SH 83 Safety and Operations Analysis: Bayou Gulch to El Paso County Line MP 30.20 – MP 53.88 Project Code 23008

Appendix G – Mitigation Table

Prepared for:





Prepared by:



March 9, 2022

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				Existing Typ	e of Intersection		Acce	ess Control												Existi	ng Environmen	ntal Resources	;	Level One Screening	Level Two Screening		1
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 205 Approach LOS (AM/P! (No-Build)	Safety or Operational	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Early Package Signing		#	Υ	Bayou Gulch Road					E/E	D/F	Traffic flow and intersection safety	Add signage that SB SH 83 left turn is for HS entrance	Public Comment	11	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Υ	110	0	110	1
Early Package Signal Timing		#	Υ	Bayou Gulch Road					E/E	D/F	Signal timing	Implement adaptive signal timing coordination	Public Comment	33	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	N	110	0	110	2
Study (Not Project)		#	Y	Bayou Gulch Road					E/E	D/F	Improve safety for pedestrians crossing SH 83, specifically on north side of Bayou Gulch Road	Add pedestrian islands to reduce crossing times	School Meeting	1	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	76	0	76	3
Study (Not Project)		#	Υ	Bayou Gulch Road					E/E	D/F	Improve safety for pedestrians crossing SH 83, specifically on north side of Bayou Gulch Road	Add or improve medians	School Meeting	0	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	72	0	72	4
Early Package Signal Timing		#	Υ	Bayou Gulch Road					E/E	D/F	Signal timing	Updating Timing Parameters	Tool Box	38	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	N	110	0	110	5
Study (Not Project)		#	Υ	Bayou Gulch Road					E/E	D/F		Pedestrian Bridge or Underpass	Tool Box Public Comment	20	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Υ	67	0	67	6
Advance to Level Two		#	Y	Bayou Gulch Road					E/E	D/F	Limit merging required	Change NB RT lane into a thru lane	Public Comment	4	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	76	48	124	7
Advance to Level Two		#	Υ	Bayou Gulch Road					E/E	D/F	Need more storage for SB lefts on SH 83	Extend turn lane	School Meeting	0	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	101	52	153	8
Advance to Level Two		#	Y	Bayou Gulch Road					E/E	D/F		Partial CFI	Tool Box	0	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	63	4	67	9
Advance to Level Two		#	Y	Bayou Gulch Road					E/E	D/F		Roundabout	Tool Box	0	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Υ	87	4	91	10
Study (ACP)		84			Commercial Business		Rt In/Rt Out	Close Access	A/A	B/C			Access Control Plan	0	53.51	53.51		CORRIDOR POINT	N	N	N	N	N	32	0	32	11
Study (Not Project)		85			Commercial Business	Trinity Lutheran	3/4 Movement	Potentially Signalized Full Movement	A/A	B/C	Aggressive driving SB merge between Bayou and Trinity Church access	Change merge area to 4 lane hwy	Public Comment	44	53.35	53.35		CORRIDOR POINT	N	N	N	N	N	36	0	36	12
Early Package Signing		85			Commercial Business	Trinity Lutheran	3/4 Movement	Potentially Signalized Full Movement	A/A	B/C	Indecisiveness and slowing that causes rear- end collisions	Install advance street name signing	Safety Assessment	0	53.35	53.35		CORRIDOR POINT	N	N	N	N	N	66	0	66	13
Advance to Level Two		85			Commercial Business	Trinity Lutheran	3/4 Movement	Potentially Signalized Full Movement	A/A	B/C	Aggressive driving SB merge between Bayou and Trinity Church access	Extend merge	Public Comment	27	53.35	53.35		CORRIDOR POINT III / II	N	N	N	N	N	70	67	137	14
Study (ACP)		86e			Field Access		Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	A/A	B/C			Access Control Plan	0	53.17	53.17		CORRIDOR POINT IV / II	N	N	N	N	N	62	0	62	15
Study (ACP)		86w			Field Access		Unsignalized full movement	Revise access if property redevelops or if safety or operations issues occur	A/A	B/C			Access Control Plan	0	53.17	53.17		CORRIDOR POINT IV / II	N	N	N	N	N	62	0	62	16
Study (ACP)		87e			Field Access		Unsignalized Full Movement	3/4 Movement, U-turns allowed with future median	e A/A	B/C			Access Control Plan	0	52.85	52.85		CORRIDOR POINT IV / III	N	N	N	Y	N	57	0	57	17
Study (ACP)		87w			Field Access		Unsignalized Full Movement	3/4 Movement, U-turns allowed with future median	e A/A	B/C			Access Control Plan	0	52.85	52.85		CORRIDOR POINT IV / III	N	N	N	Y	N	57	0	57	18
Study (ACP)		88			Commercial Business		Unsignalized Full Movement	Rt In/Rt Out if median installed	A/A	B/C	Difficult to turn into, Narrow lanes and Steep slopes	Add turn lanes	Access Control Plan Public Comment	54	52.70	52.70		CORRIDOR POINT IV / III	N	N	N	Υ	N	95	0	95	19
Study (ACP)		88			Commercial Business		Unsignalized Full Movement	Rt In/Rt Out if median installed	A/A	B/C	Difficult to turn into, Narrow lanes and Steep slopes	Reduce steep side slopes	Access Control Plan Public Comment	35	52.70	52.70		CORRIDOR POINT IV / III	N	N	N	Υ	N	95	0	95	20
Study (ACP)		88			Commercial Business		Unsignalized Full Movement	Rt In/Rt Out if median installed	A/A	B/C		Move the entrance to the farm	Public Comment	39	52.70	52.70		CORRIDOR POINT IV / III	N	N	N	Υ	N	95	0	95	21
Early Package Signal Timing		89	Y	Castle Oaks			Signalized Full	Signalized Full Movement	c/c	C/E	Signal timing, Backup clog downstream backs up into the intersection, Castle Oaks Drive divers cannot exit	Signal timing and coordination planning with up and downstream signals	Public Comment	84	52.60	52.60	10 INT (6, 4, 0)	INT III / II	N	N	N	Y	N	80	0	80	22
Early Package Signing		89	Υ	Castle Oaks Drive			Signalized Full Movement	Signalized Full Movement	C/C	C/E	Reduce rear-end collisions in the NB direction	Install advance street name signing	Safety Assessment	0	52.60	52.60	10 INT (6, 4, 0)	INT III / II	N	N	N	Y	N	76	0	76	23
Advance to Level Two		89	Υ	Castle Oaks Drive			Signalized Full Movement	Signalized Full Movement	c/c	C/E	Reduce rear-end collisions in the NB direction	Convert to a continuous green Tee	Safety Assessment	0	52.60	52.60	10 INT (6, 4, 0)	INT III/II	N	Υ	N	Υ	N	61	31	92	24
Study (ACP)		90		Fox Creek Trail			Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	В/В	C/C			Access Control Plan	0	52.54	52.54		CORRIDOR POINT IV / III	N	N	N	Υ	N	67	0	67	25
Study (ACP)		91			Residential		Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	В/В	c/c	Driveway to the Grange building is dangerous, Poor sight lines	Add turn lanes	Access Control Plan Public Comment	14	52.46	52.46		CORRIDOR POINT IV / III	N	N	N	Υ	Y	100	0	100	26
Study (ACP)		92			No Access		Closed	Closed	В/В	c/c			Access Control Plan	0	52.46	52.46		CORRIDOR POINT IV / III	N	N	N	Υ	N	67	0	67	27
Study (ACP)		93			Residential		Unsignalized Full Movement	Rt In/Rt Out if median installed	В/В	c/c			Access Control Plan	0	52.29	52.29		CORRIDOR POINT IV / III	N	N	N	Υ	Y	67	0	67	28
Study (ACP)		94n			Residential		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	В/В	c/c			Access Control Plan	0	52.20	52.20		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	67	0	67	29
Study (ACP)		94s			Residential		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	В/В	C/C			Access Control Plan	0	52.19	52.19		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	67	0	67	30
Study (Not Project)		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	В/В	C/C	Difficult to enter/exit SH 83 Multiple near miss incidents here	Add new signal	Public Comment	1	52.07	52.07		CORRIDOR POINT IV / IV	N	Y	N	Υ	Υ	66	0	66	31

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				Existing Type	e of Intersection		Acc	ess Control												Existi	ing Environmer	ntal Resources		Level One Screening	Level Two Screening		
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	В/В	c/c	Hidden Mesa Open Space at 3217 N. State Highway 83 is heavily used and increasing in popularity. It is difficult to enter and exit the property with the high volume of traffic on Highway 83.	Add turn lanes	Public Comment	31	52.07	52.07		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	100	51	151	32
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	В/В	C/C	Hidden Mesa Open Space at 3217 N. State Highway 83 is heavily used and increasing in popularity. It is difficult to enter and exit the property with the high volume of traffic on Highway 83.	Add accel / decel lanes	Public Comment	18	52.07	52.07		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	100	41	141	33
Study (ACP)		96			Private Access		Unsignalized Full Movement	Combine with adjacent full movement intersection	B/B	C/C	Access problem	Modify access per Access Control Plan	Access Control Plan Public Comment	5	52.03	52.03		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	105	0	105	34
Advance to Level Two						Lost Lake to Franktown					Potholes / road in need of repair	Repave/repair road	Public Comment	11	51.95	53.88		CORRIDOR POINT III / III						85	65	150	35
Study (Not Project)		97e		Lost Lake Drive					B/B	C/C	Congestion	Add new signal	Public comment	5	51.95	51.95		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	66	0	66	36
Study (ACP)		97e		Lost Lake Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	c/c			Access Control Plan	0	51.95	51.95		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	62	0	62	37
Advance to Level Two		97e		Lost Lake Drive					B/B	c/c	Residents have brought up several safety and operational concerns including: Trouble finding gaps to turn, and Near misses related to drivers using striped median south of the intersection as a passing lane which creates a dangerous conflict in a vehicle is waiting to make a SB to EB turn onto Lost Lake Drive.	Add accel / decel lanes	Public Comment	35	51.95	51.95		CORRIDOR POINT IV / IV	N	N	N	Y	Y	100	46	146	38
Advance to Level Two		97e		Lost Lake Drive					В/В	c/c	Residents have brought up several safety and operational concerns including: Trouble finding gaps to turn, and Near misses related to drivers using striped median south of the intersection as a passing lane which creates a dangerous conflict in a vehicle is waiting to make a SB to EB turn onto Lost Lake Drive.	Add turn lanes	Public Comment	13	51.95	51.95		CORRIDOR POINT IV / IV	N	N	N	Y	Y	100	36	136	39
Advance to Level Two		97e		Lost Lake Drive					B/B	C/C	Access to trails is limited	Add pedestrian/equestrian underpass access	Public Comment	18	51.95	51.95		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	86	23	109	40
Study (ACP)		97w			Residential	Pikes Peak Grange	Unsignalized Full Movement	Right-in/Right-out when 97e is signalized	B/B	C/C			Access Control Plan	0	51.92	51.92		CORRIDOR POINT IV / IV	N	Y	N	Υ	Y	67	0	67	41
Study (ACP)		98e			Commercial Business	Douglas County Schools Operations and Maintenance Yard		Unsignalized Full Movement	В/В	c/c			Access Control Plan	0	51.83	51.83		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	67	0	67	42
Study (ACP)		98w			Commercial Business	Quality Landscape and Soil Products		Unsignalized Full Movement	B/B	C/C	Access problem	Modify access per Access Control Plan	Access Control Plan Public Comment	2	51.82	51.82		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	105	0	105	43
Study (ACP)		98w			Commercial Business		Unsignalized Full Movement	Unsignalized Full Movement	В/В	C/C	Unsafe entry/exit between side street and SH 83	Add turn lanes & flatten access point	Public Comment	22	51.82	51.82		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	100	0	100	44
Study (ACP)		99			Commercial Business	CDOT Maintenance Yard	Unsignalized Full Movement	Close Access	В/В	C/C			Access Control Plan	0	51.80	51.80		CORRIDOR POINT IV / III	N	N	N	Υ	Υ	67	0	67	45
Study (ACP)		100			Commercial Business		Unsignalized Full Movement	Close Access with redevelopment (future access to be located across from signalized 101)	B/B	C/C			Access Control Plan	0	51.66	51.66		CORRIDOR POINT IV / III	N	N	N	Y	Y	67	0	67	46
DCO Package		101		E. Park Drive			Unsignalized Full Movement	3/4 Movement	В/В	C/C	Reduce rear-end collisions in the SB direction	Add turn lanes	Public Comment	94	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	Y	100	0	100	47
DCO Package		101		E. Park Drive			Unsignalized Full Movement	Culdesac Park	B/B	C/C	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Culdesac Park/No access to SH83	Access Control Plan	0	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	101	0	101	48
DCO Package		101		E. Park Drive			Unsignalized Full	Potentially Signalized Full	B/B	C/C	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Adaptive signal timing coordination	Public Comment Project identified by DougCo	10	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	105	0	105	49
DCO Package		101		E. Park Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	C/C	Increased traffic	Install "No Outlet" sign as their sub-division is a horseshoe	Public Comment	1	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	105	0	105	50
DCO Package		101		E. Park Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	C/C	Increased traffic; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Add new signal	Public Comment Project identified by DougCo	4	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Υ	Υ	100	0	100	51
Early Package Signing		101		E. Park Drive			Unsignalized Full Movement	3/4 Movement	B/B	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Install advance street name signing	Safety Assessment Public Comment Project identified by DougCo	0	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	101	0	101	52

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Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PN (No-Build)	Safety or Operational	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
DCO Package		102e, 102w		Rafter Road			Unsignalized Full Movement	Potentially Signalized Full Movement	В/В	C/C	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Adaptive signal timing coordination	Access Control Plan Safety Assessment Public Comment Project identified by DougCo	12	51.37	51.37	2 INT (0, 2, 0)	INT II / II	N	N	N	Y	N	65	0	65	53
DCO Package		102e, 102w		Rafter Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Install advance street name signing	Access Control Plan Safety Assessment Public Comment Project identified by DougCo	6	51.37	51.37	2 INT (0, 2, 0)	INT II / II	N	N	N	Υ	N	65	0	65	54
DCO Package		102e, 102w		Rafter Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	C/C	Trucks turning onto the highway, traffic congestion	Add new signal	Public Comment	9	51.37	51.37	2 INT (0, 2, 0)	INT II / II	N	N	N	Υ	Υ	60	0	60	55
DCO Package		102e, 102w		Rafter Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Add turn lanes	Access Control Plan Safety Assessment Public Comment Project identified by DougCo	154	51.37	51.37	2 INT (0, 2, 0)	INT II/II	N	N	N	Υ	Y	60	0	60	56
Advance to Level Two		103		Kelty Trail			Unsignalized Full Movement	Potentially Signalized Full Movement	E/E	F/F	Congestion	Add turn lanes	Public Comment	4	51.25	51.25		CORRIDOR POINT IV / III	N	N	N	Υ	Y	135	27	162	57
Early Package Signing						Castle Oaks to Fox Creek Trail			B/B	C/C	Reduce rear end collisions	Install advance street name signing	Safety Assessment	0	51.23	53.72		SEGMENT IV* / III*	Υ	Υ	N	N	Y	101	0	101	58
Study (ACP)		103		Kelty Trail			Rt In/Rt Out	3/4 Movement	B/B	C/C			Access Control Plan	0	51.04	51.04		CORRIDOR POINT IV / III	N	N	N	Y	N	50	0	50	59
Study (ACP)		104(1)			Commercial Business		Unsignalized Full Movement	Full movement access to remain unsignalized provided acceptable safety & operational conditions	B/B	c/c			Access Control Plan	0	50.97	50.97		CORRIDOR POINT IV / III	N	N	N	Y	N	67	0	67	60
Study (ACP)		104(2)			Commercial Business		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	B/B	C/C			Access Control Plan	0	50.91	50.91		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	67	0	67	61
Study (Not Project)					business		Wovement	Create new Kenny Ke Out				Reduce speed limit (55mph or less)	Public Comment	45	50.90	53.86		SEGMENT IV* / III*	N	N	N	N	N	66	0	66	62
Study (ACP)		104(5)			Commercial Business	Sterling Auto Sales of Franktown	Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	B/B	C/C			Access Control Plan	0	50.88	50.88		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	67	0	67	63
Study (ACP)		104(3)			Commercial Business		Unsignalized Full Movement	Close Access, access from 104(1) or 104(2)	B/B	C/C			Access Control Plan	0	50.85	50.85		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	67	0	67	64
Study (ACP)		104(3), 104(4)			Commercial Business	Stagecoach Saloon	Unsignalized Full	Close Access, access from 104(1) or 104(2)	B/B	C/C	Inability to access SH 83 safely from parking lot	Add new signal in area	Access Control Plan Public Comment	22	50.81	50.85		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	100	0	100	65
Study (ACP)		104(4)			Commercial Business	Saloon	Unsignalized Full Movement	Close Access, access from 104(1) or 104(2) - or RI/RO from SH 86	B/B	C/C	mability to access 311 03 safety from parking for	Add new signal in area	Access Control Plan	0	50.81	50.81		CORRIDOR POINT	N	N	N	Υ	Υ	67	0	67	66
Study (ACP)		104(6)			Commercial		Unsignalized Full	Combine with adjacent,	B/B	C/C			Access Control Plan	0	50.81	50.81		CORRIDOR POINT	N	N	N	Υ	Υ	67	0	67	67
Study (ACP)		104(7)			Business Commercial		Movement Unsignalized Full	Create new Rt In/Rt Out Combine with adjacent,	B/B	C/C			Access Control Plan	0	50.80	50.80		CORRIDOR POINT	N	N	N	Υ	Υ	67	0	67	68
Study (ACP)		104(8)			Business Commercial	Franktown	Movement Unsignalized Full	Create new Rt In/Rt Out Combine with adjacent,	B/B	C/C			Access Control Plan	0	50.80	50.80		CORRIDOR POINT	N	N	N	Υ	Υ	67	0	67	69
Study (ACP)		105e, 105w	Y	SH 86	Business	Firewood	Movement Signalized Full Movement	Create new Rt In/Rt Out Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations	Modify access per Access Control Plan	Public Comment	13	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	80	0	80	70
Early Package Signal Timing		105e, 105w	Y				Signalized Full		c/c	E/F	Approach turn crashes for all directions	Signal phasing changes to protected only for	Safety Assessment	0	50.76	50.76	30 INT (17, 12, 1)	INT III/II	N	N	N	Υ	N	76	0	76	71
Study (Not Project)		105e, 105w	Υ	SH 86			Movement Signalized Full Movement	Signalized Full Movement Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations Bike safety	lefts in all directions Provide bike access point to Cherry Creek Trail	Public comment	21	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Υ	41	0	41	72
Advance to Level		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	c/c	E/F	Roadway capacity	Add turn lanes	Public Comment	49	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Υ	Y	80	46	126	73
Advance to Level		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F			Public Comment	15	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Υ	Υ	75	36	111	74
Advance to Level		105e, 105w	Y				Signalized Full		C/C	E/F	Turning cars cut off oncoming traffic	Add merge lanes	Tool Box	0	50.76	50.76	30 INT (17, 12, 1)	INT III/II	N	N	N	Υ	Y	76	26	102	75
Advance to Level		105e, 105w	Y	SH 86			Movement Signalized Full	Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations		Tool Box Public Comment	4	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Υ	Υ	61	5	66	76
Study (ACP)				SH 86		Bayou Gulch to Franktown	Movement	Signalized Full Movement	E/E	F/F	Undefined and uncontrolled access locations Reduce conflict points	Roundabout Combine adjacent access locations	Access Control Plan Public Comment	3	50.75	53.88	, ,,=-,*1	SEGMENT IV* / III*	Y	Y	N	N	Y	131	0	131	77
Study (Not Project)						Bayou Gulch to			E/E	F/F	Capacity improvement to reduce congestion and crashes	Build 2 lanes in each direction with turn lanes and median between Bayou Gulch and Franktown	Public Comment	11	50.75	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Υ	97	0	97	78
Study (Not Project)						Bayou Gulch to Franktown			E/E	F/F	Prevent head on crashes, crossing the centerline, and off the road crashes	Build Medians, improve curb and gutter	Tool Box	0	50.75	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Y	97	0	97	79
Advance to Level Two						Corridor			E/E	F/F	Prevent run off the road crashes	Add shoulders (include other mitigation such a rumble strips and safety edge)	Safety Assessment Public Comment	80	50.75	53.88		SEGMENT IV* / III*	Y	Y	N	N	Υ	131	46	177	80
Advance to Level Two									E/E	F/F	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	50.75	53.88		SEGMENT IV* / III*	Y	Y	N	N	Υ	126	56	182	81

												and Safety Analysis Miti ate: March 29, 2022	gation Table	!													
				Existing Type	e of Intersection		Acc	ess Control												Existi	ng Environmen	ntal Resources		Level One Screening	Level Two Screening		
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PN (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Study (ACP)		104(9)			Commercial Business	Cleary Building Supplies	Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.72	50.72		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	97	0	97	82
Study (ACP)		104(10)			Commercial Business	Front Range Landscaping Nursery	Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.70	50.70		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	97	0	97	83
Advance to Level Two		106		S. Kelty Road			Unsignalized Full Movement	Potentially Signalized Full Movement for EV	E/E	F/F	Traffic backups due to short turn lane	Extend turn lane	Public Comment	5	50.68	50.68		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	140	52	192	84
Study (ACP)		106		S. Kelty Road			Unsignalized Full Movement	Potentially Signalized Full Movement for EV	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	1	50.68	50.68		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	101	0	101	85
Study (ACP)		107(1)			Residential		Unsignalized Full Movement	Full movement acces to remain unsignalized provided acceptable safety & operational conditions exist	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.67	50.67		CORRIDOR POINT IV / IV	N	N	N	Y	Y	102	0	102	86
Study (ACP)		104(11), 104 (12)			Commercial Business	Conoco Gas	Unsignalized Full	Combine with adjacent, Create new Rt In/Rt Out	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	1	50.66	50.66		CORRIDOR POINT	N	N	N	Υ	Y	106	0	106	87
Study (ACP)		107(2)			Residential		Unsignalized Full Movement	Close Access with Redevelopment	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.65	50.65		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	97	0	97	88
Study (ACP)		108			N/A		Closed	Closed	E/E	F/F			Access Control Plan	0	50.57	50.57		CORRIDOR POINT IV / IV	Υ	N	N	Υ	Υ	102	0	102	89
Study (ACP)		109			Residential		Unsignalized Full Movement	Close Access with Redevelopment	E/E	F/F		Revise access if property redevelops or if safet or operations issues occur	y Access Control Plan	0	50.55	50.55		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	102	0	102	90
Study (ACP)		110			Residential		Unsignalized Full Movement	3/4 Movement	E/E	F/F			Access Control Plan	0	50.55	50.55		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	102	0	102	91
Study (ACP)		118			Residential		Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	E/E	F/F		Revise access if property redevelops or if safet or operations issues occur	y Access Control Plan	2	50.52	50.52		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	106	0	106	92
Advance to Level Two						Corridor			E/E	F/F	Allows for turn lanes that do not need full build out	Install low volume left turn lanes	Tool Box Public Comment	25	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Υ	135	76	211	93
Advance to Level Two									E/E	F/F	Reduce head-on crashes	Add a passing lane	Public Comment	89	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Υ	131	71	202	94
Advance to Level Two									E/E	F/F	Improve roadside safety	Add emergency pullouts	Public Comment	23	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	131	66	197	95
Advance to Level Two						Corridor			E/E	F/F	Enhance incident response, road and weather conditions and public viewing of road conditions	Add CCTV every 5 miles	Tool Box Public Comment	2	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	135	61	196	96
Advance to Level Two									E/E	F/F	Road closure enforcement	Electronic signs activate when I-25 is closed or when SH 83 is closed	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Y	136	60	196	97
Advance to Level Two									E/E	F/F	Road closure enforcement	Review locations for road closures on SH83, implement Road Closure Gates	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	136	60	196	98
Advance to Level Two									E/E	F/F	Improve roadside safety	Restore or add a Safety Edge when possible	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Υ	136	60	196	99
Advance to Level Two						Corridor			E/E	F/F	Provide lighting at major intersections for added visibility at night and inclement weather	Add intersection lighting	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	136	56	192	100
Advance to Level Two									E/E	F/F	Reduce roadside hazards	Upgrade guardrail and culverts for a safer clear zone, flatten side slopes	Tool Box Public Comment	11	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	131	61	192	101
Advance to Level Two									E/E	F/F	Improve maintenances ability to monitor road conditions	Install RWIS Stations	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Υ	131	60	191	102
Advance to Level Two									E/E	F/F	Reduce roadside hazards	Shoulder drops offs are due to erosion, use a base course for these areas	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Υ	131	60	191	103
Advance to Level Two									E/E	F/F	Reduces head on crashes	Vehicle pull offs to pass slow vehicles when a passing lane cannot be built	Public Comment	1	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Υ	131	52	183	104
Early Package Signing Early Package						Corridor			E/E	F/F	Reduce wildlife conflicts	Add wildlife crossing signing	Public Comment Safety Assessment	25	50.50	53.88		SEGMENT IV* / III* SEGMENT	Y	Y	N	N	Y	140	0	140	105
Signing Study (Not Project)						Corridor			E/E E/E	F/F	Increase sign visibility Reduce head-on collisions	Install advance street name signing Remove or Add passing zones (striping)	Public Comment Public Comment	75	50.50	53.88 53.88		IV* / III* SEGMENT IV* / III*	Y	Y	N N	N N	Y	140	0	140	106
Early Package Signing						Corridor			E/E	F/F	Increase sign visibility	Increase the size of the delineation	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Y	136	0	136	108
Study (ACP) Early Package						Corridor			E/E E/E	F/F	Reduce roadside hazards	Relocate mail boxes from ROW Create signing standard for intersections within	Access Control Plan Tool Box	0	50.50 50.50	53.88 53.88		SEGMENT IV* / III* SEGMENT	Y	Y	N N	N N	Y	136 136	0	136 136	109
Signing Early Package Signing						Corridor			E/E	F/F	Increase sign visibility Increase sign visibility	package limits Add flashing warning beacons on advisory sign	Tool Pay	0	50.50	53.88		IV* / III* SEGMENT IV* / III*	Y	Y	N N	N	Y	136	0	136	110
Early Package Signing									E/E	F/F	Increase sign visibility	Increase side road stop sign sizes	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Υ	136	0	136	112
Early Package Signing									E/E	F/F	Increase sign visibility	Increase the size of the chevrons on curves by one size	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	136	0	136	113

												and Safety Analysis Mitig ate: March 29, 2022	gation Table	2													
				Existing Type	of Intersection		Acce	ess Control												Existi	ng Environmen	ntal Resources		Level One Screening	Level Two Screening		
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2056 Approach LOS (AM/PN (No-Build)	Safety or Operational	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Early Package Signing									E/E	F/F	Increase cyclist safety	Upgrade Signing and include flashing beacons to warn of cyclists	Public Comment	3	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Y	140	0	140	114
Study (Not Project)						Corridor			E/E	F/F	Driveways are difficult to see	Private Driveway Visibility (need standard for delineation)	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	97	0	97	115
Early Package Signing						Corridor			E/E	F/F	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced static signing	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	136	0	136	116
Early Package Signing									E/E	F/F	Increase sign visibility	Add flashing warning beacons on Stop signs	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Y	136	0	136	117
Early Package Signing						Corridor			E/E	F/F	Increase passing zone safety	Sign Passing zones using MUTCD Pennant	Public Comment	60	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Y	140	0	140	118
Study (Not Project)									E/E	F/F	Improve operations and safety	Make SH 83 4 lanes	Public Comment Tool Box	344	50.50	53.88		SEGMENT IV* / III*	Y	Υ	N	N	Υ	97	0	97	119
Advance to Level Two									E/E	F/F	Driveways are difficult to turn into	Widen shoulders for a safe pull off (create standard)	Public Comment	40	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	131	42	173	120
Advance to Level Two									E/E	F/F	Increase cyclist safety	Widen shoulders or install separate bike path	Public Comment	78	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	131	37	168	121
Advance to Level Two									E/E	F/F	Shoulder allow cyclists and vehicles to share the road without conflicts	Add Shoulders on future projects and overlays	Public Comment	33	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Y	131	37	168	122
Advance to Level Two									E/E	F/F	Shoulders improved bicycle safety and allow vehicles to pass	Add Shoulder(s) on climb lane up-hill	Public Comment	34	50.50	53.88		SEGMENT IV* / III*	Υ	Y	N	N	Y	131	33	164	123
Advance to Level Two									E/E	F/F	Narrow shoulders on SH83	Reduce Lane from 12' to 11' , increase shoulders by 1' on the left and right	Public Comment	2	50.50	53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	125	52	177	124
Study (ACP)		111			Residential		Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	E/E	F/F		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.47	50.47		CORRIDOR POINT IV / IV	N	N	N	Y	Y	102	0	102	125
Study (ACP)		#	Future Signal	Current Condition				This is possibly related to access #113 , memo was sent on this	B/C	D/D	N/A	Access Control Plan	Access Memo Dated Sept 19 2014 Franktown Village	0	50.45	50.45		CORRIDOR POINT	N	N	N	N	Y	67	0	67	126
Study (ACP)		112			No Access		No Access	Potentially Signalized Full Movement	В/С	D/D			Access Control Plan	0	50.39	50.39		CORRIDOR POINT	N	N	N	Υ	N	72	0	72	127
Study (ACP)		121			No Access		No Access	Potentially Signalized Full	B/C	D/D			Access Control Plan	0	50.39	50.39		CORRIDOR POINT	N	N	N	Y	N	72	0	72	128
Study (ACP)		113			Residential		Unsignalized Full	Combine with adjacent	B/C	D/D		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.37	50.37		CORRIDOR POINT	N	N	N	Y	Υ	72	0	72	129
Study (ACP)		114			Field Access		Unsignalized Full	Revise access if property redevelops or if safety or operations issues occur	B/C	D/D		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.37	50.37		CORRIDOR POINT	N	N	N	Υ	Y	72	0	72	130
Study (ACP)		115			Neighborhood		Unsignalized Full	Revise access if property redevelops or if safety or operations issues occur	в/с	D/D		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.30	50.30		CORRIDOR POINT	N	Υ	N	Y	Υ	72	0	72	131
Advance to Level Two		115			School Access	Franktown Elementary	Movement	operations issues occur	в/с	D/D	Enhance school safety	Extend turn lane	School Meeting	20	50.25	50.25		CORRIDOR POINT	N	Υ	N	Y	Υ	105	76	181	132
Advance to Level Two		115			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Look at rumble strips on shoulders or centerline	School Meeting	0	50.25	50.25		CORRIDOR POINT	N	N	N	Υ	N	106	56	162	133
Advance to Level Two		115			School Access	Franktown			B/C	D/D	Enhance school safety	Add accel / decel lanes	School Meeting	23	50.25	50.25		CORRIDOR POINT	N	Y	N	Υ	Y	105	51	156	134
Early Package Signing		115			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Install better signage, including flashing beacons	School Meeting	16	50.25	50.25		CORRIDOR POINT IV / IV	N	N	N	Υ	N	110	0	110	135
Study (Not Project)		115			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Add new signal	School Meeting Public Comment	12	50.25	50.25		CORRIDOR POINT IV / IV	N	Υ	N	Y	Υ	71	0	71	136
Study (Not Project)		115			School Access	Franktown			B/C	D/D	Enhance school safety	Create a school zone here with decreased speed limit	Public Comment	9	50.25	50.25		CORRIDOR POINT IV / IV	N	Υ	N	Y	Y	76	0	76	137
Advance to Level Two		116e, 116w		N. Russellville Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Shoulders reduce the crashes at intersections		Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Y	61	56	117	138
Study (Not Project)		116e, 116w		N. Russellville Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Night-time visibility	Install overhead lighting	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Y	32	0	32	139
Early Package Signing		116e, 116w		N. Russellville Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Advance street name signing reduces indecisiveness and slowing that causes rear- end collisions	Install advance street name signing	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	N	66	0	66	140
Early Package Signing		116e, 116w		N. Russellville Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	N	66	0	66	141
Study (Not Project)		116e, 116w		N. Russellville Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Large trucks using this as an alternate route to avoid SH 83 traffic		Public comment	3	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Υ	36	0	36	142
Advance to Level Two		116e, 116w		N. Russellville Road			Unsignalized Full Movement	Incorporate into singalized intersection	В/С	D/D	Accidents; Issues with turning from Russellville onto 83; Road is getting used as SH83 bypass		Access Control Plan Public Comment	34	49.89	49.89	1 INT (1, 0, 0)	INT II/II	N	N	N	N	Y	65	51	116	143
Advance to Level Two		116e, 116w		N. Russellville Road			Unsignalized Full Movement	Potentially Signalized Full Movement	в/с	D/D	Accidents; Issues with turning from Russellville onto 83	e Add turn lanes	Public Comment	13	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Υ	65	36	101	144
Advance to Level Two		116e, 116w		N. Russellville Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Reduce crashes in all directions experienced with the pattern	Roundabout	Safety Assessment Public Comment	1	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Υ	51	9	60	145

