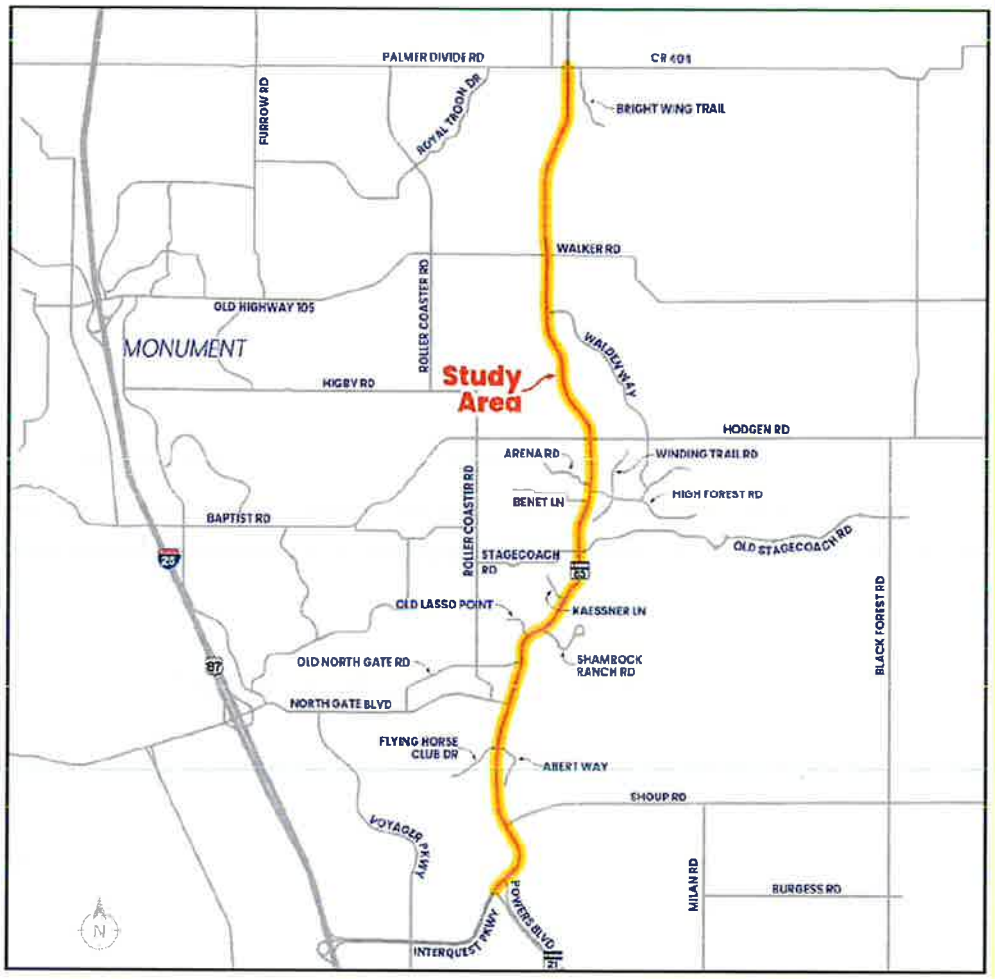
Changes in access are discussed in Section 2.6, "Changes in Land Use and Access Use" in the State Highway Access Code:

> The Department or issuing authority may, when necessary for the improved safety and operation of the roadway, rebuild, modify, remove, or relocate any access, or redesign the highway including any auxiliary lane and allowable turning movement. The permittee and or current property owner will be notified of the change. Changes in roadway median design that may affect turning movements normally will not require a license modification hearing as an access permit confers no private rights to the permittee regarding the control of highway design or traffic operation even when that design affects access turning movements (p. 25, paragraph 7).

Furthermore, the ACP establishes when to implement access control from an operational standpoint and what types of access will be allowed, based on the standards set forth in the State Highway Access Code. According to Section 2.12, "Access Control Plans" of the State Highway Access Code:

> The access control plan shall indicate existing and future access locations and all access related roadway access design elements, including traffic signals, that are to be modified and reconstructed, relocated, removed, added, or remain (p. 30, paragraph 2).

Figure 1. Study Area Limits



A. REQUEST/AUTHORIZATION

Request: Adoption of the CO 83 Access Control Plan (PCD File No: MP233).

B. EFFECT OF APPROVAL OF AN AMENDMENT TO THE MASTER PLAN

Colorado Revised Statute C.R.S. § 30-28-106 et. seq. provides that it is the duty of the Planning Commission to make and adopt the County Master Plan. The Statute requires careful studies to be made prior to plan adoption.

If adopted by the Planning Commission, the CO 83 Access Control Plan will become the principal Master Plan for further planning and development of the CO 83 corridor within unincorporated El Paso County and the City of Colorado Springs (if/when approved by COS).

The CO 83 Access Control Plan is legally considered to be advisory only, except that CDOT alone has the authority to approve access permits on their State Highways. The

review criteria for many of the land use applications processed by the Planning and Community Development Department include a requirement that the application be in conformance, general conformance, or consistent with the Master Plan. The CO 83 Access Control Plan will be utilized to evaluate and inform development proposals, land use, and 1041 permit applications; be a foundation for revising or developing regulations; coordinate regional and local initiatives; inform Capital Improvement Programs and Budget initiatives; identify additional studies and future action steps; and be an information source for policy makers and citizens.

C. APPLICABLE RESOLUTION

See attached PC Resolution.

D. GENERAL LOCATION

The CO 83 Access Control Plan area begins at Powers Boulevard (CO 21). The terminus of the Plan area is along and County Line Road (Palmer Divide Road) or 9.85 miles.

E. BACKGROUND

What is required by Colorado Revised Statute?

Counties are authorized to prepare comprehensive plans as a long-range guiding document for a community to achieve its vision and goals. The Planning Commission is charged with preparing the master plan. The comprehensive plan (or master plan) provides the policy framework for regulatory tools like zoning, subdivision regulations, annexations, and other policies. A comprehensive plan promotes the community's vision, goals, objectives, and policies, establishes a process for orderly growth and development, addresses both current and long-term needs, and provides for a balance between the natural and built environment. (See C.R.S. § 30-28-106) Elements addressed in a comprehensive plan (master plan) may include: recreation and tourism (required by state statutes), transportation, land use, economic development, affordable housing, environment, parks and open space, natural and cultural resources, hazards, capital improvements, water supply and conservation, efficiency in government, sustainability, energy, and urban design. The statutory basis regarding master plans is included as an attachment.

Development of this Plan

CDOT lead the development of the CO 83 Access Control Plan as they own and maintain the corridor. However, CDOT worked closely with staff from DPW and COS to develop the plan in accordance with State Statutes, rules and processes.

In developing the CO 83 Access Control Plan, CDOT, DPW and COS staff were committed to encouraging a broad spectrum of residents to participate in an open and transparent public input process. This process was designed to provide citizens and potentially impacted property owners with information about the purpose of the CO 83 Access Control Plan, and to solicit ideas, comments and concerns related to the Plan.

The community engagement process was comprehensive to both gather information and engage citizens, staff, partners, and other key stakeholders. Participants were presented with information and encouraged to provide their perspectives and insights. Opportunities included:

- Monthly project team meetings of CDOT, County, and City staff
- One-on-one meetings with property owners
  - Conducted a total of 6 meetings with citizens
- Conducted two virtual open houses
- February 2021
  - Presented draft plan, received input from public
- June 2021 Presented final plan
  - Received total of 44 comments from public
- October 7, 2021, presented the plan and received input from the public and Planning Commission as an information and discussion item.
- Development of this Plan occurred during the Covid-19 global pandemic, which challenged the consultant, County staff, review agencies, and public in the completion of the project.

What does this Plan include?

The final recommendations of the ACP provide benefit to the transportation system: operations, safety, multi-modal, and future improvements. Some of the major findings and benefits of the ACP include:

- Changes in access conditions are identified, such as the elimination of an access or restriction on the type of turn movements allowed at a specific location. These recommendations will result in a reduction in the number of conflict points (locations where vehicles and/or pedestrians/bicycles cross paths with each other), which will improve overall safety for all transportation modes.
- The plan identifies the locations that may warrant the need for a traffic signal or conversion to a roundabout in the future to provide safe full movements for drivers

along the highway. Clearly identifying the locations where a signal can be installed prevents the corridor from having too many traffic signals. While the locations where signals may be installed are established in the plan, no signal will be installed until warrants are met, which means that some intersections may remain unsignalized or may be candidates for conversion to another type of control such as a roundabout.

What will this Plan be used for?

If approved, the CO 83 Access Control Plan will guide the agencies' decisions regarding the future access conditions while supporting the planning objectives of the City, County, and CDOT. The CO 83 ACP is legally considered to be advisory only for unincorporated EPC. The review criteria for many of the land use applications processed by the Planning and Community Development Department include a requirement that the application be in conformance, general conformance, or consistent with the Master Plan. The CO 83 Access Control Plan will be utilized to evaluate and inform development proposals, land use, and 1041 permit applications. The CO 83 ACP will be a foundation for decision by CDOT for Access Permits on CO 83 within the study limits and be an information source for policy makers and citizens.

F. STATUS OF MAJOR ISSUES

Public comments and concerns included:

- Speed of vehicles
- Noise from large trucks
- Number of large trucks and volume of traffic overall
- Posted speed limit
- Lack of turn lanes
- Safety in the area around the newly constructed Stagecoach Road intersection
- Need for more traffic signals
- Sight distance through curves
- How the process works for shared access

These concerns have been thoroughly considered and addressed in the CO 83 ACP, including a process for amending the Plan if certain criteria related to safety, operations, or development/redevelopment are met. Additionally, all parties from whom comments were received during the course of the ACP on all subjects of concern have had responses to their comments provided to them.

G. APPROVAL CRITERIA

1. EL PASO COUNTY MASTER PLAN CONSISTENCY AND POLICY PLAN COMPLIANCE

The CO 83 Access Control Plan will be a component of the Your El Paso Master Plan.

2. COMPLIANCE WITH COUNTY PROCEDURES AND GUIDELINES

The procedures performed in completion of the CO 83 Access Control Plan are consistent with documented County policies and guidelines.

Certifications to the municipal planning commissions and to the Board of County Commissioners are required after adoption of the CO 83 Access Control Plan by the Planning Commission.

3. OTHER FACTORS

C.R.S § 30-28-106 et. seq. governs adoption of a county master plan. The statute allows the Planning Commission to adopt new or amended County Master Plans "in whole or in parts".

The CO 83 Access Control Plan will become the principal Master Plan for further planning and development of the CO 83 corridor within unincorporated El Paso County and the City of Colorado Springs.

H. PUBLIC COMMENT AND NOTICE

The public was invited to engage at each phase in the development of the CO 83 Access Control Plan. This included development of a project website, press releases, virtual public meetings, and emails/letters to property owners on the corridor and other individuals or organizations.

Legal Notice for both Planning Commission hearings was published in the *Colorado Springs Gazette Newspaper* on November 25, 2023.

The draft Plan is available for public review online on the project webpage at: https://www.codot.gov/projects/co83accessstudy and is also accessible through the Public Works Department webpage at: https://publicworks.elpasoco.com/road-bridge-planning/

Additional certifications are required after adoption by the Planning Commission

I. STAFF RECOMMENDATION

Staff recommends adoption of the CO 83 Access Control Plan with the following conditions and notations:

CONDITIONS

1. C.R.S. 30-28-109 requires the Planning Commission to certify a copy of the Master Plan, or any adopted part or amendment thereof or addition thereto, to the Board of County Commissioners and to the Planning Commission of all municipalities in the County. The Planning Commission's action to amend the Master Plan shall not be considered final until a minimum of ten (10) complete sets of the final documents are provided and such documents are certified by the Chairman of the County Planning Commission and distributed as required by law.

2. Upon adoption by the El Paso County Planning Commission, the effect of this document is adoption of the CO 83 Access Control Plan into the Master Plan for El Paso County.

NOTATIONS

1. Certification of the documents to the municipalities within the County pursuant to Condition No. 1 above is determined to be satisfied upon transmittal of summary information and maps along with a clear description of the locations where the complete documents are available for inspection, along with an offer to provide a given municipality a complete copy of the documents if requested. The transmittal may be in the form of a digital copy.

2. In approving this document, it is understood that minor editorial and formatting changes will be made in conjunction with the final publication process. These modifications may include pagination, correction of typographical errors, clarifications, insertion of photographs, insertion of references and/or corrections to factual information, or inclusion of comments and modifications associated with the Planning Commission hearings. In no case will substantive changes be made to the text without reconsideration by the Planning Commission.

J. ATTACHMENTS

CO 83 Access Control Plan
Legal Notice
Public Comments
Draft PC Resolution

CO 83 Access Control Plan

FINAL REPORT

October 2021

Prepared for:

COLORADO
Department of Transportation

In cooperation with:

El Paso County
City of Colorado Springs

Prepared by:

ATKINS
Member of the SNC-Lavalin Group

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Acronyms

ACP	Access Control Plan
ADT	Average daily traffic
AM	Morning peak hour
CCR	Code of Colorado Regulations
CDOT	Colorado Department of Transportation
City	City of Colorado Springs
CO	Colorado State Highway
County	El Paso County
E-X	Expressway
FHWA	Federal Highway Administration
GIS	Geographic Information System
HCM	Highway Capacity Manual
IGA	Inter-Governmental Agreement
LOS	level of service
MP	mile post
MUTCD	Manual on Uniform Traffic Control Devices
OTIS	Online Transportation Information System
PM	Evening peak hour
RIRO	right-in, right-out
R-A	Regional Highway
sec/veh	seconds per vehicle
SHAC	State Highway Access Code
TMC	turning movement count
TRB	Transportation Research Board
vpd	vehicles per day
vph	vehicles per hour

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1. Introduction

The Colorado Department of Transportation (CDOT) has developed an Access Control Plan (ACP) to address future access needs within northern El Paso County along Colorado State Highway 83 (CO 83). The limits of the ACP are approximately 9.85 miles, beginning at the CO 21/Powers Boulevard southbound ramp and ending at County Line Road/Palmer Divide Road to the north. CO 83 is a north-south principal arterial roadway under CDOT jurisdiction. The ACP involved three stakeholders who ultimately will sign the Inter-Governmental Agreement (IGA), refer to **Appendix A**: CDOT, El Paso County (County), and the City of Colorado Springs (City).

Recent growth along the corridor has resulted in an increase in traffic on CO 83. Looking to the future, traffic volumes are expected to increase in the range of 17 percent to 86 percent along the corridor by the year 2045. Without changes to the highway, the projected increase in traffic volumes pose the potential to increase delay, produce higher levels of congestion/pollution, and expose all roadway users to an increase in the number of crashes.

The approved ACP will guide the agencies' decisions regarding the future access conditions while supporting the planning objectives of the City, County, and CDOT. The final recommendations of the ACP provide benefit to four primary areas of the transportation system: operations, safety, multi-modal, and future improvements. Some of the major findings and benefits of the ACP include:

- Changes in access conditions are identified, such as the elimination of an access or restriction on the type of turn movements allowed at a specific location. These recommendations will result in a reduction in the number of conflict points (locations where vehicles and/or pedestrians/bicycles cross paths with each other), which will improve overall safety for all transportation modes.
- The plan identifies the locations that may warrant the need for a traffic signal or conversion to a roundabout in the future to provide safe full movements for drivers along the highway. Clearly identifying the locations where a signal can be installed prevents the corridor from having too many traffic signals. While the locations where signals may be installed are established in the plan, no signal will be installed until warrants are met, which means that some intersections may remain unsignalized or may be candidates for conversion to another type of control such as a roundabout.
- The recommendations and conclusions in the ACP do not specify the future roadway footprint or laneage. The recommendations and conclusions do not prohibit future improvements to the roadway system along the corridor or on adjacent nearby streets. Efforts were made to identify possible future connectivity via roads or shared accesses that can alleviate the need for many direct accesses to the highway.

