

Exhibit A



**State Highway 94  
Access Management Plan  
2012**

**In cooperation with:**

**The State of Colorado Department of  
Transportation**

**The City of Colorado Springs**

**Schriever Air Force Base**

# Highway 94 Access Management Plan

## Table of Contents

1. Introduction	3
2. Definitions	4
3. Existing Conditions	6
A. Existing Access	6
B. Existing Traffic Counts	8
C. Information from the 2040 MTCP	8
4. Guiding Principles to Develop the Plan	9
5. Study Segments	9
6. Access Guidelines	10
A. Section 1: Colorado Springs City Limit to Curtis Road	11
B. Section 2: Curtis Road to Paddock Road	11
C. Section 3: Paddock Road to Ellicott Highway	11
D. Considerations for Approving an Access	12
7. Design Strategies	13
8. Application Process	14
9. Appeal Process	14
10. Plan Implementation	14
11. Appendices	15
A. Access Management Map	
B. Stakeholder Meeting Participants	
C. Resources	
D. Highway 94 Concept Plan Map	
E. 2040 Major Transportation Corridors Plan	

# **SH 94 Access Management Plan**

**January 2012**

## **1. Introduction**

This Access Management Plan has been developed to provide guidance for El Paso County and Colorado Department of Transportation to determine appropriate access locations and types along State Highway 94 (SH 94) from the City of Colorado Springs limits to Ellicott Highway. This 12 mile stretch of State Highway is currently a 2-lane facility that serves as the main access to Schriever Air Force Base. It also provides an east/west connection across El Paso County to Punkin Center, and provides access to Peterson Air Force Base. Current traffic volumes on this section of SH 94 range from 9,300 daily trips at Curtis Road to 2,400 daily trips at Ellicott Highway (CDOT 2008 ADT counts). Before it was reclassified in 2010, SH 94 had an Access Category of Expressway, which meant it was to serve high-speed traffic and provide for through trips rather than access to abutting properties. However, the CDOT functional classification of SH 94 was as a minor arterial, indicating it was not an important connection in the state system.

In 1998 CDOT implemented a revised State Highway Access Code (New Code) that required CDOT, with the help of local jurisdictions, to select an appropriate access category for all state highways. This section of SH 94 was identified as an Expressway. An Expressway is the highest level of access control on state highways other than the Interstate System. It allows full movement access at one mile spacing, which can be upgraded to grade-separated interchanges when traffic operations require such an upgrade.

Prior to the New Code in 1998, many land use sketch plans along SH 94 had been approved by the County and the County had adopted the 1985 Highway 94 Comprehensive Plan. The approved sketch plans indicated development and accesses on Highway 94 at half-mile spacing that are inconsistent with the 1998 expressway designation of Highway 94.

The most recent Highway 94 Comprehensive Plan, completed in 2003, contemplates “Activity Nodes” and accesses in the vicinity of major roadways serving the Schriever Air Force Base, including Curtis Road, Enoch Road, Peyton Highway, and Ellicott Highway (See Highway 94 Comprehensive Plan page 136 Map).

In 2007, El Paso County began the process to reclassify this section of SH 94 to an NR-A category. This category of highway allows more frequent access while still meeting the functional needs of major arterials in non-rural areas. On November 29, 2007, the Board of County Commissioners (BoCC) passed a resolution supporting the reclassification of

SH 94 to the NR-A category. The BoCC found that the expressway classification unnecessarily restricted appropriate development and was not warranted by the traffic levels.

In 2010, the Colorado Transportation Commission officially accepted this section of SH 94 as an NR-A category highway. While this access category change was widely favored, it was also a consensus among local and state planners that neither the NR-A nor Expressway category was an exact match for the variety of land uses and terrain that occurs along SH 94. To better address the access needs of this road, El Paso County and CDOT agreed to develop the Access Management Plan that could further guide access decisions.

To develop this Access Management Plan (AMP), a Task Force was put together consisting of County Staff, CDOT Staff, PPACG Staff, City of Colorado Springs Staff, stakeholders, landowners, and representatives from Schriever Air Force Base. The Task Force met on a regular basis. In addition, the information developed by the Task Force was presented at a public meeting in April of 2011 at the Ellicott High School.

The Task Force developed the following:

- Guiding Principles
- Study Segments
- Access Criteria (for each area)
- Application Process
- Appeal Process
- Plan Implementation

The report will discuss each of these areas.

## **2. Definitions**

### **What is Access Management?**

The Federal Highway Administration's official definition of access management is "the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding system in terms of safety, capacity, and speed." In practical terms, it means managing the number and design of driveways that a vehicle may encounter without hampering reasonable access to a property and removing slower, turning vehicles from the arterial through lanes as efficiently as possible.

- Access management deals with the traffic problems caused by unmanaged development before they occur.
- Access management addresses how land is accessed along arterials.
- Access management focuses on mitigating traffic problems arising from development and increased traffic volume attempting to utilize these developments.

