

**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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OVERALL MITIGATION TABLE

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																										
			Existing Type of Intersection				Access Control												Existing Environmental 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
Early Package Signing		#	Y	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	110	0	110
Early Package Signal Timing		#	Y	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
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
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 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
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	110	0	110
Study (Not Project)		#	Y	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	Y	67	0	67
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
Advance to Level 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	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	101	52	153
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
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	Y	87	4	91
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 III / II	N	N	N	N	N	32	0	32
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 III / II	N	N	N	N	N	36	0	36
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 III / II	N	N	N	N	N	66	0	66
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
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
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
Study (ACP)		87e			Field Access		Unsignalized Full Movement	3/4 Movement, U-turns allowed with future median	A/A	B/C			Access Control Plan	0	52.85	52.85		CORRIDOR POINT IV / III	N	N	N	Y	N	57	0	57
Study (ACP)		87w			Field Access		Unsignalized Full Movement	3/4 Movement, U-turns allowed with future median	A/A	B/C			Access Control Plan	0	52.85	52.85		CORRIDOR POINT IV / III	N	N	N	Y	N	57	0	57
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	Y	N	95	0	95
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	Y	N	95	0	95
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	Y	N	95	0	95
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	Y	N	80	0	80
Early Package Signing		89	Y	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
Advance to Level Two		89	Y	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	Y	N	Y	N	61	31	92
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	Y	N	67	0	67
Study (ACP)		91			Residential		Unsignalized Full Movement	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 IV / III	N	N	N	Y	Y	100	0	100
Study (ACP)		92			No Access		Closed	Closed	B/B	C/C			Access Control Plan	0	52.46	52.46		CORRIDOR POINT IV / III	N	N	N	Y	N	67	0	67
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		CORRIDOR POINT IV / III	N	N	N	Y	Y	67	0	67
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		CORRIDOR POINT IV / IV	N	N	N	Y	Y	67	0	67
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		CORRIDOR POINT IV / IV	N	N	N	Y	Y	67	0	67
Study (Not Project)		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	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 IV / IV	N	Y	N	Y	Y	66	0	66

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			Existing Type of Intersection				Access Control											Existing Environmental 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
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	B/B	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
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	B/B	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
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	Y	105	0	105
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
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	Y	Y	66	0	66
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	Y	Y	62	0	62
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
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 turn lanes	Public Comment	13	51.95	51.95		CORRIDOR POINT IV / IV	N	N	N	Y	Y	100	36	136
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	Y	Y	86	23	109
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	Y	Y	67	0	67
Study (ACP)		98e			Commercial Business	Douglas County Schools Operations and Maintenance Yard	Unsignalized Full Movement	Unsignalized Full Movement	B/B	C/C			Access Control Plan	0	51.83	51.83		CORRIDOR POINT IV / IV	N	N	N	Y	Y	67	0	67
Study (ACP)		98w			Commercial Business	Quality Landscape and Soil Products	Unsignalized Full Movement	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	Y	Y	105	0	105
Study (ACP)		98w			Commercial Business		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	51.82		CORRIDOR POINT IV / IV	N	N	N	Y	Y	100	0	100
Study (ACP)		99			Commercial Business	CDOT 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	Y	Y	67	0	67
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
DCO Package		101		E. Park Drive			Unsignalized Full Movement	3/4 Movement	B/B	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
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		Access Control Plan	0	51.63	51.63	6 INT (3, 3, 0)	INT III / IV	N	N	N	Y	N	101	0	101
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	105	0	105
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
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	Y	Y	100	0	100
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		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

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			Existing Type of Intersection				Access Control												Existing Environmental 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	
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	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	
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	Y	N	65	0	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	Y	Y	60	0	60	
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	Y	Y	60	0	60	
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	Y	Y	135	27	162	
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*	Y	Y	N	N	Y	101	0	101	
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	
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	
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	Y	Y	67	0	67	
Study (Not Project)												Reduce speed limit (55mph or less)	Public Comment	45	50.90	53.86		SEGMENT IV* / III*	N	N	N	N	N	66	0	66	
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	Y	Y	67	0	67	
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	Y	Y	67	0	67	
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	Y	Y	100	0	100	
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			Access Control Plan	0	50.81	50.81		CORRIDOR POINT IV / IV	N	N	N	Y	Y	67	0	67	
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	50.81		CORRIDOR POINT IV / IV	N	N	N	Y	Y	67	0	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 IV / III	N	N	N	Y	Y	67	0	67	
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 IV / III	N	N	N	Y	Y	67	0	67	
Study (ACP)		105e, 105w	Y	SH 86			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	Y	Y	80	0	80	
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	Y	N	76	0	76	
Study (Not Project)		105e, 105w	Y	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	Y	Y	41	0	41	
Advance to Level Two		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	Y	Y	80	46	126	
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F	Turning cars cut off oncoming traffic	Add merge lanes	Public Comment	15	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	75	36	111	
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations	Install signal with mast arm poles	Tool Box	0	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	76	26	102	
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations	Roundabout	Tool Box Public Comment	4	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	61	5	66	
Study (ACP)						Bayou Gulch to Franktown			E/E	F/F	Reduce conflict points	Combine adjacent access locations	Access Control Plan Public Comment	3	50.75	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	131	0	131	
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*	Y	Y	N	N	Y	97	0	97	
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*	Y	Y	N	N	Y	97	0	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*	Y	Y	N	N	Y	131	46	177	
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	Y	126	56	182	

OVERALL MITIGATION TABLE

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																											
			Existing Type of Intersection				Access Control													Existing Environmental 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	
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	Y	Y	97	0	97	
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	Y	Y	97	0	97	
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	Y	Y	140	52	192	
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	Y	Y	101	0	101	
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	
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	106	0	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 IV / IV	N	N	N	Y	Y	97	0	97	
Study (ACP)		108			N/A		Closed	Closed	E/E	F/F			Access Control Plan	0	50.57	50.57		CORRIDOR POINT IV / IV	Y	N	N	Y	Y	102	0	102	
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	50.55		CORRIDOR POINT IV / IV	N	N	N	Y	Y	102	0	102	
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	Y	Y	102	0	102	
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	50.52		CORRIDOR POINT IV / IV	N	N	N	Y	Y	106	0	106	
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*	Y	Y	N	N	Y	135	76	211	
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*	Y	Y	N	N	Y	131	71	202	
Advance to Level Two									E/E	F/F	Improve roadside safety	Add emergency pullouts	Public Comment	23	50.50	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	131	66	197	
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*	Y	Y	N	N	Y	135	61	196	
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*	Y	Y	N	N	Y	136	60	196	
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*	Y	Y	N	N	Y	136	60	196	
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*	Y	Y	N	N	Y	136	60	196	
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*	Y	Y	N	N	Y	136	56	192	
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*	Y	Y	N	N	Y	131	61	192	
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*	Y	Y	N	N	Y	131	60	191	
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*	Y	Y	N	N	Y	131	60	191	
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*	Y	Y	N	N	Y	131	52	183	
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*	Y	Y	N	N	Y	140	0	140	
Early 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*	Y	Y	N	N	Y	140	0	140	
Study (Not Project)						Corridor			E/E	F/F	Reduce head-on collisions	Remove or Add passing zones (striping)	Public Comment	75	50.50	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	106	0	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*	Y	Y	N	N	Y	136	0	136	
Study (ACP)						Corridor			E/E	F/F	Reduce roadside hazards	Relocate mail boxes from ROW	Access Control Plan	0	50.50	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	136	0	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*	Y	Y	N	N	Y	136	0	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*	Y	Y	N	N	Y	136	0	136	
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*	Y	Y	N	N	Y	136	0	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*	Y	Y	N	N	Y	136	0	136	

OVERALL MITIGATION TABLE

SH 83 Operations and Safety Analysis Mitigation Table																										
Date: March 29, 2022																										
			Existing Type of Intersection				Access Control												Existing Environmental 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
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*	Y	Y	N	N	Y	140	0	140
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*	Y	Y	N	N	Y	97	0	97
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*	Y	Y	N	N	Y	136	0	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*	Y	Y	N	N	Y	136	0	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*	Y	Y	N	N	Y	140	0	140
Study (Not Project)									E/E	F/F	Improve operations and safety	Make SH 83 4 lanes	Public Comment	344	50.50	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	97	0	97
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	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	131	42	173
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*	Y	Y	N	N	Y	131	37	168
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*	Y	Y	N	N	Y	131	37	168
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*	Y	Y	N	N	Y	131	33	164
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*	Y	Y	N	N	Y	125	52	177
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
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 Memo Dated Sept 19 2014 Franktown Village	0	50.45	50.45		CORRIDOR POINT IV / IV	N	N	N	N	Y	67	0	67
Study (ACP)		112			No Access		No Access	Potentially Signalized Full Movement	B/C	D/D			Access Control Plan	0	50.39	50.39		CORRIDOR POINT IV / IV	N	N	N	Y	N	72	0	72
Study (ACP)		121			No Access		No Access	Potentially Signalized Full Movement	B/C	D/D			Access Control Plan	0	50.39	50.39		CORRIDOR POINT IV / IV	N	N	N	Y	N	72	0	72
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	50.37		CORRIDOR POINT IV / IV	N	N	N	Y	Y	72	0	72
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	50.37		CORRIDOR POINT IV / IV	N	N	N	Y	Y	72	0	72
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	50.30		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	72	0	72
Advance to Level Two		115			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Extend turn lane	School Meeting	20	50.25	50.25		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	105	76	181
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 IV / IV	N	N	N	Y	N	106	56	162
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	50.25		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	105	51	156
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	Y	N	110	0	110
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	Y	N	Y	Y	71	0	71
Study (Not Project)		115			School Access	Franktown Elementary			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	Y	N	Y	Y	76	0	76
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	Add shoulders	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Y	61	56	117
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
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
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 static signing	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	N	66	0	66
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	Prohibit trucks from using this residential route	Public comment	3	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Y	36	0	36
Advance to Level Two		116e, 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	N	N	N	N	Y	65	51	116
Advance to Level Two		116e, 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	N	N	N	N	Y	65	36	101
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	Y	51	9	60

