

Appendix E. Public Involvement Material

E.1. Open House #1 Materials



COLORADO
Department of Transportation

WELCOME

to the

**CO 83 Access
Study**

Virtual Open House





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CO 83 ACCESS STUDY



GENERAL INFORMATION



VIRTUAL MEETING FORMAT

- Please take your time and review the materials at each station within the virtual meeting room.
- The draft access recommendations maps are arranged from south to north to help make it easier to find your driveway/access point.
- We ask that you refer to the number from the maps when asking questions or providing comments about your driveway or access location. For example, if your driveway is #34 on the map, then please reference that number on your comment form.
- The project team will respond to all comments and questions in a timely manner and may reach out to you for clarification if needed.
- The open house is intended to be a self-paced review of project information, so there is no formal presentation by the project team.

FAQs

FREQUENTLY ASKED QUESTIONS

○ When can you expect changes in access to occur on CO 83?

Currently, there are no plans to make any changes to access within the study area.

Changes will occur incrementally over time when the following occurs:

- A problem with traffic flow or safety is identified.
- Properties redevelop or change their existing land use.
- Funding for a roadway project is obtained, but at this time such funding does not exist.

In short, most changes will not occur in the near future and some of the changes may never occur if the conditions mentioned above are not satisfied (more information on this topic can be found at the Access Study Process station).

○ Will the study recommend changing speed limits?

No, making a change to a speed limit is not a recommendation of an access study.

Changes in speed limits are the result of a traffic study that evaluates the travel speed of vehicles using the highway and then recommends the proper speed limit for that portion of roadway.

○ How much will the recommendations cost?

The access study does not evaluate the cost of the proposed changes.

The cost of changes will vary from location to location based on the final design of the roadway, driveway, and intersection features, including number of lanes, the need for a traffic signal, and other roadway improvements.

Because the changes will occur in phases over a long period of time, the total cost of all the recommendations shown in the study is unknown.

○ Will the study recommend a change to the highway classification?

All highways have a classification that determines many features, including where and when access is allowed, maximum speed limits, the need for turn lanes, and the distance between traffic signals. More information can be found in the Existing Access Conditions on CO 83 station.

The access study is not recommending a change to the existing highway classification.

○ Who do I talk to if I have a specific concern or issue related to the recommendations at my access location?

You can complete a comment form with your questions/concerns and submit it to the project team, or you can reach out directly to Dave Sprague, Consultant, Project Manager at David.Sprague@atkinsglobal.com.

A project team member will contact you to discuss your concerns and may schedule additional meetings with you if needed.



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CO 83 ACCESS STUDY



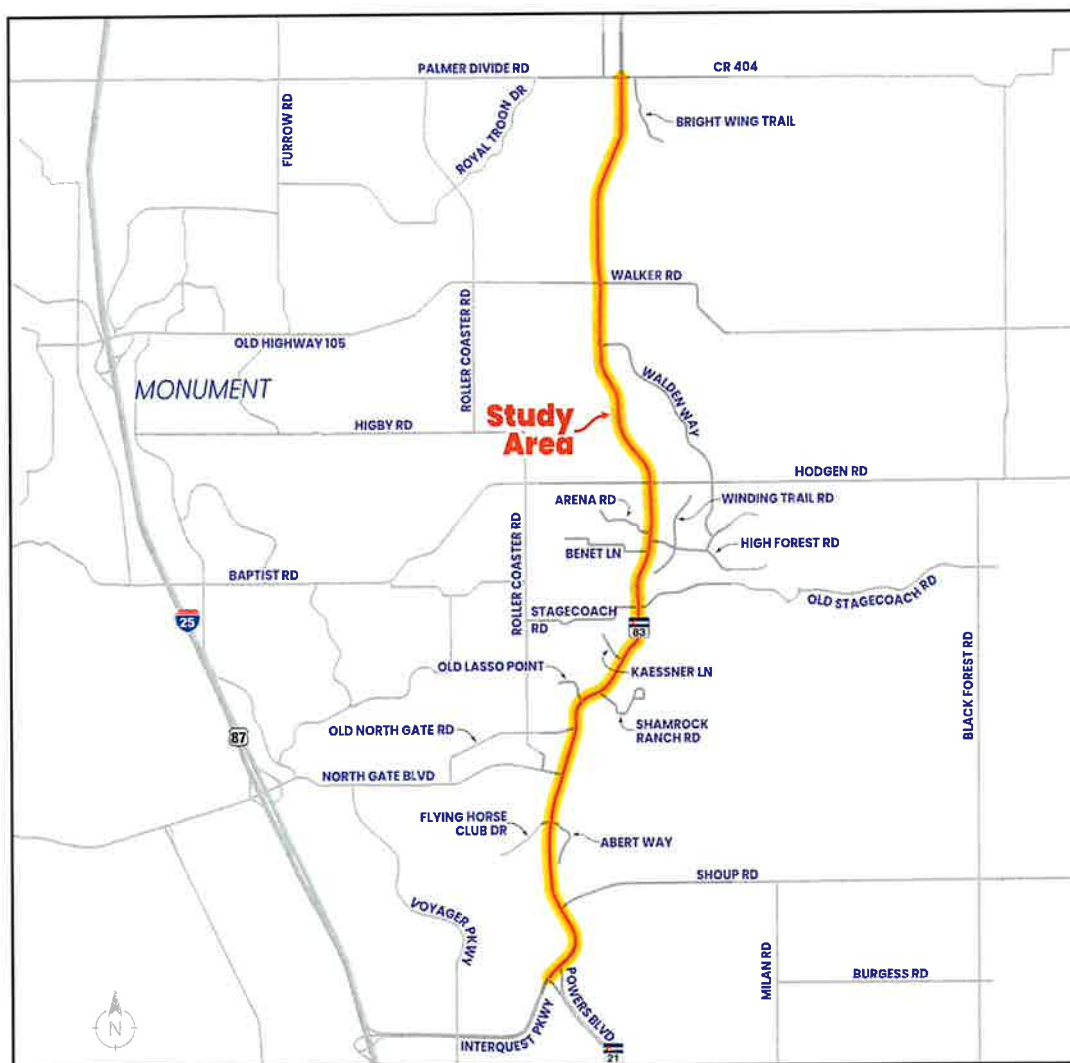
ACCESS STUDY OVERVIEW



ACCESS STUDY OVERVIEW

Study Area

- The study area is from Powers Boulevard (CO 21) to Palmer Divide Road/County Line Road, a distance of approximately 9.7 miles.



What is an Access Point?

- Any intersection or driveway along a roadway that crosses the right of way is called an access point.

ACCESS STUDY OVERVIEW

(CONTINUED)

What does an Access Study do?

- Evaluates how existing access points impact the operations and safety of vehicles, pedestrians, and bicyclists moving along and across CO 83
- Establishes a long-range vision (2045 and beyond) for access points along the highway
- Recommends future:
 - Access point locations
 - Traffic movements allowed at each access point
 - Type of intersection control (yield/stop sign or traffic signal) at each access point
- Ensures each abutting property has access either directly to CO 83 or via an adjacent local street
 - This includes identifying alternate access routes, such as future road connections or cross-access opportunities between adjacent properties
- Does not determine the future number of lanes or design features of CO 83.

Why study Access Points?

- There is potential for a conflict to occur between the different modes of transportation (vehicle, pedestrian, and bicycle) at these locations.
- Vehicles turning into and out of access points can cause other vehicles to slow down, resulting in delay, congestion, or crashes.

CO 83 ACCESS STUDY OVERVIEW

(CONTINUED)

What are the goals of this Access Study?

- Identify improvements to the local transportation network that promote safety for all modes of transportation.
- Provide the appropriate level of access to properties adjacent to the highway.
- Support future development and redevelopment along CO 83.
- Provide efficient movement for all modes of transportation along and across CO 83.

Why do an Access Study on this portion of CO 83?

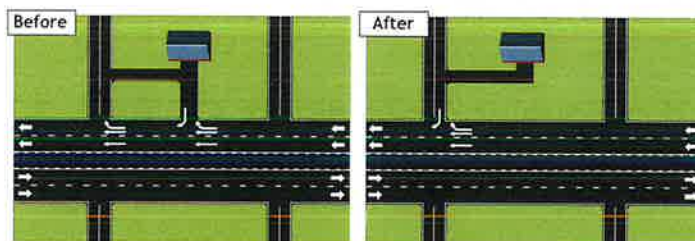
- Optimizing the number of access points on CO 83:
 - Reduces conflict points where a crash may occur. This is applicable not only for vehicles, but also for pedestrians and bicycles having to cross multiple access points along CO 83.
 - Creates fewer locations for vehicles to brake or turn onto or off the highway, resulting in more efficient travel for through traffic.
 - Makes the corridor more visually appealing to all users and visitors by reducing the number of driveways.

CO 83 ACCESS STUDY OVERVIEW

(CONTINUED)

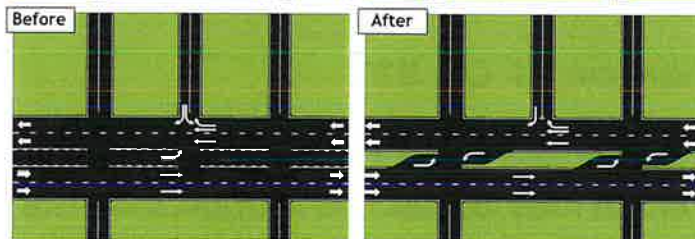
Each access location is evaluated based on existing conditions, anticipated future traffic conditions, and potential for redevelopment of the adjacent parcels to make a long-range recommendation for optimizing access to CO 83.

Methods to Optimize Access



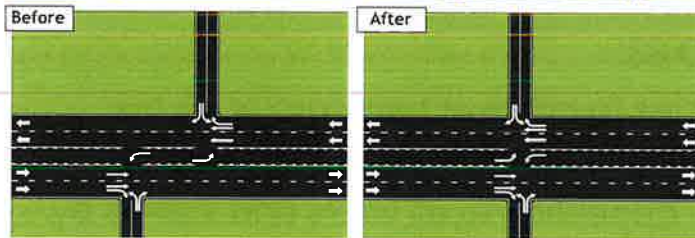
Use of Local Streets

- Provide access to local properties through secondary roads.
- Consolidate number of access locations where vehicles may enter or exit the highway.
- Reduce the number of conflict points.



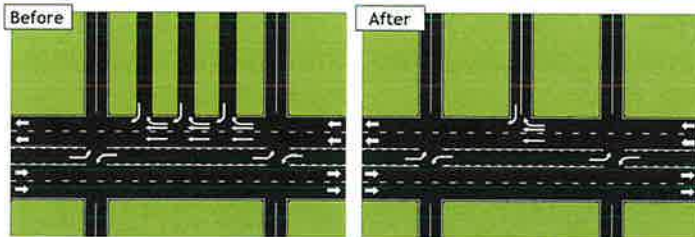
Addition of Median Treatment

- Limit turning movements to locations with a dedicated left-turn lane.
- Reduce the number of conflicts between left-turning vehicles and through vehicles on the highway.



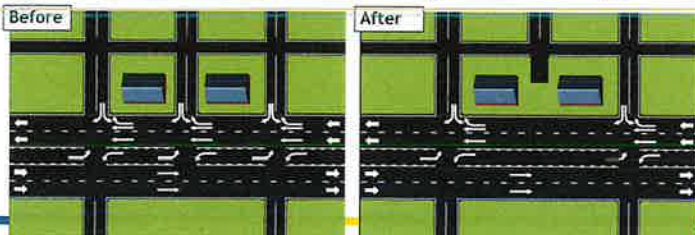
Realignment

- Align opposite approach.
- Create a more familiar intersection design.



Consolidation

- Consolidate adjacent access points into fewer locations.
- Reduce the number of conflict points.



Alternate Access Route

- Provide access to properties via an improved/new alternate access road.
- Reduces the number of access points along the highway.



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CO 83 ACCESS STUDY

ACCESS STUDY PROCESS



ACCESS STUDY PROCESS

Conduct the study

Propose improvements
based on study findings

Conduct Public Outreach

**WE
ARE
HERE**

Make Final Recommendation
based on input from public

Accept the recommendations

Prepare an Intergovernmental Agreement
between the City of Colorado Springs, El Paso County, and CDOT

Specify how the Access Study can be amended in the future,
if necessary

Sign the Intergovernmental Agreement
and adopt the recommendations

Report outcomes to the Colorado Transportation Commission
and get approval from the CDOT State Access Manager

**Continue coordination between
the City of Colorado Springs, El Paso County, and CDOT**
to ensure proper implementation of the plan in the future

ACCESS STUDY PROCESS

(CONTINUED)

When should you expect to see changes in access?

- This plan is a long-range vision (2045 and beyond) for the highway and will be implemented in phases.
- Changes to access on CO 83 will occur in phases or incrementally over time based on:
 - When a property, or series of adjacent properties, is redeveloped. The City, County, and CDOT will work with the developer to ensure the accesses are consistent with the recommendations of this study.
 - If the City, County, and/or CDOT perform a safety study (based on crash history) and identify a specific safety concern that could be improved by modifying an existing access point.
 - If the City, County, and/or CDOT complete a traffic study and identify a traffic flow and/or pedestrian/bicyclist movement that would benefit by making a change to the existing access points.
 - If the City, County, and/or CDOT identify a project, secure funding, and complete the necessary design processes to construct improvements that include modifying an existing access point.
- The City, County, and CDOT do not have any planned projects or identified funding that would close or make changes to any existing access points in the immediate future.



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CO 83 ACCESS STUDY

EXISTING ACCESS CONDITIONS



EXISTING ACCESS CONDITIONS

SEGMENT 1: CO 83 from CO 21 (Powers Boulevard) to Old North Gate Road

- The segment is classified as an Expressway based on CDOT's State Highway Access Code.
- Expressways are intended to accommodate high traffic volumes at high travel speeds.
- Expressways 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.
- Spacing between signalized full movement intersections is one mile, but half-mile spacing is acceptable if reasonable alternate access is not available.
- Existing Number and Types of Access in Segment 1:
 - Total of 12 access points in 2.75 miles
 - 3 private driveways and 9 public roads
 - All provide full-movement access and 5 intersections have traffic signals



FOR MORE INFORMATION,
REFER TO THE DRAFT ACCESS STUDY RECOMMENDATIONS STATION

EXISTING ACCESS CONDITIONS

(CONTINUED)

SEGMENT 2: CO 83 from Old North Gate Road to Old Highway 105/Walker Road

- This segment is classified as a Regional Highway based on CDOT's State Highway Access Code.
- Regional Highways are intended to accommodate medium to high traffic volumes at medium to high travel speeds.
- Regional Highways are intended to provide service to through traffic movements, with lower priority on providing direct access to adjacent properties.
- Access to adjacent properties should be achieved through use of the local streets whenever reasonable.
- Spacing between signalized full movement intersections of one-half mile is preferred.
- Existing Number and Types of Access in Segment 2:
 - 47 total access points in 5 miles
 - 36 private driveways/field accesses and 11 public roads
 - 46 provide full-movement access (one is right-in only) and two intersections have traffic signals



FOR MORE INFORMATION REFER
TO THE DRAFT ACCESS STUDY RECOMMENDATIONS STATION

EXISTING ACCESS CONDITIONS

(CONTINUED)

SEGMENT 3: CO 83 from Old Highway 105/Walker Road to Palmer Divide Road

- This segment is classified as a Regional Highway based on CDOT's State Highway Access Code.
- Regional Highways are intended to accommodate medium to high traffic volumes at medium to high travel speeds.
- Regional Highways are intended to provide service to through traffic movements, with lower priority on providing direct access to adjacent properties.
- Access to adjacent properties should be achieved through use of the local streets whenever reasonable.
- Spacing between signalized full movement intersections of one-half mile is preferred.
- Existing Number and Types of Access in Segment 3:
 - 13 total access points in 2.1 miles
 - 11 private driveways/field accesses and 2 public roads
 - All provide full-movement access and 1 intersection has a traffic signal



FOR MORE INFORMATION REFER
TO THE DRAFT ACCESS STUDY RECOMMENDATIONS STATION



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CO 83 ACCESS STUDY



EXISTING SAFETY CONDITIONS



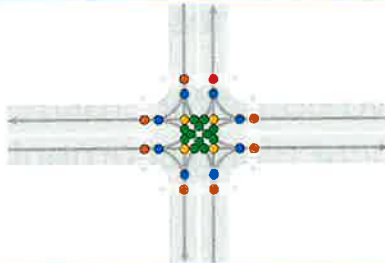
EXISTING SAFETY CONDITIONS

Crashes occur at conflict points, which are locations where two movements (vehicles, pedestrians, or bicyclists) cross paths.

Conflict Points by Access Type

Full Movement Access

- 4 Crossing
- 12 Turning
- 8 Merge/Diverge
- 8 Pedestrian
- 32 Total**



- All movements in all directions are allowed
- May include the need for a traffic signal

3/4 Movement Access

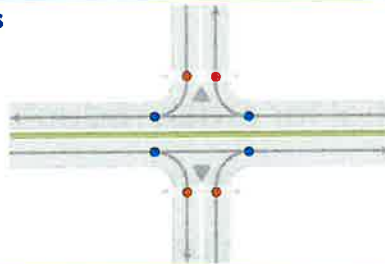
- 0 Crossing
- 2 Turning
- 8 Merge/Diverge
- 4 Pedestrian
- 14 Total**



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

Right-in/Right-out Access

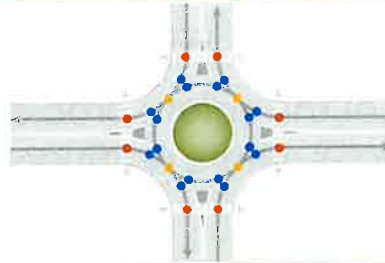
- 0 Crossing
- 0 Turning
- 4 Merge/Diverge
- 4 Pedestrian
- 8 Total**



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

Roundabout

- 4 Crossing
- 0 Turning
- 16 Merge/Diverge
- 8 Pedestrian
- 28 Total**



- All movements, including u-turns, are allowed at a circular intersection
- Raised circular median and signing directs drivers to travel in a counterclockwise movement through the intersection

Access studies identify ways to minimize conflict points in an effort to reduce crashes, improve traffic flow, and maintain appropriate access to adjacent properties.

EXISTING SAFETY CONDITIONS

(CONTINUED)

CDOT maintains a crash data base for all reported crashes that occur along a highway.

The safety performance of a highway is based on roadway characteristics, such as the number of lanes and the volume of traffic.

Highway safety performance is evaluated for crashes that occur at intersections and those that occur along segments in-between intersections (non-intersection).

Each intersection and segment of a highway then is evaluated to measure safety based on the expected safety for the given roadway characteristics. The result is called Level of Service of Safety or LOSS.

LOSS indicates the ability to reduce crashes by making changes to the design of an access or to the roadway.

LOSS is defined as follows:

- **LOSS I** indicates a low potential for crash reduction
- **LOSS II** indicates a low to moderate potential for crash reduction
- **LOSS III** indicates a moderate to high potential for crash reduction
- **LOSS IV** indicates a high potential for crash reduction

LOSS does not identify the nature of the safety problem, but a higher LOSS score helps to identify locations where additional analysis is needed.

An analysis of crash patterns is used to determine the nature of the safety problem and make recommendations to reduce crash potential at intersections or on highway segments.