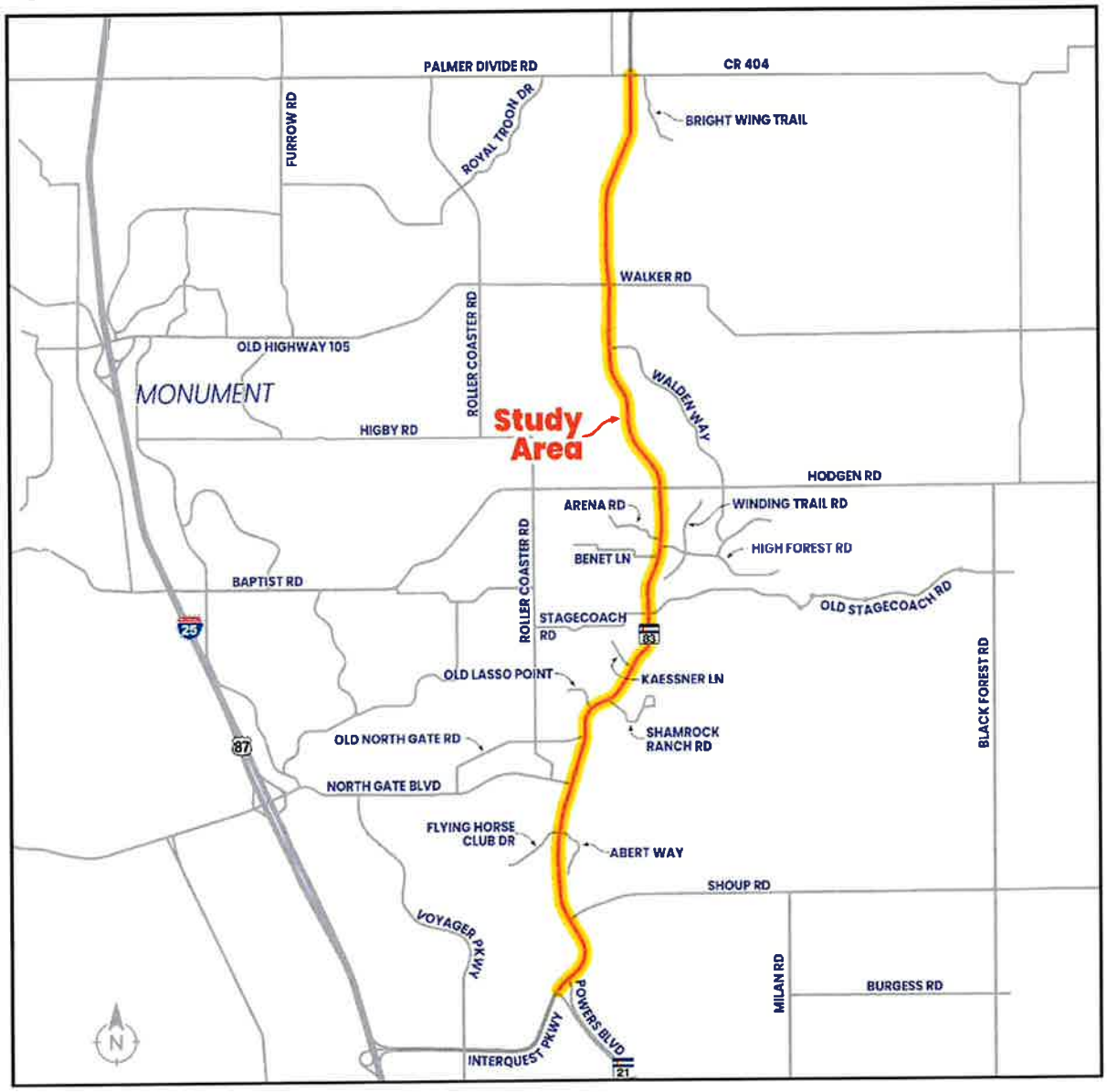
1.1. Project Overview

The implemented ACP will provide a binding document guiding the agencies' decisions regarding the future access conditions of CO 83. The State Highway Access Code (2 Code of Colorado Regulations [CCR] §601-1) requirements were followed in preparing this plan. The ACP will provide the City, County, and CDOT with roadway access planning documents in an effort to ensure that the CO 83 corridor remains consistent with its assigned access categories. The ACP is intended to support the planning objectives for the City, County, and CDOT. In addition, the ACP evaluates existing, planned (known developments underway), and proposed (locations where future development may occur) access points along CO 83 and makes recommendations for appropriate modifications.

1.2. Study Limits

The ACP limits begin to the south at the Powers Boulevard southbound ramp and end at County Line Road/Palmer Divide Avenue to the north. The limits of the evaluated portion of CO 83 are approximately between mile post (MP) 20.4 and MP 30.2. The total study area encompasses approximately 9.7 miles of roadway. The study area is shown in **Figure 1**.

Figure 1. Study Area Limits



1.3. Objectives

Proper application of an ACP will allow all modes of transportation to move efficiently and safely along the study roadway by controlling the design, location, and frequency of access points and by better using the secondary or local roadway network to reduce future strain on the highway. The following are typical objectives of any ACP, including the CO 83 ACP:

- Provide effective and efficient through travel for traffic on the highway.
- Provide the appropriate level of access to properties adjacent to the study roadway.
- Maintain compatibility with existing and proposed off-system connections that provide local circulation to support the transportation system.
- Assist future development and redevelopment along CO 83 by identifying the locations and types of accesses.
- Maintain compatibility with previous and ongoing local planning efforts.
- Accommodate multi-modal transportation.

1.4. Purpose

The purpose of this ACP is to identify the location, type, and basic design elements of future access points within the study limits to provide reasonable access to adjacent properties while maintaining safe and efficient movement of all modes of transportation (vehicles, bicyclists, and pedestrians) along, adjacent to, or across CO 83.

According to the *State Highway Access Code March 2002* (SHAC), CDOT is required to provide access to individual properties when reasonable alternative access to the general street system does not exist and is not obtainable. CDOT has the ability to modify existing access points for safety and operational reasons and CDOT can recommend restricting the number of allowable vehicle movements. Without an ACP, all access to CO 83 would be governed strictly by the SHAC which in most cases would result in a more restrictive access conditions than what is recommended in the final ACP.

Changes in access are discussed in Section 2.6, "Changes in Land Use and Access Use" in the State Highway Access Code:

> *The Department or issuing authority may, when necessary for the improved safety and operation of the roadway, rebuild, modify, remove, or relocate any access, or redesign the highway including any auxiliary lane and allowable turning movement. The permittee and or current property owner will be notified of the change. Changes in roadway median design that may affect turning movements normally will not require a license modification hearing as an access permit confers no private rights to the permittee regarding the control of highway design or traffic operation even when that design affects access turning movements (p. 25, paragraph 7).*

Furthermore, the ACP establishes when to implement access control from an operational standpoint and what types of access will be allowed, based on the standards set forth in the State Highway Access Code. According to Section 2.12, "Access Control Plans" of the State Highway Access Code:

> *The access control plan shall indicate existing and future access locations and all access related roadway access design elements, including traffic signals, that are to be modified and reconstructed, relocated, removed, added, or remain (p. 30, paragraph 2).*

1.5. Need

To properly develop an ACP that will identify the appropriate access conditions to meet CDOT, City, and County's long-range vision for the CO 83 corridor while achieving the project objectives, the study considered both the existing traffic conditions (2020) and the projected traffic conditions that are expected to occur by the long-range horizon year of 2045. The projected increase in traffic on the corridor was determined by forecasting traffic demand to 2045 based on the average annual growth from 2020. The current CDOT growth projections (from the CDOT Online Transportation Information System [OTIS] database) along CO 83 within the project limits of the ACP show a proposed growth factor varying between 1.17 and 1.86, as shown in **Table 1**.

Table 1. Future Growth Rates on CO 83

Start Location	End Location	Growth Factor
Palmer Divide Road	Walker Road	1.86
Walker Road	Hodgen Road	1.84
Hodgen Road	North Gate Boulevard	1.60
North Gate Boulevard	CO 21/Powers Boulevard	1.17

Source: El Paso County Travel Demand Model Forecasting

Numerous planned development projects were incorporated into the 2045 analysis. These development projects were identified by the County and City. Projected trip traffic for these developments was added to the final 2045 projected background traffic volume to account for additional demand along the CO 83 corridor and at the intersections near each of these planned developments.

Based on the projected traffic growth on the corridor (including the known planned developments), the number of conflicts, amount of delay, and level of congestion will increase without better access control. Proper control of the frequency, number, and location of access points on the study roadway can lead to the following reductions:

- Number and severity of crashes
- Delay experienced by motorists and multi-modal transportation users
- Pollution created by congested traffic conditions
- Congestion on CO 83 and the strain on the surrounding roads
- Number of consumers conducting business elsewhere

There are several ways to reduce the number and severity of crashes that occur on any roadway. First, crashes generally occur at locations where two vehicles conflict with each other. A potential conflict occurs each time vehicles turning at an access point cross paths with other roadway users (vehicle or pedestrian). If the number of conflict points increases, which is what occurs if additional access points are allowed, then the number of crashes on the roadways also increases. Conversely, if the number of conflict points is reduced, the number of crashes should decrease, creating safer roadways.

Second, some of the most severe crashes typically involve left-turn movements by vehicles attempting to enter or exit the roadway without the protection of traffic control devices, such as a traffic signal. With an ACP, some of the vehicle left-turn movements can be redirected to locations with a traffic signal where, under the protection of a green phase, the vehicles can either turn left onto or off of the highway. For other left turn movements, the ACP provides a road map for future highway improvement projects to plan for the need to provide U-turn options at intersections that are near to driveways or roads that are restricted to less than full movement. Additionally, pedestrians/bicyclists can more safely cross the highway at high-volume intersections under the protection of the "Walk" and "Do Not Walk" phases of a

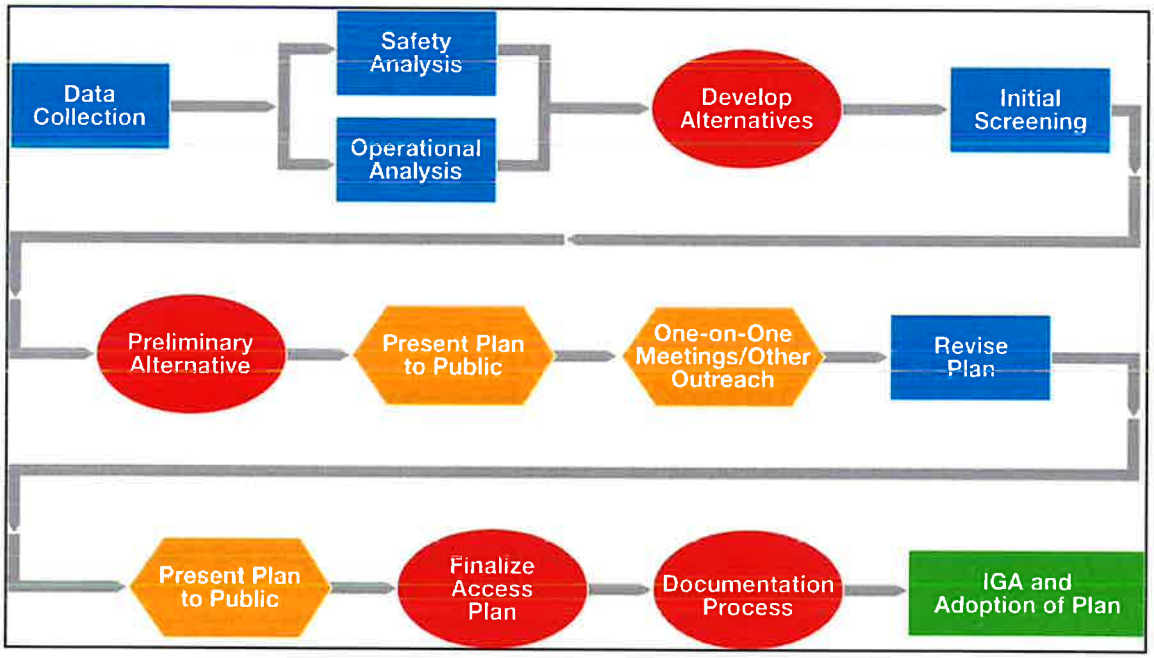
traffic signal. Other options for reducing the potential for left-turn crashes are the use of roundabouts, ¾-movement, or right-in, right-out (RIRO) only intersections.

To reduce vehicle congestion and delay, it is important to control the number of access points along the roadways as traffic increases. By allowing fewer accesses, vehicles do not have to slow as much or stop as often to turn into an access or allow vehicles to enter the roadway from access points. Additionally, future roadway improvement projects can use the recommendations from the ACP to assist in the decision-making process of where to consider the addition of deceleration and acceleration lanes, which help remove slower traffic from the highway mainline. By reducing the friction along the roadway, the roadway will not become strained by congestion and delay. Motorists will experience acceptable travel times and an overall safer and better driving experience, which may translate into maintaining return service for local businesses. Another benefit to reducing congestion on the study roadway is a reduction in the level of vehicle emissions, which reduces the level of air pollution along the corridor.

1.6. Process

The process followed in developing the CO 83 ACP is summarized in **Figure 2**.

Figure 2. CO 83 ACP Process



The process began with the data collection phase, during which all access locations were identified; traffic volumes (**Appendix B**) and crash data (**Appendix C**) were collected; and copies of relevant traffic/planning studies for the roadway were gathered. Traffic data was used to evaluate existing, future conditions without the ACP, and future with ACP conditions (**Appendix B**). Additionally, crash data was evaluated to identify locations where the crash patterns indicated a change in access may provide a benefit. The draft ACP was created based on the requirements of the SHAC, along with existing and planned access locations. The project team evaluated the alternatives to create a preliminary alternative, which then was presented to the public at a virtual open house. The initial public presentation served to introduce the project and the concept of access control to the public, as well as to present the preliminary recommendations. Comments were received from the public for further consideration. After the public presentation, additional outreach was conducted in the form of one-on-one property owner workshops to

identify solutions that best met the goals of the project and addressed the specific needs of those who signed up for the one-on-one meetings. The one-on-one meetings ensured that crucial public input was received and taken under consideration in the process. Based on all of the comments received, the ACP was revised to reflect a Preferred Alternative. The Preferred Alternative was presented at a final virtual public meeting where comments from the public were collected.

Additional public outreach included monthly project working meetings with the project team members. A final presentation was provided to the County's Transportation Advisory Committee, Planning Commission, and Board of County Commissioners to summarize the study process and complete the adoption process. Documentation of the overall ACP development and approval process occurred throughout. The recommended CO 83 ACP is contained within this final report. The plan adoption process started during the documentation process is expected to be completed by the end of 2021. Materials from the public outreach process, including exhibits, comment forms, and summary letters from one-on-one meetings, are included in the appendices of this document. **Appendix E** contains the intergovernmental agreement that was created and signed as part of the adoption process. Implementation of the ACP will occur in phases or incrementally over time based on the development and redevelopment process, available funding, and traffic or safety needs. The remaining sections of this report include the following discussion topics:

- Corridor conditions
- Public involvement process
- Access control techniques
- ACP recommendations
- Next steps

2. Corridor Conditions

This section provides a summary of the existing and future without the ACP conditions on CO 83 in terms of access, operations, and safety.