OVERALL MITIGATION TABLE

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																											
			Existing Type of Intersection				Access Control													Existing Environmental 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	
Study (ACP)		99				Franktown Seventh Day Adventist Church							Access Control Plan	0	49.50	49.50		CORRIDOR POINT III / III						21	0	21	
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	
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	Y	N	N	N	Y	91	22	113	
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 III / III						70	0	70	
Study (Not Project)											Unsafe corner	Lower the speed limit	Public Comment	2	48.50	48.50		CORRIDOR POINT III / III						36	0	36	
Study (ACP)		92			Private Drive								Access Control Plan	0	48.25	48.25		CORRIDOR POINT III / II						21	0	21	
Study (ACP)		91			Private Drive								Access Control Plan	0	48.05	48.05		CORRIDOR POINT III / II						21	0	21	
Advance to Level Two											Reduce SB backups	Add climbing lane/passing lane	Public Comment	34	48.00	49.00		CORRIDOR POINT III / III						81	33	114	
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 III / II						70	0	70	
Advance to Level Two									A/A	C/C		Spot Cable Rail Addition	Safety Assessment	0	47.30	48.20		CORRIDOR POINT III / II	Y	N	N	N	Y	61	60	121	
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 / II						81	18	99	
Study (ACP)		89			Private Drive								Access Control Plan	0	47.20	47.20		CORRIDOR POINT III / II						21	0	21	
Study (ACP)		88e, 88w			Private Drive								Access Control Plan	0	47.15	47.15		CORRIDOR POINT III / II						21	0	21	
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 II / II	Y	N	Y	N	N	26	0	26	
Study (Not Project)		85		Steeplechase Drive					A/A	B/B		Reduce speed to 55mph here	Public Comment	1	46.72	46.72		CORRIDOR POINT II / II	N	N	N	N	N	26	0	26	
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 II / II	N	N	N	N	N	60	27	87	
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	
						Cherry Creek								0	46.30	46.30		CORRIDOR POINT II / II						10	0	10	
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 II / II						60	0	60	
Early Package Signing											Big elk crossing area here.	Install wildlife crossing signs	Public Comment	16	45.50	45.50		CORRIDOR POINT II / II						60	0	60	
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	Y	Y	Y	N	Y	101	46	147	
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	Y	Y	N	Y	96	56	152	
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 II / II	N	Y	N	N	N	21	0	21	
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 II / II	N	Y	N	N	N	60	0	60	
Advance to Level Two		79				Prairie Canyon Ranch					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 III / II						85	57	142	
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 III / II						70	0	70	
Study (ACP)		78			Private Drive								Access Control Plan	0	43.75	43.75		CORRIDOR POINT III / II						21	0	21	
Study (ACP)		77			Private Drive								Access Control Plan	0	43.60	43.60		CORRIDOR POINT II / II	N	Y	N	N	N	11	0	11	

OVERALL MITIGATION TABLE

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																											
			Existing Type of Intersection				Access Control													Existing Environmental 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	
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 II / II	N	N	N	N	N	56	0	56	
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	Y	Y	N	Y	Y	66	71	137	
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	Y	Y	N	Y	Y	61	60	121	
Early Package Signing		73		Lake Gulch Road					B/B	C/D	Advance street name signing reduces indecisiveness and slowing that causes rear-end collisions	Install advance street name signing	Safety Assessment	7	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	N	65	0	65	
Early Package Signing		73		Lake Gulch Road					B/B	C/D	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced static signing	Safety Assessment	0	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	N	61	0	61	
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	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Y	65	0	65	
Study (Not Project)		73		Lake Gulch Road					B/B	C/D	Increased traffic	Add new signal	Public Comment	2	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Y	26	0	26	
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	60	46	106	
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	60	36	96	
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	46	50	96	
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	46	5	51	
Advance to Level Two						Antelope Creek					Poor visibility for passing	Add passing lane	Public Comment	22	41.25	41.25		CORRIDOR POINT III / III						75	55	130	
						West Cherry Creek								0	40.75	40.75		CORRIDOR POINT IV / III						50	0	50	
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	N	N	N	N	Y	70	46	116	
Early Package Signing				S. Russellville Road					B/B	C/C	Side road detection to warn oncoming traffic	Install advance street name signing	Safety Assessment	0	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	N	71	0	71	
Early Package Signing				S. Russellville Road					B/B	C/C	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced static signing	Safety Assessment	0	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	N	71	0	71	
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 turn lanes	Public Comment	4	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	Y	70	27	97	
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	N	N	N	N	Y	56	31	87	
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 III / III	Y	Y	N	N	Y	105	37	142	
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 III / II						85	57	142	
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 / II						85	42	127	
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	65	56	121	
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	
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	
Study (ACP)		50			Utility Access								Access Control Plan	0	38.40	38.40		CORRIDOR POINT III / III						21	0	21	
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 III / III	N	N	N	N	N	66	57	123	
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 III / III	N	N	N	N	Y	70	51	121	
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 III / III	N	N	N	N	Y	70	51	121	
Early Package Signing					School Access	Cherry Valley Elementary School			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 III / III	N	N	N	N	N	75	0	75	
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 III / III	N	N	N	N	Y	36	0	36	
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	Y	Y	Y	Y	Y	66	71	137	

OVERALL MITIGATION TABLE

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																										
			Existing Type of Intersection				Access Control												Existing Environmental 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
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	Y	Y	Y	Y	Y	61	60	121
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
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
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	100	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	N	N	N	N	Y	100	45	145
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	Y	66	0	66
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	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	71	0	71
Early Package Signing				Gillian Avenue/ CR 78					A/B	C/C	Speeding	Have yellow light flashing at all times	Public Comment	1	37.82	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	105	0	105
Early Package Signing				Gillian Avenue/ CR 78					A/B	C/C	Speeding	Install advance street name signing	Safety Assessment	0	37.82	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	101	0	101
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	82	4	86
						Crowfeet Creek								0	37.40	37.40		CORRIDOR POINT IV / IV						50	0	50
Advance to Level Two				Oak Springs Trail					A/B	C/C	Northbound right turns and overtaking vehicles 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	100	36	136
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
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	60	61	121
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
				Christmas Tree Lane										0	35.75	35.75		CORRIDOR POINT III / II						20	0	20
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	35.60		CORRIDOR POINT III / II						70	0	70
Advance to Level Two		30									Dangerous/Illegal passing	Add passing lanes	Public Comment	19	35.00	35.00		CORRIDOR POINT II / II						71	36	107
Study (AMP)				Elliott Drive										0	34.75	34.75		CORRIDOR POINT II / II						21	0	21
Study (AMP)				Riley Drive										0	34.60	34.60		CORRIDOR POINT II / II						21	0	21
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
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
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	55	46	101
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	21	0	21
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	66	46	112
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	61	56	117
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
Study (ACP)		15										Add passing lane	Public Comment	7	33.30	33.33		CORRIDOR POINT IV / IV						111	0	111
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
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
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

OVERALL MITIGATION TABLE

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																										
			Existing Type of Intersection				Access Control												Existing Environmental 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
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
						Elk Creek								0	32.25	32.25		CORRIDOR POINT IV / IV						50	0	50
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
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
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
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
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
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
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 III / III						27	0	27
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 III / II						70	0	70
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
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
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
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 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
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
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	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
Early Package Signing		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C	Reduce broadside and approach turn crashes	Fix EB Palmer Divide Avenue stop sign and beacon	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
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	N	N	N	N	N	100	0	100
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	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	95	0	95
Study (Not Project)		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C	Heavy truck traffic	Limit truck traffic to local deliveries only	Public Comment	3	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	66	0	66
Study (Not Project)		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C	Light pollution to neighboring houses	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 into the local houses.	Public Comment	3	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	66	0	66
R2 Package		1e, 1w	Y	E. Palmer Divide Avenue					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	81	0	81
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	50.75		SEGMENT III / III	Y	Y	Y	Y	Y	71	14	85
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	Y	Y	Y	Y	57	21	78
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	Y	Y	Y	57	13	70
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	Y	Y	Y	Y	Y	66	0	66
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	Y	Y	Y	76	60	136
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	Y	Y	Y	Y	71	60	131

OVERALL MITIGATION TABLE

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																										
			Existing Type of Intersection				Access Control												Existing Environmental 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
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	71	60	131
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	71	60	131
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	Y	Y	Y	Y	71	46	117
Advance to Level Two						Corridor			B/C	D/D	Reduce head-on crashes	Add a passing lane	Public Comment	138	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	71	41	112
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	Y	Y	Y	Y	Y	75	36	111
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	Y	Y	Y	Y	Y	75	36	111
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	Y	Y	Y	Y	Y	71	37	108
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	Y	Y	Y	Y	Y	71	32	103
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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	71	32	103
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	Y	Y	Y	Y	Y	65	52	117
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	Y	Y	Y	Y	Y	67	26	93
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	Y	Y	71	22	93
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	Y	Y	Y	Y	Y	61	41	102
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	Y	Y	Y	Y	Y	37	0	37
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	Y	Y	Y	Y	Y	80	0	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	Y	Y	Y	Y	Y	80	0	80
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	Y	Y	Y	Y	Y	42	0	42
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	Y	Y	Y	Y	Y	76	0	76
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	Y	Y	Y	Y	Y	80	0	80
Study (Not Project)						Corridor			B/C	D/D	Provide lighting at major intersections for added visibility at night and inclement weather	Add intersection lighting	Tool Box	0	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	42	0	42
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	Y	Y	76	0	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	Y	Y	Y	Y	Y	76	0	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	Y	Y	Y	Y	Y	76	0	76
Study (Not Project)						Corridor			B/C	D/D	Increase cyclist safety	Encourage use of Russellville Road as a parallel route to SH83	Public Comment	3	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	46	0	46
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	Y	Y	Y	Y	Y	80	0	80
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	Y	Y	Y	Y	Y	76	0	76
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	Y	Y	Y	Y	Y	76	0	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	Y	Y	Y	Y	Y	76	0	76
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
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	Y	Y	N	N	Y	67	0	67
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	Y	Y	Y	Y	Y	37	0	37
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	70	0	70
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	36	0	36
Study (Not Project)						Corridor						Restrict truck traffic	Public Comment	10	30.20	50.50		SEGMENT III / III	N	N	N	N	N	36	0	36
Study (Not Project)						Corridor						Increase Police Presence	Public Comment	157	30.20	50.50		SEGMENT III / III	N	N	N	N	N	36	0	36

OVERALL MITIGATION TABLE

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																											
			Existing Type of Intersection				Access Control													Existing Environmental 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	
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	
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	36	0	36	
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	Y	Y	Y	61	46	107	
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	Y	Y	Y	Y	56	60	116	
Advance to Level Two									A/A	C/C	Approach Turn crashes	New Jersey Jug Hangle	Tool Box	0										31	13	44	
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													
Advance to Level Two									A/A	C/C	Approach Turn crashes	Michigan Left Turn	Tool Box	0										31	13	44	
Study (Not Project)									A/A	B/B	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	Y	Y	Y	Y	Y	36	0	36	

UNIQUE ID (for tracking)