												and Safety Analysis Miti ate: March 29, 2022	gation Table														
				Existing Type	e of Intersection		Acces	s Control												Existir	ng Environmen	ntal Resources		Level One Screening	Level Two Screening		
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PN (No-Build)	Safety or Operational	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	e End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Study (ACP)		99			Church Access	Franktown Seventh Day Advantist Church							Access Control Plan	0	49.50	49.50		CORRIDOR POINT						21	0	21	146
Early Package Signing									B/C	D/D	Reduce wildlife conflicts	Add wildlife crossing signing	Public Comment	13	49.40	50.40		CORRIDOR POINT IV / IV	Y	N	N	N	Y	110	0	110	147
Advance to Level Two									B/C	D/D	Reduce wildlife conflicts	Add wildlife underpass	Public Comment	18	49.40	50.40		CORRIDOR POINT IV / IV	Υ	N	N	N	Υ	91	22	113	148
Early Package Signing						Russellville Gulch					Frequent deer/elk crossing area, especially at night.	Add wildlife crossing signing or fencing	Public Comment	6	48.60	48.60		CORRIDOR POINT						70	0	70	149
Study (Not Project)											Unsafe corner	Lower the speed limit	Public Comment	2	48.50	48.50		CORRIDOR POINT						36	0	36	150
Study (ACP)		92			Private Drive								Access Control Plan	0	48.25	48.25		CORRIDOR POINT						21	0	21	151
Study (ACP)		91			Private Drive								Access Control Plan	0	48.05	48.05		CORRIDOR POINT						21	0	21	152
Advance to Level Two											Reduce SB backups	Add climbing lane/passing lane	Public Comment	34	48.00	49.00		CORRIDOR POINT						81	33	114	153
Early Package Signing											deer running across at night. hit by car	Add wildlife crossing signing or fencing	Public Comment	2	47.50	47.50		CORRIDOR POINT						70	0	70	154
Advance to Level Two									A/A	C/C		Spot Cable Rail Addition	Safety Assessment	0	47.30	48.20		CORRIDOR POINT	Υ	N	N	N	Υ	61	60	121	155
Advance to Level Two		90		E. Rim Road							People use RT lane as passing lane	Add passing lane	Public Comment	4	47.25	47.25		CORRIDOR POINT						81	18	99	156
Study (ACP)		89			Private Drive								Access Control Plan	0	47.20	47.20		CORRIDOR POINT						21	0	21	157
Study (ACP)		88e, 88w			Private Drive								Access Control Plan	0	47.15	47.15		CORRIDOR POINT						21	0	21	158
Study (Not Project)		85		Steeplechase Drive					A/A	B/B	Prevent head-on crashes	Make No Passing zone	Public Comment	6	46.72	46.72		CORRIDOR POINT	Y	N	Υ	N	N	26	0	26	159
Study (Not Project)		85		Steeplechase Drive					A/A	B/B		Reduce speed to 55mph here	Public Comment	1	46.72	46.72		CORRIDOR POINT	N	N	N	N	N	26	0	26	160
Advance to Level Two		85		Steeplechase Drive					A/A	B/B	Prevent broadside, rear-end crashes	Add turn lanes	Public Comment	5	46.72	46.72		CORRIDOR POINT	N	N	N	N	N	60	27	87	161
Advance to Level Two		85		Steeplechase Drive					A/A	B/B	Prevent broadside, rear-end crashes	Add accel / decel lanes	Public Comment	0	46.72	46.72		CORRIDOR POINT II / II	N	N	N	N	N	56	26	82	162
						Cherry Creek								0	46.30	46.30		CORRIDOR POINT II / II						10	0	10	163
Early Package Striping		83				Castlewood Canyon			A/A	B/B	SB vehicles wander into the left turn lane and accel lane	Update Striping (add cat tracks to delineate)	Public Comment	6	45.90	45.90		CORRIDOR POINT						60	0	60	164
Early Package Signing											Big elk crossing area here.	Install wildlife crossing signs	Public Comment	16	45.50	45.50		CORRIDOR POINT						60	0	60	165
Advance to Level Two									E/E	D/D	Prevent run off the road crashes	Add shoulders (include other mitigation such a rumble strips and safety edge)	Safety Assessment Public Comment	50	45.31	50.75		SEGMENT III / III	Υ	Υ	Υ	N	Υ	101	46	147	166
Advance to Level Two									E/E	D/D	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	45.31	50.75		SEGMENT III / III	Y	Υ	Y	N	Y	96	56	152	167
Study (Not Project)						Weight Station			A/A	B/B	Use of weigh station to pass cars, lots of slower cars in this area and aggressive drivers trying to pass	Add passing lane	Public Comment	24	45.25	45.25		CORRIDOR POINT	N	Y	N	N	N	21	0	21	168
Early Package Signing						Weight Station			A/A	B/B	Public is wondering what this is	Install Signing	Public Comment	4	45.25	45.25		CORRIDOR POINT	N	Y	N	N	N	60	0	60	169
Advance to Level Two		79				Prarie Canyon Ranch						Add turn lanes	Public Comment	4	43.80	43.80		CORRIDOR POINT						85	57	142	170
Early Package Striping		79				Prairie Canyon Ranch					When there is a southbound backup because of a car turning left into PCR, someone from the back of the line passes, and then they t- bone the turning vehicle.	Install no passing zone striping and signing	Public Comment	2	43.80	43.80		CORRIDOR POINT						70	0	70	171
Study (ACP)		78			Private Drive								Access Control Plan	0	43.75	43.75		CORRIDOR POINT						21	0	21	172
Study (ACP)		77			Private Drive								Access Control Plan	0	43.60	43.60		CORRIDOR POINT	N	Y	N	N	N	11	0	11	173

												and Safety Analysis Mitig ate: March 29, 2022	gation Table														
				Existing Type	of Intersection		Acces	s Control												Existi	ng Environmen	ntal Resources		Level One Screening	Level Two Screening		
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 205 Approach LOS (AM/P! (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Early Package Signing		76		Fox Glen Drive					A/A	B/B	Advance street name signing reduces indecisiveness and slowing that causes rear- end collisions	Install advance street name signing	Safety Assessment	0	43.40	43.40		CORRIDOR POINT	N	N	N	N	N	56	0	56	174
Advance to Level Two						Corridor			A/B	B/D	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	48	42.34	45.30		SEGMENT III / II	Υ	Υ	N	Υ	Υ	66	71	137	175
Advance to Level Two									A/B	B/D	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	42.34	45.30		SEGMENT III / II	Υ	Υ	N	Υ	Y	61	60	121	176
Early Package Signing Early Package		73		Lake Gulch Road Lake Gulch					В/В	C/D	Advance street name signing reduces indecisiveness and slowing that causes rear- end collisions	Install advance street name signing Install conflict warning system or enhanced	Safety Assessment	7	42.34	42.34	3 INT (2, 1, 0)	INT II / II INT	N	N	N	N	N	65	0	65	177
Signing Early Package		73		Road Lake Gulch					B/B	C/D	Side road detection to warn oncoming traffic		Safety Assessment	0	42.34	42.34	3 INT (2, 1, 0)	11/11	N	N	N	N	N	61	0	61	178
Signing Study (Not		73		Road Lake Gulch					B/B	C/D	Big elk crossing area here.	Install wildlife crossing signs	Public Comment	2	42.34	42.34	3 INT (2, 1, 0) 3 INT	INT II / II INT	N	N	N	N	Y	65	0	65	179
Project)		73		Road					B/B	C/D	Increased traffic	Add new signal	Public Comment	2	42.34	42.34	(2, 1, 0)	11/11	N	N	N	N	Y	26	0	26	180
Advance to Level Two		73		Lake Gulch Road					В/В	C/D	Increased traffic	Add accel / decel lanes	Public Comment	27	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Y	60	46	106	181
Advance to Level Two		73		Lake Gulch Road					В/В	C/D	Northbound drivers are uncomfortable in the turn lane due to speeding oncoming traffic , long waits to turn onto SH83	Add turn lanes	Public Comment	15	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Y	60	36	96	182
Advance to Level Two		73		Lake Gulch Road					В/В	C/D	Run off the road and guardrail hits	Adjust alignment of SH 83 to flatten curves	Public Comment	20	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Υ	46	50	96	183
Advance to Level Two		73		Lake Gulch Road					В/В	C/D	Northbound drivers are uncomfortable in the turn lane due to speeding oncoming traffic , long waits to turn onto SH83	Roundabout	Public Comment	5	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Y	46	5	51	184
Advance to Level Two						Antelope Creek					Poor visibility for passing	Add passing lane	Public Comment	22	41.25	41.25		CORRIDOR POINT						75	55	130	185
						West Cherry Creek					Lack of acceleration lane on SH83 through			0	40.75	40.75		CORRIDOR POINT IV / III						50	0	50	186
Advance to Level Two				S. Russellville Road					B/B	C/C	traffic is getting cut off from traffic entering highway, no merge area	Add accel / decel lanes	Public Comment	26	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	Y	70	46	116	187
Early Package Signing Early Package				S. Russellville Road S. Russellville					B/B	C/C	Side road detection to warn oncoming traffic	Install advance street name signing Install conflict warning system or enhanced	Safety Assessment	0	40.43	40.43	3 INT (2, 1, 0) 3 INT	INT III / III INT	N	N	N	N	N	71	0	71	188
Signing Advance to Level				Road S. Russellville					B/B B/B	c/c	Side road detection to warn oncoming traffic Lack of acceleration lane on SH83 through traffic is getting cut off from traffic entering	static signing	Safety Assessment Public Comment	0	40.43	40.43	(2, 1, 0) 3 INT	III / III INT	N N	N N	N N	N N	N Y	71	27	71 97	189 190
Advance to Level				Road S. Russellville					B/B	c/c	highway, no merge area	Add turn lanes	Public Comment	5	40.43	40.43	(2, 1, 0) 3 INT (2, 1, 0)	III / III INT III / III	N	N	N	N	Y	56	31	87	191
Advance to Level				Road					E/E	F/F	Curve is sharp	Adjust alignment of SH 83 to flatten curves Widen shoulders or install separate bike path	Public Comment	78	40.42	42.33	(2, 1, 0)	CORRIDOR POINT	Υ	Υ	N	N	Y	105	37	142	192
Advance to Level											Increase cyclist safety Slow ranch/farm equipment turning onto the highway	(Between S. Russelville Road and Upper Lake) Add accel / decel lanes	Public Comment	15	39.00	40.00		CORRIDOR POINT						85	57	142	193
Advance to Level Two											Slow SB traffic on hill, Slow ranch/farm equipment	Add passing lanes	Public Comment	21	39.00	40.00		CORRIDOR POINT						85	42	127	194
Advance to Level Two				E. Lucas Avenue							Erosion	Fix drainage system; install roadside ditch on east side of SH 83 here	Public Comment	2	38.70	38.70	0 INT (0, 0, 0)	INT II/I	N	N	N	N	Υ	65	56	121	195
Early Package Signing				E. Lucas Avenue					A/B	c/c	Advance street name signing reduces indecisiveness and slowing that causes rear- end collisions	Install advance street name signing	Safety Assessment	0	38.70	38.70	0 INT (0, 0, 0)	INT II/I	N	N	N	N	N	61	0	61	196
Advance to Level Two				E. Lucas Avenue	•						Issues with cars trying to pass near existing passing lane.	Add turn lanes	Public Comment	3	38.70	38.70	0 INT (0, 0, 0)	INT II/I	N	N	N	N	Y	65	27	92	197
Study (ACP)		50			Utility Access	Character 11. "							Access Control Plan	0	38.40	38.40		CORRIDOR POINT						21	0	21	198
Advance to Level Two					School Access	Cherry Valley Elementary School			A/B	c/c	Enhance school safety	Look at rumble strips on shoulders or centerline	School Meeting Public Comment	6	38.08	38.08		CORRIDOR POINT	N	N	N	N	N	66	57	123	199
Advance to Level Two					School Access	Cherry Valley Elementary School Cherry Valley			A/B	C/C	Enhance school safety	Add turn lanes	School Meeting Public Comment	50	38.08	38.08		CORRIDOR POINT	N	N	N	N	Υ	70	51	121	200
Advance to Level Two					School Access	Elementary			A/B	c/c	Enhance school safety	Add accel / decel lanes	School Meeting Public Comment School Meeting	53	38.08	38.08		CORRIDOR POINT	N	N	N	N	Y	70	51	121	201
Early Package Signing					School Access	Elementary School Cherry Valley			A/B	C/C	Enhance school safety	Install better signage, including a larger flashing beacon.	Safety Assessment Public Comment	6	38.08	38.08		CORRIDOR POINT	N	N	N	N	N	75	0	75	202
Study (Not Project)					School Access	Elementary			A/B	C/C	Enhance school safety	Add new signal	Public Comment	3	38.08	38.08		CORRIDOR POINT III / III SEGMENT	N	N	N	N	Y	36	0	36	203
Advance to Level Two									В/В	C/C	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	55	37.83	42.33		III / III	Υ	Υ	Υ	Υ	Y	66	71	137	204

												and Safety Analysis Mitig ate: March 29, 2022	gation Table														
				Existing Type	of Intersection		Acce	ss Control												Existi	ng Environmen	ntal Resources	:	Level One Screening	Level Two Screening		
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PN (No-Build)	Safety or Operational	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Advance to Level Two									В/В	c/c	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	37.83	42.33		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	61	60	121	205
Advance to Level Two				Gillian Avenue/ CR 78					A/B	C/C	Heavy traffic	Widen shoulders	Public Comment	13	37.82	37.82	13 INT (5, 7, 1)	INT IV/IV	N	N	N	N	Y	100	61	161	206
Advance to Level Two				Gillian Avenue/ CR 78					A/B	C/C	Reduce left turn SB SH83 crashes	Add turn lanes	Safety Assessment Public Comment	68	37.82	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	100	55	155	207
Advance to Level Two				Gillian Avenue/ CR 78					A/B	C/C	Heavy traffic	Add median	Public Comment	7	37.82	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Υ	100	52	152	208
Advance to Level Two				Gillian Avenue/ CR 78					A/B	C/C	Reduce left turn SB SH83 crashes	Add accel / decel lanes	Safety Assessment Public Comment	13	37.82	37.82	13 INT (5, 7, 1)	INT IV/IV	N	N	N	N	Y	100	45	145	209
Study (Not Project)		Study		Gillian Avenue/ CR 78					A/B	c/c	Heavy traffic	Add new signal	Public Comment	31	37.82	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Υ	66	0	66	210
Study (Not Project) Early Package				Gillian Avenue/ CR 78 Gillian Avenue/					A/B	C/C	No cell service	Improve cell service for contacting emergency services during inclement weather	Public Comment	5	37.82	37.82	13 INT (5, 7, 1) 13 INT	INT IV / IV INT	N	N	N	N	Y	71	0	71	211
Signing Early Package				CR 78 Gillian Avenue/					A/B	C/C	Speeding	Have yellow light flashing at all times	Public Comment	1	37.82	37.82	(5, 7, 1) 13 INT	IV / IV	N	N	N	N	Υ	105	0	105	212
Signing Advance to Level				CR 78					A/B	C/C	Speeding	Install advance street name signing	Safety Assessment	0	37.82	37.82	(5, 7, 1) 13 INT	IV / IV	N	N	N	N	Y	101	0	101	213
Two				Gillian Avenue/ CR 78					A/B	C/C	Reduce crashes in all directions experienced with the pattern	Roundabout	Safety Assessment	0	37.82	37.82	(5, 7, 1)	IV / IV CORRIDOR POINT	N	N	N	N	Υ	82	4	86	214
Advance to Level						Crowfeet Creek					Northbound right turns and overtaking vehicle:	•		0	37.40	37.40		IV / IV CORRIDOR POINT						50	0	50	215
Two				Oak Springs Trail					A/B	C/C	cross the double yellow line and Southbound lefts are also overtaken	Add turn lanes	Public Comment	10	36.88	36.88		IV / IV	N	N	N	N	Y	100	36	136	216
Advance to Level Two				Oak Springs Trail					A/B	C/C	Passing	Add passing lanes	Public Comment	9	36.88	36.88		CORRIDOR POINT IV / IV	N	N	N	N	Y	100	31	131	217
Advance to Level Two		37		E. Greenland Road					A/B	C/C	Heavy traffic; PC - head on collisions	Add accel / decel lanes	Public Comment	10	36.33	36.33	0 INT (0, 0, 0)	INT II / II	N	N	N	N	Υ	60	61	121	218
Study (Not Project)		37		E. Greenland Road					A/B	C/C	Passing	Review passing zone	Public Comment	21	36.33	36.33	0 INT (0, 0, 0)	INT II/II	N	N	N	N	Y	31	0	31	219
				Christmas Tree Lane							It is getting harder for wildlife to safely cross			0	35.75	35.75		CORRIDOR POINT						20	0	20	220
Early Package Signing		33									Hwy 83. Frequent deer crossing near this location.	Install wildlife signing	Public Comment	3	35.60	35.60		CORRIDOR POINT						70	0	70	221
Advance to Level Two		30									Dangerous/Illegal passing	Add passing lanes	Public Comment	19	35.00	35.00		CORRIDOR POINT						71	36	107	222
Study (AMP)				Elliott Drive										0	34.75	34.75		CORRIDOR POINT						21	0	21	223
Study (AMP)				Riley Drive										0	34.60	34.60		CORRIDOR POINT						21	0	21	224
Study (Not Project)		23									Poor visibility at night and due to curves in road	Straighten road, add lighting	Public comment	9	34.30	34.30		CORRIDOR POINT II / III						27	0	27	225
Study (Not Project)		23									Narrow roadway	Make 2 lanes in each direction, add turn lanes, add shoulders, add passing lanes	Public Comment	8	34.30	34.30		CORRIDOR POINT II / III						27	0	27	226
Advance to Level Two		17e, 17w		E. Jones Road					A/A	C/B	Left turns are difficult to make	Add turn lanes	Public Comment	40	33.69	33.69	1 INT (0, 1, 0)	INT II / II	N	N	N	Y	Υ	55	46	101	227
Study (Not Project)		17e, 17w		E. Jones Road					A/A	C/B	Heavy traffic	Add new signal	Public Comment	12	33.69	33.69	1 INT (0, 1, 0)	INT II / II	N	N	N	Y	Υ	21	0	21	228
Advance to Level Two									A/B	C/C	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	48	33.51	37.82		SEGMENT III / III	Υ	Y	N	Υ	Y	66	46	112	229
Advance to Level Two									A/B	C/C	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	33.51	37.82		SEGMENT III / III	Υ	Υ	N	Υ	Υ	61	56	117	230
Early Package Signing		15									Lots of wildlife is killed crossing at this point.	Install wildlife signing	Public Comment	1	33.30	33.33		CORRIDOR POINT IV / IV						100	0	100	231
Study (ACP)		15										Add passing lane	Public Comment	7	33.30	33.33		CORRIDOR POINT IV / IV						111	0	111	232
Advance to Level Two									A/A	C/C	Roadside hazards	Upgrade culverts for a safer clear zone	Safety Assessment	0	32.98	33.41		CORRIDOR POINT IV / IV	N	Y	N	N	N	91	35	126	233
Study (Not Project)		11			Private Drive						Illegal passing at curve	Lower the speed limit	Public Comment	6	32.40	32.40		CORRIDOR POINT IV / IV						66	0	66	234
Early Package Signing		11			Private Drive						Dangerous curve	Add improved signing especially for night time driving	Public Comment	2	32.40	32.40		CORRIDOR POINT IV / IV						100	0	100	235

												and Safety Analysis Mitig ate: March 29, 2022	gation Table	!													
				Existing Type	of Intersection		Acces	s Control												Existi	ng Environmen	ital Resources	;	Level One Screening	Level Two Screening		
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PN (No-Build)	Safety or Operational	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	e Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Study (ACP)		11			Private Drive						Illegal passing at curve	Add passing lane	Public Comment	2	32.40	32.40		CORRIDOR POINT IV / IV						111	0	111	236
						Elk Creek								0	32.25	32.25		CORRIDOR POINT IV / IV						50	0	50	237
Advance to Level Two									A/A	C/C		Spot Cable Rail Addition	Safety Assessment	0	32.15	32.61		CORRIDOR POINT IV / IV						91	60	151	238
Early Package Signing									A/A	C/C	Prevent run off the road crashes	Increase size and/or add additional curve chevrons at reverse curves	Tool Box	0	32.15	32.61		CORRIDOR POINT IV / IV						96	0	96	239
Early Package Signing									A/A	C/C	Prevent run off the road crashes	Increase size and/or add additional curve chevrons at reverse curves	Tool Box	0	32.15	32.61		CORRIDOR POINT IV / IV						96	0	96	240
Advance to Level Two		9e, 9w		Lorraine Road/ S. Arfsten Road					A/A	C/C	Heavy traffic Reduce NB SH83 left turn crashes	Add turn lanes	Public Comment	24	31.90	31.90	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	95	46	141	241
Advance to Level Two		9e, 9w		Lorraine Road/ S. Arfsten Road					A/A	C/C	No gaps to turn onto highway and dangerous to slow to turn off	Add accel / decel lanes	Public Comment	16	31.90	31.90	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	95	36	131	242
Advance to Level Two		9e, 9w		Lorraine Road/ S. Arfsten Road					A/A	C/C	Heavy traffic	Widen shoulders	Public Comment	1	31.90	31.90	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	91	18	109	243
Study (Not Project)		3			Private Drive						Illegal passing at curve	Restrict passing or widen passing area	Puclic Comment	7	30.78	31.24		CORRIDOR POINT						27	0	27	244
Early Package Signing		3			Private Drive						Noise	Add signage prohibiting trucks from using jake brakes / engine brakes	Public Comment	2	30.78	30.78		CORRIDOR POINT						70	0	70	245
Study (ACP)		2		E. Granada Drive/ El Dorado Way					A/A	C/C	Public comments - add turn lanes or Right in right out and exit to Palmer Road	Change intersection to right in / right out	Public Comment	6	30.50	30.50	0 TOT (0, 0, 0)	Used LOSS III	N	N	N	N	N	65	0	65	246
Study (Not Project)		2		E. Granada Drive/ El Dorado Way					A/A	C/C	Reckless driving, speeding	Reduce speed limit	Public Comment	6	30.50	30.50	0 TOT (0, 0, 0)	Used LOSS III	N	N	N	N	N	36	0	36	247
Advance to Level Two		2		E. Granada Drive/ El Dorado Way					A/A	C/C	Public comments - add turn lanes or Right in right out and exit to Palmer Road	Add turn lanes	Public Comment	3	30.50	30.50	0 TOT (0, 0, 0)	Used LOSS III	N	N	N	N	N	65	27	92	248
R2 Package		1e, 1w	Υ	E. Palmer Divide Avenue	2				A/A	C/C	Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning right	Add turn lanes	Public Comment	29	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	95	0	95	249
R2 Package		1e, 1w	Y	E. Palmer Divide Avenue	-				A/A	C/C	Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning right	Add accel / decel lanes	Public Comment	3	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	95	0	95	250
R2 Package		1e, 1w	Υ	E. Palmer Divide Avenue	<u> </u>				A/A	c/c	Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning right	Modify intersection signal timing and phasing: - No flashing yellow - Add turn arrows - Right turn lane should trigger the light if cars are stopped for extended periods of time	Public Comment	45	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	100	0	100	251
Early Package Signing		1e, 1w	Υ	E. Palmer Divide Avenue					A/A	C/C	Reduce broadside and approach turn crashes		Safety Assessment Public Comment	8	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	100	0	100	252
Early Package Signing		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C	Reduce broadside and approach turn crashes	Install conflict warning system or enhanced static signing	Safety Assessment Public Comment	8	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV INT	N	N	N	N	N	100	0	100	253
R2 Package Study (Not		1e, 1w	Y	E. Palmer Divide Avenue E. Palmer Divide					A/A	C/C	Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning right	Install signal with mast arm poles	Public Comment	25	30.24	30.24	(6, 6, 0)	IV / IV	N	N	N	N	N	95	0	95	254
Project) Study (Not Project)		1e, 1w	Y	Avenue E. Palmer Divide					A/A	c/c	Heavy truck traffic	Limit truck traffic to local deliveries only Install Neighbor guards on all of the lights including the stop lights to that they do not shine into the local houses. Eliminate or change out the short light pole on the south west corner of the roadway So that it does not shine		3	30.24	30.24	12 INT (6, 6, 0)	IV/IV INT IV/IV	N N	N N	N N	N N	N N	66 66	0	66	255
R2 Package		1e, 1w	Y	Avenue E. Palmer Divide Avenue	2				A/A	C/C	Light pollution to neighboring houses Reduce broadside and approach turn crashes	into the local houses. Roundabout	Project identified and funded by CDOT	6	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	81	0	81	257
Advance to Level Two				ue		Corridor			B/C	D/D	Narrow bridges constrict widths, cause slowdowns and bicycle safety decreases	Widen bridges with full shoulder width	Tool Box Public Comment	2	30.20	50.75		SEGMENT III / III	Υ	Υ	Y	Υ	Υ	71	14	85	258
Advance to Level Two						Corridor			B/C	D/D	Fiber line improves communication to ITS devices and signals and basic surveillance on the corridor	Extend the ITS fiber from Franktown to County Line Road	Tool Box	0	30.20	50.75		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	57	21	78	259
Advance to Level Two						Corridor			в/с	D/D	Reduce driver frustration by adding passing lanes	Swedish 2+1 Cross Section (4-locations)	Safety Assessment	0	30.20	50.75		SEGMENT III / III	Υ	Y	Y	Υ	Y	57	13	70	260
Study (AMP)						Corridor			B/C	D/D	An easement allows for power and communications combined in one trench	Provide a Utility Easement	Tool Box	0	30.20	50.75		SEGMENT III / III	Υ	Υ	Y	Υ	Y	66	0	66	261
Advance to Level Two						Corridor			B/C	D/D	Road closure enforcement	Electronic signs activate when I-25 is closed or when SH 83 is closed	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	76	60	136	262
Advance to Level Two						Corridor			B/C	D/D	Road closure enforcement	Review locations for road closures on SH83, implement Road Closure Gates	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	71	60	131	263

												and Safety Analysis Mitig ate: March 29, 2022	gation Table														
				Existing Type	of Intersection		Acces	s Control												Existi	ng Environmen	ntal Resources		Level One Screening	Level Two Screening		
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PN (No-Build)	Safety or Operational	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Advance to Level Two						Corridor			в/С	D/D	Improve maintenances ability to monitor road conditions	Install RWIS Stations	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	71	60	131	264
Advance to Level Two						Corridor			B/C	D/D	Improve roadside safety	Restore or add a Safety Edge when possible	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Y	Υ	71	60	131	265
Advance to Level Two						Corridor			в/с	D/D	Prevent head-on crashes	Install by-pass left turn lanes at low volume left turn lanes	Tool Box Public Comment	23	30.20	50.50		SEGMENT III / III	Υ	Υ	Y	Υ	Υ	71	46	117	266
Advance to Level Two						Corridor			В/С	D/D	Reduce head-on crashes	Add a passing lane	Public Comment	138	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	71	41	112	267
Advance to Level Two						Corridor			B/C	D/D	Enhance incident response, road and weather conditions and public viewing of road conditions	Add CCTV every 5 miles	Tool Box Public Comment	2	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	75	36	111	268
Advance to Level Two						Corridor			B/C	D/D	Reduce roadside hazards	Shoulder drops offs are due to erosion, use a base course for these areas	Tool Box Public Comment	9	30.20	50.50		SEGMENT III / III	Υ	Y	Y	Y	Y	75	36	111	269
Advance to Level Two						Corridor			B/C	D/D	Shoulder allow cyclists and vehicles to share the road without conflicts	Add Shoulders on future projects and overlays	Public Comment	23	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	71	37	108	270
Advance to Level Two						Corridor			B/C	D/D	Shoulders improved bicycle safety and allow vehicles to pass	Add Shoulder(s) on climb lane up-hill	Public Comment	24	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	71	32	103	271
Advance to Level Two						Corridor			в/с	D/D	Driveways are difficult to turn into	Widen shoulders for a safe pull off (create standard)	Tool Box Public Comment	38	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	71	32	103	272
Advance to Level Two						Corridor			B/C	D/D	Narrow shoulders on SH83	Reduce Lane from 12' to 11' , increase shoulders by 1' on the left and right	Public Comment	5	30.20	50.50		SEGMENT III / III	Υ	Y	Υ	Υ	Υ	65	52	117	273
Advance to Level Two						Corridor			B/C	D/D	Reduce roadside hazards	Upgrade guardrail and culverts for a safer clear zone, flatten side slopes	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	67	26	93	274
Advance to Level Two						Corridor			B/C	D/D	Reduces head on crashes	Vehicle pull offs to pass slow vehicles when a passing lane cannot be built	Public Comment	1	30.20	50.50		SEGMENT III / III	Υ	Y	Y	Y	Y	71	22	93	275
Advance to Level Two						Corridor			B/C	D/D	Prevent wildlife interactions	Install wildlife fence	Public Comment	60	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	61	41	102	276
Study (Not Project)						Corridor						Add ITS & tolling to Hwy 83, 86 & Russellville Rd for non-residents and large vehicles	Public Comment	27	30.20	50.50		SEGMENT III / III	Υ	Y	Y	Y	Y	37	0	37	277
Early Package Signing						Corridor			B/C	D/D	Reduce wildlife conflicts	Add wildlife crossing signing	Public Comment	8	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Y	Y	80	0	80	278
Early Package Signing						Corridor			B/C	D/D	Increase passing zone safety	Sign Passing zones using MUTCD Pennant	Public Comment	60	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Y	Υ	80	0	80	279
Study (Not Project)						Corridor			B/C	D/D	Driveways are difficult to see	Private Driveway Visibility (need standard for delineation)	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	42	0	42	280
Early Package Signing						Corridor			B/C	D/D	Increase sign visibility	Increase the size of the delineators (upgrade)	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	76	0	76	281
Study (AMP)						Corridor			B/C	D/D	Reduce roadside hazards	Relocate mail boxes from ROW	Access Management Plan Public Comment	1	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	80	0	80	282
Study (Not Project)						Corridor			В/С	D/D	Provide lighting at major intersections for added visibility at night and inclement weather	r Add intersection lighting	Tool Box	0	30.20	50.50		SEGMENT III / III	Y	Υ	Y	Y	Y	42	0	42	283
Early Package Signing						Corridor			B/C	D/D	Increase sign visibility	Increase side road stop sign sizes	Tool Box	0	30.20	50.50		SEGMENT III / III	Y	Υ	Υ	Y	Y	76	0	76	284
Early Package Signing						Corridor			B/C	D/D	Increase sign visibility	Increase the size of the chevrons on curves by one size	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Y	Y	76	0	76	285
Early Package Signing						Corridor			B/C	D/D	Increase sign visibility	Install advance street name signing	Safety Assessment	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Y	Υ	76	0	76	286
Study (Not Project)						Corridor			B/C	D/D	Increase cyclist safety	Encourage use of Russellville Road as a paralle route to SH83	Public Comment	3	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	46	0	46	287
Early Package Signing						Corridor			B/C	D/D	Increase cyclist safety	Upgrade Signing and include flashing beacons to warn of cyclists	Public Comment	3	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	80	0	80	288
Early Package Signing						Corridor			B/C	D/D	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced static signing	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	76	0	76	289
Early Package Signing						Corridor			B/C	D/D	Increase sign visibility	Add flashing warning beacons on advisory signs	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Y	Y	76	0	76	290
Early Package Signing						Corridor			B/C	D/D	Increase sign visibility	Add flashing warning beacons on Stop signs	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	76	0	76	291
Study (Not Project)						Corridor			B/C	D/D	Reduce head-on collisions	Remove or Add passing zones (striping)	Public Comment	75	30.20	50.50		SEGMENT III / III	N	N	N	N	N	46	0	46	292
Study (Not									E/E	F/F			Public Comment	56	30.20	50.50		SEGMENT	Υ	Υ	N	N	Y	67	0	67	293
Project) Study (Not						Corridor			B/C	D/D	Increase cyclist safety	Install separate bike path	Public Comment	108	30.20	50.50		SEGMENT	Υ	Υ	Υ	Y	Υ	37	0	37	294
Project) Early Package						Corridor					Improve operations and safety Issues with motorcycles triggering light	Make SH 83 4 lanes	Public Comment	4	30.20	50.50		SEGMENT	N	N	N	N	N	70	0	70	295
Signal Timing Study (Not						Corridor					changes Most prefer that no work is done as they	Allow signals to run their full cycle						III / III SEGMENT									
Project) Study (Not						Corridor					believe this will only increase usage of the corridor;	Do Nothing	Public Comment	10	30.20	50.50		III / III SEGMENT	N N	N N	N N	N N	N N	36 36	0	36 36	296
Project) Study (Not						Corridor						Restrict truck traffic	Public Comment					III / III SEGMENT		N	N		N				
Project)						Corridor						Increasae Police Presence	Public Comment	157	30.20	50.50		III / III	N	N	N	N	N	36	0	36	298

												and Safety Analysis Mitig ate: March 29, 2022	ation Table	!													
				Existing Type	of Intersection		Acce:	ss Control												Existi	ng Environme	ntal Resources		Level One Screening	Level Two Screening		1
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM (No-Build)	Safety or Operational) Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Level One Screening Total	Level Two Screening Total	COMBINED TOTAL	UNIQUE ID (for tracking)
Study (Not Project)						Corridor						Develop alternate corridor instead	Public Comment	22	30.20	50.50		SEGMENT III / III	N	N	N	N	N	27	0	27	299
Study (Not Project)						Corridor						Wait until the Gap is done to finish the study and make improvements	Public Comment	20	30.20	50.50		SEGMENT III / III	N	N	N	N	N	36	0	36	300
Advance to Level Two									A/A	C/C	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	57	30.20	33.50		SEGMENT III / III	Y	Y	Υ	Y	Υ	61	46	107	301
Advance to Level Two									A/A	C/C	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	30.20	33.50		SEGMENT III / III	Y	Υ	Υ	Y	Υ	56	60	116	302
Advance to Level Two									A/A	c/c	Approach Turn crashes	New Jersey Jug Hangle	Tool Box	0										31	13	44	303
Early Package Signing						Region 1 Strip Map Updates from October 22 2018						Signing and striping study conducted by CDOT Striping updated in the spring of 2021 per the strip map Update the signing per the strip map in the Sign Package	CDOT Study	0													304
Advance to Level Two									A/A	c/c	Approach Turn crashes	Michigan Left Turn	Tool Box	0										31	13	44	305
Study (Not Project)									A/A	В/В	Improve roadside safety	Reduce speed limit to 55 MPH or lower to reduce desirability of corridor	Public Comment	27	30.00	50.90	0 DW (0, 0, 0)	SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	36	0	36	306