2.1. Existing Corridor Access

All access points can be separated into two categories: public ways or private driveways. Definitions relating to types of access are covered in 1.5, Definitions and Abbreviations, of the SHAC (pages 2-8):

> *"Public Way" means a highway, street, or road, open for use by the general public and under the control or jurisdiction of the appropriate local authority of Department and includes private roads open to the public.*
>
> *"Driveway" means an access that is not a public street, road, or highway.*

State highways are classified in accordance with the State Highway Access Category Assignment Schedule (2 CCR §601-1a), which was revised on August 13, 2013. The study area includes 9.85 miles of CO 83 from CO 21 (Powers Boulevard) to Palmer Divide Road (County Line Road) in north El Paso County. A review of the SHAC indicates that all portions of the study area are classified as either Expressway (E-X) or Regional Highway (R-A), as summarized in **Table 2**.

Table 2. Existing Access Conditions with Study Area

Section	Highway Category	Number of Accesses			Existing Traffic Signals	Segment Length (miles)
		Private Driveways	Public Road	Total		
CO 21 Southbound to Old North Gate Rd	E-X	3	9	12[1]	5	2.75
Old North Gate Road to Walker Road	R-A	36	11	47[2]	2	5.00
Walker Road to Palmer Divide Road	R-A	11	2	13[1]	1	2.10
Totals		**50**	**22**	**72**	**8**	**9.85**

1. All access locations are full movement.
2. Forty-six locations are full movement, and one access location is a right-in only driveway.

Per the SHAC, E-X are governed by the following characteristics:

- Intended to accommodate high traffic volumes at high travel speeds over long distances in a safe and efficient manner.
- Prioritize movement of traffic over access to private property.
- If the property has access to a local road, direct access to the highway will be prohibited.

R-A are governed by the following characteristics:

- The capacity to handle medium to high travel speeds and relatively medium to high traffic volumes in a safe and efficient manner.

- Provides interregional, intra-regional, and intercity travel needs.
- Provides service to through traffic movements with a lower priority on providing direct access to adjacent properties.

If an access meets established signal warrant criteria, it has the potential to become signalized in the future. According to the SHAC, the preferred spacing between signalized intersections is one mile for EX category and 0.5 mile for R-A category highways. Not all public roadways that access CO 83 are appropriate locations for traffic signals if the roadway is to remain in compliance with the SHAC. Hence, an ACP identifies locations where signals can be installed if warrants are met. Without the proper planning, such as the development of an ACP, signals may end up being placed at inappropriate locations, which may preclude the ability to provide appropriate traffic control at needed intersections in the future to benefit the entire system.

2.2. Existing Corridor Traffic

The project team collected intersection turning movement counts (TMCs) at most major intersections and average data traffic (ADT) data at several locations on CO 83 in September 2020 and the detailed data is available in **Appendix B**. Prior to using the volume to analyze the conditions on CO 83, adjustment factors were applied to better represent true CO 83 volumes. First, an analysis was completed to determine the impact of COVID-19 on traffic volumes. When traffic counts were collected in September 2020, the volume of traffic on most highways had decreased due to COVID compared to pre-COVID conditions and had not yet returned to historically normal conditions. Thus, based on historic data from CDOT and other sources, the ADT and TMC were adjusted to account for the reduction due to COVID. Second, I-25 is currently under construction in the vicinity of this corridor, which has resulted in a portion of traffic diverting onto CO 83 to avoid delays caused by the construction activities. Again, an analysis was done to determine a reasonable correct factor that was applied to the TMC and ADTs to reduce traffic volume to align with historic data and growth trends.

The adjusted ADTs for CO 83 are shown in **Table 3**. These values represent a typical weekday traffic level along CO 83. The volumes are highest at the south end of the study area between Shoup Road and CO 21 and lowest at the north end between Hodgen Road and Palmer Divide Road. The volumes build from a low point in the rural part of the study area and increase the further south one travels, which is also where more of the adjacent land is developed. A deeper look into the volumes shows that traffic is heavier in the southbound direction in the morning and northbound in the evening. This is consistent with drivers commuting into Colorado Springs in the morning and returning home in the evening.

Table 3. Existing (2019) Average Daily Traffic

Location	Northbound (vpd)*	Southbound (vpd)	Total (vpd)
South of Palmer Divide Road	3,610 (5% Trucks)	3,905 (3% Trucks)	7,515 (4% Trucks)
North of Hodgen Road	4,350 (5% Trucks)	4,965 (4% Trucks)	9,315 (4% Trucks)
South of Hodgen Road	4,810 (3% Trucks)	5,440 (2% Trucks)	10,250 (2% Trucks)
North of Shoup Road	10,445 (4% Trucks)	10,140 (4% Trucks)	20,595 (4% Trucks)
South of Shoup Road	11,250 (5% Trucks)	11,825 (5% Trucks)	23,075 (5% Trucks)

* Vehicles per day (vpd)

2.3. Existing Intersection Analysis

Traffic operations for each of the signalized and key unsignalized access points were analyzed using the methods described in the *Highway Capacity Manual 6th Edition* (HCM) (Transportation Research Board [TRB], 2016). According to the HCM, the overall performance of an intersection is determined based on

the length of delay, expressed as seconds per vehicle (sec/veh), experienced by motorists at the intersection. Depending on the length of delay that is experienced, each intersection can be scored on a level of service (LOS) scale and given a letter grade from LOS A to LOS F, with LOS A being the best possible grade for the intersection and grades of LOS D or better being considered acceptable operations. For signalized intersections, the delay for each individual turning movement is evaluated, then entire approaches are graded, and finally the intersection as a whole can be given a single LOS. For two-way stop-controlled intersections, each minor approach is given a separate LOS and the worst LOS is reported as a single rating for the intersection. For analysis purposes, all uncontrolled intersections/ driveways were treated as stop-controlled access points. **Table 4** shows the criteria for establishing the LOS for the signalized and two-way stop-controlled intersections within the study area.

Table 4. Intersection LOS Criteria

Level of Service	Control Delay (sec/veh)	
	Unsignalized Intersection (Two-Way Stop-Controlled)	Signalized Intersection
A	0-10	≤10
B	>10-15	>10-20
C	>15-25	>20-35
D	>25-35	>35-55
E	>35-50	>55-80
F	>50	>80

Source: 2016 HCM

The adjusted TMC data provides distribution information for vehicles entering and exiting the study roadway at key intersections. These traffic data were input into the Synchro traffic model prepared for this study to determine LOS during the morning (AM) and evening (PM) peak hours. The results of the LOS analysis for the existing conditions are presented in **Table 5**, with detailed analysis sheets provided in **Appendix D**. Based on the results of the analysis, the majority of the intersections and driveways operate at LOS C or better (shown with blue, dark green, or light green backgrounds in the table) during the peak hours of the day. The only exception is the intersections of Stagecoach Road during the PM peak, which operate at LOS D. Even LOS D is considered acceptable operations.

Table 5. 2019 Existing Conditions Intersection LOS Results

Intersection	LOS/Delay (sec/veh)	
	AM	PM
Powers Blvd SB*	A/2	A/6
Powers Blvd NB*	C/24	B/15
CDOT Yard	B/13	C/19
Shoup Rd*	B/11	A/9
Flying Horse Club Dr/Abert Way*	B/12	B/13
North Gate Blvd*	C/21	C/21
Private Access (east of CO 83)	B/12	C/19
Old North Gate Road	C/15	B/14
Old Lasso Point	B/12	A/0
Shamrock Ranch Rd	A/0	A/0
Kaessner Lane	B/12	C/15
Stagecoach Rd	C/17	D/27
Private Access (west of CO 83)	B/15	C/21
Benet Lane	B/12	C/16
High Forest Rd	C/16	C/20
Arena Rd	B/12	C/17
Hogden Rd*	C/30	C/30
Walden Way	B/13	B/14
Walker Road/CR 105*	C/21	B/19
E Palmer Divide Ave*	B/11	B/10

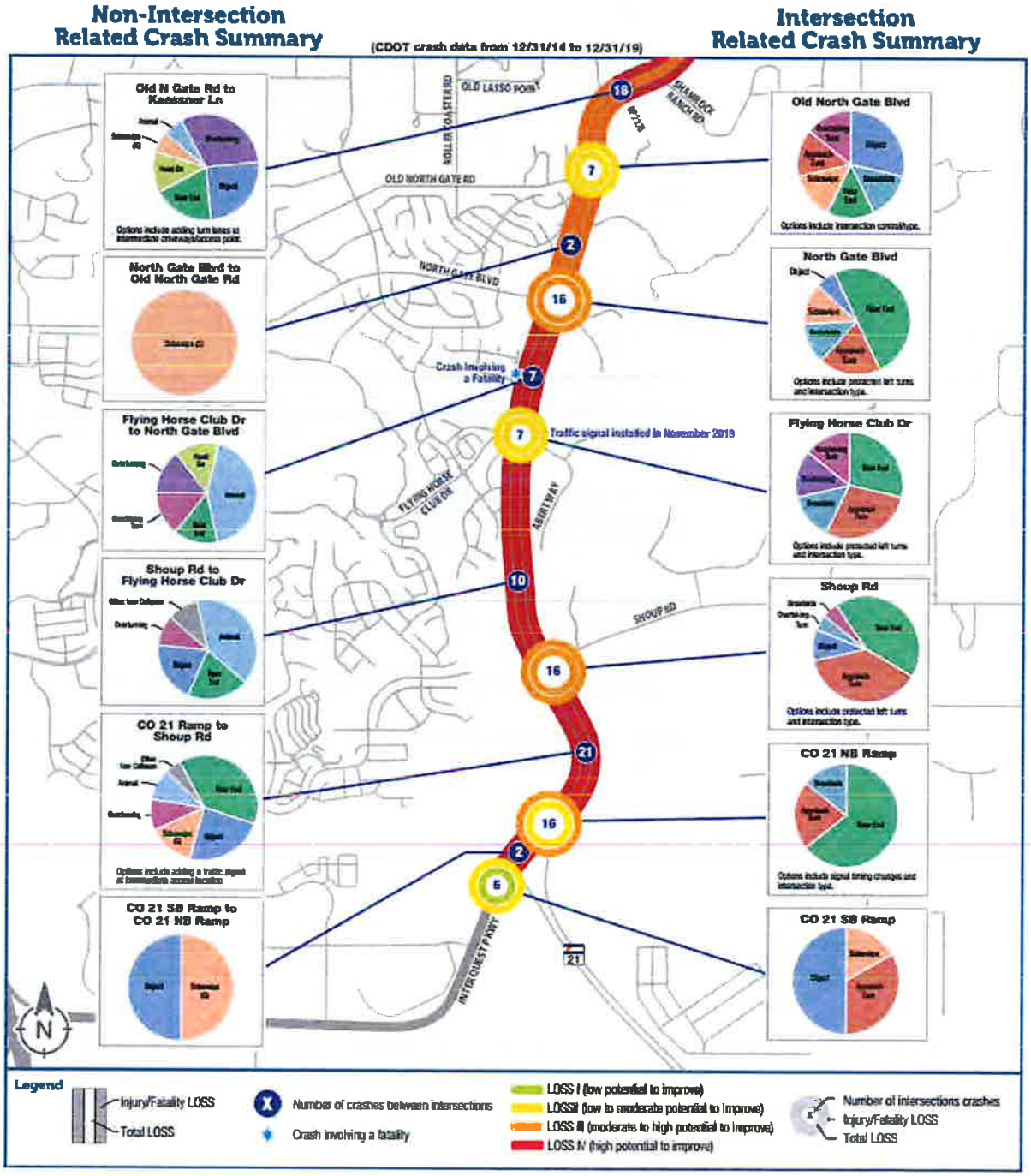
Note: Blue = LOS A, Dark Green = LOS B, Light Green = LOS C, Orange = LOS D, Red = LOS E, Dark Red = LOS F
*Signalized intersection

2.4. Crash History

A summary of crash data that covered five years (December 31, 2014 to December 31, 2019) was provided by the CDOT Region 2 Traffic Unit. Detailed data related to the crash history on CO 83 can be found in **Appendix C**. The number of crashes by location are summarized in **Figure 3**, **Figure 4,** and **Figure 5**.

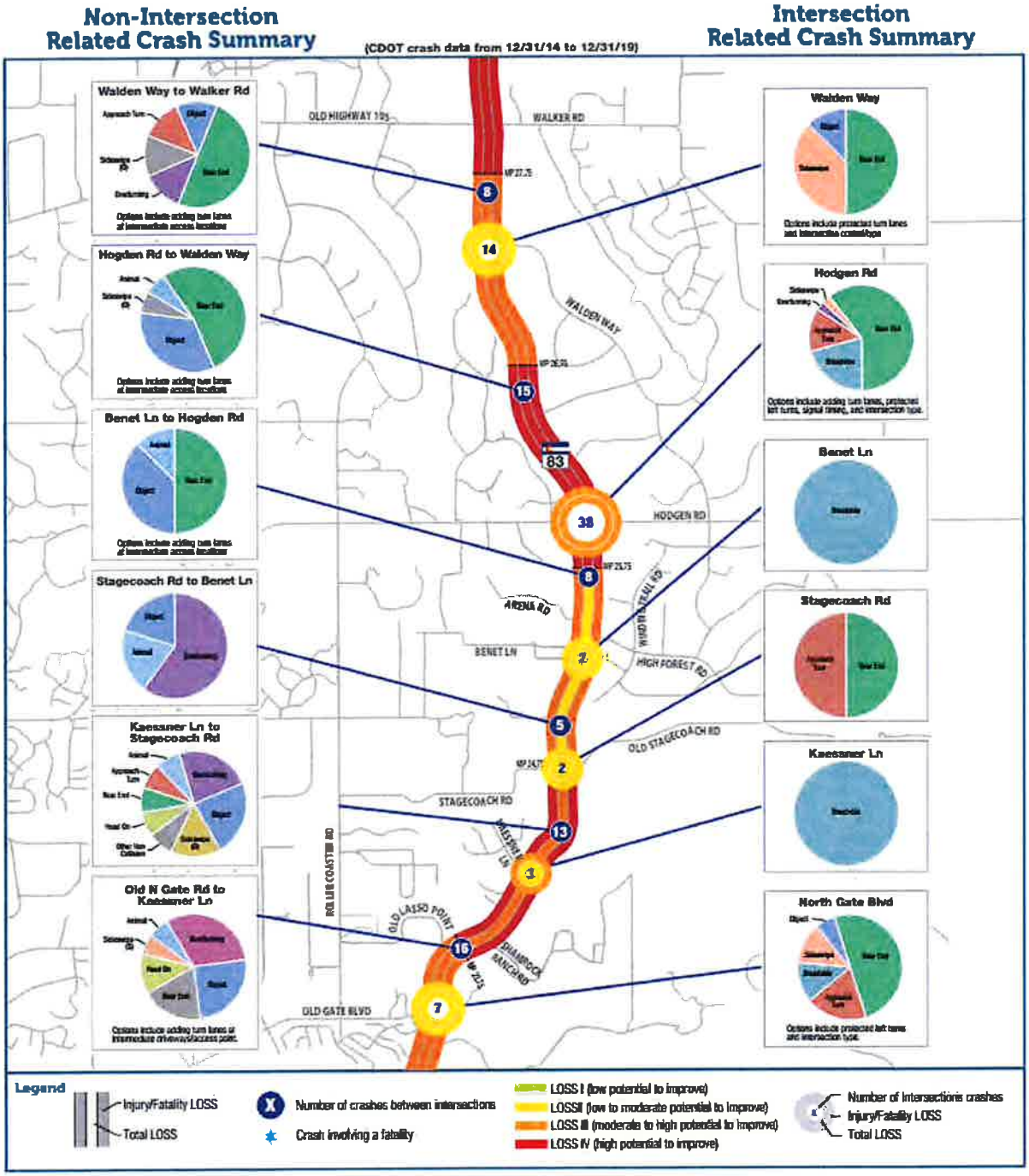
Overall, the study area has a higher-than-expected crash rate (depicted by the number of highway segments that are orange or red) based on a comparison to other highways with similar characteristics such as number of lanes, type of urban area, volumes, and intersection spacing. There are also five intersections that have a higher-than-expected crash history (shown with an orange inner circle around the number of crashes). This means that there is a moderate to high potential for crash reduction along the study area and particularly at the five intersections.