- Access management calls upon local planning and zoning to address overall patterns of growth and the aesthetic issues arising from development.

### What is NR-A?

**CATEGORY NR-A** stands for Non-Rural Regional Highway (also listed as Non-Rural Principle Highway; Section 3.10 in State Highway Access Code, August 31, 1998). The functional characteristics are appropriate for use on non-rural highways that have the capacity for medium to high speeds and provide for medium to high traffic volumes over medium and long distances in an efficient and safe manner. They provide for interregional, intra-regional, intercity, and intra-city travel needs in suburban and urban areas as well as serving as important major arterials in smaller cities and towns. Direct access service to abutting land is subordinate to providing service to through traffic movements.

From the State Highway Access Category Assignment Schedule:

Table 3.1: Overview of the Access Category Classification Hierarchy

Table of access categories, with approximate descriptions	
F-W Interstate System, Freeway Facilities	
E-X Expressway, Major Bypass	
Rural	Non-Rural
R-A Regional Highway	NR-A Regional Highway
R-B Rural Highway	NR-B Arterial
	NR-C Arterial
F-R Frontage Roads (both urban and rural)	

### What is an Activity Node?

Generally, an activity node is a land use where more concentrated land uses occur. The purpose of activity nodes are: to ensure multiple access points for subdivisions, schools, and other activities in a manner that promotes connectivity and protects the functional integrity of major corridors; maintain adequate geographic separation between activity nodes through open spaces or low densities to maintain a community identity; and to enhance the long term viability of developments and to locate high density uses in defined activity nodes. The locations of the activity nodes were incorporated from the Highway 94 Comprehensive Plan.

### 3. Existing Conditions

#### Existing Access

Name	Type of access point	No. of lanes	Surface type	Direction of access	Comments
Corral Valley Road	Road/Non paved minor	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Field access	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	South	These 2 are connected
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	North	
North Franceville Coal Mine Road	Road/Non paved major	1	Gravel	South	4 way
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Private driveway	1	Asphalt	North	
North Blaney Road	Road/Non paved major	2	Asphalt	North	4 way
South Blaney Road	Road/Non paved major	1	Gravel	South	
	Field access	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	South	4 way
	Private driveway	1	Gravel	North	
Curtis Road	Road	4	Asphalt	North/South	4 way, signalized
Name	Type of access point	No. of lanes	Surface type	Direction of access	Comments
Houseman Road	Road/Non paved minor	1	Gravel	North	
	Field access	1	Gravel	North	
Donald Road	Road/Non paved minor	1	Gravel	North	4 way
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	South	
Loflin Road	Road/Non paved minor	1	Gravel	North	
	Field access	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Turn lane	1	Asphalt	South	
Enoch Road	Road/Paved major	2	Asphalt	South	4 way, signalized
North Enoch Road	Road	1	Gravel	North	
	Turn lane	1	Asphalt	South	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	North	
Hawk Drive	Road/Non paved minor	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	North	4 way
	Private driveway	1	Gravel	South	

Slocum Road	Road/Paved major	2	Asphalt	North	
	Field Access	0	Native	South	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	South	
Quail Drive	Road/Non paved minor	1	Asphalt	North	
	Private driveway	1	Gravel	North	
Drake Drive	Road/Non paved minor	1	Gravel	North	
Paddock Road	Road/Non paved minor	1	Gravel	North	
	Private driveway	1	Asphalt	North	These 2 are connected
	Private driveway	1	Asphalt	North	
	Private driveway	1	Gravel	South	
	Private driveway	2	Asphalt	North	
Engelby Drive	Road/Non paved minor	1	Gravel	North	4 way
Page Road	Road/Non paved minor	1	Gravel	South	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	South	4 way
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	North	
Allison Mesa View	Road/Non paved minor	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	South	4 way
Centennial Mesa View	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	North	
	Field Access	1	Gravel	South	
North Peyton Highway	Road	2	Asphalt	North/South	4 way
<b>Name</b>	<b>Type of access point</b>	<b>No. of lanes</b>	<b>Surface type</b>	<b>Direction of access</b>	<b>Comments</b>
	Field Access	1	Gravel	South	
Antelope Drive	Road	1	Asphalt	North	
	Field Access	1	Gravel	North	
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	South	
	Field access	1	Gravel	North	
	Private driveway	1	Gravel	South	
	Field access	1	Gravel	North	
North Log road	Road/Non paved major	1	Gravel	North	4 way
South Log road	Road/Non paved major	2	Asphalt	South	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	North	4 way
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	North	These 2 are connected
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	South	

	Private driveway	1	Gravel	South	These 3 are connected
	Private driveway	1	Gravel	North	
	Private driveway	1	Gravel	South	These 2 are connected
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	North	very wide access
	Private driveway	1	Gravel	South	These 2 are connected
	Private driveway	1	Gravel	South	
	Private driveway	1	Gravel	South	
Ellicott Highway	Road	2	Asphalt	North/South	4 way

### Existing Traffic Counts

CDOT performed and estimated traffic counts in 2011. The results are presented in the table below.

