





**LOCAL AGENCY**  
**DOUGLAS COUNTY GOVERNMENT**

By: \_\_\_\_\_  
\*Signature

Name: \_\_\_\_\_  
(Print Name)

Title: \_\_\_\_\_  
(Print Title)

Date: \_\_\_\_\_

**1) PARTIES**

This Amendment (the “Amendment”) to the Original Agreement shown on the Signature and Cover Page for this Amendment (the “Agreement”) is entered into by and between the Local Agencies and the State.

**2) TERMINOLOGY**

Except as specifically modified by this Amendment, all terms used in this Amendment that are defined in the Agreement shall be construed and interpreted in accordance with the Agreement.

**3) EFFECTIVE DATE AND ENFORCEABILITY**

**A. Amendment Effective Date**

This Amendment shall not be valid or enforceable until the Amendment Effective Date shown on the Signature and Cover Page for this Amendment. The State shall not be bound by any provision of this Amendment before that Amendment Effective Date, and shall have no obligation to pay the Local Agency for any Work performed or expense incurred under this Amendment either before or after the Amendment term shown in **§3.B** of this Amendment

**B. Amendment Term**

The Parties’ respective performances under this Amendment and the changes to the Agreement contained herein shall commence on the Amendment Effective Date shown on the Signature and Cover Page for this Amendment and shall terminate on the termination of the Agreement.

**4) BACKGROUND AND PURPOSE**

**BACKGROUND**

An Access Control Plan (ACP) for SH 83 was originally executed in 2008 under a multi-jurisdictional Inter Governmental Agreement (IGA). The parties were the Town of Castle Rock, Douglas County, Elbert County, the Town of Elizabeth, the Town of Kiowa, the Town of Parker and the State of Colorado, Department of Transportation (CDOT). Due to the rapid growth and development that ensued along this segment of State highway in this northern portion of Douglas County, all signature agencies of the IGA agreed that the plan needed to be refreshed and updated to account for revised local agency master plans and other infill patterns of growth and changes in local mobility. The ACP encompassed the section of State Highway 83 between the Douglas/Arapahoe County Line (MP 63.12) and North Russellville Road (MP 49.89), the section of State Highway 86 (Founders Parkway) between the east ramp intersection of I-25 (MP 100.09) and the terminus of Founders Parkway (MP 104.35), and the section of State Highway 86 between Founders Parkway (MP 1.80) and MP 24.76 (hereinafter referred to as the segments). Only effected agencies will need to sign Amendments, as outlined in **Exhibit C** of the Agreement. The Voting Agencies for this Amendment are CDOT, Douglas County, The Town of Parker and the Town of Castle Rock.

**PURPOSE**

The Voting Agencies desire to amend this Agreement in accordance with the attached illustration and table, as described in **Exhibits B-1** and **D-1** for the SH 83 segment of the Segments. The amended access points are on portions of SH 83 in the areas of:

- 1.SH 83 from the Douglas Arapahoe County line to Bayou Gulch Road
- 2.SH 83 from immediately south of but not including the intersection of Bayou Gulch Road to North Russellville Road

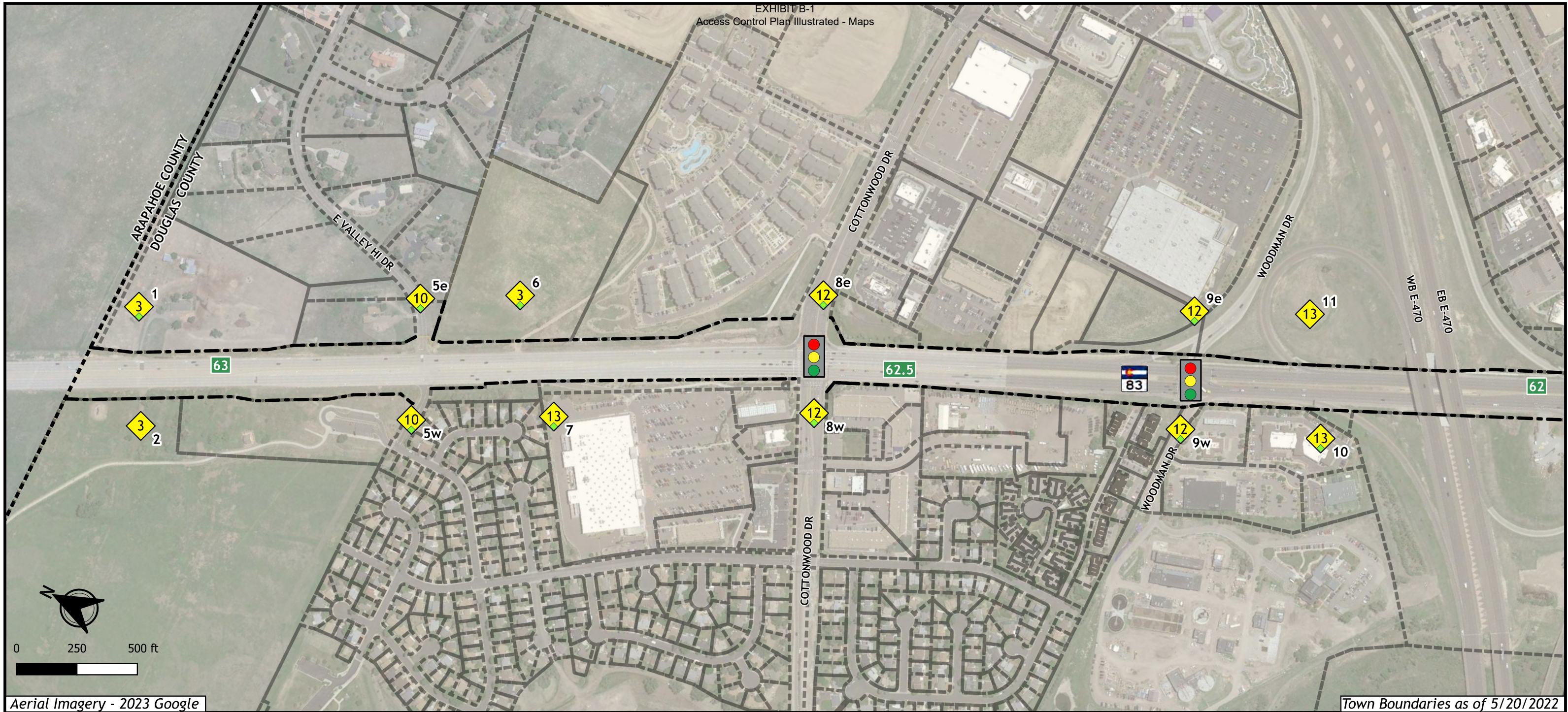
**5) MODIFICATIONS**

1. **Exhibit B** Access Control Plan Illustrated for SH 83 shall be replaced with **Exhibit B-1** Access Control Plan Illustrated.
2. **Exhibit D** Access Descriptions for SH 83 (Parker Road) shall be replaced with **Exhibit D-1** SH 83 Access Control Plan Table MP 49.89 – MP 63.06 dated May 2, 2023, attached to this Amendment.

**6) LIMITS OF EFFECT**

This Amendment is incorporated by reference into the Agreement, and the Agreement and all prior amendments or other modifications to the Agreement, if any, remain in full force and effect except as specifically modified in this Amendment. Except for the Special Provisions contained in the Agreement, in the event of any conflict, inconsistency, variance, or contradiction between the provisions of this Amendment and any of the provisions of the Agreement or any prior modification to the Agreement, the provisions of this Amendment shall in all respects supersede, govern, and control. The provisions of this Amendment shall only supersede, govern, and control over the Special Provisions contained in the Agreement to the extent that this Amendment specifically modifies those Special Provisions.





