

STATE OF COLORADO INTERGOVERNMENTAL AGREEMENT

Signature and Cover Page

State Agency Department of Transportation		Agreement Routing Number 23-HA2-XC-00150	
Local Agencies El Paso County and The City of Colorado Springs		Agreement Effective Date The later of the Effective Date or 8/7/2024	
Agreement Description SH 83 Access Control Plan			
Project # N/A	Region # 2	Contract Writer SW	Agreement Maximum Amount \$0.00

THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT

*Each person signing this Agreement represents and warrants that he or she is duly authorized to execute this Agreement and to bind the Party authorizing his or her signature.

<p align="center">LOCAL AGENCY El Paso County, by and through the Board of County Commissioners of El Paso County, CO</p> <p>By: _____ *Signature</p> <p>Name: _____ (Print Name)</p> <p>Title: _____ (Print Title)</p> <p>Date: _____</p>	<p align="center">LOCAL AGENCY The City of Colorado Springs</p> <p>By: _____ *Signature</p> <p>Name: _____ (Print Name)</p> <p>Title: _____ (Print Title)</p> <p>Date: _____</p>
<p align="center">SECOND LOCAL AGENCY SIGNATURE, IF NEEDED El Paso County- Attest</p> <p>By: _____ *Signature</p> <p>Name: _____ (Print Name)</p> <p>Title: _____ (Print Title)</p> <p>Date: _____</p>	<p align="center">SECOND LOCAL AGENCY SIGNATURE, IF NEEDED The City of Colorado Springs- Attest</p> <p>By: _____ *Signature</p> <p>Name: _____ (Print Name)</p> <p>Title: _____ (Print Title)</p> <p>Date: _____</p>

<p>THIRD LOCAL AGENCY SIGNATURE, IF NEEDED El Paso County- Approved as to Form</p> <p>By: _____ *Signature</p> <p>Name: _____ (Print Name)</p> <p>Title: _____ (Print Title)</p> <p>Date: _____</p>	<p>THIRD LOCAL AGENCY SIGNATURE, IF NEEDED The City of Colorado Springs- Approved as to Form</p> <p>By: _____ *Signature</p> <p>Name: _____ (Print Name)</p> <p>Title: _____ (Print Title)</p> <p>Date: _____</p>
<p>STATE OF COLORADO Jared S. Polis, Governor Colorado Department of Transportation Shoshana M. Lew, Executive Director</p> <p>By: _____ Keith Stefanik P.E., Chief Engineer</p> <p>Date: _____</p>	<p>STATE OF COLORADO LEGAL REVIEW Philip J. Weiser, Attorney General</p> <p>By: _____ Assistant Attorney General</p> <p>Date: _____</p>
<p>In accordance with §24-30-202 C.R.S., this Agreement is not valid until signed and dated below by the State Controller or an authorized delegate.</p> <p>STATE CONTROLLER Robert Jaros, CPA, MBA, JD</p> <p>By: _____ Office of the State Controller, Controller Delegate</p> <p>Effective Date: _____</p>	

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

PURPOSE

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

TERM

The Parties’ respective performances under this Agreement shall commence on the Agreement Effective Date shown on the Signature and Cover Page for this Agreement and shall terminate at the end of the useful life of the improvement, unless sooner terminated or further extended in accordance with the terms of this Agreement.

RECITALS

- A. The Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, et. seq. and Sections 31-15-101 et. seq, C.R.S., to enter into contracts with each other for the performance of functions that they are authorized by law to perform on their own; and
- B. The Agencies are authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction; and
- C. The coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic without compromising pedestrian and alternative modes of transportation circulation, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare; and
- D. The Agencies desire to provide for the coordinated regulation of vehicular access for the section of Colorado State Highway 83 between the southbound CO 21 ramp (M.P. 20.4) and County Line Road (M.P. 30.2) (hereinafter referred to as the "Segment"), which is within the jurisdiction of the Agencies;

and

- E. The Agencies desire to collaborate to assure all transportation modes including pedestrian, bicycle, vehicle, and mass transit are given sufficient consideration and adequate funding support with each transportation improvement project that affects access within the identified project limits; and
- F. The Agencies are authorized pursuant to Section 2.12 of the 2002 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segment for the purposes recited above; and the development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.

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

1. Exhibit List
 - **Exhibit A** SH 83 Access Control Plan
 - **Exhibit B** Access Control Plan Table, A listing of each existing and future access point in the Segment
 - **Exhibit C** Access Control Plan Maps
 - **Exhibit D** Local Agency Resolution, El Paso County (If Applicable)
 - **Exhibit E** Local Agency Resolution, City of Colorado Springs (If Applicable)
2. Order of Precedence
 - A. In the event of a conflict or inconsistency between this Agreement and any exhibits such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:
 - The provisions of the other sections of the main body of this Agreement
 - The Exhibits in descending order of their attachment.
3. The Agencies shall regulate access to the Segment in compliance with the Access Control Plan, the Highway Access Law, section 43-2-147, C.R.S., (the "Access Law") and the applicable sections of the Access Code. Vehicular access to the Segment shall be permitted when such access is in compliance with the Access Control Plan, the Access Law and the applicable sections of the Access Code, which the City and/or County has adopted by reference.
4. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by the Access Control Plan or in the course of highway reconstruction. Changes to access including but not limited to consolidating access points consistent with the Access Control Plan will be made

in the course of development, redevelopment or subdivisions by the City and/or County or when alternative access is provided with new or improved City and/or County roads. When closure, modification, or relocation of access is necessary or required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to effect such action.