	Route	Start	End	AADT	Year	Derivation	Single Unit	Combination Trucks	% Trucks	20 Year Factor	DHV	DVMT	DD
	094A	0.548	1	8,400	2011	Factor 2 Yrs	200	150	4.2	1.65	12	3,990	66
	094A	1	8.085	11,000	2011	Current Yr	310	170	4.3	1.61	12	77,935	64
	094A	8.085	9.094	7,100	2011	Factor 2 Yrs	250	160	5.7	1.61	12	7,072	66
	094A	9.094	13.095	4,900	2011	Factor 2 Yrs	190	120	6.2	1.76	12	19,502	58
	094A	13.095	17.1	4,000	2011	Factor 2 Yrs	120	120	6	1.62	12	15,968	58
	094A	17.1	24.022	2,100	2011	Estimated AADT	50	180	10.6	1.46	12	14,509	58
	094A	24.022	26.024	1,700	2011	Factor 2 Yrs	50	110	9.1	1.46	12	3,398	58
	094A	26.024	30.084	850	2011	Factor 2 Yrs	20	90	13.2	1.42	12	3,414	58
	094A	30.084	33.079	1,100	2011	Factor 2 Yrs	30	110	12.1	1.42	12	3,281	58
	094A	33.079	45.054	540	2011	Current Yr	10	60	14.7	1.42	12	6,479	58
	094A	45.054	54.581	530	2011	Current Yr	20	60	15.4	2.18	12	5,044	58
	094A	54.581	86.174	260	2011	Factor 1 Yr	10	40	20.5	2.24	12	8,239	58

### Information from the Major Transportation Corridors Plan (MTCP)

El Paso County recently completed the MTCP, which defines major roadways and improvements needed between 2011 and 2040. The plan used a transportation demand model, existing traffic counts and socioeconomic forecasting to determine expected future traffic volumes. The future roadway volumes for the next three decades are presented below.

Daily Roadway Volumes				Projected Volumes		
Roadway	From	To	2009 Traffic Counts	2020	2030	2040
State Highway 94	Colorado Springs City Limits	Franceville Coal Mine Rd	12,700	22,300	31,250	46,900
State Highway 94	Franceville Coal Mine Rd	Enoch Rd	9,200	22,050	30,500	46,600
State Highway 94	Enoch Rd	Slocum Rd	6,000	17,000	25,500	42,200
State Highway 94	Slocum Rd	Peyton Hwy	5,500	14,800	21,900	38,000
State Highway 94	Peyton Hwy	Ellicott Hwy	4,500	11,300	15,700	23,650



Based on the expected roadway volumes, the MTCP calls for additional lanes to be built on SH 94. The table below lists the segment of SH 94, what improvement is needed, and the year that the improvement should be completed.

State Highway 94 Improvements			
From	To	Improvement	Year
Colorado Springs City Limits	Enoch Rd	Widen 2 to 4 lanes	2020
Enoch Rd	Ellicott Hwy	Widen 2 to 4 lanes	2030
Colorado Springs City Limits	Slocum Rd	Widen 4 to 6 lanes	2040

#### 4. Guiding Principles to Develop the Plan

The first job of the Task Force was to develop the principles that access management decisions will be based on for this corridor. The following principles were used in the development of the plan:

- The plan will be the result of a collaborative effort including stakeholders, landowners, community leaders, and the Air Force
- The plan will be vetted by a public meeting process
- The plan is to provide additional guidance to the concepts in the Access Code
- The plan will find ways to provide access without adding unneeded signalized intersections
- The plan expects that existing access will remain as long as the property's land use stays the same
- The plan will consider and allow for incremental growth
- The plan is functional and able to be modified (living document)
- The plan provides a process, not a map of pre-approved access drives
- The plan is consistent with the SH 94 Comprehensive Plan and Major Transportation Corridors Plan.

#### 5. Study Segments

The SH 94 corridor includes a variety of land use or travel patterns between the City limits and Ellicott. To accomplish the above principles in a way that recognizes the differences in subareas, the corridor was split into segments. In this way, the access can be tailored to the needs of the area. Therefore, the Task Force decided to use three study segments to better identify the access needs of an area. The study segments are described below:

**Colorado Springs City limit to Curtis Road:** This segment of SH 94 passes through a semi-rural area of El Paso County. The County Comprehensive Plan calls for this area to remain mostly low-density residential development in the future. This segment of

highway currently has no signalized intersections west of Curtis Road. Mobility and safety are high priorities for this segment.

**Curtis Road to Paddock Road:** This segment of SH 94 serves as the front door to Schriever Air Force Base. The County Comprehensive Plan calls for retail/commercial nodes at major intersections and higher density residential development. Signalized intersections have been planned for this area. Economic development that provides services for the military and safety are high priorities.