Aerial Imagery - 2023 Google

Town Boundaries as of 5/20/2022

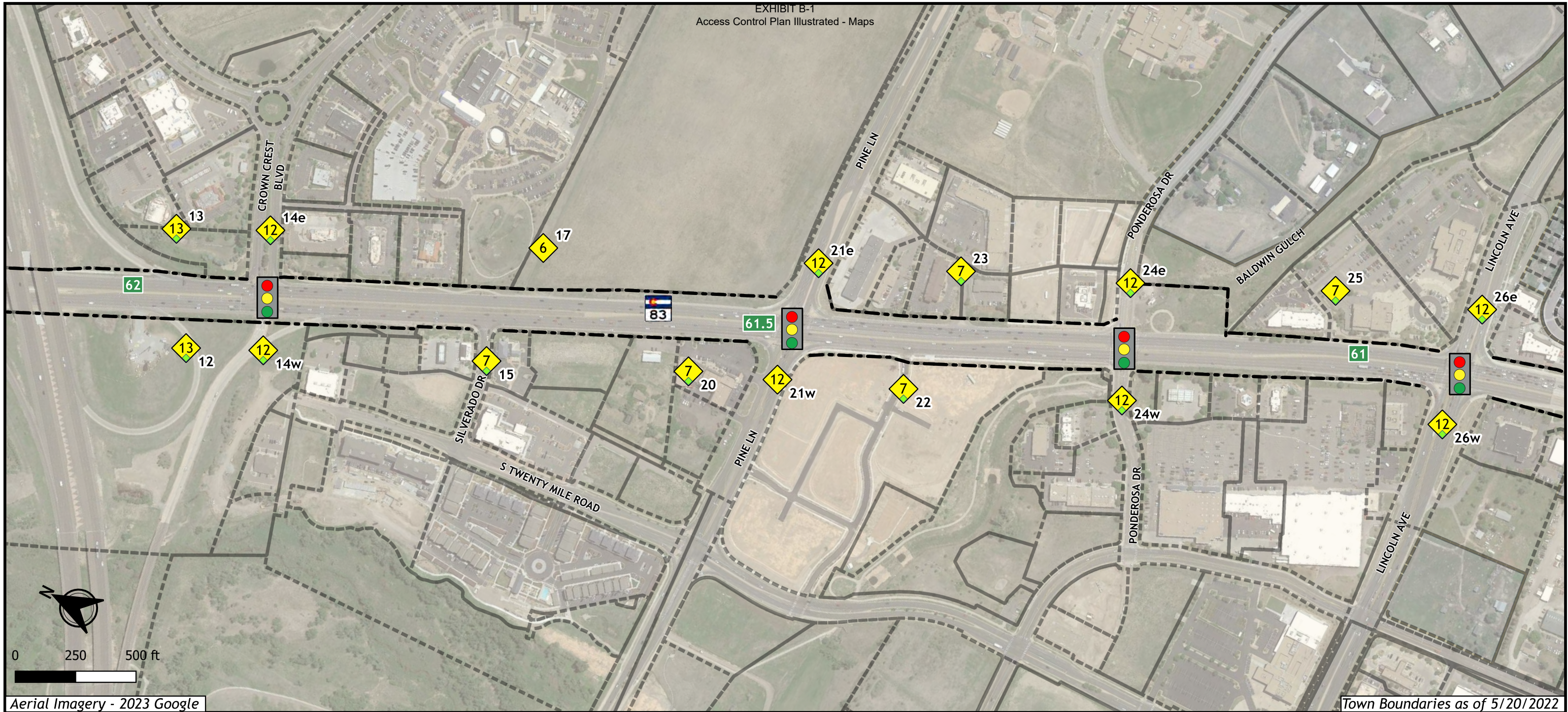
MAY 2, 2023

# STATE HIGHWAY 83 ACCESS PLAN

SHEET 1 OF 12

   	EXISTING TRAFFIC SIGNAL POTENTIAL TRAFFIC SIGNAL COMBINE ADJACENT ACCESSES ACCESS TO BE CLOSED WITH REDEVELOPMENT REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR	**ONLY USED IN SH 86 ACP NEW RIGHT-IN / RIGHT-OUT RIGHT-IN / RIGHT-OUT TO REMAIN EXISTING 3/4 ACCESS TO REMAIN POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST **ONLY USED IN SH 86 ACP SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS RIGHT-IN ONLY ACCESS PERMIT MILE POST	PARKER CASTLE ROCK ACCESS CONTROL LINE A-LINE OPENING CDOT ROW PARCEL LINE
	<p>NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT</p>			





MAY 2, 2023

### STATE HIGHWAY 83 ACCESS PLAN

SHEET 2 OF 12

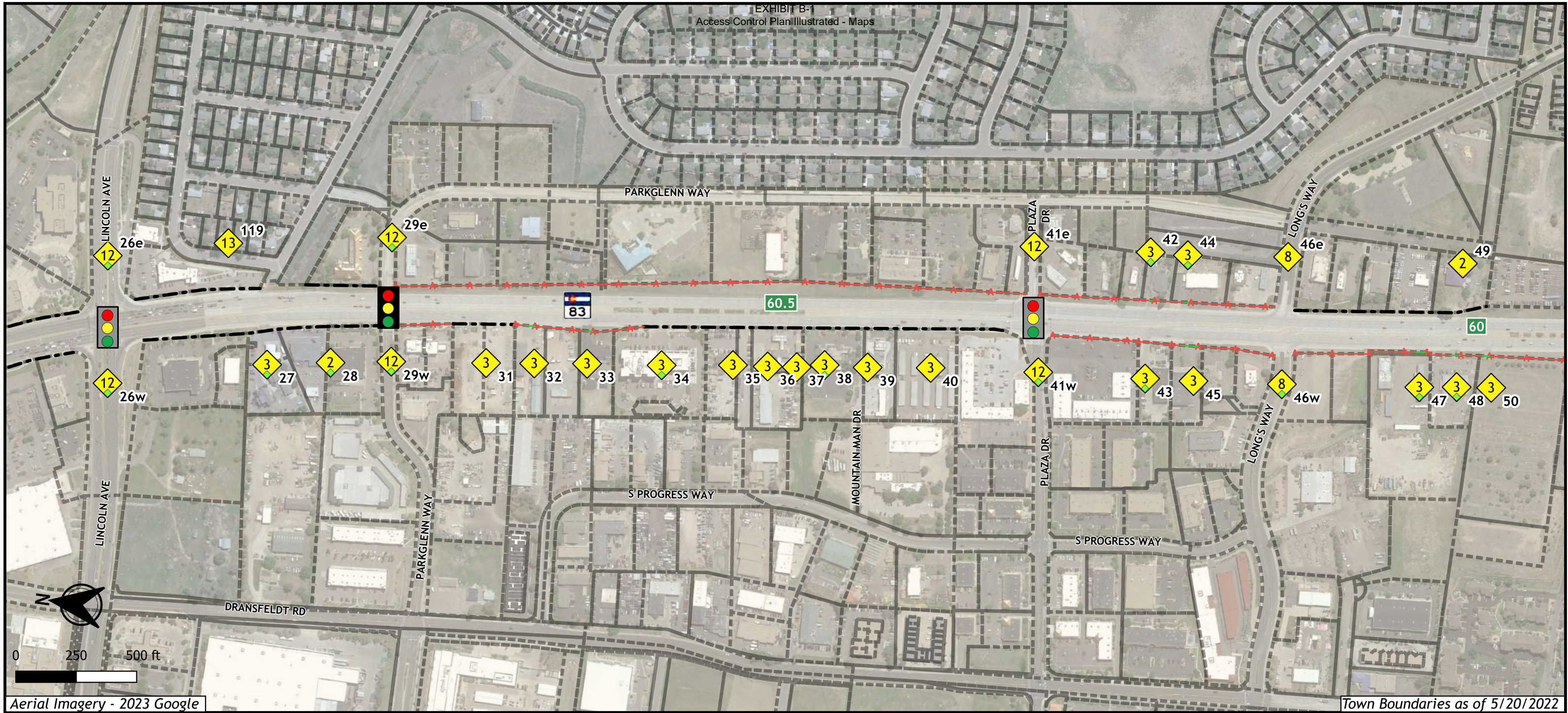
	<ul style="list-style-type: none"> <li> EXISTING TRAFFIC SIGNAL</li> <li> POTENTIAL TRAFFIC SIGNAL</li> <li> COMBINE ADJACENT ACCESSES</li> <li> ACCESS TO BE CLOSED WITH REDEVELOPMENT</li> <li> REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR</li> </ul>	<ul style="list-style-type: none"> <li> **ONLY USED IN SH 86 ACP</li> <li> NEW RIGHT-IN / RIGHT-OUT</li> <li> RIGHT-IN / RIGHT-OUT TO REMAIN</li> <li> EXISTING 3/4 ACCESS TO REMAIN</li> <li> POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)</li> </ul>	<ul style="list-style-type: none"> <li> FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY &amp; OPERATIONAL CONDITIONS EXIST</li> <li> **ONLY USED IN SH 86 ACP</li> <li> SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS</li> <li> RIGHT-IN ONLY</li> <li> ACCESS PERMIT</li> <li> MILE POST</li> </ul>	<ul style="list-style-type: none"> <li> PARKER</li> <li> CASTLE ROCK</li> <li> ACCESS CONTROL LINE</li> <li> A-LINE OPENING</li> <li> CDOT ROW</li> <li> PARCEL LINE</li> </ul>
--	--	--	---	---