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Level One Screening Results

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control										Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)		
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, INI, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preamble 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
Early Package Signing		#	Y	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		#	Y	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	III	E	Yes	Combine into package	CatEx (internal - no permitting)	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	III	E	Yes	Not a package	CatEx (internal - no permitting)	76	3
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 or improve medians	School Meeting	0	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	III	E	No	Not a package	CatEx (internal - no permitting)	72	4
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	III	E	Yes	Combine into package	CatEx (internal - no permitting)	110	5
Study (Not Project)		#	Y	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	Y	III	E	Yes	Not a package	CatEx (substantial permitting) or EA	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	III	E	Yes	Not a package	CatEx (internal - no permitting)	76	7
Advance to Level 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	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	III	E	No	Combine into package	CatEx (non-substantial 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	III	E	No	Not a package	CatEx (substantial permitting) or EA	63	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	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 III / II	N	N	N	N	N	III	A	No	Not a package	CatEx (internal - no permitting)	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 III / II	N	N	N	N	N	III	A	Yes	Not a package	CatEx (internal - no permitting)	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 III / II	N	N	N	N	N	III	A	No	Combine into package	CatEx (internal - no permitting)	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	III	A	Yes	Combine into package	CatEx (internal - no permitting)	70	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	IV	A	No	Not a package	CatEx (internal - no permitting)	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	IV	A	No	Not a package	CatEx (internal - no permitting)	62	16
Study (ACP)		87e			Field Access		Unsignalized Full Movement	3/4 Movement, U-turns allowed with future median	A/A	B/C			Access Control Plan	0	52.85	52.85		CORRIDOR POINT IV / III	N	N	N	Y	N	IV	A	No	Not a package	CatEx (non-substantial permitting)	57	17
Study (ACP)		87w			Field Access		Unsignalized Full Movement	3/4 Movement, U-turns allowed with future median	A/A	B/C			Access Control Plan	0	52.85	52.85		CORRIDOR POINT IV / III	N	N	N	Y	N	IV	A	No	Not a package	CatEx (non-substantial permitting)	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	Y	N	IV	A	Yes	Combine into package	CatEx (non-substantial 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	Y	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	Y	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	Y	N	III	C	Yes	Combine into package	CatEx (internal - no permitting)	80	22
Early Package Signing		89	Y	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	III	C	No	Combine into package	CatEx (internal - no permitting)	76	23
Advance to Level Two		89	Y	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	Y	N	Y	N	III	C	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	Y	N	IV	B	No	Not a package	CatEx (internal - no permitting)	67	25
Study (ACP)		91			Residential		Unsignalized Full Movement	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 IV / III	N	N	N	Y	Y	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100	26
Study (ACP)		92			No Access		Closed	Closed	B/B	C/C			Access Control Plan	0	52.46	52.46		CORRIDOR POINT IV / III	N	N	N	Y	N	IV	B	No	Not a package	CatEx (internal - no permitting)	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		CORRIDOR POINT IV / III	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	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		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	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		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67	30
Study (Not Project)		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	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 IV / IV	N	Y	N	Y	Y	IV	B	Yes	Not a package	CatEx (non-substantial permitting)	66	31
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	B/B	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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100	32
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	B/B	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	IV	B	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	Y	Y	IV	B	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 / III						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	35

Level One Screening Results

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																													
			Existing Type of Intersection				Access Control									Existing Environmental 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, INI, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preamble 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
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	Y	Y	IV	B	Yes	Not a package	CatEx (non-substantial permitting)	66
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	Y	Y	IV	B	No	Not a package	CatEx (non-substantial permitting)	62
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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
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 turn lanes	Public Comment	13	51.95	51.95		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
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	Y	Y	IV	B	Yes	Stand alone package	CatEx (substantial permitting) or EA	86
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	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67
Study (ACP)		98e			Commercial Business	Douglas County Schools Operations and Maintenance Yard	Unsignalized Full Movement	Unsignalized Full Movement	B/B	C/C			Access Control Plan	0	51.83	51.83		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67
Study (ACP)		98w			Commercial Business	Quality Landscape and Soil Products	Unsignalized Full Movement	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	Y	Y	IV	B	Yes	Combine into package	CatEx (internal - no permitting)	105
Study (ACP)		98w			Commercial Business		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	51.82		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
Study (ACP)		99			Commercial Business	CDOT 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	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67
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	B	No	Not a package	CatEx (internal - no permitting)	67
DCO Package		101		E. Park Drive			Unsignalized Full Movement	3/4 Movement	B/B	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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
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	IV	B	No	Combine into package	CatEx (internal - no permitting)	101
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	B	Yes	Combine into package	CatEx (internal - no permitting)	105
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	IV	B	Yes	Combine into package	CatEx (internal - no permitting)	105
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	Y	Y	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
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	IV	B	No	Combine into package	CatEx (internal - no permitting)	101
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	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	B	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	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	II	B	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	Y	Y	II	B	Yes	Combine into package	CatEx (non-substantial permitting)	60
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	Y	Y	II	B	Yes	Combine into package	CatEx (non-substantial permitting)	60
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	Y	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135
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*	Y	Y	N	N	Y	IV	B	No	Combine into package	CatEx (internal - no permitting)	101
Study (ACP)		103		Kelty Trail				Rt In/Rt Out	B/B	C/C	3/4 Movement		Access Control Plan	0	51.04	51.04		CORRIDOR POINT IV / III	N	N	N	Y	N	IV					50
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	IV	B	No	Not a package	CatEx (internal - no permitting)	67
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	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67

Level One Screening Results

SH 83 Operations and Safety Analysis Mitigation Table																													
Date: March 29, 2022																													
			Existing Type of Intersection				Access Control										Existing Environmental 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, INI, 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
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
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	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67
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	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67
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	Y	Y	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
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			Access Control Plan	0	50.81	50.81		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67
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	50.81		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	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 IV / III	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67
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 IV / III	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67
Study (ACP)		105e, 105w	Y	SH 86			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	Y	Y	III	C	Yes	Combine into package	CatEx (internal - no permitting)	80
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	Y	N	III	C	No	Combine into package	CatEx (internal - no permitting)	76
Study (Not Project)		105e, 105w	Y	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	Y	Y	III	C	Yes	Not a package	CatEx (non-substantial permitting)	41
Advance to Level Two		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	Y	Y	III	C	Yes	Combine into package	CatEx (internal - no permitting)	80
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F	Turning cars cut off oncoming traffic	Add merge lanes	Public Comment	15	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	III	C	Yes	Combine into package	CatEx (non-substantial permitting)	75
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations	Install signal with mast arm poles	Tool Box	0	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	76
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations	Roundabout	Tool Box Public Comment	4	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	III	C	Yes	Stand alone package	CatEx (substantial permitting) or EA	61
Study (ACP)						Bayou Gulch to Franktown			E/E	F/F	Reduce conflict points	Combine adjacent access locations	Access Control Plan Public Comment	3	50.75	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131
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*	Y	Y	N	N	Y	IV	E	Yes	Not a package	CatEx (substantial permitting) or EA	97
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*	Y	Y	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*	Y	Y	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	Y	N	N	Y	IV	E	No	Stand alone package	CatEx (internal - no permitting)	126
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	Y	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97
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	Y	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97
Advance to Level Two		106		S. Kelly 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	Y	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140
Study (ACP)		106		S. Kelly 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	Y	Y	IV	E	Yes	Not a package	CatEx (non-substantial permitting)	101
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	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 IV / IV	N	N	N	Y	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 IV / IV	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97
Study (ACP)		108			N/A		Closed	Closed	E/E	F/F			Access Control Plan	0	50.57	50.57		CORRIDOR POINT IV / IV	Y	N	N	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102
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	50.55		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102
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	Y	Y	IV	E	No	Not a package	CatEx (internal - no permitting)	102
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	50.52		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	E	Yes	Not a package	CatEx (internal - no permitting)	106
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131
Advance to Level Two									E/E	F/F	Improve roadside safety	Add emergency pullouts	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
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136

Level One Screening Results

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control												Existing Environmental 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, INI, 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									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*	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	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (non-substantial permitting)	131	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*	Y	Y	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	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	104
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	105
Early 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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	106
Study (Not Project)						Corridor			E/E	F/F	Reduce head-on collisions	Remove or Add passing zones (striping)	Public Comment	75	50.50	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Not a package	CatEx (internal - no permitting)	106	107
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	108
Study (ACP)						Corridor			E/E	F/F	Reduce roadside hazards	Relocate mail boxes from ROW	Access Control Plan	0	50.50	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	109
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	110
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	111
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	113
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	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*	Y	Y	N	N	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	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*	Y	Y	N	N	Y	IV	E	Yes	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	53.88		SEGMENT IV* / III*	Y	Y	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	53.88		SEGMENT IV* / III*	Y	Y	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	53.88		SEGMENT IV* / III*	Y	Y	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	Add Shoulders on future projects and overlays	Public Comment	33	50.50	53.88		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	53.88		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	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Stand alone package	CatEx (non-substantial permitting)	125	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	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	50.45		CORRIDOR POINT IV / IV	N	N	N	N	Y	IV	C	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	50.39		CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	C	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	50.39		CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	C	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	50.37		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	C	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	50.37		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	C	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	50.30		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	C	No	Not a package	CatEx (internal - no permitting)	72	131
Advance to Level Two		115			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Extend turn lane	School Meeting	20	50.25	50.25		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	C	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	50.25		CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	C	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	50.25		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	C	Yes	Combine into package	CatEx (non-substantial permitting)	105	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	Y	N	IV	C	Yes	Combine into package	CatEx (internal - no permitting)	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	Y	N	Y	Y	IV	C	Yes	Not a package	CatEx (non-substantial permitting)	71	136
Study (Not Project)		115			School Access	Franktown Elementary			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	Y	N	Y	Y	IV	C	Yes	Not a package	CatEx (internal - no permitting)	76	137