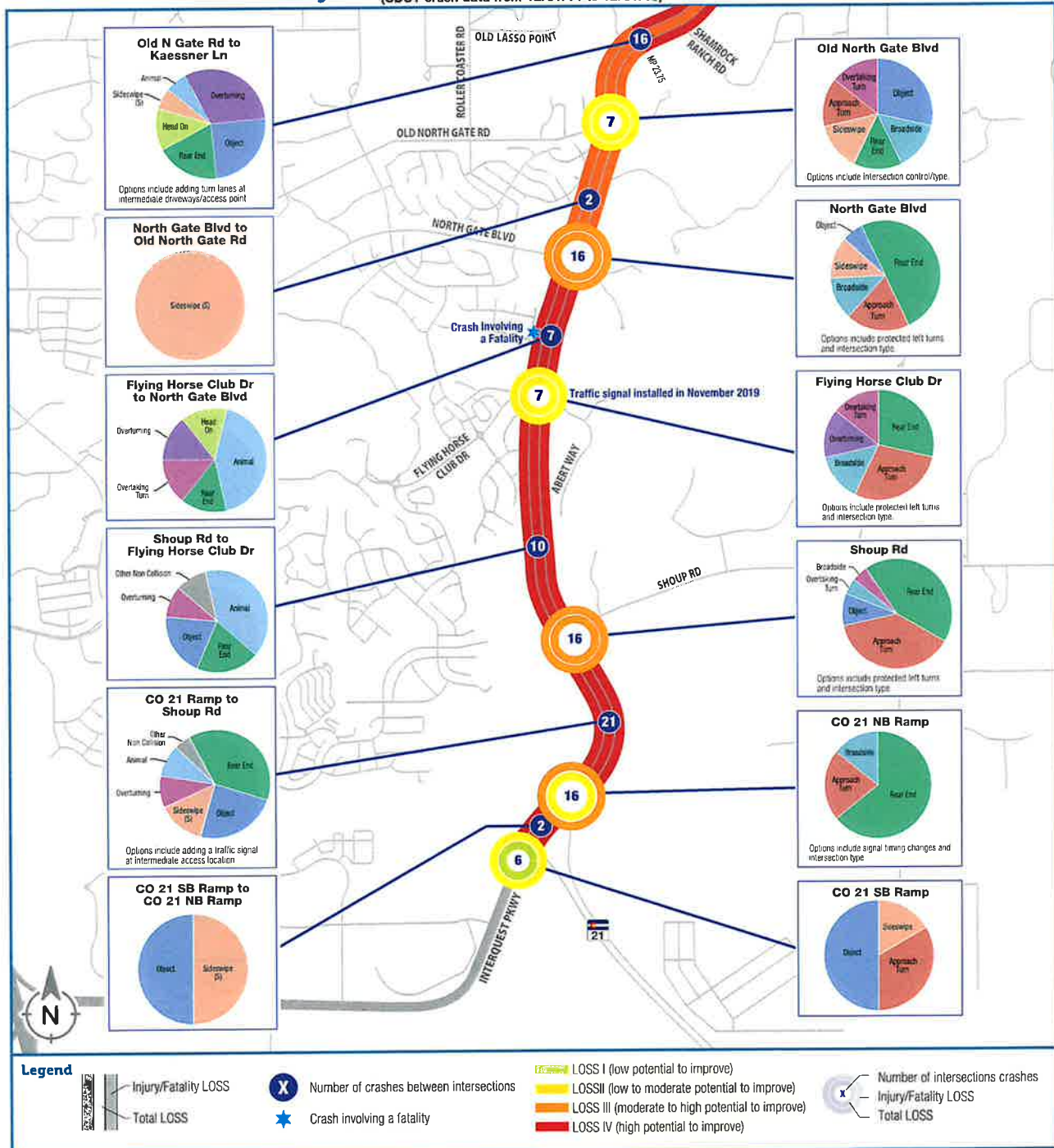
EXISTING ACCESS CONDITIONS

Segment 1

Non-Intersection Related Crash Summary

(CDOT crash data from 12/31/14 to 12/31/19)

Intersection Related Crash Summary



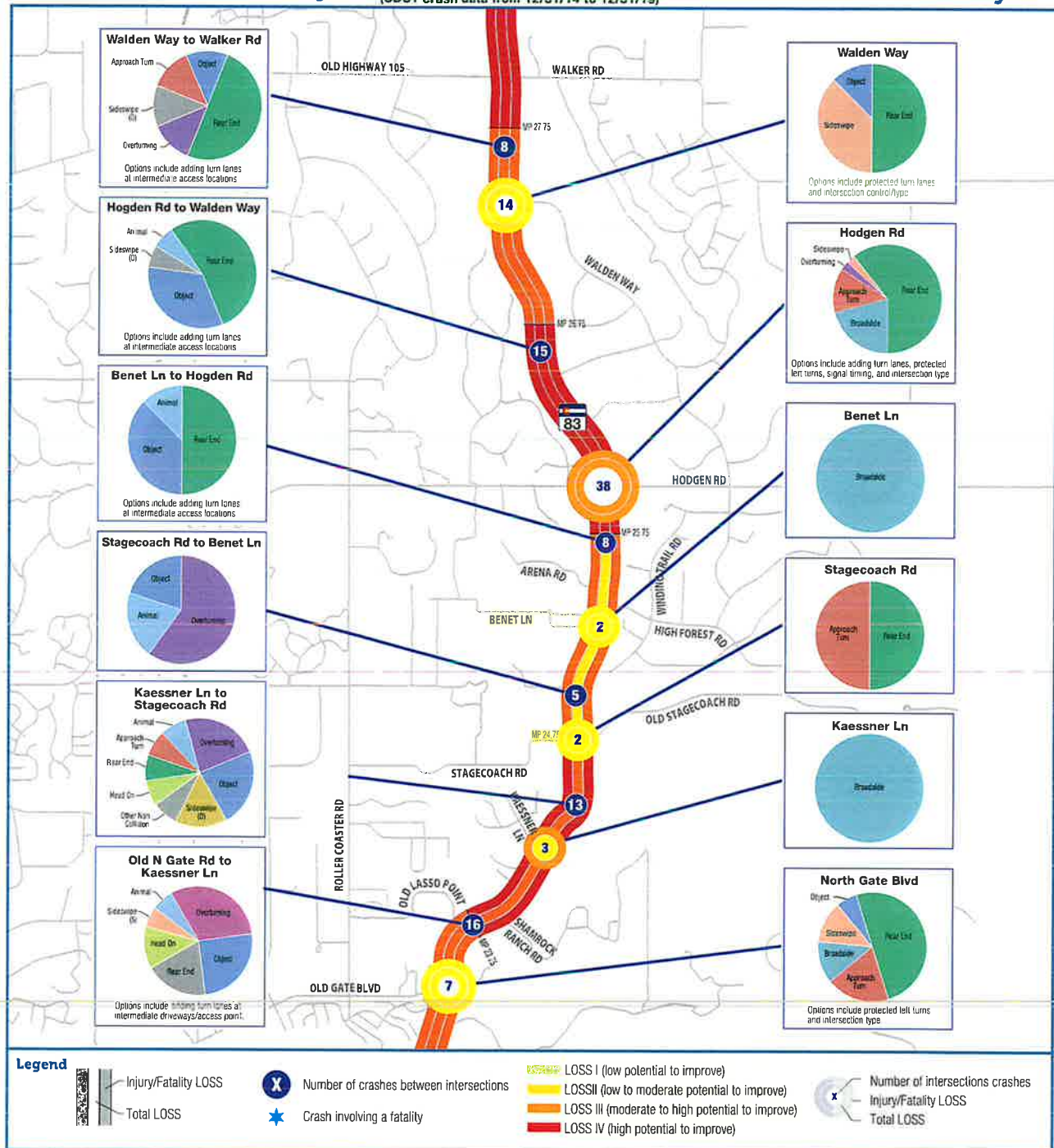
EXISTING ACCESS CONDITIONS

Segment 2

Non-Intersection Related Crash Summary

(CDOT crash data from 12/31/14 to 12/31/19)

Intersection Related Crash Summary



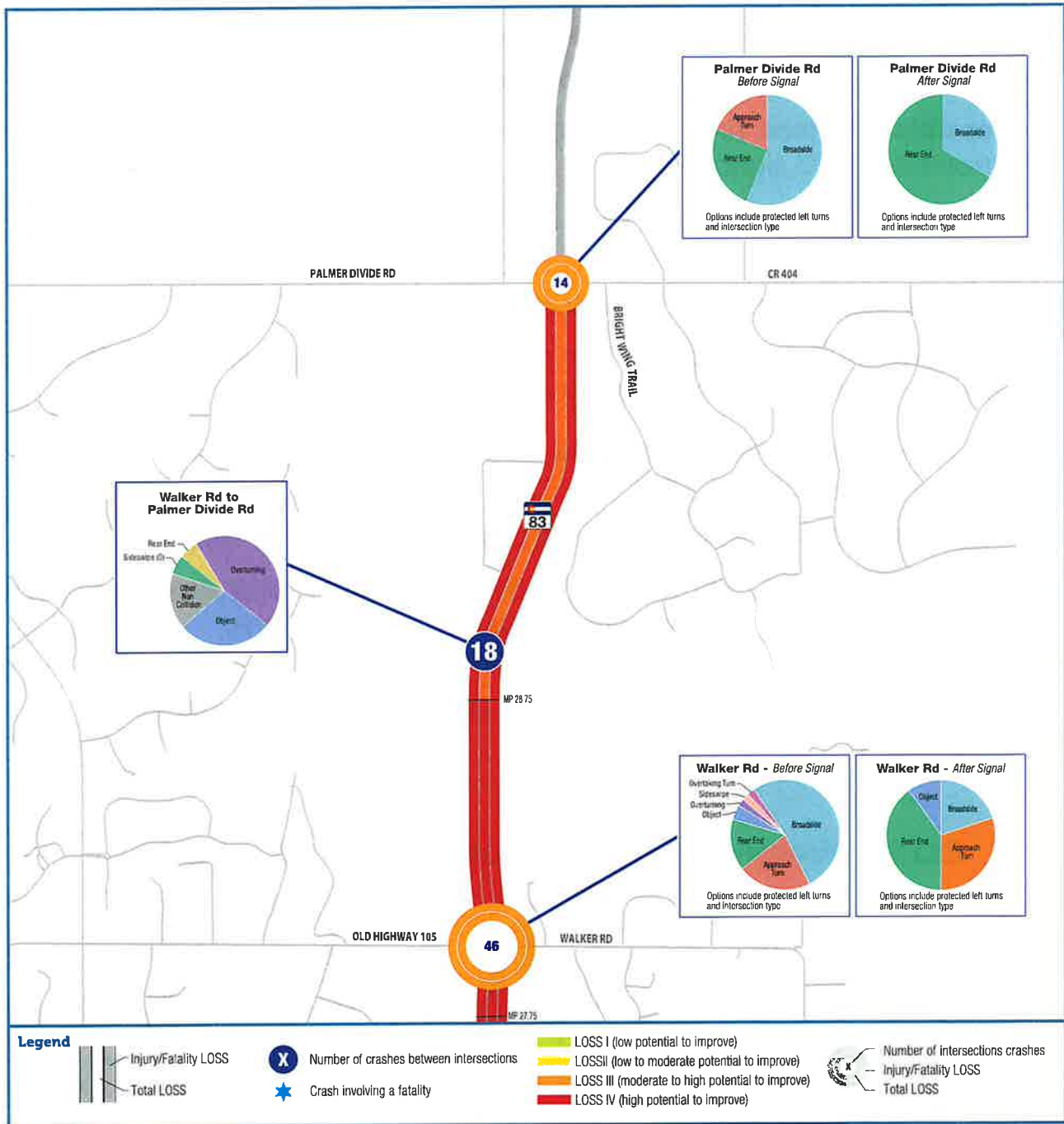
EXISTING ACCESS CONDITIONS

Segment 3

Non-Intersection Related Crash Summary

(CDDT crash data from 12/31/14 to 12/31/19)

Intersection Related Crash Summary



EXISTING SAFETY CONDITIONS

(CONTINUED)

CO 83 crash summary and observed patterns

- **Crash involving two vehicles on CO 83**
 - **Typical types of crashes:** rear end, side-swipe, and left turn
 - **Possible solutions:** reducing turn movements or using protected green arrows at traffic signals
- **Crash involving one vehicle on CO 83 and one vehicle on a side street**
 - **Typical types of crashes:** broadside and left turn
 - **Possible solutions:** reducing turn movements or constructing traffic signals or other intersection improvements
- **Crash involving two vehicles at a location between intersections on CO 83**
 - **Typical types of crashes:** rear end, broadside, and side-swipe
 - **Possible solutions:** reducing turn movements, increasing spacing between driveways, restricting driveway access near intersections, or adding turn lanes at access locations
- **There were no reported crashes involving pedestrians or bicyclists on CO 83**

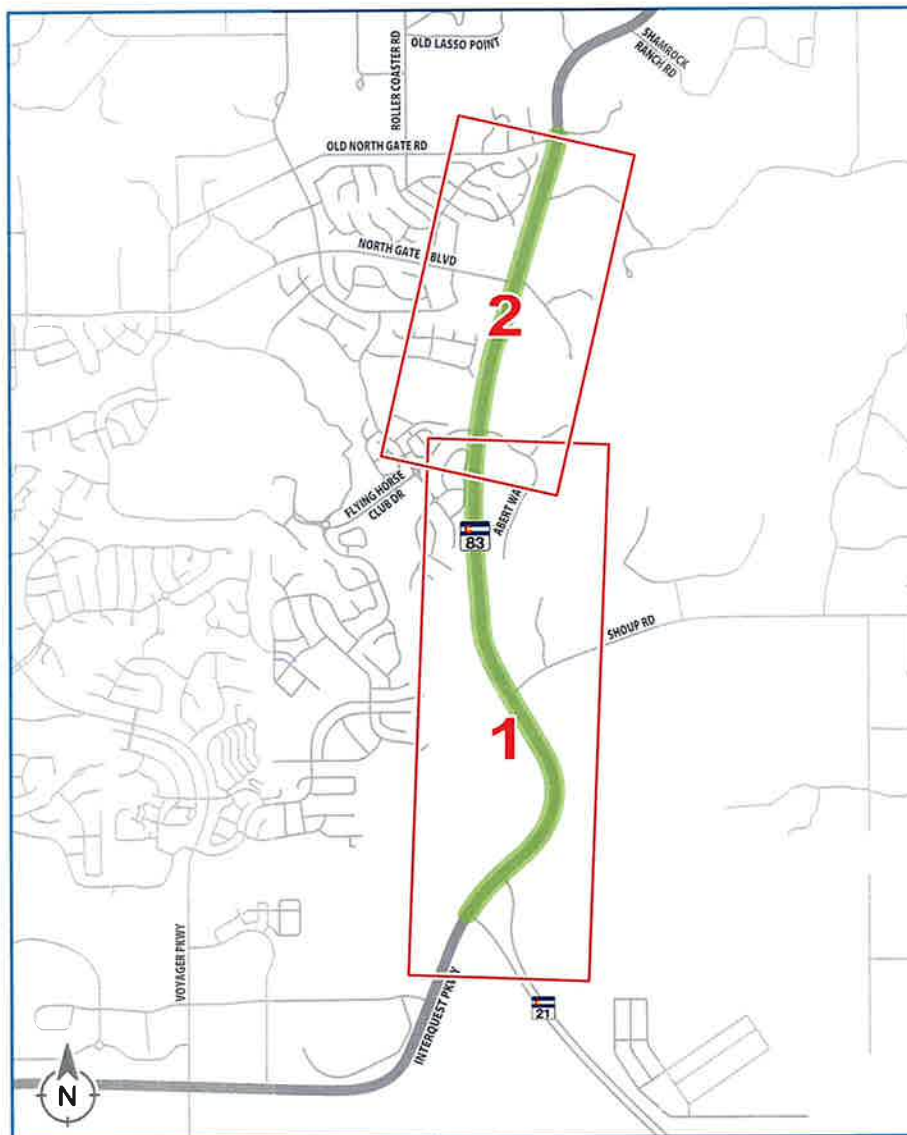
CO 83 Overall Crash Summary (MP 20.37 to 30.24)

	Rear-End	Broadside	Object	Approach Turn	Overturning	Sideswipe (same)	Animal	Other Non Collision	Overtaking Turn	Sideswipe (opposite)	Head-On	Total
Number	116	50	44	41	28	18	15	6	6	5	4	333
Percent	35%	15%	13%	12%	8%	5%	5%	2%	2%	2%	1%	—

Source: CDOT DiExSys™ (12/31/14 - 12/31/19)

DRAFT ACCESS STUDY RECOMMENDATIONS

SEGMENT 1 CO 21 to Old North Gate Road

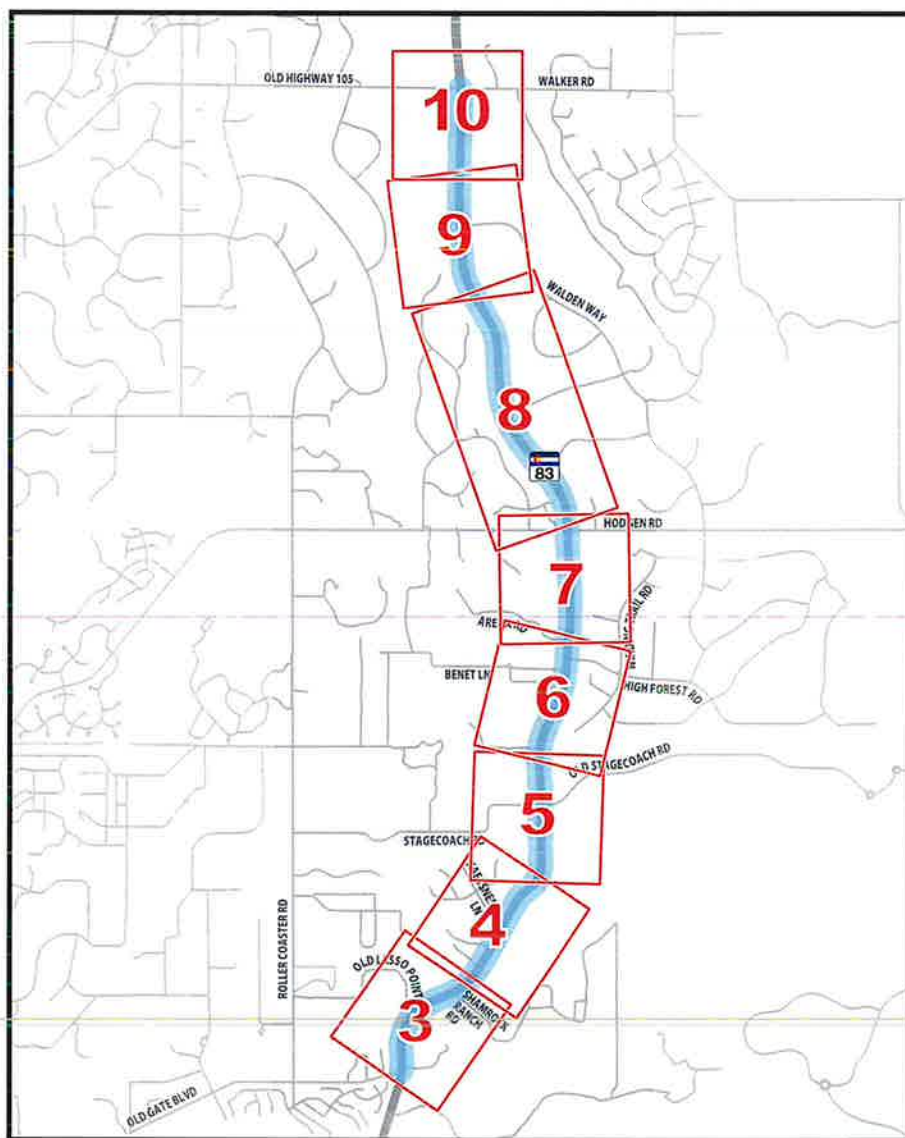


[CLICK FOR A MAP OF ALL SEGMENT 1 RECOMMENDATIONS](#)

DRAFT ACCESS STUDY RECOMMENDATIONS

SEGMENT 2:

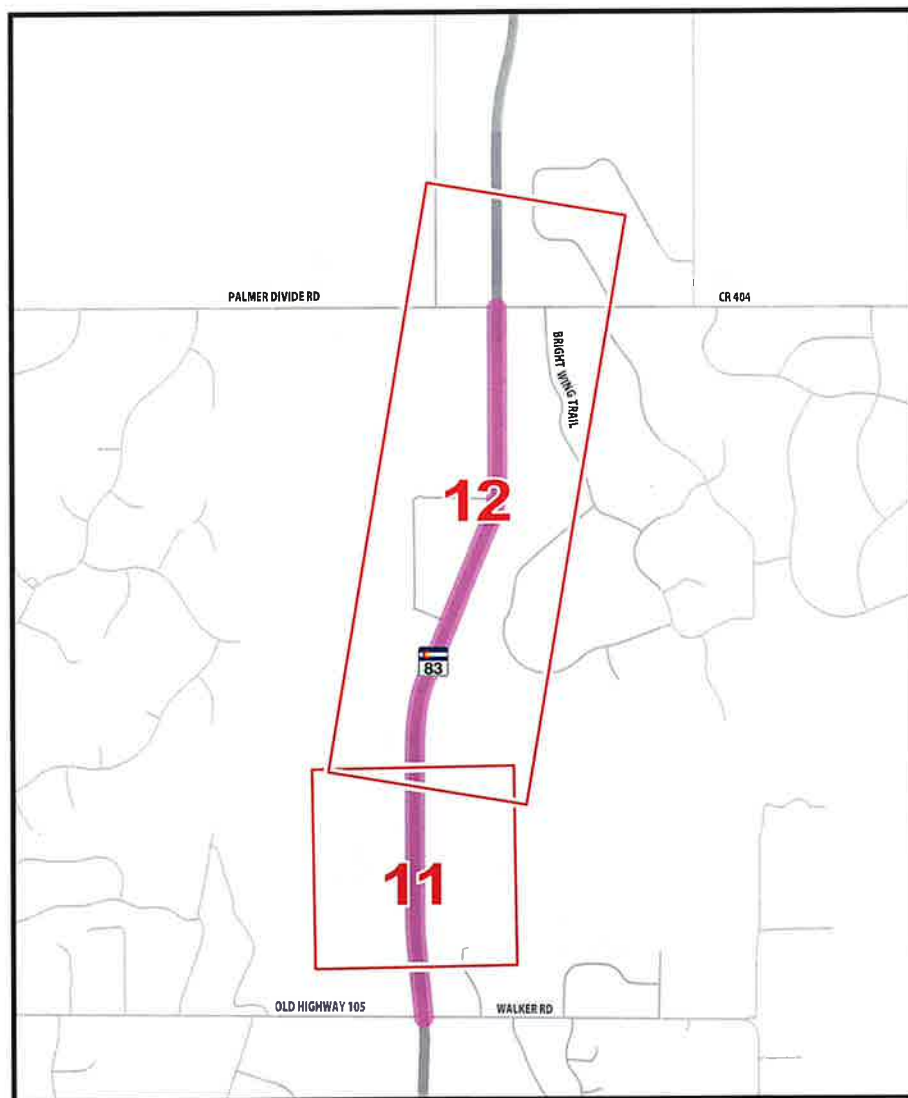
Old North Gate Road to Walker Road



[CLICK FOR A MAP OF ALL SEGMENT 2 RECOMMENDATIONS](#)

DRAFT ACCESS STUDY RECOMMENDATIONS

SEGMENT 3: Walker Road to Palmer Divide Road



CLICK FOR A MAP OF ALL SEGMENT 3 RECOMMENDATIONS



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CO 83 ACCESS STUDY

CLOSING



CLOSING

**How will the recommended changes in
access benefit CO 83 users?**

Enhance Safety

- A reduction in the number of conflict points reduces the potential for crashes.