												SH 83 Operations and Sa Date: Ma	fety Analysi arch 29, 202		ation T	able														
				Existing Type	of Intersection		Ac	ccess Control												Existi	ing Environment	al Resource	s			Level	One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Configuration	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker		Severe / V Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Early Package Signing		#	Υ	Bayou Gulch Road					E/E	D/F	Traffic flow and intersection safety	Add signage that SB SH 83 left turn is for HS entrance	Public Comment	11	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	III	E	Yes	Combine into package	CatEx (internal - no permitting)	110	1
Early Package Signal Timing		#	Υ	Bayou Gulch Road					E/E	D/F	Signal timing	Implement adaptive signal timing coordination	Public Comment	33	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	N	Ш	E	Yes	Combine into package	CatEx (internal - no permitting)	110	2
Study (Not Project)		#	Υ	Bayou Gulch Road					E/E	D/F	Improve safety for pedestrians crossing SH 83, specifically on north side of Bayou Gulch Road		School Meeting	1	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	Ш	E	Yes	Not a package	CatEx (internal - no permitting)	76	3
Study (Not Project)		#	Υ	Bayou Gulch Road					E/E	D/F	Improve safety for pedestrians crossing SH 83, specifically on north side of Bayou Gulch Road	, Add or improve medians	School Meeting	0	53.86	53.86	21 INT (14, 7, 0)	INT III/III	N	N	N	N	Υ	Ш	E	No	Not a package	CatEx (internal - no permitting)	72	4
Early Package Signal Timing Study (Not		#	Υ	Bayou Gulch Road Bayou Gulch					E/E	D/F	Signal timing	Updating Timing Parameters	Tool Box Tool Box	38	53.86	53.86	21 INT (14, 7, 0) 21 INT	INT III / III INT	N	N	N	N	N	III	E	Yes	Combine into package	CatEx (internal - no permitting) CatEx (substantial	110	5
Project) Advance to Level		#	Y	Road					E/E	D/F		Pedestrian Bridge or Underpass	Public Comment	20	53.86	53.86	(14, 7, 0) 21 INT	III/III	N	N	N	N	Y	III	E	Yes	Not a package	permitting) or EA CatEx (internal - no	67	6
Two Advance to Level		#	Υ	Bayou Gulch Road					E/E	D/F	Limit merging required	Change NB RT lane into a thru lane	Public Comment	4	53.86	53.86	(14, 7, 0) 21 INT	III / III	N	N	N	N	Y	III	E	Yes	Not a package Combine into	permitting) CatEx (non-substantial	76	7
Two		#	Y	Bayou Gulch Road					E/E	D/F	Need more storage for SB lefts on SH 83	Extend turn lane	School Meeting	0	53.86	53.86	(14, 7, 0)	III/III	N	N	N	N	Y	III	E	No	package	permitting)	101	8
Advance to Level Two		#	Y	Bayou Gulch Road					E/E	D/F		Partial CFI	Tool Box	0	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	Ш	E	No	Not a package	CatEx (substantial permitting) or EA	63	9
Advance to Level Two		#	Υ	Bayou Gulch Road					E/E	D/F		Roundabout	Tool Box	0	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	III	E	No	Stand alone package	CatEx (substantial permitting) or EA	87	10
Study (ACP)		84			Commercial Business		Rt In/Rt Out	Close Access	A/A	B/C			Access Control Plan	0	53.51	53.51		CORRIDOR POINT	N	N	N	N	N	Ш	А	No	Not a package	CatEx (internal - no permitting)	32	11
Study (Not Project)		85			Commercial Business	Trinity Luthera	n 3/4 Movement	Potentially Signalized Full Movement	A/A	B/C	Aggressive driving SB merge between Bayou and Trinity Church access	Change merge area to 4 lane hwy	Public Comment	44	53.35	53.35		CORRIDOR POINT	N	N	N	N	N	ш	А	Yes	Not a package	CatEx (internal - no permitting)	36	12
Early Package Signing		85			Commercial Business		n 3/4 Movement	Potentially Signalized Full	A/A	B/C	Indecisiveness and slowing that causes rear-er		Safety Assessment	0	53.35	53.35		CORRIDOR POINT	N	N	N	N	N	ш	А	No	Combine into package	CatEx (internal - no permitting)	66	13
Advance to Level		85			Commercial	,	-,	Potentially Signalized Full		-/	Aggressive driving SB merge between Bayou		Public Comment	27	53.35	53.35		CORRIDOR POINT	N	N	N	N	N	III	А	Yes	Combine into package	CatEx (internal - no permitting)	70	14
Study (ACP)		86e			Business	Trinity Luthera	0 3/4 Movement Unsignalized Full	Movement Revise access if property redevelops or if safety or	A/A	B/C	and Trinity Church access	Extend merge	Access Control Plan	0	53.17	53.17		CORRIDOR POINT	N	N	N	N	N	IV	A	No	Not a package	CatEx (internal - no permitting)	62	15
Study (ACP)		86w			Field Access		Movement Unsignalized full	operations issues occur Revise access if property redevelops or if safety or	A/A	B/C			Access Control Plan	0	53.17	53.17		CORRIDOR POINT	N	N	N	N	N	IV	A	No	Not a package	CatEx (internal - no	62	16
Study (ACP)		87e			Field Access		movement Unsignalized Full	operations issues occur 3/4 Movement, U-turns allowed with future	A/A	B/C			Access Control Plan	0	52.85	52.85		IV / II CORRIDOR POINT	N	N	N	v	N	D/	A	No	Not a package	permitting) CatEx (non-substantial	57	17
					Field Access		Movement	median 3/4 Movement,	A/A	B/C								IV / III CORRIDOR POINT				<u>'</u>						permitting) CatEx (non-substantial		
Study (ACP)		87w			Field Access		Unsignalized Full Movement	U-turns allowed with future median	A/A	B/C			Access Control Plan Access Control Plan	0	52.85	52.85		IV / III CORRIDOR POINT	N	N	N	Υ	N	IV	A	No	Not a package Combine into	permitting) CatEx (non-substantial	57	18
Study (ACP)		88			Commercial Business		Unsignalized Full Movement	Rt In/Rt Out if median installed	A/A	B/C	Difficult to turn into, Narrow lanes and Steep slopes	Add turn lanes	Public Comment	54	52.70	52.70		IV/III	N	N	N	Y	N	IV	A	Yes	package	permitting)	95	19
Study (ACP)		88			Commercial Business		Unsignalized Full Movement	Rt In/Rt Out if median installed	A/A	B/C	Difficult to turn into, Narrow lanes and Steep slopes	Reduce steep side slopes	Access Control Plan Public Comment	35	52.70	52.70		CORRIDOR POINT IV / III	N	N	N	Υ	N	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	95	20
Study (ACP)		88			Commercial Business		Unsignalized Full Movement	Rt In/Rt Out if median installed	A/A	B/C	Entrance to the farm is an issue	Move the entrance to the farm	Public Comment	39	52.70	52.70		CORRIDOR POINT IV / III	N	N	N	Υ	N	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	95	21
Early Package Signal Timing		89	Y	Castle Oaks Drive			Signalized Full Movement	Signalized Full Movement	c/c	C/E	Signal timing, Backup clog downstream backs up into the intersection, Castle Oaks Drive divers cannot exit	Signal timing and coordination planning with up and downstream signals	Public Comment	84	52.60	52.60	10 INT (6, 4, 0)	INT III / II	N	N	N	Υ	N	III	С	Yes	Combine into package	CatEx (internal - no permitting)	80	22
Early Package Signing		89	Υ	Castle Oaks Drive			Signalized Full Movement	Signalized Full Movement	c/c	C/E	Reduce rear-end collisions in the NB direction		Safety Assessment	0	52.60	52.60	10 INT (6, 4, 0)	INT III/II	N	N	N	Υ	N	III	С	No	Combine into package	CatEx (internal - no permitting)	76	23
Advance to Level Two		89	Υ	Castle Oaks Drive			Signalized Full Movement	Signalized Full Movement	c/c	C/E	Reduce rear-end collisions in the NB direction	Convert to a continuous green Tee	Safety Assessment	0	52.60	52.60	10 INT (6, 4, 0)	INT III / II	N	Υ	N	Υ	N	III	С	No	Stand alone package	CatEx (non-substantial permitting)	61	24
Study (ACP)		90		Fox Creek Trail			Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	B/B	c/c			Access Control Plan	0	52.54	52.54		CORRIDOR POINT IV / III	N	N	N	Υ	N	IV	В	No	Not a package	CatEx (internal - no permitting)	67	25
Study (ACP)		91			Residential		Unsignalized Full	Revise access if property redevelops or if safety or operations issues occur	B/B	c/c	Driveway to the Grange building is dangerous, Poor sight lines	Add turn lanes	Access Control Plan Public Comment	14	52.46	52.46		CORRIDOR POINT	N	N	N	Υ	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	26
Study (ACP)		92					Closed	Classid	B/B	c/c	r our signt into	, and the same of	Access Control Plan	0	52.46	52.46		CORRIDOR POINT	N	N	N	Υ	N	IV	В	No	Not a package	CatEx (internal - no permitting)	67	27
Study (ACP)		93			No Access		Unsignalized Full	Rt In/Rt Out if median	B/B	c/c			Access Control Plan	0	52.29	52.29		CORRIDOR POINT	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	28
Study (ACP)		94n			Residential Residential		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	B/B	c/c			Access Control Plan	0	52.20	52.20		CORRIDOR POINT	N	N	N	Y	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	29
Study (ACP)		94s			Residential		Unsignalized Full	Combine with adjacent, Create new Rt In/Rt Out	B/B	c/c			Access Control Plan	0	52.19	52.19		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	30
Study (Not Project)		95				Hidden Mesa	Unsignalized Full	Rt In/Rt Out if median	B/B	c/c	Difficult to enter/exit SH 83	Add	Public Comment	1	52.07	52.07		CORRIDOR POINT	N	Y	N	Υ	Y	IV	В	Yes	Not a package	CatEx (non-substantial permitting)	66	31
Advance to Level Two		95			Residential Residential	Trail Access Hidden Mesa Trail Access	Movement Unsignalized Full Movement	installed Rt In/Rt Out if median installed	В/В	c/c	Multiple near miss incidents here Hidden Mesa Open Space at 3217 N. State Highway 83 is heavily used and increasing in popularity. It is difficult to enter and exit the property with the high volume of traffic on Highway 83.	Add new signal Add turn lanes	Public Comment	31	52.07	52.07		CORRIDOR POINT	N	Υ	N	Υ	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	32
Advance to Level Two		95			Residential			Rt In/Rt Out if median installed	В/В	c/c	Hidden Mesa Open Space at 3217 N. State Highway 83 is heavily used and increasing in popularity. It is difficult to enter and exit the property with the high volume of traffic on Highway 83.	Add accel / decel lanes	Public Comment	18	52.07	52.07		CORRIDOR POINT IV / IV	N	Y	N	Υ	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	33
Study (ACP)		96			Private Access		Unsignalized Full Movement	Combine with adjacent full movement intersection	B/B	c/c	Access problem	Modify access per Access Control Plan	Access Control Plan Public Comment	5	52.03	52.03		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	В	Yes	Combine into package	CatEx (internal - no permitting)	105	34
Advance to Level Two						Lost Lake to Franktown					Potholes / road in need of repair	Repave/repair road	Public Comment	11	51.95	53.88		CORRIDOR POINT						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	35

												SH 83 Operations and Sa Date: Ma	fety Analys arch 29, 202		ition Table														
				Existing Typ	e of Intersection		Acce	ess Control											Existin	g Environmen	ital Resources				Leve	One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments		Count / Type r (PDO, INJ, FAT)		Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Study (Not Project)		97e		Lost Lake Drive	P				B/B	c/c	Congestion	Add new signal	Public comment	5	51.95 51.95		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	IV	В	Yes	Not a package	CatEx (non-substantial permitting)	66	36
Study (ACP)		97e					Unsignalized Full	Potentially Signalized Full	B/B	c/c	Congestion	That her signal	Access Control Plan	0	51.95 51.95		CORRIDOR POINT	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (non-substantial permitting)	62	37
Advance to Leve Two		97e		Lost Lake Drive			Movement	Movement	B/B	c/c	Residents have brought up several safety and operational concerns including: Trouble finding gaps to turn, and Near misses related to drivers using striped median south of the intersection as a passing lane which creates a dangerous conflict in a vehicle is waiting to make a SB to EB turn onto Lost Lake Drive. Residents have brought up several safety and	Add accel / decel lanes	Public Comment	35	51.95 51.95		CORRIDOR POINT	N	N	N	Y	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	38
Advance to Leve Two		97e		Lost Lake Drive	e				В/В	C/C	nestitutis lative triuding; in the several said operational concerns including: Trouble finding gaps to turn, and Near misses related to drivers using striped median south of the intersection as a passing lane which creates a dangerous conflict in a vehicle is waiting to make a SB to EB turn onto Lost Lake Drive.	Add turn lanes	Public Comment	13	51.95 51.95		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	39
Advance to Leve Two		97e		Lost Lake Drive	e				В/В	C/C	Access to trails is limited	Add pedestrian/equestrian underpass access	Public Comment	18	51.95 51.95		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	В	Yes	Stand alone package	CatEx (substantial permitting) or EA	86	40
Study (ACP)		97w			Residential	Pikes Peak	Unsignalized Full Movement	Right-in/Right-out when 97e is signalized	B/B	c/c			Access Control Plan	0	51.92 51.92		CORRIDOR POINT	N	Υ	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	41
Study (ACP)		98e				Douglas County Schools Operations and	,	97e is signalized	В/В	c/c			Access Control Plan	0	51.83 51.83		CORRIDOR POINT	N	N	N	Y	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	42
					Commercial Business	Maintenance Yard Quality	Movement	Unsignalized Full Movemen	:				Access Control Plan				CORRIDOR POINT									Combine into	CatEx (internal - no		
Study (ACP)		98w			Commercial Business	Landscape and Soil Products		Unsignalized Full Movemen	B/B	C/C	Access problem	Modify access per Access Control Plan	Public Comment	2	51.82 51.82		IV / IV	N	N	N	Y	Y	IV	В	Yes	package	permitting)	105	43
Study (ACP)		98w			Commercial Business	CDOT	Unsignalized Full Movement	Unsignalized Full Movemen	B/B	C/C	Unsafe entry/exit between side street and SH 83	Add turn lanes & flatten access point	Public Comment	22	51.82 51.82		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	44
Study (ACP)		99			Commercial Business	Maintenance Yard	Unsignalized Full Movement	Close Access	B/B	C/C			Access Control Plan	0	51.80 51.80		CORRIDOR POINT IV / III	N	N	N	Υ	Υ	IV	В	No	Not a package	CatEx (internal - no permitting)	67	45
Study (ACP)		100			Commercial Business		Unsignalized Full Movement	Close Access with redevelopment (future access to be located across from signalized 101)	B/B	C/C			Access Control Plan	0	51.66 51.66		CORRIDOR POINT IV / III	N	N	N	Y	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	46
DCO Package		101		E. Park Drive			Unsignalized Full Movement	3/4 Movement	B/B	c/c	Reduce rear-end collisions in the SB direction Reduce rear-end collisions in the SB direction;	Add turn lanes	Public Comment	94	51.63 51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	47
DCO Package		101		E. Park Drive			Unsignalized Full Movement	Culdesac Park	B/B	c/c	Signal timing coordination with up and downstream signals cannot exit onto SH 83	Culdesac Park/No access to SH83	Access Control Plan	0	51.63 51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	IV	В	No	Combine into package	CatEx (internal - no permitting)	101	48
DCO Package		101		E. Park Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Adaptive signal timing coordination	Public Comment Project identified by DougCo	10	51.63 51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	IV	В	Yes	Combine into package	CatEx (internal - no permitting)	105	49
DCO Package		101		E. Park Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	c/c	Increased traffic	Install "No Outlet" sign as their sub-division is a horseshoe		1	51.63 51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	IV	В	Yes	Combine into package	CatEx (internal - no permitting)	105	50
DCO Package		101		E. Park Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	c/c	Increased traffic; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Add new signal	Public Comment Project identified by DougCo	4	51.63 51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Υ	Υ	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	51
Early Package Signing		101		E. Park Drive			Unsignalized Full	3/4 Movement	В/В		Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Install advance street name signing	Safety Assessment Public Comment Project identified by DougCo	0	51.63 51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	IV	В	No	Combine into package	CatEx (internal - no permitting)	101	52
DCO Package		102e, 102w		Rafter Road			Unsignalized Full	Potentially Signalized Full Movement	В/В	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Adaptive signal timing coordination	Access Control Plan Safety Assessment Public Comment Project identified by DougCo	12	51.37 51.37	2 INT (0, 2, 0)	INT II/II	N	N	N	Y	N	н	В	Yes	Combine into package	CatEx (internal - no permitting)	65	53
DCO Package		102e, 102w		Rafter Road			Unsignalized Full	Potentially Signalized Full Movement	B/B	C/C	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Install advance street name signing	Access Control Plan Safety Assessment Public Comment Project identified by DougCo	6	51.37 51.37	2 INT (0, 2, 0)	INT II/II	N	N	N	Y	N	Ш	В	Yes	Combine into package	CatEx (internal - no permitting)	65	54
DCO Package		102e, 102w					Unsignalized Full	Potentially Signalized Full	B/B	C/C	Trucks turning onto the highway, traffic congestion		Public Comment	9	51.37 51.37	2 INT (0, 2, 0)	INT II / II	N	N	N	Y	Y	П	В	Yes	Combine into package	CatEx (non-substantial permitting)	60	55
DCO Package		102e, 102w		Rafter Road Rafter Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B		Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Add new signal Add turn lanes	Access Control Plan Safety Assessment Public Comment Project identified by DougCo	154	51.37 51.37	2 INT	INT II/II	N	N	N	Y	Y	Ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	60	56
Advance to Leve Two		103		Kelty Trail			Unsignalized Full Movement	Potentially Signalized Full	E/E	F/F	Congestion	Add turn lanes	Public Comment	4	51.25 51.25		CORRIDOR POINT	N	N	N	Υ	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135	57
Early Package Signing				Reity Irail		Castle Oaks to Fox Creek Trail		Movement	B/B	C/C	Congestion Reduce rear end collisions	Add turn lanes Install advance street name signing	Safety Assessment	0	51.23 53.72		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	В	No	Combine into package	CatEx (internal - no permitting)	101	58
Study (ACP)		103		Kelty Trail			Rt In/Rt Out	3/4 Movement	В/В	c/c			Access Control Plan	0	51.04 51.04		CORRIDOR POINT IV / III	N	N	N	Υ	N	IV					50	59
Study (ACP)		104(1)			Commercial Business		Unsignalized Full	Full movement access to remain unsignalized provided acceptable safety & operational conditions	В/В	C/C			Access Control Plan	0	50.97 50.97		CORRIDOR POINT	N	N	N	Y	N	IV	В	No	Not a package	CatEx (internal - no permitting)	67	60
Study (ACP)		104(2)			Commercial Business		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	B/B	C/C			Access Control Plan	0	50.91 50.91		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	61

												SH 83 Operations and Sa Date: Ma	fety Analysi arch 29, 202		ition Table	2													
				Existing Typ	e of Intersection	_	Acc	cess Control											Existin	ng Environmer	ntal Resources	s			Leve	el One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End Marker Mar	Mile Count / Type ker (PDO, INJ, FAT		Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQ ID (for tracki
Study (Not Project)												Reduce speed limit (55mph or less)	Public Comment	45	50.90 53.	86	SEGMENT IV* / III*	N	N	N	N	N	IV		Yes	Not a package	CatEx (internal - no permitting)	66	62
Study (ACP)		104(5)			Commercial	Sterling Auto Sales of	Unsignalized Full	Combine with adjacent,	B/B	c/c			Access Control Plan	0	50.88 50.	88	CORRIDOR POINT	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	63
Study (ACP)		104(3)			Business	Franktown	Movement Unsignalized Full	Create new Rt In/Rt Out Close Access, access from	B/B	C/C			Access Control Plan	0	50.85 50.	85	CORRIDOR POINT	N	N	N	Y	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	6
Study (ACP)		104(3), 104(4)			Commercial Business	Stagecoach	Movement Unsignalized Full	104(1) or 104(2) Close Access, access from	B/B	c/c			Access Control Plan Public Comment	22	50.81 50.	85	CORRIDOR POINT	N	N	N	Y	Y	IV	В	Yes	Combine into	CatEx (non-substantial permitting)	100	6
Study (ACP)		104(4)			Commercial	Saloon	Movement Unsignalized Full	104(1) or 104(2) Close Access, access from 104(1) or 104(2) - or RI/RO	B/B	c/c	Inability to access SH 83 safely from parking lot	Add new signal in area	Access Control Plan	0	50.81 50.	81	CORRIDOR POINT	N	N	N	Y	Y	IV	В	No	package Not a package	CatEx (internal - no	67	6
Study (ACP)		104(6)			Business		Movement Unsignalized Full	from SH 86 Combine with adjacent,	B/B	c/c			Access Control Plan	0	50.81 50.	81	CORRIDOR POINT	N	N	N	Y	Y	IV	В	No	Not a package	permitting) CatEx (internal - no	67	6
Study (ACP)		104(7)			Business		Movement Unsignalized Full	Create new Rt In/Rt Out Combine with adjacent,	B/B	c/c			Access Control Plan	0	50.80 50.	80	CORRIDOR POINT	N	N	N	Y	Y	IV	В	No	Not a package	permitting) CatEx (internal - no	67	- 6
Study (ACP)		104(8)			Business	Franktown	Movement Unsignalized Full	Create new Rt In/Rt Out Combine with adjacent,	В/В	c/c			Access Control Plan	0	50.80 50.		IV / III CORRIDOR POINT	N	N.	N	Y	Υ	IV	В	No	Not a package	permitting) CatEx (internal - no	67	6
Study (ACP)		105e, 105w	Y		Business	Firewood	Movement Signalized Full	Create new Rt In/Rt Out	c/c	E/F			Public Comment	13	50.76 50.	76 30 INT	IV / III	N	N N	N	Y	Υ		С	Yes	Combine into	permitting) CatEx (internal - no	80	7
Early Package Signal Timing		105e, 105w	Y	SH 86			Movement Signalized Full	Signalized Full Movement	c/c	E/F	Undefined and uncontrolled access locations Approach turn crashes for all directions	Modify access per Access Control Plan Signal phasing changes to protected only for	Safety Assessment	0	50.76 50.	(17, 12, 1)	III/II INT III/II	N	N	N	Y	N	III	С	No	Combine into	permitting) CatEx (internal - no permitting)	76	- ,
Study (Not Project)		105e, 105w	Υ	SH 86			Movement Signalized Full Movement	Signalized Full Movement Signalized Full Movement	c/c	E/F	Undefined and uncontrolled access locations Bike safety	lefts in all directions Provide bike access point to Cherry Creek Trail	Public comment	21	50.76 50.	20 INT	INT III/II	N	N	N	Y	Y	III	С	Yes	package Not a package	CatEx (non-substantial permitting)	41	-
Advance to Level		105e, 105w	Υ	su os			Signalized Full		c/c	E/F	,		Public Comment	49	50.76 50.	ZO INIT	INT III / II	N	N	N	Υ	Y	Ш	С	Yes	Combine into package	CatEx (internal - no permitting)	80	
Advance to Level		105e, 105w	Υ	SH 86			Movement Signalized Full	Signalized Full Movement	c/c	E/F	Roadway capacity	Add turn lanes	Public Comment	15	50.76 50.	76 30 INT (17, 12, 1)	INT III / II	N	N	N	Υ	Y	III	С	Yes	Combine into package	CatEx (non-substantial permitting)	75	
Advance to Level		105e, 105w	Y	SH 86			Movement Signalized Full	Signalized Full Movement	c/c	E/F	Turning cars cut off oncoming traffic	Add merge lanes	Tool Box	0	50.76 50.	20 INT	INT III/II	N	N	N	Y	Y	III	С	No	Combine into package	CatEx (internal - no permitting)	76	7
Advance to Level		105e, 105w	Y	SH 86			Movement Signalized Full	Signalized Full Movement	c/c	E/F	Undefined and uncontrolled access locations	Install signal with mast arm poles	Tool Box Public Comment	4	50.76 50.	20 INT	INT III / II	N	N	N	Y	Y	III	С	Yes	Stand alone package	CatEx (substantial permitting) or EA	61	1
Study (ACP)				SH 86		Bayou Gulch to	Movement o	Signalized Full Movement	E/E	F/F	Undefined and uncontrolled access locations Reduce conflict points	Roundabout Combine adjacent access locations	Access Control Plan Public Comment	3	50.75 53.		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	
Study (Not Project)						Bayou Gulch to	0		E/E	F/F	Capacity improvement to reduce congestion and crashes	Build 2 lanes in each direction with turn lanes and median between Bayou Gulch and Franktown	Public Comment	11	50.75 53.	88	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Not a package	CatEx (substantial permitting) or EA	97	7
Study (Not Project)						Bayou Gulch to Franktown	0		E/E	F/F	Prevent head on crashes, crossing the centerline, and off the road crashes	Build Medians, improve curb and gutter	Tool Box	0	50.75 53.	88	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	
Advance to Level Two						Corridor			E/E	F/F	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	80	50.75 53.	88	SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	
Advance to Level Two									E/E	F/F	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	50.75 53.	88	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	No	Stand alone package	CatEx (internal - no permitting)	126	
Study (ACP)		104(9)			Commercial Business	Cleary Building Supplies	g Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.72 50.	72	CORRIDOR POINT	N	N	N	Υ	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	8
Study (ACP)		104(10)			Commercial Business	Front Range Landscaping Nursery	Unsignalized Full	Combine with adjacent, Create new Rt In/Rt Out	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.70 50.	70	CORRIDOR POINT	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	8
Advance to Level Two		106		S. Kelty Road		,	Unsignalized Full	Potentially Signalized Full Movement for EV	E/E	F/F	Traffic backups due to short turn lane	Extend turn lane	Public Comment	5	50.68 50.	68	CORRIDOR POINT	N	N	N	Υ	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	8
Study (ACP)		106		S. Kelty Road			Unsignalized Full Movement	Potentially Signalized Full Movement for EV	E/E	F/F	name beckups due to short turmune	Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	1	50.68 50.	68	CORRIDOR POINT	N	N	N	Υ	Y	IV	E	Yes	Not a package	CatEx (non-substantial permitting)	101	8
Study (ACP)		107(1)		5. Kerty Rodd	Residential		Unsignalized Full	Full movement acces to remain unsignalized provided acceptable safety & operational conditions	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.67 50.	67	CORRIDOR POINT	N	N	N	Υ	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	:
Study (ACP)		104(11), 104 (12)			Commercial Business	Conoco Gas	Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	1	50.66 50.	66	CORRIDOR POINT	N	N	N	Υ	Y	IV	E	Yes	Not a package	CatEx (internal - no permitting)	106	
Study (ACP)		107(2)			Residential		Unsignalized Full Movement	Close Access with Redevelopment	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.65 50.	65	CORRIDOR POINT	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	
Study (ACP)		108							E/E	F/F		maneny right-out divess	Access Control Plan	0	50.57 50.	57	CORRIDOR POINT	Y	N	N	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	
Study (ACP)		109			N/A		Unsignalized Full	Closed Close Access with	E/E	F/F		Revise access if property redevelops or if safety	Access Control Plan	0	50.55 50.	55	CORRIDOR POINT	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	
Study (ACP)		110			Residential		Movement Unsignalized Full	Redevelopment	E/E	F/F		or operations issues occur	Access Control Plan	0	50.55 50.	55	CORRIDOR POINT	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	
Study (ACP)		118			Residential		Movement Unsignalized Full	3/4 Movement Revise access if property redevelops or if safety or	E/E	F/F		Revise access if property redevelops or if safety	Access Control Plan	2	50.52 50.	52	CORRIDOR POINT	N	N	N	Y	Y	IV	E	Yes	Not a package	CatEx (internal - no	106	
Advance to Level					Residential		Movement	operations issues occur	E/E	F/F	Allows for turn lanes that do not need full build	or operations issues occur	Tool Box Public Comment	25	50.50 53.		SEGMENT	Y	Υ	N	N	Y	IV	E	Yes	Combine into	permitting) CatEx (non-substantial	135	
Advance to Level						Corridor			E/E	F/F	out	Install low volume left turn lanes	Public Comment	89	50.50 53.		IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into	permitting) CatEx (substantial	131	
Two Advance to Level									E/E	F/F	Reduce head-on crashes	Add a passing lane	Public Comment	23	50.50 53.		IV* / III*	v	Υ	N	N N	v	IV	F	Yes	package Combine into	permitting) or EA CatEx (substantial	131	
Two Advance to Level											Improve roadside safety Enhance incident response, road and weather conditions and public viewing of road	Add emergency pullouts	Tool Box				IV* / III* SEGMENT	v	V				D/			package Combine into	permitting) or EA CatEx (non-substantial		
Two Advance to Level						Corridor			E/E	F/F	conditions and public viewing of road conditions	Add CCTV every 5 miles	Public Comment	2	50.50 53.		IV* / III* SEGMENT	Y	Y	N 	N	Y	IV	E	Yes	package Combine into	permitting) CatEx (internal - no	135	9
Two									E/E	F/F	Road closure enforcement	Electronic signs activate when I-25 is closed or when SH 83 is closed	Tool Box	0	50.50 53.	88	IV* / III*	Y	Υ	N	N	Υ	IV	E	No	package	permitting)	136	9

												SH 83 Operations and Sa Date: Ma	fety Analysi arch 29, 202		tion Table														
				Existing Type of Intersection	on		Access 0	Control											Existing	g Environmer	ntal Resources				Leve	I One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street Driveway Description		cher Config	g Access guration CDOT Data d Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End Marker Mark	ile Count / Type er (PDO, INJ, FAT)	Severe / W. Total LOSS	Vaters of the US F	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Advance to Level Two									E/E	F/F	Road closure enforcement	Review locations for road closures on SH83, implement Road Closure Gates	Tool Box	0	50.50 53.8	3	SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	98
Advance to Level Two									E/E	F/F	Improve roadside safety	Restore or add a Safety Edge when possible	Tool Box	0	50.50 53.8	3	SEGMENT IV* / III*	Y	Υ	N	N	Υ	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	99
Advance to Level Two					Corrido	_			E/E	F/F	Provide lighting at major intersections for added visibility at night and inclement weather		Tool Box	0	50.50 53.8	3	SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	100
Advance to Level Two					Corrido				E/E	F/F		Upgrade guardrail and culverts for a safer clear	Tool Box Public Comment	11	50.50 53.8	3	SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	101
Advance to Level									E/E	F/F	Reduce roadside hazards Improve maintenances ability to monitor road	zone, flatten side slopes	Tool Box	0	50.50 53.8	3	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (non-substantial permitting)	131	102
Advance to Level									E/E	F/F	conditions	Install RWIS Stations Shoulder drops offs are due to erosion, use a	Tool Box	0	50.50 53.8	3	SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (non-substantial permitting)	131	103
Advance to Level									E/E	F/F	Reduce roadside hazards	base course for these areas Vehicle pull offs to pass slow vehicles when a	Public Comment	1	50.50 53.8	3	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	104
Early Package					Corrido	,			E/E	F/F	Reduces head on crashes Reduce wildlife conflicts	passing lane cannot be built Add wildlife crossing signing	Public Comment	25	50.50 53.8	3	SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	105
Signing Early Package Signing					Corrido				E/E	F/F	Increase sign visibility	Install advance street name signing	Safety Assessment Public Comment	3	50.50 53.8	3	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	106
Study (Not Project)					Corrido				E/E	F/F	Reduce head-on collisions	Remove or Add passing zones (striping)	Public Comment	75	50.50 53.8	3	SEGMENT IV* / III*	Υ	Υ	N	N	Υ	IV	E	Yes	Not a package	CatEx (internal - no permitting)	106	107
Early Package Signing					Corrido	r			E/E	F/F	Increase sign visibility	Increase the size of the delineation	Tool Box	0	50.50 53.8	3	SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	108
Study (ACP)					Corrido	r			E/E	F/F	Reduce roadside hazards	Relocate mail boxes from ROW	Access Control Plan	0	50.50 53.8	3	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	109
Early Package Signing					Corrido	r			E/E	F/F	Increase sign visibility	Create signing standard for intersections within package limits	Tool Box	0	50.50 53.8	3	SEGMENT IV* / III*	Y	Y	N	N	Υ	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	110
Early Package Signing Early Package									E/E	F/F	Increase sign visibility	Add flashing warning beacons on advisory signs	Tool Box	0	50.50 53.8		SEGMENT IV* / III* SEGMENT	Y	Υ	N	N	Y	IV	E	No	Combine into package Combine into	CatEx (internal - no permitting) CatEx (internal - no	136	111
Signing Early Package									E/E	F/F	Increase sign visibility	Increase side road stop sign sizes Increase the size of the chevrons on curves by	Tool Box	0	50.50 53.8		IV* / III* SEGMENT	Y	Y	N	N	Y	IV	E	No	package Combine into	permitting) CatEx (internal - no	136	112
Signing Early Package									E/E	F/F	Increase sign visibility	one size Upgrade Signing and include flashing beacons	Tool Box Public Comment	0	50.50 53.8 50.50 53.8		IV* / III* SEGMENT	Y	Y	N N	N N	Y	IV IV	E	No Yes	package Combine into	permitting) CatEx (internal - no	136	113
Signing Study (Not									E/E	F/F	Increase cyclist safety	to warn of cyclists Private Driveway Visibility (need standard for	Tool Box	0	50.50 53.8		IV* / III* SEGMENT	, v	Y	N	N	, ,	IV	F	No No	package Not a package	permitting) CatEx (non-substantial	97	114
Project) Early Package					Corrido				E/E	F/F	Driveways are difficult to see	delineation) Install conflict warning system or enhanced	Tool Box	0	50.50 53.8		IV* / III* SEGMENT	Y	Y	N	N	Y	IV	E	No	Combine into	permitting) CatEx (internal - no	136	116
Signing Early Package					Corrido	r			E/E	F/F	Side road detection to warn oncoming traffic		Tool Box	0	50.50 53.8		IV* / III* SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	No	Combine into	permitting) CatEx (internal - no permitting)	136	117
Signing Early Package Signing					Corrido				E/E	F/F	Increase sign visibility Increase passing zone safety	Add flashing warning beacons on Stop signs Sign Passing zones using MUTCD Pennant	Public Comment	60	50.50 53.8	3	SEGMENT IV* / III*	Y	Y	N	N	Υ	IV	E	Yes	package Combine into package	CatEx (internal - no permitting)	140	118
Study (Not Project)									E/E	F/F	Improve operations and safety	Make SH 83 4 lanes	Public Comment	344	50.50 53.8	3	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Not a package	CatEx (substantial permitting) or EA	97	119
Advance to Level Two									E/E	F/F	Driveways are difficult to turn into	Widen shoulders for a safe pull off (create standard)	Tool Box Public Comment	40	50.50 53.8	3	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	120
Advance to Level Two									E/E	F/F	Increase cyclist safety	Widen shoulders or install separate bike path	Public Comment	78	50.50 53.8	3	SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	121
Advance to Level Two									E/E	F/F	Shoulder allow cyclists and vehicles to share th road without conflicts	e Add Shoulders on future projects and overlays	Public Comment	33	50.50 53.8	3	SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	122
Advance to Level Two									E/E	F/F	Shoulders improved bicycle safety and allow vehicles to pass	Add Shoulder(s) on climb lane up-hill	Public Comment	34	50.50 53.8	3	SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	123
Advance to Level Two									E/E	F/F	Narrow shoulders on SH83	Reduce Lane from 12' to 11' , increase shoulders by 1' on the left and right	Public Comment	2	50.50 53.8	3	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Stand alone package	CatEx (non-substantial permitting)	125	124
Study (ACP)		111		Residential		Unsignalize	d Full re	evise access if property edevelops or if safety or perations issues occur	E/E	F/F		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.47 50.4	,	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	125
Study (ACP)		#	Future Signal	Current Condition			Th	his is possibly related to ccess #113 , memo was ent on this	B/C	D/D	N/A	Access Control Plan	Access Memo Dated Sept 19 2014 Franktown Village	0	50.45 50.4	5	CORRIDOR POINT IV / IV	N	N	N	N	Y	IV	С	No	Not a package	CatEx (non-substantial permitting)	67	126
Study (ACP)		112		No Access		No Access	Po	otentially Signalized Full Novement	B/C	D/D			Access Control Plan	0	50.39 50.3)	CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	С	No	Not a package	CatEx (internal - no permitting)	72	127
Study (ACP)		121		No Access		No Access	Po	otentially Signalized Full	B/C	D/D			Access Control Plan	0	50.39 50.3	,	CORRIDOR POINT IV / IV	N	N	N	Υ	N	IV	С	No	Not a package	CatEx (internal - no permitting)	72	128
Study (ACP)		113		Residential		Unsignalize Movement	d Full Co	ombine with adjacent	B/C	D/D		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.37 50.3	,	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	С	No	Not a package	CatEx (internal - no permitting)	72	129
Study (ACP)		114		Field Access		Unsignalize	d Full rei	evise access if property edevelops or if safety or perations issues occur	B/C	D/D		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.37 50.3	,	CORRIDOR POINT	N	N	N	Υ	Y	IV	С	No	Not a package	CatEx (internal - no permitting)	72	130
Study (ACP)		115		Neighborho		Unsignalize	Re d Full re	evise access if property edevelops or if safety or perations issues occur	B/C	D/D		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.30 50.3)	CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	С	No	Not a package	CatEx (internal - no permitting)	72	131
Advance to Level Two		115		School Acce	Frankto	ıwn	ор	, and occur	B/C	D/D	Enhance school safety	Extend turn lane	School Meeting	20	50.25 50.2	i	CORRIDOR POINT IV / IV	N	Υ	N	Y	Y	IV	С	Yes	Combine into package	CatEx (non-substantial permitting)	105	132
Advance to Level Two		115		School Acce	Frankto	iwn			B/C	D/D	Enhance school safety	Look at rumble strips on shoulders or centerline	School Meeting	0	50.25 50.2	i	CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	С	No	Combine into package	CatEx (internal - no permitting)	106	133
Advance to Level Two		115		School Acce	Frankto	iwn			B/C	D/D	Enhance school safety	Add accel / decel lanes	School Meeting	23	50.25 50.2		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	С	Yes	Combine into package	CatEx (non-substantial permitting)	105	134
Early Package Signing		115		School Acce	Frankto				B/C	D/D	Enhance school safety	Install better signage, including flashing beacons	School Meeting	16	50.25 50.2	;	CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	С	Yes	Combine into package	CatEx (internal - no permitting)	110	135
Study (Not Project)		115		School Acce	Frankto	ıwn			B/C	D/D	Enhance school safety	Add new signal	School Meeting Public Comment	12	50.25 50.2	5	CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	С	Yes	Not a package	CatEx (non-substantial permitting)	71	136
Study (Not Project)		115		School Acce	Frankto ess Elemen				B/C	D/D	Enhance school safety	Create a school zone here with decreased speed limit	Public Comment	9	50.25 50.2	5	CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	С	Yes	Not a package	CatEx (internal - no permitting)	76	137