**Paddock Road to Ellicott Highway:** This segment of highway is again semi-rural with two commercial nodes planned at Peyton Highway and at Ellicott Highway. Mobility and safety done in ways that allow commercial service and economic development to occur are high priorities.

## **6. Access Guidelines**

The task force developed the following guidelines to be used in establishing access for all three study segments. It is suggested that plans and traffic studies address these issues as appropriate when requesting access.

1. Improve safety
  - a. Reduce traffic conflicts by limiting the number of conflict points
  - b. Reduce traffic conflicts by separating conflict points, if they can't be eliminated
  - c. Minimize high conflict left-turns
  - d. Minimize signalized full movement intersections
  - e. Encourage densities consistent with land use, access management, and other plans
  - f. Avoid surprise traffic signals
2. Operational performance and functionality
  - a. Remove slower, turning traffic that requires access to adjacent sites away from highway through lanes,
  - b. Preserve highway capacity
  - c. Give preference to through traffic
  - d. Minimize left-turns
  - e. Minimize signalized full-movement intersections
3. Incident Management
  - a. Need for diversion routes and redundant or parallel roadway system
  - b. Need for an incident management plan
4. Support the community, environment, and economy
  - a. Maintain and protect roads used by the military bases
  - b. Support both commercial and rural road needs
  - c. Protect and support mobility on roads

- d. Coordinate among City, County, CDOT, military bases, and developers
- e. Follow plans such as master plans, Highway 94 Comprehensive Plan, MTCP, and development plans, Statewide Transportation Improvement Plan (which calls for 4 and then 6 lanes).
- f. Support phasing improvements with development plans,
- g. When possible, consolidate access points.

Based on these general goals, the Task Force developed specific criteria for each Study Segment:

### **Section 1: Colorado Springs City Limit to Curtis Road**

The goal for this section is to reduce the need for signalized intersections, maintain good traffic flow, and provide local access to support land use consistent with the Highway 94 Comprehensive Plan.

Implementation Strategies:

Land Use Decisions:

- Densities and land uses that minimize trip generation
- Development Plans that distribute traffic among access drives

Design Considerations for Existing Two-Lane Cross Section:

- Off-set intersections
- Connective street system

Additional design considerations when road is improved to four lanes plus a median:

- Restricted turn movements
- Channelized T intersections

### **Section 2: Curtis Road to Paddock Road**

Access for this section will be determined based on the State Highway Access Code, NRA Category. The Access Code allows for ½ mile intersections.

### **Section 3: Paddock Road to Ellicott Highway**

Access in this section will be determined using the same standards as applied to Section 1 with the following exceptions:

Potential Signal Locations at:  
Peyton Highway  
Log Road  
Ellicott Highway

Signals at these locations will be installed only if signal warrants are met and signals are deemed necessary by the County.

### **Considerations for Approving an Access**

Petitioners for access on SH 94 should provide information to answer the following questions, as applicable to their development plan.

#### **1 - General**

- Does it meet the AMP Goals and Guiding Principles?
- Does it meet functional and access category classification?
- What are current and future land uses?
  - Does it interfere with future ROW or planned higher classified roadways?
  - Is the development urban, suburban, or rural?
- Does it modify or consolidate existing access roads?
- Is it consistent with Highway 94 Access Management Plan, County Comprehensive Plan, small area plan, and transportation plans?
- Do new accesses serve the trips, residences, employees, commercial size, etc.?
  - Accommodates residential, retail, commercial or other development
  - Access not for an individual residence or business

#### **2 - Location**

- Is the designated minimum distance between access points met? Is the proximity to adjacent driveways at ½ mile spacing and based on section/property lines where feasible?
- Does the traffic analysis/traffic impact study determine that access is at an appropriate location and does not adversely impact a major roadway?
- Do cross streets line up with existing streets on the opposite side?
- Does the access point replace an adjacent access point?
- Are there frontage roads, or could development utilize an existing access point?
- Does the development close or consolidate existing driveways/accesses?
- Does the development combine lower density access points and discourage single use access points?
- Does the development plan account for appropriate offsets to side streets?

#### **3 - Design**

- Does access design meet appropriate State and County standards?
- Does the design accommodate appropriate design vehicles?
- What is the intersection type, and what is the type of access desired? (i.e. right-in right-out access could be a shorter distance from the next access)
- What other physical construction/improvements need to be made?

- Will acceleration/deceleration lanes, traffic signal implementation/modifications, signage, pavement markings, etc. be constructed?
- Does the access cause stormwater to enter onto the roadway or shoulders?
- Are the side street intersections at the appropriate distance? Do vehicles back up into adjacent intersections?

#### 4 - Safety

- Are safety and operational issues with main road or local street connections avoided?
- Are there acceleration or deceleration lanes if needed?
- Is the sight distance adequate?
- Are substandard vertical and horizontal curve and geographic constraints avoided?
- Are the number of conflict points reduced?

