

Miranda Benson2

From: Victoria Chavez
Sent: Wednesday, February 21, 2024 3:36 PM
To: PCD Hearings; Dean Venezia
Cc: Adam Lancaster; arthur.gonzales@state.co.us
Subject: RE: 83 and Powers
Attachments: Page from Unsigned Draft Co 83 ACP 331002877 Jan 15 2024.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Venezia,

I wanted to share with you what the new draft of the 83 ACP now says about the access point you had concerns about. The new language is attached. It is access point #3. Are you OK with how it is written now?

Thank you.

Victoria Chavez
Transportation Planning Manager
Department of Public Works
719-520-6884
<https://publicworks.elpasoco.com>

-----Original Message-----

From: Victoria Chavez
Sent: Wednesday, December 6, 2023 3:37 PM
To: PCD Hearings <pcdhearings@elpasoco.com>; Dean Venezia <Dean@vintagedev.com>
Cc: Adam Lancaster <adam.lancaster@state.co.us>; arthur.gonzales@state.co.us
Subject: RE: 83 and Powers

Hello Mr. Venezia,

Thank you for bringing this to our attention. While this segment is in the City of Colorado Springs and would not be impacted by EPC adoption, CDOT does recognize that there is an agreement for access. We think we can handle this by changing the condition to be in accordance with the 2002 agreement. While the Dec. 7 Planning Commission meeting is just a public hearing where adoption of the plan will not occur, we will have the access condition changed before the plan is presented for adoption in January 2024.

Again, thank you for letting us know.

Victoria Chavez
Transportation Planning Manager
Department of Public Works
719-520-6884
<https://publicworks.elpasoco.com>

-----Original Message-----

From: PCD Hearings <pcdhearings@elpasoco.com>
Sent: Wednesday, December 6, 2023 10:22 AM
To: Dean Venezia <Dean@vintagedev.com>

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

August 2021

Access # (Map #)	Milepost ³	Side of Road	Access Description	Existing Land Use	Existing Configuration	Ultimate Configuration	Notes/Conditions for Change ⁴
		East (RT) West (LT)					
1 (1)	20.379	East	Southbound CO 21 Ramp	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	Access design may be changed to better accommodate U-turns if Access #4 is restricted to less than full movement.
73 (1)	20.382	West, North	New Access	N/A	N/A	Full Movement⁵	Add missing intersection leg as part of transportation network improvements.
2 (1)	20.545	East	Northbound CO 21 Ramp	Transportation (Public Roadway)	Full movement (signalized)	Full Movement⁵	None
74 (1)	20.547	West, North	New Access	N/A	N/A	Full Movement⁵	Add missing intersection leg as part of transportation network improvements.
3 (1)	20.688	East	Private Driveway	Open Field	Full movement (un-signalized)	See Notes/Conditions for Change⁵	Access shall be dictated by the Powers-State Highway 83 Agreement, dated October 10, 2002, between Colorado Department of Transportation, City of Colorado Springs, and Jovenchi I, LLC., whereas access will be taken from a joint access road to be constructed in conjunction with the future construction of the State Highway 21 and State Highway 83 Interchange. City Resolution 183-02

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