Part													SH 83 Operations and Sa Date: M	fety Analysi arch 29, 202		ation Table														
Part					Existing Type	of Intersection		Ac	ccess Control											Existin	g Environmen	ntal Resources	;			Leve	I One Screening			
Mathematical Content of the conten	Reference Name	Mitigation		Signalized	Side Street		Other	Configuration (source - CDOT Data	Configuration a (source - CDOT	Approach LOS	Approach LOS (AM/PM)	Safety or Operational		Source	Public			Total		Recreation/	Mouse Jumping Mouse	High WVC	(Includes Historic and	Ranking (Worst 2020	Ranking (Worst	Ranking (Received		Ranking (Permitting	Screening	ID
TATE OF LATE O			116e, 116w		N. Russellville Road				Potentially Signalized Full Movement	B/C	D/D	Shoulders reduce the crashes at intersections	Add shoulders	Safety Assessment	0	49.89 49.8	9 1 INT (1, 0, 0)	INT II/II	N	N	N	N	Y	II	С	No			61	138
Fig. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.			116e, 116w		N. Russellville Road					B/C	D/D	Night-time visibility	Install overhead lighting	Safety Assessment	0	49.89 49.8	9 1 INT (1, 0, 0)	INT II/II	N	N	N	N	Y	II	С	No	Not a package		32	139
Tarkey Bell will be shown as in the standard will be shown as also as all and the standard will be shown as also as al			116e, 116w		N. Russellville Road					B/C	D/D	indecisiveness and slowing that causes rear-en-	d Install advance street name signing	Safety Assessment	0	49.89 49.8			N	N	N	N	N	Ш	С	No			66	140
*** *** ******************************	Signing		116e, 116w		Road			Movement	Movement	B/C	D/D		Install conflict warning system or enhanced	Safety Assessment	0	49.89 49.8	(1, 0, 0)	11/11	N	N	N	N	N	II	С	No		permitting)	66	141
Markey Barkey Ba	Project)		116e, 116w							B/C	D/D		Prohibit trucks from using this residential route		3	49.89 49.8	(1, 0, 0)	11/11	N	N	N	N	Y	II	С	Yes		permitting)	36	142
The series of th			116e, 116w		N. Russellville Road					B/C	D/D	Accidents; Issues with turning from Russellville onto 83; Road is getting used as SH83 bypass	Add accel / decel lanes		34	49.89 49.8			N	N	N	N	Y	II	С	Yes			65	143
**************************************			116e, 116w		N. Russellville Road				Potentially Signalized Full Movement	B/C	D/D		Add turn lanes	Public Comment	13	49.89 49.8			N	N	N	N	Y	Ш	С	Yes			65	144
Part			116e, 116w		N. Russellville					B/C	D/D				1	49.89 49.8	9 1 INT (1, 0, 0)	INT II/II	N	N	N	N	Y	Ш	С	Yes	Stand alone package	CatEx (substantial permitting) or EA	51	145
Marche M			99		Road		Seventh Day Advantist	Movement	Movement			with the pattern	Roundabout		0	49.50 49.5		CORRIDOR POINT						111		No			21	146
Series of the se						CHUICHTREECS	Citaren			B/C	D/D			Public Comment	13	49.40 50.4	0		Y	N	N	N	Y	IV	С	Yes			110	147
Martine Line Line Line Line Line Line Line L	Advance to Level									B/C	D/D	Reduce wildlife conflicts	Aaa wildlite crossing signing	Public Comment	18	49.40 50.4	0	CORRIDOR POINT	Y	N	N	N	Y	IV	С	Yes		CatEx (substantial	91	148
- Martin							Dusselhille						Add wildlife underpass		6	49.60	0									Vas			70	_
												night.	Add wildlife crossing signing or fencing																	
Series of the control												Unsafe corner	Lower the speed limit		2	48.50 48.5	0	111/111						III		Yes	Not a package		36	150
See	Study (ACP)		92			Private Drive								Access Control Plan	0	48.25 48.2	5							III		No			21	151
NA COLOR STATE WAS NOT THE WAS	Study (ACP)		91			Private Drive								Access Control Plan	0	48.05 48.0	5							Ш		No			21	152
A PROPER IN LINE WAS IN LINE WAS IN LINE WAS IN LINE WAS INVESTIGATION OF THE WAS INVESTIGATED AND AND AND AND AND AND AND AND AND AN												Padura SR hackung	Add climbing lane/passing lane	Public Comment	34	48.00 49.0	0							III	D	Yes			81	153
Anticols and the section of the sect														Public Comment	2	47.50 47.5	0							III		Yes			70	154
	Advance to Level									A/A	c/c	deer running across at night. hit by car	Add wildlife crossing signing or fencing	Safety Assessment	0	47.30 48.2	0	CORRIDOR POINT	Υ	N	N	N	Y	III	A	No	Combine into	CatEx (non-substantial	61	155
Market Ma	Advance to Level		90										Spot Cable Rail Addition	Public Comment	4	47.25 47.2	5	CORRIDOR POINT						III	D	Yes	Combine into	CatEx (substantial	81	156
Section 1.					E. Rim Road							People use RT lane as passing lane	Add passing lane													No.	package	permitting) or EA	-	_
Series of the se						Private Drive								Access Control Plan	0															
Section Sect			88e, 88w			Private Drive								recess condorral	0	47.15 47.1	5	111/11						III		No			21	158
See 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.			85							A/A	B/B	Prevent head-on crashes	Make No Passing zone	Public Comment	6	46.72 46.7	2		Y	N	Υ	N	N	Ш	А	Yes	Not a package		26	159
The control of the co			85							A/A	B/B		Reduce speed to 55mph here	Public Comment	1	46.72 46.7	2		N	N	N	N	N	Ш	А	Yes	Not a package		26	160
Secondary Seco	Advance to Level Two		85		Steeplechase Drive					A/A	B/B	Prevent broadside, rear-end crashes	Add turn lanes	Public Comment	5	46.72 46.7	2		N	N	N	N	N	Ш	А	Yes			60	161
1			85							A/A	B/B	Prevent hroadside rear-end crashes	Add arrel / decel lanes	Public Comment	0	46.72 46.7	2		N	N	N	N	N	Ш	А	No			56	162
In Product of the Pro					Direc							revene broduside, redi end crosines	rad decely decel alies		0	46.30 46.3	0							II					10	163
Series Compose Compo			83				Castlewood			A/A	B/B			Public Comment	6	45.90 45.9	0	CORRIDOR POINT						II	A	Yes			60	164
September Sept							Canyon						Update Striping (add cat tracks to delineate)		16			CORRIDOR POINT						Į.				CatEx (internal - no	60	_
Advanced Level												Big elk crossing area here.																		_
Two	Two									E/E	D/D	Prevent run off the road crashes			50	45.31 50.7	5	111/111	Y	Υ	Y	N	Y	III	E	Yes		permitting) or EA	101	166
Subsyriors Project Neight Station A/A B/B Cars in this area and aggressive drivers trying to project Neight Station A/A B/B Cars in this area and aggressive drivers trying to project Add passing lane Public Comment 24 45.25 45.25 CORRIDOR POINT II II A Ves Not a package Control point 21 168 Description Control point No. No										E/E	D/D	centerline	Centerline rumble strips	Safety Assessment	0	45.31 50.7	5		Y	Y	Y	N	Y	Ш	E	No	Stand alone package		96	167
Signing Weight Station A/A B/B Public is wondering what this is install Signing Public Comment 4 43.25 43.25 III/II N Y N N N III A TES package permitting) Stop in a through lane waiting/negotating a through l							Weight Station	n		A/A	B/B			Public Comment	24	45.25 45.2	5		N	Υ	N	N	N	Ш	А	Yes	Not a package		21	168
Advance to Level Two Parie Canyon Ranch Public Comment 4 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 2 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 4 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 4 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 4 43.80 43.80 CORRIDOR POINT III / III D Yes Combine into package permitting) Farire Canyon Ranch Public Comment 4 43.80 43.80 CORRIDOR POINT III /							Weight Station	n		A/A	В/В	Public is wondering what this is	Install Signing	Public Comment	4	45.25 45.2	5		N	Υ	N	N	N	Ш	A	Yes			60	169
Early Package Striping 79 Public Comment 2 43.80 43.80 CORRIDOR POINT III Yes Combine into package of a car turning left into PCR, someone from the back of turning wehicle. Access Control Plan 0 43.75 42.75 CORRIDOR POINT III Access Control Pl	Advance to Level Two		79									Stop in a through lane waiting/negotiating a turn .Cars behind must stop/slow substantially behind you.		Public Comment	4	43.80 43.8	0							Ш	D	Yes			85	170
Access Control Plan 0 43.75 CORRIDOR POINT III No. 23.75 CORRIDOR POINT III No. 23.75 Access Control Plan 177			79				Ranch Prairie Canyon					popular in the future. When there is a southbound backup because o a car turning left into PCR, someone from the back of the line passes, and then they t-bone	f	Public Comment	2	43.80 43.8	0							III		Yes			70	171
,	Study (ACP)		78				kancn					the turning vehicle.	install no passing zone striping and signing	Access Control Plan	0	43.75 43.7	5	CORRIDOR POINT						III		No			21	172

											SH 83 Operations and Saf Date: Ma	fety Analysi arch 29, 202		tion Table	e													
				Existing Type of Intersection		Acce	ss Control											Existir	g Environme	ntal Resources				Leve	el One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End Marker Mar		ont / Type Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Study (ACP)		77		Private Drive								Access Control Plan	0	43.60 43.	60	CORRIDOR POINT	N	Υ	N	N	N	Ш		No			11	173
Early Package Signing		76		Fox Glen Drive				A/A	В/В	Advance street name signing reduces indecisiveness and slowing that causes rear-en-	d Install advance street name signing	Safety Assessment	0	43.40 43.	40	CORRIDOR POINT	N	N	N	N	N	Ш	А	No	Combine into package	CatEx (internal - no permitting)	56	174
Advance to Level				POX GIEII DIIVE				A/B	B/D	Collisions	Add shoulders (include other mitigation such as	Safety Assessment Public Comment	48	42.34 45.	30	SEGMENT III / II	Υ	Υ	N	Υ	Y	III	В	Yes	Combine into package	CatEx (substantial permitting) or EA	66	175
Advance to Level					Corridor			A/B	B/D	Prevent run off the road crashes Prevent head on crashes and crossing the	rumble strips and safety edge)	Safety Assessment	0	42.34 45.	30	SEGMENT III / II	Y	Υ	N	Y	Y	III	В	No	Stand alone package	CatEx (internal - no permitting)	61	176
Early Package		73						B/B	C/D	centerline Advance street name signing reduces indecisiveness and slowing that causes rear-en-	Centerline rumble strips	Safety Assessment	7	42.34 42.		3 INT INT	N	N	N	N	N		В	Yes	Combine into	CatEx (internal - no	65	177
Signing Early Package		73		Lake Gulch Road				B/B	C/D	collisions Side road detection to warn oncoming traffic	Install conflict warning system or enhanced	Safety Assessment	0	42.34 42.	24	2, 1, 0) / 3 INT INT 2, 1, 0) /	N	N	N	N	N	Ш	В	No	package Combine into package	permitting) CatEx (internal - no permitting)	61	178
Signing Early Package Signing		73		Lake Gulch Road				B/B	C/D	Big elk crossing area here.	Install wildlife crossing signs	Public Comment	2	42.34 42.	24	3 INT INT INT 2, 1, 0) II / II	N	N	N	N	Y	II	В	Yes	Combine into package	CatEx (internal - no permitting)	65	179
Study (Not Project)		73		Lake Gulch Road				B/B	C/D	Increased traffic	Add new signal	Public Comment	2	42.34 42.	24	3 INT INT 2, 1, 0) II / II	N	N	N	N	Y	II	В	Yes	Not a package	CatEx (non-substantial permitting)	26	180
Advance to Level		73		Lake Guich Road				B/B	C/D	increased trainc	Add new signal	Public Comment	27	42.34 42.	24	3 INT INT	N	N	N	N	Y	11	В	Yes	Combine into	CatEx (non-substantial	60	181
Two Advance to Level				Lake Gulch Road						Increased traffic Northbound drivers are uncomfortable in the	Add accel / decel lanes				(4	2, 1, 0) II / II 3 INT INT									package Combine into	permitting) CatEx (non-substantial		_
Two		73		Lake Gulch Road				B/B	C/D	turn lane due to speeding oncoming traffic , long waits to turn onto SH83	Add turn lanes	Public Comment	15	42.34 42.	34 (2	2, 1, 0) /	N	N	N	N	Y	"	В	Yes	package	permitting)	60	182
Advance to Level		73		Lake Gulch Road				В/В	C/D	Run off the road and guardrail hits Northbound drivers are uncomfortable in the	Adjust alignment of SH 83 to flatten curves	Public Comment	20	42.34 42.		3 INT INT 2, 1, 0) II / II	N	N	N	N	Y	II	В	Yes	Stand alone package	CatEx (substantial permitting) or EA	46	183
Advance to Level Two		73		Lake Gulch Road				B/B	C/D	turn lane due to speeding oncoming traffic , long waits to turn onto SH83	Roundabout	Public Comment	5	42.34 42.		3 INT INT 2, 1, 0) II / II	N	N	N	N	Y	II	В	Yes	Stand alone package	CatEx (substantial permitting) or EA	46	184
Advance to Level					Antelope Creek					Poor visibility for passing	Add passing lane	Public Comment	22	41.25 41.	25	CORRIDOR POINT						ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	75	185
					West Cherry								0	40.75 40.	75	CORRIDOR POINT						IV					50	186
Advance to Level				S. Russellville	Creek			В/В	C/C	Lack of acceleration lane on SH83 through traffic is getting cut off from traffic entering		Public Comment	26	40.43 40.		3 INT INT 2, 1, 0) III / III	N	N	N	N	Y	III	В	Yes	Combine into package	CatEx (non-substantial permitting)	70	187
Early Package				Road S. Russellville				B/B	C/C	highway, no merge area	Add accel / decel lanes Install advance street name signing	Safety Assessment	0	40.43 40.	42	3 INT INT	N	N	N	N	N	III	В	No	Combine into	CatEx (internal - no	71	188
Signing Early Package Signing				S. Russellville				B/B	c/c	Side road detection to warn oncoming traffic Side road detection to warn oncoming traffic	Install conflict warning system or enhanced	Safety Assessment	0	40.43 40.	42	2, 1, 0)	N	N	N	N	N	III	В	No	package Combine into package	permitting) CatEx (internal - no permitting)	71	189
Advance to Level				S. Russellville				В/В	C/C	Lack of acceleration lane on SH83 through traffic is getting cut off from traffic entering		Public Comment	4	40.43 40.	42	3 INT INT 2, 1, 0) III / III	N	N	N	N	Υ	ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	70	190
Advance to Level				S. Russellville				B/B	c/c	highway, no merge area	Add turn lanes	Public Comment	5	40.43 40.		3 INT INT 2, 1, 0) III / III	N	N	N	N	Y	III	В	Yes	Stand alone package	CatEx (substantial permitting) or EA	56	191
Advance to Level				Road				E/E	F/F	Curve is sharp	Adjust alignment of SH 83 to flatten curves Widen shoulders or install separate bike path (Between S. Russelville Road and Upper Lake)	Public Comment	78	40.42 42.	33	CORRIDOR POINT	Y	Υ	N	N	Y	III	E	Yes	Combine into package	CatEx (non-substantial permitting)	105	192
Advance to Level										Increase cyclist safety Slow ranch/farm equipment turning onto the		Public Comment	15	39.00 40.	00	CORRIDOR POINT						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	193
Advance to Level										Slow SB traffic on hill, Slow ranch/farm	Add accel / decel lanes	Public Comment	21	39.00 40.	00	CORRIDOR POINT						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	194
Advance to Level										equipment	Add passing lanes Fix drainage system; install roadside ditch on	Public Comment	2	38.70 38.		0 INT INT	N	N	N	N	Y		С	Yes	Combine into	CatEx (non-substantial	65	195
Two Early Package				E. Lucas Avenue				A/B	C/C	Erosion Advance street name signing reduces indecisiveness and slowing that causes rear-en-	east side of SH 83 here	Safety Assessment	0	38.70 38.	70	0, 0, 0) II / I 0 INT INT	N	N	N	N	N	II	В	No	Combine into	permitting) CatEx (internal - no	61	196
Signing Advance to Level				E. Lucas Avenue						collisions Issues with cars trying to pass near existing	Install advance street name signing	Public Comment	3	38.70 38.	70	0, 0, 0) II / I 0 INT INT	N	N	N	N	Y	II	С	Yes	package Combine into	permitting) CatEx (non-substantial	65	197
Two Study (ACP)		50		E. Lucas Avenue						passing lane.	Add turn lanes	Access Control Plan	0	38.40 38.	((0, 0, 0) II / I CORRIDOR POINT						III		No	package	permitting)	21	198
Advance to Level		30		Utility Access	Cherry Valley							School Meeting				III / III CORRIDOR POINT									Combine into	CatEx (substantial		
Two Advance to Level				School Access	Elementary School Cherry Valley			A/B	c/c	Enhance school safety	Look at rumble strips on shoulders or centerline	Public Comment School Meeting	6	38.08 38.0		III / III CORRIDOR POINT	N	N	N	N	N	III	В	Yes	package Combine into	permitting) or EA	66	199
Two				School Access	Elementary School Cherry Valley			A/B	C/C	Enhance school safety	Add turn lanes	Public Comment	50	38.08 38.	08	111/111	N	N	N	N	Y	III	В	Yes	package	CatEx (non-substantial permitting)	70	200
Advance to Level				School Access	Elementary School			A/B	c/c	Enhance school safety	Add accel / decel lanes	School Meeting Public Comment	53	38.08 38.	08	CORRIDOR POINT	N	N	N	N	Y	III	В	Yes	Combine into package	CatEx (non-substantial permitting)	70	201
Early Package Signing				School Access				A/B	c/c	Enhance school safety	Install better signage, including a larger flashing beacon.	School Meeting Safety Assessment Public Comment	6	38.08 38.	08	CORRIDOR POINT	N	N	N	N	N	III	В	Yes	Combine into package	CatEx (internal - no permitting)	75	202
Study (Not Project)				School Access	Cherry Valley Elementary School			A/B	c/c	Enhance school safety	Add new signal	Public Comment	3	38.08 38.	08	CORRIDOR POINT	N	N	N	N	Y	III	В	Yes	Not a package	CatEx (non-substantial permitting)	36	203
Advance to Level								В/В	C/C	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	55	37.83 42.	33	SEGMENT III / III	Y	Υ	Υ	Υ	Y	III	В	Yes	Combine into package	CatEx (substantial permitting) or EA	66	204
Advance to Level								В/В	C/C	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	37.83 42.	33	SEGMENT III / III	Y	Υ	Υ	Υ	Y	III	В	No	Stand alone package	CatEx (internal - no permitting)	61	205
Advance to Level				Gillian Avenue/ CR 78				A/B	C/C	Heavy traffic	Widen shoulders	Public Comment	13	37.82 37.		13 INT INT 5, 7, 1) IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	206
Advance to Level				Gillian Avenue/ CR 78				A/B	c/c	Reduce left turn SB SH83 crashes	Add turn lanes	Safety Assessment Public Comment	68	37.82 37.		13 INT INT 5, 7, 1) IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	207
Advance to Level				Gillian Avenue/ CR 78				A/B	c/c	Heavy traffic	Add median	Public Comment	7	37.82 37.		13 INT INT 5, 7, 1) IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	208
Advance to Level				Gillian Avenue/ CR 78				A/B	c/c	Reduce left turn SB SH83 crashes	Add accel / decel lanes	Safety Assessment Public Comment	13	37.82 37.		13 INT INT 5, 7, 1) IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	209

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				Existing Type of Intersection		Acce	ess Control											Existir	ng Environme	ntal Resource	s			Leve	el One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	LOS	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End M Marker Mark	ile Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Study (Not Project)		Study		Gillian Avenue/ CR 78				A/B	c/c	Heavy traffic	Add new signal	Public Comment	31	37.82 37.8	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	В	Yes	Not a package	CatEx (non-substantial permitting)	66	210
Study (Not Project)				Gillian Avenue/ CR 78				A/B	c/c	No cell service	Improve cell service for contacting emergency services during inclement weather	Public Comment	5	37.82 37.8	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	В	Yes	Not a package	CatEx (internal - no permitting)	71	211
Early Package Signing Early Package				Gillian Avenue/ CR 78 Gillian Avenue/				A/B	c/c	Speeding	Have yellow light flashing at all times	Public Comment	1	37.82 37.8	(5, /, I)	INT IV / IV INT	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (internal - no permitting) CatEx (internal - no	105	212
Signing Advance to Level				CR 78				A/B	C/C	Speeding	Install advance street name signing	Safety Assessment	0	37.82 37.8	(5, 7, 1)	IV / IV	N	N	N	N	Y	IV	В	No	package	permitting)	101	213
Two				Gillian Avenue/ CR 78				A/B	c/c	Reduce crashes in all directions experienced with the pattern	Roundabout	Safety Assessment	0	37.82 37.8	(5, 7, 1)	IV / IV CORRIDOR POINT	N	N	N	N	Y	IV	В	No	Stand alone package	e permitting) or EA	82	214
					Crowfeet Cre	eek				Northbound right turns and overtaking vehicles	5		0	37.40 37.4		IV / IV						IV					50	215
Advance to Level Two				Oak Springs Trail				A/B	C/C	cross the double yellow line and Southbound lefts are also overtaken	Add turn lanes	Public Comment	10	36.88 36.8		CORRIDOR POINT IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	216
Advance to Level Two				Oak Springs Trail				A/B	C/C	Passing	Add passing lanes	Public Comment	9	36.88 36.8	1	CORRIDOR POINT IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	217
Advance to Level Two		37		E. Greenland Road				A/B	c/c	Heavy traffic; PC - head on collisions	Add accel / decel lanes	Public Comment	10	36.33 36.3	0 INT (0, 0, 0)	INT II/II	N	N	N	N	Y	Ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	60	218
Study (Not Project)		37		E. Greenland Road				A/B	c/c	Passing	Review passing zone	Public Comment	21	36.33 36.3	0 INT (0, 0, 0)	INT II/II	N	N	N	N	Y	Ш	В	Yes	Not a package	CatEx (internal - no permitting)	31	219
				Christmas Tree Lane									0	35.75 35.7		CORRIDOR POINT						III					20	220
Early Package Signing		33								It is getting harder for wildlife to safely cross Hwy 83. Frequent deer crossing near this location.	Install wildlife signing	Public Comment	3	35.60 35.6		CORRIDOR POINT						Ш		Yes	Combine into package	CatEx (internal - no permitting)	70	221
Advance to Level Two		30								Dangerous/Illegal passing	Add passing lanes	Public Comment	19	35.00 35.0	1	CORRIDOR POINT						П	D	Yes	Combine into package	CatEx (substantial permitting) or EA	71	222
Study (AMP)				Elliott Drive						Danger dasymega, passing	rad passing rates		0	34.75 34.7		CORRIDOR POINT						П	С	No			21	223
Study (AMP)													0	34.60 34.6	,	CORRIDOR POINT						Ш	С	No			21	224
Study (Not		23		Riley Drive								Public comment	9	34.30 34.3	,	CORRIDOR POINT						III		Yes	Not a package	CatEx (substantial	27	225
Project) Study (Not		23								Poor visibility at night and due to curves in road						II / III CORRIDOR POINT										permitting) or EA CatEx (substantial	27	226
Project) Advance to Level										Narrow roadway	Make 2 lanes in each direction, add turn lanes, add shoulders, add passing lanes	Public Comment	8		1 INT	II / III								Yes	Not a package Combine into	permitting) or EA CatEx (non-substantial		
Two Study (Not		17e, 17w		E. Jones Road				A/A	C/B	Left turns are difficult to make	Add turn lanes	Public Comment	40	33.69 33.6	(0, 1, 0)	II/II INT	N	N	N	Y	Y	"	A	Yes	package	permitting) CatEx (non-substantial	55	227
Project) Advance to Level		17e, 17w		E. Jones Road				A/A A/B	C/B	Heavy traffic	Add new signal Add shoulders (include other mitigation such as	Public Comment Safety Assessment	12	33.69 33.6 33.51 37.8	(0, 1, 0)	II / II SEGMENT	N	N	N N	Y	Y	=	A	Yes	Not a package Combine into	permitting) CatEx (substantial	21	228
Two Advance to Level										Prevent run off the road crashes	rumble strips and safety edge)	Public Comment	48			III / III SEGMENT	, ,			*	Ť	1111	В		package	permitting) or EA		
Two								A/B	C/C	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	33.51 37.8	!	111/111	Y	Υ	N	Y	Y	III	В	No	Stand alone package	e permitting)	61	230
Early Package Signing		15								Lots of wildlife is killed crossing at this point.	Install wildlife signing	Public Comment	1	33.30 33.3		CORRIDOR POINT IV / IV						IV		Yes	Combine into package	CatEx (internal - no permitting)	100	231
Study (ACP)		15									Add passing lane	Public Comment	7	33.30 33.3		CORRIDOR POINT IV / IV						IV	D	Yes	Combine into package	CatEx (substantial permitting) or EA	111	232
Advance to Level Two								A/A	c/c	Roadside hazards	Upgrade culverts for a safer clear zone	Safety Assessment	0	32.98 33.4		CORRIDOR POINT IV / IV	N	Υ	N	N	N	IV	А	No	Combine into package	CatEx (non-substantial permitting)	91	233
Study (Not Project)		11		Private Drive						Illegal passing at curve	Lower the speed limit	Public Comment	6	32.40 32.4		CORRIDOR POINT IV / IV						IV		Yes	Not a package	CatEx (internal - no permitting)	66	234
Early Package Signing		11		Private Drive						Dangerous curve	Add improved signing especially for night time	Public Comment	2	32.40 32.4		CORRIDOR POINT						IV		Yes	Combine into package	CatEx (internal - no permitting)	100	235
Study (ACP)		11									Addressis	Public Comment	2	32.40 32.4		CORRIDOR POINT						IV	D	Yes	Combine into package	CatEx (substantial permitting) or EA	111	236
				Private Drive						Illegal passing at curve	Add passing lane		0	32.25 32.2		CORRIDOR POINT						IV			,	,	50	237
Advance to Level					Elk Creek			A/A	c/c			Safety Assessment	0	32.15 32.6		IV / IV CORRIDOR POINT						IV	A	No	Combine into	CatEx (non-substantial	91	238
Two Early Package											Spot Cable Rail Addition					IV / IV CORRIDOR POINT									package Combine into	permitting) CatEx (internal - no		
Signing Early Package								A/A	c/c	Prevent run off the road crashes	Increase size and/or add additional curve chevrons at reverse curves	Tool Box	0	32.15 32.6		IV / IV CORRIDOR POINT						IV	A	No	package Combine into	permitting) CatEx (internal - no	96	239
Signing								A/A	C/C	Prevent run off the road crashes	Increase size and/or add additional curve chevrons at reverse curves	Tool Box	0	32.15 32.6		IV / IV						IV	A	No	package	permitting)	96	240
Advance to Level Two		9e, 9w		Lorraine Road/ S. Arfsten Road				A/A	C/C	Heavy traffic Reduce NB SH83 left turn crashes	Add turn lanes	Public Comment	24	31.90 31.9	(1, 2, 1)	INT IV/III	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (non-substantial permitting)	95	241
Advance to Level Two		9e, 9w		Lorraine Road/ S. Arfsten Road				A/A	c/c	No gaps to turn onto highway and dangerous to slow to turn off	Add accel / decel lanes	Public Comment	16	31.90 31.9	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (non-substantial permitting)	95	242
Advance to Level Two		9e, 9w		Lorraine Road/ S. Arfsten Road				A/A	c/c	Heavy traffic	Widen shoulders	Public Comment	1	31.90 31.9	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	IV	A	Yes	Combine into package	CatEx (substantial permitting) or EA	91	243
Study (Not Project)		3		Private Drive							Restrict passing or widen passing area	Puclic Comment	7	30.78 31.2		CORRIDOR POINT						=		Yes	Not a package	CatEx (substantial permitting) or EA	27	244
Early Package Signing		3								Illegal passing at curve	Add signage prohibiting trucks from using jake	Public Comment	2	30.78 30.7		CORRIDOR POINT						III		Yes	Combine into package	CatEx (internal - no permitting)	70	245
Study (ACP)		2		Private Drive E. Granada Drive/ El				A/A	c/c	Noise Public comments - add turn lanes or	brakes / engine brakes	Public Comment	6	30.50 30.5	0 TOT (0, 0, 0)	Used LOSS III	N	N	N	N	N	III	A	Yes	Combine into package	CatEx (non-substantial permitting)	65	246