Figure 3. Summary of Crash History between CO 21 and Old North Gate Road



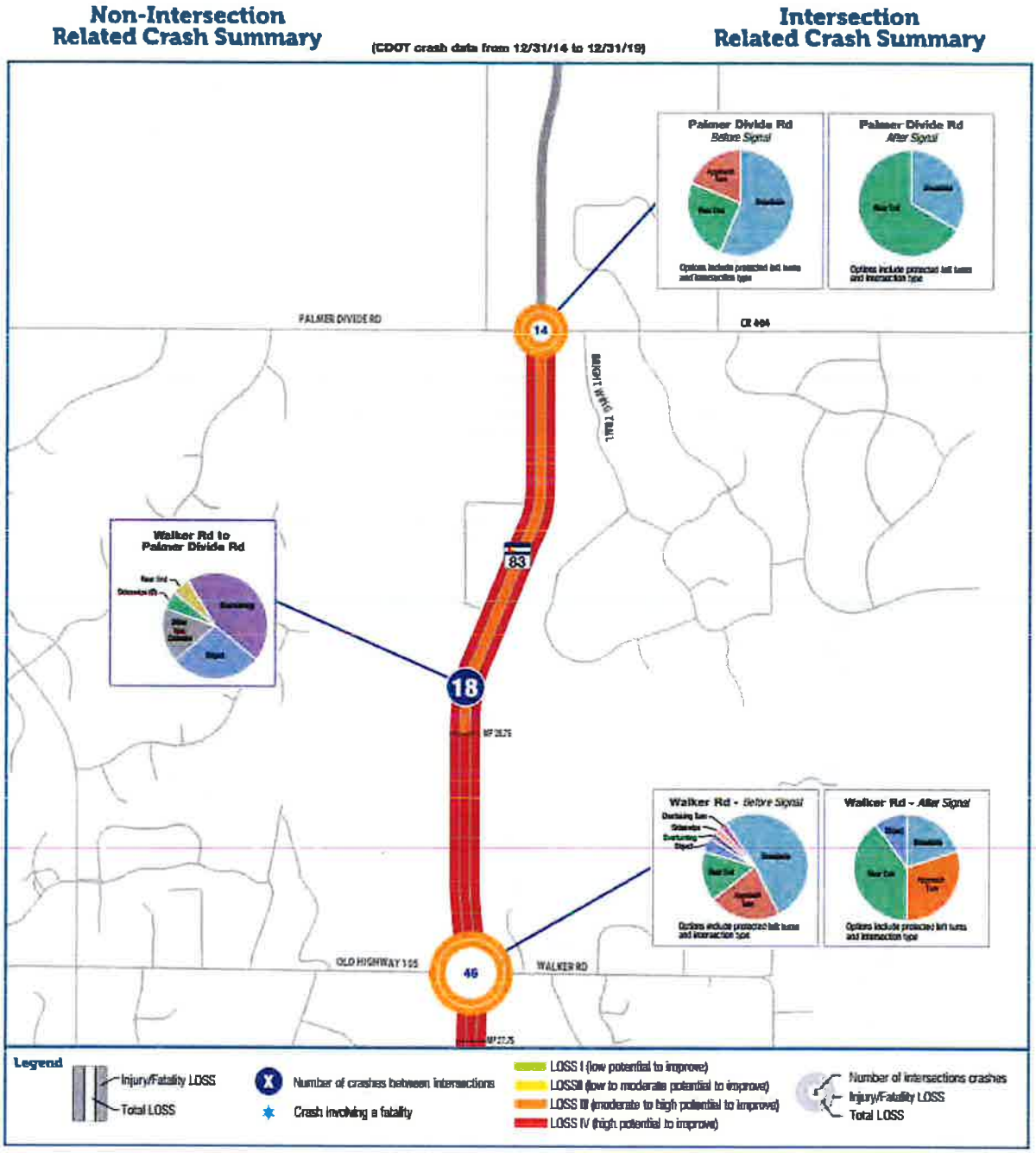
Source: CDOT crash data from 12/31/2014 to 12/31/2019

Figure 4. Summary of Crash History between Old North Gate Road and Walker Road



Source: CDOT crash data from 12/31/2014 to 12/31/2019

Figure 5. Summary of Crash History between Walker Road and Palmer Divide Road



Source: CDOT crash data from 12/31/2014 to 12/31/2019

Some of the key observations of safety on CO 83 based on the crash data indicates the following:

- During the five years of collected crash data, there were a total of 333 crashes and a review of the data indicated that a majority of crashes fit into one of the following types:
  - **Rear End (116 events).** This crash typically occurs when one vehicle strikes the rear of the vehicle in front of it because that vehicle is stopped or slowing down.
  - **Broadside (50 events).** This type of crash typically occurs when a vehicle traveling through an intersection strikes a left-turning vehicle at a 90-degree angle; both vehicles are on the same road.
  - **Approach Turn (41 events).** This type of crash typically occurs when a vehicle traveling through an intersection strikes a left-turning vehicle at a 90-degree angle; the vehicles are on different roads.
  - **Overtaking Turn (6 events).** This type of crash typically occurs when two adjacent approach vehicles, whose paths are unintended to come in conflict, collide as a result of one or both vehicles over-turning and under-turning. This type of crash may include a vehicle initially going straight but leaving its proper travel lane and colliding with a stopped or moving vehicle on an adjacent approach road or driveway.
  - **Sideswipe (23 events).** This type of crash typically involves the side of one vehicle contacting the side of another vehicle that is traveling in the same or opposite direction.
  - **Other (97 events).** This category is a catch-all that includes crashes that typically involve a vehicle that overturns, a vehicle that strikes a fixed object, a vehicle striking a wild animal, or two vehicles striking each other in a head-on event.
- The majority of crashes occurred at intersections (209), with the highest frequency at the signalized intersections and the most common types of crashes were rear-end or broadside at these locations.
- There was a total of 124 crashes at non-intersection locations, many of these were animal strikes, vehicles overturning, or vehicles running off the road and striking objects.
- There were no reported crashes involving pedestrians or bicyclists.

Based on the crash data, the following changes could be considered to help reduce the occurrence of future crashes within the study area:

- Reducing the number of access locations will reduce the number of conflict points, resulting in a reduction in the number of rear-end crashes.
- The use of protected-only left-turn movements at signalized intersections may reduce the frequency and severity of left-turn crashes.
- The conversion of stop-controlled full-movement intersections to three-quarter movements or RIRO movements would help improve safety and reduce crashes.
- Installing traffic signals or other intersection designs such as roundabouts at intersections that warrant this change in traffic control should be considered.
- Addition of traffic signals or dedicated crosswalks to provide safer mobility options for pedestrians/bicyclists across CO 83 in the future should be considered.
- The use of other access optimization methods should be considered to help reduce the number of turning vehicles, increase spacing between driveways, and eliminate access locations that are too close to intersections.

2.5. 2045 No-Action Corridor Conditions

In addition to analyzing the existing traffic conditions, it is important to understand future planning horizons in developing recommendations for the ACP. The year 2045 was selected as the long-range planning horizon for this project. Before the future intersection and roadway operational analyses could be performed, future traffic volumes for the year 2045 were developed.

For the no-action condition, all access locations, types, and traffic controls are assumed to remain unchanged from existing conditions (refer to previous sections for description of access locations under existing conditions).

Future background volumes were projected by first applying the determined growth factors by segment to the existing volumes. The growth rates were between 1.17 at the south end of the study area and 1.9 at the north end, which are based on El Paso County's projections for the corridor. **Table 6** shows a comparison between Existing (2019) and the projected 2045 bi-directional (southbound plus northbound) traffic along CO 83 at similar locations as was discussed for existing conditions. Projected trip traffic for the known developments as provided by City, County, and CDOT staff was added to the final 2045 projected traffic volume to account for additional demand along the CO 83 corridor and at the intersections near each of these planned developments.

Table 6. Projected (2045) Average Daily Traffic (vpd)

Location	Existing	2045	Growth Factor
South of Palmer Divide Road	7,515 (4% Trucks)	14,000 (4% Trucks)	1.86
North of Hodgen Road	9,315 (4% Trucks)	17,150 (4% Trucks)	1.84
South of Hodgen Road	10,250 (2% Trucks)	16,460 (2% Trucks)	1.60
North of Shoup Road	20,595 (4% Trucks)	24,710 (4% Trucks)	1.20
South of Shoup Road	23,075 (5% Trucks)	27,020 (5% Trucks)	1.17

2.6. Intersection Level of Service

The future peak hour traffic volumes were input into the traffic analysis model to determine intersection LOS. For comparative purposes, no changes to the traffic control at any intersection/access point were assumed for the no-action condition analysis. The model was updated to reflect future additional lanes on CO 83 based on long range plans from the County to add one additional lane in each direction of CO 83 between Old North Gate Road and Palmer Divide Road. **Table 7** summarizes the results of the intersection LOS for the no-action analysis compared to the existing conditions analysis. Several of the intersections will operate at a failing LOS (LOS E, LOS F) during the AM and PM peak hours for the 2045 no-action scenario. Detailed analysis of the LOS for year 2045 with no changes to the existing access configuration can be found in **Appendix C**.

In the year 2045, most of the driveways and intersections within the study limits will operate at LOS that is worse than Existing Conditions during both AM and PM peak hours if no changes are made to access on the corridor. Some of the stop-controlled access locations will experience long delays (LOS E or F). Overall, access to and from CO 83 will become more difficult and less safe without changes to the access conditions. These results indicate congestion levels on CO 83 will continue to increase in the future and will result in poor operations, long delays, and fewer acceptable gaps in traffic for vehicles to complete turns or enter the highway. As traffic volumes increase, these conditions will be worse if the number, design, and location of access locations along the study roadway are not controlled through the development of an ACP. The results also indicate that several of the driveways and intersections may be subject to having turn restrictions imposed or full closure to maintain safe and efficient operations if no improvements are done.

Table 7. 2045 No-Action LOS Compared to 2019 Existing Conditions LOS

Intersection	LOS/Delay (sec/veh)			
	Existing (2019)		No-Action (2045)	
	AM	PM	AM	PM
Powers Blvd SB*	A/2	A/6	D/37	C/27
Powers Blvd NB*	C/24	B/15	C/30	C/25
CDOT Yard	B/13	C/19	B/15	D/32
Shoup Rd*	B/11	A/9	B/20	C/31
Flying Horse Club Dr/Abert Way*	B/12	B/13	C/24	C/21
North Gate Blvd*	C/21	C/21	D/40	C/30
Private Access (east of CO 83)	B/12	C/19	B/13	F/65
Old North Gate Road	C/15	B/14	C/19	C/17
Old Lasso Point	B/12	A/0	F/77	F/103
Shamrock Ranch Rd	A/0	A/0	C/18	D/30
Kaessner Lane	B/12	C/15	B/12	C/20
Stagecoach Rd	C/17	D/27	A/8	B/11
Private Access (west of CO 83)	B/15	C/21	C/18	D/30
Benet Lane	B/12	C/16	C/17	C/24
High Forest Rd	C/16	C/20	C/21	E/41
Arena Rd	B/12	C/17	C/17	C/19
Hogden Rd*	C/30	C/30	D/38	E/62
Walden Way	B/13	B/14	E/36	D/33
Walker Road/CR 105*	C/21	B/19	E/65	D/54
E Palmer Divide Ave*	B/11	B/10	C/23	C/25

Note: Blue = LOS A, Dark Green = LOS B, Light Green = LOS C, Orange = LOS D, Red = LOS E, Dark Red = LOS F
* Signalized intersection

3. Public Involvement

The SHAC requires at least one advertised public meeting be held during the development of an ACP. For this particular ACP, an extensive public involvement process was followed:

- Identification of potentially affected property owner information
- Initial virtual Open House meeting
- One-on-one property owner/representative workshops
- Second virtual Open House meeting
- Second set of one-on-one property owner/representative workshops
- Website postings/project email
- Project meetings and presentation to elected officials

3.1. Property Owner Information

Property ownership data were obtained from Geographic Information System (GIS) property data files. A mailing list for the public involvement process was developed by Atkins and approved by the stakeholders. All properties within approximately 500 feet of CO 83 received information via mail about the study. This was done in an effort to ensure accurate and up-to-date information was used for the study, to ensure all parties received equal information, and to allow the property owners to determine whether they had an interest in the ACP.

3.2. Initial Virtual Open House Meeting

Due to COVID-19 pandemic restrictions, the stakeholders decided to conduct virtual public meetings instead of in-person open houses. The initial ACP virtual meeting was held in February of 2021. The virtual meeting was advertised via mailed postcards to property owners, business owners, and residents, as well as on the stakeholder websites. The meeting was also advertised in numerous newspapers and efforts were completed to send information direction to many of the homeowner associations in the area. The purpose of the open house was to identify the study's purpose, process, and schedule; provide information about the methods and benefits of access management; present the draft ACP; and receive comments from the public. The public was able to provide comments via a comment form that was submitted directly to the project team. A copy of the meeting materials and comments received can be found in **Appendix E**. The comments received were taken into consideration during the development of the recommendations in the ACP. Overall, the virtual meeting had more than 100 visits from the public and numerous comments were received. The comments were broken into two categories: ones that provided feedback that was not related to the access control plan (speed limits, truck restriction, noise, etc.) and property owners with significant impacts or concerns (driveways being closed, location of new roads, sharing access with other properties, etc.). The project team provided email responses to all of the individuals in the first category. The property owners in the second category were provided the opportunity to meet one-on-one with the project team to discuss their access issues in more detail and to determine the final preferred access alternatives.

3.3. One-on-One Property Owner Workshops

Several property owners/representatives were identified as needing additional time to discuss their specific access issues with the project team. To accommodate these individuals, one-on-one video conferences were scheduled between the property owners and the project team. Copies of letters sent to the participants of the one-on-one workshops, which summarize the discussion topics and agreements made during the meetings, can be found in **Appendix E**. Members of the project team were on hand at the meetings to present the draft ACP, listen to comments from the property owners, and, when necessary, identify additional access alternatives to address the concerns of the property owners and ensure the goals of the project were met. The comments from the meetings were used to refine the draft ACP and develop a final proposed ACP. The following property owners/representatives took part in the workshops:

- Justin Ensor for the property at 14650 Highway 83 (private residence)
- Delroy Johnson for the property at 14502 Highway 83 (private residence)
- Kim and Chuck Kruger for the property at 14405 Highway 83 (private residence)
- Ann and Gary Harris for the property at 14425 Highway 83 (private residence)
- Anthony Peterson for the property at 2725 Rustic Oak Grove (private residence)
- Andy Stauffer for the property at 3220 Outlook Drive (private residence)
- Ken Wolf for the property at 15040 Highway 83 (private residence)

3.4. Second Virtual Open House Meeting

A second virtual meeting was held in June 2021. The virtual meeting was advertised via mailed postcards to property owners, business owners, and residents, as well as on the stakeholder websites. The meeting was also advertised in numerous newspapers and efforts were completed to send information direction to many of the homeowner associations in the area. The purpose of the open house was to present basic information about what access control is, present the recommended final access configuration for the study roadway, provide a project schedule, discuss how the plan would be implemented, and gather comments and feedback from the public. The public was able to provide comments via a comment form that was submitted directly to the project team. A copy of the meeting materials and comments received can be found in **Appendix E**. The comments received were taken into consideration during the development of the recommendations in the ACP.

