

Department of Public Works

Engineering Division

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Board of County Commissioners

Holly Williams, District 1
Carrie Geitner, District 2
Stan VanderWerf, District 3
Longinos Gonzalez, Jr., District 4
Cami Bremer, District 5

MEMORANDUM

Date: September 16, 2021
To: County Planning Commissioners
From: Jennifer Irvine, County Engineer
Subject: Information about the CO 83 Access Control Plan (ACP)
File Number AMP211

Summary: The CO Department of Transportation (CDOT), City of Colorado Springs (COS), and El Paso County have been collaborating to develop an access control plan for CO 83 between Powers Boulevard (CO 21) and County Line Road (Palmer Divide Road) or 9.85 miles. An ACP is a long-range plan for ultimate access conditions that address existing spacing deficiencies. The goals of an ACP are to:

- Provide adequate access to adjacent properties while better utilizing the local roadway system
- Improve mobility while considering safety for all users
- Provide the County, City, and CDOT with a tool to help streamline the access permitting process.

The planning process provided citizens the opportunity to review and provide input on the plan including public meetings, websites, emails and one-on-one meetings.

The plan is recommended by the Highway Advisory Commission (HAC) and approved by the Board of County Commissioners. The HAC recommended that the BoCC approve of the CO 83 ACP at their meeting on September 15, 2021. This ACP is implemented with an Intergovernmental Agreement among EPC, CDOT and COS. The plan is being presented to the Planning Commission as an information item.

Recommendation:

None, for information only.

RECOMMENDED CONDITIONS OF APPROVAL

None.

Attachments:

Access Control Plan

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
1 (1)	20.379	East	Southbound CO 21 Ramp	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if Access #4 is restricted to less than full movement.
73 (1)	20.382	West	New Access	N/A	N/A	Full Movement⁵	Add missing intersection leg as part of transportation network improvements.
2 (1)	20.545	East	Northbound CO 21 Ramp	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	None
74 (1)	20.547	West	New Access	N/A	N/A	Full Movement⁵	Add missing intersection leg as part of transportation network improvements.
3 (1)	20.688	East	Private Driveway	Open Field	Full movement (un-signalized)	3/4 Movement⁶	Access may be restricted to less than full movement if: <ul style="list-style-type: none"> • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • Operational and/or safety issues are identified through the completion of a traffic study; or • A cross access easement is obtained with adjacent property(ies); and internal connectivity to/from Access #6 is developed; or • A traffic signal is warranted.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
4 (1)	20.688	West	Unnamed Public Roadway	Civic (CDOT)	Full movement (un-signalized)	3/4 Movement⁶	Access may be restricted to less than full movement if: <ul style="list-style-type: none"> Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and Operational and/or safety issues are identified through the completion of a traffic study; or A traffic signal is warranted.
Milepost 21							
5 (1)	21.148	West	Old CO 83	Transportation (old road)	Closed	Closed.	None.
6 (2)	21.241	East	Shoup Road	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if Access #3 is restricted to less than full movement.
Milepost 22							
7 (3)	22.100	East	Abert Way	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	None.
8 (3)	22.100	West	Flying Horse Club Drive	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	None.
9 (4)	22.646	East	Private Driveway	Rural Residential	Full movement (signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if Access #11 is restricted to less than full movement.
10 (4)	22.646	West	North Gate Boulevard	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if Access #11 is restricted to less than full movement.

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Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

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11 (4)	22.946	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and The adjacent property(ies) redevelops; or An operational and/or safety issues are identified through the completion of a traffic study, or As part of roadway improvement project that adds capacity or a median to CO 83. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent property(ies); and Internal connectivity to/from Access #9 or Access #13 is developed.
Milepost 23							
12 (4)	23.124	West	Old North Gate Road	Transportation (Public Roadway)	Full movement (un-signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
13 (4)	23.131	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

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Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
14 (5)	23.321	West	Rustic Oak Grove (Private Driveway)	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from Old North Gate Road (Access #12) or Old Lasso Point (Access #16) is developed.