Provide Access to Adjacent Properties

- All properties will have access to CO 83 or the local streets.

Support Future Development/Redevelopment

- Better access improves visual appeal of the highway to help attract development and visitors.

Increase Efficient Movement

- Fewer access points reduces congestion caused by vehicles turning onto and off of CO 83.

CLOSING (CONTINUED)

THANK YOU FOR ATTENDING THE OPEN HOUSE!

Your participation is appreciated.
Please take a moment to:

- Complete a comment form.



CLICK HERE FOR COMMENT FORM

- Plan to attend the next public meeting (April/May 2021).
- Request a member of our study team contact you if you have additional concerns.
- Contact the study team:
Valerie Vigil, CDOT Permits Manager, at **Valerie.Vigil@state.co.us**
Dave Sprague, Consultant Project Manager, at **david.sprague@atkinsglobal.com**



COLORADO
Department of Transportation

E.2. Public Comment Responses

The following are responses sent via email to individuals that provided comments at the first Highway 83 Access Study virtual meeting and the project team determined that an email response was appropriate with no additional follow up.

Dear Anthony Mudford,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- There have been many accidents at the corner of Kaessner Lane and Highway 83 with people traveling north and then turning left onto Kaessner Lane. We need a passing lane to ensure the safety of people turning left, also a merging lane when turning right onto Highway 83 from Kaessner Lane.

In response to your comment: The purpose of the access study is to determine the location and type of access that will be allowed along Highway 83. This study does not make recommendations regarding design elements of an access point, such as turn lanes. The decision to add a left turn lane or right turn acceleration lane to Highway 83 at Kaessner Lane would be considered in a separate study conducted by the CDOT and/or the County or through major redevelopment of a property/properties. According to the State of Colorado State Highway Access Code and the Access Category of SH 83 in this area, a left turn lane is not required at an access point unless there are at least 10 vehicles making the left turn during a single hour. A right turn acceleration lane is not required until there are 50 vehicles per hour making the right turn. Traffic counts completed as part of this study show left turn volumes and right turn volumes at Kaessner Lane are less than 5 vehicles per hour, thus the traffic volume does not currently warrant the addition of a left turn or right turn acceleration lane. However, the recommendations from this study do not preclude such an addition should a future study show a need.

It should be noted the ultimate plan for Highway 83 recommends closing Kaessner Lane to allow for better spacing between major access location, provide for opportunities to consolidate access points, and improves access design by allowing for the development of turn lanes at more access locations. This closure would only occur if alternative access, such as an extension of Outlook Drive just to the north, which would provide access to Highway 83. However, if Outlook Drive is not extended to intersect with Highway 83 then Kaessner Lane would remain open. In addition, should Highway 83 be improved, which may include the expansion to four lanes, it is possible that turn lanes could be added to Highway 83 at Kaessner Lane or other access locations within the study area. Finally, Kaessner Lane may not remain full

movement. Should a traffic study, to be conducted by CDOT or the County, was to show an operational or safety issue at Kaessner Lane, or if the adjacent properties were to redevelop, then Kaessner Lane may be restricted to less than full movement (right-in, right-out or three quarter movement).

In summary:

- This study does not make recommendations regarding design elements of an access points, such as turn lanes.
- Traffic counts completed as part of this study show left turn volumes and right turn volumes at Kaessner Lane are less than 5 vehicles per hour, thus the traffic volume does not warrant the addition of a left turn or right turn acceleration lane.
- The ultimate recommendation is for Outlook Drive to be extended to intersection with Highway 83, which would allow for the closure of Kaessner Lane.
- If Kaessner Lane remains open, it is possible that turn lanes would be added as part of a future highway improvement project, such as widening the highway to four lanes.
- If an operational or safety issue is identified at Kaessner Lane, or if the adjacent properties were to redevelop, then Kaessner Lane may be restricted to less than full movement (such as right-in, right-out or three-quarter movement).

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil

Colorado Department of Transportation, Permits Manager

Valerie.Vigil@state.co.us

Victoria Chavez

El Paso County, Principal Transportation Planner

VictoriaChavez@elpasoco.com

Jennifer Irvine

El Paso County, County Engineer

JenniferIrvine@elpasoco.com

David Sprague, PE

Consultant Project Manager

David.Sprague@atkinsglobal.com

ThCO 83 Access Control Plan Stakeholder Responses

Category 1: No specific comment on access.

Dear XXXXXX,

The City of Colorado Springs, El Paso County, and the Colorado Department of Transportation would like to thank you for taking the time to participate in the Highway 83 Access Study virtual meeting that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations to improve access, mobility, and safety for all users of Highway 83. We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you have additional questions or comments for the project team, please do not hesitate to contact me.

Valerie Vigil

Victoria Chavez

Jenifer Sullivan

CDOT, Permits Manager
County Engineer

El Paso County, Principal Transportation Planner

El Paso County,

Valerie.Vigil@state.co.us

VictoriaChavez@elpasoco.com

JeniferSullivan@elpasoco.com

David Sprague, PE

Consultant Project Manager

David.Sprague@atkinsglobal.com

CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Dave Kristick,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- I was reading my Sunday Gazette and noticed the ad for the SH83 Access Study Open House. Having driven SH83 almost weekly for over 20+ years, having boarded and trained horses in Castle Rock, Parker, and Elizabeth, I've experienced so many traffic mishaps on SH83 – fortunately never having been involved in one. I wanted to thank you for conducting this access study, if not for safety reasons alone. I was curious though – I noted there was not any mention of the I-25/Powers Blvd (Voyager Parkway) project influence on the access study, particularly in the most southern portion of the access study area – let alone how CDOT plans to design the future connection between Powers@Interquest and the under construction I-25/Powers/Voyager interchange – that connect looks terribly challenging? Were grade separations (north/south on SH83) considered (future)?

In response to your comment: The purpose of the access study is to determine where access should be allowed on Highway 83. The Powers Boulevard extension to I-25 is a planned improvement in the future but is outside the scope of this project. The access study has identified and preserved the access locations to allow Powers Boulevard to connect to Highway 83 should the roadway be extended to I-25. These accesses are shown as Accesses 1 and 73 (future Powers Boulevard southbound off and on-ramps) and Accesses 2 and 74 (future Powers Boulevard northbound off and on-ramps). It is beyond the scope of this study to make the recommendation for Powers Boulevard to be extended, but the study has provided recommendations that would allow access between Highway 83 and Powers Boulevard should the extension occur in the future.

The future extension of Powers Boulevard would have some impact on Highway 83, primarily in the level of traffic that would use Highway 83 versus using the new extension of Powers. However, the extension of Powers Boulevard would not have an impact on the recommendations shown in the access study.

Your thoughts about considering grade separations or interchanges along Highway 83 at the major crossroads was given consideration as we developed our recommendations. While our recommendations do not include specific locations for interchanges, the goal of our study is not to preclude such improvements from occurring in the future. However, before building such a large infrastructure improvement, the CDOT and the County would work together to complete a detailed study of the environmental impacts, needed right-of-way, drainage improvements, costs to construct/maintain, and other factors to determine if an interchange would be desirable at any intersection along Highway 83.

In summary:

- The Colorado Department of Transportation (CDOT) and the County would work together to complete a detailed study of the environmental impacts, needed right-of-way, drainage improvements, costs to construct/maintain, and other factors to determine if an interchange would be desirable at any intersection along Highway 83.
- It is beyond the scope of this study to make the recommendation for Powers Boulevard to be extended, but the study has provided recommendations that would allow access between Highway 83 and Powers Boulevard should the extension occur in the future.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very Respectfully,

Valerie Vigil
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Victoria Chavez
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CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Dave Munns,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- I moved to my present location in 1999 and have seen a tremendous increase in traffic on roads crossing Hwy 83 and through Black Forest. As a lifelong cyclist this has caused me to plan my routes and time of day more carefully in order to reduce the chance of injuries or death. Unfortunately, the lack of shoulders or too narrow shoulders has resulted in some too close encounters. Wearing bright colors and operating flashing lights helps but road and intersection design is even more important to make cyclists visible in the hilly and curvy terrain. Please consider the needs of the cycling community in your long-range plans: If this means working with the county to consider building trail systems connecting regional parks or paralleling 83 that would benefit so many citizens, the extra effort to coordinate would be welcome by all of us!

In response to your comment: The County and Colorado Department of Transportation (CDOT) both recognize the importance of providing multi-modal/recreation travel along highways and roads. All of the recommendations in the study help to reduce or better locate the number of access points on Highway 83. This helps reduce the number of conflict spots where cyclists, such as yourself, may encounter traffic crossing your path. It is beyond the scope of this study to make recommendations about trails or paths that could provide safer multi-modal travel. Those recommendations would occur as part of a separate study that would be conducted by the County and/or CDOT. However, none of the recommendations in this study would prohibit/preclude such improvements from occurring in the future under another project.

We recommend you visit the City of Colorado Springs' and El Paso County's websites to view their long-term plans for future bike and trail connections in the vicinity of the corridor. Other documents that have recommended multi-modal improvements in the area include:

- City of Colorado Springs Bike Master Plan: <https://coloradosprings.gov/bikes/page/bike-master-plan>
- El Paso County 2040 Major Transportation Corridor Plan: <https://publicworks.elpasoco.com/road-bridge-planning/mtcp/>

In summary:

- It is beyond the scope of this study to make recommendations about trails or paths that could provide safer multi-modal travel.
- None of the recommendations in this study would prohibit/preclude such improvements from occurring in the future under another project.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

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CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Doug Burwell,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- We have no issues with your project around our area, #39, Arena Rd. BUT, until 2045, could there be at least plans to put in for a one car turning lane into Arena Rd going north on Route 83? Currently there is a turning lane, but only for south bound vehicles turning into High Forest Ranch. There is enough marked for probably 10 cars going south, but zero for a car going north and turning into Arena. In the past, there was a least a break in the double yellow lines, but today there is no break. This suggestion is just a paint design change. Could it please be done the next time the lines are painted (I am guessing 2021 or 2022)?

In response to your comment: The purpose of the access study is to determine the location and type of access that will be allowed along Highway 83. This study does not make recommendations regarding design elements of an access points, such as turn lanes or striping configurations. It should be noted, that the distance between Arena Road and High Forest Road to the south is not long enough to allow a southbound left turn lane at High Forest Road, which already exists, and a northbound left turn lane at Arena Road to be back to back. Highway 83 would have to undergo significant widening to allow both left turn lanes to exist. Furthermore, the existing traffic volumes are not high enough at Arena Road to warrant a dedicated left turn lane. As shown in the plans, the ideal solution would be to realign Arena Road to intersect with Highway 83 at the existing High Forest Road intersection. This would create a single access location and should this intersection warrant a traffic signal, the individuals that use Arena Road would benefit from the safety of accessing Highway 83 at an intersection controlled by a traffic signal. Finally, please keep in mind that this access study is developing the long-range vision for Highway 83. The study recommendations are intended to help the County and CDOT map out solutions to improve access to Highway 83 that can be implemented in the future when operational/safety issues arise, redevelopment occurs, or a highway improvement project occurs.

In summary:

- This study reviews access locations and their movements only but does not make recommendations regarding design elements of an access points, such as turn lanes or striping configurations.
- The distance between Arena Road and High Forest Road to the south is not long enough to allow a southbound left turn lane at High Forest Road, which already exists, and a northbound left turn lane at Arena Road without significant widening of the highway.
- The existing traffic volumes are not high enough at Arena Road to warrant a dedicated left turn lane.
- The ideal solution would be to realign Arena Road to intersect with Highway 83 at the existing High Forest Road intersection, which would improve access spacing, continue to allow full movement to the highway for those using Arena Road, and provide potential safety benefits should the location require a traffic signal in the future.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

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CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Felix Uhlik,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- I'm a member of the Hawk Ridge HOA. Hawk Ridge abuts Hwy 83 near the Palmer Divide intersection. Residents are concerned about a possible roundabout project at this intersection. Can you provide the status and rationale? How would a roundabout work along a highway that has 55 mph speed limit and truck traffic?

In response to your comment: The access study recommends that the intersection of Highway 83 and Palmer Divide remain full movement in the future. Future design projects by CDOT and/or the County will determine whether the intersection will remain under the control of a traffic signal or be converted to a roundabout. A roundabout would be considered because of the ability for roundabouts to efficiently process traffic, accommodate vehicles of all sizes, and compared to a traffic signal, roundabouts result in fewer severe crashes that result in injuries. The design of a roundabout at this location would follow all current federally approved design standards, and industry practices, to ensure vehicles are slowed down to a safe entry speed, below 30 mph, and the roundabout would have a large enough circulating roadway radius to allow large trucks to safely navigate through the intersection. If a roundabout was to be constructed at this intersection, additional public outreach would be completed to allow participation by citizens to review the design, ask questions, and provide comments.

In summary:

- A roundabout is a possibility at the Highway 83 and Palmer Divide Road intersection.
- The design of a roundabout at this location would follow all current federally approved design standards, and industry practices, to ensure vehicles are slowed to a safe entry speed, below 30 mph, and the roundabout would have a large enough circulating roadway radius to allow large trucks to safely navigate through the intersection.

- Additional public outreach would occur during the design of the roundabout which would allow citizens, such as yourself, the opportunity to review the design, ask questions, and provide comments.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

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CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Gary Cox,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- I live on Highway 83 and am very interested that the project is going to make the entrance accesses in the proper location. I live at 15740 State Highway 83 and the entrance is in the wrong location. Several years ago, when I went to the department on getting a permit to move the exit, they were aware of the location problem. When Flying Horse North did the road improvement, they were allowed to work our entrance but CDOT(Pueblo) never did not have them correct the problem. We have an entrance that services 6 families and other homes may have to come on our entrance the way I understand it. We presently exit on the number 32 and it shows no place for the people on this exit 6 families to go? I see no gray bar leading to number 79 or to number 28/29

In response to your comments/questions:

For clarification, access #31 and #32 are located directly adjacent to each other (on either side of the utility pole) along Highway 83. There should only be a single access point at this location and that is access #31. Access #32 is considered a secondary access for the properties that use it and according to the State of Colorado State Highway Access Code, secondary accesses to the same properties can be closed, if it is not already.

The gray bars or new access roads shown in the draft plan are merely a recommendation. The County and the Colorado Department of Transportation could only require the property owners to pursue or implement such a recommendation if the land use changes that requires a Local Agency process such as subdivision or zone change. The same is true for the recommended cross access agreements. The plan makes suggestions about properties where the owners could work together to develop cross access agreements in order to combine or share access locations.

If the property owners around the proposed access #79 all agreed to allow cross access between their properties, or if all the properties surrounding access #79 were to be redeveloped as part of a large project, then at that time access points #31, #32, #33, and #35 would be closed. All of the properties, or the single larger redeveloped property, would obtain access from the new location at #79. Access #79 is shown in a location that maximizes the distance between other nearby access locations so that turn lanes could be installed if traffic volumes warrant them.

If the property owners do not agree to allow cross access, or if the surrounding properties are not redeveloped (their land use does not change), then access point #32 would be closed and #31 would remain open. In this case, access #79 would never be constructed. In addition, the position of the access roads (gray bars) as shown in the draft plan are for informational purposes only. If access #79 was to be built because cross access agreements were agreed upon, then the final location and design of these new connections to access #79 (width, surface materials, etc.) would be determined by the property owners through a design process.

However, it should be noted that keeping access #31 open does not guarantee that this access will continue to provide full access to Highway 83. If access #31 is determined to have a safety issue, if a median is constructed on Highway 83 as part of an improvement project, or if your property was to redevelop (change land use) then #31 may be restricted to a right-in, right-out or three-quarter access.

In summary:

- For clarification, access #31 and #32 are located directly adjacent to each other along Highway 83. There should only be a single access point at this location and that is access #31. Access #32 is considered a secondary access for the properties that use it and will be closed if it is not already.
- All access road (gray bars) shown in the draft plan are merely a recommendation and are shown for informational purposes only.
- The County and the Colorado Department of Transportation do not have any authority to require the property owners to pursue or implement cross access agreements or to construction access roads (gray bars).
- There is no requirement of the property owners to pursue this option, it is presented as an option to would help reduce access points, provide shared access at a location that is better located along the highway, and could be designed to provide safe access the highway.
- If the property owners do not agree to allow cross access and if the properties in the area are not redeveloped as part of a large project, then access points #31 would remain open. Access #79 would not be constructed.
- Access #31 will not be closed until cross access agreement is reached with adjacent properties and alternative access to Highway 83 is in place at #79.
- If access #31 is determined to have a safety issue, if a median is constructed on Highway 83 as part of an improvement project, or if your property was to redevelop (change land use) then #31 may be restricted to a right-in, right-out or three-quarter access.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

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CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Herb and Teri Walder,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- We own the property known as 40 on the map of the proposed Highway 83 access. We are seeing that both our driveways into 83, directly off of 83, and our access into our property on Arena Road show access closed. We're wondering what proposed cross/shared property access means for our ingress and egress to our property. We bought the property because it did have 2 entrances into the property, and we liked that option. We have thousands of dollars spent on asphalt and cement to pave our driveway into our property, which will now be unusable with the access closed. With access closed on both driveways, we want to know what your proposal is to give us access to our property and the other homeowners who access Arena Road to get to their homes.

In response to your comment: Although the draft plan does recommend the closure of access #40, the draft plan also identifies a series of conditions that must be satisfied before this change would occur. Access #40 would not be closed unless other access could be provided to your property. This additional access could be provided from Arena Road, which according to your comment already exists. Since this access already exists, access #40 is considered a secondary access to your property and according to the State of Colorado State Highway Access Code, this secondary access can be closed.

However, at this time there are no plans to close access #40, but if safety or operational concerns are identified at this location or if a highway improvement project is done along Highway 83 then it is possible that access #40 would be closed. If this were to occur, the affected property owner will receive notification of the impending action. This notification provides the property owner with a due process period (minimum of 30 calendar days) as prescribed by law to appeal the action.

The draft plan does recommend the closure of access #39 (Arena Road). However, access #39 would be closed only if Arena Road was to be realigned to the south and connect to Highway 83 at a new intersection (access #80) that is aligned with High Forest Road. In order for this to occur, the neighboring properties would have to work together to create cross access agreements that would allow Arena Road to be realigned and connect to Highway 83 further to the south. The County and CDOT could only require the property owners to pursue or implement such a recommendation if the land use changes that requires a Local Agency process such as subdivision or zone change. At this time the County nor CDOT are not aware of any plans or projects identified that would realign Arena Road.

If Arena Road was to be realigned to the south, the new High Forest Road/Arena Road and Highway 83 intersection would be a full movement (all turns are allowed) and may have a traffic signal in the future. Having access to an intersection with a traffic signal would provide you with a safe way to move between your property and Highway 83. If cross access agreements are not obtained and Arena Road is not realigned, then access #39 (Arena Road) would remain open at its current location. However, it should be noted that keeping access #39 open does not guarantee that it will remain a full movement access to Highway 83. If access #39 is determined to have a safety issue, if a median is constructed on Highway 83 as part of an improvement project, or if the adjacent properties in the area redevelop (change land use) then #39 may be restricted to a right-in, right-out or three-quarter access.