In addition, the comments received were used to identify individual property owners with the potential to identify the property owners with significant impacts or concerns. These property owners were provided the opportunity to meet one-on-one with the project team to discuss their access issues in more detail and to determine the final preferred access alternatives.

3.5. Second Virtual Meeting Follow-up

After the second virtual meeting, the project team provided feedback to some of the public comments in the form of email responses. Copies of emails sent to the participants of the second round of one-on-one workshops, which summarize the discussion topics and agreements made during the meetings, can be found in **Appendix E**. The following property owners/representatives took part in the workshops:

- Brett Gardner for the property at 2685 Crooked Vine Court (private residence)
- Brian Pickle for the property at 15655 Highway 83 (private residence)
- Kim and Chuck Kruger for the property at 14405 Highway 83 (private residence)
- Curtis Dicke for the property at 3095 Outlook Drive (private residence)
- Gary and Carol Cox for the property at 15740 Highway 83 (private residence)
- Gary Helfeldt – no address provided
- John Budnella for the property at 3035 Stagecoach Road (private residence)
- John Godsey for the property at 3235 Pinehurst Circle (private residence)
- Linda Famula for the property at 17368 Cabin Hill Lane (private residence)
- Robert and Linda Hutchinson for the property at 15960 Highway 83 (private residence)
- Shannon Baker for the property at 12950 Penfold Drive (private residence)
- Susan Gindhart for the property at 3045 Outlook Drive (private residence)

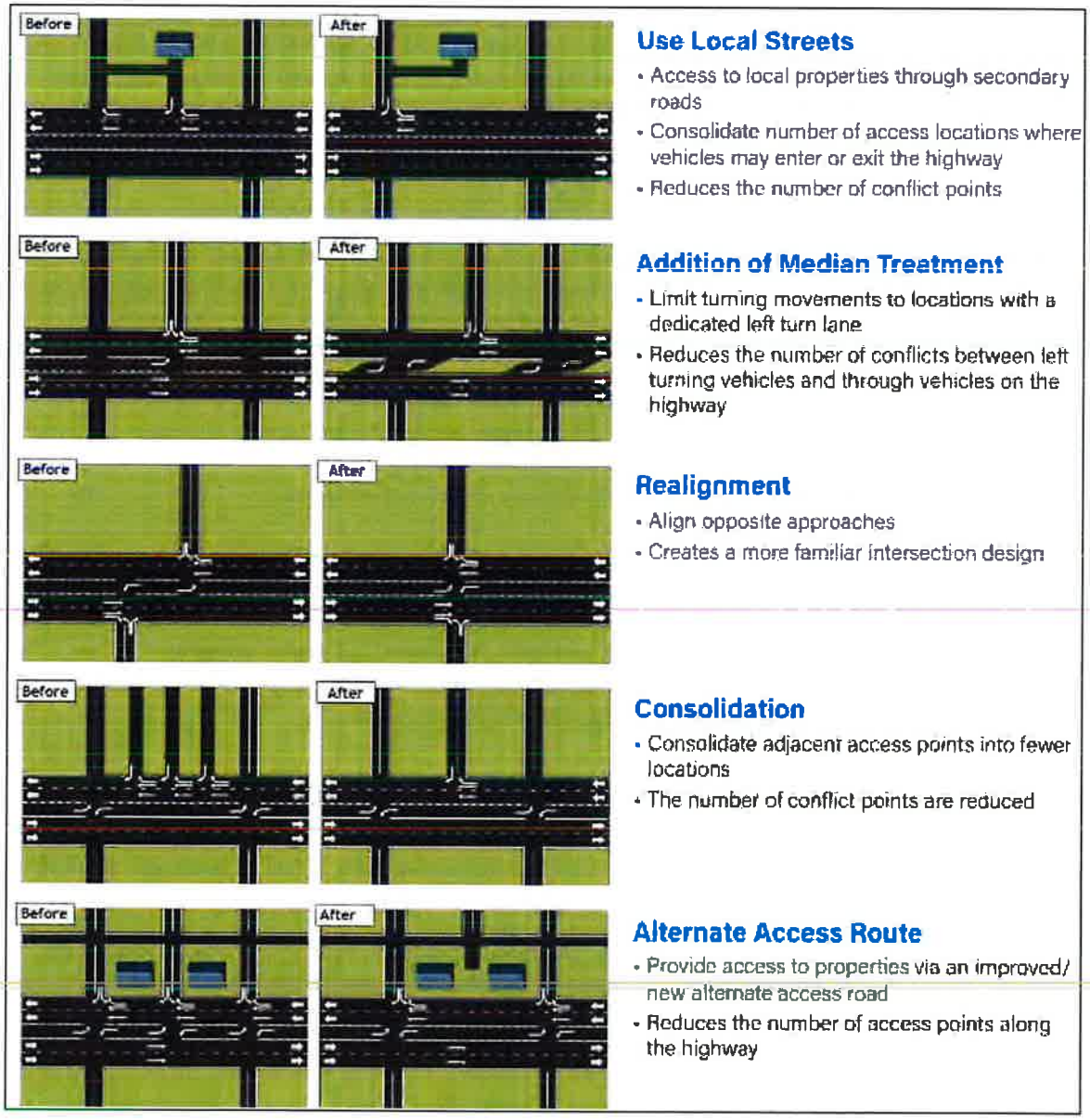
3.6. Project Meetings and Presentation to Elected Officials

Throughout the duration of the study, the project team conducted monthly working meetings to discuss the current status of the project, review decisions, make recommendations, identify issues, and provide an opportunity to receive input and comments from the public. As part of the public involvement for this study, presentations to the County Highway Advisory Commission, County Planning Commission, and the Board of County Commissioners were conducted. The purpose of the presentations was to summarize the process, review the recommendations, request that the officials accept the ACP, and begin the implementation phase of the ACP through the official adoption and signing of the IGA with CDOT. This presentation can be found in **Appendix E**.

4. Access Control Techniques

There are several options that allow changes to the existing roadway configuration or geometry to assist in the management of the number, frequency, and location of intersections/driveways along a roadway. Each option provides a different means to manage access along a roadway. In addition, each option has unique benefits and can be used in conjunction with other options to help improve traffic flow, operations, and safety while maintaining adequate access to the adjacent land uses. The following access control options, shown in **Figure 6**, are the most common.

Figure 6. Methods of Access Control



There are several areas along CO 83 where each of the access control methods can be applied. Local streets typically are used at locations where a property has one access point to CO 83 and an alternative access to a local street. To meet the objectives of an ACP to reduce the number of access points for safety and operational reasons, all properties adjacent to CO 83 should have their access to CO 83 closed where reasonable access to secondary roads is possible.

The purpose of access conversion through the use of median treatments is to eliminate some or all turning movements to reduce the number of conflicts between left-turning vehicles and through vehicles on the highway. By creating three-quarter movement accesses (left turns are allowed into the driveways, but not out of it) or RIRO movement accesses (no left turns in or out of the access), the number of conflicts will be reduced. The drivers wanting to turn left to/from these locations can use secondary roads to travel to adjacent improved intersections where left turns can be made, which are much safer than at unimproved locations. At other locations, the drivers can make right turns out of the approach roadways/driveways, travel to nearby improved intersections, and make a safe movement (U-turn or left turn).

Access realignment would either align opposite approaches to create a more familiar intersection design or move an existing access point to a new location. For example, some properties are situated close to existing or planned future roads and many of these properties currently have driveways with direct access to CO 83. As development occurs or as new roads are constructed, many of these direct connection driveways can be closed and moved to align with the new roads. This will create better spacing of intersections and reduce the number of conflict points.

Access consolidation is used to reduce the number of access points along the roadway. This approach typically is used at locations where adjacent property owners have individual driveways fairly close together. In these situations, the multiple driveways could be consolidated into a single point that is shared by adjacent properties to reduce conflicts, improve operations, and maintain adequate access to all properties. This approach is especially favorable for pedestrians/bicyclists traveling along the corridor on sidewalks because it reduces the number of conflict points with motor vehicles. While consolidation of access does provide benefits to the corridor, this approach may take years to accomplish because it typically requires redevelopment or site changes to the adjacent properties. If there are multiple property owners, then the process cannot be completed until all properties agree to the changes and/or redevelop their sites.

Lastly, alternate access routes provide access to properties via a new access road (such as a frontage road, backage road, or alleyways). In some cases, these alternative routes must be newly constructed or there may be a need to improve existing alternate routes to provide safe travel for the public. These improvements may include adding pavement, widening travel ways, and adding pedestrian facilities. This approach reduces the number of access points along the highway but provides alternate access to those properties from elsewhere.

5. Access Recommendations

Table 8, shows the total number of proposed accesses and segment lengths within each segment compared to the number of existing accesses. If the ACP were to be fully implemented, it would have the following changes to CO 83 access:

- The total number of access points would be reduced from 72 (7 accesses per mile) to 35 (4 access per mile), which is little more than a 50-pecent reduction.
- New access locations that will allow for combining adjacent driveways and also better accommodate future development.
- The number of full-movement access points would be reduced from 71 to 30, which is about a 60-percent reduction and a spacing of signals (or roundabouts) to approximately ½-mile spacing.
- Average spacing between access points would increase from 0.13 miles per access to 0.28 miles per access.
- The number of conflict points within the study area would be significantly reduced resulting in a lower crash expectancy and a safer highway.
- Fewer vehicles turning onto/off of CO 83 would reduce congestion resulting in a better driving experience for residents, visitors, and those conducting business along CO 83.

Table 8. Proposed Accesses by Study Area Section

Section	Length (miles)	Existing Accesses				ACP Accesses					
		FM[1]	PM[2]	Sig[3]	Total	FM[1]	PM[2]	Sig[3]	New[4]	Closed[5]	Total[6]
CO 21 to Old North Gate Rd	2.75	12	0	5	12	**11**	**2**	**6**	**2**	**2**	**13**
Old North Gate Rd to Hodgen Rd	5.00	46	1	2	47	**8**	**2**	**4**	**3**	**23**	**10**
Hodgen Rd to Palmer Divide Rd	2.10	13	0	1	13	**11**	**1**	**6**	**5**	**22**	**12**
Totals	9.85	71	1	8	72	**30**	**5**	**16**	**10**	**47**	**35**

1. FM means an access point that allows full movement (no turning restrictions).
2. PM means an access point that has some form of turn restrictions (three-quarter movement or RIRO).
3. SIG means an access that is controlled by a traffic signal or may be controlled by a signal in the future (note that one signalized access may include two access points directly across from one another).
4. New means the proposed locations that may allow access in the future.
5. Closed means the number of existing access points that are recommended for closure.
6. Total is the number of recommended FM plus PM access locations in a segment.

5.1. Roadway Sections and Access Descriptions

The recommended access points are shown in **Appendix A** contains a table with the actual ACP legal description for each access point, including the location by mile post, the proposed ultimate access configuration, and the conditions for change that must be satisfied before a change in access occurs. The development of the ACP does not represent a project and does not require implementation of any of the recommended changes. The ACP is a planning document that helps guide the City, County, and CDOT about changes to access on the corridor that may occur in the future. Typically, the recommended access changes will occur only when one of the following conditions occurs:

- A safety or operational issue is identified at the access location and a traffic study is completed to identify the best solution, which may include implementation of the recommendations in the ACP.
- A roadway improvement project (with identified funding) is completed, such as addition of medians, at which point the project also could implement recommendations in the ACP.
- If one or more properties redevelop, then the City, County, and CDOT would work with the property owners to implement the recommendations of the ACP.

The intent of this ACP study was not to identify design elements of each access location, such as number, length, and types of auxiliary lanes, but rather to focus on where each 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. Development is ongoing along the study roadway and may result in changes contained within this document occurring at any time in the future. The implementation of the plan is discussed in more detail below in Section 6.2, Plan Implementation.

The recommendations in this ACP are based on a final configuration of the study roadway, which may include the need to install median treatments. The following subsections provide a brief discussion on the proposed recommended changes to access along the study roadway. For more details regarding the conditions for changes in access along with a description of the existing, interim, and recommended access conditions, refer to the ACP table in **Appendix A**.

The same traffic volumes that were projected for the 2045 no-action conditions were used to evaluate the 2045 conditions with the recommended ACP. To ensure all traffic is accounted for, engineering judgement was used at the locations where access restrictions/closures were recommended to redistribute turning traffic back to CO 83 via side streets or adjacent access locations.

5.2. Level of Service Analysis

When the final proposed configuration for each access point was determined, another LOS analysis was conducted for the 2045 build scenario that used the recommendations for access location and turning movement restrictions in the proposed ACP. **Table 9** contains the intersection LOS and detailed analysis of the future LOS with the recommended access changes and the Synchro reports are provided in **Appendix C.** Intersections that are not currently signalized must meet the Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD) traffic signal warrants prior to being signalized. All proposed intersection signalization should be determined by a future traffic study designed to obtain a minimum LOS D for the 20-year horizon.

The results of the analysis of the future LOS with the recommended ACP show the majority of intersections along CO 83 are projected to operate at a better LOS than if no ACP is implemented (no-action condition). With the ACP implemented, many of the intersections are proposed to be converted to a RIRO movement or three-quarter movement or to have a signal constructed to minimize the left-turn movements out from side streets onto the highway. Side street delay from vehicles trying to enter CO 83 is greatly reduced when turn restrictions are implemented.

Table 9. 2045 No-Action LOS Compared to 2045 LOS with ACP Implementation

Intersection	LOS/Delay (sec/veh)			
	No-Action (2045)		With ACP (2045)	
	AM	PM	AM	PM
Powers Blvd SB*	D/37	C/27	D/37	C/27
Powers Blvd NB*	C/30	C/25	C/30	C/25
CDOT Yard	B/15	D/32	B/15	B/14
Shoup Rd*	B/20	C/31	B/20	C/31
Flying Horse Club Dr/Abert Way*	C/24	C/21	C/24	C/21
North Gate Blvd*	D/40	C/30	D/40	C/30
Private Access (east of CO 83)	B/13	F/65	(CLOSED)	
Old North Gate Road	C/19	C/17	B/14*	A/10*
Old Lasso Point	F/77	F/103	B/12	B/12
Shamrock Ranch Rd	C/18	D/30	(CLOSED)	
Kaessner Lane	B/12	C/20	A/4*	A/4*
Stagecoach Rd	A/8	B/11	B/12*	B/13*
Private Access (west of CO 83)	C/18	D/30	(CLOSED)	
New ¾ movement Access	N/A		B/12	B/11
Benet Lane	C/17	C/24	(CLOSED)	
High Forest Rd	C/21	E/41	A/9*	A/9*
Arena Rd	C/17	C/19	(CLOSED)	
Hogden Rd*	D/38	E/62	D/38	E/62
New Signalized Access*	N/A		A/6*	A/7*
Walden Way	E/36	D/33	B/13*	A/10*
Walker Road/CR 105*	E/65	D/54	E/65	D/54
New Signalized Access*	N/A		B/11*	A/8*
New Signalized Access*	N/A		A/4*	A/5*
E Palmer Divide Ave*	C/23	C/25	C/23	C/25

Note: Blue = LOS A, Dark Green = LOS B, Light Green = LOS C, Orange = LOS D, Red = LOS E, Dark Red = LOS F.
* Signalized intersection.