### **7. Design Strategies**

The stakeholder group reviewed literature and garnered information from experienced professionals to provide ideas and options for access on SH 94 that may be consistent with a segment's goals and criteria for access. These design options provide a list of ideas for allowing mobility and access without signalized intersections. At appropriate locations and designs, these types of access should be considered for the SH 94 corridor.

#### **Options for Unsignalized Intersections**

- Rural Interchange
- Channelized T
- Jug Handles
- Texas Turnaround/Texas U-turn
- Pork Chop Islands
- Directional T
- Less than full movement – Right in right out,  $\frac{3}{4}$  Access

#### **Other Physical Options to Avoid the Need for Signals**

- U-turns
- Center Medians
- Traffic Signal Phasing Adjustments (one direction of mainline always green)
- Frontage Roads
- Internal Roads built within new developments
- Backage Roads
- Joint Access Agreement/Shared Driveways
- Parallel Arterials

## **8. Application Process**

Applicants seeking new access to this segment of SH 94 will be required to complete the access permit process as identified within the State Highway Access Code, Volume 2, Code of Colorado Regulations 601-1. The access permit application may be submitted with the corresponding development plans and traffic study. El Paso County will provide review and comment of the traffic study and associated plans and construction drawings for all developments considered in unincorporated El Paso County, requesting new access to SH 94.

## **9. Appeal Process**

If an application is denied by Staff, the applicant has the right to submit an appeal to the Board of County Commissioners.

If CDOT denies an access application, the applicant may appeal the decision according to Section 2.9 of the State Highway Access Code.

## **10. Plan Implementation**

El Paso County agrees to review access requests and recommend access decisions to CDOT based on the principles outlined in this plan. The plan will be implemented in conjunction with the development review process, the Land Development Code, and Planning Commission and/or Board of County Commissioner resolution.

CDOT agrees to adhere to the recommendations of El Paso County in regards to access determination for this section of SH 94 and will refer access applications lacking such a recommendation back to the County. CDOT's final access decisions will be consistent with the goals of this Access Management Plan and the State Highway Access Code.

# Appendices

## **Appendix A**

### **Access Management Maps**



# SH 94 - Access Management Plan

## General Notes:

- CDOT will administer SH 94 as a Non Rural Arterial (NRA) in compliance with its Access Code. This Access Management Plan (AMP) will be utilized by CDOT and El Paso County to administer SH 94 to a more restrictive standard than the NRA.
- El Paso County's SH 94 Comprehensive Plan identifies potential future land uses and "activity nodes" along the SH 94 Corridor's AMP.
- El Paso County's Major Transportation Corridors Plan (MTCP) identifies significant corridors from the County Land Use Plan. As section line highways and MTCP intersections these are to be considered for future expansion including added turn lanes and future traffic signal based on traffic projections and land development approvals.
- No access will be approved that does not comply with the CDOT Access Code for a Non-Rural Arterial.
- El Paso County will process land use submittals and access requests consistent with their Land Development Code.
- Activity Nodes are intended to ensure multiple access points for subdivisions, schools, and other activities in a manner that promotes connectivity and protects the functional integrity of major corridors; maintain adequate geographic separation between activity nodes through open spaces or low desities to maintain a community identity, and to enhance the long term viability of developments and to locate high density uses in defined activity nodes.

## Sheet Legend

### AMP Segment

- Segment 1 - Colo Spgs City Limit to Curtis Rd
- Segment 2 - Curtis Rd to Paddock Rd
- Segment 3 - Paddock Rd to Ellicott Hwy