Level One Screening Results

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control										Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)		
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
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	Add shoulders	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Y	II	C	No	Combine into package	CatEx (non-substantial permitting)	61	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	II	C	No	Not a package	CatEx (internal - no permitting)	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	II	C	No	Combine into package	CatEx (internal - no permitting)	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 static signing	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	N	II	C	No	Combine into package	CatEx (internal - no permitting)	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	Prohibit trucks from using this residential route	Public comment	3	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Y	II	C	Yes	Not a package	CatEx (internal - no permitting)	36	142
Advance to Level Two		116e, 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	N	N	N	N	Y	II	C	Yes	Combine into package	CatEx (non-substantial permitting)	65	143
Advance to Level Two		116e, 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	N	N	N	N	Y	II	C	Yes	Combine into package	CatEx (non-substantial permitting)	65	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	Y	II	C	Yes	Stand alone package	CatEx (substantial permitting) or EA	51	145
Study (ACP)		99			Church Access	Franktown Seventh Day Adventist Church							Access Control Plan	0	49.50	49.50		CORRIDOR POINT III / III						III		No			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	IV	C	Yes	Combine into package	CatEx (internal - no permitting)	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	Y	N	N	N	Y	IV	C	Yes	Stand alone package	CatEx (substantial permitting) or EA	91	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 III / III						III		Yes	Combine into package	CatEx (internal - no permitting)	70	149
Study (Not Project)											Unsafe corner	Lower the speed limit	Public Comment	2	48.50	48.50		CORRIDOR POINT III / III						III		Yes	Not a package	CatEx (internal - no permitting)	36	150
Study (ACP)		92			Private Drive								Access Control Plan	0	48.25	48.25		CORRIDOR POINT III / II						III		No			21	151
Study (ACP)		91			Private Drive								Access Control Plan	0	48.05	48.05		CORRIDOR POINT III / II						III		No			21	152
Advance to Level Two											Reduce SB backups	Add climbing lane/passing lane	Public Comment	34	48.00	49.00		CORRIDOR POINT III / III						III	D	Yes	Combine into package	CatEx (substantial permitting) or EA	81	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 III / II						III		Yes	Combine into package	CatEx (internal - no permitting)	70	154
Advance to Level Two									A/A	C/C		Spot Cable Rail Addition	Safety Assessment	0	47.30	48.20		CORRIDOR POINT III / II	Y	N	N	N	Y	III	A	No	Combine into package	CatEx (non-substantial permitting)	61	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 / II						III	D	Yes	Combine into package	CatEx (substantial permitting) or EA	81	156
Study (ACP)		89			Private Drive								Access Control Plan	0	47.20	47.20		CORRIDOR POINT III / II						III		No			21	157
Study (ACP)		88e, 88w			Private Drive								Access Control Plan	0	47.15	47.15		CORRIDOR POINT III / II						III		No			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 II / II	Y	N	Y	N	N	II	A	Yes	Not a package	CatEx (internal - no permitting)	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 II / II	N	N	N	N	N	II	A	Yes	Not a package	CatEx (internal - no permitting)	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 II / II	N	N	N	N	N	II	A	Yes	Combine into package	CatEx (internal - no permitting)	60	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	II	A	No	Combine into package	CatEx (internal - no permitting)	56	162
						Cherry Creek								0	46.30	46.30		CORRIDOR POINT II / II						II					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 II / II						II	A	Yes	Combine into package	CatEx (internal - no permitting)	60	164
Early Package Signing											Big elk crossing area here.	Install wildlife crossing signs	Public Comment	16	45.50	45.50		CORRIDOR POINT II / II						II		Yes	Combine into package	CatEx (internal - no permitting)	60	165
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	Y	Y	Y	N	Y	III	E	Yes	Combine into package	CatEx (substantial permitting) or EA	101	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	Y	Y	N	Y	III	E	No	Stand alone package	CatEx (internal - no permitting)	96	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 II / II	N	Y	N	N	N	II	A	Yes	Not a package	CatEx (non-substantial permitting)	21	168
Early Package Signing						Weight Station			A/A	B/B	Public is wondering what this is 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.	Install Signing	Public Comment	4	45.25	45.25		CORRIDOR POINT II / II	N	Y	N	N	N	II	A	Yes	Combine into package	CatEx (internal - no permitting)	60	169
Advance to Level Two		79				Prairie Canyon Ranch						Add turn lanes	Public Comment	4	43.80	43.80		CORRIDOR POINT III / II						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	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 III / II						III		Yes	Combine into package	CatEx (internal - no permitting)	70	171
Study (ACP)		78			Private Drive								Access Control Plan	0	43.75	43.75		CORRIDOR POINT III / II						III		No			21	172

Level One Screening Results

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Study (ACP)		77			Private Drive								Access Control Plan	0	43.60	43.60		CORRIDOR POINT II / II	N	Y	N	N	N	II		No			11	173
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 II / II	N	N	N	N	N	II	A	No	Combine into package	CatEx (internal - no permitting)	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	Y	Y	N	Y	Y	III	B	Yes	Combine into package	CatEx (substantial permitting) or EA	66	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	Y	Y	N	Y	Y	III	B	No	Stand alone package	CatEx (internal - no permitting)	61	176
Early Package Signing		73		Lake Gulch Road					B/B	C/D	Advance street name signing reduces indecisiveness and slowing that causes rear-end collisions	Install advance street name signing	Safety Assessment	7	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	N	II	B	Yes	Combine into package	CatEx (internal - no permitting)	65	177
Early Package Signing		73		Lake Gulch Road					B/B	C/D	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced static signing	Safety Assessment	0	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	N	II	B	No	Combine into package	CatEx (internal - no permitting)	61	178
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	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Y	II	B	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	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Y	II	B	Yes	Not a package	CatEx (non-substantial permitting)	26	180
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	II	B	Yes	Combine into package	CatEx (non-substantial permitting)	60	181
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	II	B	Yes	Combine into package	CatEx (non-substantial permitting)	60	182
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	II	B	Yes	Stand alone package	CatEx (substantial permitting) or EA	46	183
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	II	B	Yes	Stand alone package	CatEx (substantial permitting) or EA	46	184
Advance to Level Two						Antelope Creek					Poor visibility for passing	Add passing lane	Public Comment	22	41.25	41.25		CORRIDOR POINT III / III						III	C	Yes	Combine into package	CatEx (non-substantial permitting)	75	185
						West Cherry Creek								0	40.75	40.75		CORRIDOR POINT IV / III						IV					50	186
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	N	N	N	N	Y	III	B	Yes	Combine into package	CatEx (non-substantial permitting)	70	187
Early Package Signing				S. Russellville Road					B/B	C/C	Side road detection to warn oncoming traffic	Install advance street name signing	Safety Assessment	0	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	N	III	B	No	Combine into package	CatEx (internal - no permitting)	71	188
Early Package Signing				S. Russellville Road					B/B	C/C	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced static signing	Safety Assessment	0	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	N	III	B	No	Combine into package	CatEx (internal - no permitting)	71	189
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 turn lanes	Public Comment	4	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	Y	III	B	Yes	Combine into package	CatEx (non-substantial permitting)	70	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	N	N	N	N	Y	III	B	Yes	Stand alone package	CatEx (substantial permitting) or EA	56	191
Advance to Level Two									E/E	F/F	Increase cyclist safety	Widen shoulders or install separate bike path (Between S. Russellville Road and Upper Lake)	Public Comment	78	40.42	42.33		CORRIDOR POINT III / III	Y	Y	N	N	Y	III	E	Yes	Combine into package	CatEx (non-substantial permitting)	105	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 III / II						III	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 / II						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	C	Yes	Combine into package	CatEx (non-substantial permitting)	65	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	II	B	No	Combine into package	CatEx (internal - no permitting)	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	II	C	Yes	Combine into package	CatEx (non-substantial permitting)	65	197
Study (ACP)		50			Utility Access								Access Control Plan	0	38.40	38.40		CORRIDOR POINT III / III						III		No			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 III / III	N	N	N	N	N	III	B	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 III / III	N	N	N	N	Y	III	B	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 III / III	N	N	N	N	Y	III	B	Yes	Combine into package	CatEx (non-substantial permitting)	70	201
Early Package Signing					School Access	Cherry Valley Elementary School			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 III / III	N	N	N	N	N	III	B	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 III / III	N	N	N	N	Y	III	B	Yes	Not a package	CatEx (non-substantial permitting)	36	203
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	Y	Y	Y	Y	Y	III	B	Yes	Combine into package	CatEx (substantial permitting) or EA	66	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	Y	Y	Y	Y	Y	III	B	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	B	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	B	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	B	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	B	Yes	Combine into package	CatEx (non-substantial permitting)	100	209

Level One Screening Results

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control										Existing Environmental 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, INI, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preamble 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	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	B	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	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	B	Yes	Not a package	CatEx (internal - no permitting)	71	211
Early Package Signing				Gillian Avenue/ CR 78					A/B	C/C	Speeding	Have yellow light flashing at all times	Public Comment	1	37.82	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	B	Yes	Combine into package	CatEx (internal - no permitting)	105	212
Early Package Signing				Gillian Avenue/ CR 78					A/B	C/C	Speeding	Install advance street name signing	Safety Assessment	0	37.82	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	B	No	Combine into package	CatEx (internal - no permitting)	101	213
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	B	No	Stand alone package	CatEx (substantial permitting) or EA	82	214
						Crowfleet Creek								0	37.40	37.40		CORRIDOR POINT IV / IV						IV					50	215
Advance to Level Two				Oak Springs Trail					A/B	C/C	Northbound right turns and overtaking vehicles 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	B	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	B	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	B	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	36.33	0 INT (0, 0, 0)	INT II / II	N	N	N	N	Y	II	B	Yes	Not a package	CatEx (internal - no permitting)	31	219
				Christmas Tree Lane										0	35.75	35.75		CORRIDOR POINT III / II						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	35.60		CORRIDOR POINT III / II						III		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	35.00		CORRIDOR POINT II / II						II	D	Yes	Combine into package	CatEx (substantial permitting) or EA	71	222
Study (AMP)				Elliott Drive										0	34.75	34.75		CORRIDOR POINT II / II						II	C	No			21	223
Study (AMP)				Riley Drive										0	34.60	34.60		CORRIDOR POINT II / II						II	C	No			21	224
Study (Not Project)		23									Poor visibility at night and due to curves in road	Straigten road, add lighting	Public comment	9	34.30	34.30		CORRIDOR POINT II / III						III		Yes	Not a package	CatEx (substantial permitting) or EA	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						III		Yes	Not a package	CatEx (substantial permitting) or EA	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	Y	II	A	Yes	Combine into package	CatEx (non-substantial permitting)	55	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	Y	II	A	Yes	Not a package	CatEx (non-substantial permitting)	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	Y	Y	N	Y	Y	III	B	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	B	No	Stand alone package	CatEx (internal - no permitting)	61	230
Early Package Signing		15									Lots of wildlife is killed crossing at this point.	Install wildlife signing	Public Comment	1	33.30	33.33		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	33.33		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	33.41		CORRIDOR POINT IV / IV	N	Y	N	N	N	IV	A	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	32.40		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 driving	Public Comment	2	32.40	32.40		CORRIDOR POINT IV / IV						IV		Yes	Combine into package	CatEx (internal - no permitting)	100	235
Study (ACP)		11			Private Drive						Illegal passing at curve	Add passing lane	Public Comment	2	32.40	32.40		CORRIDOR POINT IV / IV						IV	D	Yes	Combine into package	CatEx (substantial permitting) or EA	111	236
						Elk Creek								0	32.25	32.25		CORRIDOR POINT IV / IV						IV					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						IV	A	No	Combine into package	CatEx (non-substantial permitting)	91	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						IV	A	No	Combine into package	CatEx (internal - no permitting)	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						IV	A	No	Combine into package	CatEx (internal - no 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	31.90	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	IV	A	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	31.90	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	IV	A	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	A	Yes	Combine into package	CatEx (substantial permitting) or EA	91	243
Study (Not Project)		3			Private Drive						Illegal passing at curve	Restrict passing or widen passing area	Pudic Comment	7	30.78	31.24		CORRIDOR POINT III / III						III		Yes	Not a package	CatEx (substantial permitting) or EA	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 III / II						III		Yes	Combine into package	CatEx (internal - no permitting)	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	III	A	Yes	Combine into package	CatEx (non-substantial permitting)	65	246