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Colorado State Highway 83 (El Paso County)

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15 (5)	23.355	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from Old North Gate Road (Access #12) or Old Lasso Point (Access #16) is developed.

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Colorado State Highway 83 (El Paso County)

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
16 (5)	23.428	West	Old Lasso Point (Private Driveway)	Rural Residential	Full movement (un-signalized)	Right-in, Right-out	<p>Access may be restricted to less than full movement if:</p> <ul style="list-style-type: none"> • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • As part of roadway improvement project that adds capacity or a median to CO 83; or • The adjacent property redevelops; or • A cross access easement is obtained with adjacent property; and internal connectivity to/from Old North Gate Road (Access #12) is developed, or • Operational and/or safety issues are identified through the completion of a traffic study; or • A traffic signal is warranted.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
17 (5)	23.459	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from Access #13 or New Access #75 is developed.

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18 (5)	23.459	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from Old Lasso Point (Access #16) is developed.

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19 (5)	23.560	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from Old Lasso Point (Access #16) or Kaessner Lane (Access #25) is developed.

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20 (5)	23.625	East	Shamrock Ranch Road (Private Driveway)	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> • 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> • Internal connectivity to/from New Access #75 is developed; or • A cross access easement is obtained with adjacent property; and internal connectivity to/from Access #13 is developed.

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21 (5)	23.699	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from Old Lasso Point (Access #16) or Kaessner Lane (Access #25) is developed.

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22 (5)	23.798	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from Old Lasso Point (Access #16) or Kaessner Lane (Access #25) is developed.

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23 (5)	23.904	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> • 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> • A cross access easement is obtained with adjacent property(ies); and • Internal connectivity to/from Old Lasso Point (Access #16) or Kaessner Lane (Access #25) is developed.

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24 (5)	23.970	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if: <ul style="list-style-type: none"> Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and An operational and/or safety issues are identified through the completion of a traffic study; or The adjacent property redevelops, or As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed when Access #75 is constructed.
Milepost 24							
75 (6)	24.014	East	New Access	N/A	N/A	Full Movement⁵	New access to provide full movement access to parcel east of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #24 to be closed when Access #75 is constructed.
25 (6)	24.014	West	Kaessner Lane	Transportation (Public Roadway)	Full movement (un-signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

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Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
26 (6)	24.380	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from Stagecoach Road (Access #29) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
27 (6)	24.486	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent property; and Internal connectivity to/from Stagecoach Road (Access #29) is developed.
28 (6)	24.595	East	Stagecoach Road	Transportation (Public Roadway)	Full movement (un-signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
29 (6)	24.595	West	Stagecoach Road	Transportation (Public Roadway)	Full movement (un-signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
30 (7)	24.736	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed when internal connectivity to to/from Stagecoach Road, which the property abuts against, is developed.</p>

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
31 (7)	24.858	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>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</p> <ul style="list-style-type: none"> Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and An operational and/or safety issues are identified through the completion of a traffic study; or The adjacent property redevelops, or As part of roadway improvement project that adds capacity or a median to CO 83. A traffic signal is warranted. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent property; and Internal connectivity to/from New Access #76 is developed
32 (7)	24.870	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	Access is secondary and can be closed without conditions.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
76 (7)	24.979	West	Private Driveway	Rural Residential	Full movement (un-signalized)	3/4 Movement⁶	<p>New access to provide restricted access to parcels west of CO 83 if:</p> <ul style="list-style-type: none"> Redevelopment of the adjacent parcel occurs and cross access easement can be provided for nearby parcels, and Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections. <p>Access #33 to be closed when Access #76 is constructed.</p>
Milepost 25							
33 (7)	25.017	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent property; and Internal connectivity to/from Access #31 is developed, or Access #76 is constructed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
34 (7)	25.032	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from other local roads is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
35 (7)	25.082	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> • 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> • A cross access easement(s) is obtained with adjacent property(ies); and • Internal connectivity to/from Access #76 or Access #77 is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
36 (7)	25.162	West	Private Driveway	Transportation (Public Roadway)	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent property; and Internal connectivity to/from Access #77 is developed.
77 (7)	25.286	West	New Access	N/A	N/A	Full Movement⁵	<p>New access to provide full movement access to parcels west of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement.</p> <p>Access #38 to be closed when Access #77 is constructed.</p>
37 (7)	25.286	East	High Forest Road	Transportation (Public Roadway)	Full movement (un-signalized)	Full Movement⁵	<p>Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.</p>