In summary:

- Access #40 is a secondary access to your property because you have access to Arena Road, which means that access #40 is a candidate to be closed.
- At this time there are no plans to close access #40, but if safety concerns are identified at this location or if a highway improvement project is done along Highway 83 then it is possible that access #40 would be closed and you would access your property from Arena Road.
- Access #39 would be closed only if Arena Road was to be realigned to the south and connect to Highway 83 at a new intersection (access #80) that is aligned with High Forest Road.
- If Arena Road is not realigned, then access #39 (Arena Road) would remain open at its current location.
- If access #39 is determined to have a safety issue, if a median is constructed on Highway 83 as part of an improvement project, or if the adjacent properties in the area redevelop (change land use) then #39 may be restricted to a right-in, right-out or three-quarter access.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

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CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear representative of the Herbertson Family Trust,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments about access number 47:

- I want to know when this project was submitted to the county and why parties were not notified prior to discuss the severe impact this has on the property owners effected by this proposal.
- There is one access to my property that recently went through an evaluation in 2020 with no comments regarding this change. How do I gain access to my property if you close the only access?

In response to your first comment: This project is in the study process and has not been finalized. At this time no decisions are final and the materials you have reviewed are considered draft and still under development. El Paso County has been working with the Department of Transportation to develop the draft plan as presented in the virtual meeting last month. The virtual meeting was our first effort to receive input from concerned citizens such as yourself.

In response to your second comment: Although the draft plan does recommend the closure of access #47, the draft plan also identifies a series of conditions that must be satisfied before this change would occur. Access #47 would not be closed unless other access could be provided to your property. This additional access could be provided if you and the neighboring properties worked together to create a cross access agreement that would provide your property with an alternative means to access Highway 83. This could include the construction of an access road that would connect between your property and Walden Way. The Walden Way and Highway 83 intersection will remain full movement and may have a traffic signal in the future. Having access to an intersection with a traffic signal would provide you with a safe way to move between your property and Highway 83. If cross access agreements are not obtained and this alternative access is not created, then access #47 would remain open at its current location.

Basically, if your property remains a single-family home, you will continue to have direct access to Highway 83 at access #47. However, if in the future your property was to redevelop or even subdivide, the new development would benefit by having access to an intersection that may be controlled by a traffic signal and that location would be Walden Way. At such time, access #47 would be restricted to less than full movement or closed and the construction of access roads to Walden Way would be needed.

In addition, the position of the access roads (gray bars) as shown in the draft plan are for informational purposes only. If cross access agreements were agreed upon, then the final location and design of these new connections to access #51 (width, surface materials, etc.) would be determined by the property owners through a design process.

However, it should be noted that keeping access #47 open does not guarantee that your property will have full access to Highway 83. If access #47 is determined to have a safety issue, if a median is constructed on Highway 83 as part of an improvement project, or if your property was to redevelop (change land use) then #47 may be restricted to a right-in, right-out or three-quarter access.

In summary:

- Access #47 will not be closed until cross access agreement is reached with adjacent properties and alternative access to Walden Way is in place.
- If access #47 is determined to have a safety issue, if a median is constructed on Highway 83 as part of an improvement project, or if your property was to redevelop (change land use) then #47 may be restricted to a right-in, right-out or three-quarter access.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

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CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Jean-Baptiste Lafon,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- I don't understand why Powers is not completed to I25?

In response to your comment: The purpose of the access study is to determine where access should be allowed on Highway 83. The Powers Boulevard extension to I-25 is a planned improvement in the future but is outside the scope of this project. The access study has identified and preserved the access locations to allow Powers Boulevard to connect to Highway 83 should the roadway be extended to I-25. These accesses are shown as Accesses 1 and 73 (future Powers Boulevard southbound off and on-ramps) and Accesses 2 and 74 (future Powers Boulevard northbound off and on-ramps). It is beyond the scope of this study to make the recommendation for Powers Boulevard to be extended, but the study has provided recommendations that would allow access between Highway 83 and Powers Boulevard should the extension occur in the future.

The future extension of Powers Boulevard would have some impact on Highway 83, primarily in the level of traffic that would use Highway 83 versus using the new extension of Powers. However, the extension of Powers Boulevard would not have an impact on the recommendations shown in the access study.

Your thoughts about considering grade separations or interchanges along Highway 83 at the major crossroads was given consideration as we developed our recommendations. While our recommendations do not include specific locations for interchanges, the goal of our study is not to eliminate or preclude such improvements from occurring in the future. However, before building such a large infrastructure improvement, the Colorado Department of Transportation (CDOT) and the County would work together to complete a detailed study of the environmental impacts, needed right-of-way, drainage improvements, costs to construct/maintain, and other factors to determine if an interchange would be desirable at any intersection along Highway 83.

In summary:

- The Colorado Department of Transportation (CDOT) and the County would work together to complete a detailed study of the environmental impacts, needed right-of-way, drainage improvements, costs to construct/maintain, and other factors to determine if an interchange would be desirable at any intersection along Highway 83
- It is beyond the scope of this study to make the recommendation for Powers Boulevard to be extended, but the study has provided recommendations that would allow access between Highway 83 and Powers Boulevard should the extension occur in the future.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Valerie Vigil
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Valerie.Vigil@state.co.us

Victoria Chavez
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David Sprague, PE
Consultant Project Manager
David.Sprague@atkinsglobal.com

CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Jess Neal,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- My concerns are this, the section of highway from County Line Road south to Powers is currently an extremely heavily traveled road and that will only increase as northern residential development increases. The other problem is 83 is the only alternate route when there is an incident on I-25. I have personally seen traffic bumper to bumper, solid cars from north of County Line to North Gate because of problems on I-25. The only SAFE answer and one which I never saw in the presentation anywhere is to make 83 the same as Powers over Union meaning cross traffic would have to go under 83.
- This is especially important at 105/Walker where the new charter school will create traffic backup problems directly on 83 during periods of the day when the traffic will be heaviest. The deadly consequences of this situation cannot be overstated. I know the first response will be cost. The problem with that is the bare minimum is always done then public outcry drives the decision makers to fix the situation which means more money is spent which eventually adds up to be the same as the cost had the job been done properly the first time.

In response to your first comment: The purpose of the access study is to determine where access should be allowed on Highway 83. Your thoughts about considering grade separations or interchanges along Highway 83 at the major crossroads was given consideration as we developed our recommendations. While our recommendations do not include specific locations for interchanges, the goal of our study is not to eliminate or preclude such improvements from occurring in the future. However, before building such a large infrastructure improvement, the Colorado Department of Transportation (CDOT) and the County would work together to complete a detailed study of the environmental impacts, needed right-of-way, drainage improvements, costs to construct/maintain, and other factors to determine if an interchange would be desirable at any intersection along Highway 83.

In addition, the County has identified that Highway 83 through most of the study area will be expanded from 2 to 4, or from 4 to 6 lanes between now and 2040. With these capacity improvements and with other anticipated improvements at intersections to add turn lanes, many of the congestion issues experienced now will be improved. Our efforts in this study are to identify where and what kind of intersections will be allowed in the future, so that when the improvements are designed and constructed, the improvements will be long-lasting.

In response to your second comment: Your concern about traffic backing up onto Highway 83 and the resulting safety implications from such an event are considered important by the project team. The access study cannot directly address the potential for this issue to arise, but CDOT and the County will need to monitor the traffic situation in the area and should traffic backup onto Highway 83, as you have identified, then this issue will be evaluated and addressed with the school at that time.

In summary:

- The Colorado Department of Transportation (CDOT) and the County would work together to complete a detailed study of the environmental impacts, needed right-of-way, drainage improvements, costs to construct/maintain, and other factors to determine if an interchange would be desirable at any intersection along Highway 83.
- This study does not preclude such improvements from occurring along Highway 83 in the future.
- The access study cannot directly address the potential for traffic to back up onto the Highway from the school, but CDOT and the County will need to monitor the traffic situation in the area and should traffic backup onto Highway 83, as you have identified, then this issue will be evaluated and addressed with the school at that time.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Valerie Vigil
Colorado Department of Transportation, Permits Manager
Valerie.Vigil@state.co.us

Victoria Chavez
El Paso County, Principal Transportation Planner
VictoriaChavez@elpasoco.com

Jennifer Irvine
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JenniferIrvine@elpasoco.com

David Sprague, PE
Consultant Project Manager
David.Sprague@atkinsglobal.com

CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Josh McDowell,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about access number 51:

- We recently purchased 3270 Outlook Dr, which is currently on a cul-de-sac off of Kaessner. I noticed the study recommended two roads through our property—one entering from 83 and one going up to Stagecoach. Is there anyone we can discuss the placement of these roads? As you can imagine, seeing two new roads going through our property is a cause for concern, especially since we purchased the land for its privacy. Also, the planned road looks like it would run right up my driveway (or along my fence line just feet off my driveway).

In response to your comments/questions: The access plan is an ultimate vision for the highway as redevelopment occurs or if an operational or safety issues is identified at existing access locations. One goal of the access study is to maximize the distance between access points. This allows more access locations to potentially be controlled by a traffic signal and also allows for maximum access between adjacent properties and Highway 83.

The access roads shown as a gray bar on the maps, would only be constructed if the property owners agreed to enter into a cross access agreement or if all of the properties in the area were to redevelop as a single property. The County and the Colorado Department of Transportation could only require the property owners to pursue or implement such a recommendation if the land use changes that requires a Local Agency process such as subdivision or zone change. In addition, there is no requirement of the property owners to pursue this option. If the property owners do not agree to allow cross access and if the properties are not redeveloped, then the access roads would not be constructed.

If the property owners agreed to allow cross access between the properties, or if the properties in the area redeveloped as part of a large project, then the access roads would be constructed and access point #25 (Kaessner Lane) would be closed. In addition, the position of the access roads as shown in the

draft plan is for informational purposes only. If the access roads were to be constructed, then the final location and design of the roads (width, surface materials, etc.) would be determined by the property owners through a design process including the option to move the road to a different location or for the roads to be constructed in such a manner as to cause minimal disruption to properties and open spaces.

However, it should be noted that keeping access #25 (Kaessner Lane) open does not guarantee that your property will have full access to Highway 83 at this location. If access #25 is determined to have an operational or safety issue, if a median is constructed on Highway 83 as part of an improvement project, or if adjacent properties redevelop (change land use) then #25 may be restricted to a right-in, right-out or three-quarter access. Having an access road to an adjacent roadway may continue to provide full movement access to your property and it may be an intersection with a traffic signal if the property east of Highway 83 redevelops in the future. An intersection controlled by a traffic signal would be a safer access point for you to make movements onto and off of Highway 83.

In summary:

- The access road shown as a gray bar on the maps, would only be constructed if the property owners agreed to enter into a cross access agreement or if all of the properties in the area were to redevelop as a single property.
- The County and the Colorado Department of Transportation could only require the property owners to pursue or implement such a recommendation if the land use changes that requires a Local Agency process such as subdivision or zone change.
- There is no requirement of the property owners to pursue this option.
- If the property owners do not agree to allow cross access and the properties in the area are not redeveloped as part of a large project, then access road would not be constructed.
- The position of the access road as shown in the draft plan is for informational purposes only.
- If the access road is constructed, then the final location and design of the road (width, surface materials, etc.) would be determined by the property owners through a design process, including the option to move the road to the rear of the properties or to be constructed in such a manner as to cause minimal disruption to properties and open spaces.
- It should be noted that keeping access #25 (Kaessner Lane) open does not guarantee that your property will have full access to Highway 83 at this location.
- Having an access road to an adjacent roadway may continue to provide full movement access to your property and it may be an intersection with a traffic signal, which would be a safer access point for you to make movements onto and off of Highway 83.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Valerie Vigil
Colorado Department of Transportation, Permits Manager
Valerie.Vigil@state.co.us

Victoria Chavez

El Paso County, Principal Transportation Planner

VictoriaChavez@elpasoco.com

Jennifer Irvine

El Paso County, County Engineer

JenniferIrvine@elpasoco.com

David Sprague, PE

Consultant Project Manager

David.Sprague@atkinsglobal.com

CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Terry Mertink,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about the study:

- Making the section between Flying Horse Club Dr and Old North Gate a no air brake section for trucks. We have many large tractor trailer rigs that move along this stretch of the road and the noise level can be tremendous at times. I am not sure if this would be a City of Colorado update of an El Paso County update?
- Put a roundabout at Old North Gate/Hwy 83 or close this intersection. (Access description 12 and 13 on section 2 and 3 of the "Access Control Plan") Is one of these options possible?

In response to your first comment: Engine compression brake devices "Jake" brakes reduce the load on foundation brakes, which helps prevent dangerous brake overheating. This keeps brakes available for emergencies. All commercial vehicles operating on any public roadway in Colorado equipped with an engine compression brake device are required by law to have mufflers in accordance with Colorado Revised Statute 42-4-225.

The Colorado Department of Transportation installs signs stating "engine brake mufflers required" when the local Sheriff will enforce the law. El Paso County has not committed to this enforcement. The presence of these signs alone does not significantly reduce highway noise levels. Even with proper use of mufflers, engine braking still produces a distinct sound. Because they are a safety device, the use of engine brakes is not prohibited on state highways. Prohibiting engine brakes would attempt to solve a noise problem without addressing the real cause, which is that some trucks have improperly muffled exhaust systems.

Your concerns about this issue have been communicated to CDOT, but this type of issue is outside the scope of an access study. Thus, this access study will not make a recommendation regarding the placement of signs requiring the use of engine braking mufflers on Highway 83.

In response to your second comment: The current recommendation for the Old North Gate intersection (access #12 and #13) does include the option to convert the intersection to a roundabout. In order for this change to occur, CDOT would work with the County to perform a traffic study which would evaluate the option of putting a roundabout at this location versus a traffic signal. They would consider impacts to right-of-way, impacts to safety, impacts to mobility, and also overall costs. At the current time, there are no plans to complete such a traffic study at this intersection. This type of study is generally completed at the time when traffic conditions (high traffic volumes) or safety concerns (number of accidents at this location) trigger the need for an improvement to be done. A complete closure of access #12 and/or access #13 will be considered by the project team before finalizing the project recommendations. Before one of both of these accesses can be closed the project would have to identify alternative access to the properties that use them to access Highway 83.

In summary:

- Your concern about the noise in the area due to air brake use by large vehicles has been communicated to CDOT, but this type of issue is outside the scope of an access study. Thus, this access study will not make a recommendation regarding the placement of regulatory signs restricting the use of air brakes by large vehicles.
- Our recommendation for the intersection of Old North Gate and Highway 83 includes the option to convert the intersection to a roundabout. The decision to make this change would require the completion of a traffic study, which is outside the scope of this study.
- A complete closure of access #12 and/or access #13 will be considered by the project team before finalizing the project recommendations.

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very respectfully,

Valerie Vigil

Colorado Department of Transportation, Permits Manager

Valerie.Vigil@state.co.us

Victoria Chavez

El Paso County, Principal Transportation Planner

VictoriaChavez@elspasoco.com

Jennifer Irvine

El Paso County, County Engineer

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David Sprague, PE

Consultant Project Manager

David.Sprague@atkinsglobal.com

CO 83 ACP Stakeholder Responses

Category 2: Try email first and then do phone call if still needed.

Dear Tom Rhineberger,

The City of Colorado Springs, El Paso County (County), and the Colorado Department of Transportation (CDOT), would like to thank you for taking the time to participate in the Highway 83 Access Study virtual Open House that recently concluded in March of 2021. We appreciate the time you took to provide feedback and comments on the study. We assure you that we are considering your thoughts and making necessary adjustments to the study's recommendations in order to improve access, mobility, and safety for all users of Highway 83.

This study is a long-term plan. The majority of the recommendations that we have shown will not happen unless there's redevelopment of a property, major changes to the highway, or if multiple property owners and the County decide that they want to work together to create an alternative access—such as creating access to a future signal. Thus, if a property does not redevelop (significant change in land use) it will continue to have access to the highway, although it may be restricted to something less than full movement in the future. Also, as traffic increases or a highway improvement project adds lanes, this plan provides guidance on where future traffic signals may be located. In addition, the plan provides opportunities for the creation of alternative access so that most adjacent properties would have direct access to Highway 83 at a signalized location, which will improve safety.

You provided the following comments/questions about access number 51:

- While our property is adjacent to Hwy 83, we access Hwy 83 through Walden Way at point 51. Our neighbors access it through points 47, 48, and 49. This study proposes that "a cross access easement" be "obtained with adjacent property" - basically a service road used by neighboring properties to get to Walden Way. This type of change would reduce our pasture - our property - significantly. I realize that this is a proposal and possible changes to reduce access points. My question is whether or not this is something that is voted on, or what is the approval process before something like this is implemented? Do property owners have any recourse?

In response to your comments/questions: The access plan is an ultimate vision for the highway as redevelopment occurs or if an operational or safety issues is identified at existing access locations. One option for improving safety on Highway 83 is to consolidate access points to a single shared full movement location such as Walden Way. This full movement location, which could ultimately be controlled by a traffic signal, would safely provide access to multiple properties. The intersection could also be designed to include turn lanes, assuming adjacent access points are not too close to the intersection.

The access road shown as a gray bar on the maps, would only be constructed if the property owners agreed to enter into a cross access agreement or if all of the properties in the area were to redevelop as a single property. The County and the Colorado Department of Transportation could only require the property owners to pursue or implement such a recommendation if the land use changes that requires a Local Agency process such as subdivision or zone change. In addition, there is no requirement of the property owners to pursue this option. If the property owners do not agree to allow cross access and if the properties are not redeveloped, then the access road would not be constructed.

If the property owners agreed to allow cross access between the properties, or if the properties in the area redeveloped as part of a large project, then the access road would be constructed and access points #47, #48, and #49 would be closed. In addition, the position of the access road as shown in the draft plan is for informational purposes only. If the access road is constructed, then the final location and design of the road (width, surface materials, etc.) would be determined by the property owners through a design process including the option to move the road to the rear of the properties or to be constructed in such a manner as to cause minimal disruption to pasture and open spaces.

In summary:

- The access road shown as a gray bar on the maps, would only be constructed if the property owners agreed to enter into a cross access agreement or if all of the properties in the area were to redevelop as a single property.
- The County and the Colorado Department of Transportation could only require the property owners to pursue or implement such a recommendation if the land use changes that requires a Local Agency process such as subdivision or zone change.
- There is no requirement of the property owners to pursue this option.
- If the property owners do not agree to allow cross access and the properties in the area are not redeveloped as part of a large project, then access road would not be constructed.
- The position of the access road as shown in the draft plan is for informational purposes only.
- If the access road is constructed, then the final location and design of the road (width, surface materials, etc.) would be determined by the property owners through a design process, including the option to move the road to the rear of the properties or to be constructed in such a manner as to cause minimal disruption to pasture and open spaces..

We would encourage you to watch for announcements about possible additional meetings in the near future and invite you to continue to participate in shaping the final outcomes of the Highway 83 Access Study.

Thanks again for your participation and comments. If you require additional communication from the project team, please do not hesitate to contact one of us.

Very respectfully,

Valerie Vigil
Colorado Department of Transportation, Permits Manager
Valerie.Vigil@state.co.us

Victoria Chavez
El Paso County, Principal Transportation Planner
VictoriaChavez@elpasoco.com

Jennifer Irvine
El Paso County, County Engineer
JenniferIrvine@elpasoco.com

David Sprague, PE
Consultant Project Manager

David.Sprague@atkinsglobal.com

The following are responses sent via letter to individuals that provided comments at the first Highway 83 Access Study virtual meeting and the project team followed up with a one-on-one meeting. These letters summarize the discussion that were held during the one-on-one meetings.



COLORADO
Department of Transportation
Region 2

ATKINS
Member of the SNC Lavalin Group

July 7, 2021

Justin Ensor
14650 Highway 83
Colorado Springs, CO 80921

**RE: Property at 14650 Highway 83
CO 83 Access Study
Summary of One-on-One Meeting**

Dear Justin:

On behalf of the entire project team, including El Paso County, the City of Colorado Springs, and the Colorado Department of Transportation (CDOT), I would like to thank you for participating in the on-going CO 83 Access Study. The success of the study depends on public involvement and input. On April 19, 2021, you participated in a one-on-one meeting with representatives from the project team to discuss access to your property at 14650 Highway 83. The following individuals were present at this meeting:

- Justin Ensor, Property Owner
- Victoria Chavez, El Paso County
- Valerie Vigil, CDOT
- David Sprague, Atkins
- Anna Ericson, Atkins

At your meeting, you were provided the opportunity to listen as the project team described the purpose of the study and provided details regarding the current and future access conditions that may have a direct impact to your property. During the meeting, you provided valuable input, which will be taken into consideration as final recommendations are made and the study is completed. The following is a brief summary of the key discussion items and/or decisions that occurred during your meeting:

1. The property of interest (14650 Highway 83) is located west of CO 83 (see **Existing Access Conditions Figure** attached to this letter). The property currently has a full movement access to CO 83 (#23).
2. The project team explained the draft plan recommendations to Justin.
 - a. The existing access (#23) could be restricted to a to less than a full movement access. The access may be restricted to right-in, right-out or $\frac{3}{4}$ 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.
 - b. The existing access (#23) would eventually be closed. The project team went on to explain that this closure would only occur if
 - A cross access easement is obtained with adjacent properties, and
 - Internal connectivity to/from the access #22 or access #25 is developed.