5. Actions taken by any Agency with regard to transportation planning, transportation facilities, and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. Per Section 2.12 (3) of the Access Code, design waivers may be approved if agreed upon by the Agencies having jurisdiction. The City and County agree to develop, and adopt any further resolutions, ordinance, official documents, plans and maps that are necessary to fulfill their responsibilities under this Agreement.
6. Parcels of real property created after the effective date of this Agreement that adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.
7. Amendments to this Agreement that change access points wholly within only the City or the County will only have to be executed by the affected party and CDOT. Upon execution of an Amendment that affects only the City or the County, the unaffected party will be provided with an executed copy of the Amendment.
8. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to regulating vehicular access to the Segment. No additional or different oral representation, promise, or agreement shall be binding on an Agency. This Agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials. To the extent the Access Control Plan, attached as **Exhibit A** to this Agreement, is modified by a change, closure, relocation, consolidation or addition of an access, the Agencies may amend the attached **Exhibit B and C**. This Agreement is based upon and is intended to be consistent with the Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code that becomes effective after the effective date of this Agreement and that conflicts irreconcilably with an express provision of this Agreement may be grounds for revision of this Agreement.
9. This Agreement does not create any current financial obligation for any Agency. Any future financial obligation of any Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith; however, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body, director, and if required,

state controller. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.

10. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.
11. No portion of this Agreement shall be deemed to constitute a waiver, express or implied, of any of the immunities, rights, benefits, protections or other provisions of the Colorado Governmental Immunity Act, C.R.S. Section 24-10-101, et. seq., nor shall any portion of this Agreement be deemed to have created a duty of care that did not previously exist with respect to any person not a party to this Agreement.
12. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one original Agreement. Facsimile signature shall be as effective as an original signature.
13. Effective Date. The Effective Date of this Agreement shall be the date of the last party to sign.

14. **General Provisions**

A. Assignment

Local Agency's rights and obligations under this Agreement are personal and may not be transferred or assigned without the prior, written consent of the State. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of Local Agency's rights and obligations approved by the State shall be subject to the provisions of this Agreement.

B. Captions and References

The captions and headings in this Agreement are for convenience of reference only, and shall not be used to interpret, define, or limit its provisions. All references in this Agreement to sections (whether spelled out or using the § symbol), subsections, exhibits or other attachments, are references to sections, subsections, exhibits, or other attachments contained herein or incorporated as a part hereof, unless otherwise noted.

C. Entire Understanding

This Agreement represents the complete integration of all understandings between the Parties related to the Work, and all prior representations and understandings related to the Work, oral or written, are merged into this Agreement.

D. Modification

The State may modify the terms and conditions of this Agreement by issuance of an updated Agreement, which shall be effective if Local Agency accepts Agreement Funds following receipt of the updated letter. The Parties may also agree to modification of the terms and conditions of the Agreement in a formal amendment to this Agreement, properly executed and approved in accordance with applicable Colorado State law and State Fiscal Rules.

E. Statutes, Regulations, Fiscal Rules, and Other Authority.

Any reference in this Agreement to a statute, regulation, State Fiscal Rule, fiscal policy or other authority shall be interpreted to refer to such authority then current, as may have been changed or amended since the Agreement Issuance Date. Local Agency shall strictly comply with all applicable Federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

F. Digital Signatures

If any signatory signs this agreement using a digital signature in accordance with the Colorado State Controller Contract, Agreement and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Contract by reference.

G. Severability

The invalidity or unenforceability of any provision of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, which shall remain in full force and effect, provided that the Parties can continue to perform their obligations under the Agreement in accordance with the intent of the Agreement.

H. Survival of Certain Agreement Terms

Any provision of this Agreement that imposes an obligation on a Party after termination or expiration of the Agreement shall survive the termination or expiration of the Agreement and shall be enforceable by the other Party.

I. Third Party Beneficiaries

Except for the Parties' respective successors and assigns described above, this Agreement does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Any services or benefits which third parties receive as a result of this Agreement are incidental to the Agreement, and do not create any rights for such third parties.

J. Waiver

A Party's failure or delay in exercising any right, power, or privilege under this Agreement, whether explicit or by lack of enforcement, shall not operate as a waiver, nor shall any single or partial exercise of any right, power, or

privilege preclude any other or further exercise of such right, power, or privilege.

K. Accessibility

- i. Contractor shall comply with and the Work Product provided under this Contract shall be in compliance with all applicable provisions of §§24-85-101, *et seq.*, C.R.S., and the *Accessibility Standards for Individuals with a Disability*, as established by OIT pursuant to Section §24-85-103 (2.5), C.R.S. Contractor shall also comply with all State of Colorado technology standards related to technology accessibility and with Level AA of the most current version of the Web Content Accessibility Guidelines (WCAG), incorporated in the State of Colorado technology standards.
- ii. The State may require Contractor's compliance to the State's Accessibility Standards to be determined by a third party selected by the State to attest to Contractor's Work Product and software is in compliance with §§24-85-101, *et seq.*, C.R.S., and the *Accessibility Standards for Individuals with a Disability* as established by OIT pursuant to Section §24-85-103 (2.5), C.R.S.

15. **COLORADO SPECIAL PROVISIONS (COLORADO FISCAL RULE 3-3)**

These Special Provisions apply to all contracts. Contractor refers to Local Agency and Contract refers to Agreement.

A. STATUTORY APPROVAL. §24-30-202(1), C.R.S.

This Contract shall not be valid until it has been approved by the Colorado State Controller or designee. If this Contract is for a Major Information Technology Project, as defined in §24-37.5-102(2.6), then this Contract shall not be valid until it has been approved by the State's Chief Information Officer or designee.

B. FUND AVAILABILITY. §24-30-202(5.5), C.R.S.

Financial obligations of the State payable after the current State Fiscal Year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

C. GOVERNMENTAL IMMUNITY.

Liability for claims for injuries to persons or property arising from the negligence of the Parties, its departments, boards, commissions committees, bureaus, offices, employees and officials shall be controlled and limited by the provisions of the Colorado Governmental Immunity Act, §24-10-101, *et seq.*, C.R.S.; the Federal Tort Claims Act, 28 U.S.C. Pt. VI, Ch. 171 and 28 U.S.C. 1346(b), and the State's risk management statutes, §§24-30-1501, *et seq.* C.R.S. No term or condition of this Contract shall be construed or

interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions, contained in these statutes.