Stop Controlled Intersection



Signalized Intersection

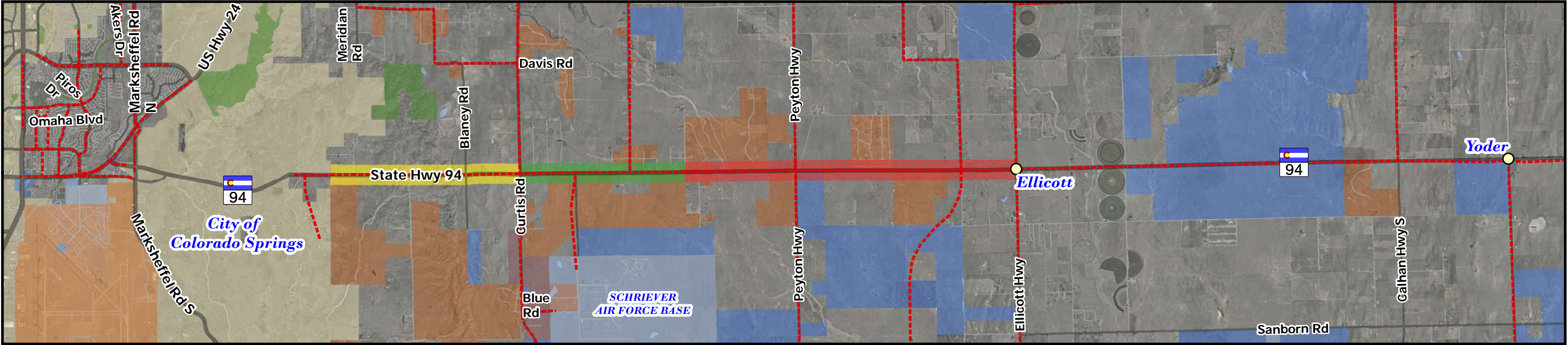


Activity Node



Potential Future Signal

## Overview Map



## Segment 1 General Notes:

- The Waste Management Landfill at MP 7.075 and the motocross racetrack at MP 5.773 are permitted existing access points.
- The SH 94 Comprehensive Plan identifies the segment as low density residential development. No additional traffic signals are anticipated based on the comprehensive plan.

## Segment 2 General Notes:

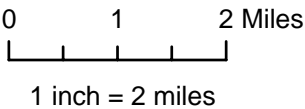
- Additional access points will be considered based on the current NRA access category. This can include additional turn lanes and/or signalized intersection so long as NRA standards are satisfied.
- Curtis Rd., Enoch Rd. and Peyton Hwy are identified as Activity Nodes in the SH 94 Comprehensive Plan.
- The SH 94 Comprehensive Plan identifies higher density development within this segment, at Activity Nodes and in support of Schriever Air Force Base. This includes Nova Tech and East Glen.

## Segment 3 General Notes:

- Peyton Hwy and Ellicott Hwy are identified as Activity Nodes on the SH 94 Comprehensive Plan.

## Base Map Legend

- Unincorporated Towns
- Roads
- MTCP 2040 Network
- Sketch Plans
- Military Reservation
- Parks
- Federal/State Lands
- Incorporated





# SH 94 - Access Management Plan

## Sheet Legend

### AMP Segment

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- Segment 2 - Curtis Rd to Paddock Rd
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- Stop Controlled Intersection
- Signalized Intersection
- Activity Node
- Potential Future Signal

Overview Map



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### Base Map Legend

- Unincorporated Towns
- Roads
- MTCP 2040 Network
- Sketch Plans
- Military Reservation
- Parks
- Federal/State Lands
- Incorporated



0 0.1 0.2 Miles  
1 inch = 1,000 feet





# SH 94 - Access Management Plan

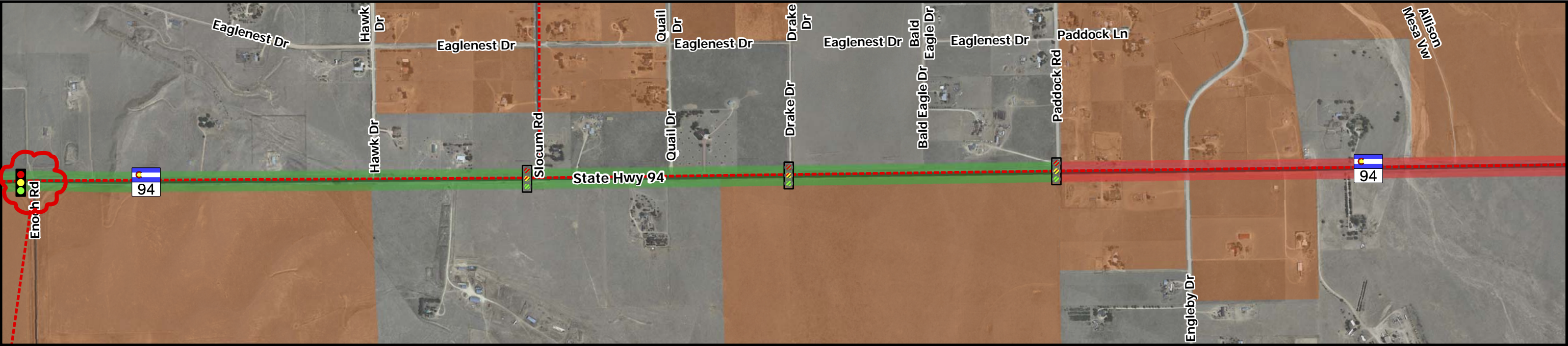
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- Signalized Intersection
- Activity Node
- Potential Future Signal

Overview Map



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- The SH 94 Comprehensive Plan identifies the segment as low density residential development. No additional traffic signals are anticipated based on the comprehensive plan.

### Segment 2 General Notes:

- Additional access points will be considered based on the current NRA access category. This can include additional turn lanes and/or signalized intersection so long as NRA standards are satisfied.
- Curtis Rd., Enoch Rd. and Peyton Hwy are identified as Activity Nodes in the SH 94 Comprehensive Plan.
- The SH 94 Comprehensive Plan identifies higher density development within this segment, at Activity Nodes and in support of Schriever Air Force Base. This includes Nova Tech and East Glen.