												SH 83 Operations and Saf Date: Ma	ety Analysi erch 29, 202		ition Table														
				Existing	Type of Intersection		Acce	ss Control											Existin	ng Environmer	ntal Resources	s			Lev	rel One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized		Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End N Marker Mari	Aile Count / Type ter (PDO, INJ, FA		Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Study (Not Project)		2		E. Granada Drive/ El Dorado Wa	ıy				A/A	c/c	Reckless driving, speeding	Reduce speed limit	Public Comment	6	30.50 30.5	0 TOT (0, 0, 0)	Used LOSS III	N	N	N	N	N	Ш	А	Yes	Not a package	CatEx (internal - no permitting)	36	247
Advance to Level Two		2		E. Granada Drive/ El Dorado Wa					A/A	c/c	Public comments - add turn lanes or Right in right out and exit to Palmer Road	Add turn lanes	Public Comment	3	30.50 30.5	0 TOT (0, 0, 0)	Used LOSS III	N	N	N	N	N	Ш	А	Yes	Combine into package	CatEx (non-substantial permitting)	65	248
R2 Package		1e, 1w	Υ	E. Palmer I Avenue	Divide				A/A	C/C	Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning righ	t Add turn lanes	Public Comment	29	30.24 30.2	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (non-substantial permitting)	95	249
R2 Package		1e, 1w	Y	E. Palmer I Avenue	Divide				A/A	c/c	Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning righ	t Add accel / decel lanes	Public Comment	3	30.24 30.2	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	95	250
R2 Package		1e, 1w	Υ	E. Palmer I					A/A	C/C	Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning righ		Public Comment	45	30.24 30.2	(6, 6, 0)	INT IV/IV	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (internal - no permitting)	100	251
Signing Farly Package		1e, 1w	Υ	E. Palmer I Avenue					A/A	C/C	Reduce broadside and approach turn crashes		Public Comment	8	30.24 30.2	(b, b, U)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Combine into package	CatEx (internal - no permitting)	100	252
Early Package Signing		1e, 1w	Y	E. Palmer I Avenue					A/A	C/C	Reduce broadside and approach turn crashes	Install conflict warning system or enhanced static signing	Safety Assessment Public Comment	8	30.24 30.2	(6, 6, U)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Combine into package	CatEx (internal - no permitting)	100	253
R2 Package		1e, 1w	Y	E. Palmer I Avenue					A/A	C/C	Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning righ	t Install signal with mast arm poles	Public Comment	25	30.24 30.2	(6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (non-substantial permitting)	95	254
Study (Not Project)		1e, 1w	Y	E. Palmer I Avenue	Divide				A/A	C/C	Heavy truck traffic	Limit truck traffic to local deliveries only Install Neighbor guards on all of the lights	Public Comment	3	30.24 30.2	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Not a package	CatEx (internal - no permitting)	66	255
Study (Not Project)		1e, 1w	Υ	E. Palmer I Avenue	Divide				A/A	c/c	Light pollution to neighboring houses	including the stop lights so that they do not shine into the local houses. Eliminate or change out the short light pole on the south west corner of the roadway So that it does not shine into the local houses.	Public Comment	3	30.24 30.2	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Not a package	CatEx (internal - no permitting)	66	256
R2 Package		1e, 1w	Υ	E. Palmer I	Divide				A/A	C/C	Reduce broadside and approach turn crashes	Roundabout	Project identified and funded by CDOT	6	30.24 30.2	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Stand alone package	CatEx (substantial permitting) or EA	81	257
Advance to Level Two						Corridor			B/C	D/D	Narrow bridges constrict widths, cause slowdowns and bicycle safety decreases	Widen bridges with full shoulder width	Tool Box Public Comment	2	30.20 50.7	75	SEGMENT III / III	Υ	Y	Υ	Υ	Y	Ш	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	258
Advance to Level Two						Corridor			B/C	D/D	Fiber line improves communication to ITS devices and signals and basic surveillance on the corridor	Extend the ITS fiber from Franktown to County Line Road	Tool Box	0	30.20 50.7	75	SEGMENT III / III	Υ	Y	Υ	Υ	Y	Ш	С	No	Stand alone package	CatEx (substantial permitting) or EA	57	259
Advance to Level Two						Corridor			B/C	D/D	Reduce driver frustration by adding passing lanes	Swedish 2+1 Cross Section (4-locations)	Safety Assessment	0	30.20 50.7	75	SEGMENT III / III	Υ	Υ	Υ	Υ	Y	Ш	С	No	Stand alone package	CatEx (substantial permitting) or EA	57	260
Study (AMP)						Corridor			B/C	D/D	An easement allows for power and communications combined in one trench	Provide a Utility Easement	Tool Box	0	30.20 50.7	75	SEGMENT III / III	Υ	Y	Υ	Υ	Y	III	С	No	Stand alone package	CatEx (internal - no permitting)	66	261
Advance to Level Two						Corridor			B/C	D/D	Road closure enforcement	Electronic signs activate when I-25 is closed or when SH 83 is closed	Tool Box	0	30.20 50.5	60	SEGMENT III / III	Υ	Υ	Υ	Υ	Y	Ш	С	No	Combine into package	CatEx (internal - no permitting)	76	262
Advance to Level Two						Corridor			B/C	D/D	Road closure enforcement	Review locations for road closures on SH83, implement Road Closure Gates	Tool Box	0	30.20 50.5	60	SEGMENT III / III	Υ	Υ	Υ	Υ	Y	Ш	С	No	Combine into package	CatEx (non-substantial permitting)	71	263
Advance to Level Two						Corridor			B/C	D/D	Improve maintenances ability to monitor road conditions	Install RWIS Stations	Tool Box	0	30.20 50.5	60	SEGMENT III / III	Υ	Υ	Υ	Υ	Y	Ш	С	No	Combine into package	CatEx (non-substantial permitting)	71	264
Advance to Level Two						Corridor			B/C	D/D	Improve roadside safety	Restore or add a Safety Edge when possible	Tool Box	0	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Y	Y	III	С	No	Combine into package	CatEx (non-substantial permitting)	71	265
Advance to Level Two						Corridor			B/C	D/D	Prevent head-on crashes	Install by-pass left turn lanes at low volume left turn lanes	Tool Box Public Comment	23	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Υ	Y	Ш	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	266
Advance to Level Two						Corridor			B/C	D/D	Reduce head-on crashes	Add a passing lane	Public Comment	138	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Y	Y	Ш	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	267
Advance to Level Two						Corridor			B/C	D/D	Enhance incident response, road and weather conditions and public viewing of road conditions	Add CCTV every 5 miles	Tool Box Public Comment	2	30.20 50.5	60	SEGMENT III / III	Υ	Υ	Υ	Υ	Y	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	75	268
Advance to Level Two						Corridor			B/C	D/D	Reduce roadside hazards	Shoulder drops offs are due to erosion, use a base course for these areas	Tool Box Public Comment	9	30.20 50.5	60	SEGMENT III / III	Υ	Υ	Υ	Υ	Y	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	75	269
Advance to Level Two						Corridor			B/C	D/D	Shoulder allow cyclists and vehicles to share th road without conflicts	e Add Shoulders on future projects and overlays	Public Comment	23	30.20 50.5	60	SEGMENT III / III	Y	Υ	Υ	Y	Υ	Ш	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	270
Advance to Level Two						Corridor			B/C	D/D	Shoulders improved bicycle safety and allow vehicles to pass	Add Shoulder(s) on climb lane up-hill	Public Comment	24	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Υ	Y	Ш	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	271
Advance to Level Two						Corridor			B/C	D/D	Driveways are difficult to turn into	Widen shoulders for a safe pull off (create standard)	Tool Box Public Comment	38	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Y	Y	III	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	272
Advance to Level Two						Corridor			B/C	D/D	Narrow shoulders on SH83	Reduce Lane from 12' to 11', increase shoulders by 1' on the left and right	Public Comment	5	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Υ	Y	III	С	Yes	Stand alone package	CatEx (non-substantial permitting)	65	273
Advance to Level Two						Corridor			B/C	D/D	Reduce roadside hazards	Upgrade guardrail and culverts for a safer clear zone, flatten side slopes	Tool Box	0	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Y	Y	Ш	С	No	Combine into package	CatEx (substantial permitting) or EA	67	274
Advance to Level						Corridor			B/C	D/D	Reduces head on crashes	Vehicle pull offs to pass slow vehicles when a passing lane cannot be built	Public Comment	1	30.20 50.5	60	SEGMENT III / III	Y	Υ	Y	Y	Y	Ш	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	275
Advance to Level						Corridor			B/C	D/D	Prevent wildlife interactions	Install wildlife fence	Public Comment	60	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Υ	Y	Ш	С	Yes	Stand alone package	CatEx (substantial permitting) or EA	61	276
Study (Not Project)						Corridor						Add ITS & tolling to Hwy 83, 86 & Russellville Rd for non-residents and large vehicles	Public Comment	27	30.20 50.5	60	SEGMENT III / III	Υ	Υ	Υ	Υ	Y	III	c	Yes	Not a package	CatEx (substantial permitting) or EA	37	277
Early Package Signing						Corridor			B/C	D/D	Reduce wildlife conflicts	Add wildlife crossing signing	Public Comment	8	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Y	Y	III	С	Yes	Combine into package	CatEx (internal - no permitting)	80	278
Early Package Signing						Corridor			B/C	D/D	Increase passing zone safety	Sign Passing zones using MUTCD Pennant	Public Comment	60	30.20 50.5	60	SEGMENT III / III	Y	Y	Υ	Y	Y	III	С	Yes	Combine into package	CatEx (internal - no permitting)	80	279
Study (Not Project)						Corridor			B/C	D/D	Driveways are difficult to see	Private Driveway Visibility (need standard for delineation)	Tool Box	0	30.20 50.5		SEGMENT III / III	Y	Y	Υ	Y	Y	Ш	С	No	Not a package	CatEx (internal - no permitting)	42	280
Early Package Signing						Corridor			B/C	D/D	Increase sign visibility	Increase the size of the delineators (upgrade)	Tool Box	0	30.20 50.5	60	SEGMENT III / III	Y	Υ	Υ	Y	Υ	III	С	No	Combine into package	CatEx (internal - no permitting)	76	281

												SH 83 Operations and Saf	fety Analys arch 29, 20		on Tal	ble													
				Existing Type	e of Intersection		Acce	ess Control				Date. Ivia	11011 29, 20.						Exis	ting Environme	ntal Resources	5			Level	One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Approach LOS	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source		gin Mile E Narker I	End Mile Count / Tyj Marker (PDO, INJ, Fa		Waters of th US	e Parks/ Recreation, Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Study (AMP)						Corridor			B/C	D/D	Reduce roadside hazards	Relocate mail boxes from ROW	Access Management Plan Public Comment	1 1	30.20	50.50	SEGMENT III / III	Y	Y	Y	Y	Y	III	с	Yes	Combine into package	CatEx (internal - no permitting)	80	282
Study (Not Project)						Corridor			B/C	D/D	Provide lighting at major intersections for added visibility at night and inclement weather	er Add intersection lighting	Tool Box	0	30.20	50.50	SEGMENT III / III	Y	Υ	Y	Y	Y	III	С	No	Not a package	CatEx (internal - no permitting)	42	283
Early Package Signing						Corridor			B/C	D/D	Increase sign visibility	Increase side road stop sign sizes	Tool Box	0 :	30.20	50.50	SEGMENT III / III	Y	Y	Y	Υ	Y	Ш	С	No	Combine into package	CatEx (internal - no permitting)	76	284
Early Package Signing Early Package						Corridor			B/C	D/D	Increase sign visibility	Increase the size of the chevrons on curves by one size	Tool Box			50.50	SEGMENT III / III SEGMENT	Y	Y	Y	Y	Y	III	С	No	Combine into package Combine into	CatEx (internal - no permitting) CatEx (internal - no	76	285
Signing Study (Not						Corridor			B/C B/C	D/D D/D	Increase sign visibility	Install advance street name signing Encourage use of Russellville Road as a parallel	Safety Assessment Public Comment			50.50	III / III SEGMENT	Y	Y	Y	Y	Y	III	С	No Yes	package Not a package	permitting) CatEx (internal - no	76 46	286 287
Project) Early Package Signing						Corridor			B/C	D/D	Increase cyclist safety Increase cyclist safety	route to SH83 Upgrade Signing and include flashing beacons to warn of cyclists	Public Comment			50.50	III / III SEGMENT III / III	Y	Y	Y	Y	Y	III	С	Yes	Combine into package	permitting) CatEx (internal - no permitting)	80	288
Early Package Signing						Corridor			B/C	D/D	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced	Tool Box	0 :	30.20	50.50	SEGMENT III / III	Y	Y	Y	Υ	Y	Ш	С	No	Combine into package	CatEx (internal - no permitting)	76	289
Early Package Signing Early Package						Corridor			B/C	D/D	Increase sign visibility	Add flashing warning beacons on advisory signs	Tool Box			50.50	SEGMENT III / III SEGMENT	Y	Y	Y	Y	Y	III	С	No	Combine into package Combine into	CatEx (internal - no permitting) CatEx (internal - no	76	290
Signing Study (Not						Corridor			B/C	D/D D/D	Increase sign visibility	Add flashing warning beacons on Stop signs	Tool Box Public Comment			50.50	III / III SEGMENT	Y N	Y N	Y N	Y N	Y N		С	No Yes	package Not a package	permitting) CatEx (internal - no	76 46	291
Project) Study (Not Project)						Corridor			E/E	F/F	Reduce head-on collisions Increase cyclist safety	Remove or Add passing zones (striping) Install separate bike path	Public Comment			50.50	SEGMENT III / III	Y	Y	N	N	Y	III	E	Yes	Not a package	permitting) CatEx (substantial permitting) or EA	67	293
Study (Not Project)						Corridor			B/C	D/D	Improve operations and safety	Make SH 83 4 lanes	Public Comment	108	30.20	50.50	SEGMENT III / III	Υ	Υ	Υ	Υ	Y	III	С	Yes	Not a package	CatEx (substantial permitting) or EA	37	294
Early Package Signal Timing						Corridor					Issues with motorcycles triggering light chang Most prefer that no work is done as they	es Allow signals to run their full cycle	Public Comment	4 :	30.20	50.50	SEGMENT III / III	N	N	N	N	N	III		Yes	Combine into package	CatEx (internal - no permitting)	70	295
Study (Not Project)						Corridor					believe this will only increase usage of the corridor;	Do Nothing	Public Comment	21	30.20	50.50	SEGMENT III / III	N	N	N	N	N	III		Yes	Not a package	CatEx (internal - no permitting)	36	296
Study (Not Project) Study (Not						Corridor						Restrict truck traffic	Public Comment			50.50	SEGMENT III / III SEGMENT	N	N	N	N	N	III		Yes	Not a package	CatEx (internal - no permitting) CatEx (internal - no	36	297
Project) Study (Not						Corridor						Increasae Police Presence	Public Comment Public Comment			50.50	III / III SEGMENT	N N	N N	N N	N N	N N			Yes	Not a package Not a package	permitting) CatEx (substantial	36 27	298
Project) Study (Not						Corridor					Gap is adding additional traffic that is not	Develop alternate corridor instead Wait until the Gap is done to finish the study	Public Comment			50.50	SEGMENT	N	N	N	N	N	III		Yes	Not a package	permitting) or EA CatEx (internal - no	36	300
Project) Advance to Level						Corridor			A/A	C/C	reflective of typical corridor traffic conditions		Safety Assessment	57	30.20	33.50	SEGMENT	Y	Y	Y	Y	Y	III	A	Yes	Combine into	permitting) CatEx (substantial	61	301
Two Advance to Level									A/A	C/C	Prevent run off the road crashes Prevent head on crashes and crossing the	rumble strips and safety edge)	Public Comment Safety Assessment	. 0		33.50	III / III SEGMENT		Y	Y		ν,	III	Δ	No	package Stand alone package	permitting) or EA CatEx (internal - no	56	302
Two Advance to Level									A/A	c/c	centerline	Centerline rumble strips	Tool Box		50.20	33.30	111/111			<u> </u>	·	·		A	No	Stand alone package	permitting) CatEx (non-substantial	31	303
Two									AyA	C/C	Approach Turn crashes	New Jersey Jug Hangle	1001 803	0										A	NO	Stand alone package	permitting)	31	303
Early Package												Signing and striping study conducted by CDOT Striping updated in the spring of 2021 per the	CDOT Study	0															304
Signing						Region 1 Strip Map Updates from October						strip map Update the signing per the strip map in the Sign																	
Advance to Level Two						22 2018			A/A	C/C	Siging and Striping	Package	Tool Box	0										A	No	Stand alone package	CatEx (non-substantial permitting)	31	305
Study (Not Project)									A/A	B/B	Approach Turn crashes Improve roadside safety	Michigan Left Turn Reduce speed limit to 55 MPH or lower to reduce desirability of corridor	Public Comment	27	30.00	50.90 0 DW (0, 0, 0)	SEGMENT III / III	Y	Υ	Y	Y	Y	III	A	Yes	Not a package	CatEx (internal - no	36	306

Early Package: Corridor Signing Improvements

												SH 83 Operations and Sa Date: Ma	fety Analysi arch 29, 202		ition Table													
				Existing Type	e of Intersection		Ac	ccess Control											Existin	g Environmer	ntal Resources	s			Level	One Screening		
ference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Configuration	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End M Marker Marke	le Count / Type r (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total
arly Package Signing		#	Υ	Bayou Gulch Road					E/E	D/F	Traffic flow and intersection safety	Add signage that SB SH 83 left turn is for HS entrance	Public Comment	11	53.86 53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Υ	Ш	E	Yes	Combine into package	CatEx (internal - no permitting)	110
Early Package Signing		85			Commercial			Potentially Signalized Full			Indecisiveness and slowing that causes rear-en	i	Safety Assessment	0	53.35 53.35		CORRIDOR POINT	N	N	N	N	N	Ш	А	No	Combine into package	CatEx (internal - no permitting)	66
Early Package Signing		89	Y	Castle Oaks Drive	Business	Trinity Lutnera	an 3/4 Movement Signalized Full Movement	Movement Signalized Full Movement	A/A C/C	B/C C/E	collisions Reduce rear-end collisions in the NB direction	Install advance street name signing Install advance street name signing	Safety Assessment	0	52.60 52.60	10 INT (6, 4, 0)	INT III/II	N	N	N	Y	N	III	С	No	Combine into package	CatEx (internal - no permitting)	76
Early Package Signing		101		E. Park Drive			Unsignalized Full Movement	3/4 Movement	В/В	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Install advance street name signing	Safety Assessment Public Comment Project identified by DougCo	0	51.63 51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Υ	N	IV	В	No	Combine into package	CatEx (internal - no permitting)	101
Early Package Signing						Castle Oaks to Fox Creek Trail			B/B	C/C	Reduce rear end collisions	Install advance street name signing	Safety Assessment	0	51.23 53.72		SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	В	No	Combine into package	CatEx (internal - no permitting)	101
Early Package Signing						Corridor			E/E	F/F	Reduce wildlife conflicts	Add wildlife crossing signing	Public Comment	25	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140
arly Package Signing						Corridor			E/E	F/F	Increase sign visibility	Install advance street name signing	Safety Assessment Public Comment	3	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140
Early Package Signing						Corridor			E/E	F/F	Increase sign visibility	Increase the size of the delineation	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
Early Package Signing						Corridor			E/E	F/F	Increase sign visibility	Create signing standard for intersections within package limits	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
Early Package Signing									E/E	F/F	Increase sign visibility	Add flashing warning beacons on advisory signs	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
arly Package Signing									E/E	F/F	Increase sign visibility	Increase side road stop sign sizes	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
Early Package Signing									E/E	F/F	Increase sign visibility	Increase the size of the chevrons on curves by one size	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
Early Package Signing									E/E	F/F	Increase cyclist safety	Upgrade Signing and include flashing beacons to warn of cyclists	Public Comment	3	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140
Early Package Signing						Corridor			E/E	F/F	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced static signing	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
Early Package Signing									E/E	F/F	Increase sign visibility	Add flashing warning beacons on Stop signs	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
Early Package Signing						Corridor			E/E	F/F	Increase passing zone safety	Sign Passing zones using MUTCD Pennant	Public Comment	60	50.50 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Υ	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140
arly Package Signing		115				Franktown			B/C	D/D		Install better signage, including flashing	School Meeting	16	50.25 50.25		CORRIDOR POINT	N	N	N	Υ	N	IV	С	Yes	Combine into package	CatEx (internal - no permitting)	110
arly Package		116e, 116w		N. Russellville	School Access	Elementary	Unsignalized Full	Potentially Signalized Full	B/C	D/D	Enhance school safety Advance street name signing reduces indecisiveness and slowing that causes rear-end	beacons	Safety Assessment	0	49.89 49.89	1 INT	INT	N	N	N	N	N		С	No	Combine into	CatEx (internal - no	66
Signing arly Package				Road N. Russellville			Movement Unsignalized Full	Movement Potentially Signalized Full			collisions	Install advance street name signing Install conflict warning system or enhanced		0		(1, 0, 0)	II / II	N		N N		N N	"			package Combine into	permitting) CatEx (internal - no	66
Signing arly Package		116e, 116w		Road			Movement	Movement	B/C	D/D	Side road detection to warn oncoming traffic	static signing	Safety Assessment		49.89 49.89	(1, 0, 0)	II / II CORRIDOR POINT	N	N	IN	N	N		С	No	package Combine into	permitting) CatEx (internal - no	
Signing									B/C	D/D	Reduce wildlife conflicts	Add wildlife crossing signing	Public Comment	13	49.40 50.40		IV / IV	Y	N	N	N	Y	IV	С	Yes	package	permitting)	110
arly Package Signing						Russellville Gulch					Frequent deer/elk crossing area, especially at night.	Add wildlife crossing signing or fencing	Public Comment	6	48.60 48.60		CORRIDOR POINT						III		Yes	Combine into package	CatEx (internal - no permitting)	70
arly Package Signing											deer running across at night. hit by car	Add wildlife crossing signing or fencing	Public Comment	2	47.50 47.50		CORRIDOR POINT						Ш		Yes	Combine into package	CatEx (internal - no permitting)	70
arly Package Signing											Big elk crossing area here.	Install wildlife crossing signs	Public Comment	16	45.50 45.50		CORRIDOR POINT						II		Yes	Combine into package	CatEx (internal - no permitting)	60
Early Package Signing						Weight Station			A/A	В/В	Public is wondering what this is	Install Signing	Public Comment	4	45.25 45.25		CORRIDOR POINT	N	Y	N	N	N	II	А	Yes	Combine into package	CatEx (internal - no permitting)	60
Early Package		76				Weight Station			A/A	B/B	Advance street name signing reduces indecisiveness and slowing that causes rear-end	i i	Safety Assessment	0	43.40 43.40		CORRIDOR POINT	N	N	N	N	N	II	A	No	Combine into	CatEx (internal - no	56
Signing Early Package		73		Fox Glen Drive					B/B	C/D	collisions Advance street name signing reduces indecisiveness and slowing that causes rear-end	Install advance street name signing Install advance street name signing	Safety Assessment	7	42.34 42.34	3 INT	INT	N	N	N	N	N		В	Yes	package Combine into	permitting) CatEx (internal - no	65
Signing Early Package				Lake Gulch Roa	d						collisions	Install conflict warning system or enhanced				(2, 1, 0)	II / II									package Combine into	permitting) CatEx (internal - no	
Signing Sarly Package		73		Lake Gulch Roa	ıd				B/B	C/D	Side road detection to warn oncoming traffic		Safety Assessment	0	42.34 42.34	(2, 1, 0)	II / II	N	N	N	N	N		В	No	package Combine into	permitting) CatEx (internal - no	61
Signing Sarly Package		73		Lake Gulch Roa S. Russellville	d				B/B	C/D	Big elk crossing area here.	Install wildlife crossing signs	Public Comment	2	42.34 42.34	(2, 1, 0)	II / II	N	N	N	N	Y	II	В	Yes	package Combine into	permitting) CatEx (internal - no	65
Signing Sarly Package				Road S. Russellville					B/B	C/C	Side road detection to warn oncoming traffic	Install advance street name signing Install conflict warning system or enhanced	Safety Assessment	0	40.43 40.43	(2, 1, 0)	III / III	N	N	N	N	N	III	В	No	package Combine into	permitting) CatEx (internal - no	71
Signing				Road					B/B	C/C	Side road detection to warn oncoming traffic Advance street name signing reduces		Safety Assessment	0	40.43 40.43	(2, 1, 0)	111/111	N	N	N	N	N	III	В	No	package	permitting)	71
Signing				E. Lucas Avenu	e				A/B	C/C	indecisiveness and slowing that causes rear-end collisions	Install advance street name signing	Safety Assessment	0	38.70 38.70	0 INT (0, 0, 0)	INT II/I	N	N	N	N	N	II	В	No	Combine into package	CatEx (internal - no permitting)	61
arly Package Signing						Cherry Valley Elementary School			A/B	c/c		Install better signage, including a larger flashing beacon.		6	38.08 38.08		CORRIDOR POINT	N	N	N	N	N	III	В	Yes	Combine into package	CatEx (internal - no permitting)	75
arly Package				Gillian Avenue/		SCHOOL			A/B	C/C	Enhance school safety		Public Comment Public Comment	1	37.82 37.82	13 INT	INT	N	N	N	N	Y	IV	В	Yes	Combine into	CatEx (internal - no	105
Signing Early Package				CR 78 Gillian Avenue/	′				A/B	c/c	speeding	Have yellow light flashing at all times	Safety Assessment	0	37.82 37.82	(5, 7, 1) 13 INT	IV / IV	N	N	N	N	Y	IV	В	No	package Combine into	permitting) CatEx (internal - no	101
Signing Early Package		33		CR 78						,,,	Speeding It is getting harder for wildlife to safely cross Hwy 83. Frequent deer crossing near this	Install advance street name signing	Public Comment	3	35.60 35.60	(5, 7, 1)	IV / IV CORRIDOR POINT								Yes	package Combine into	permitting) CatEx (internal - no	70
Signing arly Package											location.	Install wildlife signing					III / II CORRIDOR POINT									package Combine into	permitting) CatEx (internal - no	
Signing arly Package		15									Lots of wildlife is killed crossing at this point.	Install wildlife signing	Public Comment	1	33.30 33.33		IV / IV CORRIDOR POINT						IV		Yes	package Combine into	permitting) CatEx (internal - no	100
Signing		11			Private Drive						Dangerous curve	Add improved signing especially for night time driving	Public Comment	2	32.40 32.40		IV / IV						IV		Yes	package	permitting)	100
arly Package Signing									A/A	c/c	Prevent run off the road crashes	Increase size and/or add additional curve chevrons at reverse curves	Tool Box	0	32.15 32.61		CORRIDOR POINT IV / IV						IV	А	No	Combine into package	CatEx (internal - no permitting)	96
Early Package Signing									A/A	c/c	Prevent run off the road crashes	Increase size and/or add additional curve chevrons at reverse curves	Tool Box	0	32.15 32.61		CORRIDOR POINT IV / IV						IV	А	No	Combine into package	CatEx (internal - no permitting)	96
arly Package Signing		3			Private Drive						Noise	Add signage prohibiting trucks from using jake brakes / engine brakes	Public Comment	2	30.78 30.78		CORRIDOR POINT						Ш		Yes	Combine into package	CatEx (internal - no permitting)	70
arly Package		1e, 1w	Υ	E. Palmer Divid					A/A	C/C		Fix EB Palmer Divide Avenue stop sign and	Safety Assessment	8	30.24 30.24	12 INT	INT	N	N	N	N	N	IV	A	Yes	Combine into	CatEx (internal - no	100

Early Package: Corridor Signing Improvements

											SH 83 Operations and Sa Date: M	arch 29, 202		ition ra	ible														
				Existing Type	of Intersection		Acce	ss Control											Existing	g Environment	tal Resources				Leve	One Screening			П
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build) Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments			Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	tr
Early Package Signing		1e, 1w	Υ	E. Palmer Divide Avenue					A/A	C/C Reduce broadside and approach turn crashe	Install conflict warning system or enhanced static signing	Safety Assessment Public Comment	8	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (internal - no permitting)	100	
Early Package Signing						Corridor			B/C	D/D Reduce wildlife conflicts	Add wildlife crossing signing	Public Comment	8	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	III	С	Yes	Combine into package	CatEx (internal - no permitting)	80	
Early Package Signing						Corridor			B/C	D/D Increase passing zone safety	Sign Passing zones using MUTCD Pennant	Public Comment	60	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	III	С	Yes	Combine into package	CatEx (internal - no permitting)	80	
Early Package Signing						Corridor			B/C	D/D Increase sign visibility	Increase the size of the delineators (upgrade)	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Y	Υ	Υ	III	С	No	Combine into package	CatEx (internal - no permitting)	76	
Early Package Signing						Corridor			B/C	D/D Increase sign visibility	Increase side road stop sign sizes	Tool Box	0	30.20	50.50		SEGMENT III / III	Y	Y	Υ	Υ	Y	III	С	No	Combine into package	CatEx (internal - no permitting)	76	
Early Package Signing						Corridor			B/C	D/D Increase sign visibility	Increase the size of the chevrons on curves by one size	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Y	Υ	Υ	Y	III	С	No	Combine into package	CatEx (internal - no permitting)	76	
Early Package Signing						Corridor			B/C	D/D Increase sign visibility	Install advance street name signing	Safety Assessment	0	30.20	50.50		SEGMENT III / III	Υ	Y	Υ	Υ	Y	III	С	No	Combine into package	CatEx (internal - no permitting)	76	
Early Package Signing						Corridor			B/C	D/D Increase cyclist safety	Upgrade Signing and include flashing beacons to warn of cyclists	Public Comment	3	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	III	С	Yes	Combine into package	CatEx (internal - no permitting)	80	
Early Package Signing						Corridor			B/C	D/D Side road detection to warn oncoming traff	Install conflict warning system or enhanced static signing	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Y	Υ	Υ	Υ	III	С	No	Combine into package	CatEx (internal - no permitting)	76	
Early Package Signing						Corridor			B/C	D/D Increase sign visibility	Add flashing warning beacons on advisory sign	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Y	Υ	Υ	Υ	III	С	No	Combine into package	CatEx (internal - no permitting)	76	
Early Package Signing						Corridor			B/C	D/D Increase sign visibility	Add flashing warning beacons on Stop signs	Tool Box	0	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	III	С	No	Combine into package	CatEx (internal - no permitting)	76	
Early Package Signing						Region 1 Strip Map Updates from October 22 2018					Signing and striping study conducted by CDOT Striping updated in the spring of 2021 per the strip map Update the signing per the strip map in the Sig	CDOT Study	0																

Early Package: Signal Timing Modifications

											:	SH 83 Operations and Sa Date: Ma	fety Analysi arch 29, 202		ation T	able														
				Existing Type	of Intersection		Acce	ess Control												Existi	ng Environmen	ital Resources				Level	One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQ ID (for tracki
Early Package Signal Timing		#	Υ	Bayou Gulch Road					E/E	D/F	Signal timing	Implement adaptive signal timing coordination	Public Comment	33	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	N	Ш	E	Yes	Combine into package	CatEx (internal - no permitting)	110	2
Early Package Signal Timing		#	Y	Bayou Gulch Road					E/E	D/F	Signal timing	Updating Timing Parameters	Tool Box	38	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	N	Ш	E	Yes	Combine into package	CatEx (internal - no permitting)	110	5
Early Package Signal Timing		89	Y	Castle Oaks Drive			Signalized Full Movement	Signalized Full Movement	c/c			Signal timing and coordination planning with up and downstream signals	Public Comment	84	52.60	52.60	10 INT (6, 4, 0)	INT III/II	N	N	N	Υ	N	Ш	С	Yes	Combine into package	CatEx (internal - no permitting)	80	22
Early Package Signal Timing		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	c/c	E/F	Approach turn crashes for all directions Undefined and uncontrolled access locations	Signal phasing changes to protected only for lefts in all directions	Safety Assessment	0	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Υ	N	Ш	С	No	Combine into package	CatEx (internal - no permitting)	76	71
Early Package Signal Timing						Corridor					Issues with motorcycles triggering light changes	Allow signals to run their full cycle	Public Comment	4	30.20	50.50		SEGMENT III / III	N	N	N	N	N	Ш		Yes	Combine into package	CatEx (internal - no permitting)	70	295

Early Package: Corridor Striping Modifications

												:	SH 83 Operations and Sa Date: Ma	fety Analys arch 29, 20		tion T	able														
				Existin	g Type of Intersecti	on		Access	ss Control												Exist	ing Environme	ental Resources				Level (One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Str	reet Descripti		Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker	End Mile Marker	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Early Package Striping		83				Castle				A/A	В/В	SB vehicles wander into the left turn lane and accel lane	Update Striping (add cat tracks to delineate)	Public Comment	6	45.90	45.90		CORRIDOR POINT						Ш	А	Yes	Combine into package	CatEx (internal - no permitting)	60	164
Early Package Striping		79				Prairie Ranch						When there is a southbound backup because of a car turning left into PCR, someone from the back of the line passes, and then they t-bone the turning vehicle.	f Install no passing zone striping and signing	Public Comment	2	43.80	43.80		CORRIDOR POINT						III		Yes	Combine into package	CatEx (internal - no permitting)	70	171

Projects in Progress: Douglas County Project

												SH 83 Operations and Sa Date: M	ifety Analysi arch 29, 202		ation T	able														
				Existing Type	of Intersection		Acc	cess Control												Existir	ng Environmen	ntal Resources				Level	One Screening			
eference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)		Mitigation Options (Improvement)	Source	Number of Public Comments			Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	Ul
DCO Package		101		E. Park Drive			Unsignalized Full Movement	3/4 Movement	В/В	c/c	Reduce rear-end collisions in the SB direction	Add turn lanes	Public Comment	94	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Υ	Υ	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	A.
DCO Package		101		E. Park Drive			Unsignalized Full	Culdesac Park	B/B	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Culdesac Park/No access to SH83	Access Control Plan	0	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	IV	В	No	Combine into package	CatEx (internal - no permitting)	101	
DCO Package		101		E. Park Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	В/В	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Adaptive signal timing coordination	Public Comment Project identified by DougCo	10	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	IV	В	Yes	Combine into package	CatEx (internal - no permitting)	105	
DCO Package		101		E. Park Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	В/В	C/C	Increased traffic	Install "No Outlet" sign as their sub-division is a horseshoe	Public Comment	1	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	IV	В	Yes	Combine into package	CatEx (internal - no permitting)	105	
CO Package		101		E. Park Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	c/c	Increased traffic; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Add new signal	Public Comment Project identified by DougCo	4	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	
OCO Package		102e, 102w		Rafter Road			Unsignalized Full	Potentially Signalized Full Movement	B/B	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Adaptive signal timing coordination	Access Control Plan Safety Assessment Public Comment Project identified by DougCo	12	51.37	51.37	2 INT (0, 2, 0)	INT II/II	N	N	N	Y	N	II	В	Yes	Combine into package	CatEx (internal - no permitting)	65	
DCO Package		102e, 102w		Rafter Road			Unsignalized Full	Potentially Signalized Full	В/В	C/C	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Install advance street name signing	Access Control Plan Safety Assessment Public Comment Project identified by DougCo	6	51.37	51.37	2 INT (0, 2, 0)	INT /	N	N	N	Y	N	Ш	В	Yes	Combine into package	CatEx (internal - no permitting)	65	
DCO Package		102e, 102w		Rafter Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	c/c	Trucks turning onto the highway, traffic congestion	Add new signal	Public Comment	9	51.37	51.37	2 INT (0, 2, 0)	INT II/II	N	N	N	Υ	Y	П	В	Yes	Combine into package	CatEx (non-substantial permitting)	60	
DCO Package		102e, 102w		Rafter Road			Unsignalized Full	Potentially Signalized Full Movement	В/В	c/c	Reduce rear-end collisions in the SB direction; Signal timing coordination with up and downstream signals cannot exit onto SH 83	Add turn lanes	Access Control Plan Safety Assessment Public Comment Project identified by DougCo	154	51.37	51.37	2 INT (0, 2, 0)	INT II/II	N	N	N	Y	Y	Ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	60	