5.3. Crash Analysis

Although future crashes cannot be accurately predicted, the recommendations of the ACP will have an impact on the overall safety of the study roadway by reducing the number of conflict points and providing better traffic control at intersections. Implementation of the ACP will significantly reduce the number of conflict points along the study roadway. The ACP makes recommendations that reduce the number of locations where paths of the different users cross each other. The following are examples of conflict point reductions:

- Conversion of access from full movement to RIRO movement
- Restriction of access from full movement to three-quarter movement
- Combining multiple access driveways into a single shared driveway

All of these examples eliminate conflict points along the roadways. By reducing the number of possible conflict points along a roadway, fewer crashes are expected to occur, resulting in a safer roadway. Pedestrians and bicyclists will have fewer intersections to cross and locations where they will not have to worry about left-turning vehicles.

The ACP also identifies several intersections that may require a change in traffic control, such as the installation of a traffic signal in the future. The changes in traffic control can have a positive impact on the overall safety of a roadway. While traffic signals may result in a higher number of rear-end crashes, they also provide an opportunity to reduce the number of left turn-related crashes by providing protection for left-turn movements. Traffic signals also provide a safer crossing opportunity for pedestrians/bicyclists as they will be able to cross the roadway with the protection of the signal.

The recommendations for changes to access along CO 83 should have an overall benefit to the safety of the study roadway in the future. Even as traffic volumes continue to increase, the reduction in conflict points and the introduction of better traffic control along the study roadway will have a positive impact on the overall safety for the different modes of transportation.

6. Next Steps

This document describes the process of developing the CO 83 ACP. There are several important steps that need to occur in the short term and long term to ensure that the City, County, and CO 83 users realize the maximum benefit of the recommendations from the ACP. These next steps start with the approval process.

6.1. Approval Process

Before the study roadways can begin to benefit from the recommendations of the ACP, a few important events must occur:

- IGA—All parties must agree to an IGA. (See **Appendix A** for a copy of the IGA.)
- Plan Approval—The ACP must be agreed to by City and County officials.
- Plan Adoption—The City and County must sign the IGA.
- Plan briefing to the State Transportation Commission.
- Approval by the State Access Manager at CDOT and signing of the IGA, which puts the plan into law.

After the ACP is officially adopted by the City, County, and CDOT, the adopted ACP becomes the basis for future decisions on site access. The CO 83 ACP, as identified in this document, does not have any implementation timing or schedule.

6.2. Plan Implementation

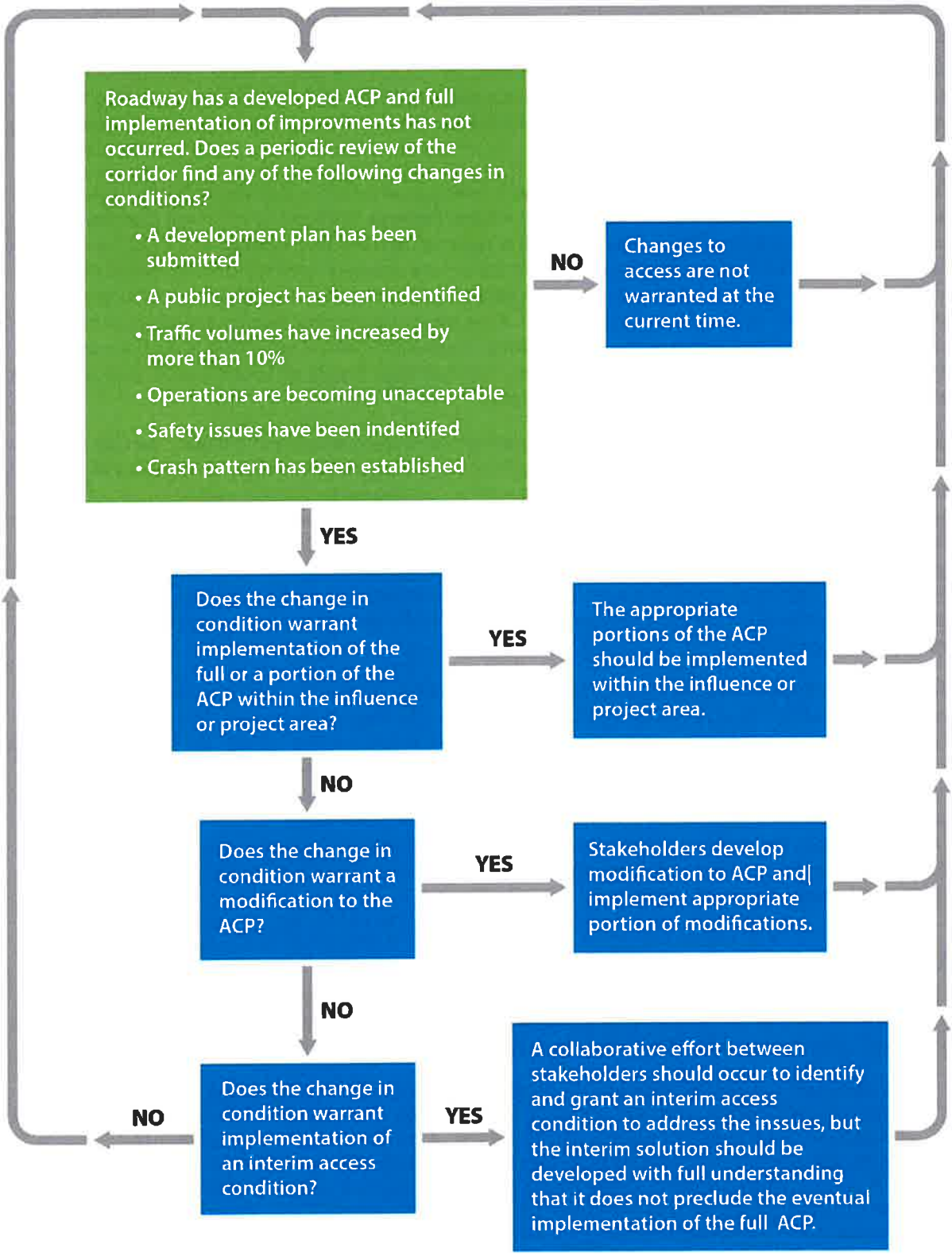
It is important to remember that the ACP is intended to represent a long-range plan for the study roadway. Implementation of the full plan will occur over the long term as a phased approach based on when:

- A safety need is identified
- New development or redevelopment occurs
- Funding for improvements is available
- Traffic needs arise

When intersections or access points have operational or safety concerns, the City, County, and CDOT will look for ways to address these issues. These projects most likely would incorporate portions of the ACP, such as implementing turn restrictions or improving adjacent intersections/access locations, to improve operations or increase safety along the corridor. **Figure 7** provides details about how the ACP may be implemented over time as a phased approach.

Implementation of the full plan at a single time is unlikely. This would be a publicly funded project by any combination of City, County, and CDOT. A future public project would include the access changes described in the ACP that could be implemented at the time of the project. With the implementation of a roadway improvement project the government would be responsible for making the access changes to the highway. Even with the planned project, the entire plan will not be implemented at one time because access must still be provided to each property on the corridor. For example, if a property has not been redeveloped, it might not be feasible to relocate the driveway or alternative access may not be available. In cases like this, an interim access to the property would be maintained until the proposed ultimate access configuration could be achieved. In many instances, the CO 83 ACP does identify the interim condition (such as converting a full movement access to RIRO in the interim until it can ultimately be closed as identified with a red 'X' in the ACP figures for recommended accesses within the study limits.

Figure 7. ACP Implementation Process



As traffic grows along CO 83, the City, County, and CDOT will be faced with deciding how to implement the ACP. One approach may be to implement interim roadway improvements that would delay the need to implement the proposed ultimate recommendations of the ACP. When intersections or access points have operational or safety concerns, the City, County, and CDOT will look for ways to address these issues. These projects most likely would incorporate portions of the ACP, such as implementing turn restrictions or improving adjacent intersections/access locations, to improve operations or increase safety along the corridor.

The most common trigger for the phased approach relates to when a property along CO 83 develops or redevelops, or if a driveway experiences a traffic volume increase of 20 percent or more (per the SHAC). Under this scenario, a new CDOT access permit is required, and the City, County, and CDOT would work with the property owner or the developer to make the access changes and highway improvements in the area directly impacted by the development/redevelopment. Coordination through the development process is critical to the final success of the plan. If the proposed ultimate recommendations of the ACP cannot be implemented when a property redevelops, the property should redevelop in such a way as to not prohibit the plan implementation. For example, new buildings should be constructed in such a manner as to use a future access location shown on the plan.

Even if project-related traffic volumes do not warrant the full implementation of the plan, the City and County should develop a method to collect funds from the owner/developer with the understanding that the changes will be necessary in the future. This may encourage some development to occur now, but the City and County will have collected funds to help offset the cost of the future improvements. This is especially important in the case where a property simply redevelops but does not increase the traffic generated by 20 percent or more. If the City and County do not implement the plan at the same time or collect funds for future implementation, it is unlikely the same property would redevelop again before the changes are necessary, creating a missed opportunity to implement the plan or collect contributions toward the improvements.

Another important aspect of the implementation process is how access is granted to new developments. Each property along the study roadway must be provided with reasonable access. The City, County, and CDOT should work with the owner/developer to ensure projects are designed with consideration to where access will be permitted in the proposed ACP. Access will be provided to the property as shown in the ACP unless it is not feasible to implement at the time of the development. Then, an interim access will be permitted, which will change when the proposed ultimate access conditions can be achieved. Coordinating with the owner/developer throughout the project development process will ensure the final design of the property does not preclude the implementation of the ACP's proposed ultimate access configuration along the study roadway.

6.3. Plan Modification

The outcome of this study is the ACP, which identifies the number, location, and type of access points that will be allowed on CO 83 within the study limits. Future changes to the plan are allowed based on the guidelines of the SHAC, according to Section 2.12, Access Control Plans:

> *The plan must receive the approval of both the Department and the appropriate local authority to become effective. This approval shall be in the form of a formal written agreement signed by the local authority and the Chief Engineer of the Department. After an access control plan is in effect, modifications to the plan must receive the approval of the local authority and the Department. Where an access control plan is in effect, all action taken in regard to access shall be in conformance with the plan and current Code design standards unless both the Department and the local authority approve a geometric design waiver under the waiver subsection of the Code (p. 30, paragraph 3).*

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7. References

Federal Highway Administration (FHWA). (2009, updated 2012). *Manual on Uniform Traffic Control Devices*. Washington, DC: FHWA.

State Highway Access Category Assignment Schedule. (2003). 2 Code of Colorado Regulations (CCR) §601-1a. 30 October 2007.

State Highway Access Code. (1998). 2 Code of Colorado Regulations (CCR) §601-1. March 2002.

Transportation Research Board (TRB). (2010). *Highway Capacity Manual*. Washington, DC: National Academy of Sciences.

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Appendix A. ACP Legal Documents

A.1. IGA and Attachments

CO 83 Access Control Plan

COLORADO
Department of Transportation

COLORADO SPRINGS
OLYMPIC CITY USA

Intergovernmental Agreement

with Exhibits and Attachments

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INTERGOVERNMENTAL AGREEMENT
AMONG
THE CITY OF COLORADO SPRINGS, THE COUNTY OF EL PASO,
AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION

THIS INTERGOVERNMENTAL AGREEMENT (hereinafter referred to as the "Agreement") is entered into effective as of the date defined below by and among the City of Colorado Springs, a home rule city and Colorado municipal corporation, (hereinafter referred to as the "City"), El Paso County, by and through the Board of County Commissioners of El Paso County, Colorado (hereinafter referred to as the "County") and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to collectively herein as the "Agencies."

RECITALS:

WHEREAS, the Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, et. seq., C.R.S., to enter into contracts with each other for the performance of functions that they are authorized by law to perform on their own; and

WHEREAS, each Agency is authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction; and

WHEREAS, the coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic without compromising pedestrian and alternative modes of transportation circulation, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare; and

WHEREAS, the Agencies desire to provide for the coordinated regulation of vehicular access for the section of Colorado State Highway 83 between the southbound CO 21 ramp (M.P. 20.4) and County Line Road (M.P. 30.2) (hereinafter referred to as the "Segment"), which is within the jurisdiction of the Agencies; and

WHEREAS, the Agencies desire to collaborate to assure all transportation modes including pedestrian, bicycle, vehicle, and mass transit are given sufficient consideration and adequate funding support with each transportation improvement project that affects access within the identified project limits; and

WHEREAS, the Agencies are authorized pursuant to Section 2.12 of the 2002 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segment for the purposes recited above; and

WHEREAS, the development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.

NOW THEREFORE, for and in consideration of the mutual promises and undertakings herein contained, the Agencies agree as follows:

1. The Access Control Plan dated AUGUST 2021 for the Segment (hereinafter referred to as the "Access Control Plan") is attached hereto as Exhibit D and E, the Amendment Process is attached hereto as Exhibit B, and the Sample Amendment is attached hereto as Exhibit C, all of which are incorporated herein.

2. The Agencies shall regulate access to the Segment in compliance with the Access Control Plan, the Highway Access Law, section 43-2-147, C.R.S., (the "Access Law") and the applicable sections of the Access Code. Vehicular access to the Segment shall be permitted when such access is in compliance with the Access Control Plan, the Access Law and the applicable sections of the Access Code, which the County has adopted by reference.

3. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by the Access Control Plan or in the course of highway reconstruction. Changes to access including but not limited to consolidating access points consistent with the Access Control Plan will be made in the course of development or subdivisions by the City and/or County or when alternative access is provided with new or improved City and/or County roads. When closure, modification, or relocation of access is necessary or required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to affect such action.

4. Actions taken by any Agency with regard to transportation planning, transportation facilities, and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. Per Section 2.12 (3) of the Access Code, design waivers may be approved if agreed upon by the Agencies having jurisdiction. The City and County agree to develop and adopt further the necessary resolutions, ordinance, official documents, plans and maps that are necessary to fulfill their responsibilities under this agreement.

5. Parcels of real property created after the effective date of this Agreement that adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.

6. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to regulating vehicular access to the Segment. No additional or different oral representation, promise, or agreement shall be binding on an Agency. This Agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials. Upon thirty-days' notice, any party to this Agreement may withdraw from the Agreement in writing, without consent of the other parties. To the extent the Access Control Plan, attached as Exhibit D and E to this Agreement, is modified by a change, closure, relocation, consolidation or addition of an access, the Agencies may amend the attached Exhibit D and E so long as the amendment to the Access Control Plan is executed in writing and amended in accord with the Access Law and Access Code. The Access Control Plan Amendment Process has been included in Exhibit B. This Agreement is based upon and is intended to be consistent with the Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code that becomes effective after the effective date of this Agreement and that conflicts irreconcilably with an express provision of this Agreement may be grounds for revision of this Agreement.

7. This Agreement does not create any current financial obligation for any Agency. Any future financial obligation of any Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith; however, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body, director, and if required, state controller. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.

8. Should any one or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.

9. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.