D. INDEPENDENT CONTRACTOR

Contractor shall perform its duties hereunder as an independent contractor and not as an employee. Neither Contractor nor any agent or employee of Contractor shall be deemed to be an agent or employee of the State. Contractor shall not have authorization, express or implied, to bind the State to any agreement, liability or understanding, except as expressly set forth herein. **Contractor and its employees and agents are not entitled to unemployment insurance or workers compensation benefits through the State and the State shall not pay for or otherwise provide such coverage for Contractor or any of its agents or employees. Contractor shall pay when due all applicable employment taxes and income taxes and local head taxes incurred pursuant to this Contract. Contractor shall (i) provide and keep in force workers' compensation and unemployment compensation insurance in the amounts required by law, (ii) provide proof thereof when requested by the State, and (iii) be solely responsible for its acts and those of its employees and agents.**

E. COMPLIANCE WITH LAW.

Contractor shall comply with all applicable federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

F. CHOICE OF LAW, JURISDICTION, AND VENUE.

Colorado law, and rules and regulations issued pursuant thereto, shall be applied in the interpretation, execution, and enforcement of this Contract. Any provision included or incorporated herein by reference which conflicts with said laws, rules, and regulations shall be null and void. All suits or actions related to this Contract shall be filed and proceedings held in the State of Colorado and exclusive venue shall be in the City and County of Denver.

G. PROHIBITED TERMS.

Any term included in this Contract that requires the State to indemnify or hold Contractor harmless; requires the State to agree to binding arbitration; limits Contractor's liability for damages resulting from death, bodily injury, or damage to tangible property; or that conflicts with this provision in any way shall be void ab initio. Nothing in this Contract shall be construed as a waiver of any provision of §24-106-109 C.R.S. Any term included in this Contract that limits Contractor's liability that is not void under this section shall apply only in excess of any insurance to be maintained under this Contract, and no insurance

policy shall be interpreted as being subject to any limitations of liability of this Contract.

H. SOFTWARE PIRACY PROHIBITION.

State or other public funds payable under this Contract shall not be used for the acquisition, operation, or maintenance of computer software in violation of federal copyright laws or applicable licensing restrictions. Contractor hereby certifies and warrants that, during the term of this Contract and any extensions, Contractor has and shall maintain in place appropriate systems and controls to prevent such improper use of public funds. If the State determines that Contractor is in violation of this provision, the State may exercise any remedy available at law or in equity or under this Contract, including, without limitation, immediate termination of this Contract and any remedy consistent with federal copyright laws or applicable licensing restrictions.

I. EMPLOYEE FINANCIAL INTEREST/CONFLICT OF INTEREST.

§§24-18-201 and 24-50-507, C.R.S.

The signatories aver that to their knowledge, no employee of the State has any personal or beneficial interest whatsoever in the service or property described in this Contract. Contractor has no interest and shall not acquire any interest, direct or indirect, that would conflict in any manner or degree with the performance of Contractor's services and Contractor shall not employ any person having such known interests.

EXHIBIT A
SH 83 ACCESS CONTROL PLAN

OLA #331002877
Routing #: 23-HA2-XC-00150

I. PURPOSE

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

II. AUTHORITY

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

III. RESPONSIBILITIES

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

IV. EXISTING AND FUTURE ACCESS

- A. The attached tables, as shown in **Exhibit B**, provide a listing of each existing and future access point in the Segment. For each access point the following information is provided: location, description of the current access status, the future configuration (Access Plan), and the condition(s) for change. All access points along Colorado State Highway 83 are defined by the approximate Department reference point (in hundredths of a mile) based on CDOT Highway Segment Description Mileposts. All access points are located at the approximate centerline of the access (+/- 50 feet) unless otherwise noted in the Access Control Plan and associated tables. Exhibits graphically illustrating the Access Plan are attached for reference. In case of discrepancy, the Access Control Plan Table takes precedence.
- B. All highway design and construction will be based on the assumption that the Segment will have a sufficient cross section to accommodate all travel lanes and sufficient right-of-way to accommodate longitudinal installation of utilities.

V. ACCESS MODIFICATION

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

The Agencies may close, relocate, or consolidate any access described in this section, restrict turning movements for an access, or bring an access into conformance with this Access Control Plan, provided a formal amendment is executed and any of the following conditions occur:

- a. The access is determined to be detrimental to the public's health, safety or welfare;
- b. The access has developed an accident history that in the opinion of the Agency(ies) having jurisdiction or the Department is correctable by restricting the access;
- c. The access restrictions are necessitated by a change in road or traffic conditions;
- d. There is an approved (by the Agency having jurisdiction) change in the use of the property that would result in a change in the type of access operation as defined by the Access Code;
- e. A highway reconstruction project provides the opportunity to make highway and access improvements in support of this Access Control Plan; or
- f. The existing development does not allow for the proposed street and road network.

EXHIBIT A
SH 83 ACCESS CONTROL PLAN

OLA #331002877
Routing #: 23-HA2-XC-00150

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

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Exhibit - B 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
		East (RT) West (LT)					
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, North	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, North	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)	Full Movement	Access shall be dictated by the Powers-State Highway 83 Agreement, dated October 10, 2002, between Colorado Department of Transportation, City of Colorado Springs, and Jovenchi I, LLC., whereas access will be taken from a joint access road to be constructed in conjunction with the future construction of the State Highway 21 and State Highway 83 Interchange. City Resolution 183-02

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 - B

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)	Full Movement⁵	See Access #3
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.

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 - B

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
11 (4)	22.946	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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.