Projects in Progress: Region 2 Roundabout

												SH 83 Operations and Sa Date: Ma	fety Analysis arch 29, 202		ation Ta	able													
				Existing Type	of Intersection		Acces	ss Control												Existi	ng Environment	tal Resources				Level	One Screening		
Reference Name N	Reference other Mitigation mmendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments			Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total
R2 Package		1e, 1w	Y	E. Palmer Divide Avenue	е				A/A		Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning right	Add turn lanes	Public Comment	29	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (non-substantial permitting)	95
R2 Package		1e, 1w	Υ	E. Palmer Divide Avenue	e				A/A		Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning right	Add accel / decel lanes	Public Comment	3	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (non-substantial permitting)	95
R2 Package		1e, 1w	Υ	E. Palmer Divide	e				A/A		Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning right	Modify intersection signal timing and phasing: - No flashing yellow - Add turn arrows - Right turn lane should trigger the light if cars are stopped for extended periods of time	Public Comment	45	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (internal - no permitting)	100
R2 Package		1e, 1w	Y	E. Palmer Divide Avenue	e				A/A		Heavy traffic creates issues for turning cars, Cars use left turn lane to pass cars turning right	Install signal with mast arm poles	Public Comment	25	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (non-substantial permitting)	95
R2 Package		1e, 1w	Υ	E. Palmer Divide	e				A/A	c/c	Reduce broadside and approach turn crashes	Roundabout	Project identified and funded by CDOT	6	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	А	Yes	Stand alone package	CatEx (substantial permitting) or EA	81

Projects for Future: ACP

												SH 83 Operations and S Date: N	afety Analysi Aarch 29, 202		ition Table														
			Ex	xisting Type o	of Intersection		Acc	tess Control											Existi	ng Environment	tal Resources				Level	One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized Sid	de Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data	Proposed Access Configuration (source - CDOT	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End M Marker Marke		Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020	Operational Ranking (Worst	Public Ranking (Received	Ability to Implement	Environmental Ranking (Permitting	Level One Screening Total	UNIQUE ID (for
							Base and Aerials)	Database)	(,,,,,,,,,	(No-Build)		(improvement)		Commence			CORRIDOR POINT		110113	Habitat		740.00	Severe / LOSS)	2020 LOS)	Comment)		Needs) CatEx (internal - no	Total	tracking)
Study (ACP)		84			Commercial Business		Rt In/Rt Out	Close Access Revise access if property	A/A	B/C			Access Control Plan	0	53.51 53.51		III / II CORRIDOR POINT	N	N	N	N	N	III	A	No	Not a package	permitting) CatEx (internal - no	32	11
Study (ACP)		86e			Field Access		Unsignalized Full Movement	redevelops or if safety or operations issues occur Revise access if property	A/A	B/C			Access Control Plan	0	53.17 53.17		IV / II CORRIDOR POINT	N	N	N	N	N	IV	A	No	Not a package	permitting) CatEx (internal - no	62	15
Study (ACP)		86w			Field Access		Unsignalized full movement	redevelops or if safety or operations issues occur 3/4 Movement,	A/A	B/C			Access Control Plan	0	53.17 53.17		IV / II CORRIDOR POINT	N	N	N	N	N	IV	A	No	Not a package	permitting) CatEx (non-substantial	62	16
Study (ACP)		87e			Field Access		Unsignalized Full Movement	U-turns allowed with future median 3/4 Movement,	A/A	B/C			Access Control Plan	0	52.85 52.85		IV / III CORRIDOR POINT	N	N	N	Υ	N	IV	A	No	Not a package	permitting) CatEx (non-substantial	57	17
Study (ACP)		87w			Field Access		Unsignalized Full Movement	U-turns allowed with future median	A/A	B/C			Access Control Plan Access Control Plan	0	52.85 52.85		IV / III CORRIDOR POINT	N	N	N	Y	N	IV	A	No	Not a package Combine into	permitting) CatEx (non-substantial	57	18
Study (ACP)		88			Commercial Business		Unsignalized Full Movement	Rt In/Rt Out if median installed	A/A	B/C	Difficult to turn into, Narrow lanes and Steep slopes	Add turn lanes	Public Comment Access Control Plan	54	52.70 52.70		IV / III CORRIDOR POINT	N	N	N	Y	N	IV	A	Yes	package Combine into	permitting) CatEx (non-substantial	95	19
Study (ACP)		88			Commercial Business		Unsignalized Full Movement	Rt In/Rt Out if median installed	A/A	B/C	Difficult to turn into, Narrow lanes and Steep slopes	Reduce steep side slopes	Public Comment	35	52.70 52.70		IV / III CORRIDOR POINT	N	N	N	Y	N	IV	A	Yes	package Combine into	permitting) CatEx (non-substantial	95	20
Study (ACP)		88			Commercial Business		Unsignalized Full Movement	Rt In/Rt Out if median installed Revise access if property	A/A		Entrance to the farm is an issue	Move the entrance to the farm	Public Comment Access Control Plan	39	52.70 52.70		IV / III CORRIDOR POINT	N	N	N	Y	N	IV	A	Yes	package	permitting) CatEx (internal - no	95	21
Study (ACP)		90	Fox C	Creek Trail			Unsignalized Full Movement	redevelops or if safety or operations issues occur Revise access if property	B/B	c/c			Access Control Plan	0	52.54 52.54		IV / III CORRIDOR POINT	N	N	N	Υ	N	IV	В	No	Not a package Combine into	permitting) CatEx (non-substantial	67	25
Study (ACP)		91			Residential		Unsignalized Full Movement	redevelops or if safety or operations issues occur	B/B		Driveway to the Grange building is dangerous, Poor sight lines	Add turn lanes	Public Comment	14	52.46 52.46		IV / III CORRIDOR POINT	N	N	N	Υ	Y	IV	В	Yes	package	permitting) CatEx (internal - no	100	26
Study (ACP)		92			No Access		Closed	Closed	B/B	C/C			Access Control Plan	0	52.46 52.46		IV / III CORRIDOR POINT	N	N	N	Υ	N	IV	В	No	Not a package	permitting) CatEx (internal - no	67	27
Study (ACP)		93			Residential		Unsignalized Full Movement	Rt In/Rt Out if median installed	B/B	c/c			Access Control Plan	0	52.29 52.29		IV / III CORRIDOR POINT	N	N	N	Υ	Y	IV	В	No	Not a package	permitting) CatEx (internal - no	67	28
Study (ACP)		94n			Residential		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	B/B	c/c			Access Control Plan	0	52.20 52.20		IV / IV CORRIDOR POINT	N	N	N	Υ	Y	IV	В	No	Not a package	permitting) CatEx (internal - no	67	29
Study (ACP)		94s			Residential		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	B/B	C/C			Access Control Plan	0	52.19 52.19		IV / IV	N	N	N	Y	Y	IV	В	No	Not a package	permitting)	67	30
Study (ACP)		96			Private Access		Unsignalized Full Movement	Combine with adjacent full movement intersection	B/B	C/C	Access problem	Modify access per Access Control Plan	Access Control Plan Public Comment	5	52.03 52.03		CORRIDOR POINT IV / IV	N	N	N	Y	Υ	IV	В	Yes	Combine into package	CatEx (internal - no permitting)	105	34
Study (ACP)		97e	Lost	Lake Drive			Unsignalized Full Movement	Potentially Signalized Full Movement	B/B	C/C			Access Control Plan	0	51.95 51.95		CORRIDOR POINT IV / IV CORRIDOR POINT	N	N	N	Y	Υ	IV	В	No	Not a package	CatEx (non-substantial permitting)	62	37
Study (ACP)		97w			Residential	Pikes Peak Grange	Unsignalized Full Movement	Right-in/Right-out when 97e is signalized	B/B	C/C			Access Control Plan	0	51.92 51.92		IV / IV	N	Y	N	Y	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	41
Study (ACP)		98e				Douglas County Schools Operations and	,		B/B	c/c			Access Control Plan	0	51.83 51.83		CORRIDOR POINT IV / IV	N	N	N	Υ	Υ	IV	В	No	Not a package	CatEx (internal - no permitting)	67	42
					Commercial Business	Maintenance Yard Quality	Unsignalized Full Movement	Unsignalized Full Movement					Access Control Plan				CORRIDOR POINT									Combine into	CatEx (internal - no		
Study (ACP)		98w			Commercial Business	Landscape and Soil Products	Unsignalized Full Movement	Unsignalized Full Movement	B/B	c/c	Access problem	Modify access per Access Control Plan	Public Comment	2	51.82 51.83		IV / IV CORRIDOR POINT	N	N	N	Υ	Y	IV	В	Yes	package Combine into	permitting) CatEx (non-substantial	105	43
Study (ACP)		98w			Commercial Business	CDOT	Unsignalized Full Movement	Unsignalized Full Movement	B/B	C/C	Unsafe entry/exit between side street and SH 83	Add turn lanes & flatten access point	Public Comment	22	51.82 51.83		IV / IV CORRIDOR POINT	N	N	N	Y	Υ	IV	В	Yes	package	permitting)	100	44
Study (ACP)		99			Commercial Business	Maintenance Yard	Unsignalized Full Movement	Close Access	B/B	C/C			Access Control Plan	0	51.80 51.80		IV / III	N	N	N	Y	Υ	IV	В	No	Not a package	CatEx (internal - no permitting)	67	45
Study (ACP)		100			Commercial Business		Unsignalized Full Movement	Close Access with redevelopment (future access to be located across from signalized 101)	B/B	c/c			Access Control Plan	0	51.66 51.66		CORRIDOR POINT IV / III	N	N	N	Υ	Υ	IV	В	No	Not a package	CatEx (internal - no permitting)	67	46
Study (ACP)		103	Kelty	y Trail			Rt In/Rt Out	3/4 Movement	B/B	c/c			Access Control Plan	0	51.04 51.04		CORRIDOR POINT IV / III	N	N	N	Υ	N	IV					50	59
Study (ACP)		104(1)			Commercial Business		Unsignalized Full	Full movement access to remain unsignalized provided acceptable safety & operational conditions	B/B	c/c			Access Control Plan	0	50.97 50.93		CORRIDOR POINT	N	N	N	Υ	N	IV	В	No	Not a package	CatEx (internal - no permitting)	67	60
Study (ACP)		104(2)			Commercial Business		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	В/В	c/c			Access Control Plan	0	50.91 50.93		CORRIDOR POINT	N	N	N	Υ	Υ	IV	В	No	Not a package	CatEx (internal - no permitting)	67	61
Study (ACP)		104(5)			Commercial Business	Sterling Auto Sales of Franktown	Unsignalized Full	Combine with adjacent,	B/B	c/c			Access Control Plan	0	50.88 50.88		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	63
Study (ACP)		104(3)			Commercial Business		Unsignalized Full Movement	Close Access, access from 104(1) or 104(2)	В/В	c/c			Access Control Plan	0	50.85 50.85		CORRIDOR POINT	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	64
Study (ACP)		104(3), 104(4)			Commercial Business	Stagecoach Saloon	Unsignalized Full Movement	Close Access, access from 104(1) or 104(2)	B/B	c/c	Inability to access SH 83 safely from parking lot	Add new signal in area	Access Control Plan Public Comment	22	50.81 50.85		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	65
Study (ACP)		104(4)			Commercial Business		Unsignalized Full Movement	Close Access, access from 104(1) or 104(2) - or RI/RO from SH 86	B/B	c/c	, and partial of		Access Control Plan	0	50.81 50.83		CORRIDOR POINT	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	66
Study (ACP)		104(6)			Commercial Business		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	B/B	c/c			Access Control Plan	0	50.81 50.83		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	67
Study (ACP)		104(7)			Commercial Business		Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	B/B	c/c			Access Control Plan	0	50.80 50.80		CORRIDOR POINT	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	68
Study (ACP)		104(8)			Commercial Business	Franktown Firewood	Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	B/B	c/c			Access Control Plan	0	50.80 50.80		CORRIDOR POINT	N	N	N	Υ	Y	IV	В	No	Not a package	CatEx (internal - no permitting)	67	69
Study (ACP)		105e, 105w	Y SH 86	6			Signalized Full Movement	Signalized Full Movement	c/c	E/F	Undefined and uncontrolled access locations	Modify access per Access Control Plan	Public Comment	13	50.76 50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Υ	Υ	III	С	Yes	Combine into package	CatEx (internal - no permitting)	80	70

Projects for Future: ACP

												SH 83 Operations and Sa Date: M	fety Analysi arch 29, 202		ation Tab	ole													
				Existing Typ	pe of Intersection		Acc	cess Control											Existir	ng Environmen	ntal Resources	s			Level	One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)		Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments			Count / Type Severe / Total LOSS	Vaters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Study (ACP)						Bayou Gulch Franktown	to		E/E	F/F	Reduce conflict points	Combine adjacent access locations	Access Control Plan Public Comment	3	50.75	53.88	SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	77
Study (ACP)		104(9)			Commercial Business	Cleary Buildin	ng Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.72 5	50.72	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	82
Study (ACP)		104(10)			Commercial Business	Front Range Landscaping Nursery		Combine with adjacent, Create new Rt In/Rt Out	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.70 5	50.70	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	83
Study (ACP)		106		S. Kelty Road			Unsignalized Full Movement	Potentially Signalized Full Movement for EV	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	1	50.68 5	50.68	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	Yes	Not a package	CatEx (non-substantial permitting)	101	85
Study (ACP)		107(1)			Residential		Unsignalized Full Movement	Full movement acces to remain unsignalized provided acceptable safety & operational conditions exist	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.67 5	50.67	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	86
Study (ACP)		104(11), 104 (12)			Commercial Business	Conoco Gas	Unsignalized Full Movement	Combine with adjacent, Create new Rt In/Rt Out	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	1	50.66	50.66	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	Yes	Not a package	CatEx (internal - no permitting)	106	87
Study (ACP)		107(2)			Residential		Unsignalized Full Movement	Close Access with Redevelopment	E/E	F/F		Combine adjacent accesses and create new Right-in/Right-out access	Access Control Plan	0	50.65 5	50.65	CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	88
Study (ACP)		108			N/A		Closed	Closed	E/E	F/F			Access Control Plan	0	50.57 5	50.57	CORRIDOR POINT IV / IV	Y	N	N	Υ	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	89
Study (ACP)		109			Residential		Unsignalized Full Movement	Close Access with Redevelopment	E/E	F/F		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.55 5	50.55	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	90
Study (ACP)		110			Residential		Unsignalized Full Movement	3/4 Movement	E/E	F/F			Access Control Plan	0	50.55 5	50.55	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	91
Study (ACP)		118			Residential		Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	E/E	F/F		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	2	50.52 5	50.52	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	Yes	Not a package	CatEx (internal - no permitting)	106	92
Study (ACP)						Corridor			E/E	F/F	Reduce roadside hazards	Relocate mail boxes from ROW	Access Control Plan	0	50.50 5	53.88	SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	109
Study (ACP)		111			Residential		Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	E/E	F/F		Revise access if property redevelops or if safety or operations issues occur		0	50.47 5	50.47	CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102	125
Study (ACP)		#	Future Signal	Current Condition				This is possibly related to access #113 , memo was sent on this	B/C	D/D	N/A	Access Control Plan	Access Memo Dated Sept 19 2014 Franktown Village	0	50.45 5	50.45	CORRIDOR POINT IV / IV	N	N	N	N	Y	IV	С	No	Not a package	CatEx (non-substantial permitting)	67	126
Study (ACP)		112			No Access		No Access	Potentially Signalized Full Movement	B/C	D/D			Access Control Plan	0	50.39 5	50.39	CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	С	No	Not a package	CatEx (internal - no permitting)	72	127
Study (ACP)		121			No Access		No Access	Potentially Signalized Full Movement	B/C	D/D			Access Control Plan	0	50.39 5	50.39	CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	С	No	Not a package	CatEx (internal - no permitting)	72	128
Study (ACP)		113			Residential		Unsignalized Full Movement	Combine with adjacent access	B/C	D/D		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.37 5	50.37	CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	С	No	Not a package	CatEx (internal - no permitting)	72	129
Study (ACP)		114			Field Access		Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	B/C	D/D		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.37 5	50.37	CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	С	No	Not a package	CatEx (internal - no permitting)	72	130
Study (ACP)		115			Neighborhood		Unsignalized Full Movement	Revise access if property redevelops or if safety or operations issues occur	B/C	D/D		Revise access if property redevelops or if safety or operations issues occur	Access Control Plan	0	50.30 5	50.30	CORRIDOR POINT IV / IV	N	Υ	N	Y	Y	IV	С	No	Not a package	CatEx (internal - no permitting)	72	131
Study (ACP)		99			Church Access	Franktown Seventh Day Advantist Church							Access Control Plan	0	49.50 4	19.50	CORRIDOR POINT						III		No			21	146
Study (ACP)		92			Private Drive								Access Control Plan	0	48.25 4	18.25	CORRIDOR POINT						III		No			21	151
Study (ACP)		91			Private Drive								Access Control Plan	0	48.05 4	18.05	CORRIDOR POINT III / II						III		No			21	152
Study (ACP)		89			Private Drive								Access Control Plan	0	47.20 4	17.20	CORRIDOR POINT III / II						III		No			21	157
Study (ACP)		88e, 88w			Private Drive								Access Control Plan	0	47.15 4	17.15	CORRIDOR POINT						III		No			21	158
Study (ACP)		78			Private Drive								Access Control Plan	0	43.75 4	13.75	CORRIDOR POINT						III		No			21	172
Study (ACP)		77			Private Drive								Access Control Plan	0	43.60 4	13.60	CORRIDOR POINT	N	Y	N	N	N	II		No			11	173
Study (ACP)		50			Utility Access								Access Control Plan	0	38.40 3	38.40	CORRIDOR POINT						III		No			21	198
Study (ACP)		15										Add passing lane	Public Comment	7	33.30 3	33.33	CORRIDOR POINT IV / IV						IV	D	Yes	Combine into package	CatEx (substantial permitting) or EA	111	232
Study (ACP)		11			Private Drive					ı	Illegal passing at curve	Add passing lane	Public Comment	2	32.40 3	32.40	CORRIDOR POINT IV / IV						IV	D	Yes	Combine into package	CatEx (substantial permitting) or EA	111	236
Study (ACP)		2		E. Granada Drive/ El Dorado Way					A/A	C/C F	Public comments - add turn lanes or Right in right out and exit to Palmer Road		Public Comment	6	30.50 3	30.50	0 TOT (0, 0, 0) Used LOSS III	N	N	N	N	N	III	А	Yes	Combine into package	CatEx (non-substantial permitting)	65	246

Projects for Future: AMP

												SH 83 Operations and Sa Date: M	fety Analys arch 29, 20		ation Tab	le													
				Existing Typ	e of Intersection		Acce	ess Control											Exis	ting Environme	ntal Resources	:			Level	One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile En Marker M	d Mile Cou arker (PDC	unt / Type Severe / D, INJ, FAT) Total LOSS	Waters of th US	e Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Study (AMP)				Elliott Drive										0	34.75 3	4.75	CORRIDOR PO	INT					Ш	С	No			21	223
Study (AMP)				Riley Drive										0	34.60 3	4.60	CORRIDOR PO	INT					Ш	С	No			21	224
Study (AMP)						Corridor			B/C	D/D	An easement allows for power and communications combined in one trench	Provide a Utility Easement	Tool Box	0	30.20 5	0.75	SEGMENT III / III	Y	Υ	Υ	Υ	Y	III	С	No	Stand alone package	CatEx (internal - no permitting)	66	261
Study (AMP)						Corridor			B/C	D/D	Reduce roadside hazards	Relocate mail boxes from ROW	Access Management Plan Public Comment	1	30.20 5	0.50	SEGMENT III / III	Y	Y	Y	Y	Y	III	С	Yes	Combine into package	CatEx (internal - no permitting)	80	282

Projects for Future: Study

												SH 83 Operations and Saf Date: Ma	ety Analysi rch 29, 202		ation Table														
				Existing Ty	pe of Intersection		Acce	ess Control											Existin	ng Environmer	ntal Resources	s			Level	One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End Mi Marker Marke		Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNI I (f trac
Study (Not Project)		#	Υ	Bayou Gulch Road					E/E	D/F	Improve safety for pedestrians crossing SH 83, specifically on north side of Bayou Gulch Road	Add pedestrian islands to reduce crossing times	School Meeting	1	53.86 53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	Ш	E	Yes	Not a package	CatEx (internal - no permitting)	76	:
Study (Not Project)		#	Υ	Bayou Gulch					E/E	D/F	Improve safety for pedestrians crossing SH 83, specifically on north side of Bayou Gulch Road	Add or improve medians	School Meeting	0	53.86 53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	Ш	E	No	Not a package	CatEx (internal - no permitting)	72	
Study (Not Project)		#	Υ	Bayou Gulch Road					E/E	D/F	specifically of flortif side of Bayou Guich Road	Pedestrian Bridge or Underpass	Tool Box Public Comment	20	53.86 53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	III	E	Yes	Not a package	CatEx (substantial permitting) or EA	67	
Study (Not Project)		85			Commercial Business	Trinity Luthera	n 3/4 Movement	Potentially Signalized Full Movement	A/A	B/C	Aggressive driving SB merge between Bayou and Trinity Church access	Change merge area to 4 lane hwy	Public Comment	44	53.35 53.35		CORRIDOR POINT	N	N	N	N	N	Ш	А	Yes	Not a package	CatEx (internal - no permitting)	36	
Study (Not Project)		95			Residential	Hidden Mesa	Unsignalized Full	Rt In/Rt Out if median	B/B	c/c	Difficult to enter/exit SH 83 Multiple near miss incidents here	Add new signal	Public Comment	1	52.07 52.07		CORRIDOR POINT	N	Υ	N	Υ	Y	IV	В	Yes	Not a package	CatEx (non-substantial permitting)	66	
Study (Not Project)		97e				Trui Access	Movement	instance	B/B	c/c			Public comment	5	51.95 51.95		CORRIDOR POINT	N	N	N	Y	Y	IV	В	Yes	Not a package	CatEx (non-substantial permitting)	66	
Study (Not Project)				Lost Lake Driv	e						Congestion	Add new signal Reduce speed limit (55mph or less)	Public Comment	45	50.90 53.86		SEGMENT IV* / III*	N	N	N	N	N	IV		Yes	Not a package	CatEx (internal - no permitting)	66	
Study (Not Project)		105e, 105w	Υ	SH 86			Signalized Full Movement	Signalized Full Movement	c/c	E/F	Bike safety	Provide bike access point to Cherry Creek Trail	Public comment	21	50.76 50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Υ	Y	III	С	Yes	Not a package	CatEx (non-substantial permitting)	41	
Study (Not Project)						Bayou Gulch to Franktown			E/E	F/F	Capacity improvement to reduce congestion and crashes	Build 2 lanes in each direction with turn lanes and median between Bayou Gulch and Franktown	Public Comment	11	50.75 53.88		SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	Yes	Not a package	CatEx (substantial permitting) or EA	97	
Study (Not Project) Study (Not						Bayou Gulch to Franktown			E/E	F/F	Prevent head on crashes, crossing the centerline, and off the road crashes	Build Medians, improve curb and gutter	Tool Box	0	50.75 53.88		SEGMENT IV* / III* SEGMENT	Υ	Υ	N	N	Y	IV	Е	No	Not a package	CatEx (non-substantial permitting) CatEx (internal - no	97	
Project) Study (Not						Corridor			E/E	F/F	Reduce head-on collisions	Remove or Add passing zones (striping) Private Driveway Visibility (need standard for	Public Comment Tool Box	75	50.50 53.88 50.50 53.88		IV* / III* SEGMENT	Y	Y	N N	N N	Y	IV IV	E F	Yes	Not a package Not a package	permitting) CatEx (non-substantial	106 97	
Project) Study (Not Project)						Corridor			E/E	F/F	Driveways are difficult to see Improve operations and safety	delineation) Make SH 83 4 lanes	Public Comment	344	50.50 53.88		IV* / III* SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Not a package	permitting) CatEx (substantial permitting) or EA	97	
Study (Not Project)		115			Cabard Assess	Franktown			B/C	D/D			School Meeting Public Comment	12	50.25 50.25		CORRIDOR POINT	N	Υ	N	Y	Y	IV	С	Yes	Not a package	CatEx (non-substantial permitting)	71	
Study (Not Project)		115			School Access	Elementary			B/C	D/D	Enhance school safety	Add new signal Create a school zone here with decreased	Public Comment	9	50.25 50.25		CORRIDOR POINT	N	Υ	N	Y	Y	IV	с	Yes	Not a package	CatEx (internal - no permitting)	76	
Study (Not Project)		116e, 116w		N. Russellville	School Access	Elementary	Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Enhance school safety Night-time visibility	speed limit Install overhead lighting	Safety Assessment	0	49.89 49.89	1 INT (1, 0, 0)	INT II/II	N	N	N	N	Y	II	С	No	Not a package	CatEx (internal - no permitting)	32	
Study (Not Project)		116e, 116w		N. Russellville Road			Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Large trucks using this as an alternate route to avoid SH 83 traffic		Public comment	3	49.89 49.89	1 INT	INT II/II	N	N	N	N	Υ	II	С	Yes	Not a package	CatEx (internal - no permitting)	36	
Study (Not Project)											Unsafe corner	Lower the speed limit	Public Comment	2	48.50 48.50		CORRIDOR POINT						Ш		Yes	Not a package	CatEx (internal - no permitting)	36	1
Study (Not Project)		85		Steeplechase					A/A	В/В	Prevent head-on crashes	Make No Passing zone	Public Comment	6	46.72 46.72		CORRIDOR POINT	Υ	N	Υ	N	N	II	А	Yes	Not a package	CatEx (internal - no permitting)	26	1
Study (Not Project)		85		Steeplechase					A/A	B/B	Prevent read-off classics		Public Comment	1	46.72 46.72		CORRIDOR POINT	N	N	N	N	N	ш	А	Yes	Not a package	CatEx (internal - no permitting)	26	1
Study (Not				Drive					A/A	B/B	Use of weigh station to pass cars, lots of slower cars in this area and aggressive drivers trying to	Reduce speed to 55mph here	Public Comment	24	45.25 45.25		CORRIDOR POINT	N	Υ	N	N	N	п	A	Yes	Not a package	CatEx (non-substantial	21	1
Project) Study (Not Project)		73		Lake Gulch Ro	and .	Weight Station	1		B/B	C/D	pass Increased traffic	Add passing lane Add new signal	Public Comment	2	42.34 42.34	3 INT (2, 1, 0)	II/II INT II/II	N	N	N	N	Y	II	В	Yes	Not a package	permitting) CatEx (non-substantial permitting)	26	1
Study (Not Project)				Lake Guicii Ki		Cherry Valley Elementary			A/B	c/c			Public Comment	3	38.08 38.08		CORRIDOR POINT	N	N	N	N	Y	III	В	Yes	Not a package	CatEx (non-substantial permitting)	36	2
Study (Not Project)		Study		Gillian Avenu		School			A/B	c/c	Enhance school safety Heavy traffic	Add new signal Add new signal	Public Comment	31	37.82 37.82	13 INT (5, 7, 1)	INT IV/IV	N	N	N	N	Y	IV	В	Yes	Not a package	CatEx (non-substantial permitting)	66	2
Study (Not Project)				Gillian Avenu	e/				A/B	c/c	No cell service	Improve cell service for contacting emergency	Public Comment	5	37.82 37.82	12 INT	INT IV/IV	N	N	N	N	Y	IV	В	Yes	Not a package	CatEx (internal - no permitting)	71	2
Study (Not Project)		37		E. Greenland Road					A/B	C/C	Passing	Review passing zone	Public Comment	21	36.33 36.33	0 INT (0, 0, 0)	INT II/II	N	N	N	N	Y	П	В	Yes	Not a package	CatEx (internal - no permitting)	31	:
Study (Not Project)		23									Poor visibility at night and due to curves in road	Straighten road, add lighting	Public comment	9	34.30 34.30		CORRIDOR POINT						Ш		Yes	Not a package	CatEx (substantial permitting) or EA	27	
Study (Not Project)		23									Narrow roadway	Make 2 lanes in each direction, add turn lanes, add shoulders, add passing lanes	Public Comment	8	34.30 34.30		CORRIDOR POINT						Ш		Yes	Not a package	CatEx (substantial permitting) or EA	27	
Study (Not Project)		17e, 17w		E. Jones Road					A/A	C/B	Heavy traffic	Add new signal	Public Comment	12	33.69 33.69	1 INT (0, 1, 0)	INT II/II	N	N	N	Y	Y	П	А	Yes	Not a package	CatEx (non-substantial permitting)	21	:
Study (Not Project)		11			Private Drive						Illegal passing at curve	Lower the speed limit	Public Comment	6	32.40 32.40		CORRIDOR POINT IV / IV						IV		Yes	Not a package	CatEx (internal - no permitting)	66	2
Study (Not Project)		3			Private Drive								Puclic Comment	7	30.78 31.24		CORRIDOR POINT						III		Yes	Not a package	CatEx (substantial permitting) or EA	27	2
Study (Not Project)		2		E. Granada Drive/ El	rivate prive				A/A	c/c	Illegal passing at curve	Restrict passing or widen passing area	Public Comment	6	30.50 30.50	0 TOT (0, 0, 0)	Used LOSS III	N	N	N	N	N	III	A	Yes	Not a package	CatEx (internal - no permitting)	36	1
Study (Not Project)		1e, 1w	Y	E. Palmer Div Avenue	de				A/A	c/c	Reckless driving, speeding Heavy truck traffic	Reduce speed limit Limit truck traffic to local deliveries only	Public Comment	3	30.24 30.24	42 INT	INT IV / IV	N	N	N	N	N	IV	A	Yes	Not a package	CatEx (internal - no permitting)	66	-
Study (Not Project)		1e, 1w	Y	E. Palmer Div	do				A/A	c/c	, was voice	Install Neighbor guards on all of the lights including the stop lights so that they do not shine into the local houses. Eliminate or change out the short light pole on the south west corner of the roadway So that it does not shine	- I Section Confidence	3	30.24 30.24	42 INT	INT IV/IV	N	N	N	N	N	IV	A	Yes	Not a package	CatEx (internal - no permitting)	66	2
Study (Not				Avenue							Light pollution to neighboring houses	into the local houses. Add ITS & tolling to Hwy 83, 86 & Russellville Rd	Public Comment Public Comment	27	30.20 50.50		SEGMENT	Υ	Υ	Y	Y	Y	III	c	Yes	Not a package	CatEx (substantial	37	
Project) Study (Not						Corridor			B/C	D/D	Dehausur ara difficult	for non-residents and large vehicles Private Driveway Visibility (need standard for	Tool Box	0	30.20 50.50		SEGMENT	Y	Y	Y	Y	Y	III	c	No	Not a package	permitting) or EA CatEx (internal - no	42	
Project) Study (Not Project)						Corridor			B/C	D/D	Driveways are difficult to see Provide lighting at major intersections for	delineation)	Tool Box	0	30.20 50.50		SEGMENT III / III	Υ	Y	Y	Y	Y	III	С	No	Not a package	permitting) CatEx (internal - no permitting)	42	
Study (Not Project)						Corridor			B/C	D/D	added visibility at night and inclement weather Increase cyclist safety	Add intersection lighting Encourage use of Russellville Road as a parallel route to SH83	Public Comment	3	30.20 50.50		SEGMENT III / III	Y	Y	Υ	Y	Y	III	С	Yes	Not a package	CatEx (internal - no permitting)	46	2
Study (Not Project)						Corridor			B/C	D/D	Reduce head-on collisions	Remove or Add passing zones (striping)	Public Comment	75	30.20 50.50		SEGMENT III / III	N	N	N	N	N	III	С	Yes	Not a package	CatEx (internal - no permitting)	46	2
Study (Not Project)						Corridor			E/E	F/F	Increase cyclist safety	Install separate bike path	Public Comment	56	30.20 50.50		SEGMENT III / III	Υ	Υ	N	N	Y	III	E	Yes	Not a package	CatEx (substantial permitting) or EA	67	2

Projects for Future: Study

												SH 83 Operations and Sat Date: Ma	fety Analysi arch 29, 202		tion T	able														
				Existing Ty	pe of Intersection		Acce	ess Control												Exist	ting Environme	ntal Resources				Level	One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments			Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Study (Not Project)						Corridor			B/C	D/D	Improve operations and safety	Make SH 83 4 lanes	Public Comment	108	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Y	III	С	Yes	Not a package	CatEx (substantial permitting) or EA	37	294
Study (Not Project)						Corridor					Most prefer that no work is done as they believe this will only increase usage of the corridor;	Do Nothing	Public Comment	21	30.20	50.50		SEGMENT III / III	N	N	N	N	N	III		Yes	Not a package	CatEx (internal - no permitting)	36	296
Study (Not Project)						Corridor						Restrict truck traffic	Public Comment	10	30.20	50.50		SEGMENT III / III	N	N	N	N	N	III		Yes	Not a package	CatEx (internal - no permitting)	36	297
Study (Not Project)						Corridor						Increasae Police Presence	Public Comment	157	30.20	50.50		SEGMENT III / III	N	N	N	N	N	III		Yes	Not a package	CatEx (internal - no permitting)	36	298
Study (Not Project)						Corridor						Develop alternate corridor instead	Public Comment	22	30.20	50.50		SEGMENT III / III	N	N	N	N	N	III		Yes	Not a package	CatEx (substantial permitting) or EA	27	299
Study (Not Project)						Corridor					Gap is adding additional traffic that is not reflective of typical corridor traffic conditions	Wait until the Gap is done to finish the study and make improvements	Public Comment	20	30.20	50.50		SEGMENT III / III	N	N	N	N	N	III		Yes	Not a package	CatEx (internal - no permitting)	36	300
Study (Not Project)									A/A	В/В	Improve roadside safety	Reduce speed limit to 55 MPH or lower to reduce desirability of corridor	Public Comment	27	30.00	50.90	0 DW (0, 0, 0)	SEGMENT III / III	Υ	Υ	Υ	Υ	Y	III	А	Yes	Not a package	CatEx (internal - no permitting)	36	306