10. No portion of this Agreement shall be deemed to constitute a waiver, express or implied, of any of the immunities, rights, benefits, protections or other provisions of the Colorado Governmental Immunity Act, C.R.S. Section 24-10-101, et. seq., nor shall any portion of this Agreement be deemed to have created a duty of care that did not previously exist with respect to any person not a party to this Agreement.

11. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not a party to this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.

12. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one original Agreement. Facsimile signature shall be as effective as an original signature.

13. Effective Date. The Effective Date of this Agreement shall be the date of the last party to sign.

IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and year of the of last party to sign below.

City of Colorado Springs, Colorado

ATTEST:

_____
Mayor, City of Colorado Springs Date

_____
City Clerk Date

APPROVED AS TO FORM:

_____
City Attorney's Office Date

Board of County Commissioners
Of El Paso County, Colorado

ATTEST:

Chair Date

County Clerk & Recorder Date

APPROVED AS TO FORM:

County Attorney's Office Date

State of Colorado
Department of Transportation

Region 2 Regional Transportation Director Date

CONCUR:

Statewide Access Program Administrator Date

"EXHIBIT – A"
COLORADO STATE HIGHWAY 83
(CO 83 MP 20.4-MP 30.2)
ACCESS CONTROL PLAN
AMONG THE CITY OF COLORADO SPRINGS,
EL PASO COUNTY,
AND THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION
AUGUST 2021

I. PURPOSE

The purpose of this Access Control Plan (ACP) is to provide the Agencies with a comprehensive roadway access control plan for the pertinent segment of Colorado State Highway 83 between the southbound CO 21 ramp (M.P. 20.4) and County Line Road (M.P. 30.2).

II. AUTHORITY

The development of this Access Control Plan was completed pursuant to the requirements of the Access Code, Section 2.12, and adopted by the attached Agreement.

III. RESPONSIBILITIES

It is the responsibility of each of the Agencies to this Agreement to ensure that vehicular access to the Segment shall only be in conformance with this Agreement. The cost of access improvements, closures and modifications shall be determined pursuant to section 43-2-147(6) C.R.S., the Agreement, and this Access Control Plan. All access construction shall be consistent with the design criteria and specifications of the Access Code.

IV. EXISTING AND FUTURE ACCESS

A. The attached table provides a listing of each existing and future access point in the Segment. For each access point the following information is provided: location, description of the current access status, the future configuration (Access Plan), and the condition(s) for change. All access points along Colorado State Highway 83 are defined by the approximate Department reference point (in hundredths of a mile) based on CDOT Highway Segment Description Mileposts. All access points are located at the approximate centerline of the access (+/- 50 feet) unless otherwise noted in the Access Control Plan and associated tables. Exhibits graphically illustrating the Access Plan are attached for reference. In case of discrepancy, the Access Control Plan Table takes precedence.

B. All highway design and construction will be based on the assumption that the Segment will have a sufficient cross section to accommodate all travel lanes and sufficient right-of-way to accommodate longitudinal installation of utilities.

V. ACCESS MODIFICATION

Any proposed access modification including but not limited to an addition must be in compliance with this Agreement and the current Access Code design standards unless the Agency or Agencies having jurisdiction approves a design waiver under the waiver subsection of the Code.

The Agencies may close, relocate, or consolidate any access described in this section restrict turning movements for an access, or bring an access into conformance with this ACP, provide the requirements of the ACP Amendment Process are met and any of the following conditions occur:

a. The access is determined to be detrimental to the public's health, safety or welfare;
b. the access has developed an accident history that in the opinion of the Agency(ies) having jurisdiction or the Department is correctable by restricting the access;

c. the access restrictions are necessitated by a change in road or traffic conditions;
d. there is an approved (by the Agency having jurisdiction) change in the use of the property that would result in a change in the type of access operation as defined by the Access Code;
e. a highway reconstruction project provides the opportunity to make highway and access improvements in support of this Access Control Plan; or
f. the existing development does not allow for the proposed street and road network.

Access construction shall be consistent with the design and specifications of the current State Highway Access Code.

"EXHIBIT - B"
COLORADO STATE HIGHWAY 83
(CO 83 MP 20.4-MP 30.2)
ACCESS CONTROL PLAN
AMENDMENT PROCESS
AMONG THE CITY OF COLORADO SPRINGS,
EL PASO COUNTY,
AND THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION

1. A request for an amendment of the Access Control Plan must be initiated by one of the Agencies. The initiating Agency will be responsible for the costs associated with completing and documenting the Amendment.

2. Amendment requests must be submitted to and agreed upon by the affected jurisdictions: Department staff, County staff, and City staff of the Intergovernmental Agreement, depending on the property location. The property or properties that are directly affected by the proposed amendment must be located within a jurisdiction's boundaries or within the boundaries of a legally recognized planning area, such as a Growth Management Area, for the jurisdiction to be considered an affected jurisdiction.

3. An amendment request shall include hard copy and electronic files of the following:

    a) Description of changes to the Access Control Plan requested
    b) Justification for the Amendment
    c) Traffic Impact Study or analysis, depending upon the magnitude of the change requested. Any affected jurisdiction of the Intergovernmental Agreement can request this supporting documentation.
    d) Amended Access Control Plan Table
    e) Amended Access Control Plan Exhibit(s)/Map(s)

4. The Agencies shall review the submittal concurrently for completeness and for consistency with the access objectives, principles, and strategies described in the *Colorado State Highway 83 Access Control Plan* (AUGUST 2021) executive summary and Appendix for this corridor and with the design criteria and permit process of the State Highway Access Code.

5. Prior to approval of an amendment, all property owners directly affected by the amendment must be notified in writing and be given thirty (30) calendar days to state any objections. If an objection is lodged, approval of the amendment must be referred to the Agencies respective governing bodies. Depending on the magnitude of the change requested, a public meeting may be required. Any affected jurisdiction of the Intergovernmental Agreement can request a public meeting. The Agency initiating the amendment request shall be responsible for all public notification and public process, unless otherwise agreed to by the Agencies.

6. Amendments must be approved in writing by the following authorized designated officials: Regional Transportation Director for the Department, the City Manager and/or County Administrator. At the authorized designated official's discretion, approval may be referred to their respective governing bodies: Chief Engineer for the Department and local elected officials for the City and County.

7. A written amendment must include the following:

    a) Declarations page defining the parties, effective date, and details of the amendment. Refer to sample amendment attached to this Exhibit as Exhibit C.

b) Signatures page for authorized designated officials. Refer to Exhibit C.
c) Amended Access Control Plan table and exhibits. Table and exhibits should be replaced in their entirety.

A signed amendment must be attached to the original Intergovernmental Agreement.

8. If all affected jurisdictions of the Intergovernmental Agreement do not come to agreement on a proposed amendment, the content of the original Access Control Plan remains intact.

"EXHIBIT – C"
SAMPLE AMENDMENT TO
INTERGOVERNMENTAL AGREEMENT
AMONG THE CITY OF COLORADO SPRINGS,
EL PASO COUNTY,
AND THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION
AUGUST 2021

WHEREAS:

The City of Colorado Springs, El Paso County (hereinafter referred to as the "City and County") and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to collectively herein as the "Agencies", entered into an Agreement in AUGUST 2021 to adopt an Access Control Plan dated AUGUST 2021 for the section of Colorado State Highway 83 between the southbound CO 21 ramp (M.P. 20.4) and County Line Road (M.P. 30.2) (hereinafter referred to as the "Segment").

The Agencies desire to amend this Agreement in accordance with the attached table for the Segment.

NOW, THEREFORE, the Agencies do hereby agree:

The Agreement and the terms and conditions therein shall remain unchanged other than those sections and exhibits listed below:

The attached table and exhibits for Colorado State Highway 83 in Exhibit D and E shall be replaced with the table attached to this Amendment.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment as of the day and year written above:

City of Colorado Springs, Colorado

_____
City Mayor Date

El Paso County , Colorado

_____
County Administrator Date

State of Colorado, Department of Transportation

_____
Regional Transportation Director Date

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CO 83 Access Control Plan

COLORADO
Department of Transportation

COLORADO SPRINGS
OLYMPIC CITY USA

Exhibit D

Access Description Table

AUGUST 2021

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Exhibit - D
Access Control Plan Table[1, 2]
Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
1 (1)	20.379	East	Southbound CO 21 Ramp	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if Access #4 is restricted to less than full movement.
73 (1)	20.382	West	New Access	N/A	N/A	**Full Movement[5]**	Add missing intersection leg as part of transportation network improvements.
2 (1)	20.545	East	Northbound CO 21 Ramp	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	None
74 (1)	20.547	West	New Access	N/A	N/A	**Full Movement[5]**	Add missing intersection leg as part of transportation network improvements.
3 (1)	20.688	East	Private Driveway	Open Field	Full movement (un-signalized)	**3/4 Movement[6]**	Access may be restricted to less than full movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • Operational and/or safety issues are identified through the completion of a traffic study; or • A cross access easement is obtained with adjacent property(ies); and internal connectivity to/from Access #6 is developed; or • A traffic signal is warranted.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit - D
Access Control Plan Table[1, 2]
Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
4 (1)	20.688	West	Unnamed Public Roadway	Civic (CDOT)	Full movement (un-signalized)	**3/4 Movement[6]**	Access may be restricted to less than full movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • Operational and/or safety issues are identified through the completion of a traffic study; or • A traffic signal is warranted.
Milepost 21							
5 (1)	21.148	West	Old CO 83	Transportation (old road)	Closed	**Closed.**	None.
6 (2)	21.241	East	Shoup Road	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if Access #3 is restricted to less than full movement.
Milepost 22							
7 (3)	22.100	East	Abert Way	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	None.
8 (3)	22.100	West	Flying Horse Club Drive	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	None.
9 (4)	22.646	East	Private Driveway	Rural Residential	Full movement (signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if Access #11 is restricted to less than full movement.
10 (4)	22.646	West	North Gate Boulevard	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if Access #11 is restricted to less than full movement.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
11 (4)	22.946	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • The adjacent property(ies) redevelops; or • An operational and/or safety issues are identified through the completion of a traffic study, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property(ies); and • Internal connectivity to/from Access #9 or Access #13 is developed.
Milepost 23							
12 (4)	23.124	West	Old North Gate Road	Transportation (Public Roadway)	Full movement (un-signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
13 (4)	23.131	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
14 (5)	23.321	West	Rustic Oak Grove (Private Driveway)	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Old North Gate Road (Access #12) or Old Lasso Point (Access #16) is developed.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County) **August 2021**

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
15 (5)	23.355	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Old North Gate Road (Access #12) or Old Lasso Point (Access #16) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
16 (5)	23.428	West	Old Lasso Point (Private Driveway	Rural Residential	Full movement (un-signalized)	**Right-in, Right-out**	Access may be restricted to less than full movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • As part of roadway improvement project that adds capacity or a median to CO 83; or • The adjacent property redevelops; or • A cross access easement is obtained with adjacent property; and internal connectivity to/from Old North Gate Road (Access #12) is developed, or • Operational and/or safety issues are identified through the completion of a traffic study; or • A traffic signal is warranted.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
17 (5)	23.459	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Access #13 or New Access #75 is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access Control Plan Table[1, 2]
Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
18 (5)	23.459	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Old Lasso Point (Access #16) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
19 (5)	23.560	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Old Lasso Point (Access #16) or Kaessner Lane (Access #25) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
20 (5)	23.625	East	Shamrock Ranch Road (Private Driveway)	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83; or • A traffic signal is warranted. Access will be closed if: • Internal connectivity to/from New Access #75 is developed; or • A cross access easement is obtained with adjacent property; and internal connectivity to/from Access #13 is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) — August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
21 (5)	23.699	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Old Lasso Point (Access #16) or Kaessner Lane (Access #25) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
22 (5)	23.798	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Old Lasso Point (Access #16) or Kaessner Lane (Access #25) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) **August 2021**

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
23 (5)	23.904	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property(ies); and • Internal connectivity to/from Old Lasso Point (Access #16) or Kaessner Lane (Access #25) is developed.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
24 (5)	23.970	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed when Access #75 is constructed.
Milepost 24							
75 (6)	24.014	East	New Access	N/A	N/A	**Full Movement[5]**	New access to provide full movement access to parcel east of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #24 to be closed when Access #75 is constructed.
25 (6)	24.014	West	Kaessner Lane	Transportation (Public Roadway)	Full movement (un-signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
26 (6)	24.380	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Stagecoach Road (Access #29) is developed.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
27 (6)	24.486	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Stagecoach Road (Access #29) is developed.
28 (6)	24.595	East	Stagecoach Road	Transportation (Public Roadway)	Full movement (un-signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
29 (6)	24.595	West	Stagecoach Road	Transportation (Public Roadway)	Full movement (un-signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
30 (7)	24.736	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed when internal connectivity to to/from Stagecoach Road, which the property abuts against, is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
31 (7)	24.858	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. • A traffic signal is warranted. Access will be closed if: • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from New Access #76 is developed
32 (7)	24.870	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access is secondary and can be closed without conditions.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County) **August 2021**

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
76 (7)	24.979	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**3/4 Movement[6]**	New access to provide restricted access to parcels west of CO 83 if: • Redevelopment of the adjacent parcel occurs and cross access easement can be provided for nearby parcels, and • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections. Access #33 to be closed when Access #76 is constructed.
Milepost 25							

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
33 (7)	25.017	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Access #31 is developed, or • Access #76 is constructed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County)

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
34 (7)	25.032	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from other local roads is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
35 (7)	25.082	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Access #76 or Access #77 is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
36 (7)	25.162	West	Private Driveway	Transportation (Public Roadway)	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Access #77 is developed.
77 (7)	25.286	West	New Access	N/A	N/A	**Full Movement[5]**	New access to provide full movement access to parcels west of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #38 to be closed when Access #77 is constructed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
37 (7)	25.286	East	High Forest Road	Transportation (Public Roadway)	Full movement (un-signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
38 (7)	25.306	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Access #77 or Arena Road (Access #39) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) **August 2021**

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
39 (7)	25.381	West	Arena Road	Transportation (Public Roadway)	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent properties; and • Internal connectivity to/from Access #77 is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
40 (8)	25.450	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if internal connectivity to/from Arena Road, which the property abuts against, is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
41 (8)	25.537	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Arena Road is developed.
42 (8)	25.870	East	Hodgen Road	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
43 (8)	25.870	West	Hodgen Road	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
Milepost 26							
44 (8)	26.066	East	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access is a secondary access to adjacent properties and can be closed without any conditions.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
45 (9)	26.368	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Emergency Access Only (gated)**	Access may be restricted to emergency access (gated) only (access to the property to be obtained from local roads such as Blue Heron Springs Lane or Needles Drive) if: • The adjacent property redevelops; or • Operational and/or safety issues are identified through the completion of a traffic study.
46 (9)	26.371	West	Field Access	Rural Residential	Closed	**Closed**	Access to remain closed.
Milepost 27							
78 (10)	26.836	West	New Access	N/A	N/A	**Full Movement[5]**	New access to provide full movement access to parcels west of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement.
79 (10)	26.836	East	New Access	N/A	N/A	**Full Movement[5]**	New access to provide full movement access to parcels west of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #47 and Access #48 to be closed when Access #79 is constructed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
47 (10)	27.094	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Access to be closed.**	Access may be restricted to less than full movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • A roadway improvement project adds capacity or a median to CO 83; or • The adjacent property redevelops; or • Operational and/or safety issues are identified through the completion of a traffic study; or • A traffic signal is warranted. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies) and internal connectivity to/from Walden Way (Access #51) is developed; or • Access #79 is constructed.
48 (10)	27.126	East	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access is a secondary access to adjacent properties and can be closed without any conditions.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
49 (10)	27.337	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Walden Way (Access #51) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
50 (10)	27.445	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed when Access #80 is constructed.
51 (10)	27.463	East	Walden Way	Transportation (Public Roadway)	Full movement (un-signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
80 (10)	27.463	West	New Access	N/A	N/A	**Full Movement[5]**	New Access to provide full movement to adjacent parcels with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #50 to be closed when Access #80 is constructed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
52 (10)	27.546	West	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property; and • New roadway/driveway to provide access to/from Access #80 is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
53 (11)	27.583	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Walden Way (Access #51) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
54 (11)	27.604	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Access to be closed**	Access may be restricted to right-in, right-out or ¾ movement if adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property(ies); and • Internal connectivity to/from Access #80 or Old Colorado Highway 105 developed.