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 - B Access Control Plan Table^{1, 2} Colorado State Highway 83 (El Paso County)

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
14 (5)	23.321	West	Rustic Oak Grove (Private Driveway)	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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.

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 ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

Exhibit - B

Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
15 (5)	23.355	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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.

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

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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.

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

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ¾ 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 • 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.

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

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Access Control Plan Table^{1, 2}

Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
18 (5)	23.459	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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.

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

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
19 (5)	23.560	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or 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 • 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.

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 # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
20 (5)	23.625	East	Shamrock Ranch Road (Private Driveway)	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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.

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

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ¾ 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 • 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.

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

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
22 (5)	23.798	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or 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 • 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.

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

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
23 (5)	23.904	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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.

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

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
24 (5)	23.970	East	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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 #75 is constructed.</p>
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.

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 ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 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 • 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/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ¾ 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 • 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 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ¾ 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 • 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/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
31 (7)	24.858	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or 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 • 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 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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							

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

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ³/₄ movement if:</p> <ul style="list-style-type: none"> • 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.

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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
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 ¾ 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 • 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 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ¾ 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 • 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 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ¾ 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 • 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>

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 ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County)

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
37 (7)	25.286	East	High Forest 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.
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 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 • 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/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.

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

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
39 (7)	25.381	West	Arena Road	Transportation (Public Roadway)	Full movement (un-signalized)	Closed or RI/RO	<p>Access may be restricted to right-in, right-out or 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 • 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/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
40 (8)	25.450	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
41 (8)	25.537	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 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.

- The current State Highway Access Code shall govern any unresolved discrepancies regarding access decisions.
- All access points are subject to consolidation upon the combining or subdividing of any lots under a single ownership or controlling interest.
- All access locations +/- 50 feet (0.01 mile) unless otherwise noted.
- 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.
- 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.
- A ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ¾ 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 • 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 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
50 (10)	27.445	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Closed	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ¾ 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 • 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 ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Colorado State Highway 83 (El Paso County) August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 ¾ 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 • 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 ¾ movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
54 (11)	27.604	West	Private Driveway	Rural Residential	Full movement (un-signalized)	Access to be closed	<p>Access may be restricted to right-in, right-out or 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 • 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/remain signalized or change to other full movement control, such as a roundabout. The design of any intermediate/final intersection control changes will be completed under a separate study to ensure that the design complies with the recommendations of the access control plan and does not create operational and/or safety issues.
6. A 3/4 movement configuration means that vehicles can turn right into the access, turn right out of the access, and turn left into the access.

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Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
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 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 • 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.

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 - B 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 ¾ 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 • 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.

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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 - B

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.

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Exhibit - B 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	<p>Access may be restricted to right-in, right-out or ¾ 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 • 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 #81 is constructed.</p>
65 (12)	28.885	West	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.
66 (12)	28.901	West	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition or will be closed when Access #82 is constructed.
Milepost 29							
67 (13)	29.114	East	Gated Field Access	Open Field	Full movement (un-signalized)	Closed	Access is secondary access to property and may be closed without condition.

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Exhibit - B 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 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 • 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.

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Exhibit - B
Access Control Plan Table^{1, 2}
Colorado State Highway 83 (El Paso County) **August 2021**

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
72 (14)	30.237	West	East Palmer Divide Avenue	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	None.

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Exhibit -C: 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

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|--|--|--|--|
| | 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 |

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Exhibit -C: Access Control Plan Maps Colorado State Highway 83 (El Paso County)

August 2021



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Legend

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| | Milepoints | | Right-In, Right-Out |
| | Parcels | | Emergency Access Only |
| | Full Movement (Signalized or Potential Roundabout) | | Right-In Only |
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Notes

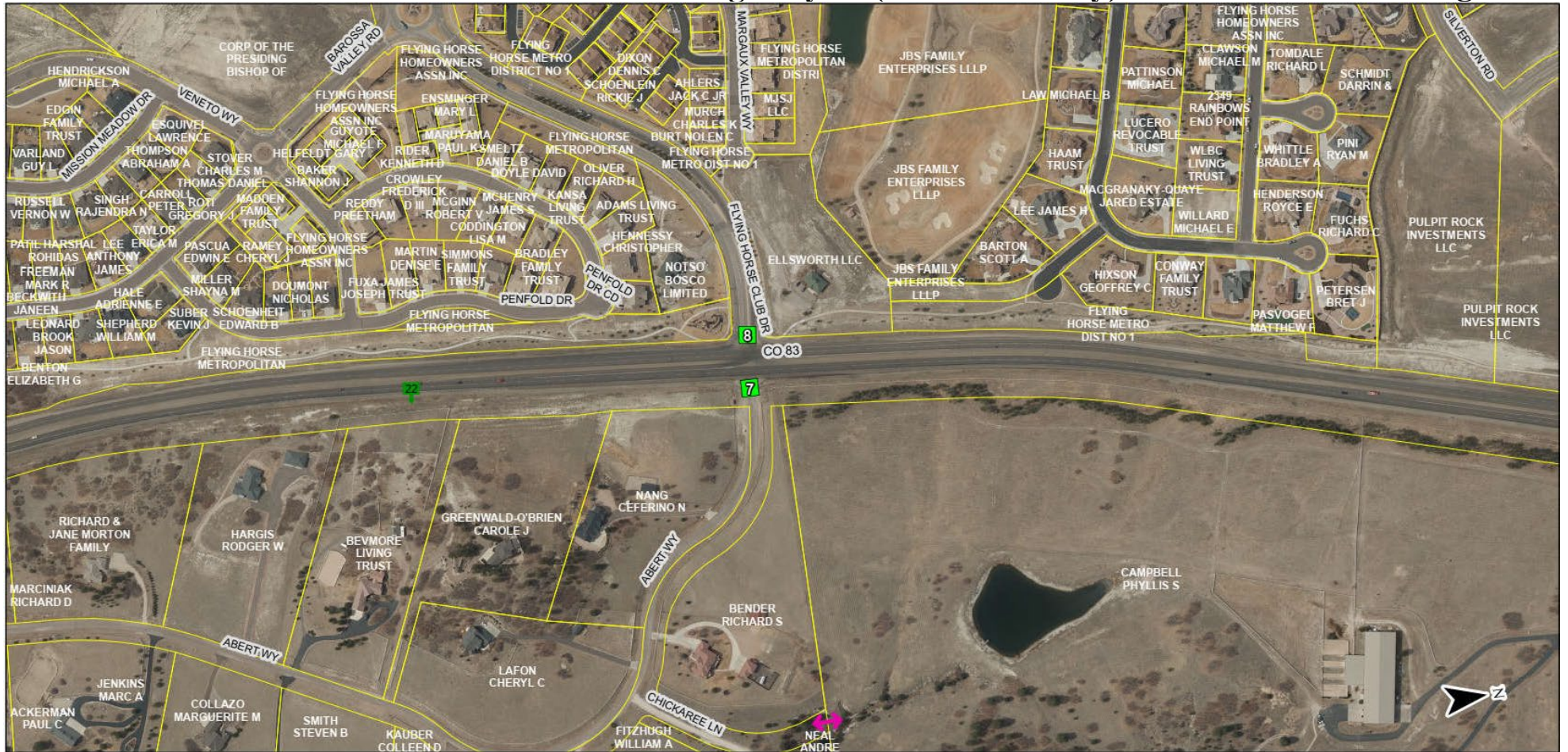
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Exhibit -C: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 3 of 14