3. Justin expressed concern about:
 - a. Traffic has significantly increased due to I-25 construction.
 - The project team indicated that the hope was for traffic volumes to reduce some when the construction was completed; however, there is development planned along CO 83 which will likely result in a future increase in traffic.
 - b. He indicated that he has spent a lot of time and money to upgrade his property.
 - The team explained that the recommendations in the final plan should help him plan for additional upgrades should he continue to improve his property.
 - c. He asked if there is a specific width of land, he should plan on reserving along the east edge of his property, if the highway was to be widened. He mentioned he would like to redo his entrance with a gate and other security devices, and he would like to not have to redo this work if the highway is widened.
 - The project team informed him that it was too early to really say. Typically, on a straight section of road any highway project would try to widen equally to both sides, but the amount of widening would be determined at the time of the highway improvement project.
 - The project team suggested he consider placing the gate at least as far back as the longest vehicle he plans to use on his property, plus some a little more distance for safety.
 - d. He asked about the triggers that would cause possible changes to his access.
 - He was informed that the most likely triggers would be traffic crashes, or operational issues that occur on Highway 83.
 - e. He asked about possible impact caused by the new school at Old Highway 105.
 - The team described how that project did complete a traffic study, which showed that traffic would not cause a problem. The site was designed based upon the results of the traffic to study to include a traffic signal, additional turn lanes, and other improvements.
 - f. He asked what triggers would allow the County to force him to do an easement with adjacent properties so he could gain access elsewhere.
 - He was informed that the County, nor CDOT, would force him to do an easement if he does not change his land use, but if he did redevelop then he might be forced to do so as part of the redevelopment.
 - g. The project team provided him with contact information to CDOT staff for CO 83 questions and to El Paso County staff for planning or road construction questions.
 - h. He mentioned he was very happy with meeting, felt at ease about the plan, and indicated we had answered all of his questions.
 - He asked that the team keep him informed of any up upcoming virtual meetings.

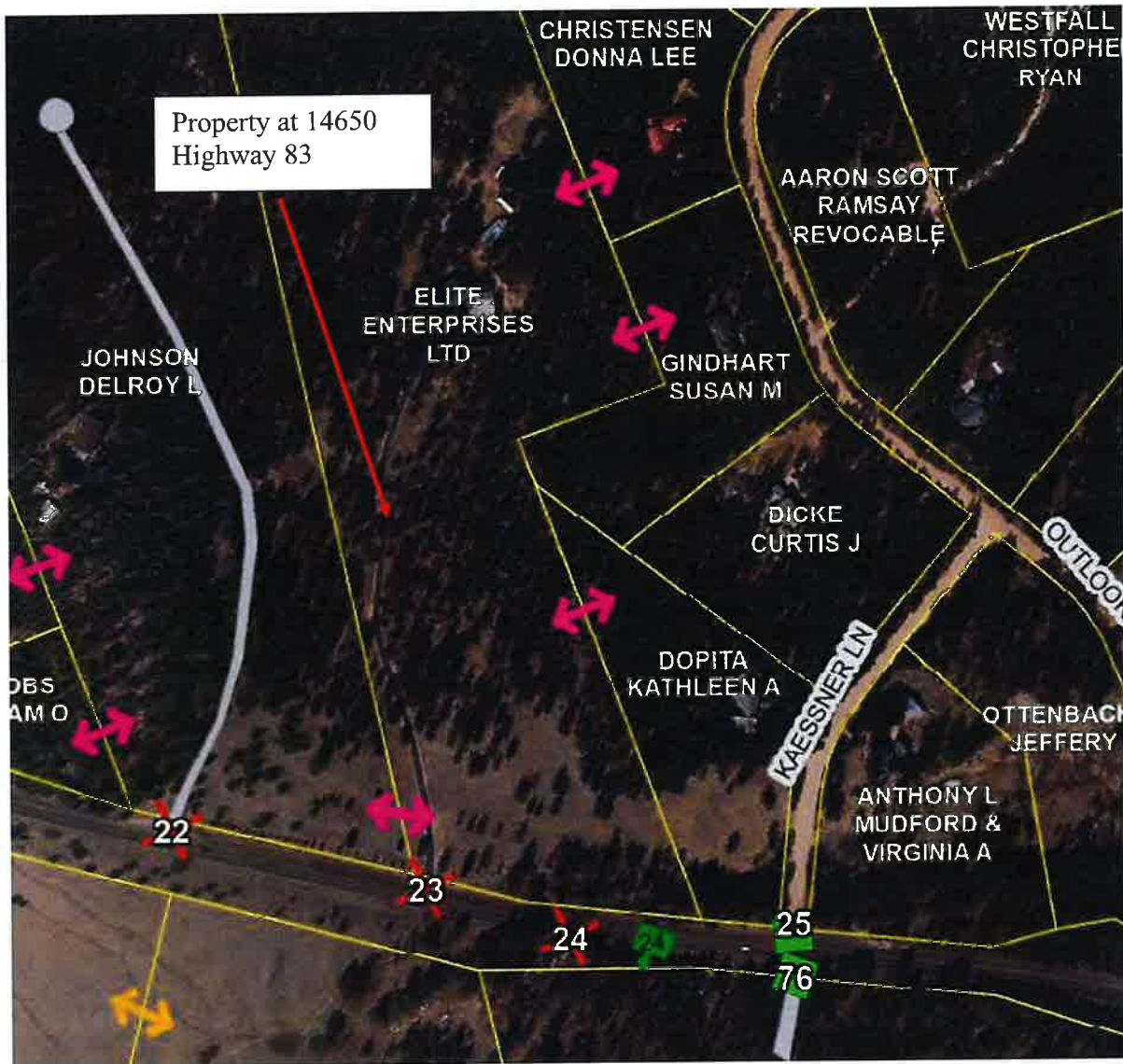
The project team hopes that you agree with our summary of your meeting and the key discussion points.

Based on our discussion with you, we have reconsidered the CO 83 access conditions near your property and have made changes to the plan. At this time, we anticipate the final access control plan documentation will include the following recommendations and conditions for future access changes that may impact you (see **Proposed Final Access Conditions Figure** on the next page).

- Access #25, Kaessner Lane, will remain open as a full movement access to CO 83 and may be signalized should the traffic volumes satisfy a signal warrant.
- Access #22 will be closed.

Should you have any questions regarding this letter, please contact me by phone at 303-221-7275 (or by email at david.sprague@atkinsglobal.com). Once again, I would like to thank you for participating in the project.

Proposed Final Access Conditions Figure



Sincerely,

David J. Sprague

David J. Sprague, PE
Atkins North America, Inc.
Consultant Project Manager

CC: Valerie Vigil, CDOT
Victoria Chavez, El Paso County
Todd Frisbie, City of Colorado Springs

Existing Access Conditions Figure



Legend

Milepoints	Full Movement (Signalized)	Access Needing Research
Parcels	Full Movement (Unsignalized)	
	Access Closed	

CO-83 Access Control Plan
Page 5 of 14

0 200 400 800 Feet



COLORADO
Department of Transportation
Region 2

ATKINS
Member of the SNC Lavalin Group

July 7, 2021

Delroy Johnson
14502 Highway 83
Colorado Springs, CO 80921

**RE: Property at 14502 Highway 83
CO 83 Access Study
Summary of One-on-One Meeting**

Dear Delroy:

On behalf of the entire project team, including El Paso County, the City of Colorado Springs, and the Colorado Department of Transportation (CDOT), I would like to thank you for participating in the on-going CO 83 Access Study. The success of the study depends on public involvement and input. On April 27, 2021, you participated in a one-on-one meeting with representatives from the project team to discuss access to your property at 14502 Highway 83. The following individuals were present at this meeting:

- Delroy Johnson, Property Owner
- Victoria Chavez, El Paso County
- Michelle Regalado, CDOT
- Valerie Vigil, CDOT
- David Sprague, Atkins
- Anna Ericson, Atkins

At your meeting, you were provided the opportunity to listen as the project team described the purpose of the study and provided details regarding the current and future access conditions that may have a direct impact to your property. During the meeting, you provided valuable input, which will be taken into consideration as final recommendations are made and the study is completed. The following is a brief summary of the key discussion items and/or decisions that occurred during your meeting:

1. The property of interest (14502 Highway 83) is located west of CO 83 (see **Existing Access Conditions Figure** attached to this letter). The property currently has a full movement access to CO 83 (#22).
2. The project team explained the draft plan recommendations to Delroy.
 - a. The existing access (#22) would remain as a full movement access and could be signalized in the future if the intersection was to satisfy a traffic signal warrant.
3. Delroy expressed concerns about:
 - a. He mentioned that because of this project he had stopped his redevelopment process because of the plan showing a connection out the west side of his property to Old Lasso Point. He indicated that he would not proceed if this easement is allowed. He explained that he wants to have a private driveway and keep it that way. He views his property as a single 28-acre lot that will allow his children to build homes in the area. His access will be a gated driveway, with updated security systems, and he will not allow it to be a shared access by other properties.

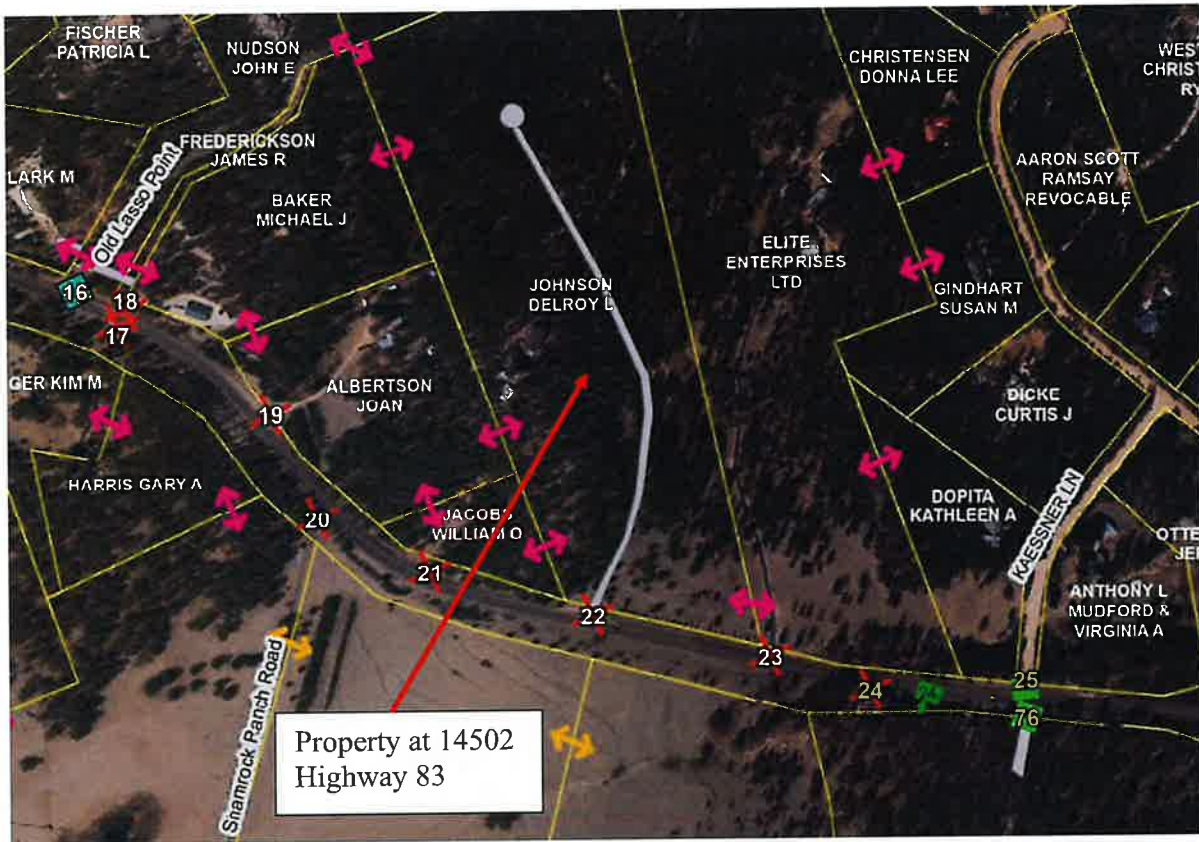
- The project team explained that the easement out the back of his property was being considered in order to help maximize the number of properties that could gain access to a full movement intersection, which was his driveway.
 - The project team explained that the draft plan includes closing or restricting most of the access points on either side of his property and since his driveway was being shown as a full movement, the recommendations in the plan were attempting to provide access to this full movement location for as many adjacent properties as possible.
- b. He indicated he was wondering if the plan could consider a frontage road from his driveway to Old Lasso Point and then maybe a frontage road from Old Lasso Point to Old North Gate.
- CDOT indicated they did not want him to stop his plans and the team would reevaluate this section of the plan.
 - The team indicated that it was possible to consider frontage roads, where the topography would allow them.
- c. Delroy asked about the time frame for changes to access.
- The team conveyed that the plan was a long-range vision for the highway but there are not planned projects in the near future that would alter the access near his property.
 - The team further explained that unfortunately there was not a time frame that could be placed on when, or even if, the changes to access would occur.
 - CDOT explained that as a result of his request for a sub-division of his property that CDOT may request a change to his access based on our plan, but this was not anticipated at this time
 - The team indicated they would update the plan and respond to him regarding any changes to the recommendations that may impact his access.

The project team hopes that you agree with our summary of your meeting and the key discussion points.

Based on our discussion with you, we have reconsidered the CO 83 access conditions near your property and have made changes to the plan. At this time, we anticipate the final access control plan documentation will include the following recommendations and conditions for future access changes that may impact you (see **Proposed Final Access Conditions Figure** on the next page).

- The recommended roadway connection out the west side of your property has been removed.
- However, the plan must consider the possibility that at some time in the future it may be in your, or the future owner of the property, best interest to consider connection to Old Lasso Point.
- The full movement signalized intersection will no longer be located at your driveway, but will be moved to Kaessner Lane.
- If a future frontage road could be provided between your property and Kaessner Lane, then your access would be closed, and you would gain access to/from CO 83 at Kaessner Lane (#25).

Proposed Final Access Conditions Figure



Should you have any questions regarding this letter, please contact me by phone at 303-221-7275 (or by email at david.sprague@atkinsglobal.com). Once again, I would like to thank you for participating in the project.

Sincerely,

David J. Sprague

David J. Sprague, PE
Atkins North America, Inc.
Consultant Project Manager

CC: Valerie Vigil, CDOT
Victoria Chavez, El Paso County
Todd Frisbie, City of Colorado Springs

Existing Access Conditions Figure



Legend

- Milepoints
- Full Movement (Signalized)
- Access Needing Research
- Parcels
- Full Movement (Unsignalized)
- Access Closed

CO-83 Access Control Plan
Page 5 of 14

0 200 400 800 Feet



COLORADO
Department of Transportation
Region 2

ATKINS
Member of the SNC Lavalin Group

July 7, 2021

Kim and Chuck Kruger
Ann and Gary Harris
14405 Highway 83
Colorado Springs, CO 80921

**RE: Property at 14405 Highway 83
CO 83 Access Study
Summary of One-on-One Meeting**

Dear Kim and Chuck:

On behalf of the entire project team, including El Paso County, the City of Colorado Springs, and the Colorado Department of Transportation (CDOT), I would like to thank you for participating in the on-going CO 83 Access Study. The success of the study depends on public involvement and input. On April 22, 2021, you participated in a one-on-one meeting with representatives from the project team to discuss access to your property at 14405 Highway 83. Ann and Gary Harris have a property just to the north of the Kruger's and they share the same access point to CO 83. The following individuals were present at this meeting:

- Kim Kruger, Property Owner
- Chuck Kruger, Property Owner
- Ann Harris, Property Owner
- Gary Harris, Property Owner
- Victoria Chavez, El Paso County
- Jennifer Irvine, El Paso County
- Valerie Vigil, CDOT
- David Sprague, Atkins
- Anna Ericson, Atkins

At your meeting, you were provided the opportunity to listen as the project team described the purpose of the study and provided details regarding the current and future access conditions that may have a direct impact to your property. During the meeting, you provided valuable input, which will be taken into consideration as final recommendations are made and the study is completed. The following is a brief summary of the key discussion items and/or decisions that occurred during your meeting:

1. The property of interest (14405 Highway 83) is located east of CO 83 (see **Existing Access Conditions Figure** attached to this letter). The property currently has a full movement access to CO 83 (#17).
2. The project team explained the draft plan recommendations to the property owners.
 - a. The existing access (#17) could be restricted to a to less than a full movement access (see **Proposed Access Conditions Figure** attached to this letter). The access may be restricted to right-in, right-out or $\frac{3}{4}$ 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.

- b. The existing access (#17) would eventually be closed. The project team went on to explain that this closure would only occur if
 - A cross access easement is obtained with adjacent properties, and
 - Internal connectivity to/from access #13 and/or proposed access #76 (re-development of Shamrock Ranch) is developed.
- 3. The Kruger and Harris families expressed concern about:
 - a. The families indicated they did not want to lose property value if their driveway is closed. Also, they wanted to know how they were supposed to get to the next access if it required going across other properties. They also indicated it was no possible to go out the east side of their property due to topography and grade issues.
 - The project team informed them:
 - That the plan is a long-range vision for the highway but there are currently no planned projects that would alter the access to the properties.
 - If the property owners do not make a change to their land use or redevelop, then their driveways will likely stay exactly as it is today with no changes.
 - If the property next to them redeveloped, it may be in their best interest to see if they could relocate their access to a location that would still provide them access to a full movement intersection that may in the future be controlled by a traffic signal.
 - b. They do not see any accident problems and would like to see if there was something that could be done about speeding and to remove trucks from the roadway.
 - The project team informed them that these are legitimate concerns, but they were outside the scope of the current project.
 - c. Asked about the process should there be a change to their access or the need for them to give away from right of way.
 - The project team explained that CDOT notifies them of the project and the conditions of the changes. CDOT is required to provide 30-day notification, but it could be up to 60-days. Any need for right of way, for highway widening or other improvements, would result in them being fairly compensated.
 - d. They described what they felt was a lack of proper maintenance on the curve near their driveway that has resulted in flat tires and crashes in the area.
 - The team informed them to please contact CDOT Customer Service line 719-562-5568 regarding their concerns on the maintenance issues.

The project team hopes that you agree with our summary of your meeting and the key discussion points. Based on our discussion with you, we have reconsidered the CO 83 access conditions near your property. At this time, we anticipate the final access control plan documentation will not change from what was shown in the draft plan.

Should you have any questions regarding this letter, please contact me by phone at 303-221-7275 (or by email at david.sprague@atkinsglobal.com). Once again, I would like to thank you for participating in the project.