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
38 (7)	25.306	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> • 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Access #77 or Arena Road (Access #39) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
39 (7)	25.381	West	Arena Road	Transportation (Public Roadway)	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent properties; and Internal connectivity to/from Access #77 is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
40 (8)	25.450	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> • 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. <p>Access will be closed if internal connectivity to/from Arena Road, which the property abuts against, is developed.</p>

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
41 (8)	25.537	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent property; and Internal connectivity to/from Arena Road is developed.
42 (8)	25.870	East	Hodgen Road	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
43 (8)	25.870	West	Hodgen Road	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
Milepost 26							
44 (8)	26.066	East	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is a secondary access to adjacent properties and can be closed without any conditions.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
45 (9)	26.368	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Emergency Access Only (gated)	Access may be restricted to emergency access (gated) only (access to the property to be obtained from local roads such as Blue Heron Springs Lane or Needles Drive) if: <ul style="list-style-type: none"> The adjacent property redevelops; or Operational and/or safety issues are identified through the completion of a traffic study.
46 (9)	26.371	West	Field Access	Rural Residential	Closed	Closed	Access to remain closed.
Milepost 27							
78 (10)	26.836	West	New Access	N/A	N/A	Full Movement⁵	New access to provide full movement access to parcels west of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement.
79 (10)	26.836	East	New Access	N/A	N/A	Full Movement⁵	New access to provide full movement access to parcels west of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #47 and Access #48 to be closed when Access #79 is constructed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
47 (10)	27.094	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Access to be closed.	<p>Access may be restricted to less than full movement if:</p> <ul style="list-style-type: none"> • Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and • A roadway improvement project adds capacity or a median to CO 83; or • The adjacent property redevelops; or • Operational and/or safety issues are identified through the completion of a traffic study; or • A traffic signal is warranted. <p>Access will be closed if:</p> <ul style="list-style-type: none"> • A cross access easement(s) is obtained with adjacent property(ies) and internal connectivity to/from Walden Way (Access #51) is developed; or • Access #79 is constructed.
48 (10)	27.126	East	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is a secondary access to adjacent properties and can be closed without any conditions.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
49 (10)	27.337	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> • 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Walden Way (Access #51) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
50 (10)	27.445	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed when Access #80 is constructed.</p>
51 (10)	27.463	East	Walden Way	Transportation (Public Roadway)	Full movement (un-signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
80 (10)	27.463	West	New Access	N/A	N/A	Full Movement⁵	<p>New Access to provide full movement to adjacent parcels with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement.</p> <p>Access #50 to be closed when Access #80 is constructed.</p>

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
52 (10)	27.546	West	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent property; and New roadway/driveway to provide access to/from Access #80 is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D
Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
53 (11)	27.583	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> • 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> • A cross access easement is obtained with adjacent property; and • Internal connectivity to/from Walden Way (Access #51) is developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
54 (11)	27.604	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Access to be closed	<p>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</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent property(ies); and Internal connectivity to/from Access #80 or Old Colorado Highway 105 developed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
55 (11)	27.608	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement(s) is obtained with adjacent property(ies); and Internal connectivity to/from Walden Way (Access #51) is developed.
56 (11)	27.741	East	Private Driveway	Civic (Monument Academy High School)	Right-in Only	Right-in Only	None.
57 (11)	27.873	East	Private Driveway	Utility Access	Full movement (un-signalized)	Closed	Access to be closed when serving parcel is vacated.
Milepost 28							
58 (11)	28.132	East	Walker Road	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.