												SH 83 Operations and Saf Date: Ma	ety Analysi rch 29, 202		tion Table														
				Existing T	ype of Intersection		Aco	ess Control											Existir	ng Environmen	ntal Resources				Leve	el One Screening			i
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Stree	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	LOS	Safety or Operational	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End M Marker Marke	e Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Advance to Level Two		#	Υ	Bayou Gulch Road	n				E/E	D/F	Limit merging required	Change NB RT lane into a thru lane	Public Comment	4	53.86 53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	Ш	E	Yes	Not a package	CatEx (internal - no permitting)	76	7
Advance to Level Two		#	Υ	Bayou Gulch	1				E/E	D/F	Need more storage for SB lefts on SH 83	Extend turn lane	School Meeting	0	53.86 53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Υ	Ш	Е	No	Combine into package	CatEx (non-substantial permitting)	101	8
Advance to Level Two		#	Y	Bayou Gulch	n				E/E	D/F		Partial CFI	Tool Box	0	53.86 53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	Ш	Е	No	Not a package	CatEx (substantial permitting) or EA	63	9
Advance to Level Two		#	Υ	Bayou Gulch	n				E/E	D/F		Roundabout	Tool Box	0	53.86 53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	Ш	E	No	Stand alone package	CatEx (substantial permitting) or EA	87	10
Advance to Level Two		85		Rodu	Commercial			Potentially Signalized Full			Aggressive driving SB merge between Bayou		Public Comment	27	53.35 53.35		CORRIDOR POINT	N	N	N	N	N	III	A	Yes	Combine into package	CatEx (internal - no permitting)	70	14
Advance to Level Two		89	Υ	Castle Oaks	Business	Trinity Luthera	3/4 Movement Signalized Full	Movement	A/A C/C	C/E	and Trinity Church access	Extend merge	Safety Assessment	0	52.60 52.60	10 INT (6, 4, 0)	INT III / II	N	Υ	N	Y	N	III	С	No	Stand alone package	CatEx (non-substantial permitting)	61	24
Advance to Level		95		Drive	Residential	Hidden Mesa Trail Access	Movement Unsignalized Full Movement	Signalized Full Movement Rt In/Rt Out if median installed	в/в	c/c	Reduce rear-end collisions in the NB direction Hidden Mesa Open Space at 3217 N. State Highway 83 is heavily used and increasing in popularity. It is difficult to enter and exit the property with the high volume of traffic on Highway 83.	Convert to a continuous green Tee Add turn lanes	Public Comment	31	52.07 52.07		CORRIDOR POINT	N	Υ	N	Y	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	32
Advance to Level Two		95				Hidden Mesa	Unsignalized Full	Rt In/Rt Out if median	В/В	c/c	Hidden Mesa Open Space at 3217 N. State Highway 83 is heavily used and increasing in popularity. It is difficult to enter and exit the property with the high volume of traffic on		Public Comment	18	52.07 52.07		CORRIDOR POINT IV / IV	N	Υ	N	Y	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	33
Advance to Level Two					Residential	Trail Access Lost Lake to	Movement	installed			Highway 83.	Add accel / decel lanes	Public Comment	11	51.95 53.88		CORRIDOR POINT						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	35
Advance to Level Two		97e		Lost Lake Dr	the	Franktown			B/B	c/c	Potholes / road in need of repair Residents have brought up several safety and operational concerns including: Trouble finding gaps to turn, and Near misses related to drivers using striped median south of the intersection as a passing lane which creates a dangerous conflict in a vehicle is waiting to make a SB to EB turn onto Lost Lake Drive.	Repave/repair road Add accel / decel lanes	Public Comment	35	51.95 51.95		CORRIDOR POINT	N	N	N	Y	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	38
Advance to Level Two		97e		Lost Lake Dr					B/B	c/c	Residents have brought up several safety and operational concerns including: Trouble finding gaps to turn, and Near misses related to drivers using striped median south of the intersection as a passing lane which creates a dangerous conflict in a vehicle is waiting to make a SB to EB turn onto Lost Lake Drive.	Add turn lanes	Public Comment	13	51.95 51.95		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	39
Advance to Level Two		97e		Lost Lake Dr	rive				B/B	c/c	Access to trails is limited	Add pedestrian/equestrian underpass access	Public Comment	18	51.95 51.95		CORRIDOR POINT IV / IV	N	N	N	Υ	Y	IV	В	Yes	Stand alone package	CatEx (substantial permitting) or EA	86	40
Advance to Level Two		103		Kelty Trail			Unsignalized Full Movement	Potentially Signalized Full Movement	E/E	F/F	Congestion	Add turn lanes	Public Comment	4	51.25 51.25		CORRIDOR POINT IV / III	N	N	N	Υ	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135	57
Advance to Level		105e, 105w	Y	cu oc			Signalized Full Movement	Signalized Full Movement	c/c	E/F	Roadway capacity	Add turn lanes	Public Comment	49	50.76 50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Υ	Ш	С	Yes	Combine into package	CatEx (internal - no permitting)	80	73
Advance to Level Two		105e, 105w	Υ	20 00			Signalized Full Movement	Signalized Full Movement	c/c	E/F	,		Public Comment	15	50.76 50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	75	74
Advance to Level Two		105e, 105w	Y	50 00			Signalized Full Movement	Signalized Full Movement	c/c	E/F	Turning cars cut off oncoming traffic Undefined and uncontrolled access locations	Add merge lanes	Tool Box	0	50.76 50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Υ	III	С	No	Combine into package	CatEx (internal - no permitting)	76	75
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full		c/c	E/F			Tool Box Public Comment	4	50.76 50.76	20 INT	INT III / II	N	N	N	Y	Y	III	С	Yes	Stand alone package	CatEx (substantial permitting) or EA	61	76
Advance to Level Two				SH 86			Movement	Signalized Full Movement	E/E	F/F	Undefined and uncontrolled access locations	Add shoulders (include other mitigation such as	Safety Assessment Public Comment	80	50.75 53.88		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	80
Advance to Level						Corridor			E/E	F/F	Prevent run off the road crashes Prevent head on crashes and crossing the	rumble strips and safety edge)	Safety Assessment	0	50.75 53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	No	Stand alone package	CatEx (internal - no permitting)	126	81
Advance to Level		106		C W. " -			Unsignalized Full	Potentially Signalized Full	E/E	F/F	Terffe health and the feet	Centerline rumble strips	Public Comment	5	50.68 50.68		CORRIDOR POINT	N	N	N	Y	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	84
Advance to Level				S. Kelty Roa	u		Movement	Movement for EV	E/E	F/F	Traffic backups due to short turn lane Allows for turn lanes that do not need full build		Tool Box Public Comment	25	50.50 53.88		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135	93
Advance to Level Two						Corridor			E/E	F/F	Doduse head as	Install low volume left turn lanes	Public Comment	89	50.50 53.88		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	94
Advance to Level									E/E	F/F	Reduce head-on crashes	Add a passing lane	Public Comment	23	50.50 53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	95
Advance to Level									E/E	F/F	Improve roadside safety Enhance incident response, road and weather conditions and public viewing of road	Add emergency pullouts	Tool Box Public Comment	2	50.50 53.88		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135	96
Advance to Level						Corridor			E/E	F/F	conditions	Add CCTV every 5 miles Electronic signs activate when I-25 is closed or	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	97
Advance to Level									E/E	F/F	Road closure enforcement	when SH 83 is closed Review locations for road closures on SH83,	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	98
Advance to Level									E/E	F/F	Road closure enforcement	implement Road Closure Gates	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	99
Advance to Level									E/E	F/F	Improve roadside safety Provide lighting at major intersections for	Restore or add a Safety Edge when possible	Tool Box	0	50.50 53.88		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	100
Advance to Level						Corridor			E/E	F/F	added visibility at night and inclement weather	Upgrade guardrail and culverts for a safer clear	Tool Box Public Comment	11	50.50 53.88		SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into	CatEx (substantial permitting) or EA	131	101
Advance to Level									E/E	F/F	Reduce roadside hazards Improve maintenances ability to monitor road	zone, flatten side slopes	Tool Box	0	50.50 53.88		SEGMENT	Y	Y	N	N	Y	IV	E	No	Combine into	CatEx (non-substantial	131	102
Two											conditions	Install RWIS Stations					IV* / III*									package	permitting)		

												SH 83 Operations and Sat Date: Ma	ety Analysi erch 29, 202		ition Table	2													
				Existing Type of	f Intersection		Acce	ess Control											Existin	ng Environmer	ntal Resources	s			Lev	el One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End Marker Mark			Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Advance to Level Two									E/E	F/F	Reduce roadside hazards	Shoulder drops offs are due to erosion, use a base course for these areas	Tool Box	0	50.50 53.8	38	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	No	Combine into package	CatEx (non-substantial permitting)	131	103
Advance to Level Two									E/E	F/F	Reduces head on crashes	Vehicle pull offs to pass slow vehicles when a passing lane cannot be built	Public Comment	1	50.50 53.8	38	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	104
Advance to Level Two									E/E	F/F	Driveways are difficult to turn into	Widen shoulders for a safe pull off (create standard)	Tool Box Public Comment	40	50.50 53.8	38	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	120
Advance to Level Two									E/E	F/F	Increase cyclist safety	Widen shoulders or install separate bike path	Public Comment	78	50.50 53.8	38	SEGMENT IV* / III*	Υ	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	121
Advance to Level Two									E/E	F/F	Shoulder allow cyclists and vehicles to share the road without conflicts	e Add Shoulders on future projects and overlays	Public Comment	33	50.50 53.8	38	SEGMENT IV* / III*	Y	Υ	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	122
Advance to Level Two									E/E	F/F	Shoulders improved bicycle safety and allow vehicles to pass	Add Shoulder(s) on climb lane up-hill	Public Comment	34	50.50 53.8	38	SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	123
Advance to Level Two									E/E	F/F	Narrow shoulders on SH83	Reduce Lane from 12' to 11', increase shoulders by 1' on the left and right	Public Comment	2	50.50 53.8	38	SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Stand alone package	CatEx (non-substantial permitting)	125	124
Advance to Level Two		115			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Extend turn lane	School Meeting	20	50.25 50.2	25	CORRIDOR POINT	N	Υ	N	Υ	Y	IV	С	Yes	Combine into package	CatEx (non-substantial permitting)	105	132
Advance to Level Two		115			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Look at rumble strips on shoulders or centerline	School Meeting	0	50.25 50.2	25	CORRIDOR POINT	N	N	N	Y	N	IV	С	No	Combine into package	CatEx (internal - no permitting)	106	133
Advance to Level Two		115			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Add accel / decel lanes	School Meeting	23	50.25 50.2	25	CORRIDOR POINT	N	Υ	N	Υ	Y	IV	С	Yes	Combine into package	CatEx (non-substantial permitting)	105	134
Advance to Level Two		116e, 116w		N. Russellville	7.0.033	crisdi y	Unsignalized Full	Potentially Signalized Full	B/C	D/D	Shoulders reduce the crashes at intersections	Add shoulders	Safety Assessment	0	49.89 49.8	1 INT (1, 0, 0)	INT II/II	N	N	N	N	Y	Ш	С	No	Combine into package	CatEx (non-substantial permitting)	61	138
Advance to Level Two		116e, 116w		N. Russellville			Unsignalized Full Movement	Incorporate into singalized intersection	B/C	D/D	Accidents; Issues with turning from Russellville onto 83; Road is getting used as SH83 bypass		Access Control Plan Public Comment	34	49.89 49.8	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Y	II	С	Yes	Combine into package	CatEx (non-substantial permitting)	65	143
Advance to Level Two		116e, 116w		N. Russellville			Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Accidents; Issues with turning from Russellville onto 83		Public Comment	13	49.89 49.8	1 INT (1, 0, 0)	INT II/II	N	N	N	N	Y	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	65	144
Advance to Level Two		116e, 116w		N. Russellville			Unsignalized Full Movement	Potentially Signalized Full	B/C	D/D	Reduce crashes in all directions experienced	Add turn lanes Roundabout	Safety Assessment Public Comment	1	49.89 49.8	1 INT (1, 0, 0)	INT II/II	N	N	N	N	Y	Ш	С	Yes	Stand alone package	CatEx (substantial permitting) or EA	51	145
Advance to Level Two				Road			wovement	Movement	B/C	D/D	with the pattern Reduce wildlife conflicts		Public Comment	18	49.40 50.4	40	CORRIDOR POINT	Y	N	N	N	Y	IV	С	Yes	Stand alone package	CatEx (substantial permitting) or EA	91	148
Advance to Level Two												Add wildlife underpass	Public Comment	34	48.00 49.0	00	CORRIDOR POINT						III	D	Yes	Combine into package	CatEx (substantial permitting) or EA	81	153
Advance to Level Two									A/A	C/C	Reduce SB backups	Add climbing lane/passing lane	Safety Assessment	0	47.30 48.2	20	CORRIDOR POINT	Y	N	N	N	Y	III	A	No	Combine into package	CatEx (non-substantial permitting)	61	155
Advance to Level Two		90										Spot Cable Rail Addition	Public Comment	4	47.25 47.2	25	CORRIDOR POINT						III	D	Yes	Combine into package	CatEx (substantial permitting) or EA	81	156
Advance to Level		85		E. Rim Road Steeplechase					A/A	B/B	People use RT lane as passing lane	Add passing lane	Public Comment	5	46.72 46.7	72	CORRIDOR POINT	N	N	N	N	N	Ш	А	Yes	Combine into package	CatEx (internal - no permitting)	60	161
Advance to Level		85		Drive Steeplechase					A/A	B/B	Prevent broadside, rear-end crashes	Add turn lanes	Public Comment	0	46.72 46.7	72	CORRIDOR POINT	N	N	N	N	N	Ш	А	No	Combine into package	CatEx (internal - no permitting)	56	162
Advance to Level				Drive					E/E	D/D	Prevent broadside, rear-end crashes	Add accel / decel lanes Add shoulders (include other mitigation such as	Safety Assessment Public Comment	50	45.31 50.7	75	SEGMENT III / III	Y	Y	Υ	N	Y	III	E	Yes	Combine into package	CatEx (substantial permitting) or EA	101	166
Advance to Level									E/E	D/D	Prevent run off the road crashes Prevent head on crashes and crossing the	rumble strips and safety edge)	Safety Assessment	0	45.31 50.7	75	SEGMENT III / III	Y	Y	Y	N	Y	III	E	No	Stand alone package	CatEx (internal - no	96	167
Advance to Level		79				Prarie Canyon					centerline Stop in a through lane waiting/negotiating a turn. Cars behind must stop/slow substantially behind you. (Prairie Canyon Ranch) will become more	Centerline rumble strips	Public Comment	4	43.80 43.8	30	CORRIDOR POINT						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	170
Advance to Level						Ranch			A/B	B/D	popular in the future.	Add turn lanes Add shoulders (include other mitigation such as	Safety Assessment	48	42.34 45.3	30	SEGMENT	Y	Y	N	Y	Y	III	В	Yes	Combine into	CatEx (substantial	66	175
Two Advance to Level						Corridor			A/B	B/D	Prevent run off the road crashes Prevent head on crashes and crossing the	rumble strips and safety edge)	Public Comment Safety Assessment	0	42.34 45.3		SEGMENT	Y	Υ	N	Υ	Y	III	В	No	package Stand alone package	permitting) or EA CatEx (internal - no	61	176
Advance to Level		73							В/В	C/D	centerline	Centerline rumble strips	Public Comment	27	42.34 42.3	3 INT	III/II INT	N	N	N	N	Y	II	В	Yes	Combine into	CatEx (non-substantial	60	181
Two Advance to Level		73		Lake Gulch Road					B/B	C/D	Increased traffic Northbound drivers are uncomfortable in the turn lane due to speeding oncoming traffic,	Add accel / decel lanes	Public Comment	15	42.34 42.3	3 INT	II/II INT	N N	N	N N	N N	Y	"	В	Yes	package Combine into	permitting) CatEx (non-substantial	60	182
Two Advance to Level		73		Lake Gulch Road					B/B	C/D	long waits to turn onto SH83	Add turn lanes	Public Comment	20	42.34 42.3	(2, 1, 0) 3 INT	II/II INT	N	N	N N	N N	Υ	"	В	Yes	package Stand alone package	permitting) CatEx (substantial	46	183
Two Advance to Level		73		Lake Gulch Road					B/B	C/D	Run off the road and guardrail hits Northbound drivers are uncomfortable in the turn lane due to speeding oncoming traffic,	Adjust alignment of SH 83 to flatten curves	Public Comment	5	42.34 42.3	(2, 1, 0) 3 INT	II/II INT	N	N	N N	N	· ·	"	B	Yes	Stand alone package	CatEx (substantial	46	184
Two Advance to Level		,,		Lake Gulch Road					0/0	C/D	long waits to turn onto SH83	Roundabout	Public Comment Public Comment	22	42.34 42.3	(2, 1, 0)	II / II CORRIDOR POINT	1,	IX	IV	IV		"		Yes	Combine into	CatEx (non-substantial	75	185
Two Advance to Level				S. Russellville		Antelope Creek	k		B/B	CIC	Poor visibility for passing Lack of acceleration lane on SH83 through traffic is getting cut off from traffic entering	Add passing lane	Public Comment Public Comment	26	40.43 40.4	3 INT	III / III	N	N	N	N	v			Yes	package Combine into	permitting) CatEx (non-substantial	75	185
Two Advance to Level				Road						c/c	highway, no merge area Lack of acceleration lane on SH83 through	Add accel / decel lanes				(2, 1, 0)	III / III INT					T		8		package Combine into	permitting) CatEx (non-substantial	70	
Two Advance to Level				S. Russellville Road					B/B	c/c	traffic is getting cut off from traffic entering highway, no merge area	Add turn lanes	Public Comment	4	40.43 40.4	(2, 1, 0)	III / III	N .	N	N N	N			В	Yes	package	permitting)		190
Two Advance to Level				S. Russellville Road					B/B	c/c	Curve is sharp	Adjust alignment of SH 83 to flatten curves	Public Comment	5	40.43 40.4	(2, 1, 0)	III / III	N	N	N	N	Y	III	В	Yes	Stand alone package Combine into	permitting) or EA CatEx (non-substantial	56	191
Two									E/E	F/F	Increase cyclist safety	Widen shoulders or install separate bike path (Between S. Russelville Road and Upper Lake)	Public Comment	78	40.42 42.3	33	III / III	Y	Y	N	N	Υ	III	E	Yes	package	permitting)	105	192

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				Existing Type of Intersection		Acce	ess Control											Existin	g Environmen	ntal Resources	5			Lev	el One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street Driveway/ Description		Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)	Worst 2050 Approach LOS (AM/PM) (No-Build)	Safety or Operational Concern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile End Mi Marker Marke	Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Advance to Level Two										Slow ranch/farm equipment turning onto the highway	Add accel / decel lanes	Public Comment	15	39.00 40.00		CORRIDOR POINT						Ш	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	193
Advance to Level Two										Slow SB traffic on hill, Slow ranch/farm equipment	Add passing lanes	Public Comment	21	39.00 40.00		CORRIDOR POINT						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	194
Advance to Level Two				E. Lucas Avenue						Erosion	Fix drainage system; install roadside ditch on east side of SH 83 here	Public Comment	2	38.70 38.70	0 INT (0, 0, 0)	INT II/I	N	N	N	N	Y	II	С	Yes	Combine into package	CatEx (non-substantial permitting)	65	195
Advance to Level Two				E. Lucas Avenue						Issues with cars trying to pass near existing passing lane.	Add turn lanes	Public Comment	3	38.70 38.70	0 INT (0, 0, 0)	INT II/I	N	N	N	N	Y	II	С	Yes	Combine into package	CatEx (non-substantial permitting)	65	197
Advance to Level Two				School Access	Cherry Valley Elementary School			A/B	c/c	Enhance school safety	Look at rumble strips on shoulders or centerline	School Meeting Public Comment	6	38.08 38.08		CORRIDOR POINT	N	N	N	N	N	III	В	Yes	Combine into package	CatEx (substantial permitting) or EA	66	199
Advance to Level Two				School Access	Cherry Valley Elementary School			A/B	c/c	Enhance school safety	Add turn lanes	School Meeting Public Comment	50	38.08 38.08		CORRIDOR POINT	N	N	N	N	Y	III	В	Yes	Combine into package	CatEx (non-substantial permitting)	70	200
Advance to Level Two				School Access	Cherry Valley Elementary School			A/B	c/c	Enhance school safety	Add accel / decel lanes	School Meeting Public Comment	53	38.08 38.08		CORRIDOR POINT	N	N	N	N	Y	Ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	70	201
Advance to Level Two								В/В	c/c	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	55	37.83 42.33		SEGMENT III / III	Y	Y	Υ	Y	Y	III	В	Yes	Combine into package	CatEx (substantial permitting) or EA	66	204
Advance to Level Two								В/В	c/c	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	37.83 42.33		SEGMENT III / III	Υ	Υ	Υ	Y	Y	III	В	No	Stand alone package	CatEx (internal - no permitting)	61	205
Advance to Level Two				Gillian Avenue/ CR 78				A/B	c/c	Heavy traffic	Widen shoulders	Public Comment	13	37.82 37.82	13 INT (5, 7, 1)	INT IV/IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	206
Advance to Level Two				Gillian Avenue/ CR 78				A/B	c/c	Reduce left turn SB SH83 crashes	Add turn lanes	Safety Assessment Public Comment	68	37.82 37.82	13 INT (5, 7, 1)	INT IV/IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	207
Advance to Level Two				Gillian Avenue/ CR 78				A/B	c/c	Heavy traffic	Add median	Public Comment	7	37.82 37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	208
Advance to Level Two				Gillian Avenue/ CR 78				A/B	c/c	Reduce left turn SB SH83 crashes	Add accel / decel lanes	Safety Assessment Public Comment	13	37.82 37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	209
Advance to Level Two				Gillian Avenue/ CR 78				A/B	c/c	Reduce crashes in all directions experienced with the pattern	Roundabout	Safety Assessment	0	37.82 37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	В	No	Stand alone package	CatEx (substantial permitting) or EA	82	214
Advance to Level Two				Oak Springs Trail				A/B	c/c	Northbound right turns and overtaking vehicle: cross the double yellow line and Southbound lefts are also overtaken	Add turn lanes	Public Comment	10	36.88 36.88		CORRIDOR POINT IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	216
Advance to Level Two				Oak Springs Trail				A/B	c/c	Passing	Add passing lanes	Public Comment	9	36.88 36.88		CORRIDOR POINT IV / IV	N	N	N	N	Y	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	217
Advance to Level Two		37		E. Greenland Road				A/B	c/c	Heavy traffic; PC - head on collisions	Add accel / decel lanes	Public Comment	10	36.33 36.33	0 INT (0, 0, 0)	INT II/II	N	N	N	N	Y	II	В	Yes	Combine into package	CatEx (non-substantial permitting)	60	218
Advance to Level Two		30								Dangerous/Illegal passing	Add passing lanes	Public Comment	19	35.00 35.00		CORRIDOR POINT						II	D	Yes	Combine into package	CatEx (substantial permitting) or EA	71	222
Advance to Level Two		17e, 17w		E. Jones Road				A/A	C/B	Left turns are difficult to make	Add turn lanes	Public Comment	40	33.69 33.69	1 INT (0, 1, 0)	INT II/II	N	N	N	Y	Y	II	А	Yes	Combine into package	CatEx (non-substantial permitting)	55	227
Advance to Level Two								A/B	c/c	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	48	33.51 37.82		SEGMENT III / III	Y	Y	N	Y	Y	III	В	Yes	Combine into package	CatEx (substantial permitting) or EA	66	229
Advance to Level Two								A/B	c/c	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	33.51 37.82		SEGMENT III / III	Y	Y	N	Y	Y	III	В	No	Stand alone package	CatEx (internal - no permitting)	61	230
Advance to Level Two								A/A	c/c	Roadside hazards	Upgrade culverts for a safer clear zone	Safety Assessment	0	32.98 33.41		CORRIDOR POINT IV / IV	N	Y	N	N	N	IV	А	No	Combine into package	CatEx (non-substantial permitting)	91	233
Advance to Level Two								A/A	c/c		Spot Cable Rail Addition	Safety Assessment	0	32.15 32.61		CORRIDOR POINT IV / IV						IV	А	No	Combine into package	CatEx (non-substantial permitting)	91	238
Advance to Level Two		9e, 9w		Lorraine Road/ S. Arfsten Road				A/A	c/c	Heavy traffic Reduce NB SH83 left turn crashes	Add turn lanes	Public Comment	24	31.90 31.90	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (non-substantial permitting)	95	241
Advance to Level Two		9e, 9w		Lorraine Road/ S. Arfsten Road				A/A	c/c	No gaps to turn onto highway and dangerous to slow to turn off	o Add accel / decel lanes	Public Comment	16	31.90 31.90	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (non-substantial permitting)	95	242
Advance to Level Two		9e, 9w		Lorraine Road/ S. Arfsten Road				A/A	c/c	Heavy traffic	Widen shoulders	Public Comment	1	31.90 31.90	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	IV	А	Yes	Combine into package	CatEx (substantial permitting) or EA	91	243
Advance to Level Two		2		E. Granada Drive/ El Dorado Way				A/A	c/c	Public comments - add turn lanes or Right in right out and exit to Palmer Road	Add turn lanes	Public Comment	3	30.50 30.50	0 TOT (0, 0, 0)	Used LOSS III	N	N	N	N	N	III	А	Yes	Combine into package	CatEx (non-substantial permitting)	65	248
Advance to Level Two					Corridor			B/C	D/D	Narrow bridges constrict widths, cause slowdowns and bicycle safety decreases Fiber line improves communication to ITS	Widen bridges with full shoulder width	Tool Box Public Comment	2	30.20 50.75		SEGMENT III / III	Y	Υ	Υ	Υ	Y	III	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	258
Advance to Level Two					Corridor			B/C	D/D	Fiber line improves communication to ITS devices and signals and basic surveillance on the corridor	Extend the ITS fiber from Franktown to County Line Road	Tool Box	0	30.20 50.75		SEGMENT III / III	Y	Υ	Υ	Υ	Y	III	С	No	Stand alone package	CatEx (substantial permitting) or EA	57	259
Advance to Level Two					Corridor			B/C	D/D	Reduce driver frustration by adding passing lanes	Swedish 2+1 Cross Section (4-locations)	Safety Assessment	0	30.20 50.75		SEGMENT III / III	Y	Y	Υ	Y	Y	III	С	No	Stand alone package	CatEx (substantial permitting) or EA	57	260
Advance to Level Two					Corridor			B/C	D/D	Road closure enforcement	Electronic signs activate when I-25 is closed or when SH 83 is closed	Tool Box	0	30.20 50.50		SEGMENT III / III	Y	Y	Υ	Υ	Y	III	С	No	Combine into package	CatEx (internal - no permitting)	76	262
Advance to Level Two					Corridor			B/C	D/D	Road closure enforcement	Review locations for road closures on SH83, implement Road Closure Gates	Tool Box	0	30.20 50.50		SEGMENT III / III	Y	Υ	Y	Υ	Y	III	С	No	Combine into package	CatEx (non-substantial permitting)	71	263
Advance to Level Two					Corridor			B/C	D/D	Improve maintenances ability to monitor road conditions	Install RWIS Stations	Tool Box	0	30.20 50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	С	No	Combine into package	CatEx (non-substantial permitting)	71	264
Advance to Level Two					Corridor			B/C	D/D	Improve roadside safety	Restore or add a Safety Edge when possible	Tool Box	0	30.20 50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	С	No	Combine into package	CatEx (non-substantial permitting)	71	265
Advance to Level Two					Corridor			B/C	D/D	Prevent head-on crashes	Install by-pass left turn lanes at low volume left turn lanes	Tool Box Public Comment	23	30.20 50.50		SEGMENT III / III	Y	Υ	Υ	Y	Υ	III	с	Yes	Combine into package	CatEx (substantial permitting) or EA	71	266

												SH 83 Operations and Sa Date: Ma	fety Analysi arch 29, 202		ation Ta	ble														
				Existing Type	of Intersection		Acce	ess Control												Existing	g Environment	tal Resources				Leve	el One Screening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized	Side Street	Driveway/ Description	Other	Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	Worst 2020 Approach LOS (AM/PM)		ety or Operational ncern to Mitigate	Mitigation Options (Improvement)	Source	Number of Public Comments			Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preble Mouse Jumping Mouse Habitat	High WVC	Cultural Resources (Includes Historic and Archio)	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	UNIQUE ID (for tracking)
Advance to Level Two						Corridor			B/C	D/D Reduce head-on o	crashes	Add a passing lane	Public Comment	138	30.20	50.50		SEGMENT III / III	Υ	Υ	Υ	Υ	Υ	III	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	267
Advance to Level Two						Corridor			B/C		response, road and weather ublic viewing of road	Add CCTV every 5 miles	Tool Box Public Comment	2	30.20	50.50		SEGMENT III / III	Y	Υ	Υ	Υ	Υ	III	С	Yes	Combine into package	CatEx (non-substantial permitting)	75	268
Advance to Level Two						Corridor			B/C	D/D Reduce roadside l	hazards	Shoulder drops offs are due to erosion, use a base course for these areas	Tool Box Public Comment	9	30.20	50.50		SEGMENT III / III	Y	Y	Y	Υ	Y	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	75	269
Advance to Level Two						Corridor			B/C	D/D Shoulder allow cy road without conf	yclists and vehicles to share the	e Add Shoulders on future projects and overlays	Public Comment	23	30.20	50.50		SEGMENT III / III	Y	Y	Y	Υ	Y	Ш	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	270
Advance to Level Two						Corridor			B/C	D/D Shoulders improv	ved bicycle safety and allow	Add Shoulder(s) on climb lane up-hill	Public Comment	24	30.20	50.50		SEGMENT III / III	Y	Y	Y	Υ	Y	III	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	271
Advance to Level Two						Corridor			B/C	D/D Driveways are diff	fficult to turn into	Widen shoulders for a safe pull off (create standard)	Tool Box Public Comment	38	30.20	50.50		SEGMENT III / III	Y	Y	Υ	Υ	Υ	Ш	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	272
Advance to Level Two						Corridor			B/C	D/D Narrow shoulders	s on SH83	Reduce Lane from 12' to 11', increase shoulders by 1' on the left and right	Public Comment	5	30.20	50.50		SEGMENT III / III	Y	Y	Y	Υ	Y	Ш	С	Yes	Stand alone package	CatEx (non-substantial permitting)	65	273
Advance to Level Two						Corridor			B/C	D/D Reduce roadside l	hazards	Upgrade guardrail and culverts for a safer clear zone, flatten side slopes	Tool Box	0	30.20	50.50		SEGMENT III / III	Y	Y	Y	Υ	Y	Ш	С	No	Combine into package	CatEx (substantial permitting) or EA	67	274
Advance to Level Two						Corridor			B/C	D/D Reduces head on	crashes	Vehicle pull offs to pass slow vehicles when a passing lane cannot be built	Public Comment	1	30.20	50.50		SEGMENT III / III	Y	Y	Y	Υ	Y	III	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	275
Advance to Level Two						Corridor			B/C	D/D Prevent wildlife in	nteractions	Install wildlife fence	Public Comment	60	30.20	50.50		SEGMENT III / III	Y	Y	Y	Υ	Y	III	С	Yes	Stand alone package	CatEx (substantial permitting) or EA	61	276
Advance to Level Two									A/A	C/C Prevent run off th	he road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	57	30.20	33.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	А	Yes	Combine into package	CatEx (substantial permitting) or EA	61	301
Advance to Level Two									A/A	C/C Prevent head on o	crashes and crossing the	Centerline rumble strips	Safety Assessment	0	30.20	33.50		SEGMENT III / III	Y	Y	Y	Υ	Y	Ш	А	No	Stand alone package	CatEx (internal - no permitting)	56	302
Advance to Level Two									A/A	C/C Approach Turn cr	rashes	New Jersey Jug Hangle	Tool Box	0											А	No	Stand alone package	CatEx (non-substantial permitting)	31	303
Advance to Level Two									A/A	C/C Approach Turn cr	rashes	Michigan Left Turn	Tool Box	0											А	No	Stand alone package	CatEx (non-substantial permitting)	31	305