Sincerely,



David J. Sprague, PE
Atkins North America, Inc.
Consultant Project Manager

CC: Valerie Vigil, CDOT
Victoria Chavez, El Paso County
Todd Frisbie, City of Colorado Springs

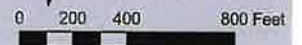
Existing Access Conditions Figure



Legend

- Milepoints
- Parcels
- Full Movement (Signalized)
- Full Movement (Unsignalized)
- Access Needing Research
- Access Closed

CO-83 Access Control Plan
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COLORADO
Department of Transportation
Region 2

ATKINS
Member of the SNC Lavalin Group

July 7, 2021

Anthony Peterson
2725 Rustic Oak Grove
Colorado Springs, CO 80921

**RE: Property at 2725 Rustic Oak Grove
CO 83 Access Study
Summary of One-on-One Meeting**

Dear Anthony:

On behalf of the entire project team, including El Paso County, the City of Colorado Springs, and the Colorado Department of Transportation (CDOT), I would like to thank you for participating in the on-going CO 83 Access Study. The success of the study depends on public involvement and input. On April 20, 2021, you participated in a one-on-one meeting with representatives from the project team to discuss access to your property at 2725 Rustic Oak Grove. The following individuals were present at this meeting:

- Anthony Peterson, Property Owner
- Victoria Chavez, El Paso County
- Valerie Vigil, CDOT
- David Sprague, Atkins
- Anna Ericson, Atkins

At your meeting, you were provided the opportunity to listen as the project team described the purpose of the study and provided details regarding the current and future access conditions that may have a direct impact to your property. During the meeting, you provided valuable input, which will be taken into consideration as final recommendations are made and the study is completed. The following is a brief summary of the key discussion items and/or decisions that occurred during your meeting:

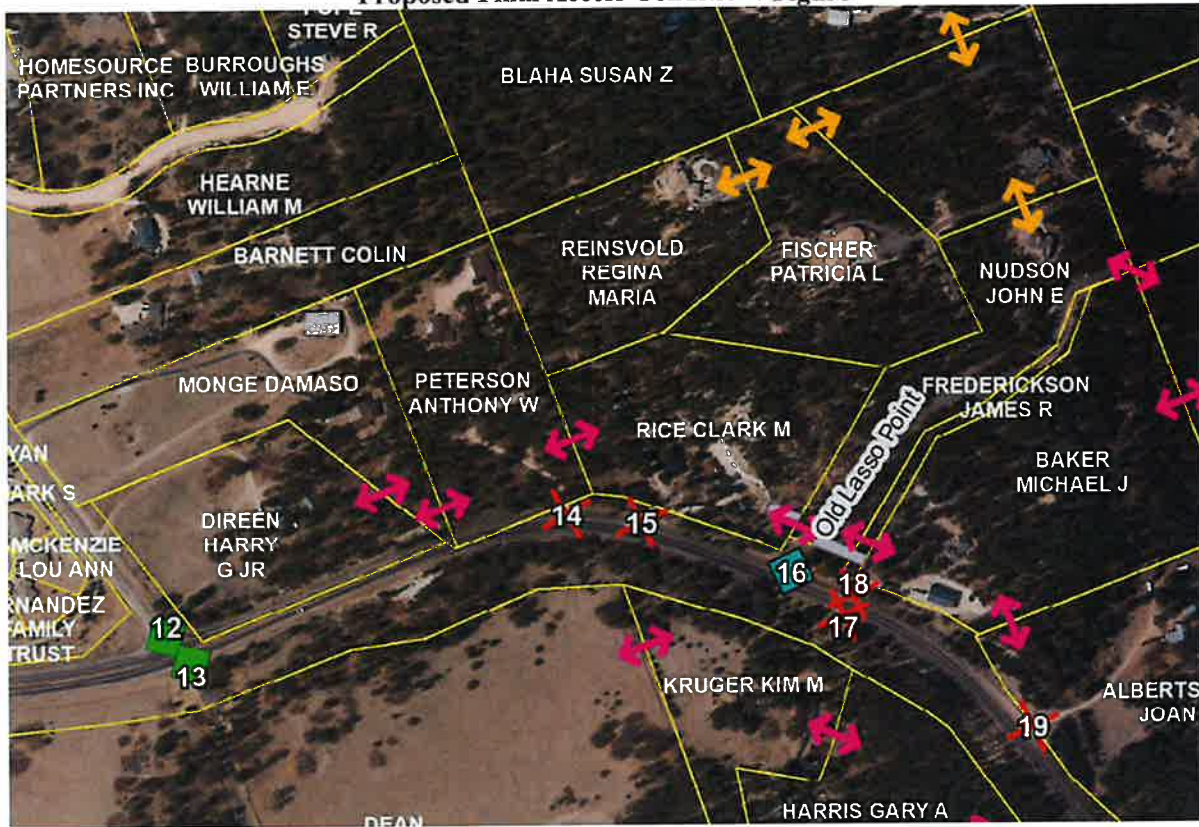
1. The property of interest (2725 Rustic Oak Grove) is located west of CO 83 (see **Existing Access Conditions Figure** attached to this letter). The property currently has a full movement access to CO 83 (#14).
2. The project team explained the draft plan recommendations to Anthony.
 - a. The existing access (#14) could be restricted to a to less than a full movement access. The access may be restricted to right-in, right-out or $\frac{3}{4}$ 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.
 - b. The existing access (#14) may eventually be closed. The project team went on to explain that this closure would only occur if
 - A cross access easement is obtained with adjacent properties, and

- Internal connectivity to/from access #12 or access #16 is developed.
3. Anthony expressed concern about:
- a. He was concerned about trying to gain access out the west side of his property due to the difficult topography and grades. He was more in favor of looking at a frontage road along CO 83 that would allow him to have access to Old Lasso or Old North Gate. He informed the team that there is a cell tower on his property and large vehicles need access to the tower area.
 - The project team informed him that one of the reasons for having these meetings was to allow the property owners to express their concerns and talk about things like grade and topography. The team will take Anthony's concerns and comments into consideration before making any final recommendations for changes at his access.
 - b. He asked if it was possible for a center turn lane to be added to CO 83 between Old north Gate to Old Lasso Point.
 - The project team informed him that there were no planned improvement projects for CO 83 at this time. However, the team indicated that should a project occur, the addition of a center turn lane could be evaluated as a possible enhancement to CO 83.
 - The team discussed how the access study was looking more long term for solutions that would benefit operations and safety on CO 83, which included identifying where access points should be located and what types of access should be allowed. The team mentioned that it was unlikely that his access would change in the near future, as long as he did not redevelop his property
 - He was assured that there would be no surprise changes to access along CO 83. CDOT would provide him with plenty of notice and allow him to have time to discuss changes with CDOT during any future projects along the highway.
 - The team assured him that his property must be provided with reasonable access at all time, thus, any change in access would not land lock is property. All changes to the highway would involve a public process that he would be notified of and allowed ample time to participate.

The project team hopes that you agree with our summary of your meeting and the key discussion points. Based on our discussion with you, we have reconsidered the CO 83 access conditions near your property. At this time, we anticipate the final access control plan documentation will include the following recommendations and conditions for future access changes that may impact you (see **Proposed Final Access Conditions Figure** on the next page).

- Old Lasso Point will be a ¾-movement access (no lefts out) instead of a right-in, right-out.
- Future access from the west side of your property has been removed.

Proposed Final Access Conditions Figure



Should you have any questions regarding this letter, please contact me by phone at 303-221-7275 (or by email at david.sprague@atkinsglobal.com). Once again, I would like to thank you for participating in the project.

Sincerely,







David J. Sprague, PE
Atkins North America, Inc.
Consultant Project Manager

CC: Valerie Vigil, CDOT
Victoria Chavez, El Paso County
Todd Frisbie, City of Colorado Springs

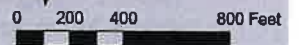
Existing Access Conditions Figure



Legend

-  Milepoints
-  Full Movement (Signalized)
-  Access Needing Research
-  Parcels
-  Full Movement (Unsignalized)
-  Access Closed

CO-83 Access Control Plan
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COLORADO
Department of Transportation
Region 2

ATKINS
Member of the SNC-Lavalin Group

July 7, 2021

Andy Stauffer
3220 Outlook Drive
Colorado Springs, CO 80921

**RE: Property at 3220 Outlook Drive
CO 83 Access Study
Summary of One-on-One Meeting**

Dear Andy:

On behalf of the entire project team, including El Paso County, the City of Colorado Springs, and the Colorado Department of Transportation (CDOT), I would like to thank you for participating in the on-going CO 83 Access Study. The success of the study depends on public involvement and input. On April 15, 2021, you participated in a one-on-one meeting with representatives from the project team to discuss access to your property at 3220 Outlook Drive. The following individuals were present at this meeting:

- Andy Stauffer, Property Owner
- Victoria Chavez, El Paso County
- Jennifer Irvine, El Paso County
- Valerie Vigil, CDOT
- David Sprague, Atkins
- Anne Ericson, Atkins

At your meeting, you were provided the opportunity to listen as the project team described the purpose of the study and provided details regarding the current and future access conditions that may have a direct impact to your property. During the meeting, you provided valuable input, which will be taken into consideration as final recommendations are made and the study is completed. The following is a brief summary of the key discussion items and/or decisions that occurred during your meeting:

1. The property of interest (3220 Outlook Drive) is located west of CO 83 (see **Existing Access Conditions Figure** attached to this letter). The property currently accesses CO 83 via Kaessner Lane, a full movement access to CO 83 (#25).
2. The project team explained the draft plan recommendations to Andy.
 - a. The existing access (#25) could be restricted to a to less than a full movement access. The access may be restricted to right-in, right-out or $\frac{3}{4}$ 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.

- b. The existing access (#25) would eventually be closed. The project team went on to explain that this closure would only occur if
 - A new access, proposed access #78, was constructed, which would allow for Outlook Drive to be extended to CO 83, and
 - A cross access easement is obtained with adjacent properties, and
 - Internal connectivity to/from the access #78 is developed.
- 3. Andy expressed concern about:
 - a. The gray lines shown between Outlook Drive and CO 83 (#78) and also between Outlook Drive and Stagecoach Road along and behind his property.
 - a. He felt these would be like scarlet letter on his property that he would have to disclose should he try to sell his property.
 - b. The project team indicate the gray lines were not etched in stone, they were merely a way to convey a concept of how access could be provided should Kaessner Lane be closed or restricted.
 - b. Andy felt the location of #78 was on a bend and would not be a safe location.
 - a. The project team explained that the design of the any new access would be done to standards and that included making sure that there was adequate and safe sight distance.
 - c. Andy would like the team to consider removing the gray lines and talk in more generic terms about the alternate connections.
 - a. The project team indicate that this concern would be considered when producing the plans final documents.
 - d. Loss of access at Kaessner Lane will create impacts to entire residential area of Outlook Drive.
 - a. The project team explained that is why the plan includes new access locations and also alternative connections to adjacent full movement access points to make sure the impacts are minimized.
 - b. The team also conveyed that the plan was a long-range vision for the highway but there are not planned projects in the near future that would alter the access near his property.

The project team hopes that you agree with our summary of your meeting and the key discussion points.

Based on our discussion with you, we have reconsidered the CO 83 access conditions near your property and have made changes to the plan. At this time, we anticipate the final access control plan documentation will include the following recommendations and conditions for future access changes that may impact you (see **Proposed Final Access Conditions Figure** on the next page).

- The extension of Outlook Drive to CO 83 and the creation of the new access (#78) will no longer be included as part of the recommended changes.
- Access #25, Kaessner Lane, will remain open as a full movement access to CO 83 and may be signalized should the traffic volumes satisfy a signal warrant.
- The gray lines between Outlook Drive and CO 83 and from Outlook Drive to Stagecoach Road will be removed from the project figures.

Proposed Final Access Conditions Figure



Should you have any questions regarding this letter, please contact me by phone at 303-221-7275 (or by email at david.sprague@atkinsglobal.com). Once again, I would like to thank you for participating in the project.

Sincerely,

David J. Sprague, PE
Atkins North America, Inc.
Consultant Project Manager

CC: Valerie Vigil, CDOT
Victoria Chavez, El Paso County
Todd Frisbie, City of Colorado Springs

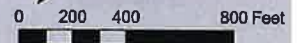
Existing Access Conditions Figure



Legend

- ▼ Milepoints
- Full Movement (Signalized)
- Access Needing Research
- Parcels
- Full Movement (Unsignalized)
- ✗ Access Closed

CO-83 Access Control Plan
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COLORADO
Department of Transportation
Region 2

ATKINS
Member of the SNC Lavalin Group

July 7, 2021

Ken Wolf
15040 Highway 83
Colorado Springs, CO 80921

**RE: Property at 15040 Highway 83
CO 83 Access Study
Summary of One-on-One Meeting**

Dear Ken:

On behalf of the entire project team, including El Paso County, the City of Colorado Springs, and the Colorado Department of Transportation (CDOT), I would like to thank you for participating in the on-going CO 83 Access Study. The success of the study depends on public involvement and input. On May 17, 2021, you participated in a one-on-one meeting with representatives from the project team to discuss access to your property at 15040 Highway 83. The following individuals were present at this meeting:

- Ken Wolf, Property Owner
- Victoria Chavez, El Paso County
- Jennifer Irvine, El Paso County
- Valerie Vigil, CDOT
- Arthur Gonzales, CDOT
- Michelle Regalado, CDOT
- David Sprague, Atkins
- Anna Ericson, Atkins

At your meeting, you were provided the opportunity to listen as the project team described the purpose of the study and provided details regarding the current and future access conditions that may have a direct impact to your property. During the meeting, you provided valuable input, which will be taken into consideration as final recommendations are made and the study is completed. The following is a brief summary of the key discussion items and/or decisions that occurred during your meeting:

1. The property of interest (15040 Highway 83) is located west of CO 83 (see **Existing Access Conditions Figure** attached to this letter). The property currently has a full movement access to CO 83 (#26).
2. The project team explained the draft plan recommendations to Andy.
 - a. The existing access (#26) could be restricted to a to less than a full movement access. The access may be restricted to right-in, right-out or $\frac{3}{4}$ 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.

- b. The existing access (#26) may eventually be closed. The project team went on to explain that this closure would only occur if
 - A cross access easement is obtained with adjacent properties, and
 - Internal connectivity to/from the access #29 is developed.
- 3. Ken expressed concern about:
 - a. The highway was a country road when he moved in, then growth occurred directly off of Highway 83 to the north and south of his property. As a result, the increase in volumes, especially commercial vehicles, have created what he believes is a dangerous condition. He feels the GAP project has increased the traffic on Highway 83, which it was not intended to accommodate. He also said that incidents on I-25 result in additional traffic growth on Highway 83.
 - The team explained that the highway is a public road and the number of vehicles using this highway cannot be limited or controlled.
 - b. The commercial vehicles use engine brakes to slow down going southbound. They seem to start using the brakes right at his driveway and they are very loud. He understands that the brakes help the trucks slow down to make the curve south of his drive. He also mentioned that for northbound trucks, going uphill, the truck engines are very loud as they are headed toward Flying Horse and developments further north. The highway noise has grown so bad that it impacts his property.
 - The team mentioned the laws that govern the use of truck brakes and shared information from the State Patrol on the matter with Ken.
 - The team mentioned that the current study has a limited scope to look at access points and how they connect to the highway and would not be addressing noise issues or concerns at this time.
 - c. He is concerned about all the development and growth at Stagecoach east of the highway. The new merge lane that was recently installed causes all the southbound traffic to merge directly in front of his driveway. The southbound shoulder also now ends directly in front of his driveway. He feels that the improvements in the area only help the new development and actually make it worse for him.
 - CDOT does not approve development or growth, that is done at the County level.
 - The County indicated that all development along the highway must go through their approved process, which includes a traffic impact analysis to identify possible improvements or mitigation measures that are needed.
 - d. He mentioned that in his opinion there have not been any improvements to the highway in 30-years aimed at helping the people who live along the highway. The only improvements he has seen are at intersections due to additional development that has occurred recently. He feels that the County and CDOT have allowed the developers to do the minimal amount improvements and not what was right. As a result, he is very concerned about the safety of his family attempting to turn into his driveway, which is right at the point where the shoulder and the merge lane ends. The minimal requirements create a dangerous condition for his family and those coming out of Stagecoach because only the minimal requirements were followed.
 - County indicated that it has design criteria and standards that are required to be used by the developers, and that all projects on the highway must meet the State and County criteria. The standards do set minimal criteria and often times developers will do exactly that, the minimal to satisfy the criteria. By having the minimal criteria in the design standards, it at least holds developers and all projects to some kind of standard and tries to create the safest possible highway design.

- The team mentioned that it is possible that a future signal at Stagecoach, just north of his access, would help slow vehicles and make gaps in the traffic stream to allow safer entry to the highway.
- The team committed to looking at striping in the area to see if there is something that could be done to improve his condition. This may include the need for some widening to improve the shoulder or merge area.

The project team hopes that you agree with our summary of your meeting and the key discussion points. Based on our discussion with you, we have reconsidered the CO 83 access conditions near your property. At this time, we anticipate the final access control plan documentation will not change from what was shown in the draft plan.

Should you have any questions regarding this letter, please contact me by phone at 303-221-7275 (or by email at david.sprague@atkinsglobal.com). Once again, I would like to thank you for participating in the project.

Sincerely,

David J. Sprague, PE
Atkins North America, Inc.
Consultant Project Manager

CC: Valerie Vigil, CDOT
Victoria Chavez, El Paso County
Todd Frisbie, City of Colorado Springs

Existing Access Conditions Figure

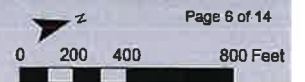


Legend

- | | | |
|------------|------------------------------|-------------------------|
| Milepoints | Full Movement (Signalized) | Access Needing Research |
| Parcels | Full Movement (Unsignalized) | |
| | Access Closed | |

CO-83 Access Control Plan

Page 6 of 14



E.3. Open House #2 Materials



COLORADO

Department of Transportation

WELCOME

to the

**CO 83 Access
Study**

**Final
Virtual Open House**





COLORADO

Department of Transportation

CO 83 ACCESS STUDY



GENERAL INFORMATION



VIRTUAL MEETING FORMAT

- Please take your time and review the materials at each station within the virtual meeting room.
- The maps at the Recommendations station are arranged from Powers Boulevard going toward County Line Road to better help you find a driveway/access location.
- We ask that you refer to the access numbers on the maps when asking questions or providing comments. For example, if you have an interest in the recommendations shown for access #34 on the maps, then please reference this number on your comment form that can be found at the Closing station.
- A member of the project team will respond to your comments in a timely manner and may reach out to you for clarifications.
- The open house is intended to be a self-paced review of project information, so there is no formal presentation by the project team.
- If you visited the first CO 83 ACP Open House in March/April 2021, much of the information in this Open House is the same, with the exception of the “Final Access Study Recommendations “ boards

FAQs

FREQUENTLY ASKED QUESTIONS

○ When can you expect changes in access to occur on CO 83?

Currently, there are no plans to make any changes to access within the study area.

Changes will occur incrementally over time when the following occurs:

- A problem with traffic flow or safety is identified.
- Properties redevelop or change their existing land use.
- Funding for a roadway project is obtained, but at this time such funding does not exist.

In short, most changes will not occur in the near future and some of the changes may never occur if the conditions mentioned above are not satisfied (more information on this topic can be found at the Access Study Process station).

○ Will the study recommend changing speed limits?

No, making a change to a speed limit is not a recommendation of an access study.

Changes in speed limits are the result of a traffic study that evaluates the travel speed of vehicles using the highway and then recommends the proper speed limit for that portion of roadway.

○ How much will the recommendations cost?

The access study does not evaluate the cost of the proposed changes.

The cost of changes will vary from location to location based on the final design of the roadway, driveway, and intersection features, including number of lanes, the need for a traffic signal, and other roadway improvements.

Because the changes will occur in phases over a long period of time, the total cost of all the recommendations shown in the study is unknown.

○ Will the study recommend a change to the highway classification?

All highways have a classification that determines many features, including where and when access is allowed, maximum speed limits, the need for turn lanes, and the distance between traffic signals. More information can be found in the Existing Access Conditions on station.

The access study is not recommending a change to the existing highway classification.

○ Who do I talk to if I have a specific concern or issue related to the recommendations at my access location?

You can complete a comment form with your questions/concerns and submit it to the project team, or you can reach out directly to Dave Sprague, Consultant, Project Manager at David.Sprague@atkinsglobal.com.

A project team member will contact you by email or phone to discuss your concerns.



COLORADO

Department of Transportation

CO 83 ACCESS STUDY



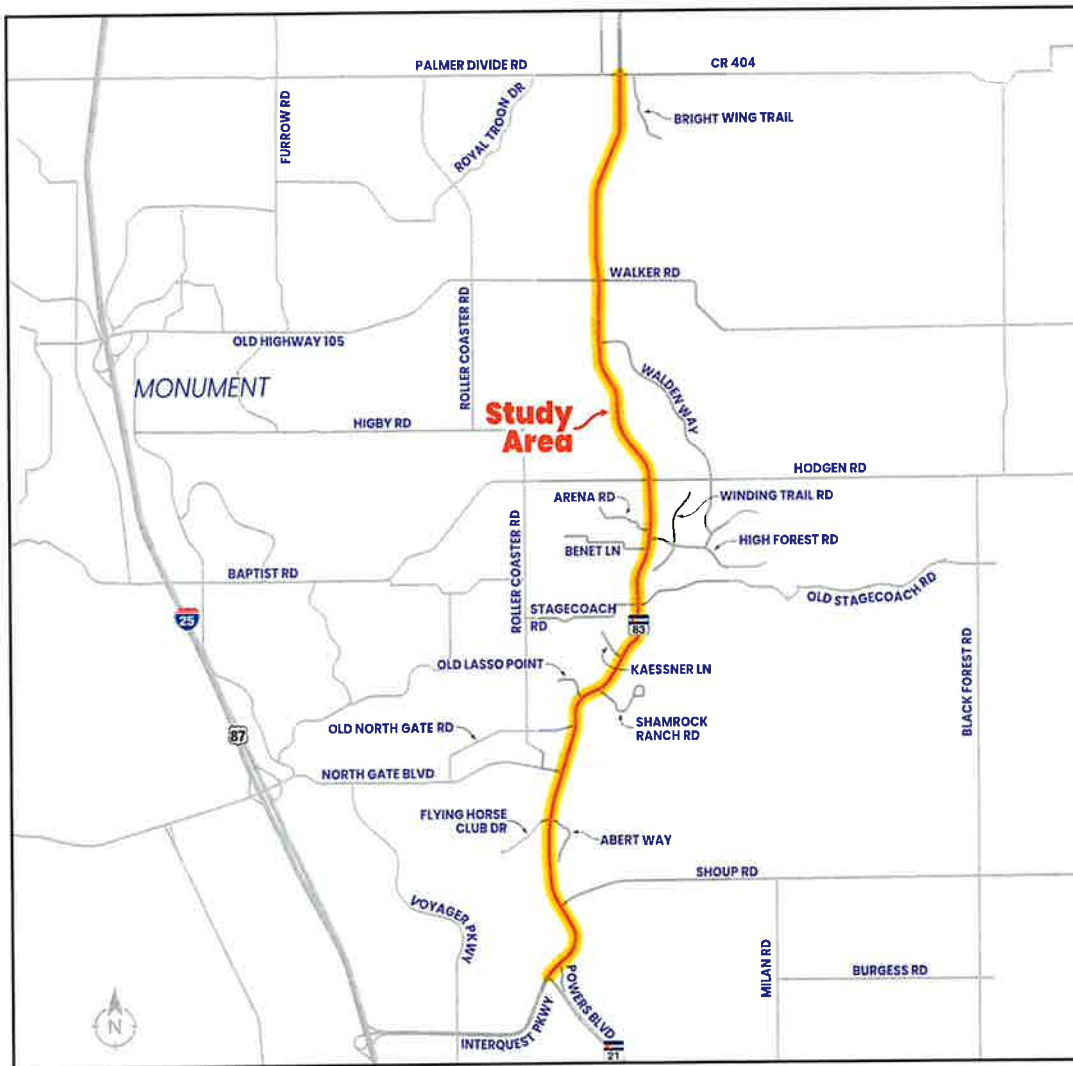
ACCESS STUDY OVERVIEW



ACCESS STUDY OVERVIEW

Study Area

- The study area is from Powers Boulevard (CO 21) to Palmer Divide Road/County Line Road, a distance of approximately 9.7 miles.