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2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
59 (11)	28.132	West	Old Colorado Highway 105	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if nearby accesses are restricted to less than full movement.
60 (12)	28.360	West	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> A cross access easement is obtained with adjacent property; and Internal connectivity to/from Access #82 or Old Highway 105 is developed.
61 (12)	28.363	West	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
81 (12)	28.599	East	New Access	N/A	N/A	Full Movement⁵	New access to provide full movement access to parcel east of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #62 and #64 to be closed when Access #81 is constructed.
82 (12)	28.599	West	New Access	N/A	N/A	Full Movement⁵	New access to provide full movement access to parcel west of CO 83 with the ability to better accommodate U-turns if nearby accesses are restricted to less than full movement. Access #61, #63, #65, and #66 to be closed when Access #82 is constructed.
62 (12)	28.684	East	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition or will be closed when Access #81 is constructed.
63 (12)	28.693	West	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
64 (12)	28.747	East	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if: <ul style="list-style-type: none"> Adequate improvements have been made to ensure U-turns can be safely completed at nearby intersections, and An operational and/or safety issues are identified through the completion of a traffic study; or The adjacent property redevelops, or As part of roadway improvement project that adds capacity or a median to CO 83. Access will be closed when Access #81 is constructed.
65 (12)	28.885	West	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.
66 (12)	28.901	West	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.
Milepost 29							
67 (13)	29.114	East	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remains signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit-D

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
68 (13)	29.203	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or $\frac{3}{4}$ movement if:</p> <ul style="list-style-type: none"> 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. <p>Access will be closed if:</p> <ul style="list-style-type: none"> Internal connectivity to/from Access #69, which the property abuts against, is constructed.
69 (13)	29.590	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Full Movement⁵	None.
70 (13)	29.592	East	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition.
Milepost 30							
71 (14)	30.237	East	East Palmer Divide Avenue	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	None.
72 (14)	30.237	West	East Palmer Divide Avenue	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	None.

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.

2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.

3. All access locations +/- 50 feet (0.01 mile) unless otherwise noted.

4. The type, number, and storage length of lanes may be determined by a separate traffic study to be completed at the time of the actual design and implementation of the access plan and to ensure that the design does not create operational and/or safety issues.

5. Full movement access with potential to become/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

6. A $\frac{3}{4}$ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 1 of 14

0 200 400 800 Feet

Legend

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

Notes

1. The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
2. All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
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6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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

Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 2 of 14

0 200 400 800 Feet

Legend

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

Notes

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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 3 of 14

0 200 400 800 Feet

Legend

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

Notes

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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 4 of 14