Level One Screening Results

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control												Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)
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	
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	III	A	Yes	Not a package	CatEx (internal - no permitting)	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	III	A	Yes	Combine into package	CatEx (non-substantial permitting)	65	248
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 turn lanes	Public Comment	29	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	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	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	95	250
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	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	A	Yes	Combine into package	CatEx (internal - no permitting)	100	251
Early Package Signing		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C	Reduce broadside and approach turn crashes	Fix EB Palmer Divide Avenue stop sign and beacon	Safety Assessment Public Comment	8	30.24	30.24	12 INT (6, 6, 0)	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 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	N	N	N	N	N	IV	A	Yes	Combine into package	CatEx (internal - no permitting)	100	253
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	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	A	Yes	Combine into package	CatEx (non-substantial permitting)	95	254
Study (Not Project)		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C	Heavy truck traffic	Limit truck traffic to local deliveries only	Public Comment	3	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Not a package	CatEx (internal - no permitting)	66	255
Study (Not Project)		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C	Light pollution to neighboring houses	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 into the local houses.	Public Comment	3	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Not a package	CatEx (internal - no permitting)	66	256
R2 Package		1e, 1w	Y	E. Palmer Divide Avenue					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	A	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	50.75		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	Y	Y	Y	Y	III	C	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	Y	Y	Y	III	C	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	50.75		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	Y	Y	Y	Y	III	C	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	C	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	C	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	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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 the road without conflicts	Add Shoulders on future projects and overlays	Public Comment	23	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	Y	Y	III	C	Yes	Combine into package	CatEx (substantial permitting) or EA	71	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	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	76	281

Level One Screening Results

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control											Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)	
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
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	Y	Y	Y	Y	Y	III	C	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	Add intersection lighting	Tool Box	0	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	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	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	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	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	76	286
Study (Not Project)						Corridor			B/C	D/D	Increase cyclist safety	Encourage use of Russellville Road as a parallel route to SH83	Public Comment	3	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	Yes	Not a package	CatEx (internal - no permitting)	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	Y	Y	Y	Y	Y	III	C	Yes	Combine into package	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 static signing	Tool Box	0	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	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	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	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	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	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	III	C	Yes	Not a package	CatEx (internal - no permitting)	46	292
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	Y	Y	N	N	Y	III	E	Yes	Not a package	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	Y	Y	Y	Y	Y	III	C	Yes	Not a package	CatEx (substantial permitting) or EA	37	294
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	III		Yes	Combine into package	CatEx (internal - no permitting)	70	295
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						Increase 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
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	Y	Y	Y	III	A	Yes	Combine into package	CatEx (substantial permitting) or EA	61	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	Y	Y	Y	Y	III	A	No	Stand alone package	CatEx (internal - no permitting)	56	302
Advance to Level Two									A/A	C/C	Approach Turn crashes	New Jersey Jug Handle	Tool Box	0											A	No	Stand alone package	CatEx (non-substantial permitting)	31	303
Early Package Signing						Region 1 Strip Map Updates from October 22 2018					Signing and Striping	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											A	No	Stand alone package	CatEx (non-substantial permitting)	31	305
Study (Not Project)									A/A	B/B	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	Y	Y	Y	Y	Y	III	A	Yes	Not a package	CatEx (internal - no permitting)	36	306

Early Package: Corridor Signing Improvements

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																														
			Existing Type of Intersection				Access Control												Existing Environmental 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	UNIQUE ID (for tracking)
Early Package Signing		#	Y	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 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 III / II	N	N	N	N	N	III	A	No	Combine into package	CatEx (internal - no permitting)	66	13
Early Package Signing		89	Y	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	III	C	No	Combine into package	CatEx (internal - no permitting)	76	23
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	IV	B	No	Combine into package	CatEx (internal - no permitting)	101	52
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*	Y	Y	N	N	Y	IV	B	No	Combine into package	CatEx (internal - no permitting)	101	58
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	105
Early 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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	108
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	110
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	111
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	113
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	114
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	118
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	Y	N	IV	C	Yes	Combine into package	CatEx (internal - no permitting)	110	135
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	II	C	No	Combine into package	CatEx (internal - no permitting)	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 static signing	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	N	II	C	No	Combine into package	CatEx (internal - no permitting)	66	141
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	IV	C	Yes	Combine into package	CatEx (internal - no permitting)	110	147
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 III / III						III		Yes	Combine into package	CatEx (internal - no permitting)	70	149
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 III / II						III		Yes	Combine into package	CatEx (internal - no permitting)	70	154
Early Package Signing											Big elk crossing area here.	Install wildlife crossing signs	Public Comment	16	45.50	45.50		CORRIDOR POINT II / II						II		Yes	Combine into package	CatEx (internal - no permitting)	60	165
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 II / II	N	Y	N	N	N	II	A	Yes	Combine into package	CatEx (internal - no permitting)	60	169
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 II / II	N	N	N	N	N	II	A	No	Combine into package	CatEx (internal - no permitting)	56	174
Early Package Signing		73		Lake Gulch Road					B/B	C/D	Advance street name signing reduces indecisiveness and slowing that causes rear-end collisions	Install advance street name signing	Safety Assessment	7	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	N	II	B	Yes	Combine into package	CatEx (internal - no permitting)	65	177
Early Package Signing		73		Lake Gulch Road					B/B	C/D	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced static signing	Safety Assessment	0	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	N	II	B	No	Combine into package	CatEx (internal - no permitting)	61	178
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	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Y	II	B	Yes	Combine into package	CatEx (internal - no permitting)	65	179
Early Package Signing				S. Russellville Road					B/B	C/C	Side road detection to warn oncoming traffic	Install advance street name signing	Safety Assessment	0	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	N	III	B	No	Combine into package	CatEx (internal - no permitting)	71	188
Early Package Signing				S. Russellville Road					B/B	C/C	Side road detection to warn oncoming traffic	Install conflict warning system or enhanced static signing	Safety Assessment	0	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	N	III	B	No	Combine into package	CatEx (internal - no permitting)	71	189
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	II	B	No	Combine into package	CatEx (internal - no permitting)	61	196
Early Package Signing					School Access	Cherry Valley Elementary School			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 III / III	N	N	N	N	N	III	B	Yes	Combine into package	CatEx (internal - no permitting)	75	202
Early Package Signing				Gillian Avenue/ CR 78					A/B	C/C	Speeding	Have yellow light flashing at all times	Public Comment	1	37.82	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	B	Yes	Combine into package	CatEx (internal - no permitting)	105	212
Early Package Signing				Gillian Avenue/ CR 78					A/B	C/C	Speeding	Install advance street name signing	Safety Assessment	0	37.82	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	B	No	Combine into package	CatEx (internal - no permitting)	101	213
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	35.60		CORRIDOR POINT III / II						III		Yes	Combine into package	CatEx (internal - no permitting)	70	221
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						IV		Yes	Combine into package	CatEx (internal - no permitting)	100	231
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						IV		Yes	Combine into package	CatEx (internal - no permitting)	100	235
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	A	No	Combine into package	CatEx (internal - no permitting)	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						IV	A	No	Combine into package	CatEx (internal - no permitting)	96	240
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 III / II						III		Yes	Combine into package	CatEx (internal - no permitting)	70	245
Early Package Signing		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C	Reduce broadside and approach turn crashes	Fix EB Palmer Divide Avenue stop sign and beacon	Safety Assessment Public Comment	8	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Combine into package	CatEx (internal - no permitting)	100	252

Early Package: Corridor Signing Improvements

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control											Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)	
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	Prebile 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
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	N	N	N	N	N	IV	A	Yes	Combine into package	CatEx (internal - no permitting)	100	253
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	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	Yes	Combine into package	CatEx (internal - no permitting)	80	279
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	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	76	281
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	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	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	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	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	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	76	286
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	Y	Y	Y	Y	Y	III	C	Yes	Combine into package	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 static signing	Tool Box	0	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	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	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	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	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	76	291
Early Package Signing						Region 1 Strip Map Updates from October 22 2018					Signing and Striping	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	

Early Package: Signal Timing Modifications

SH 83 Operations and Safety Analysis Mitigation Table																													
Date: March 29, 2022																													
			Existing Type of Intersection				Access Control											Existing Environmental Resources					Level One Screening						
Reference Name	Gross 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, INI, 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
Early Package Signal Timing		#	Y	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	III	E	Yes	Combine into package	CatEx (internal - no permitting)	110
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	III	E	Yes	Combine into package	CatEx (internal - no permitting)	110
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	Y	N	III	C	Yes	Combine into package	CatEx (internal - no permitting)	80
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	Y	N	III	C	No	Combine into package	CatEx (internal - no permitting)	76
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	III		Yes	Combine into package	CatEx (internal - no permitting)	70

UNIQUE ID (for tracking)

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Early Package: Corridor Striping Modifications

SH 83 Operations and Safety Analysis Mitigation Table																													
Date: March 29, 2022																													
			Existing Type of Intersection				Access Control											Existing Environmental 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, INI, 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
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 II / II						II	A	Yes	Combine into package	CatEx (internal - no permitting)	60
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 III / II						III		Yes	Combine into package	CatEx (internal - no permitting)	70

UNIQUE ID

(for tracking)

164

171

UNIQUE ID (for tracking)

164

171

Projects in Progress: Douglas County Project

SH 83 Operations and Safety Analysis Mitigation Table Date: March 29, 2022																														
			Existing Type of Intersection				Access Control											Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)	
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
DCO Package		101		E. Park Drive			Unsignalized Full Movement	3/4 Movement	B/B	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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)		100
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	IV	B	No	Combine into package	CatEx (internal - no permitting)	101	
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	B	Yes	Combine into package	CatEx (internal - no permitting)	105	
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	IV	B	Yes	Combine into package	CatEx (internal - no permitting)	105	
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	Y	Y	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100	
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	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	B	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	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	II	B	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	Y	Y	II	B	Yes	Combine into package	CatEx (non-substantial permitting)	60	
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	Y	Y	II	B	Yes	Combine into package	CatEx (non-substantial permitting)	60	

SH 83 Operations and Safety Analysis Mitigation Table																													
Date: March 29, 2022																													
			Existing Type of Intersection				Access Control												Existing Environmental 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
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 turn lanes	Public Comment	29	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	95
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	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	95
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	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	A	Yes	Combine into package	CatEx (internal - no permitting)	100
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	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	A	Yes	Combine into package	CatEx (non-substantial permitting)	95
R2 Package		1e, 1w	Y	E. Palmer Divide Avenue					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	A	Yes	Stand alone package	CatEx (substantial permitting) or EA	81

UNIQUE ID (for tracking)

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UNIQUE ID (for tracking)