Exhibit B-1  
2 of 12

NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT







MAY 2, 2023

### STATE HIGHWAY 83 ACCESS PLAN

SHEET 3 OF 12

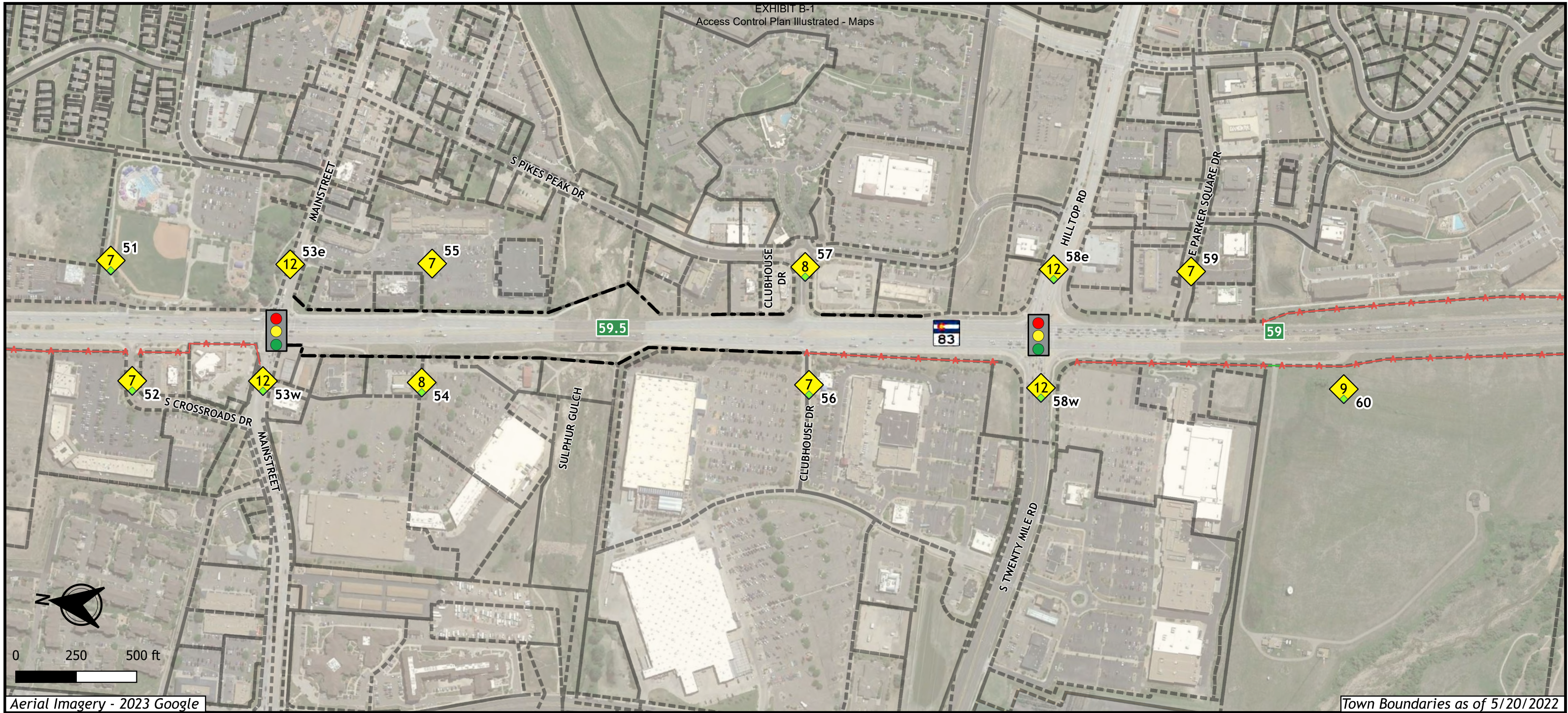
	<ul style="list-style-type: none"> <li> EXISTING TRAFFIC SIGNAL</li> <li> POTENTIAL TRAFFIC SIGNAL</li> <li> COMBINE ADJACENT ACCESSES</li> <li> ACCESS TO BE CLOSED WITH REDEVELOPMENT</li> <li> REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR</li> </ul>	<ul style="list-style-type: none"> <li>  **ONLY USED IN SH 86 ACP</li> <li> NEW RIGHT-IN / RIGHT-OUT</li> <li> RIGHT-IN / RIGHT-OUT TO REMAIN</li> <li> EXISTING 3/4 ACCESS TO REMAIN</li> <li> POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)</li> </ul>	<ul style="list-style-type: none"> <li> FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY &amp; OPERATIONAL CONDITIONS EXIST</li> <li> **ONLY USED IN SH 86 ACP</li> <li> SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS</li> <li> RIGHT-IN ONLY</li> <li> ACCESS PERMIT</li> <li> MILE POST</li> </ul>	<ul style="list-style-type: none"> <li> PARKER</li> <li> CASTLE ROCK</li> <li> ACCESS CONTROL LINE</li> <li> A-LINE OPENING</li> <li> CDOT ROW</li> <li> PARCEL LINE</li> </ul>
--	--	---	---	---

Exhibit B-1  
3 of 12

NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT







Aerial Imagery - 2023 Google

Town Boundaries as of 5/20/2022

MAY 2, 2023

### STATE HIGHWAY 83 ACCESS PLAN

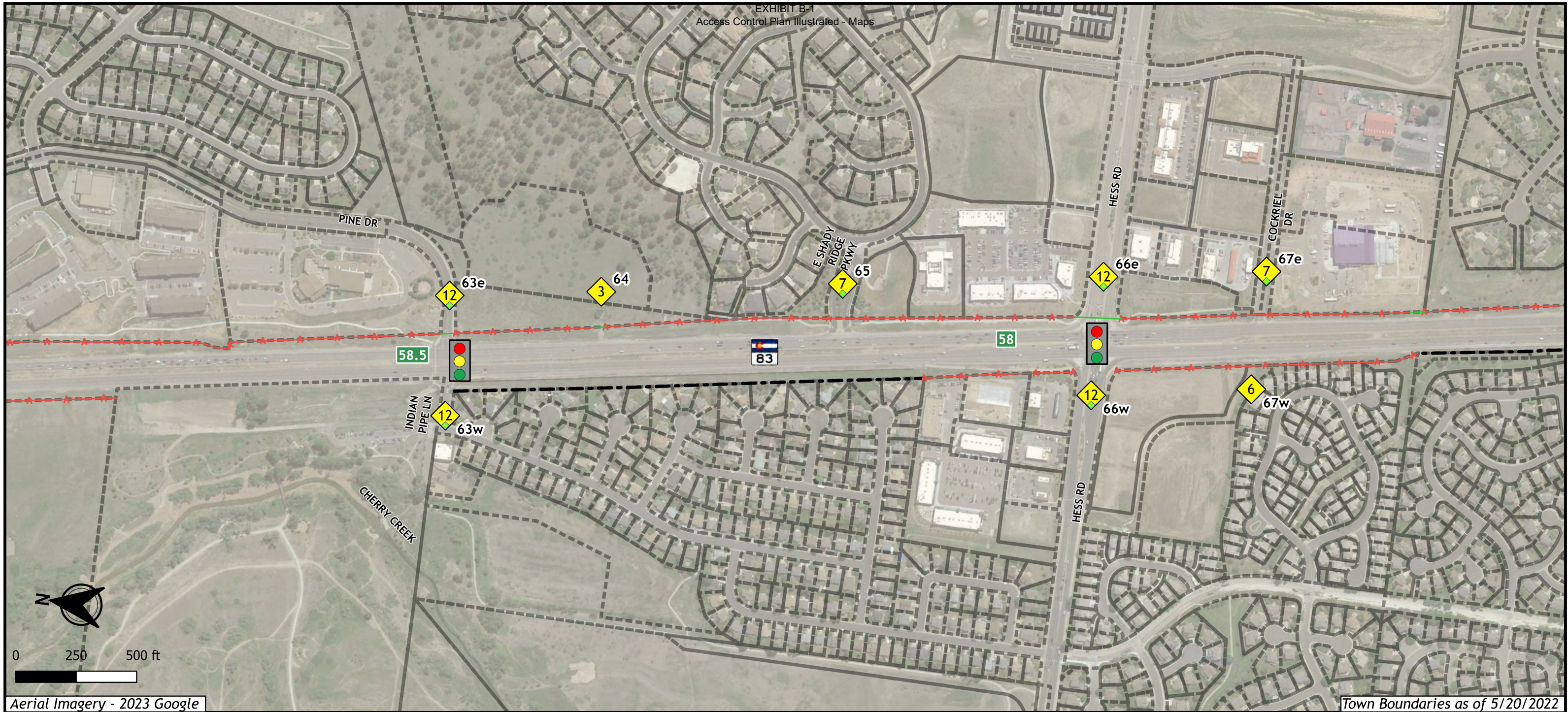
SHEET 4 OF 12

	EXISTING TRAFFIC SIGNAL	**ONLY USED IN SH 86 ACP	FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST	PARKER
	POTENTIAL TRAFFIC SIGNAL	NEW RIGHT-IN / RIGHT-OUT	**ONLY USED IN SH 86 ACP	CASTLE ROCK
COMBINE ADJACENT ACCESSES	RIGHT-IN / RIGHT-OUT TO REMAIN	SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS	ACCESS CONTROL LINE	
ACCESS TO BE CLOSED WITH REDEVELOPMENT	EXISTING 3/4 ACCESS TO REMAIN	RIGHT-IN ONLY	A-LINE OPENING	
REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR	POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	ACCESS PERMIT	CDOT ROW	
		MILE POST	PARCEL LINE	

NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT







Aerial Imagery - 2023 Google

Town Boundaries as of 5/20/2022

MAY 2, 2023

### STATE HIGHWAY 83 ACCESS PLAN

SHEET 5 OF 12

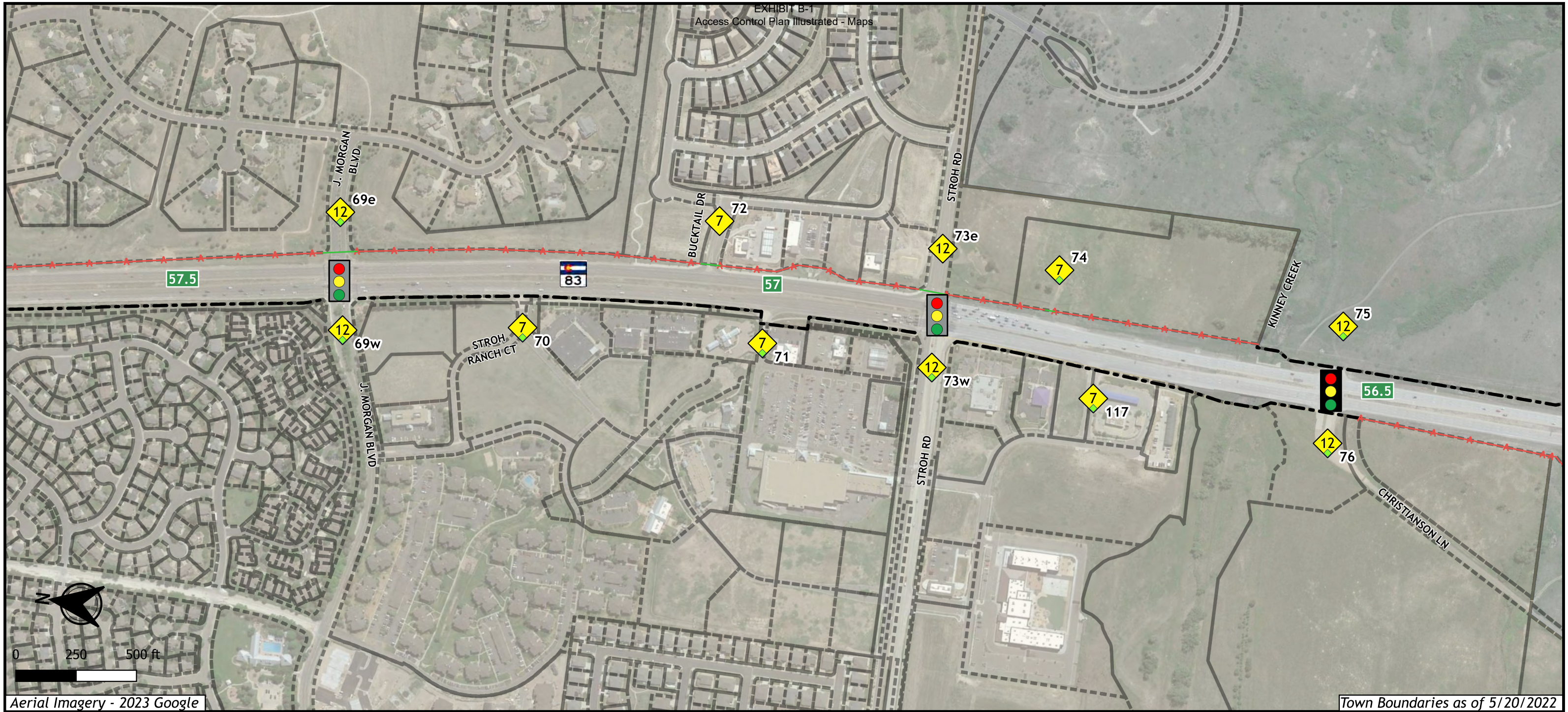
		EXISTING TRAFFIC SIGNAL POTENTIAL TRAFFIC SIGNAL COMBINE ADJACENT ACCESSES ACCESS TO BE CLOSED WITH REDEVELOPMENT REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR	**ONLY USED IN SH 86 ACP NEW RIGHT-IN / RIGHT-OUT RIGHT-IN / RIGHT-OUT TO REMAIN EXISTING 3/4 ACCESS TO REMAIN POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST **ONLY USED IN SH 86 ACP SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS RIGHT-IN ONLY ACCESS PERMIT MILE POST	PARKER CASTLE ROCK ACCESS CONTROL LINE A-LINE OPENING CDOT ROW PARCEL LINE
--	--	---	---	---	---

