Briargate Parkway-Stapleton Road Corridor Study

Appendix D: Access Control Plan

El Paso County Department of Public Works

On-Call Contract:
#17-067-51 12/09/2021

DRAFT

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Prepared for

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December 9, 2021

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List of Abbreviations

Abbreviation	Term/Phrase/Name
ACP	Access Control Plan
ADT	Average Daily Traffic
COS / the City	City of Colorado Springs
CPP	Corridor Preservation Plan
EB	Eastbound
ECM	*Engineering Criteria Manual*
EPC / the County	El Paso County
IGA	Intergovernmental Agreement
MTCP	Major Transportation Corridors Plan
MUTCD	*Manual on Uniform Traffic Control Devices*
NB	Northbound
PPACG RTP	Pikes Peak Area Council of Governments Regional Transportation Plan
RIRO	Right-In/Right-Out
ROW	Right-of-Way
SB	Southbound
TCM	*Traffic Criteria Manual*
TRB	Transportation Research Board
WB	Westbound

Executive Summary

Background

The Briargate Parkway–Stapleton Road (in some locations referred to as Stapleton Drive) corridor is an integral part of a larger transportation system in the Pikes Peak Region. The corridor will ultimately connect I-25 to US Highway 24 on the north side of the greater Colorado Springs area. The portion of this corridor under consideration as part of this study, between Black Forest Road and Meridian Road, is widely undeveloped. Some sections contain existing roadways of various types and phases of construction associated with adjacent development.

Goals

This study effort coordinates anticipated development and growth in the area with the roadway network. The goals for the project are as follows:

- Provide safe, effective, and efficient access to and from Briargate/Stapleton Road for businesses, residents, and other corridor users.
- Maintain compatibility with existing and proposed off-system connections that provide local circulation to support the Major Transportation Corridors Plan (MTCP).
- Provide a plan that can be adopted by all entities and can be implemented in phases.
- Support the economic viability of the project area.
- Maintain compatibility with local planning efforts.
- Support mobility provisions such as bikes, pedestrians, and public transit.

Existing Conditions

The study area begins at Black Forest Road, the eastern boundary of the Wolf Ranch subdivision, and coincides with the east edge of Colorado Springs. The terminus of the study area is along the Stapleton Road right-of-way (ROW) at Meridian Road. There are significant amounts of development occurring in this rapidly developing area of the city and the county. The length of the corridor is about 5.5 miles.

The surrounding area is widely vacant, although there are pockets of urban and rural residential developments and multiple development proposals for additional residential units. The corridor ends at Meridian Road. Adjacent planned developments include Wolf Ridge, Eagle Wing, Wolf Ranch, Highland Park, Eagle Rising, Wild Ridge, Sterling Ranch, Sterling Ranch Homestead, Indian Wells, The Ranch, Stapleton Estates, The Meadows, and Paint Brush Hills.

Recommendations

After evaluating both existing and proposed conditions, the plan limits full-movement access to major intersections spaced approximately one-half mile apart. Minor intersections are limited to right-in/right-out (RIRO) access, limiting opportunities to make left turns onto the highway. Traffic control measures include raised medians, driveway channelizing islands at limited-access points, and signing and striping.

Full-movement intersections with potential for future signalization or other traffic control measures have been identified as part of the Access Plan; however, the type of traffic control is not specified. Potential traffic control may include stop signs, traffic signals, roundabouts, interchanges, and other traffic control devices recognized by the *Manual on Uniform Traffic Control Devices* (MUTCD). Where warranted per current MUTCD standards, traffic signals may be implemented when funding is available.

1 Introduction and Overview

El Paso County (EPC or the County) has completed the Briargate Parkway – Stapleton Road Corridor Preservation Plan (CPP). The CPP establishes the necessary framework for future connection of the corridor between Meridian Road and Black Forest Road, including the centerline alignment, the ultimate roadway section, an environmental overview, conceptual roadway and drainage design, and this Access Control Plan (ACP).

The Briargate Parkway–Stapleton Road (in some locations referred to as Stapleton Drive) corridor is an integral part of a larger planned transportation system in the Pikes Peak Region. The corridor will ultimately connect I-25 to US Highway 24 on the north side of the greater Colorado Springs area. The portion of the corridor that is under consideration as part of this study, between Black Forest Road and Meridian Road, is generally rural in character and is not developed in most areas. Some sections contain existing roadway of varying configurations and phases of construction associated with adjacent development.