0 200 400 800 Feet

Legend

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| | Milepoints | | Right-In, Right-Out |
| | Parcels | | Emergency Access Only |
| | Full Movement (Signalized or Potential Roundabout) | | Right-In Only |
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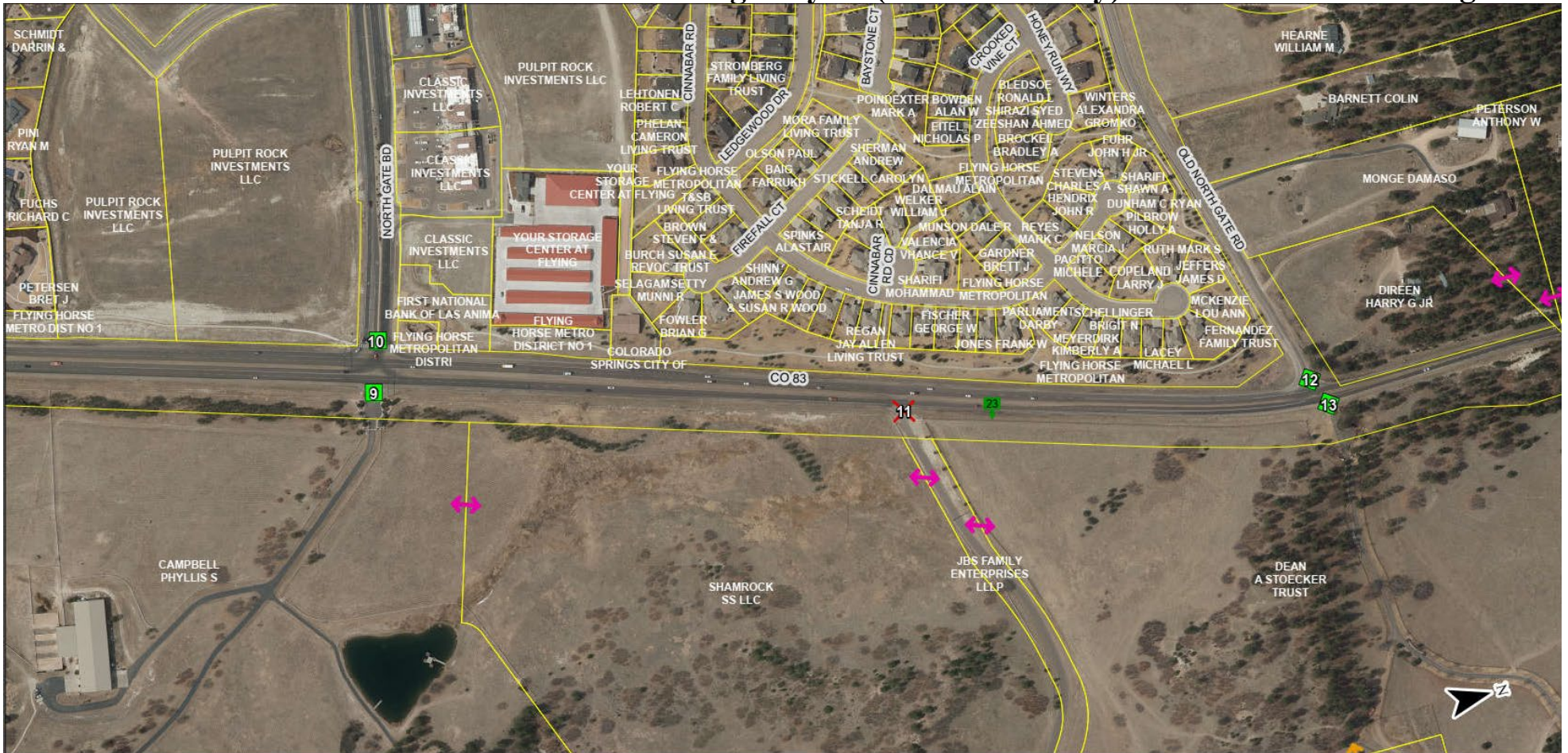
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Exhibit -C: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 4 of 14