Exhibit B-1  
5 of 12

NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT







MAY 2, 2023

### STATE HIGHWAY 83 ACCESS PLAN

SHEET 6 OF 12

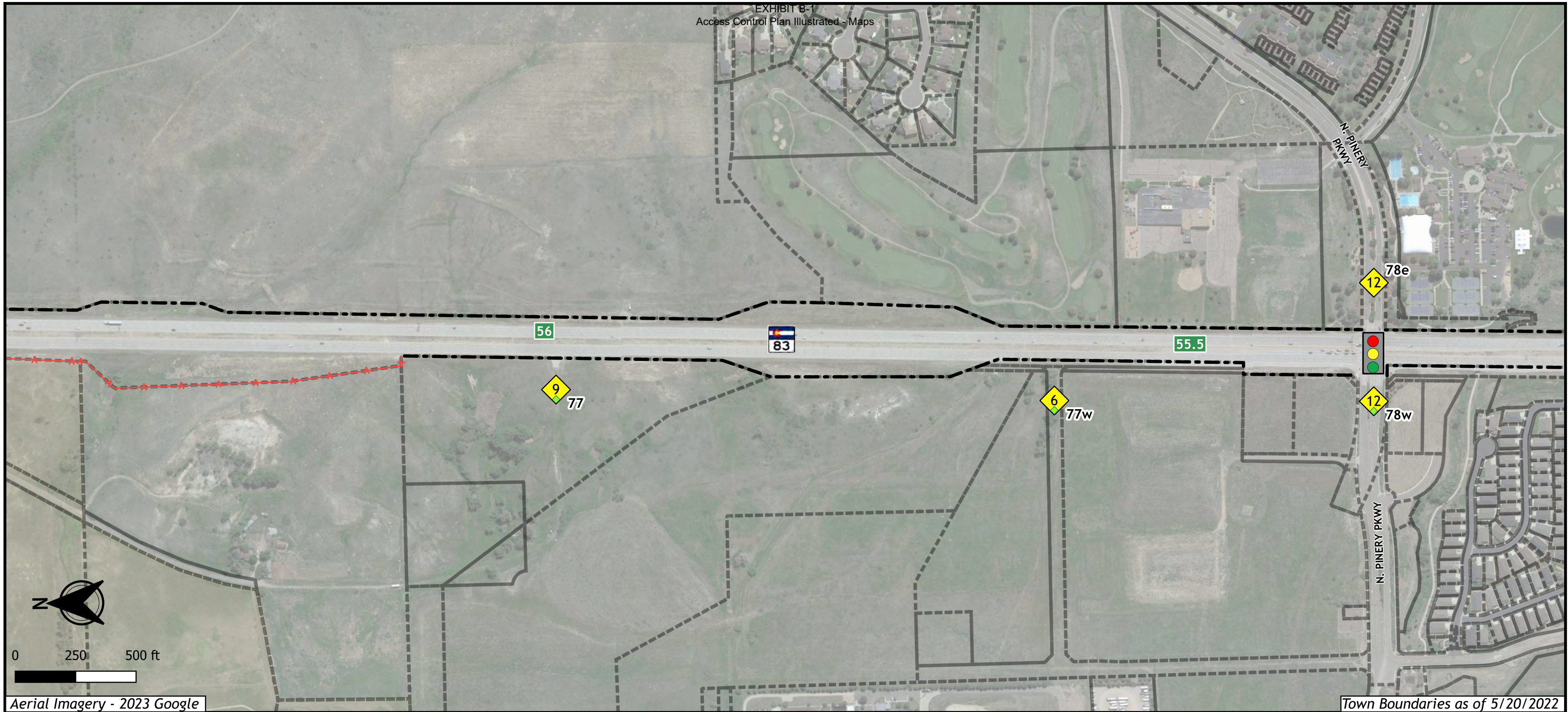


- |  |   |  |  |  |  |   |  |                     |
|--|---|--|--|--|--|---|--|---------------------|
|  | EXISTING TRAFFIC SIGNAL   |  |  | **ONLY USED IN SH 86 ACP               |  | FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST |  | PARKER              |
|  | POTENTIAL TRAFFIC SIGNAL  |  |  | NEW RIGHT-IN / RIGHT-OUT               |  | **ONLY USED IN SH 86 ACP  |  | CASTLE ROCK         |
|  | COMBINE ADJACENT ACCESSES   |  |  | RIGHT-IN / RIGHT-OUT TO REMAIN         |  | SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS   |  | ACCESS CONTROL LINE |
|  | ACCESS TO BE CLOSED WITH REDEVELOPMENT  |  |  | EXISTING 3/4 ACCESS TO REMAIN          |  | RIGHT-IN ONLY   |  | A-LINE OPENING      |
|  | REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR |  |  | POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED) |  | ACCESS PERMIT   |  | CDOT ROW            |
|  |   |  |  |  |  | MILE POST   |  | PARCEL LINE         |

NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT







Aerial Imagery - 2023 Google

Town Boundaries as of 5/20/2022

MAY 2, 2023

### STATE HIGHWAY 83 ACCESS PLAN

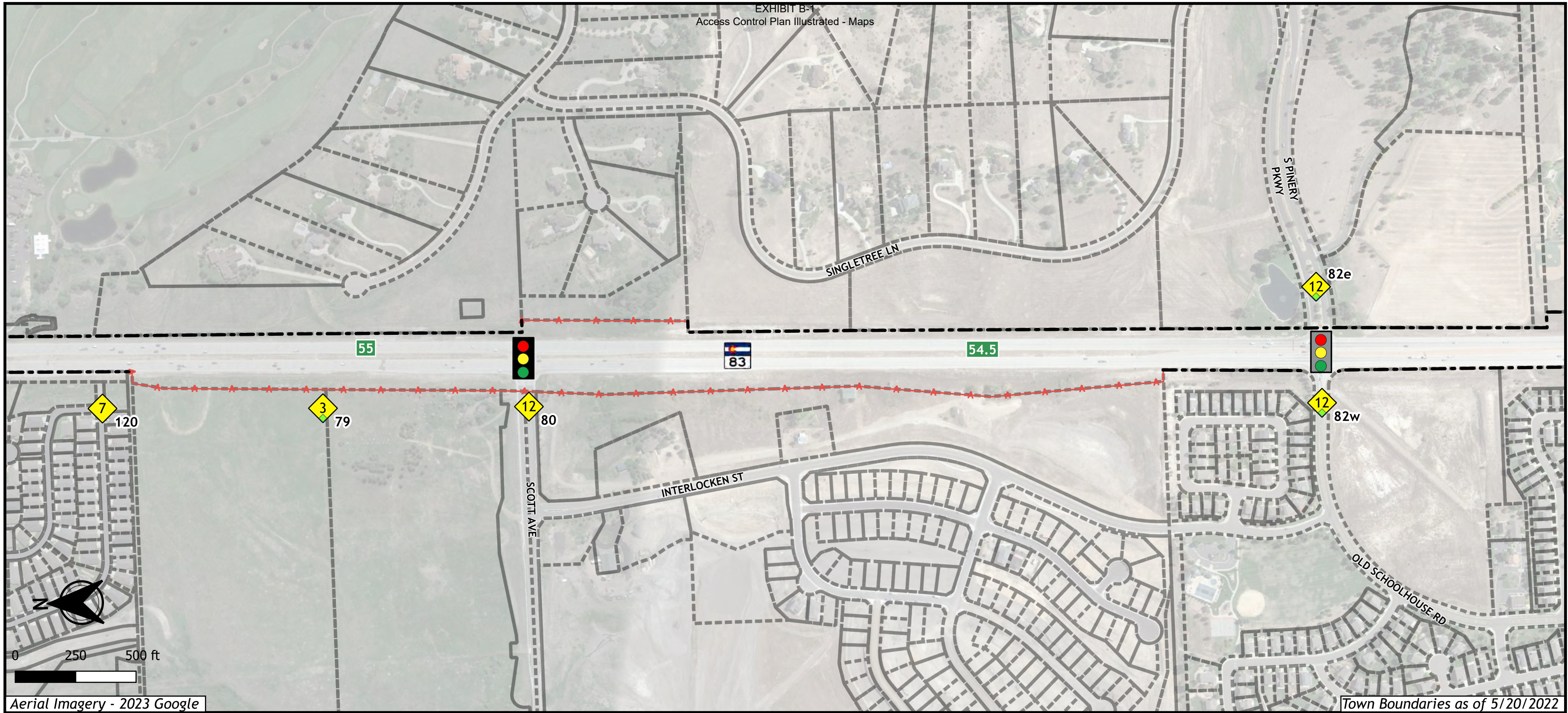
SHEET 7 OF 12

	EXISTING TRAFFIC SIGNAL	**ONLY USED IN SH 86 ACP	FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST	PARKER
	POTENTIAL TRAFFIC SIGNAL	NEW RIGHT-IN / RIGHT-OUT	**ONLY USED IN SH 86 ACP	CASTLE ROCK
COMBINE ADJACENT ACCESSES	RIGHT-IN / RIGHT-OUT TO REMAIN	SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS	ACCESS CONTROL LINE	A-LINE OPENING
ACCESS TO BE CLOSED WITH REDEVELOPMENT	EXISTING 3/4 ACCESS TO REMAIN	RIGHT-IN ONLY	CDOT ROW	PARCEL LINE
REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR	POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	ACCESS PERMIT	MILE POST	

NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT







Aerial Imagery - 2023 Google

Town Boundaries as of 5/20/2022

MAY 2, 2023

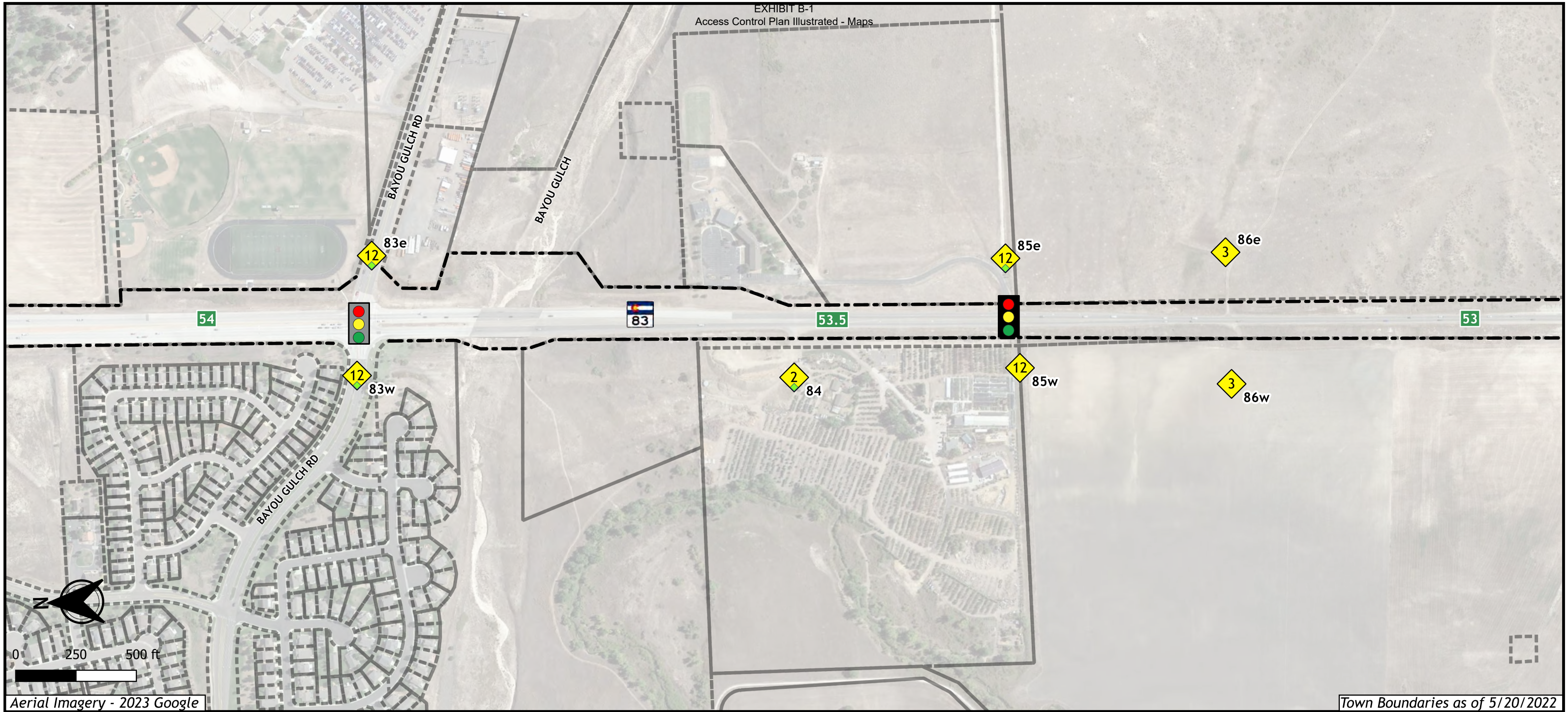
# STATE HIGHWAY 83 ACCESS PLAN

SHEET 8 OF 12

   	EXISTING TRAFFIC SIGNAL POTENTIAL TRAFFIC SIGNAL COMBINE ADJACENT ACCESSES ACCESS TO BE CLOSED WITH REDEVELOPMENT REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR	**ONLY USED IN SH 86 ACP NEW RIGHT-IN / RIGHT-OUT RIGHT-IN / RIGHT-OUT TO REMAIN EXISTING 3/4 ACCESS TO REMAIN POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST **ONLY USED IN SH 86 ACP SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS RIGHT-IN ONLY ACCESS PERMIT MILE POST	PARKER CASTLE ROCK ACCESS CONTROL LINE A-LINE OPENING CDOT ROW PARCEL LINE
	<p>Exhibit B-1 8 of 12</p>		<p>NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT</p>	







Aerial Imagery - 2023 Google

Town Boundaries as of 5/20/2022

MAY 2, 2023

# STATE HIGHWAY 83 ACCESS PLAN

SHEET 9 OF 12

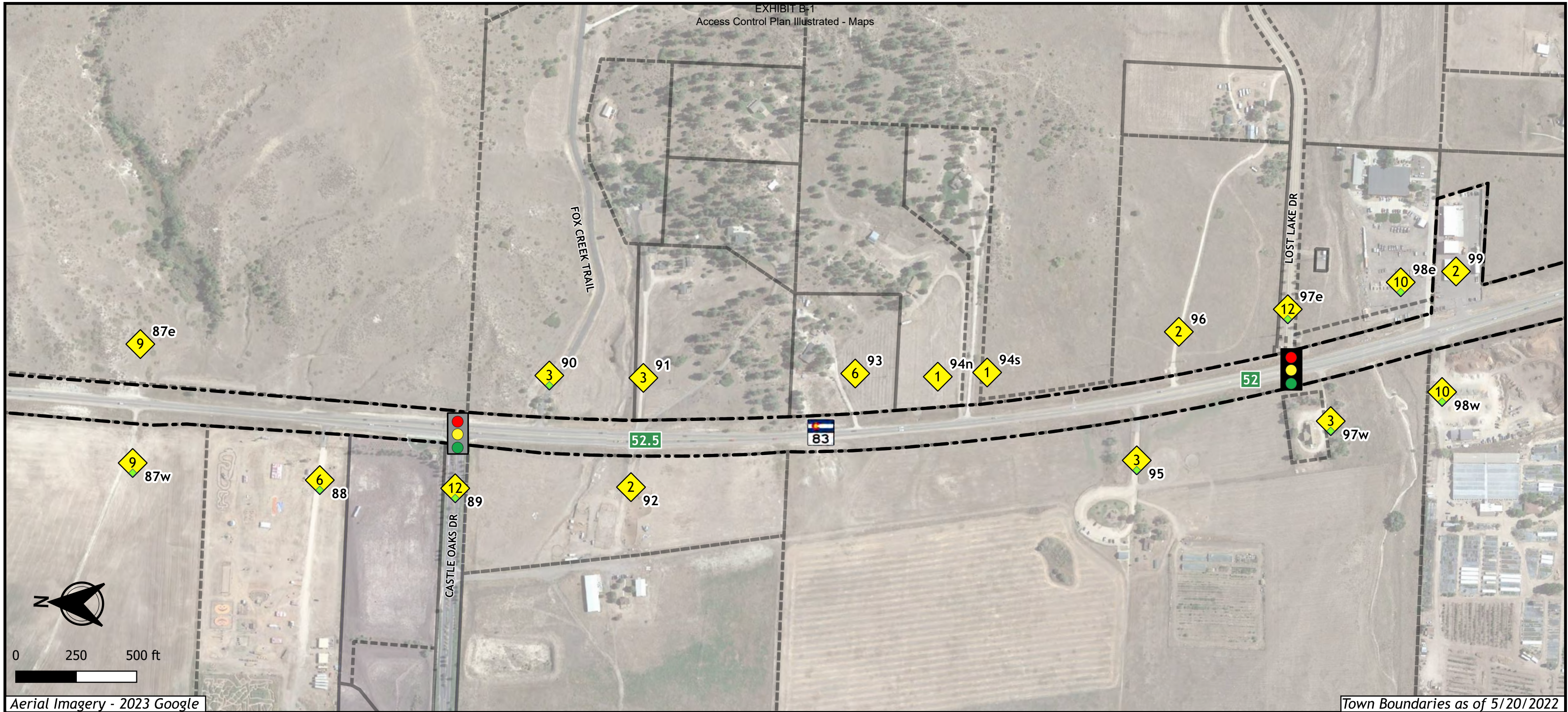


- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- COMBINE ADJACENT ACCESSES
- ACCESS TO BE CLOSED WITH REDEVELOPMENT
- REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR
- \*\*ONLY USED IN SH 86 ACP
- NEW RIGHT-IN / RIGHT-OUT
- RIGHT-IN / RIGHT-OUT TO REMAIN
- EXISTING 3/4 ACCESS TO REMAIN
- POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)
- FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST
- \*\*ONLY USED IN SH 86 ACP
- SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS
- RIGHT-IN ONLY
- ACCESS PERMIT
- MILE POST
- PARKER
- CASTLE ROCK
- ACCESS CONTROL LINE
- A-LINE OPENING
- CDOT ROW
- PARCEL LINE

NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT







MAY 2, 2023

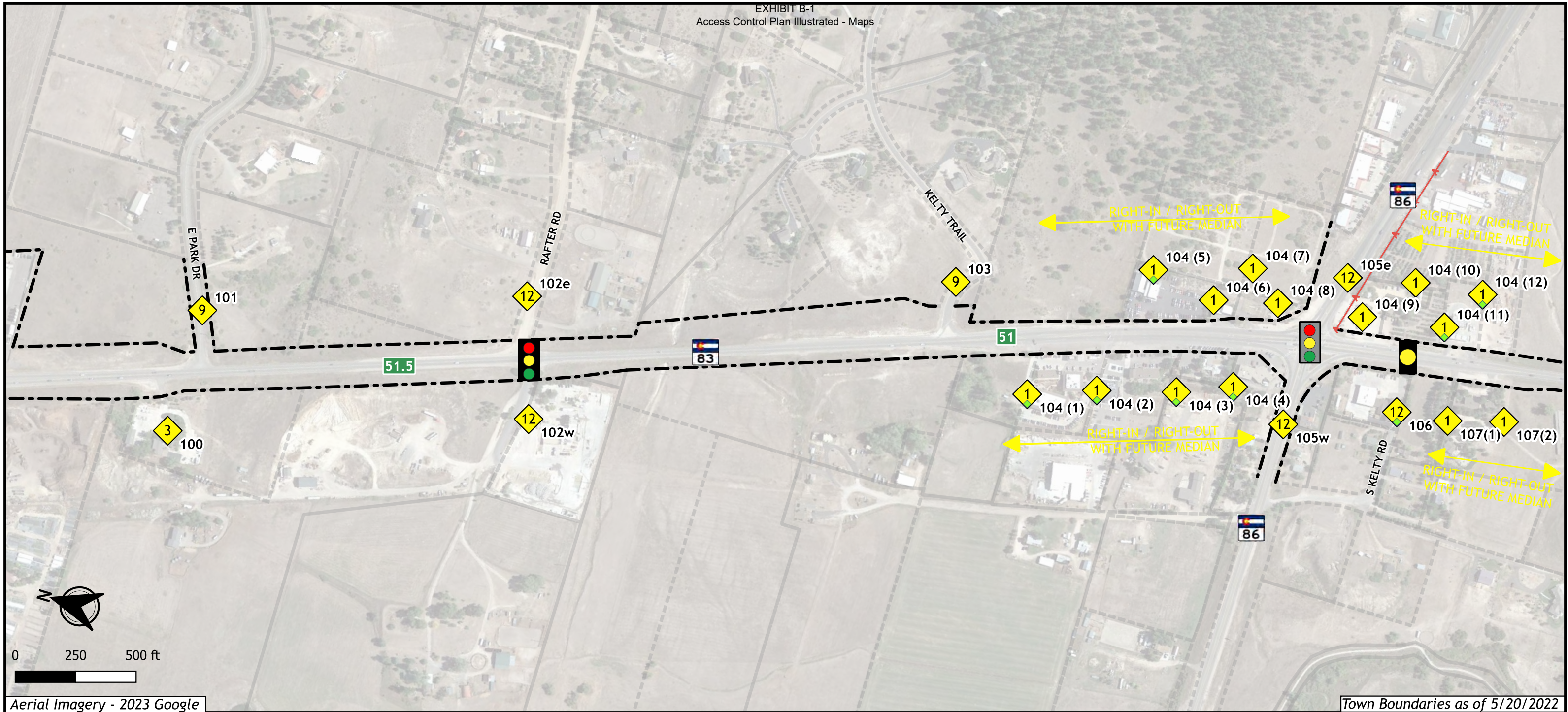
### STATE HIGHWAY 83 ACCESS PLAN

SHEET 10 OF 12

	EXISTING TRAFFIC SIGNAL	**ONLY USED IN SH 86 ACP	FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST	**ONLY USED IN SH 86 ACP	SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS	RIGHT-IN ONLY	COMBINE ADJACENT ACCESSES	ACCESS TO BE CLOSED WITH REDEVELOPMENT	REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR	**ONLY USED IN SH 86 ACP	NEW RIGHT-IN / RIGHT-OUT	RIGHT-IN / RIGHT-OUT TO REMAIN	EXISTING 3/4 ACCESS TO REMAIN	POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	ACCESS PERMIT	MILE POST	PARKER	CASTLE ROCK
	POTENTIAL TRAFFIC SIGNAL	**ONLY USED IN SH 86 ACP	NEW RIGHT-IN / RIGHT-OUT	RIGHT-IN / RIGHT-OUT TO REMAIN	EXISTING 3/4 ACCESS TO REMAIN	POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST	**ONLY USED IN SH 86 ACP	SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS	RIGHT-IN ONLY	ACCESS PERMIT	MILE POST	PARKER	CASTLE ROCK	ACCESS CONTROL LINE	A-LINE OPENING	CDOT ROW	PARCEL LINE

NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT





MAY 2, 2023

## STATE HIGHWAY 83 ACCESS PLAN

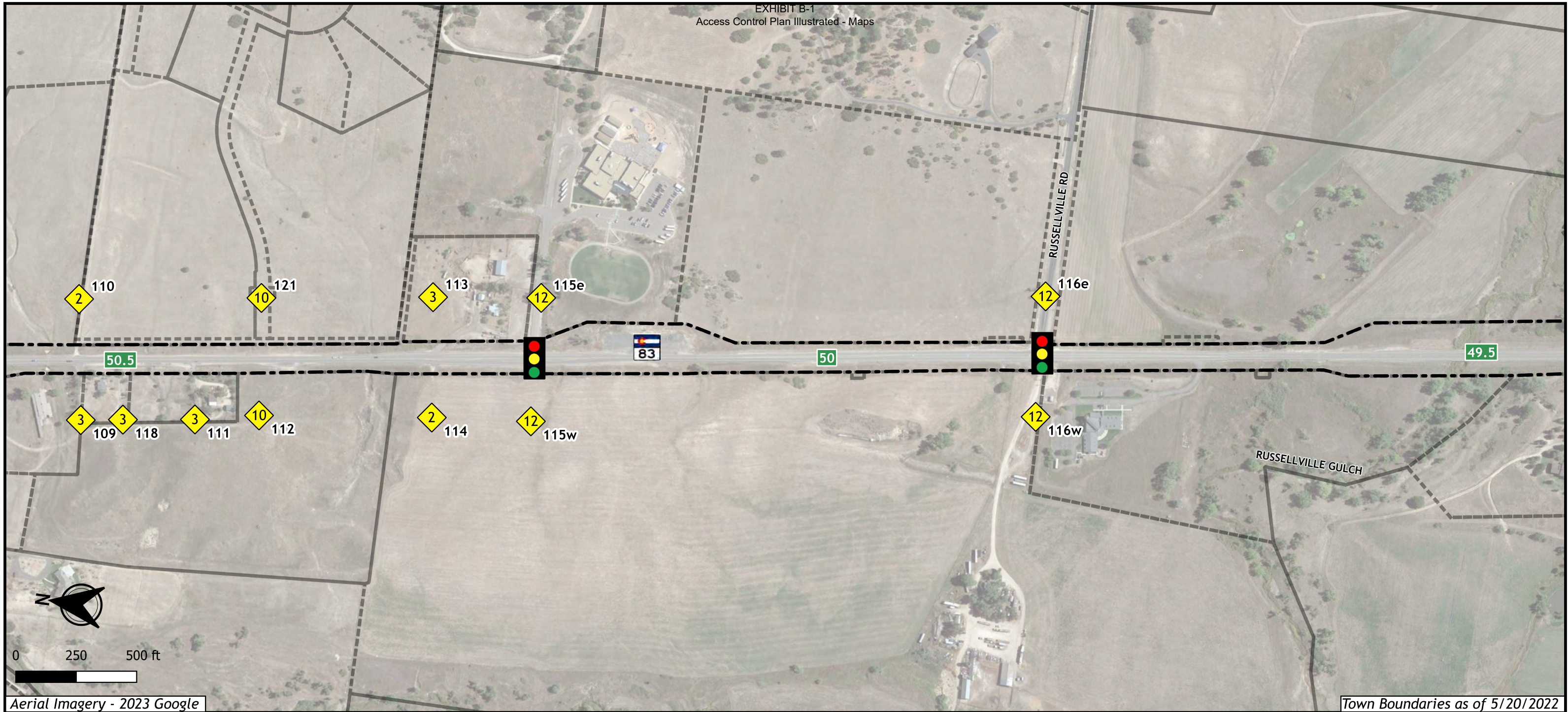
SHEET 11 OF 12

		<p>EXISTING TRAFFIC SIGNAL</p> <p>POTENTIAL TRAFFIC SIGNAL</p> <p>POTENTIAL EMERGENCY TRAFFIC SIGNAL</p> <p>COMBINE ADJACENT ACCESSES</p> <p>ACCESS TO BE CLOSED WITH REDEVELOPMENT</p>	<p>REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR</p> <p>**ONLY USED IN SH 86 ACP</p> <p>NEW RIGHT-IN / RIGHT-OUT</p> <p>RIGHT-IN / RIGHT-OUT TO REMAIN</p> <p>EXISTING 3/4 ACCESS TO REMAIN</p> <p>POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)</p>	<p>FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY &amp; OPERATIONAL CONDITIONS EXIST</p> <p>**ONLY USED IN SH 86 ACP</p> <p>SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS</p> <p>RIGHT-IN ONLY</p> <p>ACCESS PERMIT</p> <p>MILE POST</p>	<p>PARKER</p> <p>CASTLE ROCK</p> <p>ACCESS CONTROL LINE</p> <p>A-LINE OPENING</p> <p>CDOT ROW</p> <p>PARCEL LINE</p>