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257

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control												Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)
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, INI, 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	
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 III / II	N	N	N	N	N	III	A	No	Not a package	CatEx (internal - no permitting)	32	11
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	IV	A	No	Not a package	CatEx (internal - no permitting)	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	IV	A	No	Not a package	CatEx (internal - no permitting)	62	16
Study (ACP)		87e			Field Access		Unsignalized Full Movement	3/4 Movement, U-turns allowed with future median	A/A	B/C			Access Control Plan	0	52.85	52.85		CORRIDOR POINT IV / III	N	N	N	Y	N	IV	A	No	Not a package	CatEx (non-substantial permitting)	57	17
Study (ACP)		87w			Field Access		Unsignalized Full Movement	3/4 Movement, U-turns allowed with future median	A/A	B/C			Access Control Plan	0	52.85	52.85		CORRIDOR POINT IV / III	N	N	N	Y	N	IV	A	No	Not a package	CatEx (non-substantial permitting)	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	Y	N	IV	A	Yes	Combine into package	CatEx (non-substantial 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	Y	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	Y	N	IV	A	Yes	Combine into package	CatEx (non-substantial permitting)	95	21
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	Y	N	IV	B	No	Not a package	CatEx (internal - no permitting)	67	25
Study (ACP)		91			Residential		Unsignalized Full Movement	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 IV / III	N	N	N	Y	Y	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100	26
Study (ACP)		92			No Access		Closed	Closed	B/B	C/C			Access Control Plan	0	52.46	52.46		CORRIDOR POINT IV / III	N	N	N	Y	N	IV	B	No	Not a package	CatEx (internal - no permitting)	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		CORRIDOR POINT IV / III	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	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		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	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		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no 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	Y	IV	B	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	N	N	N	Y	Y	IV	B	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		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67	41
Study (ACP)		98e			Commercial Business	Douglas County Schools Operations and Maintenance Yard	Unsignalized Full Movement	Unsignalized Full Movement	B/B	C/C			Access Control Plan	0	51.83	51.83		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67	42
Study (ACP)		98w			Commercial Business	Quality Landscape and Soil Products	Unsignalized Full Movement	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	Y	Y	IV	B	Yes	Combine into package	CatEx (internal - no permitting)	105	43
Study (ACP)		98w			Commercial Business		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	51.82		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100	44
Study (ACP)		99			Commercial Business	CDOT 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	Y	Y	IV	B	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	B	No	Not a package	CatEx (internal - no permitting)	67	46
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	IV					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	IV	B	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	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67	61
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	Y	Y	IV	B	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)	B/B	C/C			Access Control Plan	0	50.85	50.85		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	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	Y	Y	IV	B	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			Access Control Plan	0	50.81	50.81		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	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	50.81		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	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 IV / III	N	N	N	Y	Y	IV	B	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 IV / III	N	N	N	Y	Y	IV	B	No	Not a package	CatEx (internal - no permitting)	67	69
Study (ACP)		105e, 105w	Y	SH 86			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	Y	Y	III	C	Yes	Combine into package	CatEx (internal - no permitting)	80	70

Projects for Future: ACP

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control											Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)	
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, INI, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Prebile 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
Study (ACP)						Bayou Gulch to Franktown			E/E	F/F	Reduce conflict points	Combine adjacent access locations	Access Control Plan Public Comment	3	50.75	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	77
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	Y	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	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	Y	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	83
Study (ACP)		106		S. Kelly 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	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	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	50.65		CORRIDOR POINT IV / IV	N	N	N	Y	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	50.57		CORRIDOR POINT IV / IV	Y	N	N	Y	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	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	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	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	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	Access Control Plan	0	50.47	50.47		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					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 IV / IV	N	N	N	N	Y	IV	C	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	50.39		CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	C	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	50.39		CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	C	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	50.37		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	C	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	50.37		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	C	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	50.30		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	C	No	Not a package	CatEx (internal - no permitting)	72	131
Study (ACP)		99			Church Access	Franktown Seventh Day Adventist Church							Access Control Plan	0	49.50	49.50		CORRIDOR POINT III / III						III		No			21	146
Study (ACP)		92			Private Drive								Access Control Plan	0	48.25	48.25		CORRIDOR POINT III / II						III		No			21	151
Study (ACP)		91			Private Drive								Access Control Plan	0	48.05	48.05		CORRIDOR POINT III / II						III		No			21	152
Study (ACP)		89			Private Drive								Access Control Plan	0	47.20	47.20		CORRIDOR POINT III / II						III		No			21	157
Study (ACP)		88e, 88w			Private Drive								Access Control Plan	0	47.15	47.15		CORRIDOR POINT III / II						III		No			21	158
Study (ACP)		78			Private Drive								Access Control Plan	0	43.75	43.75		CORRIDOR POINT III / II						III		No			21	172
Study (ACP)		77			Private Drive								Access Control Plan	0	43.60	43.60		CORRIDOR POINT II / II	N	Y	N	N	N	II		No			11	173
Study (ACP)		50			Utility Access								Access Control Plan	0	38.40	38.40		CORRIDOR POINT III / III						III		No			21	198
Study (ACP)		15										Add passing lane	Public Comment	7	33.30	33.33		CORRIDOR POINT IV / IV						IV	D	Yes	Combine into package	CatEx (substantial permitting) or EA	111	232
Study (ACP)		11			Private Drive						Illegal passing at curve	Add passing lane	Public Comment	2	32.40	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	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	III	A	Yes	Combine into package	CatEx (non-substantial permitting)	65	246

SH 83 Operations and Safety Analysis Mitigation Table																													
Date: March 29, 2022																													
			Existing Type of Intersection				Access Control										Existing Environmental 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, INI, 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
Study (AMP)				Elliott Drive										0	34.75	34.75		CORRIDOR POINT II / II						II	C	No			21
Study (AMP)				Riley Drive										0	34.60	34.60		CORRIDOR POINT II / II						II	C	No			21
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	Y	Y	Y	Y	Y	III	C	No	Stand alone package	CatEx (internal - no permitting)	66
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	Y	Y	Y	Y	Y	III	C	Yes	Combine into package	CatEx (internal - no permitting)	80

UNIQUE ID

(for tracking)

223

224

261

282

UNIQUE ID  
(for tracking)

223

224

261

282

Projects for Future: Study

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control											Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)	
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, INI, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Proble 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
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	III	E	Yes	Not a package	CatEx (internal - no permitting)	76	3
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 or improve medians	School Meeting	0	53.86	53.86	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	III	E	No	Not a package	CatEx (internal - no permitting)	72	4
Study (Not Project)		#	Y	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	Y	III	E	Yes	Not a package	CatEx (substantial permitting) or EA	67	6
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 III / II	N	N	N	N	N	III	A	Yes	Not a package	CatEx (internal - no permitting)	36	12
Study (Not Project)		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	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 IV / IV	N	Y	N	Y	Y	IV	B	Yes	Not a package	CatEx (non-substantial permitting)	66	31
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	Y	Y	IV	B	Yes	Not a package	CatEx (non-substantial permitting)	66	36
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 (Not Project)		105e, 105w	Y	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	Y	Y	III	C	Yes	Not a package	CatEx (non-substantial permitting)	41	72
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*	Y	Y	N	N	Y	IV	E	Yes	Not a package	CatEx (substantial permitting) or EA	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*	Y	Y	N	N	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	79
Study (Not Project)						Corridor			E/E	F/F	Reduce head-on collisions	Remove or Add passing zones (striping)	Public Comment	75	50.50	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Not a package	CatEx (internal - no permitting)	106	107
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*	Y	Y	N	N	Y	IV	E	No	Not a package	CatEx (non-substantial permitting)	97	115
Study (Not Project)									E/E	F/F	Improve operations and safety	Make SH 83 4 lanes	Public Comment	344	50.50	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	Yes	Not a package	CatEx (substantial permitting) or EA	97	119
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	Y	N	Y	Y	IV	C	Yes	Not a package	CatEx (non-substantial permitting)	71	136
Study (Not Project)		115			School Access	Franktown Elementary			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	Y	N	Y	Y	IV	C	Yes	Not a package	CatEx (internal - no permitting)	76	137
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	II	C	No	Not a package	CatEx (internal - no permitting)	32	139
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	Prohibit trucks from using this residential route	Public comment	3	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Y	II	C	Yes	Not a package	CatEx (internal - no permitting)	36	142
Study (Not Project)											Unsafe corner	Lower the speed limit	Public Comment	2	48.50	48.50		CORRIDOR POINT III / III						III		Yes	Not a package	CatEx (internal - no permitting)	36	150
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 II / II	Y	N	Y	N	N	II	A	Yes	Not a package	CatEx (internal - no permitting)	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 II / II	N	N	N	N	N	II	A	Yes	Not a package	CatEx (internal - no permitting)	26	160
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 II / II	N	Y	N	N	N	II	A	Yes	Not a package	CatEx (non-substantial permitting)	21	168
Study (Not Project)		73		Lake Gulch Road					B/B	C/D	Increased traffic	Add new signal	Public Comment	2	42.34	42.34	3 INT (2, 1, 0)	INT II / II	N	N	N	N	Y	II	B	Yes	Not a package	CatEx (non-substantial permitting)	26	180
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 III / III	N	N	N	N	Y	III	B	Yes	Not a package	CatEx (non-substantial permitting)	36	203
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	Y	IV	B	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	37.82	13 INT (5, 7, 1)	INT IV / IV	N	N	N	N	Y	IV	B	Yes	Not a package	CatEx (internal - no permitting)	71	211
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	II	B	Yes	Not a package	CatEx (internal - no permitting)	31	219
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						III		Yes	Not a package	CatEx (substantial permitting) or EA	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						III		Yes	Not a package	CatEx (substantial permitting) or EA	27	226
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	II	A	Yes	Not a package	CatEx (non-substantial permitting)	21	228
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	234
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 III / III						III		Yes	Not a package	CatEx (substantial permitting) or EA	27	244
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	III	A	Yes	Not a package	CatEx (internal - no permitting)	36	247
Study (Not Project)		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C	Heavy truck traffic	Limit truck traffic to local deliveries only	Public Comment	3	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Not a package	CatEx (internal - no permitting)	66	255
Study (Not Project)		1e, 1w	Y	E. Palmer Divide Avenue					A/A	C/C		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 into the local houses.	Public Comment	3	30.24	30.24	12 INT (6, 6, 0)	INT IV / IV	N	N	N	N	N	IV	A	Yes	Not a package	CatEx (internal - no permitting)	66	256
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	Y	Y	Y	Y	Y	III	C	Yes	Not a package	CatEx (substantial permitting) or EA	37	277
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	Y	Y	Y	Y	Y	III	C	No	Not a package	CatEx (internal - no permitting)	42	280
Study (Not Project)						Corridor			B/C	D/D	Provide lighting at major intersections for added visibility at night and inclement weather	Add intersection lighting	Tool Box	0	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	No	Not a package	CatEx (internal - no permitting)	42	283
Study (Not Project)						Corridor			B/C	D/D	Increase cyclist safety	Encourage use of Russellville Road as a parallel route to SH83	Public Comment	3	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	Yes	Not a package	CatEx (internal - no permitting)	46	287
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	C	Yes	Not a package	CatEx (internal - no permitting)	46	292
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	Y	Y	N	N	Y	III	E	Yes	Not a package	CatEx (substantial permitting) or EA	67	293

SH 83 Operations and Safety Analysis Mitigation Table																													
Date: March 29, 2022																													
			Existing Type of Intersection				Access Control												Existing Environmental 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, INI, 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
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	Y	Y	Y	Y	Y	III	C	Yes	Not a package	CatEx (substantial permitting) or EA	37
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
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
Study (Not Project)						Corridor						Increase 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
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
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
Study (Not Project)									A/A	B/B	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	Y	Y	Y	Y	Y	III	A	Yes	Not a package	CatEx (internal - no permitting)	36