### Segment 3 General Notes:

- Peyton Hwy and Ellicott Hwy are identified as Activity Nodes on the SH 94 Comprehensive Plan.

### Base Map Legend

- Unincorporated Towns
- Roads
- MTCP 2040 Network
- Sketch Plans
- Military Reservation
- Parks
- Federal/State Lands
- Incorporated



0 0.1 0.2 Miles  
1 inch = 1,000 feet

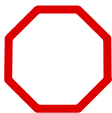


# SH 94 - Access Management Plan

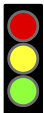
## Sheet Legend

### AMP Segment

- Segment 1 - Colo Spgs City Limit to Curtis Rd
- Segment 2 - Curtis Rd to Paddock Rd
- Segment 3 - Paddock Rd to Ellicott Hwy



Stop Controlled Intersection



Signalized Intersection



Activity Node



Potential Future Signal

Overview Map



### Segment 1 General Notes:

- The Waste Management Landfill at MP 7.075 and the motocross racetrack at MP 5.773 are permitted existing access points.
- The SH 94 Comprehensive Plan identifies the segment as low density residential development. No additional traffic signals are anticipated based on the comprehensive plan.

### Segment 2 General Notes:

- Additional access points will be considered based on the current NRA access category. This can include additional turn lanes and/or signalized intersection so long as NRA standards are satisfied.
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- Unincorporated Towns
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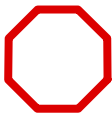


# SH 94 - Access Management Plan

## Sheet Legend

### AMP Segment

- Segment 1 - Colo Spgs City Limit to Curtis Rd
- Segment 2 - Curtis Rd to Paddock Rd
- Segment 3 - Paddock Rd to Ellicott Hwy



Stop Controlled Intersection



Signalized Intersection



Activity Node



Potential Future Signal



### Segment 1 General Notes:

- The Waste Management Landfill at MP 7.075 and the motocross racetrack at MP 5.773 are permitted existing access points.
- The SH 94 Comprehensive Plan identifies the segment as low density residential development. No additional traffic signals are anticipated based on the comprehensive plan.

### Segment 2 General Notes:

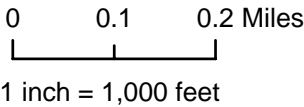
- Additional access points will be considered based on the current NRA access category. This can include additional turn lanes and/or signalized intersection so long as NRA standards are satisfied.
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### Segment 3 General Notes:

- Peyton Hwy and Ellicott Hwy are identified as Activity Nodes on the SH 94 Comprehensive Plan.

### Base Map Legend

- Unincorporated Towns
- Roads
- MTCP 2040 Network
- Sketch Plans
- Military Reservation
- Parks
- Federal/State Lands
- Incorporated



## **Appendix B**

### **Resources**

2003 Colorado State Highway 94 Comprehensive Plan.

Joseph E. Hummer, “Unconventional Left-Turn Alternatives for Urban and Suburban Arterials – Part Two,” ITE Journal on the Web, November 1998, Page 101.

Colorado, State of Colorado Department of Transportation, draft Safety Assessment Report for Region 2, 2003.

Colorado, Transportation Commission of Colorado, State Highway Access Code Volume 2, Code of Colorado Regulations 301-1, in accordance with Colorado Revised Statute § 24-4-103, March 2002.

El Paso County, Colorado 2040 Major Transportation Corridors Plan.

El Paso County, Highway 94 Comprehensive Plan, July 15, 2003.

Engineering Criteria Manual of El Paso County, Colorado Revision 2, January 1, 2008.

Land Development Code of El Paso County, Colorado Revision 1, December 18, 2008.

Transportation Research Board of the National Academies, Access Management Manual, 2003.

U.S. Department of Transportation Federal Highway Administration, Benefits of Access Management, FHWA Document Number FHWA-OP-03-066.

Washington D.C., Transportation Research Board, NCHRP Report 548 A Guidebook for Including Access Management in Transportation Planning, 2005.

## **Appendix C**

### **Stakeholder Meeting Participants**

El Paso County and the CO State Department of Transportation would like to thank the following individuals for participating in many meetings and assisting in the development of the Highway 94 Access Management Plan.