NOTE: REFER TO ACP TABLE FOR SPECIFIC CONDITIONS RELATED TO EACH ACCESS POINT







Aerial Imagery - 2023 Google

Town Boundaries as of 5/20/2022

MAY 2, 2023

### STATE HIGHWAY 83 ACCESS PLAN

SHEET 12 OF 12

	EXISTING TRAFFIC SIGNAL	**ONLY USED IN SH 86 ACP	FULL MOVEMENT ACCESS TO REMAIN UNSIGNALIZED PROVIDED ACCEPTABLE SAFETY & OPERATIONAL CONDITIONS EXIST	**ONLY USED IN SH 86 ACP	SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS	RIGHT-IN ONLY	ACCESS PERMIT	MILE POST	PARKER
	POTENTIAL TRAFFIC SIGNAL	NEW RIGHT-IN / RIGHT-OUT	RIGHT-IN / RIGHT-OUT TO REMAIN	**ONLY USED IN SH 86 ACP	SIGNALIZED OR POTENTIALLY SIGNALIZED FULL MOVEMENT ACCESS	RIGHT-IN ONLY	ACCESS PERMIT	MILE POST	CASTLE ROCK
COMBINE ADJACENT ACCESSES	ACCESS TO BE CLOSED WITH REDEVELOPMENT	EXISTING 3/4 ACCESS TO REMAIN	POTENTIAL 3/4 ACCESS (U-TURNS ALLOWED)	ACCESS CONTROL LINE	A-LINE OPENING	CDOT ROW	PARCEL LINE		
REVISE ACCESS IF PROPERTY REDEVELOPS, OR IF SAFETY OR OPERATIONS ISSUES OCCUR									



EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
1	63.06	R	Residential	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
2	63.06	L	Field Access	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
5w	62.83	L	E Valley Hi Dr	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.
5e	62.83	R	E Valley Hi Dr	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.
6	62.76	R	Residential	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
7	62.73	L	Commercial / Business	Right-in Only	Right-In Only	
8w	62.53	L	Cottonwood Dr	Signalized Full Movement	Signalized Full Movement	
8e	62.53	R	Cottonwood Dr	Signalized Full Movement	Signalized Full Movement	
9w	62.24	L	Woodman Dr	Signalized Full Movement	Signalized Full Movement	
9e	62.24	R	Woodman Dr	Signalized Full Movement	Signalized Full Movement	
10	62.19	L	SB SH 83 to WB E-470 On Ramp	Right-In Only	Right-In Only	
11	62.13	R	NB SH 83 to WB E-470 On Ramp	Right-In Only	Right-In Only	
12	62.00	L	SB SH 83 to EB E-470 On Ramp	Right-In Only	Right-In Only	
13	62.04	R	NB SH 83 to EB E-470 On Ramp	Right-In Only	Right-In Only	

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
14e	61.84	R	Crown Crest Blvd	Signalized Full Movement	Signalized Full Movement	
14w	61.84	L	EB E-470 Off Ramp	Signalized Full Movement	Signalized Full Movement	
15	61.56	L	Silverado Dr	Right-in / Right-out	Right-in / Right-out	
17	61.65	R	No Access	No Access	Right-in / Right-out	Locate as far north on the property as possible.
20	61.47	L	Commercial / Business	Right-in / Right-out	Right-in / Right-out	
21w	61.45	L	Pine Ln	Signalized Full Movement	Signalized Full Movement	
21e	61.45	R	Pine Ln	Signalized Full Movement	Signalized Full Movement	
22	61.37	L	Commercial / Business	Right-in / Right-out	Right-in / Right-out	
23	61.33	R	Commercial / Business	Right-in / Right-out	Right-in / Right-out	
24w	61.20	L	Ponderosa Dr	Signalized Full Movement	Signalized Full Movement	
24e	61.20	R	Ponderosa Dr	Signalized Full Movement	Signalized Full Movement	
25	61.03	R	Commercial / Business	Right-in / Right-out	Right-in / Right-out	
26e	60.91	R	Lincoln Ave	Signalized Full Movement	Signalized Full Movement	
26w	60.91	L	Lincoln Ave	Signalized Full Movement	Signalized Full Movement	
119	60.82	R	Commercial / Business	Right-in Only	Right-In Only	
27	60.80	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Close access when alternate access to Lincoln or Parkglenn Way is available and either with redevelopment or if safety or operational issues develop. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
28	60.76	L	Commercial / Business	Right-in / Right-out	Close Access	With redevelopment or if safety or operational issues develop.

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
29w	60.70	L	Parkglenn Way	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
29e	60.70	R	Parkglenn Way	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
31	60.62	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
32	60.60	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
33	60.55	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
34	60.50	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
35	60.44	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
36	60.42	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
37	60.40	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
38	60.38	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
39	60.35	L	Mountain Man Dr	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
40	60.30	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
41w	60.23	L	Plaza Dr	Signalized Full Movement	Signalized Full Movement	
41e	60.23	R	Plaza Dr	Signalized Full Movement	Signalized Full Movement	
42	60.15	R	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
43	60.15	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared. A-line opening modification required if maintained and when redevelopment occurs and/or with a public project..
44	60.13	R	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
45	60.13	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
46w	60.08	L	Long's Way	3/4 Movement	3/4 Movement	



EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
46e	60.08	R	Long's Way	3/4 Movement	3/4 Movement	
47	60.02	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
48	60.01	L	Commercial / Business	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
49	60.01	R	Commercial / Business	Right-in / Right-out	Close Access	With redevelopment.
50	60.00	L	Private Access	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
51	59.92	R	Commercial / Business	Right-in / Right-out	Right-in / Right-out	
52	59.91	L	Crossroads Dr	Right-in / Right-out	Right-in / Right-out	
53w	59.78	L	Mainstreet	Signalized Full Movement	Signalized Full Movement	
53e	59.78	R	Mainstreet	Signalized Full Movement	Signalized Full Movement	
54	59.66	L	Commercial / Business	3/4 Movement	3/4 Movement	
55	59.65	R	Commercial / Business	Right-in / Right-out	Right-in / Right-out	
56	59.39	L	Commercial / Business (Clubhouse Dr - private road)	Right-in / Right-out	Right-in / Right-out	A-line opening modification required when redevelopment occurs and/or with a public project.
57	59.39	R	Clubhouse Dr	3/4 Movement	3/4 Movement	
58w	59.19	L	Twenty Mile Rd	Signalized Full Movement	Signalized Full Movement	
58e	59.19	R	Hilltop Rd	Signalized Full Movement	Signalized Full Movement	
59	59.04	R	East Parker Square Drive	Right-in / Right-out	Right-in / Right-out	

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
60	58.95	L	Residential	Right-in / Right-out	3/4 Movement	A-line opening modification required if relocated and when redevelopment occurs and/or with a public project. A 3/4 movement may be implemented if operational analysis supports addition of left turn movement at this location. If operational analysis does not support, access will be restricted to right-in, right-out.
62	58.60	L	No Access	No Access	Future location of proposed twenty mile road connection TBD	
63w	58.50	L	Indian Pipe Ln	Signalized Full Movement	Signalized Full Movement	
63e	58.50	R	Pine Dr	Signalized Full Movement	Signalized Full Movement	
64	58.36	R	Field Access	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared. A-line opening modification required if relocated and when redevelopment occurs and/or with a public project.
65	58.15	R	E Shady Ridge Parkway	Right-in / Right-out	Right-in / Right-out	A-line opening modification required when redevelopment occurs and/or with a public project.
66w	57.88	R	Hess Rd	Signalized Full Movement	Signalized Full Movement	
66e	57.88	R	Hess Rd	Signalized Full Movement	Signalized Full Movement	A-line opening not wide enough. A-line modification required when redevelopment occurs and/or with a public project.
67e	57.73	R	Cockriel Dr	Right-in / Right-out	Right-in / Right-out	A-line opening modification required when redevelopment occurs and/or with a public project.
67w	57.75	L	No Access	No Access	Right-in / Right-out	A-line opening modification required when redevelopment occurs and/or with a public project.
69w	57.32	L	J. Morgan Blvd	Signalized Full Movement	Signalized Full Movement	
69e	57.32	R	J. Morgan Blvd	Signalized Full Movement	Signalized Full Movement	
70	57.19	L	Stroh Ranch Ct	Right-in / Right-out	Right-in / Right-out	
71	57.00	L	Commercial / Business	Right-in / Right-out	Right-in / Right-out	
72	57.03	R	Bucktail Dr	Right-in / Right-out	Right-in / Right-out	

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
73w	56.86	L	Stroh Rd	Signalized Full Movement	Signalized Full Movement	
73e	56.86	R	Stroh Rd	Signalized Full Movement	Signalized Full Movement	
117	56.72	L	Commercial / Business	Right-in / Right-out	Right-in / Right-out	
74	56.77	R	Field Access	Right-in / Right-out	Right-in / Right-out	A-line opening modification required when redevelopment occurs and/or with a public project.
75	56.54	R	Christianson Ln	Unsignalized Full Movement	Potentially Signalized Full Movement	Retain as emergency access only. A signal may be implemented if and when warranted per current MUTCD standards if Access 76 remains in current location. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
76	56.54	L	Christianson Ln	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. May be relocated based on sight distance considerations, but must remain a t-intersection if separated from emergency access at Access 75.
77	55.99	L	Field Access	Right-in / Right-out	3/4 Movement	With redevelopment, if it becomes future county public road. Remains RIRO if access remains private. U-turns allowed if 3/4 movement.
77w	55.61	L	No Access	No Access	Right-in / Right-out	With redevelopment.
78w	55.36	L	N. Pinery Pkwy	Signalized Full Movement	Signalized Full Movement	
78e	55.36	R	N. Pinery Pkwy	Signalized Full Movement	Signalized Full Movement	
120	55.20	L	Residential	Right-in / Right-out	Right-in / Right-out	Emergency access only.
79	55.02	L	Field Access	Right-in / Right-out	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared. A-line opening modification required if maintained and when redevelopment occurs and/or with a public project.