UNIQUE ID (for tracking)

Advance to Level Two

SH 83 Operations and Safety Analysis Mitigation Table																													
Date: March 29, 2022																													
			Existing Type of Intersection				Access Control									Existing Environmental 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, INI, FAT)	Severe / Total LOSS	Waters of the US	Parks/ Recreation/ Trails	Preamble 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
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	III	E	Yes	Not a package	CatEx (internal - no permitting)	76
Advance to Level 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	21 INT (14, 7, 0)	INT III / III	N	N	N	N	Y	III	E	No	Combine into package	CatEx (non-substantial permitting)	101
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	III	E	No	Not a package	CatEx (substantial permitting) or EA	63
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	Y	III	E	No	Stand alone package	CatEx (substantial permitting) or EA	87
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	III	A	Yes	Combine into package	CatEx (internal - no permitting)	70
Advance to Level Two		89	Y	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	Y	N	Y	N	III	C	No	Stand alone package	CatEx (non-substantial permitting)	61
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	B/B	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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	B/B	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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
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						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85
Advance to Level Two		97e							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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
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 turn lanes	Public Comment	13	51.95	51.95		CORRIDOR POINT IV / IV	N	N	N	Y	Y	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100
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	Y	Y	IV	B	Yes	Stand alone package	CatEx (substantial permitting) or EA	86
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	Y	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135
Advance to Level Two		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	Y	Y	III	C	Yes	Combine into package	CatEx (internal - no permitting)	80
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F	Turning cars cut off oncoming traffic	Add merge lanes	Public Comment	15	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	III	C	Yes	Combine into package	CatEx (non-substantial permitting)	75
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations	Install signal with mast arm poles	Tool Box	0	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	III	C	No	Combine into package	CatEx (internal - no permitting)	76
Advance to Level Two		105e, 105w	Y	SH 86			Signalized Full Movement	Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations	Roundabout	Tool Box Public Comment	4	50.76	50.76	30 INT (17, 12, 1)	INT III / II	N	N	N	Y	Y	III	C	Yes	Stand alone package	CatEx (substantial permitting) or EA	61
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*	Y	Y	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	Y	N	N	Y	IV	E	No	Stand alone package	CatEx (internal - no permitting)	126
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	Y	Y	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131
Advance to Level Two									E/E	F/F	Improve roadside safety	Add emergency pullouts	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
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
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 Public Comment	0	50.50	53.88		SEGMENT IV* / III*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (internal - no permitting)	136
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*	Y	Y	N	N	Y	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131
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*	Y	Y	N	N	Y	IV	E	No	Combine into package	CatEx (non-substantial permitting)	131

Advance to Level Two

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control												Existing Environmental Resources					Level One Screening						UNIQUE ID  (for tracking)
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	
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*	Y	Y	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	53.88		SEGMENT IV* / III*	Y	Y	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	53.88		SEGMENT IV* / III*	Y	Y	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	53.88		SEGMENT IV* / III*	Y	Y	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	Add Shoulders on future projects and overlays	Public Comment	33	50.50	53.88		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	53.88		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	53.88		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	50.25		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	C	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	50.25		CORRIDOR POINT IV / IV	N	N	N	Y	N	IV	C	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	50.25		CORRIDOR POINT IV / IV	N	Y	N	Y	Y	IV	C	Yes	Combine into package	CatEx (non-substantial permitting)	105	134
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	Add shoulders	Safety Assessment	0	49.89	49.89	1 INT (1, 0, 0)	INT II / II	N	N	N	N	Y	II	C	No	Combine into package	CatEx (non-substantial permitting)	61	138
Advance to Level Two		116e, 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	N	N	N	N	Y	II	C	Yes	Combine into package	CatEx (non-substantial permitting)	65	143
Advance to Level Two		116e, 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	N	N	N	N	Y	II	C	Yes	Combine into package	CatEx (non-substantial permitting)	65	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	Y	II	C	Yes	Stand alone package	CatEx (substantial permitting) or EA	51	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	Y	N	N	N	Y	IV	C	Yes	Stand alone package	CatEx (substantial permitting) or EA	91	148
Advance to Level Two											Reduce SB backups	Add climbing lane/passing lane	Public Comment	34	48.00	49.00		CORRIDOR POINT III / III						III	D	Yes	Combine into package	CatEx (substantial permitting) or EA	81	153
Advance to Level Two									A/A	C/C		Spot Cable Rail Addition	Safety Assessment	0	47.30	48.20		CORRIDOR POINT III / II	Y	N	N	N	Y	III	A	No	Combine into package	CatEx (non-substantial permitting)	61	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 / II						III	D	Yes	Combine into package	CatEx (substantial permitting) or EA	81	156
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 II / II	N	N	N	N	N	II	A	Yes	Combine into package	CatEx (internal - no permitting)	60	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	II	A	No	Combine into package	CatEx (internal - no permitting)	56	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	Y	Y	Y	N	Y	III	E	Yes	Combine into package	CatEx (substantial permitting) or EA	101	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	Y	Y	N	Y	III	E	No	Stand alone package	CatEx (internal - no permitting)	96	167
Advance to Level Two		79				Prarie Canyon Ranch					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 III / II						III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	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	Y	Y	N	Y	Y	III	B	Yes	Combine into package	CatEx (substantial permitting) or EA	66	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	Y	Y	N	Y	Y	III	B	No	Stand alone package	CatEx (internal - no permitting)	61	176
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	II	B	Yes	Combine into package	CatEx (non-substantial permitting)	60	181
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	II	B	Yes	Combine into package	CatEx (non-substantial permitting)	60	182
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	II	B	Yes	Stand alone package	CatEx (substantial permitting) or EA	46	183
Advance to Level Two		73		Lake Gulch Road					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	N	N	N	N	Y	II	B	Yes	Stand alone package	CatEx (substantial permitting) or EA	46	184
Advance to Level Two						Antelope Creek					Poor visibility for passing	Add passing lane	Public Comment	22	41.25	41.25		CORRIDOR POINT III / III						III	C	Yes	Combine into package	CatEx (non-substantial permitting)	75	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	N	N	N	N	Y	III	B	Yes	Combine into package	CatEx (non-substantial permitting)	70	187
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 turn lanes	Public Comment	4	40.43	40.43	3 INT (2, 1, 0)	INT III / III	N	N	N	N	Y	III	B	Yes	Combine into package	CatEx (non-substantial permitting)	70	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	N	N	N	N	Y	III	B	Yes	Stand alone package	CatEx (substantial permitting) or EA	56	191
Advance to Level Two									E/E	F/F	Increase cyclist safety	Widen shoulders or install separate bike path (Between S. Russellville Road and Upper Lake)	Public Comment	78	40.42	42.33		CORRIDOR POINT III / III	Y	Y	N	N	Y	III	E	Yes	Combine into package	CatEx (non-substantial permitting)	105	192

Advance to Level Two

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control									Existing Environmental 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, INI, 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 III / II						III	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 / II						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	C	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	C	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 III / III	N	N	N	N	N	III	B	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 III / III	N	N	N	N	Y	III	B	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 III / III	N	N	N	N	Y	III	B	Yes	Combine into package	CatEx (non-substantial permitting)	70	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	Y	Y	Y	Y	Y	III	B	Yes	Combine into package	CatEx (substantial permitting) or EA	66	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	Y	Y	Y	Y	Y	III	B	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	B	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	B	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	B	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	B	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	B	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 vehicles 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	B	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	B	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	B	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 / II						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	A	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	B	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	B	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	A	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	A	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	A	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	31.90	4 INT (1, 2, 1)	INT IV/III	N	N	N	N	N	IV	A	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	A	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	A	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	Widen bridges with full shoulder width	Tool Box Public Comment	2	30.20	50.75		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	Y	Y	Y	Y	III	C	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	Y	Y	Y	III	C	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	Y	Y	Y	III	C	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	Y	Y	Y	Y	III	C	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	C	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	C	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	Y	Y	Y	Y	III	C	Yes	Combine into package	CatEx (substantial permitting) or EA	71	266

SH 83 Operations and Safety Analysis Mitigation Table																														
Date: March 29, 2022																														
			Existing Type of Intersection				Access Control											Existing Environmental Resources					Level One Screening						UNIQUE ID (for tracking)	
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, INI, 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
Advance to Level Two						Corridor			B/C	D/D	Reduce head-on crashes	Add a passing lane	Public Comment	138	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	Yes	Combine into package	CatEx (non-substantial permitting)	75	268
Advance to Level Two						Corridor			B/C	D/D	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	Y	Y	III	C	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 the road without conflicts	Add Shoulders on future projects and overlays	Public Comment	23	30.20	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	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	50.50		SEGMENT III / III	Y	Y	Y	Y	Y	III	C	No	Combine into package	CatEx (substantial permitting) or EA	67	274
Advance to Level Two						Corridor			B/C	D/D	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	Y	Y	III	C	Yes	Combine into package	CatEx (substantial permitting) or EA	71	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	Y	Y	Y	Y	Y	III	C	Yes	Stand alone package	CatEx (substantial permitting) or EA	61	276
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	Y	Y	Y	III	A	Yes	Combine into package	CatEx (substantial permitting) or EA	61	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	Y	Y	Y	Y	III	A	No	Stand alone package	CatEx (internal - no permitting)	56	302
Advance to Level Two									A/A	C/C	Approach Turn crashes	New Jersey Jug Hangle	Tool Box	0											A	No	Stand alone package	CatEx (non-substantial permitting)	31	303
Advance to Level Two									A/A	C/C	Approach Turn crashes	Michigan Left Turn	Tool Box	0											A	No	Stand alone package	CatEx (non-substantial permitting)	31	305