0 200 400 800 Feet

Legend

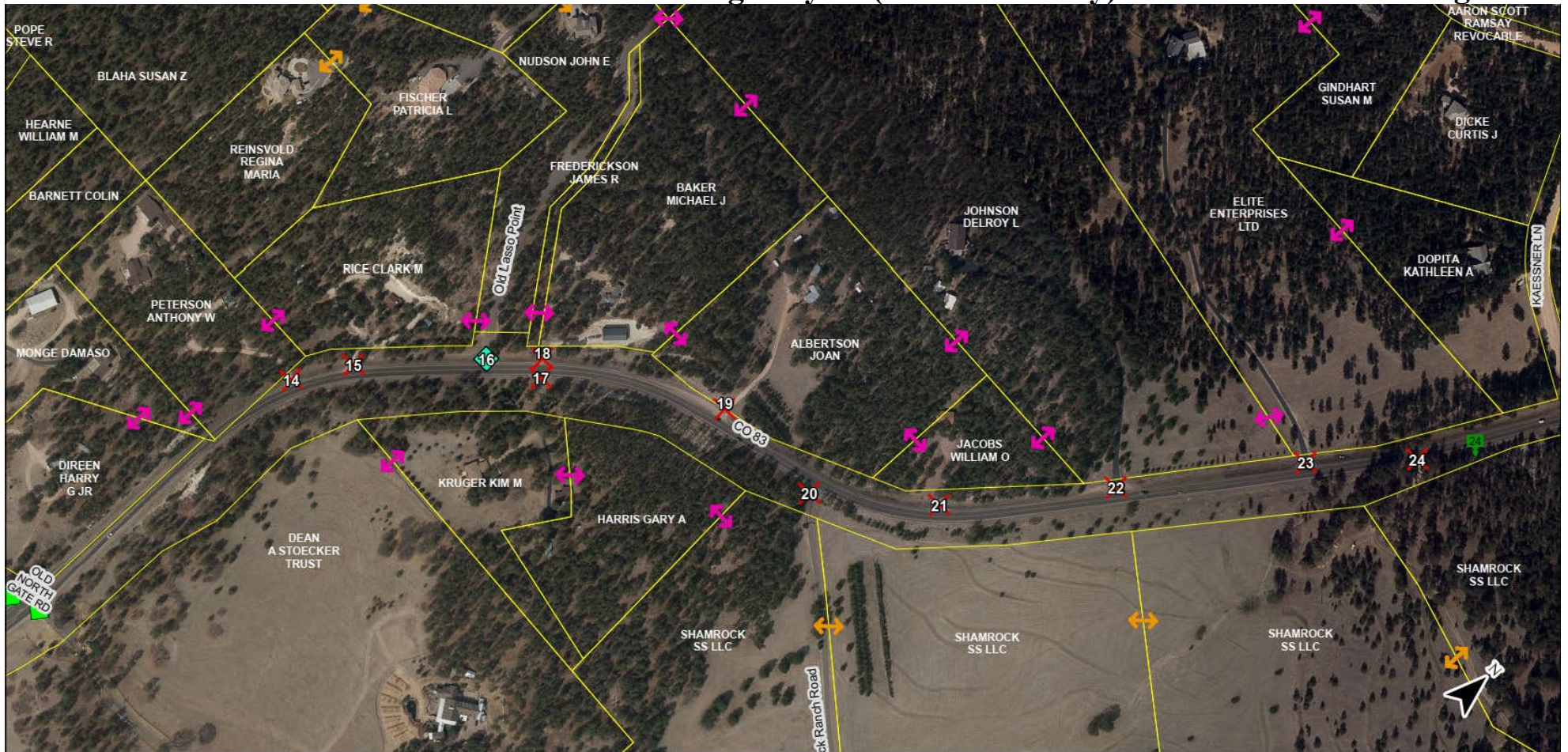
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Exhibit -C: Access Control Plan Maps Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 5 of 14

0 200 400 800 Feet

Legend

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| | Milepoints | | Right-In, Right-Out |
| | Parcels | | Emergency Access Only |
| | Full Movement (Signalized or Potential Roundabout) | | Right-In Only |
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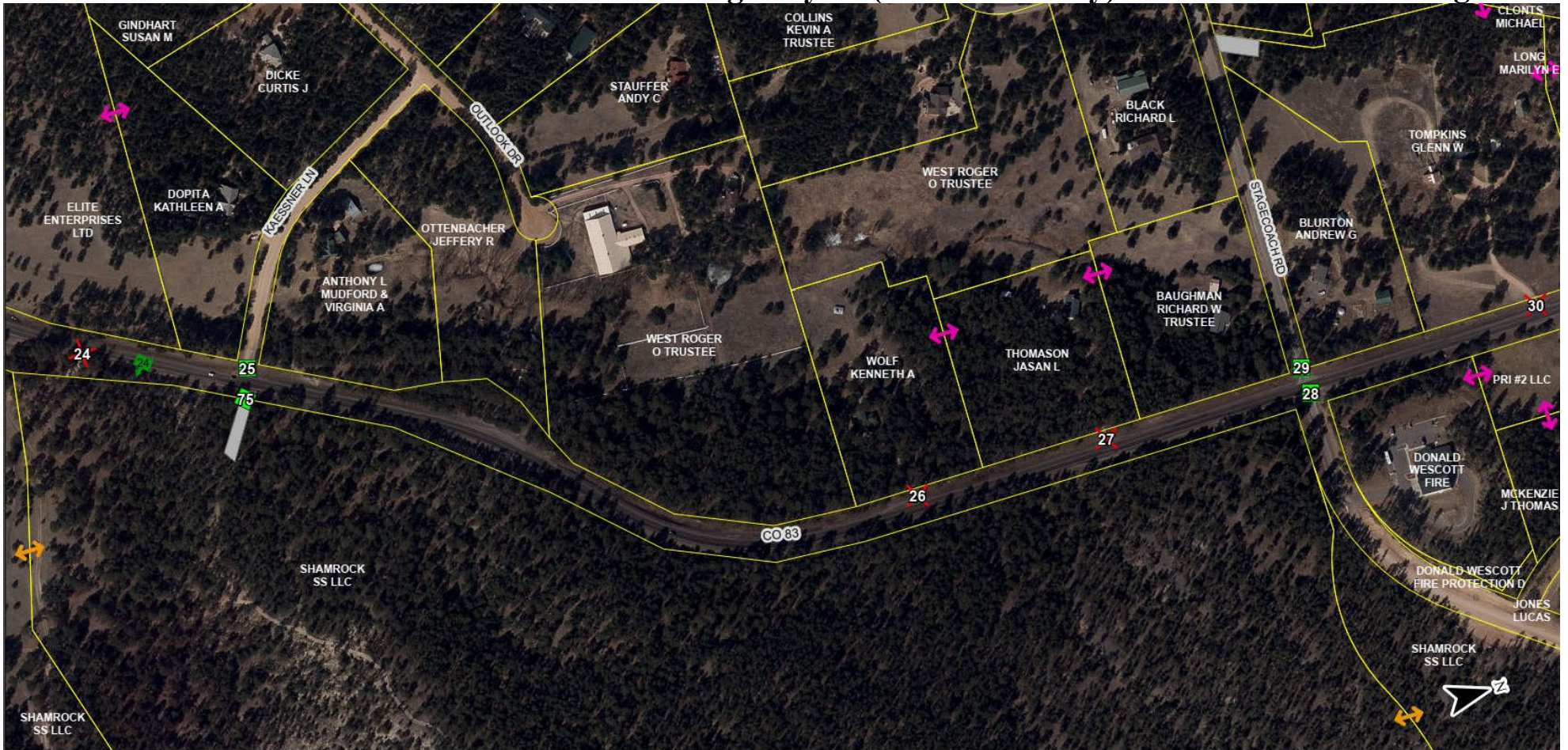
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Exhibit -C: Access Control Plan Maps Colorado State Highway 83 (El Paso County)