What is an Access Point?

- Any intersection or driveway along a roadway that crosses the right of way is called an access point.

ACCESS STUDY OVERVIEW

(CONTINUED)

What does an Access Study do?

- Evaluates how existing access points impact the operations and safety of vehicles, pedestrians, and bicyclists moving along and across CO 83
- Establishes a long-range vision (2045 and beyond) for access points along the highway
- Recommends future:
 - Access point locations
 - Traffic movements allowed at each access point
 - Type of intersection control (yield/stop sign or traffic signal) at each access point
- Ensures each abutting property has access either directly to CO 83 or via an adjacent local street
 - This includes identifying alternate access routes, such as future road connections or cross access opportunities between adjacent properties
- Does not determine the future number of lanes or design features of CO 83.

Why study Access Points?

- There is potential for a conflict to occur between the different modes of transportation (vehicle, pedestrian, and bicycle) at these locations.
- Vehicles turning into and out of access points can cause other vehicles to slow down, resulting in delay, congestion, or crashes.

CO 83 ACCESS STUDY OVERVIEW

(CONTINUED)

What are the goals of this Access Study?

- Identify improvements to the local transportation network that promote safety for all modes of transportation.
- Provide the appropriate level of access to properties adjacent to the highway.
- Support future development and redevelopment along CO 83.
- Provide efficient movement for all modes of transportation along and across CO 83.

Why do an Access Study on this portion of CO 83?

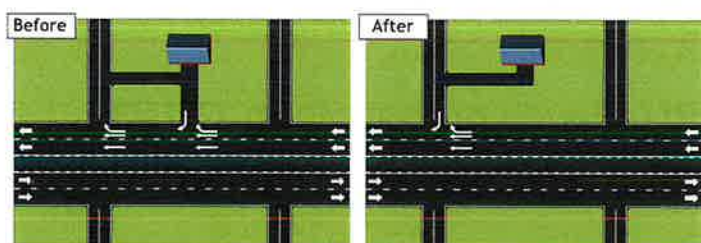
- Optimizing the number of access points on CO 83:
 - Reduces conflict points where a crash may occur. This is applicable not only for vehicles, but also for pedestrians and bicycles having to cross multiple access points along CO 83.
 - Creates fewer locations for vehicles to brake or turn onto or off the highway, resulting in more efficient travel for through traffic.
 - Makes the corridor more visually appealing to all users and visitors by reducing the number of driveways.

CO 83 ACCESS STUDY OVERVIEW

(CONTINUED)

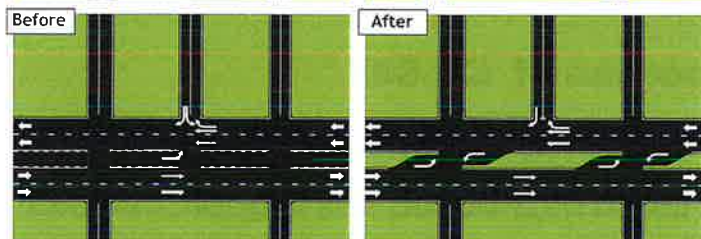
Each access location is evaluated based on existing conditions, anticipated future traffic conditions, and potential for redevelopment of the adjacent parcels to make a long-range recommendation for optimizing access to CO 83.

Methods to Optimize Access



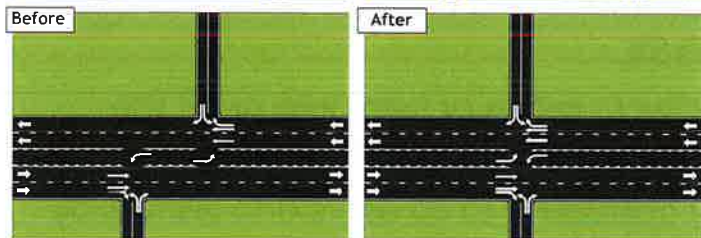
Use of Local Streets

- Provide access to local properties through secondary roads.
- Consolidate number of access locations where vehicles may enter or exit the highway.
- Reduce the number of conflict points.



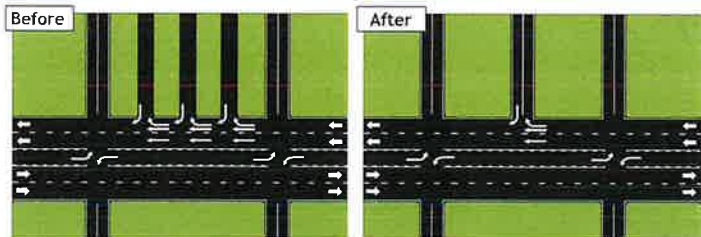
Addition of Median Treatment

- Limit turning movements to locations with a dedicated left-turn lane.
- Reduce the number of conflicts between left-turning vehicles and through vehicles on the highway.



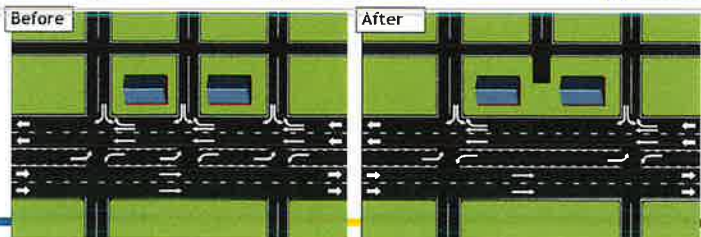
Realignment

- Align opposite approach.
- Create a more familiar intersection design.



Consolidation

- Consolidate adjacent access points into fewer locations.
- Reduce the number of conflict points.



Alternate Access Route

- Provide access to properties via an improved/new alternate access road.
- Reduces the number of access points along the highway.



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CO 83 ACCESS STUDY

ACCESS STUDY PROCESS



ACCESS STUDY PROCESS

Conduct the study

Propose improvements
based on study findings

Conduct Public Outreach

**WE
ARE
HERE**

Make Final Recommendation
based on input from public

Accept the recommendations

Prepare an Intergovernmental Agreement
between the City of Colorado Springs, El Paso County, and CDOT

Specify how the Access Study can be amended in the future,
if necessary

Sign the Intergovernmental Agreement
and adopt the recommendations

Report outcomes to the Colorado Transportation Commission
and get approval from the CDOT State Access Manager

**Continue coordination between
the City of Colorado Springs, El Paso County, and CDOT**
to ensure proper implementation of the plan in the future

ACCESS STUDY PROCESS

(CONTINUED)

When should you expect to see changes in access?

- This plan is a long-range vision (2045 and beyond) for the highway and will be implemented in phases.
- Changes to access on CO 83 will occur in phases or incrementally over time based on:
 - When a property, or series of adjacent properties, is redeveloped. The City, County, and CDOT will work with the developer to ensure the accesses are consistent with the recommendations of this study.
 - If the City, County, and/or CDOT perform a safety study (based on crash history) and identify a specific safety concern that could be improved by modifying an existing access point.
 - If the City, County, and/or CDOT complete a traffic study and identify a traffic flow and/or pedestrian/bicyclist movement that would benefit by making a change to the existing access points.
 - If the City, County, and/or CDOT identify a project, secure funding, and complete the necessary design processes to construct improvements that include modifying an existing access point.
- The City, County, and CDOT do not have any planned projects or identified funding that would close or make changes to any existing access points in the immediate future.



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CO 83 ACCESS STUDY

EXISTING ACCESS CONDITIONS



EXISTING ACCESS CONDITIONS

SEGMENT 1: CO 83 from CO 21 (Powers Boulevard) to Old North Gate Road

- The segment is classified as an Expressway based on CDOT's State Highway Access Code.
- Expressways are intended to accommodate high traffic volumes at high travel speeds.
- Expressways 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.
- Spacing between signalized full movement intersections is one mile, but half-mile spacing is acceptable if reasonable alternate access is not available.
- Existing Number and Types of Access in Segment 1:
 - Total of 12 access points in 2.75 miles
 - 3 private driveways and 9 public roads
 - All provide full-movement access and 5 intersections have traffic signals



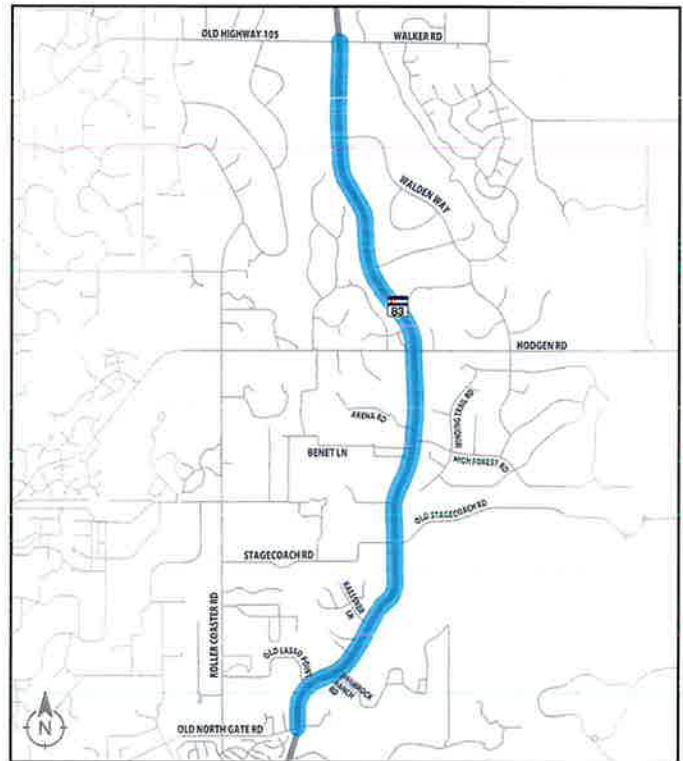
FOR MORE INFORMATION, REFER TO THE RECOMMENDATIONS STATION

EXISTING ACCESS CONDITIONS

(CONTINUED)

SEGMENT 2: CO 83 from Old North Gate Road to Old Highway 105/Walker Road

- This segment is classified as a Regional Highway based on CDOT's State Highway Access Code.
- Regional Highways are intended to accommodate medium to high traffic volumes at medium to high travel speeds.
- Regional Highways are intended to provide service to through traffic movements, with lower priority on providing direct access to adjacent properties.
- Access to adjacent properties should be achieved through use of the local streets whenever reasonable.
- Spacing between signalized full movement intersections of one-half mile is preferred.
- Existing Number and Types of Access in Segment 2:
 - 47 total access points in 5 miles
 - 36 private driveways/field accesses and 11 public roads
 - 46 provide full-movement access (one is right-in only) and two intersections have traffic signals



FOR MORE INFORMATION, REFER TO THE RECOMMENDATIONS STATION

EXISTING ACCESS CONDITIONS

(CONTINUED)

SEGMENT 3: CO 83 from Old Highway 105/Walker Road to Palmer Divide Road

- This segment is classified as a Regional Highway based on CDOT's State Highway Access Code.
- Regional Highways are intended to accommodate medium to high traffic volumes at medium to high travel speeds.
- Regional Highways are intended to provide service to through traffic movements, with lower priority on providing direct access to adjacent properties.
- Access to adjacent properties should be achieved through use of the local streets whenever reasonable.
- Spacing between signalized full movement intersections of one-half mile is preferred.
- Existing Number and Types of Access in Segment 3:
 - 13 total access points in 2.1 miles
 - 11 private driveways/field accesses and 2 public roads
 - All provide full-movement access and 1 intersection has a traffic signal



FOR MORE INFORMATION, REFER TO THE RECOMMENDATIONS STATION



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CO 83 ACCESS STUDY

EXISTING SAFETY CONDITIONS



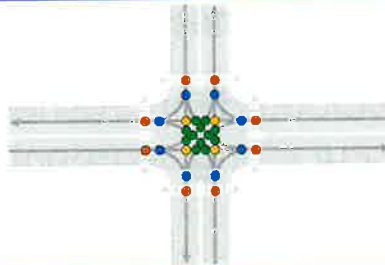
EXISTING SAFETY CONDITIONS

Crashes occur at conflict points, which are locations where two movements (vehicles, pedestrians, or bicyclists) cross paths.

Conflict Points by Access Type

Full Movement Access

- 4 Crossing
- 12 Turning
- 8 Merge/Diverge
- 8 Pedestrian
- 32 Total**



- All movements in all directions are allowed
- May include the need for a traffic signal

3/4 Movement Access

- 0 Crossing
- 2 Turning
- 8 Merge/Diverge
- 4 Pedestrian
- 14 Total**



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

Right-in/Right-out Access

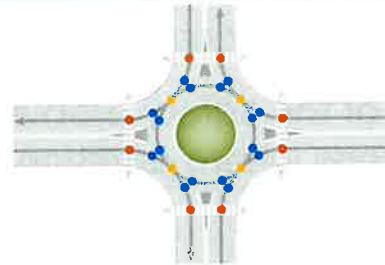
- 0 Crossing
- 0 Turning
- 4 Merge/Diverge
- 4 Pedestrian
- 8 Total**



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

Roundabout

- 4 Crossing
- 0 Turning
- 16 Merge/Diverge
- 8 Pedestrian
- 28 Total**



- All movements, including u-turns, are allowed at a circular intersection
- Raised circular median and signing directs drivers to travel in a counterclockwise movement through the intersection

Access studies identify ways to minimize conflict points in an effort to reduce crashes, improve traffic flow, and maintain appropriate access to adjacent properties.

EXISTING SAFETY CONDITIONS

(CONTINUED)

CDOT maintains a crash data base for all reported crashes that occur along a highway.

The safety performance of a highway is based on roadway characteristics, such as the number of lanes and the volume of traffic.

Highway safety performance is evaluated for crashes that occur at intersections and those that occur along segments in-between intersections (non-intersection).

Each intersection and segment of a highway then is evaluated to measure safety based on the expected safety for the given roadway characteristics. The result is called Level of Service of Safety or LOSS.

LOSS indicates the ability to reduce crashes by making changes to the design of an access or to the roadway.

LOSS is defined as follows:

- **LOSS I** indicates a low potential for crash reduction
- **LOSS II** indicates a low to moderate potential for crash reduction
- **LOSS III** indicates a moderate to high potential for crash reduction
- **LOSS IV** indicates a high potential for crash reduction

LOSS does not identify the nature of the safety problem, but a higher LOSS score helps to identify locations where additional analysis is needed.

An analysis of crash patterns is used to determine the nature of the safety problem and make recommendations to reduce crash potential at intersections or on highway segments.

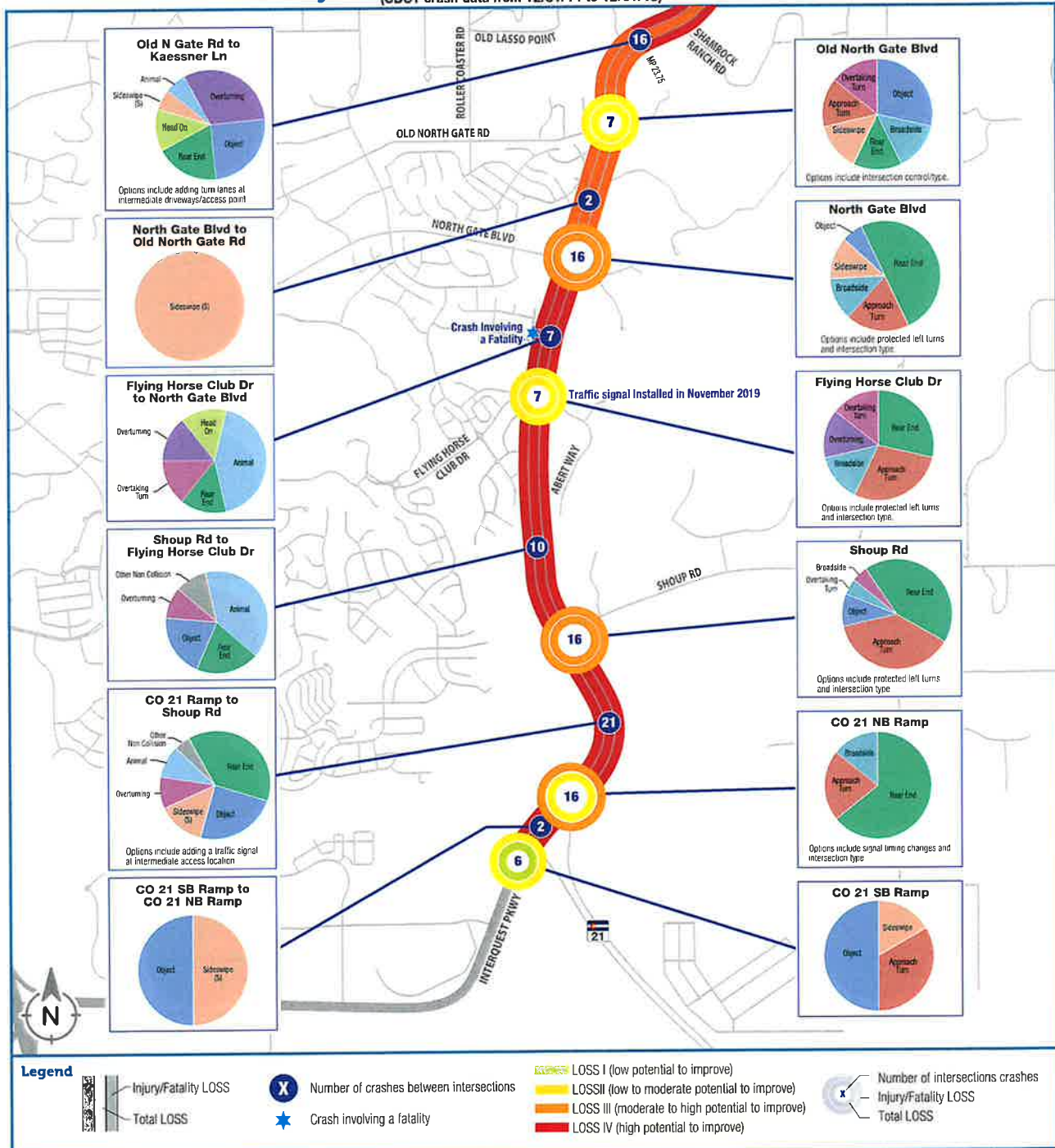
EXISTING ACCESS CONDITIONS

Segment 1

Non-Intersection Related Crash Summary

Intersection Related Crash Summary

(CDOT crash data from 12/31/14 to 12/31/19)