Level Two Screening

SH 83 Operations and Safety Analysis Mitigation Table																																	
Date: March 29, 2022																																	
			Existing Type of Intersection				Access Control												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	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		#	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	III	E	Yes	Not a package	CatEx (internal - no permitting)	76	Low	No	1-9 comments received	Under \$250k	No - no changes to consider during design	48	124	7	
Advance to Level 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	21 INT (14, 7, 0)	INT III / III	III	E	No	Combine into package	CatEx (non-substantial permitting)	101	Medium	No	1-9 comments received	Under \$250k	No - no changes to consider during design	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	III	E	No	Not a package	CatEx (substantial permitting) or EA	63	Low	No	None	Over \$1M	Yes - consider land use changes in design	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	III	E	No	Stand alone package	CatEx (substantial permitting) or EA	87	Low	No	None	Over \$1M	Yes - consider land use changes in design	4	91	10	
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	III	A	Yes	Combine into package	CatEx (internal - no permitting)	70	Low	No	20 or more comments received	Under \$250k	No - no changes to consider during design	67	137	14	
Advance to Level Two		89	Y	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	III	C	No	Stand alone package	CatEx (non-substantial permitting)	61	High	No	None	\$250k - \$1M	No - no changes to consider during design	31	92	24	
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	B/B	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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100	High	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	51	151	32	
Advance to Level Two		95			Residential	Hidden Mesa Trail Access	Unsignalized Full Movement	Rt In/Rt Out if median installed	B/B	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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100	High	No	10-19 comments received	\$250k - \$1M	No - no changes to consider during design	41	141	33	
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	III	D	Yes	Combine into package	CatEx (non-substantial permitting)	85	Medium	Yes	10-19 comments received	Under \$250k	No - no changes to consider during design	65	150	35
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	IV	B	Yes	Combine into package	CatEx (non-substantial permitting)	100	Medium	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	46	146	38	
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 turn lanes	Public Comment	13	51.95	51.95		CORRIDOR POINT IV / IV	IV	B	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	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	IV	B	Yes	Stand alone package	CatEx (substantial permitting) or EA	86	Low	No	10-19 comments received	\$250k - \$1M	Yes - consider land use changes in design	23	109	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	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135	Medium	No	1-9 comments received	\$250k - \$1M	No - no changes to consider during design	27	162	57	
Advance to Level Two		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	III	C	Yes	Combine into package	CatEx (internal - no permitting)	80	Medium	No	20 or more comments received	\$250k - \$1M	No - no changes to consider during design	46	126	73	
Advance to Level Two		105e, 105w	Y			SH 86	Signalized Full Movement	Signalized Full Movement	C/C	E/F	Turning cars cut off oncoming traffic	Add merge lanes	Public Comment	15	50.76	50.76	30 INT (17, 12, 1)	INT III / II	III	C	Yes	Combine into package	CatEx (non-substantial permitting)	75	Medium	No	10-19 comments received	\$250k - \$1M	No - no changes to consider during design	36	111	74	
Advance to Level Two		105e, 105w	Y			SH 86	Signalized Full Movement	Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations	Install signal with mast arm poles	Tool Box	0	50.76	50.76	30 INT (17, 12, 1)	INT III / II	III	C	No	Combine into package	CatEx (internal - no permitting)	76	Medium	No	None	\$250k - \$1M	No - no changes to consider during design	26	102	75	
Advance to Level Two		105e, 105w	Y			SH 86	Signalized Full Movement	Signalized Full Movement	C/C	E/F	Undefined and uncontrolled access locations	Roundabout	Tool Box Public Comment	4	50.76	50.76	30 INT (17, 12, 1)	INT III / II	III	C	Yes	Stand alone package	CatEx (substantial permitting) or EA	61	Low	No	1-9 comments received	Over \$1M	Yes - consider land use changes in design	5	66	76	
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*	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	High	Yes	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in design	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*	IV	E	No	Stand alone package	CatEx (internal - no permitting)	126	High	No	None	Under \$250k	No - no changes to consider during design	56	182	81	
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	IV	E	Yes	Combine into package	CatEx (internal - no permitting)	140	Medium	No	1-9 comments received	Under \$250k	No - no changes to consider during design	52	192	84	
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*	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135	High	No	20 or more comments received	Under \$250k	No - no changes to consider during design	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*	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	High	Yes	20 or more comments received	Under \$250k	Yes - consider land use changes in design	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*	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	Medium	Yes	20 or more comments received	Under \$250k	Yes - consider land use changes in design	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*	IV	E	Yes	Combine into package	CatEx (non-substantial permitting)	135	High	Yes	1-9 comments received	Under \$250k	No - no changes to consider during design	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*	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	High	Yes	None	Under \$250k	No - no changes to consider during design	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*	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	High	Yes	None	Under \$250k	No - no changes to consider during design	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*	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	High	Yes	None	Under \$250k	No - no changes to consider during design	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*	IV	E	No	Combine into package	CatEx (internal - no permitting)	136	High	No	None	Under \$250k	No - no changes to consider during design	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*	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	High	Yes	10-19 comments received	Under \$250k	Yes - consider land use changes in design	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*	IV	E	No	Combine into package	CatEx (non-substantial permitting)	131	High	Yes	None	Under \$250k	No - no changes to consider during design	60	191	102	
Advance to Level Two									E/E	F/F	Reduce roadside hazards	Shoulder drop offs are due to erosion, use a base course for these areas	Tool Box	0	50.50	53.88		SEGMENT IV* / III*	IV	E	No	Combine into package	CatEx (non-substantial permitting)	131	High	Yes	None	Under \$250k	No - no changes to consider during design	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*	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	High	Yes	1-9 comments received	Under \$250k	Yes - consider land use changes in design	52	183	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	53.88		SEGMENT IV* / III*	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	High	No	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in design	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*	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	Medium	No	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in design	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*	IV	E	Yes	Combine into package	CatEx (substantial permitting) or EA	131	Medium	No	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in design	37	168	122	

Level Two Screening

SH 83 Operations and Safety Analysis Mitigation Table																																
Date: March 29, 2022																																
			Existing Type of Intersection				Access Control											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	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									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			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Extend turn lane	School Meeting	20	50.25	50.25		CORRIDOR POINT IV / IV	IV	C	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	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 IV / IV	IV	C	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			School Access	Franktown Elementary			B/C	D/D	Enhance school safety	Add accel / decel lanes	School Meeting	23	50.25	50.25		CORRIDOR POINT IV / IV	IV	C	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		116e, 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	II	C	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		116e, 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	II	C	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		116e, 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	II	C	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		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	II	C	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	C	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 III / III	III	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 / II	III	A	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 / II	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	B/B	Prevent broadside, rear-end crashes	Add turn lanes	Public Comment	5	46.72	46.72		CORRIDOR POINT II / II	II	A	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 II / II	II	A	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	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	No - no changes to consider during design	56	152	167
Advance to Level Two		79				Prarie Canyon Ranch					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 III / II	III	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	B	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	III	B	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 Road				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	II	B	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 Road				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	II	B	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 Road				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	II	B	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 Road				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	II	B	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 Creek					Poor visibility for passing	Add passing lane	Public Comment	22	41.25	41.25		CORRIDOR POINT III / III	III	C	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	B	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	C/C	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	III	B	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	III	B	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. Russellville Road and Upper Lake)	Public Comment	78	40.42	42.33		CORRIDOR POINT III / III	III	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 III / II	III	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 III / II	III	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											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	II	C	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 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	II	C	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					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 III / III	III	B	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					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 III /														

SH 83 Operations and Safety Analysis Mitigation Table																																
Date: March 29, 2022																																
			Existing Type of Intersection				Access Control												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	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				Gillan 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	B	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	207
Advance to Level Two				Gillan 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	B	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	208
Advance to Level Two				Gillan 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	B	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	209
Advance to Level Two				Gillan 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	IV	B	No	Stand alone package	CatEx (substantial permitting) or EA	82	Low	No	None	Over \$1M	Yes - consider land use changes in design	4	86	214
Advance to Level Two				Oak Springs Trail					A/B	C/C	Northbound right turns and overtaking vehicles 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	IV	B	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	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	IV	B	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	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	II	B	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	218
Advance to Level Two		30									Dangerous/illegal passing	Add passing lanes	Public Comment	19	35.00	35.00		CORRIDOR POINT II / II	II	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	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	II	A	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	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	III	B	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 design	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	III	B	No	Stand alone package	CatEx (internal - no permitting)	61	High	No	None	Under \$250k	No - no changes to consider during design	56	117	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	IV	A	No	Combine into package	CatEx (non-substantial permitting)	91	High	Yes	None	\$250k - \$1M	No - no changes to consider during design	35	126	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	A	No	Combine into package	CatEx (non-substantial permitting)	91	High	Yes	None	Under \$250k	No - no changes to consider during design	60	151	238
Advance to Level Two		9e, 9w		Lorraine Road/ S. Airsten 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	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 design	46	141	241
Advance to Level Two		9e, 9w		Lorraine Road/ S. Airsten 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	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 design	36	131	242
Advance to Level Two		9e, 9w		Lorraine Road/ S. Airsten Road					A/A	C/C	Heavy traffic	Widen shoulders	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 design	18	109	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	III	A	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	248
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	50.75		SEGMENT III / III	III	C	Yes	Combine into package	CatEx (substantial permitting) or EA	71	High	No	1-9 comments received	Over \$1M	Yes - consider land use changes in design	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	III	C	No	Stand alone package	CatEx (substantial permitting) or EA	57	Medium	Yes	None	\$250k - \$1M	Yes - consider land use changes in design	21	78	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	III	C	No	Stand alone package	CatEx (substantial permitting) or EA	57	Low	No	None	\$250k - \$1M	Yes - consider land use changes in design	13	70	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	III	C	No	Combine into package	CatEx (internal - no permitting)	76	High	Yes	None	Under \$250k	No - no changes to consider during design	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	III	C	No	Combine into package	CatEx (non-substantial permitting)	71	High	Yes	None	Under \$250k	No - no changes to consider during design	60	131	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	III	C	No	Combine into package	CatEx (non-substantial permitting)	71	High	Yes	None	Under \$250k	No - no changes to consider during design	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	III	C	No	Combine into package	CatEx (non-substantial permitting)	71	High	Yes	None	Under \$250k	No - no changes to consider during design	60	131	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	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 design	46	117	266
Advance to Level Two						Corridor			B/C	D/D	Reduce head-on crashes	Add a passing lane	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 design	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	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 design	36	111	268
Advance to Level Two						Corridor			B/C	D/D	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	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 design	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	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 design	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	III	C	Yes	Combine into package	CatEx (substantial permitting) or EA	71	Medium	Yes	20 or more comments received	Over \$1M	Yes - consider land use changes in design	32	103	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	50.50		SEGMENT III / III	III	C	Yes	Combine into package	CatEx (substantial permitting) or EA	71	Medium	Yes	20 or more comments received	Over \$1M	Yes - consider land use changes in design	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	III	C	Yes	Stand alone package	CatEx (non-substantial permitting)	65	Low	Yes	1-9 comments received	Under \$250k	No - no changes to consider during design	52	117	273
Advance to Level Two						Corridor			B/C	D/D	Reduce roadside hazards	Upgrade guard-rail and culverts for a safer clear zone, flatten side slopes	Tool Box	0	30.20	50.50		SEGMENT III / III	III	C	No	Combine into package	CatEx (substantial permitting) or EA	67	High	Yes	None	\$250k - \$1M	Yes - consider land use changes in design	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	III	C	Yes	Combine into package	CatEx (substantial permitting) or EA	71	Medium	Yes	1-9 comments received	\$250k - \$1M	Yes - consider land use changes in design	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	III	C	Yes	Stand alone package	CatEx (substantial permitting) or EA	61	Medium	Yes	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in design	41	102	276
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	III	A	Yes	Combine into package	CatEx (substantial permitting) or EA	61	High	Yes	20 or more comments received	\$250k - \$1M	Yes - consider land use changes in design	46	107	301
Advance to Level Two									A																							