0 200 400 800 Feet

Legend

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

Notes

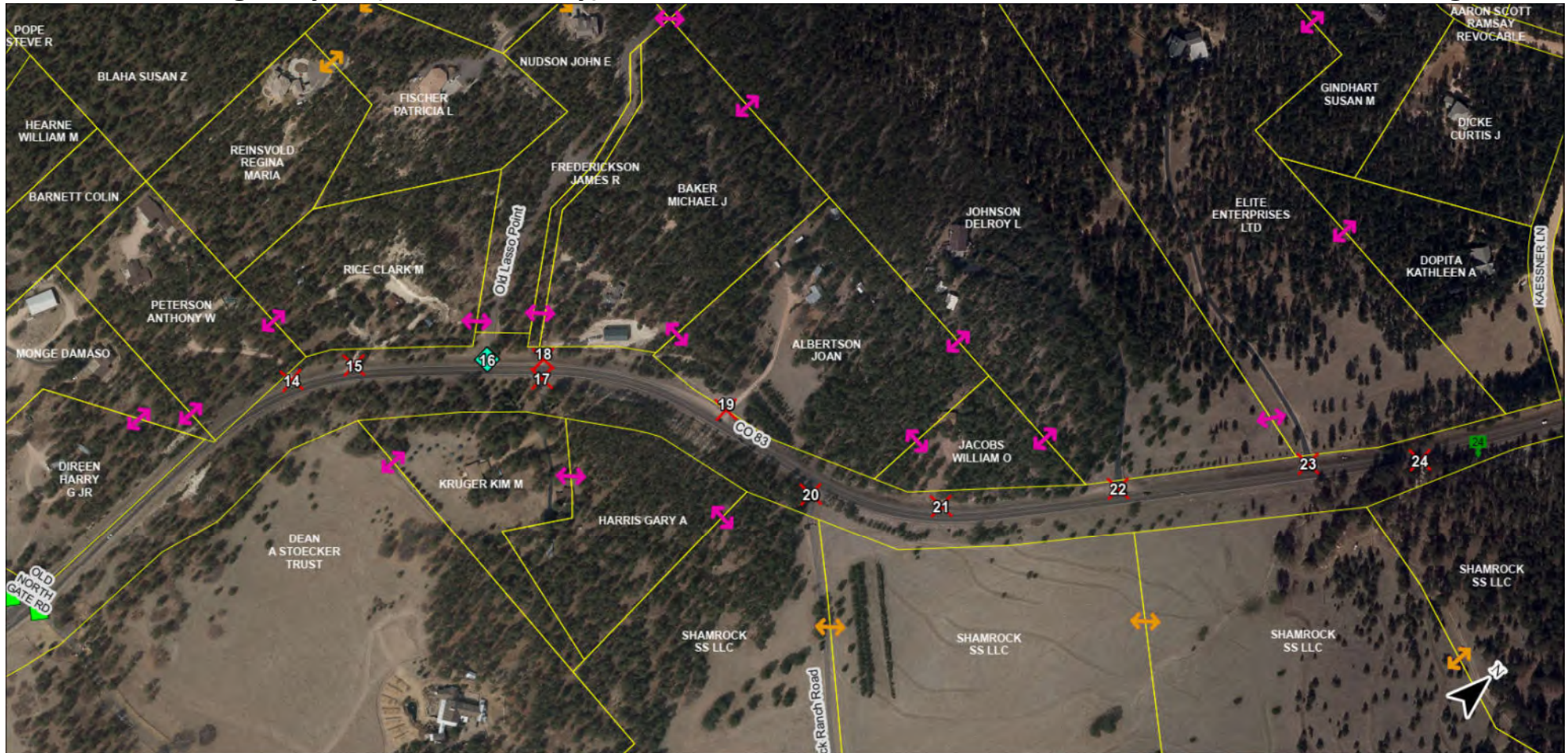
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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 5 of 14

Legend

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

Notes

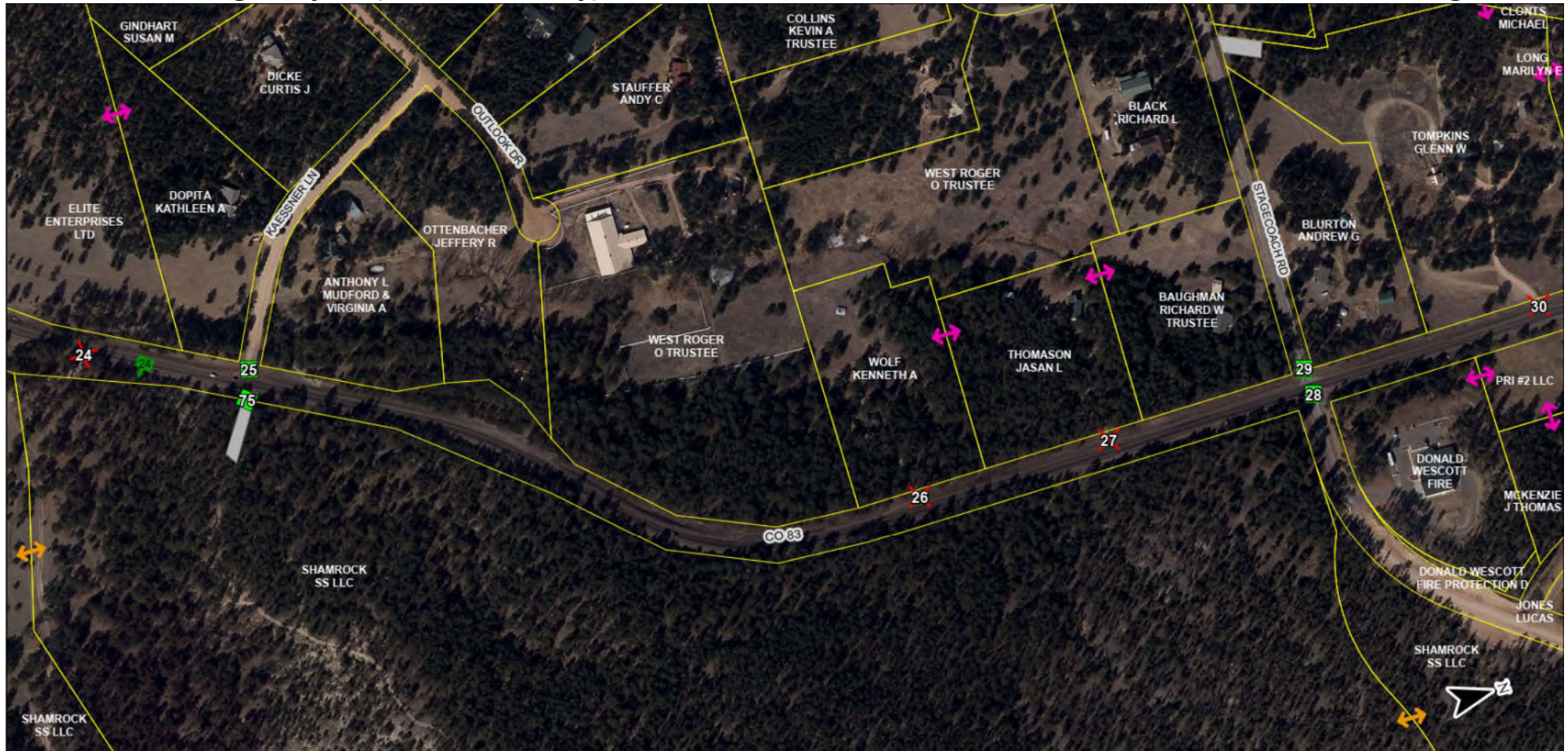
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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 6 of 14