1.1 Project Summary

The study area (**Figure 1**) begins at Black Forest Road, the eastern boundary of the Wolf Ranch subdivision, and coincides with the east edge of Colorado Springs. The terminus of the study area is along the Stapleton Road right-of-way (ROW) at Meridian Road. There are significant amounts of development occurring in this rapidly developing area of the city and the county.

Most of the corridor currently falls under the County's jurisdiction; however, it will likely be incorporated into the city of Colorado Springs as development progresses. Close coordination will be required with the City of Colorado Springs (the City or COS) throughout the project. The County had previously developed an Access Management Plan and a Master Plan for the area as part of its ongoing development.

This corridor is expected to play an essential role in the region's mobility and connectivity by providing a northern connection from I-25 to US Highway 24. The proposed corridor cross section will include a four-lane section with shoulders, turn lanes, and pedestrian/bicycle facilities. These facilities will improve the mobility of motorists, transit, bicycles, and pedestrians.

1.2 Project Goals

This study effort coordinates anticipated development and growth in the area with the roadway network. The goals for the project are as follows:

- Provide safe, effective, and efficient access to and from Briargate/Stapleton Road for businesses, residents, and other corridor users.
- Maintain compatibility with existing and proposed off-system connections that provide local circulation to support the Major Transportation Corridors Plan (MTCP).
- Provide a plan that can be adopted by all entities and can be implemented in phases.
- Support the economic viability of the project area.
- Maintain compatibility with local planning efforts.
- Support mobility provisions such as bikes, pedestrians, and public transit.

1.3 Existing Conditions

The length of the corridor is about 5.5 miles. The project area within the ROW, excluding potential drainage or construction easements, is about 116 acres. The current Briargate Parkway west of the project area (in Wolf Ranch subdivision) has a posted speed limit of 35 mph. East of the project area on Stapleton Road, the

speed limit is posted at 45 mph. The portion of the corridor that is not currently greenfield is paved with asphalt pavement.