August 2021



CO-83 Access Control Plan Page 6 of 14

0 200 400 800 Feet

Legend

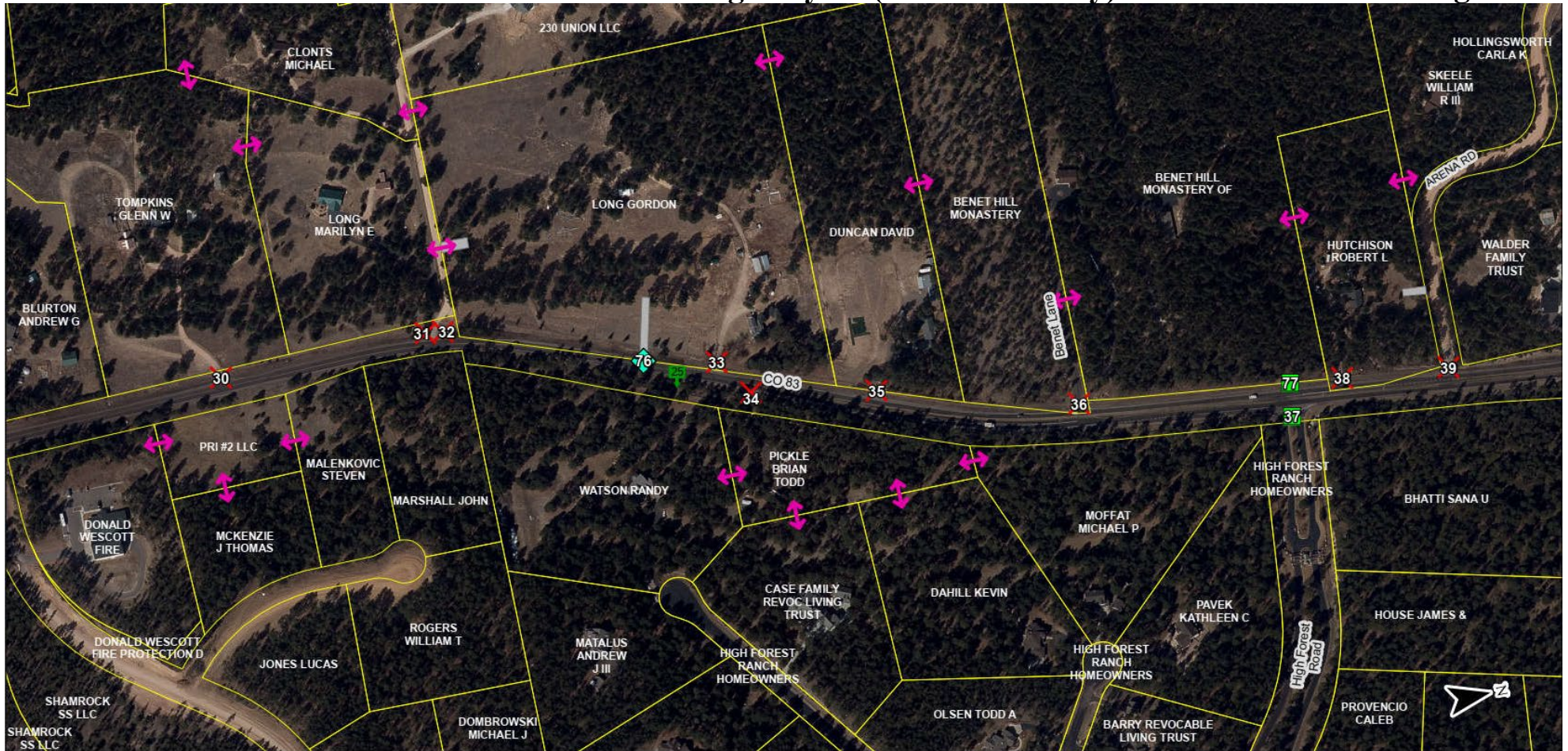
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| | Milepoints | | Right-In, Right-Out |
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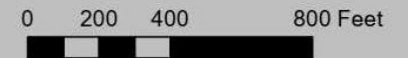
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Exhibit -C: Access Control Plan Maps Colorado State Highway 83 (El Paso County)