0 200 400 800 Feet

Legend

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

Notes

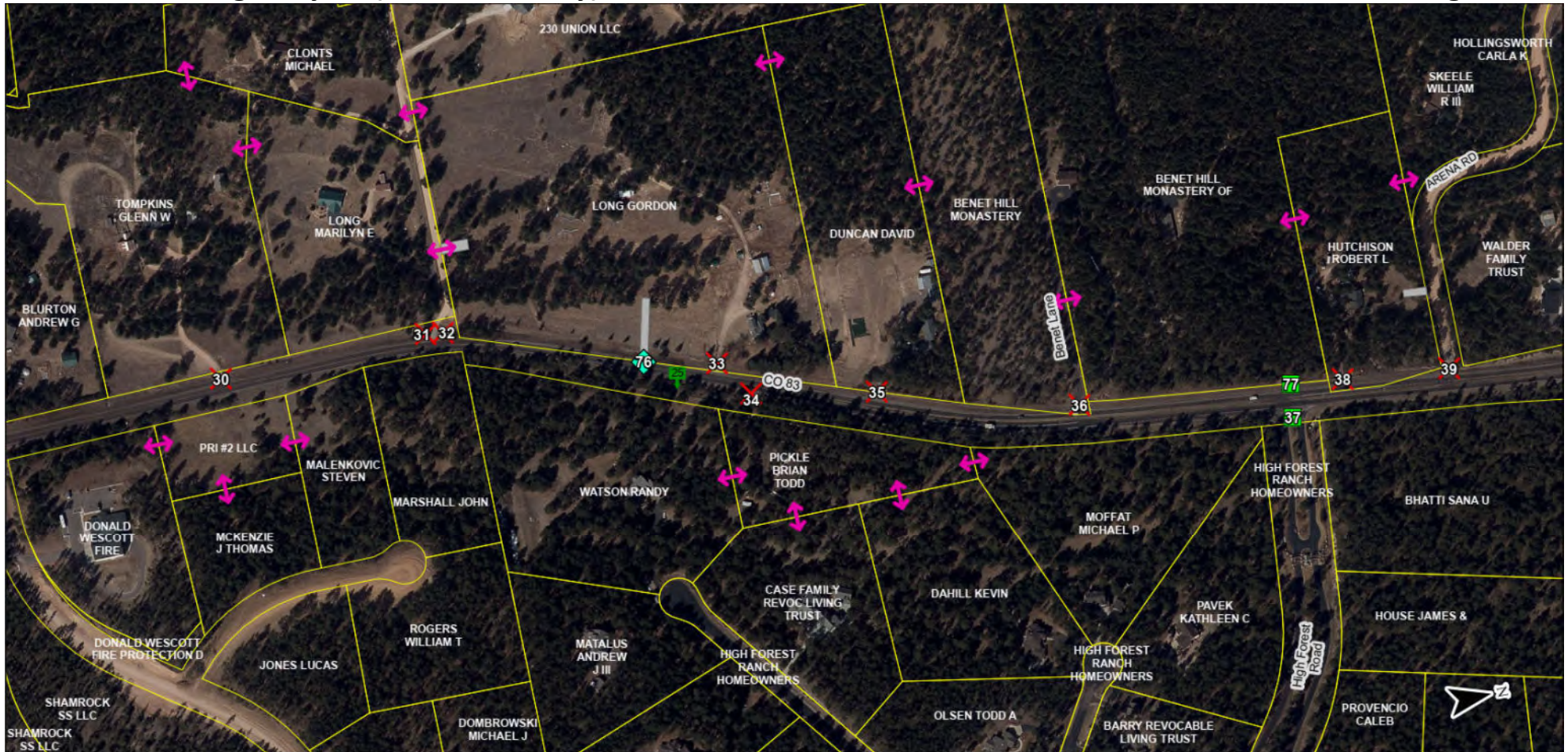
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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 7 of 14