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4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.
5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit - D
Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County) **August 2021**

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
55 (11)	27.608	East	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Walden Way (Access #51) is developed.
56 (11)	27.741	East	Private Driveway	Civic (Monument Academy High School)	Right-in Only	**Right-in Only**	None.
57 (11)	27.873	East	Private Driveway	Utility Access	Full movement (un-signalized)	**Closed**	Access to be closed when serving parcel is vacated.
Milepost 28							
58 (11)	28.132	East	Walker Road	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

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Exhibit - D
Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
59 (11)	28.132	West	Old Colorado Highway 105	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
60 (12)	28.360	West	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Access #82 or Old Highway 105 is developed.
61 (12)	28.363	West	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.

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Exhibit - D
Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
81 (12)	28.599	East	New Access	N/A	N/A	**Full Movement[5]**	New access to provide full movement access to parcel east of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #62 and #64 to be closed when Access #81 is constructed.
82 (12)	28.599	West	New Access	N/A	N/A	**Full Movement[5]**	New access to provide full movement access to parcel west of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #61, #63, #65, and #66 to be closed when Access #82 is constructed.
62 (12)	28.684	East	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access is secondary access to property and may be closed without condition or will be closed when Access #81 is constructed.
63 (12)	28.693	West	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.

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Exhibit - D
Access Control Plan Table[1, 2]
Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
64 (12)	28.747	East	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed when Access #81 is constructed.
65 (12)	28.885	West	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.
66 (12)	28.901	West	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.
Milepost 29							
67 (13)	29.114	East	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access is secondary access to property and may be closed without condition.

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Exhibit - D
Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
68 (13)	29.203	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Closed**	Access may be restricted to right-in, right-out or ¾ movement if: • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • An operational and/or safety issues are identified through the completion of a traffic study; or • The adjacent property redevelops, or • As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed if: • Internal connectivity to/from Access #69, which the property abuts against, is constructed.
69 (13)	29.590	West	Private Driveway	Rural Residential	Full movement (un-signalized)	**Full Movement[5]**	None.
70 (13)	29.592	East	Gated Field Access	Open Field	Full movement (un-signalized)	**Closed**	Access is secondary access to property and may be closed without condition.
Milepost 30							
71 (14)	30.237	East	East Palmer Divide Avenue	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	None.

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Exhibit - D
Access Control Plan Table[1, 2]

Colorado State Highway 83 (El Paso County) **August 2021**

Access # (Map #)	Milepost[3]	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change[4]
72 (14)	30.237	West	East Palmer Divide Avenue	Transportation (Public Roadway)	Full movement (signalized)	**Full Movement[5]**	None.

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CO 83 Access Control Plan

COLORADO
Department of Transportation

COLORADO SPRINGS
OLYMPIC CITY USA

Exhibit E

Maps

AUGUST 2021

Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County) **August 2021**

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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021

CO-83 Access Control Plan

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Legend

- Milepoints
- Parcels
- Full Movement (Signalized or Potential Roundabout)
- Full Movement (Unsignalized)
- Access Closed
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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County) **August 2021**

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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021

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Colorado State Highway 83 (El Paso County)

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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

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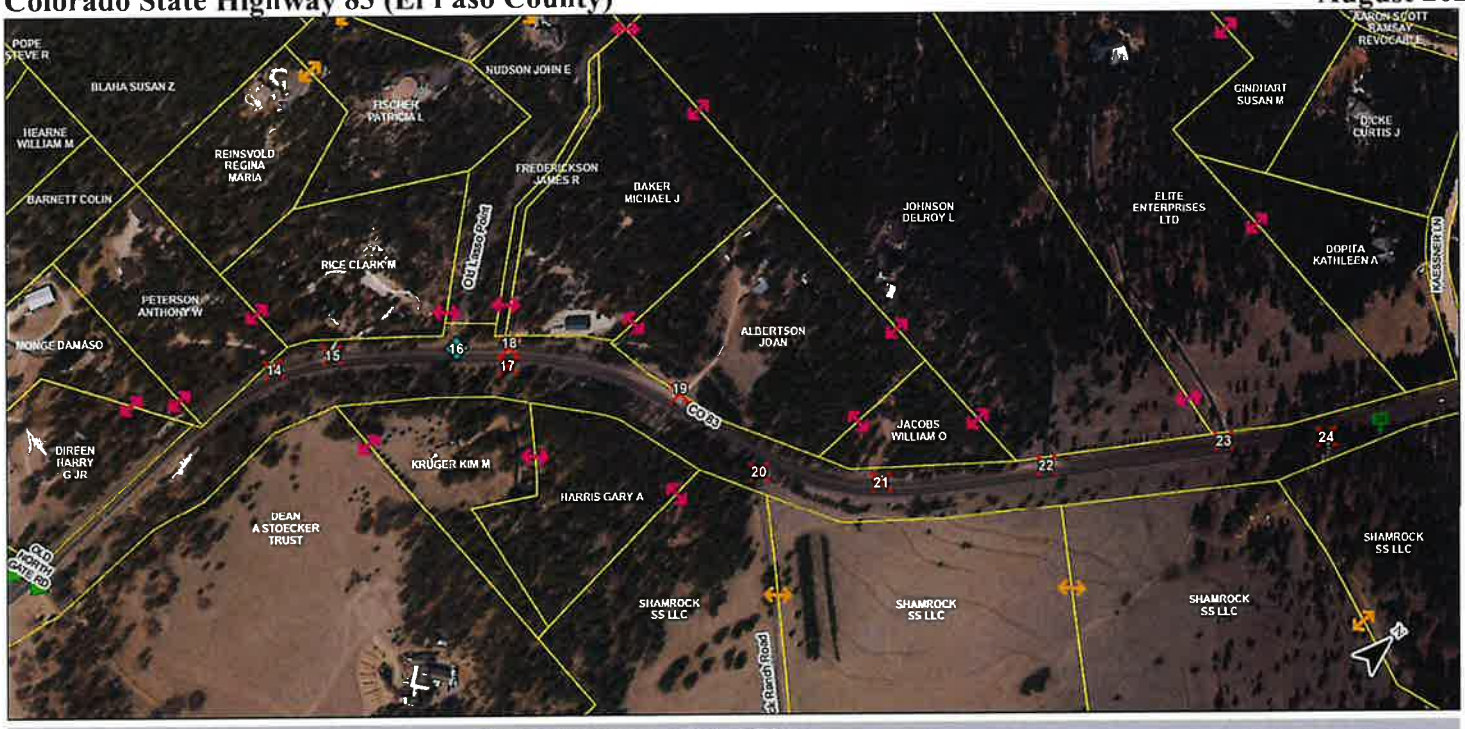

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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County) **August 2021**

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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

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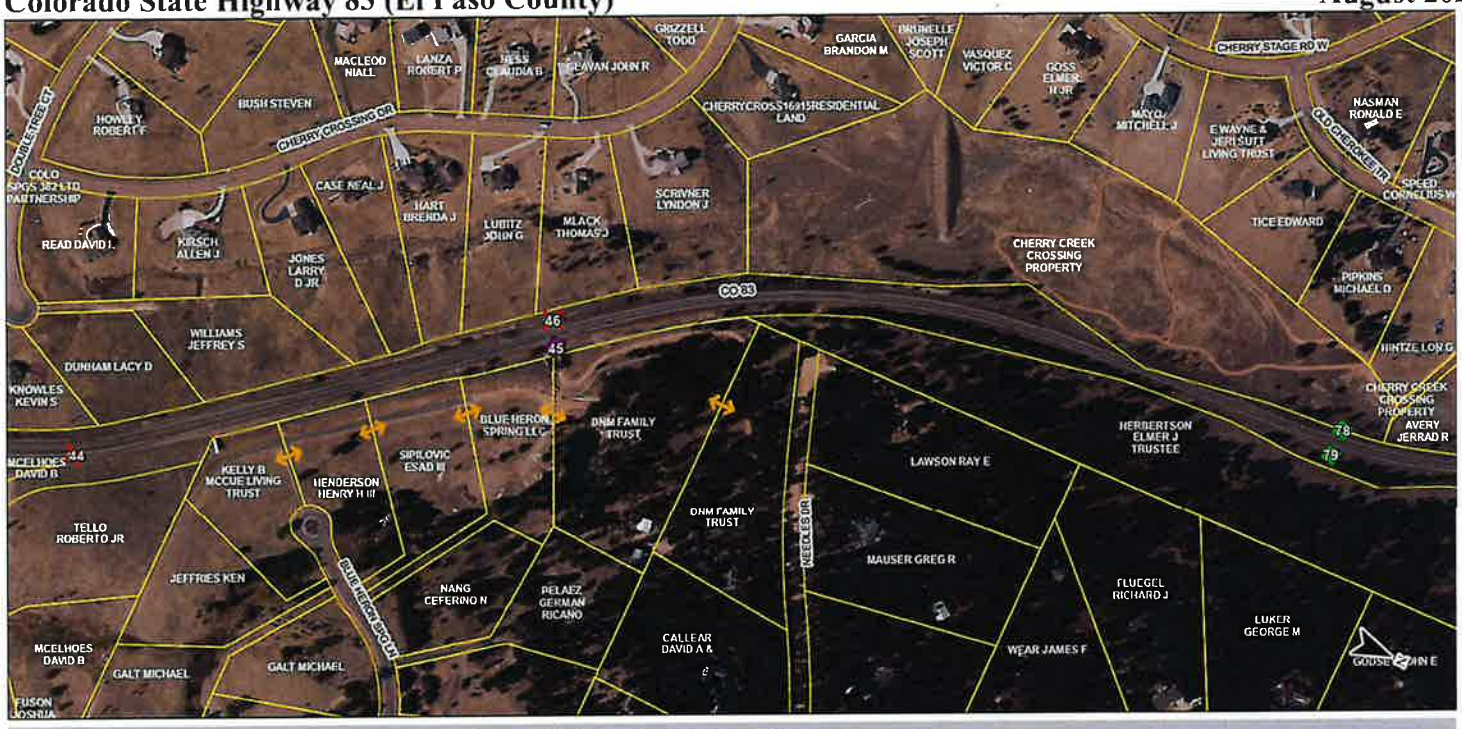

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Exhibit -E: Access Control Plan Maps

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5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that thedesign complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

*Arrows represent two properties that already have shared access or could have shared access in the future. The placement of the arrows in the figure are not meant to identify the location of any future shared access. The location of future shared access would be determined through a cooperative and public effort between the property owners and/or CDOT and the County.

Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County) **August 2021**

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0 200 400 800 Feet

Legend

- Milepoints
- Parcels
- Full Movement (Signalized or Potential Roundabout)
- Full Movement (Unsignalized)
- Access Closed
- 3/4 Movement (No Left Out)
- Right-In, Right-Out
- Emergency Access Only
- Right-In Only
- Proposed Cross/Shared Property Access*
- Existing Cross/Shared Property Access*
- Proposed Future Roadway

Notes

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
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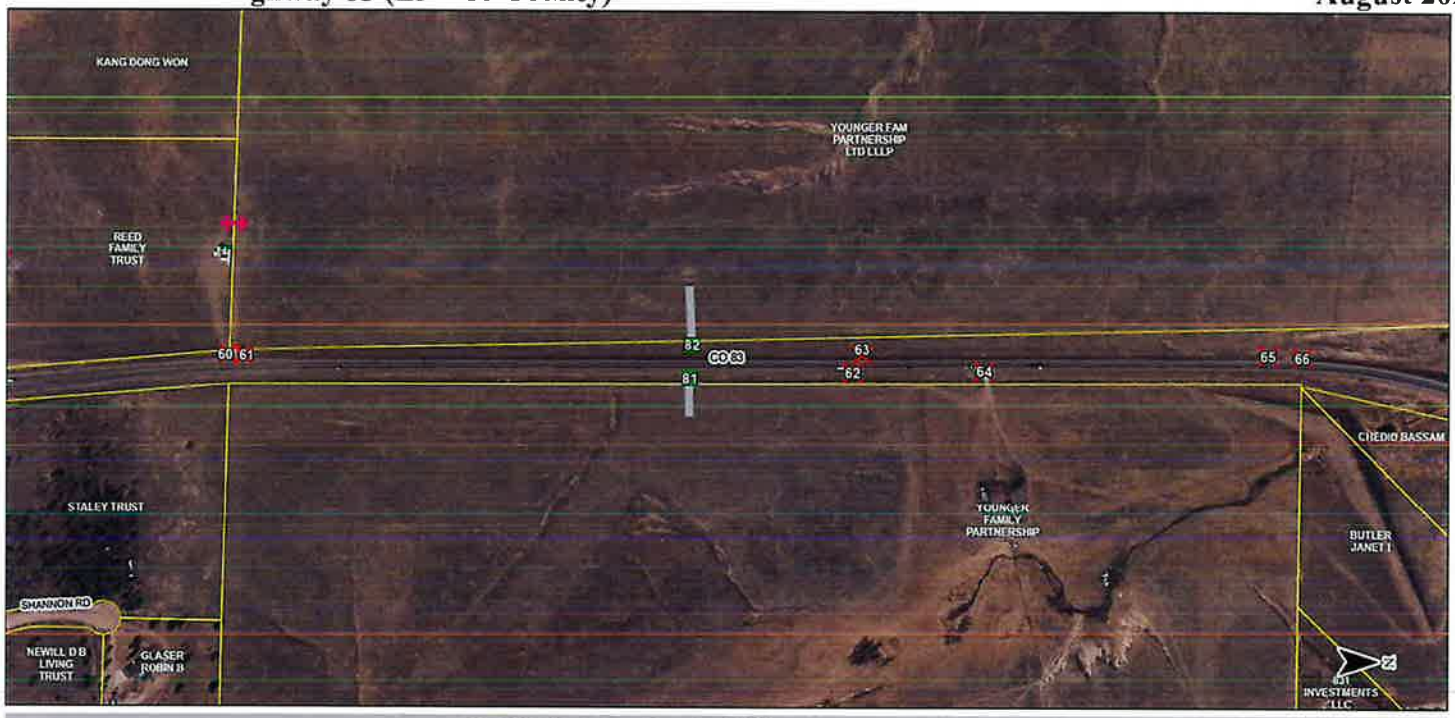
Colorado State Highway 83 (El Paso County) **August 2021**



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0 200 400 800 Feet

Legend

- Milepoints
- Parcels
- Full Movement (Signalized or Potential Roundabout)
- Full Movement (Unsignalized)
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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021

CO-83 Access Control Plan **Page 13 of 14**

0 200 400 800 Feet

Legend

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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County) **August 2021**

CO-83 Access Control Plan Page 14 of 14

0 200 400 800 Feet

Legend

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