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
80	56.54	L	Scott Rd	Unsignalized Full Movement	Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. A-line opening modification required when redevelopment occurs and/or with a public project.
82w	54.22	L	Old Schoolhouse Rd	Signalized Full Movement	Signalized Full Movement	
82e	54.22	R	S. Pinery Pkwy	Signalized Full Movement	Signalized Full Movement	
83w	53.86	L	Bayou Gulch Rd	Signalized Full Movement	Signalized Full Movement	
83e	53.86	R	Bayou Gulch Rd	Signalized Full Movement	Signalized Full Movement	
84	53.51	L	Commercial / Business	Right-in / Right-out	Close Access	With redevelopment. May restrict movements with median prior to redevelopment.
85e	53.35	R	Trinity Lutheran School	3/4 Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards, and if and when cross-access agreements have been legally established for adjacent properties of interest. Once a signal is warranted and until such time as the cross access agreements are legally established and the signal is constructed, movements may be restricted if operational or safety issues develop.
85w	53.35	L	Commercial / Business	No Access	Potentially Signalized Full Movement	The 4th leg of a full movement intersection across from Access 85e may be implemented with redevelopment. Cross-access agreements are required between properties of interest upon redevelopment. A signal may be implemented if and when warranted per current MUTCD standards, and if and when cross-access agreements have been legally established for adjacent properties of interest. Once a signal is warranted and until such time as the cross access agreements are legally established and the signal is constructed, movements may be restricted if operational or safety issues develop.

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
86w	53.17	L	Field Access	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared. Access to close when access to 85w is available and cross-access agreements are established.
86e	53.17	R	Field Access	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared. Access to close when access to 85e is available and cross-access agreements are established.
87w	52.85	L	Field Access	Unsignalized Full Movement	3/4 Movement	U-turns allowed; with future median.
87e	52.85	R	Field Access	Unsignalized Full Movement	3/4 Movement	U-turns allowed; with future median.
88	52.70	L	Commercial / Business	Unsignalized Full Movement	Right-in / Right-out	With future median.
89	52.60	L	Castle Oaks Dr	Signalized Full Movement	Signalized Full Movement	
90	52.54	R	Fox Creek Trail	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Relocate to align with Castle Oaks Dr intersection or right-in / right-out with future median.
91	52.46	R	Residential	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Close access and connect to relocated Fox Creek Trail or right-in / right-out with future median.
92	52.46	L	Commercial/Business	Unsignalized Full Movement	Close Access	With redevelopment. May restrict movements with median prior to redevelopment.
93	52.29	R	Residential	Unsignalized Full Movement	Right-in / Right-out	With future median.
94n	52.20	R	Residential	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
94s	52.19	R	Residential	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
95	52.07	L	Hidden Mesa Open Space	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
96	52.03	R	Private Access	Unsignalized Full Movement	Close Access	With redevelopment. Access via Lost Lake Dr. May Restrict movements with median prior to redevelopment.
97e	51.95	R	Lost Lake Dr	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
97w	51.92	L	Residential	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Relocate to align with Lost Lake Dr intersection (97e) and make access a public road or right-in / right-out with future median.
98w	51.82	L	Commercial / Business	Unsignalized Full Movement	Unsignalized Full Movement	Realign with access 98e. Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.
98e	51.83	R	Commercial / Business	Unsignalized Full Movement	Unsignalized Full Movement	Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
99	51.80	R	Commercial / Business	Unsignalized Full Movement	Close Access	Close access when alternate access to Access 98e is available and either with redevelopment or if safety or operational issues develop. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared. May restrict movements with median prior to redevelopment.
100	51.66	L	Commercial / Business	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. If redevelopment occurs prior to median, relocate across from Access 101. Otherwise, restrict movements with median.
101	51.63	R	E Park Dr	Unsignalized Full Movement	3/4 Movement	U-turns allowed; with future median.
102w	51.37	L	Rafter Rd	Unsignalized Full Movement	Potentially Signalized Full Movement	Realign with access 102e with future public improvement project. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
102e	51.37	R	Rafter Rd	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
103	51.04	R	Kelty Trail	Right-in / Right-out	3/4 Movement	U-turns allowed; with future median.
104 (1)	50.97	L	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (2)	50.91	L	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (3)	50.85	L	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (5)	50.88	R	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (4)	50.81	L	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (6)	50.81	R	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (7)	50.80	R	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (8)	50.80	R	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
105w	50.76	L	SH 86	Signalized Full Movement	Signalized Full Movement	

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
105e	50.76	R	SH 86	Signalized Full Movement	Signalized Full Movement	
104(9)	50.72	R	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (10)	50.70	R	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (11)	50.67	R	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
104 (12)	50.66	R	Commercial / Business	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
106	50.68	L	S Kely Rd	Unsignalized Full Movement	Potentially Signalized Full Movement	Full movement access contingent upon emergency vehicle purposes only. A signal may be implemented if and when warranted per current MUTCD standards for emergency vehicle access.
107 (1)	50.67	L	Residential	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
107 (2)	50.65	L	Residential	Unsignalized Full Movement	Combine adjacent accesses and create new Right-in / Right-out access	With redevelopment and future median or if safety or operations issues occur. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
109	50.55	L	Residential	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
110	50.55	R	Residential	Unsignalized Full Movement	Close Access	With redevelopment. Access via Access 121. May restrict movements with median prior to redevelopment.



EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post *	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
118	50.52	L	Residential	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
111	50.47	L	Residential	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Revised access options include movement restrictions, consolidation, relocation, or shared access. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
112	50.39	L	No Access	No Access	Unsignalized Full Movement	A 4-legged full movement access may be implemented - location to be field verified. Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.
121	50.39	R	No Access	No Access	Unsignalized Full Movement	A 4-legged full movement access may be implemented - location to be field verified. Remain unsignalized provided acceptable safety and operational conditions exist. Restrict movements as needed to address safety or operational issues.
113	50.37	R	Residential	Unsignalized Full Movement	Revise access if property redevelops, or if safety or operations issues occur	Combine access at full movement intersection at Access 121 or Access 115e or right-in/right-out with future median. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
114	50.37	L	Field Access	Unsignalized Full Movement	Close Access	With redevelopment. Access via Access 115w. May restrict movements with median prior to redevelopment.
115e	50.30	R	Franktown Elementary	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop. Cross-access agreements required between properties of interest upon redevelopment if accesses are shared.
115w	50.30	L	No Access	No Access	Potentially Signalized Full Movement	The 4th leg of a full movement intersection across from Access 115e may be implemented with redevelopment. Cross-access agreements are required between properties of interest upon redevelopment. A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as the signal is constructed, movements may be restricted if operational or safety issues develop.

EXHIBIT D-1  
Access Control Plan Table

**CO 83 - ACCESS CONTROL PLAN**  
**MP 49.89 - MP 63.06**  
**May 2, 2023**

\* Mile Posts defined per by the approximate CDOT reference point (milepost) (in hundredths of a mile) based on CDOT Highway Data Explorer.

<sup>1</sup> Oriented from south to north as mile post value increases.

<sup>2</sup> If Towns, County or CDOT improves CO 83 with a public project or if safety or operational issues develop, access modifications may be implemented.

<sup>3</sup> Implement with development, redevelopment or use change

<sup>4</sup> MUTCD - Manual on Uniform Traffic Control Devices

<sup>5</sup> Unless otherwise specified, conditions listed refer to proposed configuration.

<sup>6</sup> Access closures are conditional upon alternative access to the highway or local street system.

<sup>7</sup> Proposed configurations may be further restricted under certain circumstances. Refer to conditions for implementation.

<sup>8</sup> U-turns to be allowed at all full movement and 3/4 movement access points. Improvements to accommodate u-turn movement may be required.

<sup>9</sup> Alternate traffic control recognized by the current MUTCD, including roundabouts, may be implemented with a traffic study justifying use at access points identified as signalized full movement.

Access ID No.	Mile Post	Side <sup>1</sup>	Description	Existing Configuration	Proposed Configuration <sup>7,8,9</sup>	Conditions for Implementation <sup>2,3,4,5,6,8</sup>
	*					
116w	49.89	L	North Russelville Rd	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.
116e	49.89	R	North Russelville Rd	Unsignalized Full Movement	Potentially Signalized Full Movement	A signal may be implemented if and when warranted per current MUTCD standards. Once a signal is warranted and until such time as it is constructed, movements may be restricted if operational or safety issues develop.