August 2021



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Legend

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| | Milepoints | | Right-In, Right-Out |
| | Parcels | | Emergency Access Only |
| | Full Movement (Signalized or Potential Roundabout) | | Right-In Only |
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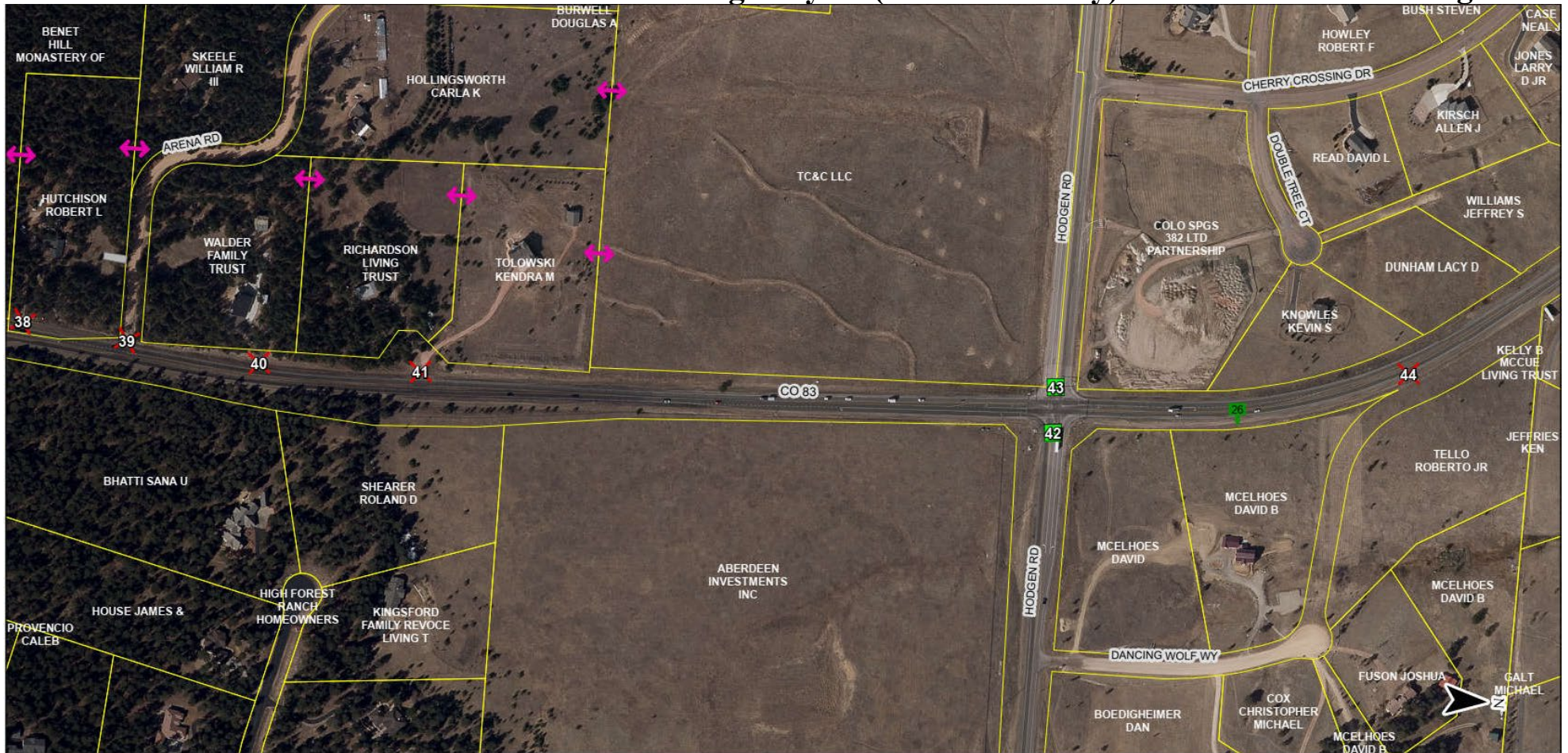
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Exhibit -C: Access Control Plan Maps Colorado State Highway 83 (El Paso County)

August 2021



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0 200 400 800 Feet

Legend

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|--|--|--|--|
| | Milepoints | | Right-In, Right-Out |
| | Parcels | | Emergency Access Only |
| | Full Movement (Signalized or Potential Roundabout) | | Right-In Only |
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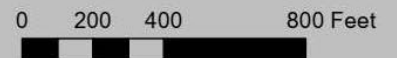
Exhibit -C: Access Control Plan Maps

Colorado State Highway 83 (El Paso County)

August 2021



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Legend

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|--|--|--|--|
| | 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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Exhibit -C: Access Control Plan Maps Colorado State Highway 83 (El Paso County)













August 2021



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0 200 400 800 Feet

Legend

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|  | 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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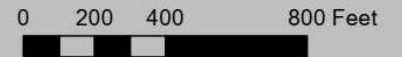
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Exhibit -C: Access Control Plan Maps Colorado State Highway 83 (El Paso County)

August 2021



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Legend

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|--|--|--|--|
| | 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 |

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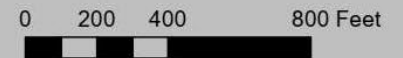
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Legend

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0 200 400 800 Feet

Legend

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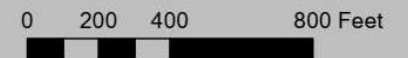
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Legend

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EXHIBIT D
LOCAL AGENCY RESOLUTION – El Paso County
(IF APPLICABLE)

EXHIBIT E
**LOCAL AGENCY RESOLUTION – City of Colorado
Springs (IF APPLICABLE)**