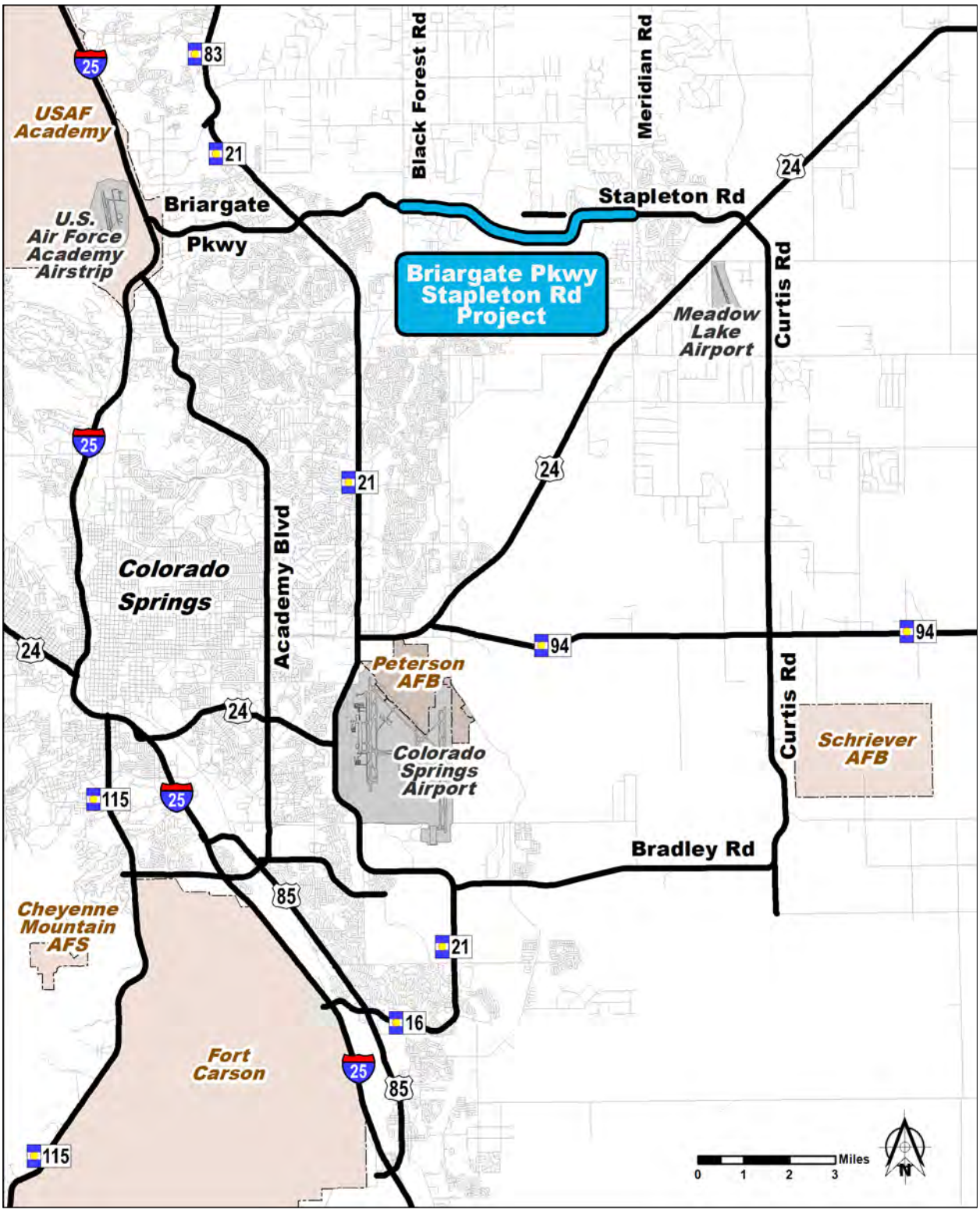

Figure 1. Study Area Vicinity Map

The surrounding area is widely vacant, although there are pockets of urban and rural residential developments and multiple development proposals for additional residential units. Primarily large-lot (2.5 ac) residential developments exist along the westernmost section of the corridor from Black Forest Road to Cottonwood Creek. The corridor aligns with the existing Briargate Parkway in this area. Continuing from Cottonwood Creek to Vollmer Road, the corridor turns southeast and has other large-lot developments currently under construction, as well as some undeveloped land. The corridor then runs through the proposed Sterling Ranch development, consisting of primarily residential areas along the corridor (ranging from 3–5 to 5–8 dwelling units per acre) and commercial areas. Part of this Plan is currently under construction at Vollmer Road. The corridor continues east and then north across undeveloped land and finally turns east to align with existing Stapleton Road. There are existing single-family residential lot (0.5 ac or less) developments along most of the north part of the corridor in this location and large-lot residential or undeveloped land to the south. There is a large undeveloped lot in the northwest quadrant of Stapleton Road and Meridian Road. The corridor ends at Meridian Road.

Drainage is accommodated with an open system. The corridor is in the Cottonwood Creek, Sand Creek, and Falcon drainage basins through this area. The Cottonwood Creek basin generally drains southwest, and the Sand Creek basin and its tributaries drain south and southwest. The Falcon basin drains southeast.

Overhead utilities exist on the north side of Stapleton Road, west of Meridian Road to just east of Scenic Brush Drive in the Scenic View at Paint Brush Hills subdivision. There are several locations where overhead utilities cross the corridor: at Black Forest Road, at Vollmer Road, and at Meridian Road, and there is an electric transmission line crossing west of Towner Road. Underground utilities may exist at some locations in the project area where development has occurred adjacent to the corridor. Utility easements likely exist along all platted parcels even if actual utilities are not present.

1.4 Traffic Analysis

Traffic analysis and future traffic projections are detailed in the Traffic Analysis Report (Wilson and Company, June 2021) in Appendix B.

1.4.1 Access Needs and Impacts

Multiple developments have submitted filings along this corridor and are in various approval, construction, and completion stages. The corridor alignment took these planned developments under consideration. Adjacent planned developments include the list below. Locations of selected existing platted subdivisions and active filings are shown in **Figure 2**, along with the roadway alignment and future proposed and potential (not required to serve submitted development plans as of October 2021) access locations.