Col. Ed Baron  
Terri Burnstein  
Randy Case II  
John Cassiani  
Al Watson  
Bryan Long  
Charlie Ververs  
Col. Jonathan Webb  
Kathleen Krager  
Kem Reltford  
Ralph Mitchell  
Lt. Pat Grandsaert

## **Appendix D**

### **Highway 94 Concept Plan Map**



# Map 8.1 Concept Map

## Highway 94 Comprehensive Plan El Paso County, Colorado

### LEGEND

#### SUB-AREA NAME

- 1 Corral Bluffs
- 2 North Central
- 3 Ellicott Cooperative Area
- 4 Colorado Centre
- 5 South Central
- 6 Schriever

Steep Slope Areas

Undermined and Strip Mined Areas

Floodplains

State Lands

City of Colorado Springs

City of Fountain

Sub-Area Boundaries

Planning Boundary

ACTIVITY NODE

CULTURAL FEATURE

INITIATED SKETCH PLAN

URBAN and ZONED URBAN

2 1/2-ACRE PARCELS

5-ACRE PARCELS

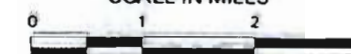
35-ACRE PARCELS

PARKS and OPEN SPACE

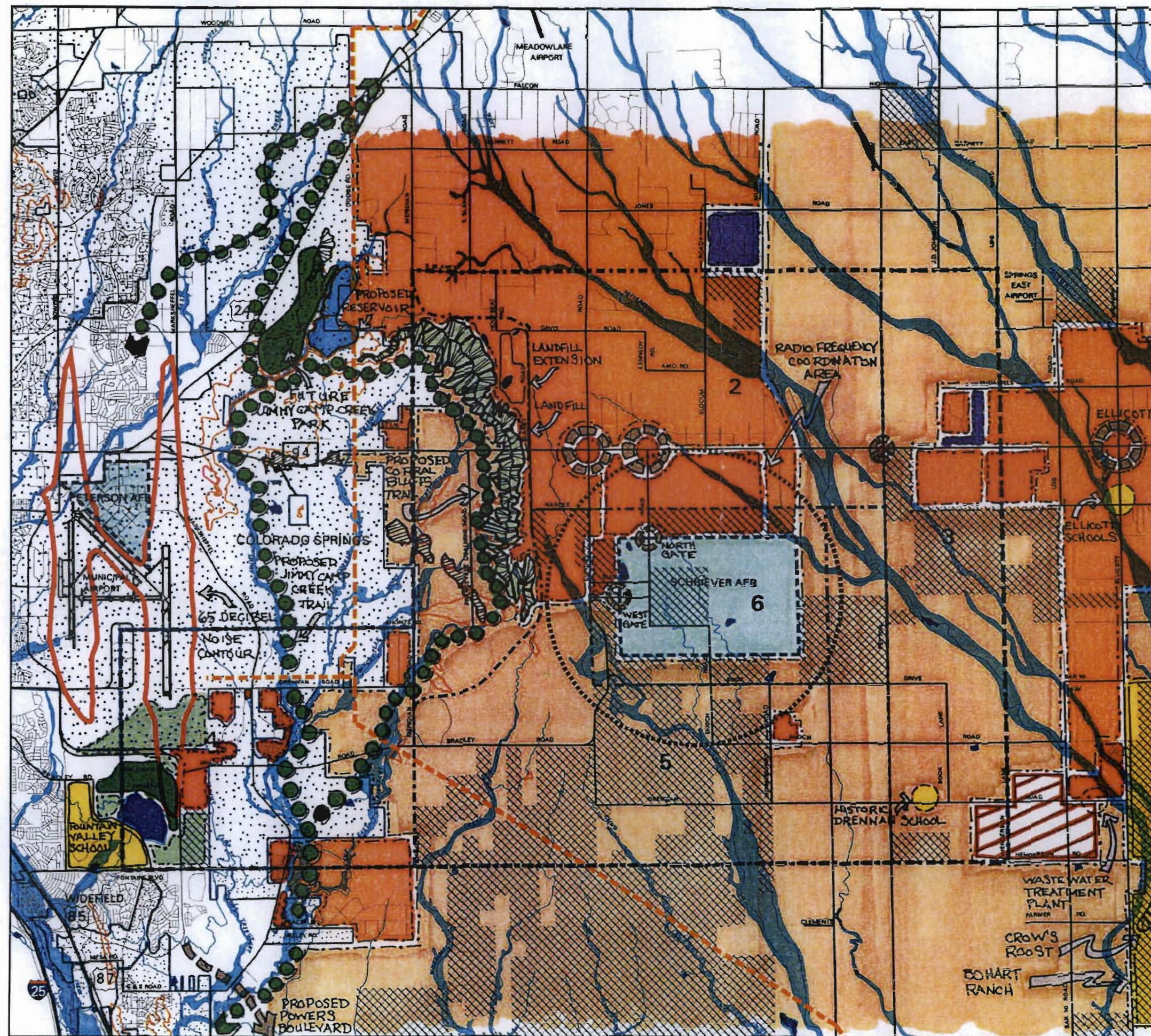
CANDIDATE OPEN SPACE

PROPOSED TRAIL

SCALE IN MILES



Prepared by: El Paso County Planning Department  
Print Date: December 10, 2003





## **Appendix E**

### **2040 Major Transportation Corridors Plan**

FIGURE 4-8: 2040 MTCP ROADWAY PLAN

Source: PPACG travel model network (with adjustments); El Paso County geographic information system data