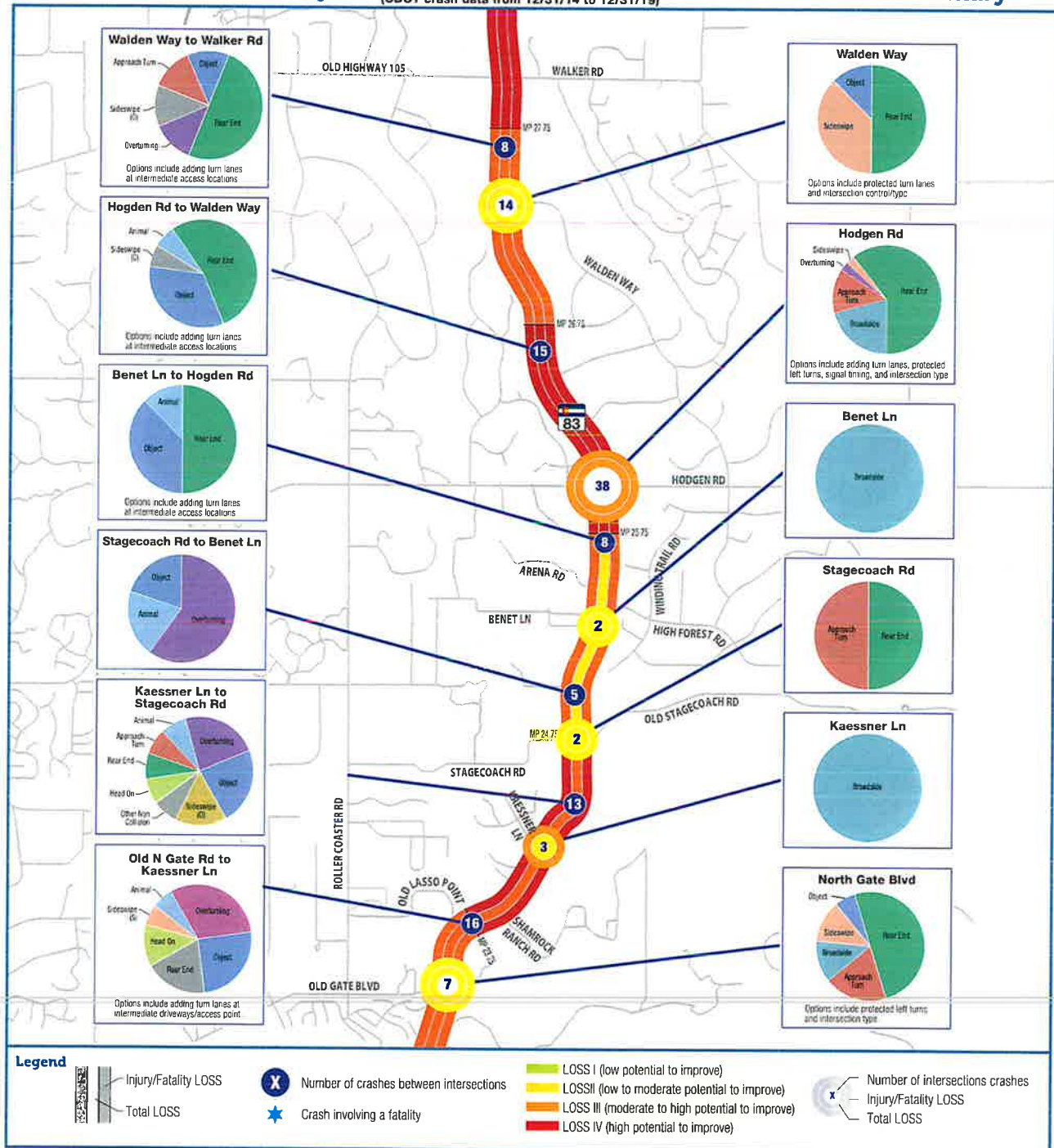
EXISTING ACCESS CONDITIONS

Segment 2

Non-Intersection Related Crash Summary

(CDOT crash data from 12/31/14 to 12/31/19)

Intersection Related Crash Summary



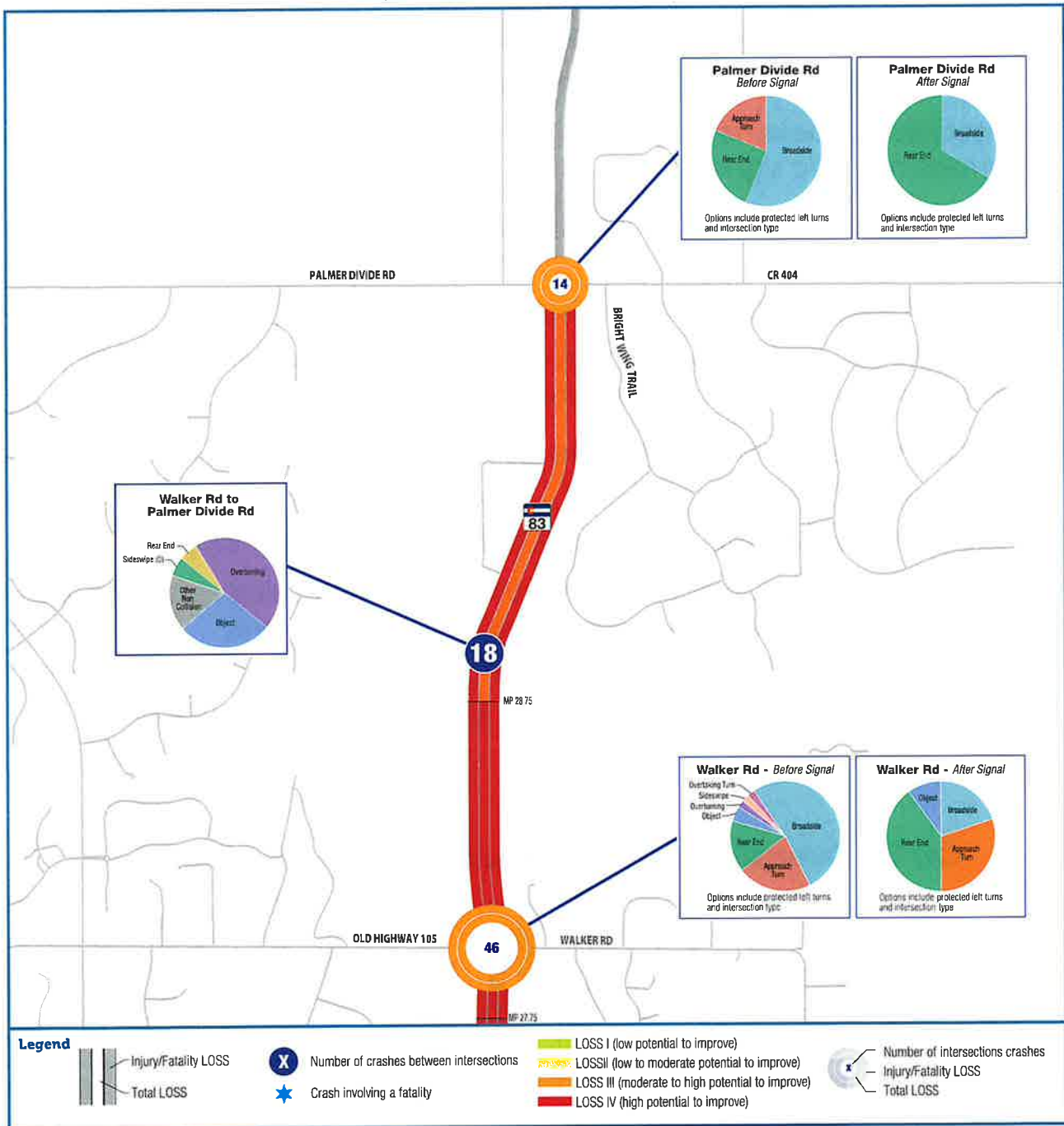
EXISTING ACCESS CONDITIONS

Segment 3

Non-Intersection Related Crash Summary

(CDOT crash data from 12/31/14 to 12/31/19)

Intersection Related Crash Summary



EXISTING SAFETY CONDITIONS

(CONTINUED)

CO 83 crash summary and observed patterns

- **Crash involving two vehicles on CO 83**
 - **Typical types of crashes:** rear end, side-swipe, and left turn
 - **Possible solutions:** reducing turn movements or using protected green arrows at traffic signals
- **Crash involving one vehicle on CO 83 and one vehicle on a side street**
 - **Typical types of crashes:** broadside and left turn
 - **Possible solutions:** reducing turn movements or constructing traffic signals or other intersection improvements
- **Crash involving two vehicles at a location between intersections on CO 83**
 - **Typical types of crashes:** rear end, broadside, and side-swipe
 - **Possible solutions:** reducing turn movements, increasing spacing between driveways, restricting driveway access near intersections, or adding turn lanes at access locations
- **There were no reported crashes involving pedestrians or bicyclists on CO 83**

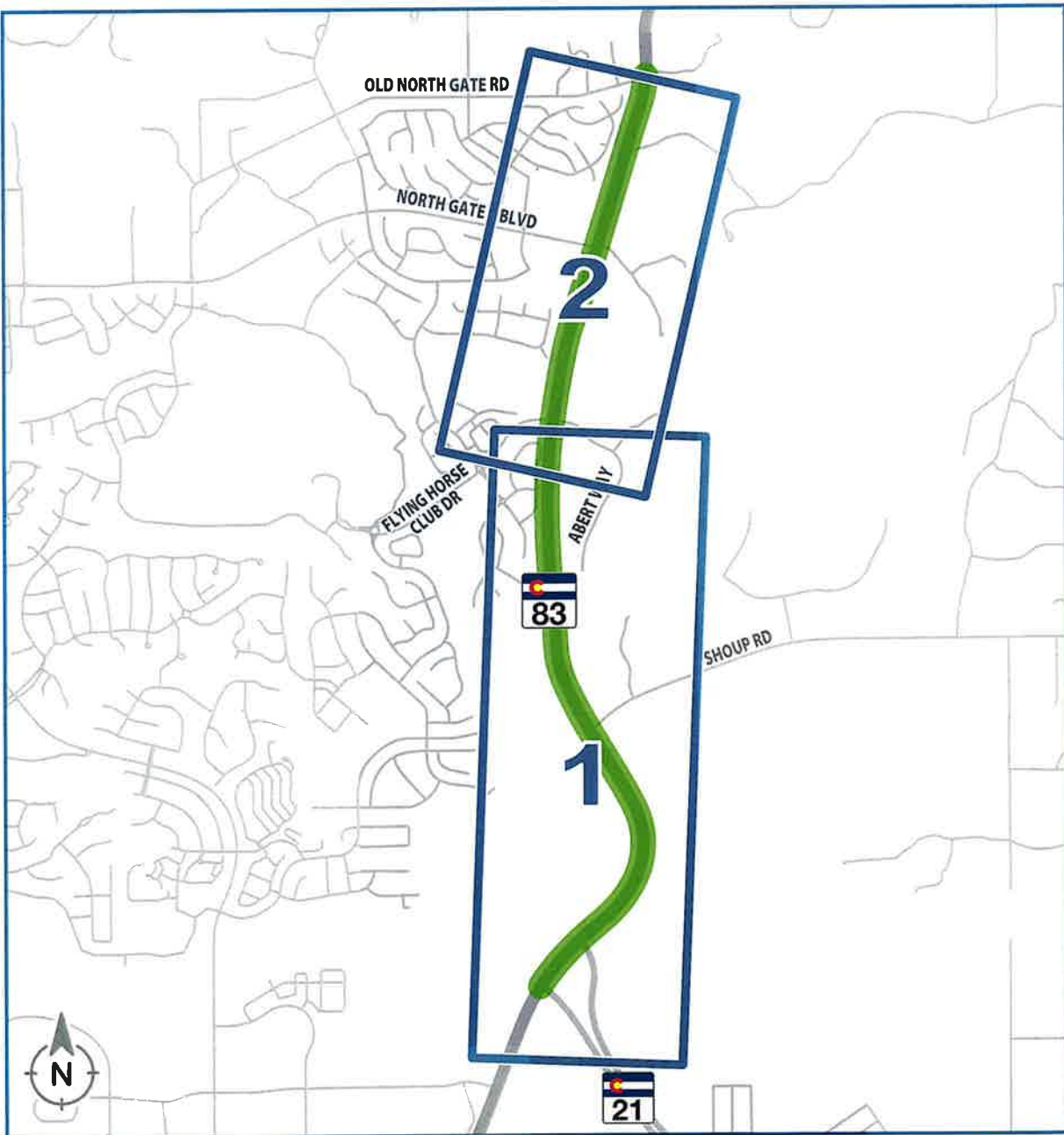
CO 83 Overall Crash Summary (MP 20.37 to 30.24)

	Rear-End	Broadside	Object	Approach Turn	Overturning	Sideswipe (same)	Animal	Other Non Collision	Overtaking Turn	Sideswipe (opposite)	Head-On	Total
Number	116	50	44	41	28	18	15	6	6	5	4	333
Percent	35%	15%	13%	12%	8%	5%	5%	2%	2%	2%	1%	—

Source: CDOT DiExSys™ (12/31/14 - 12/31/19)

RECOMMENDATIONS

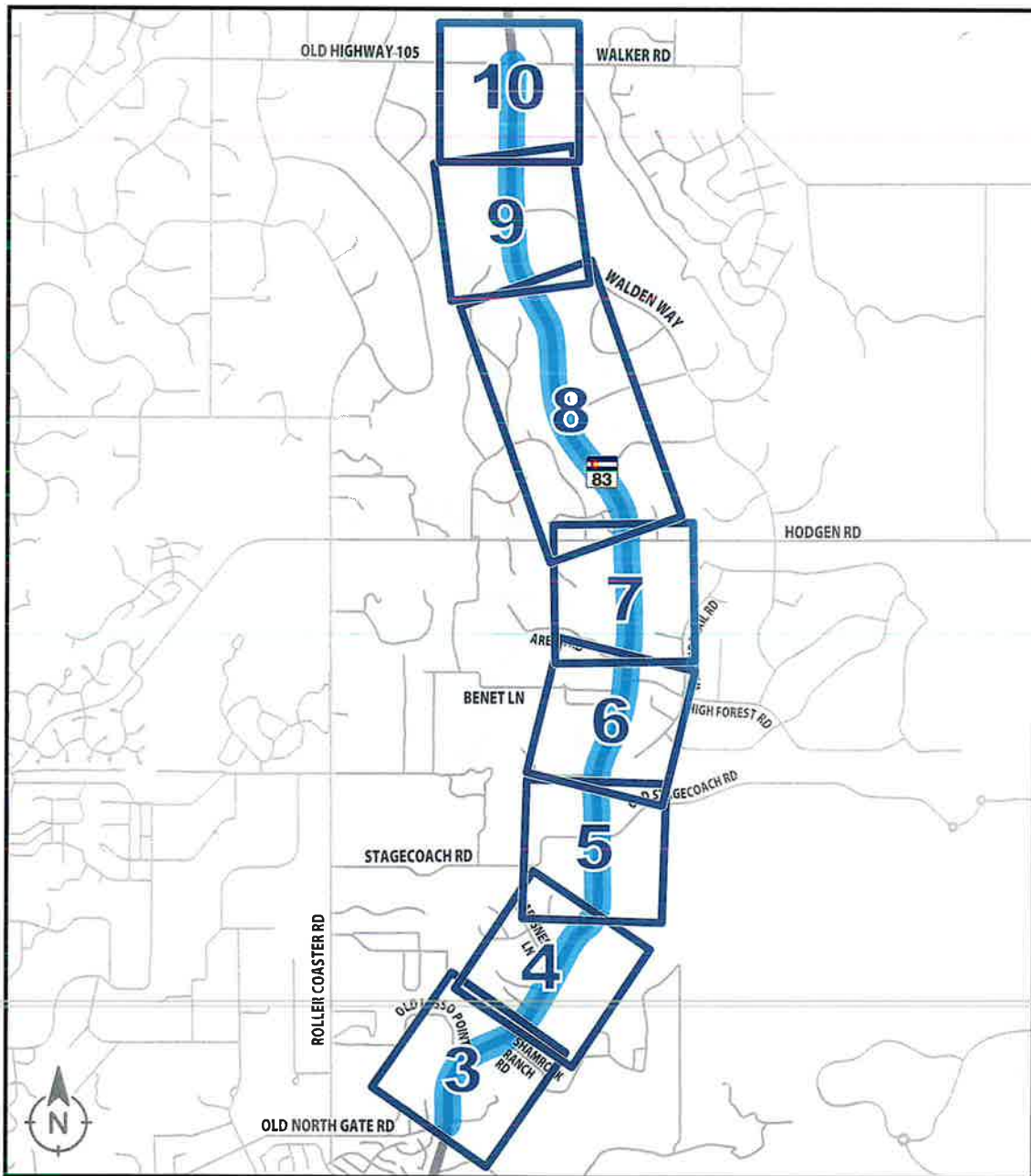
SEGMENT 1: CO 21 to Old North Gate Road



RECOMMENDATIONS

SEGMENT 2:

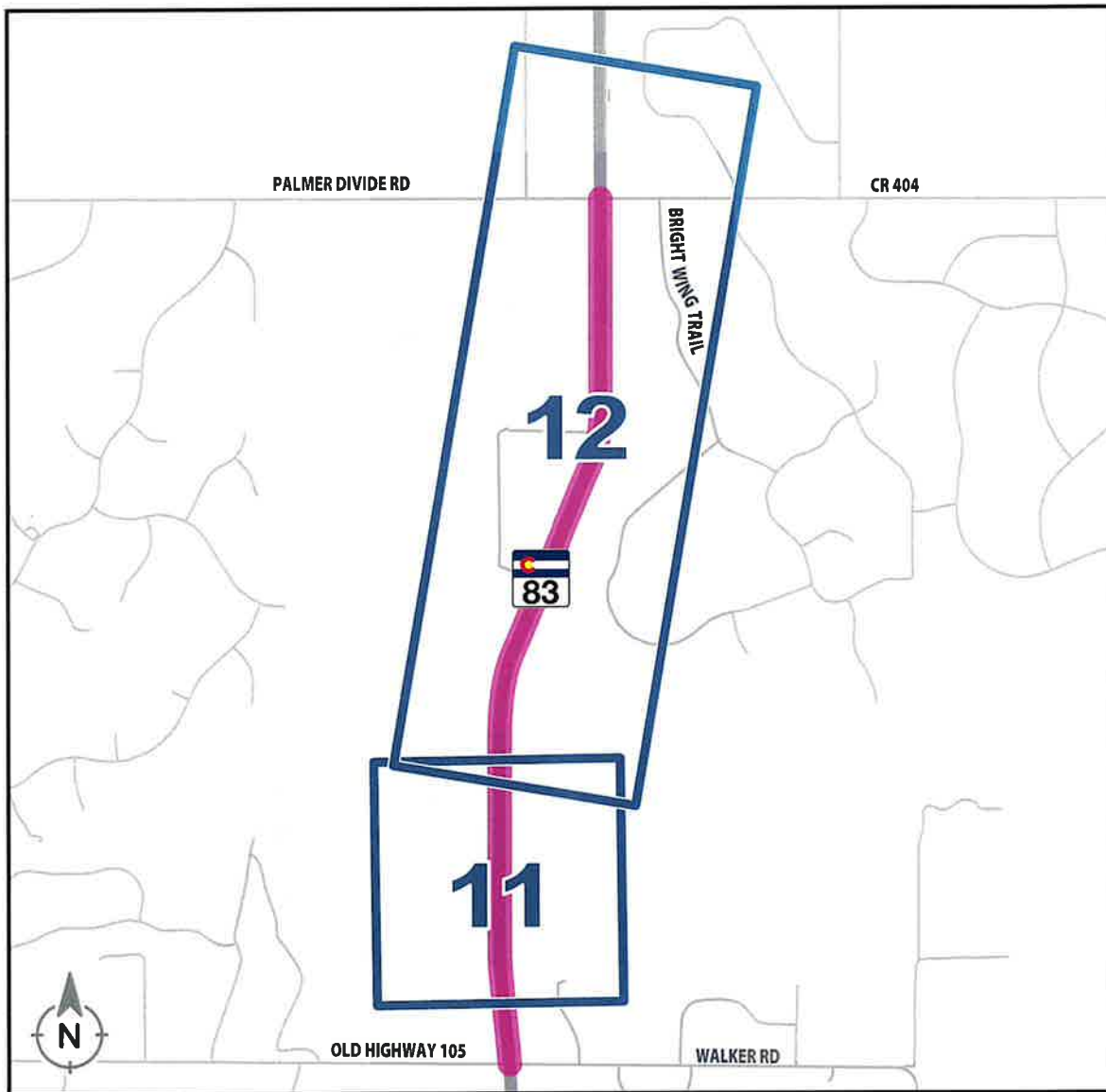
Old North Gate Road to Walker Road



RECOMMENDATIONS

SEGMENT 3:

Walker Road to Palmer Divide Road





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CO 83 ACCESS STUDY



CLOSING



LEAVE
A
COMMENT



CLOSING

**How will the recommended changes in
access benefit CO 83 users?**

Enhance Safety

- A reduction in the number of conflict points reduces the potential for crashes.

Provide Access to Adjacent Properties

- All properties will have access to CO 83 or the local streets.

Support Future Development/Redevelopment

- Better access improves visual appeal of the highway to help attract development and visitors.

Increase Efficient Movement

- Fewer access points reduces congestion caused by vehicles turning onto and off of CO 83.

CLOSING

(CONTINUED)

THANK YOU FOR ATTENDING THE OPEN HOUSE!

Your participation is appreciated.
Please take a moment to:

- Complete a comment form.



CLICK HERE FOR COMMENT FORM

- Contact the study team:

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