Level Two Screening

Part											SH 83	Operations D		ety Anal rch 29, 2		litigation [*]	Table													
Property state Prop				Existing Type	of Intersection		Acce	ess Control												Level	One Screening					Level Two 9	creening			
Mathematical Control of the contro	Reference Name		Signalized	Side Street		Other	Configuration (source - CDOT Data	Configuration (source - CDOT	Approach App	roach Safety or Operational M/PM) Concern to Mitigate	Mitigation Options (Improvement)	Source					Total	Ranking (Worst 2020	Ranking (Worst	Ranking (Received		Ranking (Permitting	Screening	, and	Existing	Ranking (Number of		Land Use Changes	Level Two Screening Total	COMBINED TOTAL
March Marc		#	Υ	Bayou Gulch					E/E	/E limit morning required	Change NR RT lane into a thru lane	Public Comment	4	53.86	53.86			Ш	E	Yes	Not a package		76	Low	No		Under \$250k	consider during	48	124
Marche M		#	Y	Bayou Gulch								School Meeting	0	53.86	53.86	21 INT (14, 7, 0)		Ш	E	No			101	Medium	No		Under \$250k	No - no changes to consider during	52	153
Marcha M		#	Y	Bayou Gulch Road								Tool Box	0	53.86	53.86			Ш	E	No	Not a package		63	Low	No	None	Over \$1M	Yes - consider land use changes in	4	67
Marche M		#	Y	Bayou Gulch Road								Tool Box	0	53.86	53.86			Ш	E	No	Stand alone package		87	Low	No	None	Over \$1M	Yes - consider land use changes in	4	91
Property state Prop		85			Commercial Business	Trinity Lutherar	n 3/4 Movement		A/A	Aggressive driving SB merge between Bayou a		Public Comment	27	53.35	53.35			Ш	А	Yes			70	Low	No		Under \$250k	No - no changes to consider during	67	137
Part		89	Y	Castle Oaks Drive			Signalized Full		, i	/E		Safety Assessment	0	52.60	52.60			Ш	С	No	Stand alone package		61	High	No	None	\$250k - \$1M	No - no changes to consider during	31	92
Property state Prop		95			Residential		Unsignalized Full Movement	Rt In/Rt Out if median	B/B	Hidden Mesa Open Space at 3217 N. State Highway 83 is heavily used and increasing in popularity. It is difficult to enter and exit the property with the high volume of traffic on	Add turn lanes	Public Comment	31	52.07	52.07			IV	В	Yes			100	High	No		\$250k - \$1M	No - no changes to consider during	51	151
Part		95			Residential		Unsignalized Full Movement		B/B	Highway 83 is heavily used and increasing in popularity. It is difficult to enter and exit the property with the high volume of traffic on	Add accel / decel lanes	Public Comment	18	52.07	52.07			IV	В	Yes			100	High	No		\$250k - \$1M	consider during design	41	141
**************************************												Public Comment	11	51.95	53.88			Ш	D	Yes			85	Medium	Yes		Under \$250k	consider during	65	150
	Advance to Level Two	97e		Lost Lake Drive					B/B	operational concerns including: Trouble finding gaps to turn, and Near misses related to drivers using striped median south of the intersection as a passing lane which creates a dangerous conflict in a vehicle is waiting to make a 58 to 68 turn onto		Public Comment	35	51.95	51.95			IV	В	Yes			100	Medium	No		\$250k - \$1M	consider during	46	146
Property state Prop		97e							B/B	operational concerns including: Trouble finding gaps to turn, and Near misses related to drivers using striped median south of the intersection as a passing lane which creates a dangerous conflict in a vehicle is waiting to make a SB to EB turn onto		Public Comment	13	51.95	51.95			IV	В	Yes			100	Medium	No		\$250k - \$1M	consider during	36	136
Property column Property c		97e							B/B	/c		Public Comment	18	51.95	51.95			IV	В	Yes	Stand alone package		86	Low	No		\$250k - \$1M	use changes in	23	109
**************************************		103						Potentially Signalized Full	E/E			Public Comment	4	51.25	51.25		CORRIDOR POINT	IV	E	Yes		CatEx (non-substantial	135	Medium	No		\$250k - \$1M	No - no changes to consider during	27	162
Property color: Property c		105e, 105w	Υ	SH 86			Signalized Full	Signalized Full Movement	c/c			Public Comment	49	50.76	50.76			Ш	С	Yes			80	Medium	No		\$250k - \$1M	No - no changes to consider during	46	126
Property color Prop		105e, 105w	Υ	51100			Signalized Full		c/c	/F		Public Comment	15	50.76	50.76			Ш	С	Yes			75	Medium	No		\$250k - \$1M	No - no changes to consider during	36	111
Property state Prop		105e, 105w	Υ	SH 86			Signalized Full		c/c	/F		Tool Box	0	50.76	50.76			Ш	С	No			76	Medium	No	None	\$250k - \$1M	No - no changes to consider during	26	102
From transformer and transform		105e, 105w	Y	SH 86			Signalized Full		c/c	/F			4	50.76	50.76			Ш	С	Yes	Stand alone package		61	Low	No		Over \$1M	Yes - consider land use changes in	5	66
Property state Prop				51100		Corridor	Movement	Jignanica Fan Wortment	E/E	/F	Add shoulders (include other mitigation such a		80	50.75	53.88			IV	E	Yes			131	High	Yes		\$250k - \$1M	Yes - consider land use changes in	46	177
Property Decomposition Property Decomposit									E/E	/F Prevent head on crashes and crossing the		Safety Assessment	0	50.75	53.88			IV	E	No	Stand alone package		126	High	No	None	Under \$250k	No - no changes to consider during	56	182
Property and transform Property and transf		106		S. Kelty Road			Unsignalized Full Movement	Potentially Signalized Full Movement for EV	E/E	w m 1 1 1 1 1 1 1 1 1 1		Public Comment	5	50.68	50.68			IV	E	Yes			140	Medium	No		Under \$250k	No - no changes to	52	192
The control of the co						Corridor			E/E	/F Allows for turn lanes that do not need full buil out	id Install low volume left turn lanes		25	50.50	53.88			IV	E	Yes			135	High	No		Under \$250k	consider during	76	211
A Succional Control Co									E/E		Add a passing lane	Public Comment	89	50.50	53.88			IV	E	Yes			131	High	Yes		Under \$250k	use changes in	71	202
Anticols and the control of the cont									E/E	/F		Public Comment	23	50.50	53.88			IV	E	Yes			131	Medium	Yes		Under \$250k	Yes - consider land use changes in	66	197
Process Proc						Corridor			E/E	/F Enhance incident response, road and weather			2	50.50	53.88			IV	E	Yes			135	High	Yes		Under \$250k	No - no changes to consider during	61	196
Above 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1									E/E	/F	Electronic signs activate when I-25 is closed or	Tool Box	0	50.50	53.88			IV	E	No	Combine into		136	High	Yes	None	Under \$250k	No - no changes to consider during	60	196
Amort to find with with with with with with with with	Advance to Level Two								E/E	/F	Review locations for road closures on SH83,	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	IV	E	No			136	High	Yes	None	Under \$250k	No - no changes to consider during	60	196
Advance to Level									E/E	/F		Tool Box	0	50.50	53.88			IV	E	No		CatEx (internal - no	136	High	Yes	None	Under \$250k	No - no changes to consider during	60	196
Advance to level $\frac{1}{1}$						Corridor			E/E	/F Provide lighting at major intersections for add	ed	Tool Box	0	50.50	53.88			IV	E	No		CatEx (internal - no	136	High	No	None	Under \$250k	No - no changes to consider during	56	192
Advance to Level Two level	Advance to Level					contaor			E/E	/F	Upgrade guardrail and culverts for a safer clear		11	50.50	53.88		SEGMENT	IV	E	Yes	Combine into	CatEx (substantial	131	High	Yes		Under \$250k	Yes - consider land use changes in	61	192
Advance to Level Two Advances to Level Two									E/E	/F Improve maintenances ability to monitor road		Tool Box	0	50.50	53.88		SEGMENT	IV	E	No	Combine into		131	High	Yes	None	Under \$250k	No - no changes to consider during	60	191
Advance to Level Two was a consider from the first three of the consider and the consider a	Advance to Level								E/E	/F	Shoulder drops offs are due to erosion, use a	Tool Box	0	50.50	53.88			IV	E	No	Combine into	CatEx (non-substantial	131	High	Yes	None	Under \$250k	No - no changes to consider during	60	191
Advance to Level Two	Advance to Level								E/E	/F	Vehicle pull offs to pass slow vehicles when a	Public Comment	1	50.50	53.88		SEGMENT	IV	E	Yes	Combine into	CatEx (substantial	131	High	Yes		Under \$250k	Yes - consider land use changes in	52	183
Unveways are diminut to turn into standard)	Advance to Level								E/E	/F	Widen shoulders for a safe pull off (create		40	50.50	53.88		SEGMENT	IV	E	Yes	Combine into	CatEx (substantial	131	High	No	20 or more comments	\$250k - \$1M	Yes - consider land use changes in	42	173
Advance to Level Two Public Comment 78 50.50 53.88 SEGMENT IV E Yes Combine into package permitting) or EA Public Comment 131 Medium No 20 or more comments received y250k-\$1M Yes - consider land use changes in 37	Advance to Level								E/E	/F		Public Comment	78	50.50	53.88		SEGMENT	IV	E	Yes	Combine into	CatEx (substantial	131	Medium	No	20 or more comments	\$250k - \$1M	Yes - consider land use changes in	37	168
Increase cyclist safety Widen shoulders or install separate bike path Gesign	Advance to Level								E/E	/F Shoulder allow cyclists and vehicles to share ti	he	Public Comment	33	50.50	53.88		SEGMENT	IV	E	Yes	Combine into	CatEx (substantial	131	Medium	No	20 or more comments	\$250k - \$1M	Yes - consider land use changes in	37	168

Level Two Screening

										SH 83	Operations Da	and Safet			itigation [*]	Table														
			Existing Ty	pe of Intersection	A	ccess Control													Level (One Screening					Level Two	Screening				
Reference Name	Cross Reference other Mitigation	Access	Signalized Side Street	Driveway/ Other	Existing Access Configuration	Proposed Access Configuration	Worst 2020 Approach LOS	Worst 2050 Approach	Safety or Operational	Mitigation Options	Source	Number of Public	Begin Mile E			Severe / Total	Safety Ranking	Operational Ranking	Public Ranking	Ability to Implement	Environmental Ranking	Level One Screening	Agency Ranking	Resolves Existing	Public Ranking	Cost Ranking	Consider Land Use Changes	Level Two Screening	COMBINED	UNIQUE
Reference Name	recommendations Nur	ımber (s)	Signatized Side Street	Description	(source - CDOT Dat Base and Aerials)	ta (source - CDOT Database)	(AM/PM)	LOS (AM/PM) (No-Build)	Concern to Mitigate	(Improvement)	Jource	Comments	Marker N	Marker (I	(PDO, INJ, FAT)	LOSS	(Worst 2020 Severe / LOSS)	(Worst 2020 LOS)	(Received Comment)		(Permitting Needs)	Total	(Planned Improvements)	Maintenance Issue	(Number of Comments)		in Design	Total	TOTAL	(for tracking)
Advance to Level Two							E/E	F/F	Shoulders improved bicycle safety and allow vehicles to pass	Add Shoulder(s) on climb lane up-hill	Public Comment	34	50.50	53.88		SEGMENT IV* / III*	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	High	No	20 or more comments received	Over \$1M	Yes - consider land use changes in design	33	164	123
Advance to Level Two							E/E	F/F	Narrow shoulders on SH83	Reduce Lane from 12' to 11' , increase shoulders by 1' on the left and right	Public Comment	2	50.50	53.88		SEGMENT IV* / III*	IV	E	Yes	Stand alone package	CatEx (non-substantial permitting)	125	Low	Yes	1-9 comments received	Under \$250k	No - no changes to consider during design	52	177	124
Advance to Level Two		115		Franktown School Access Elementary			B/C	D/D	Enhance school safety	Extend turn lane	School Meeting	20	50.25	50.25		CORRIDOR POINT IV / IV	IV	С	Yes	Combine into package	CatEx (non-substantial permitting)	105	High	No	20 or more comments received	Under \$250k	No - no changes to consider during design	76	181	132
Advance to Level Two		115		School Access Elementary			B/C	D/D	Enhance school safety	Look at rumble strips on shoulders or centerline	School Meeting	0	50.25	50.25		CORRIDOR POINT IV / IV	IV	С	No	Combine into package	CatEx (internal - no permitting)	106	High	No	None	Under \$250k	No - no changes to consider during design	56	162	133
Advance to Level Two		115		Franktown School Access Elementary			B/C	D/D	Enhance school safety	Add accel / decel lanes	School Meeting	23	50.25	50.25		CORRIDOR POINT IV / IV	IV	С	Yes	Combine into package	CatEx (non-substantial permitting)	105	High	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	51	156	134
Advance to Level Two	116	6e, 116w	N. Russellville Road		Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Shoulders reduce the crashes at intersections	Add shoulders	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	Ш	С	No	Combine into package	CatEx (non-substantial permitting)	61	High	No	None	Under \$250k	No - no changes to consider during design	56	117	138
Advance to Level Two	116	6e, 116w	N. Russellville Road		Unsignalized Full Movement	Incorporate into singalized intersection	B/C	D/D	Accidents; Issues with turning from Russellville onto 83; Road is getting used as SH83 bypass	Add accel / decel lanes	Access Control Plan Public Comment	34	49.89	49.89	1 INT (1, 0, 0)	INT II / II	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	65	High	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	51	116	143
Advance to Level Two	116	6e, 116w	N. Russellville Road		Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Accidents; Issues with turning from Russellville onto 83	Add turn lanes	Public Comment	13	49.89	49.89	1 INT (1, 0, 0)	INT II/II	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	65	Medium	No	10-19 comments received	\$250k - \$1M	No - no changes to consider during design	36	101	144
Advance to Level Two	116	6e, 116w	N. Russellville Road		Unsignalized Full Movement	Potentially Signalized Full Movement	B/C	D/D	Reduce crashes in all directions experienced with the pattern	Roundabout	Safety Assessment Public Comment	1	49.89	49.89	1 INT (1, 0, 0)	INT II / II	Ш	С	Yes	Stand alone package	CatEx (substantial permitting) or EA	51	Low	Yes	1-9 comments received	Over \$1M	Yes - consider land use changes in design	9	60	145
Advance to Level Two							B/C	D/D	Reduce wildlife conflicts	Add wildlife underpass	Public Comment	18	49.40	50.40		CORRIDOR POINT IV / IV	IV	С	Yes	Stand alone package	CatEx (substantial permitting) or EA	91	Medium	Yes	10-19 comments received	Over \$1M	Yes - consider land use changes in design	22	113	148
Advance to Level Two									Reduce SB backups	Add climbing lane/passing lane	Public Comment	34	48.00	49.00		CORRIDOR POINT	Ш	D	Yes	Combine into package	CatEx (substantial permitting) or EA	81	High	No	20 or more comments received	Over \$1M	Yes - consider land use changes in design	33	114	153
Advance to Level Two							A/A	c/c		Spot Cable Rail Addition	Safety Assessment	0	47.30	48.20		CORRIDOR POINT	III	Α	No	Combine into package	CatEx (non-substantial permitting)	61	High	Yes	None	Under \$250k	No - no changes to consider during design	60	121	155
Advance to Level Two		90	E. Rim Road						People use RT lane as passing lane	Add passing lane	Public Comment	4	47.25	47.25		CORRIDOR POINT	III	D	Yes	Combine into package	CatEx (substantial permitting) or EA	81	Medium	No	1-9 comments received	\$250k - \$1M	Yes - consider land use changes in design	18	99	156
Advance to Level Two		85	Steeplechase Drive				A/A	В/В	Prevent broadside, rear-end crashes	Add turn lanes	Public Comment	5	46.72	46.72		CORRIDOR POINT	Ш	Α	Yes	Combine into package	CatEx (internal - no permitting)	60	Medium	No	1-9 comments received	\$250k - \$1M	No - no changes to consider during design	27	87	161
Advance to Level Two		85	Steeplechase Drive				A/A	B/B	Prevent broadside, rear-end crashes	Add accel / decel lanes	Public Comment	0	46.72	46.72		CORRIDOR POINT	Ш	А	No	Combine into package	CatEx (internal - no permitting)	56	Medium	No	None	\$250k - \$1M	No - no changes to consider during design	26	82	162
Advance to Level Two							E/E	D/D	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	50	45.31	50.75		SEGMENT III / III	III	E	Yes	Combine into package	CatEx (substantial permitting) or EA	101	High	Yes	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in design No - no changes to	46	147	166
Advance to Level Two							E/E	D/D	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	45.31	50.75		SEGMENT III / III	III	E	No	Stand alone package	CatEx (internal - no permitting)	96	High	No	None	Under \$250k	consider during design	56	152	167
Advance to Level Two		79		Prarie Canyo Ranch	on.				Stop in a through lane waiting/negotiating a turn .Cars behind must stop/slow substantially behind you. (Prairie Canyon Ranch) will become more popular in the future.	Add turn lanes	Public Comment	4	43.80	43.80		CORRIDOR POINT	Ш	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	High	No	1-9 comments received	Under \$250k	No - no changes to consider during design	57	142	170
Advance to Level Two				Corridor			A/B	B/D	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	48	42.34	45.30		SEGMENT III / II	III	В	Yes	Combine into package	CatEx (substantial permitting) or EA	66	High	Yes	20 or more comments received	Under \$250k	Yes - consider land use changes in design	71	137	175
Advance to Level Two							A/B	B/D	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	42.34	45.30		SEGMENT III / II	ш	В	No	Stand alone package	CatEx (internal - no permitting)	61	High	Yes	None	Under \$250k	No - no changes to consider during design	60	121	176
Advance to Level Two		73	Lake Gulch Ro	ad			B/B	C/D	Increased traffic	Add accel / decel lanes	Public Comment	27	42.34	42.34	3 INT (2, 1, 0)	INT II/II	Ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	60	Medium	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	46	106	181
Advance to Level Two		73	Lake Gulch Ro	ad			B/B	C/D	Northbound drivers are uncomfortable in the turn lane due to speeding oncoming traffic , long waits to turn onto SH83	Add turn lanes	Public Comment	15	42.34	42.34	3 INT (2, 1, 0)	INT II/II	Ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	60	Medium	No	10-19 comments received	\$250k - \$1M	No - no changes to consider during design	36	96	182
Advance to Level Two		73	Lake Gulch Ro	ad			B/B	C/D	Run off the road and guardrail hits	Adjust alignment of SH 83 to flatten curves	Public Comment	20	42.34	42.34	3 INT (2, 1, 0)	INT II / II	Ш	В	Yes	Stand alone package	CatEx (substantial permitting) or EA	46	Medium	Yes	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	50	96	183
Advance to Level Two		73	Lake Gulch Ro	ad			B/B	C/D	Northbound drivers are uncomfortable in the turn lane due to speeding oncoming traffic , long waits to turn onto SH83	Roundabout	Public Comment	5	42.34	42.34	3 INT (2, 1, 0)	INT II/II	Ш	В	Yes	Stand alone package	CatEx (substantial permitting) or EA	46	Low	No	1-9 comments received	Over \$1M	Yes - consider land use changes in design	5	51	184
Advance to Level Two				Antelope Cr	eek				Poor visibility for passing	Add passing lane	Public Comment	22	41.25	41.25		CORRIDOR POINT	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	75	High	Yes	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	55	130	185
Advance to Level Two			S. Russellville Road				B/B	C/C	Lack of acceleration lane on SH83 through traffic is getting cut off from traffic entering highway, no merge area	Add accel / decel lanes	Public Comment	26	40.43	40.43	3 INT (2, 1, 0)	INT III / III	III	В	Yes	Combine into package	CatEx (non-substantial permitting)	70	Medium	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	46	116	187
Advance to Level Two			S. Russellville Road				B/B		Lack of acceleration lane on SH83 through traffic is getting cut off from traffic entering highway, no merge area	Add turn lanes	Public Comment	4	40.43	40.43	3 INT (2, 1, 0)	INT III / III	ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	70	Medium	No	1-9 comments received	\$250k - \$1M	No - no changes to consider during design	27	97	190
Advance to Level Two			S. Russellville Road				B/B	c/c	Curve is sharp	Adjust alignment of SH 83 to flatten curves	Public Comment	5	40.43	40.43	3 INT (2, 1, 0)	INT III / III	ш	В	Yes	Stand alone package	CatEx (substantial permitting) or EA	56	Medium	Yes	1-9 comments received	\$250k - \$1M	No - no changes to consider during design	31	87	191
Advance to Level Two							E/E	F/F	Increase cyclist safety	Widen shoulders or install separate bike path (Between S. Russelville Road and Upper Lake)	Public Comment	78	40.42	42.33		CORRIDOR POINT	Ш	E	Yes	Combine into package	CatEx (non-substantial permitting)	105	Medium	No	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in design	37	142	192
Advance to Level Two									Slow ranch/farm equipment turning onto the highway	Add accel / decel lanes	Public Comment	15	39.00	40.00		CORRIDOR POINT	ш	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	Low	No	10-19 comments received	Under \$250k	No - no changes to consider during design	57	142	193
Advance to Level Two									Slow SB traffic on hill, Slow ranch/farm equipment	Add passing lanes	Public Comment	21	39.00	40.00		CORRIDOR POINT	ш	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	Low	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	42	127	194
Advance to Level Two			E. Lucas Aven	ue					Erosion	Fix drainage system; install roadside ditch on east side of SH 83 here	Public Comment	2	38.70	38.70	0 INT (0, 0, 0)	INT II/I	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	65	Medium	Yes	1-9 comments received	Under \$250k	No - no changes to consider during design	56	121	195
Advance to Level Two			E. Lucas Aven						Issues with cars trying to pass near existing passing lane.	Add turn lanes	Public Comment	3	38.70	38.70	0 INT (0, 0, 0)	INT II/I	Ш	С	Yes	Combine into package	CatEx (non-substantial permitting)	65	Medium	No	1-9 comments received	\$250k - \$1M	No - no changes to consider during design	27	92	197
Advance to Level Two				Cherry Valle Elementary School Access School			A/B	c/c	Enhance school safety	Look at rumble strips on shoulders or centerline	School Meeting Public Comment	6	38.08	38.08		CORRIDOR POINT	Ш	В	Yes	Combine into package	CatEx (substantial permitting) or EA	66	High	No	1-9 comments received	Under \$250k	No - no changes to consider during design	57	123	199
Advance to Level Two				Cherry Valle Elementary School Access School			A/B	c/c	Enhance school safety	Add turn lanes	School Meeting Public Comment	50	38.08	38.08		CORRIDOR POINT	Ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	70	High	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	51	121	200
Advance to Level Two				Cherry Valle Elementary School Access School	У		A/B	c/c	Enhance school safety	Add accel / decel lanes	School Meeting Public Comment	53	38.08	38.08		CORRIDOR POINT	ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	70	High	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	51	121	201
Advance to Level Two							B/B	c/c	Prevent run off the road crashes	Add shoulders (include other mitigation such as rumble strips and safety edge)	Safety Assessment Public Comment	55	37.83	42.33		SEGMENT III / III	Ш	В	Yes	Combine into package	CatEx (substantial permitting) or EA	66	High	Yes	20 or more comments received	Under \$250k	Yes - consider land use changes in design	71	137	204
Advance to Level Two							B/B	c/c	Prevent head on crashes and crossing the centerline	Centerline rumble strips	Safety Assessment	0	37.83	42.33		SEGMENT III / III	Ш	В	No	Stand alone package	CatEx (internal - no permitting)	61	High	Yes	None	Under \$250k	No - no changes to consider during design	60	121	205
Advance to Level Two			Gillian Avenu	2/			A/B	c/c	Heavy traffic	Widen shoulders	Public Comment	13	37.82	37.82	13 INT (5, 7, 1)	INT IV/IV	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	Medium	No	10-19 comments received	Under \$250k	No - no changes to consider during design	61	161	206

Level Two Screening

										SH 83	Operations D	and Safe ate: Mar			litigation	Table													
			Existing Typ	e of Intersectio	on	Acc	ess Control												Lev	el One Screening					Level Two S	icreening			
Reference Name	Cross Reference other Mitigation recommendations	Access Number (s)	Signalized Side Street	Driveway Descriptio		Existing Access Configuration (source - CDOT Data Base and Aerials)	Proposed Access Configuration (source - CDOT Database)	LOS LOS	nt 2050 roach Safety or Operational LM/PM) Concern to Mitigate Build)	Mitigation Options (Improvement)	Source	Number of Public Comments	Begin Mile Marker		Count / Type (PDO, INJ, FAT)	Severe / Total LOSS	Safety Ranking (Worst 2020 Severe / LOSS)	Operational Ranking (Worst 2020 LOS)	Public Ranking (Received Comment)	Ability to Implement	Environmental Ranking (Permitting Needs)	Level One Screening Total	Agency Ranking (Planned Improvements)	Resolves Existing Maintenance Issue	Public Ranking (Number of Comments)	Cost Ranking	Consider Land Use Changes in Design	Level Two Screening Total	COMBINED TOTAL
Advance to Level Two			Gillian Avenue CR 78	/				A/B	C/C Reduce left turn SB SH83 crashes	Add turn lanes	Safety Assessment Public Comment	68	37.82	37.82	13 INT (5, 7, 1)	INT IV/IV	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	High	Yes	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	55	155
Advance to Level Two			Gillian Avenue CR 78	/				A/B	C/C Heavy traffic	Add median	Public Comment	7	37.82	37.82	13 INT (5, 7, 1)	INT IV/IV	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	Medium	No	1-9 comments received	Under \$250k	No - no changes to consider during design	52	152
Advance to Level Two			Gillian Avenue CR 78	/				A/B	C/C Reduce left turn SB SH83 crashes	Add accel / decel lanes	Safety Assessment Public Comment	13	37.82	37.82	13 INT (5, 7, 1)	INT IV/IV	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	High	Yes	10-19 comments received	\$250k - \$1M	No - no changes to consider during design	45	145
Advance to Level Two			Gillian Avenue CR 78	/				A/B	C/C Reduce crashes in all directions experient	red Roundabout	Safety Assessment	0	37.82	37.82	13 INT (5, 7, 1)	INT IV/IV	IV	В	No	Stand alone package	CatEx (substantial permitting) or EA	82	Low	No	None	Over \$1M	Yes - consider land use changes in design	4	86
Advance to Level Two			Oak Springs Tr	ail				A/B	Northbound right turns and overtaking vi C/C cross the double yellow line and Southboulefts are also overtaken		Public Comment	10	36.88	36.88		CORRIDOR POINT	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	Medium	No	10-19 comments received	\$250k - \$1M	No - no changes to consider during design	36	136
Advance to Level Two			Oak Springs Tr	ail				A/B	C/C Passing	Add passing lanes	Public Comment	9	36.88	36.88		CORRIDOR POINT	IV	В	Yes	Combine into package	CatEx (non-substantial permitting)	100	Medium	Yes	1-9 comments received	\$250k - \$1M	No - no changes to consider during design	31	131
Advance to Level Two		37	E. Greenland Road					A/B	C/C Heavy traffic: PC - head on collisions	Add accel / decel lanes	Public Comment	10	36.33	36.33	0 INT (0, 0, 0)	INT II/II	ш	В	Yes	Combine into package	CatEx (non-substantial permitting)	60	Medium	No	10-19 comments received	Under \$250k	No - no changes to consider during design	61	121
dvance to Level		30							Dangerous/Illegal passing	Add passing lanes	Public Comment	19	35.00	35.00		CORRIDOR POINT	Ш	D	Yes	Combine into package	CatEx (substantial permitting) or EA	71	High	Yes	10-19 comments received	\$250k - \$1M	Yes - consider land use changes in design	36	107
Advance to Level Two		17e, 17w	E. Jones Road					A/A	C/B Left turns are difficult to make	Add turn lanes	Public Comment	40	33.69	33.69	1 INT (0, 1, 0)	INT II/II	П	А	Yes	Combine into package	CatEx (non-substantial permitting)	55	Medium	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	46	101
Advance to Level Two			E. Jones Road					A/B	C/C Prevent run off the road crashes	Add shoulders (include other mitigation such a	Safety Assessment Public Comment	48	33.51	37.82		SEGMENT III / III	III	В	Yes	Combine into package	CatEx (substantial permitting) or EA	66	High	Yes	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in	46	112
Advance to Level Two								A/B	Prevent run off the road crashes C/C Prevent head on crashes and crossing the	rumble strips and safety edge) Centerline rumble strips	Safety Assessment	0	33.51	37.82		SEGMENT III / III	III	В	No	Stand alone package	CatEx (internal - no permitting)	61	High	No	None	Under \$250k	No - no changes to consider during design	56	117
Advance to Level Two								A/A	centerline C/C Roadside hazards	Upgrade culverts for a safer clear zone	Safety Assessment	0	32.98	33.41		CORRIDOR POINT	IV	A	No	Combine into package	CatEx (non-substantial permitting)	91	High	Yes	None	\$250k - \$1M	No - no changes to consider during	35	126
Advance to Level Two								A/A	Roadside Hazards	Spot Cable Rail Addition	Safety Assessment	0	32.15	32.61		CORRIDOR POINT	IV	A	No	Combine into package	CatEx (non-substantial permitting)	91	High	Yes	None	Under \$250k	No - no changes to consider during	60	151
Advance to Level Two		9e, 9w	Lorraine Road, S. Arfsten Roa	,				A/A	C/C Heavy traffic Reduce NB SH83 left turn crashes	Add turn lanes	Public Comment	24	31.90	31.90	4 INT (1, 2, 1)	INT IV/III	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	95	Medium	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during	46	141
Advance to Level Two		9e, 9w	Lorraine Road, S. Arfsten Roa	,				A/A	C/C No gaps to turn onto highway and danger slow to turn off		Public Comment	16	31.90	31.90	4 INT (1, 2, 1)	INT IV/III	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	95	Medium	No	10-19 comments received	\$250k - \$1M	No - no changes to consider during	36	131
Advance to Level Two		9e, 9w	Lorraine Road,	′.				A/A	c/c		Public Comment	1	31.90	31.90	4 INT (1, 2, 1)	INT IV/III	IV	A	Yes	Combine into package	CatEx (substantial permitting) or EA	91	Medium	No	1-9 comments received	\$250k - \$1M	Yes - consider land use changes in	18	109
Advance to Level Two		2	S. Arfsten Roa E. Granada Drive/ El Dorad	do				A/A	Heavy traffic Public comments - add turn lanes or	Widen shoulders	Public Comment	3	30.50	30.50	0 TOT (0, 0, 0)	Used LOSS III	Ш	A	Yes	Combine into package	CatEx (non-substantial permitting)	65	Medium	No	1-9 comments received	\$250k - \$1M	No - no changes to consider during	27	92
Advance to Level Two			way					B/C	Right in right out and exit to Palmer Road D/D Narrow bridges constrict widths, cause		Tool Box Public Comment	2	30.20	50.75		SEGMENT III / III	Ш	с	Yes	Combine into package	CatEx (substantial permitting) or EA	71	High	No	1-9 comments received	Over \$1M	Yes - consider land use changes in	14	85
Advance to Level					Corridor			B/C		on the Extend the ITS fiber from Franktown to County	/ Tool Box	0	30.20	50.75		SEGMENT III / III	III	с	No	Stand alone package	CatEx (substantial permitting) or EA	57	Medium	Yes	None	\$250k - \$1M	Yes - consider land use changes in	21	78
Advance to Level Two					Corridor			B/C	corridor P/D Reduce driver frustration by adding passi		Safety Assessment	. 0	30.20	50.75		SEGMENT III / III	Ш	с	No	Stand alone package	CatEx (substantial permitting) or EA	57	Low	No	None	\$250k - \$1M	Yes - consider land use changes in	13	70
Advance to Level					Corridor			B/C	lanes D/D	Swedish 2+1 Cross Section (4-locations) Electronic signs activate when I-25 is closed or	Tool Box	0	30.20	50.50		SEGMENT III / III	III	c	No	Combine into package	CatEx (internal - no permitting)	76	High	Yes	None	Under \$250k	No - no changes to consider during	60	136
Advance to Level Two					Corridor			B/C	Road closure enforcement	when SH 83 is closed Review locations for road closures on SH83,	Tool Box	0	30.20	50.50		SEGMENT III / III	III	c	No	Combine into package	CatEx (non-substantial permitting)	71	High	Yes	None	Under \$250k	No - no changes to consider during	60	131
Advance to Level					Corridor			B/C	Road closure enforcement D/D Improve maintenances ability to monitor		Tool Box	0	30.20	50.50		SEGMENT III / III	III	с	No	Combine into package	CatEx (non-substantial permitting)	71	High	Yes	None	Under \$250k	No - no changes to consider during	60	131
Advance to Level					Corridor			B/C	conditions D/D	Install RWIS Stations	Tool Box	0	30.20	50.50		SEGMENT III / III	III	с	No	Combine into package	CatEx (non-substantial permitting)	71	High	Yes	None	Under \$250k	No - no changes to consider during	60	131
Advance to Level					Corridor			B/C	Improve roadside safety	Restore or add a Safety Edge when possible Install by-pass left turn lanes at low volume lef	Tool Box t Public Comment	23	30.20	50.50		SEGMENT III / III	III	c	Yes	Combine into package	CatEx (substantial permitting) or EA	71	High	Yes	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in	46	117
Advance to Level					Corridor			B/C	Prevent head-on crashes	turn lanes	Public Comment	138	30.20	50.50		SEGMENT III / III	III	c	Yes	Combine into package	CatEx (substantial permitting) or EA	71	Medium	Yes	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in	41	112
Advance to Level Two					Corridor			B/C	Reduce head-on crashes D/D Enhance incident response, road and we		Tool Box Public Comment	2	30.20	50.50		SEGMENT III / III	III	с	Yes	Combine into package	CatEx (non-substantial permitting)	75	High	Yes	1-9 comments received	\$250k - \$1M	No - no changes to consider during	36	111
Advance to Level					Corridor			B/C	conditions and public viewing of road cor	Shoulder drops offs are due to erosion, use a	Tool Box Public Comment	9	30.20	50.50		SEGMENT III / III	III	c	Yes	Combine into package	CatEx (non-substantial permitting)	75	High	Yes	1-9 comments received	\$250k - \$1M	No - no changes to consider during	36	111
Advance to Level					Corridor			B/C	Reduce roadside hazards D/D Shoulder allow cyclists and vehicles to sh		Public Comment	23	30.20	50.50		SEGMENT III / III	III	c	Yes	Combine into package	CatEx (substantial permitting) or EA	71	Medium	No	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in	37	108
Advance to Level					Corridor			B/C	road without conflicts 7/D Shoulders improved bicycle safety and all	Add Shoulders on future projects and overlays ow	Public Comment	24	30.20	50.50		SEGMENT III / III	III	С	Yes	Combine into package	CatEx (substantial permitting) or EA	71	Medium	Yes	20 or more comments received	Over \$1M	design Yes - consider land use changes in	32	103
Advance to Level					Corridor			B/C	vehicles to pass	Add Shoulder(s) on climb lane up-hill Widen shoulders for a safe pull off (create	Tool Box Public Comment	38	30.20	50.50		SEGMENT	III	c	Yes	Combine into package	CatEx (substantial permitting) or EA	71	Medium	Yes	20 or more comments received	Over \$1M	design Yes - consider land use changes in	32	103
Advance to Level					Corridor				Driveways are difficult to turn into	standard) Reduce Lane from 12' to 11', increase shoulde		5		50.50		SEGMENT III / III	Ш	c	Yes	Stand alone package	CatEx (non-substantial permitting)	65	Low	Yes	1-9 comments received	Under \$250k	design No - no changes to consider during	52	117
Advance to Level					Corridor				Narrow shoulders on SH83	by 1' on the left and right Upgrade guardrail and culverts for a safer clear		0		50.50		SEGMENT	III	С	No	Combine into	CatEx (substantial	67	High	Yes	None	\$250k - \$1M	design Yes - consider land use changes in	26	93
Two Advance to Level					Corridor				Reduce roadside hazards	zone, flatten side slopes Vehicle pull offs to pass slow vehicles when a	Public Comment			50.50		SEGMENT	III	c	Yes	Combine into	CatEx (substantial	71	Medium	Yes	1-9 comments	\$250k - \$1M	design Yes - consider land use changes in	22	93
Two Advance to Level					Corridor				Reduces head on crashes	passing lane cannot be built	Public Comment	60		50.50		SEGMENT		С	Yes	package Stand alone package	permitting) or EA CatEx (substantial	61	Medium	Yes	received 20 or more comments	\$250k - \$1M	design Yes - consider land use changes in	41	102
Two Advance to Level					Corridor				Prevent wildlife interactions	Install wildlife fence Add shoulders (include other mitigation such a	Safety Assessment	57		33.50		III / III		A	Yes	Combine into	permitting) or EA CatEx (substantial	61	High	Yes	received 20 or more comments	\$250k - \$1M	design Yes - consider land use changes in	46	107
Two Advance to Level									Prevent run off the road crashes C/C Prevent head on crashes and crossing the	rumble strips and safety edge)	Public Comment Safety Assessment	-		33.50		III / III SEGMENT		A	No	package Stand alone package	permitting) or EA CatEx (internal - no	56	High	Yes	received	Under \$250k	design No - no changes to consider during	60	116
Two Advance to Level									centerline	Centerline rumble strips	Tool Box	0				111/111		A	No	Stand alone package	permitting) CatEx (non-substantial	31	Low	No	None	Over \$1M	design No - no changes to consider during	13	44
Two Advance to Level									Approach Turn crashes	New Jersey Jug Hangle											permitting) CatEx (non-substantial						design No - no changes to		
Two								A/A	Approach Turn crashes	Michigan Left Turn	Tool Box	0						A	No	Stand alone package	permitting)	31	Low	No	None	Over \$1M	consider during design	13	44