- Wolf Ridge
- Eagle Wing Estates
- Wolf Ranch
- Highland Park
- Eagle Rising
- Wild Ridge
- Sterling Ranch
- Sterling Ranch
- Indian Wells
- The Ranch
- Stapleton Estates
- The Meadows
- Paint Brush Hills

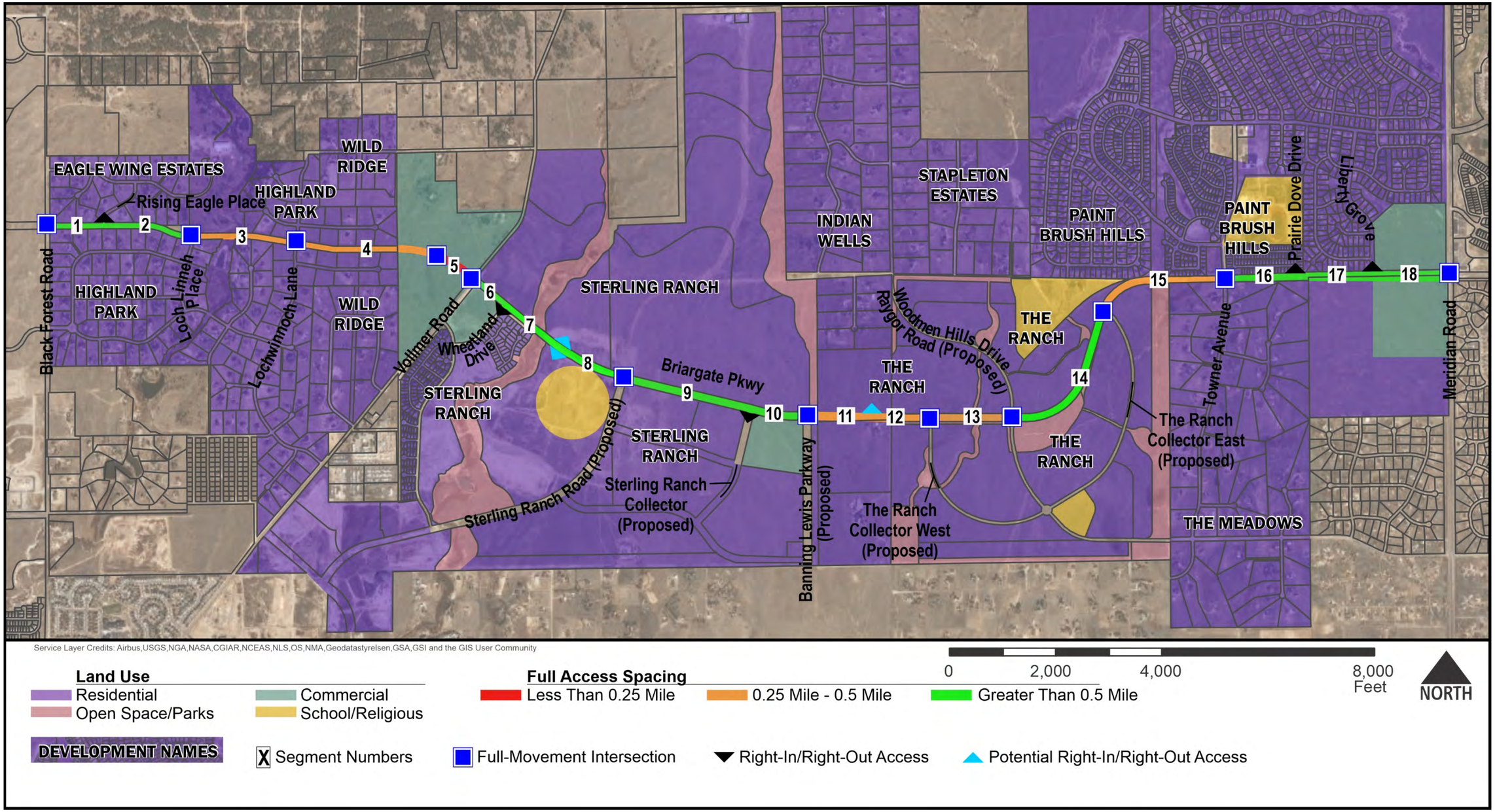

Figure 2. Corridor Land Use and Planned Developments

2 Access Management

ACCESS MANAGEMENT IS THE COORDINATED PLANNING, REGULATION, AND DESIGN OF ACCESS BETWEEN ROADWAYS AND LAND DEVELOPMENT. IT INVOLVES THE SYSTEMATIC CONTROL OF THE LOCATION, SPACING, DESIGN, AND OPERATION OF DRIVEWAYS, MEDIAN OPENINGS, INTERCHANGES, AND STREET CONNECTIONS TO A ROADWAY.