0 200 400 800 Feet

Legend

- | | | | |
|--|--|--|--|
| | Milepoints | | Right-In, Right-Out |
| | Parcels | | Emergency Access Only |
| | Full Movement (Signalized or Potential Roundabout) | | Right-In Only |
| | Full Movement (Unsignalized) | | Proposed Cross/Shared Property Access* |
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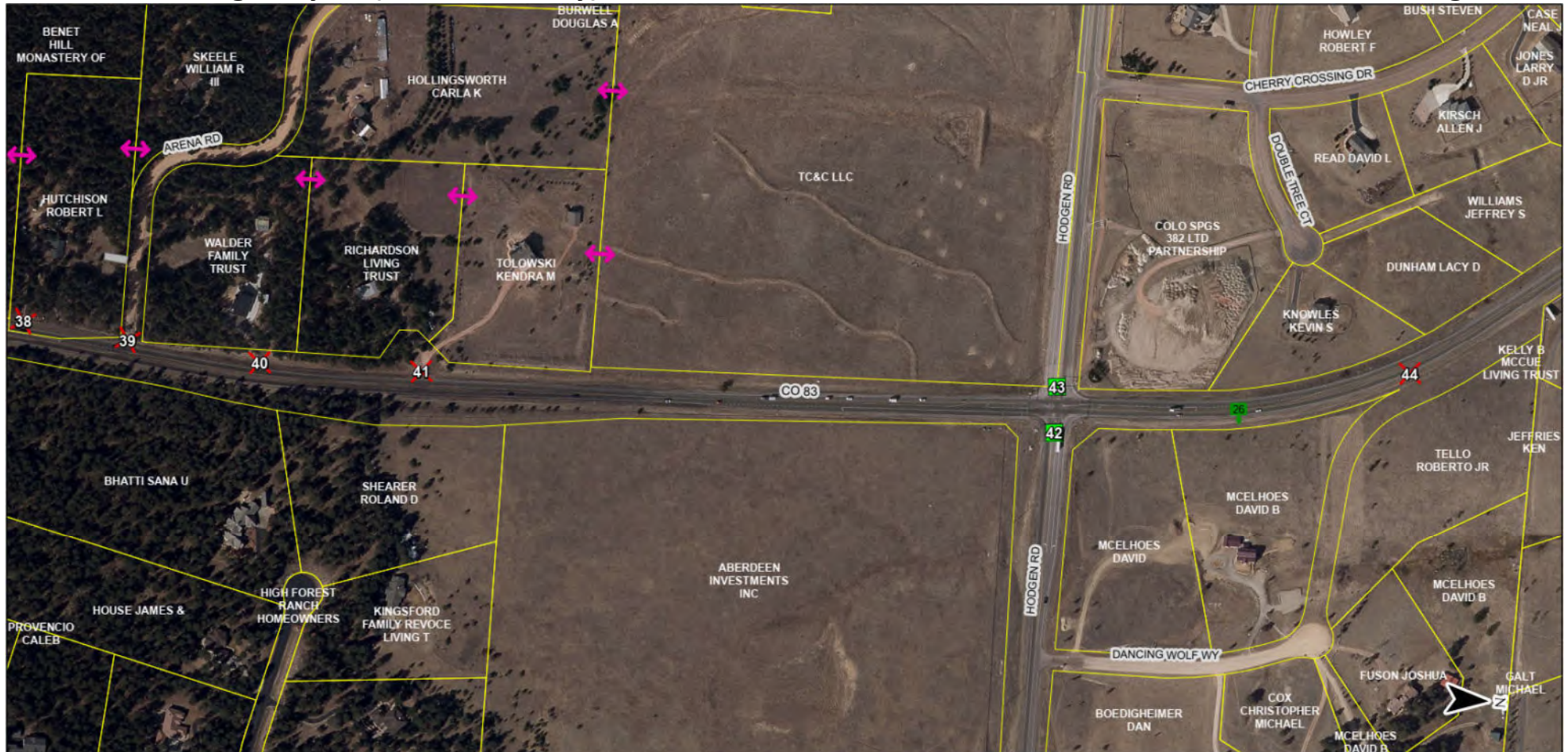
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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 8 of 14

0 200 400 800 Feet

Legend

- | | | | |
|--|--|--|--|
| | Milepoints | | Right-In, Right-Out |
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August 2021

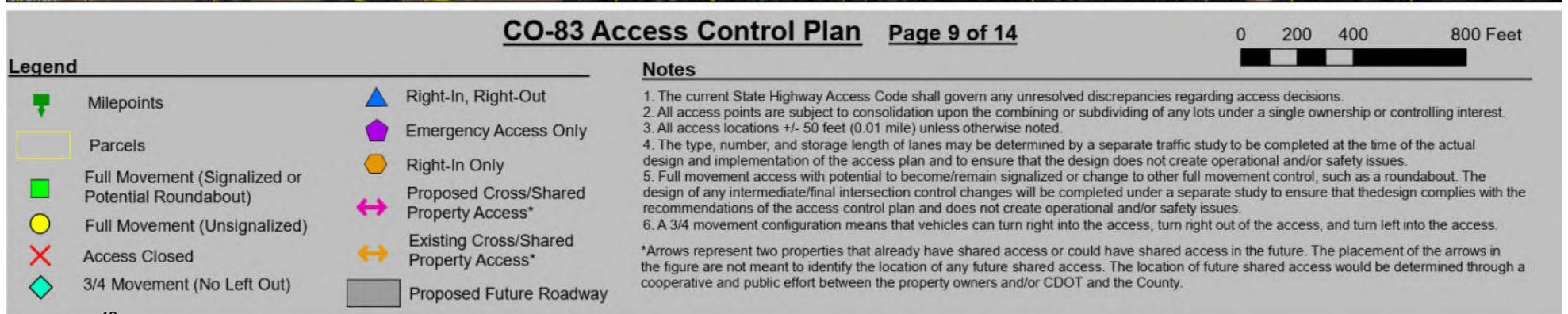


Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan

Page 10 of 14

0 200 400 800 Feet

Legend

- | | | | |
|--|--|--|--|
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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 11 of 14

0 200 400 800 Feet

Legend

- | | | | |
|--|--|--|--|
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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 12 of 14

0 200 400 800 Feet

Legend

- | | | | |
|--|--|--|--|
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Exhibit -E: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 13 of 14

0 200 400 800 Feet

Legend

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Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 14 of 14

0 200 400 800 Feet

Legend

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