Access Management Manual, TRB, Second Edition 2014

The State of Colorado State Highway Access Code, last updated March 2002 Section 2.12, states that a local authority may develop an ACP for a road segment that defines access locations and type. Creating an ACP allows the local authorities to plan all access points along a roadway segment as a network rather than at individual access locations. Intersection spacing, traffic movements, land use, topography, and other local plans may be considered in developing an ACP. The plan does not define capacity improvements, off-network improvements, or funding sources for access improvements. The It is a long-range planning tool that identifies access conditions implemented as development occurs. The local authorities adopt ACPs through an intergovernmental agreement (IGA).

2.1 Benefits

An ACP provides a framework to ensure that future development and access will not affect the roadway's functionality. This is particularly relevant to arterial roads as it can allow for more continuous traffic movement and reduce delays due to intersection or turning movements. Access management has several benefits:

- Improves Safety - Fewer decision points and conflict points.
- Accommodates Travel Demand - Strategically limits entrance/exit point, reduces congestion, and lessons travel times.
- Preserves Economic Viability - Captures a broader market by providing a consistent development environment, allowing for easy access to businesses and residential areas.
- Enhanced Aesthetics - Defined sidewalks and medians provide opportunities for streetscaping.

2.2 Implementation

The El Paso County *Engineering Criteria Manual* (ECM) has guidance for the minimum intersection spacing required, based on the roadway classification. Since this is essentially a new corridor, multiple developments have submitted filings along the corridor and are in various approvals, construction, and completion stages. An ACP benefits this corridor by limiting the amount and type of access made to the corridor, per the ECM requirements.

All current development filings have been examined, and the access for those developments has been studied. The study results indicate that the currently proposed intersections should be implemented either as full-access or right-in/right-out (RIRO) intersections as detailed in **Section 4.2.1**. All future filings should be examined to ensure that they comply with the results of this ACP.

3 Existing Access Conditions

Most of the proposed roadway did not exist at the time that this Access Control Plan was developed. Planned/approved future access was identified based on development plans filed with the County. Additionally, public and stakeholder input collected through virtual meetings held with stakeholders and a Virtual Public Open House that was hosted on the project website and via a project website. The project website includes an integrated reference library, a comment form, and an interactive comment map. Comments that identified recommendations and concerns relating to corridor access and other pertinent issues were considered as part of the planning process. A full range of improvement alternatives was then developed, evaluated, and iteratively refined to provide preferred recommendations for:

- Local and Regional Mobility
- Roadway Alignment and Cross-Section
- Intersection Layout and Control
- Access Management and Connectivity
- Roadway Drainage

The corridor currently falls under County jurisdiction; however, it is anticipated that with the development occurring, much of the area along the corridor may be annexed into the City of Colorado Springs in the future. As such, the City of Colorado Springs design criteria was also considered.

3.1 Design Criteria: Four-Lane Principal Arterial

The 2016 MTCP designates the Briargate/Stapleton Corridor as a four-lane principal arterial. The current speed limit west of the project area (in Wolf Ranch Subdivision, Colorado Springs) is 35 mph, which is inconsistent with the City's classification of the roadway as a principal arterial. The current speed limit east of the project area (at Meridian Road, in El Paso County) is 45 mph, consistent with the County's classification of the roadway as an urban principal arterial.

The ultimate section developed for the corridor, as shown in **Figure 3**, will resemble the City of Colorado Springs typical section with 11' thru lanes in each direction and a 6' outside shoulder to provide a shared facility for bicycles, and a 6' detached sidewalk ensures increased pedestrian safety. The design criteria for the Ultimate section are shown in **Table 1**.

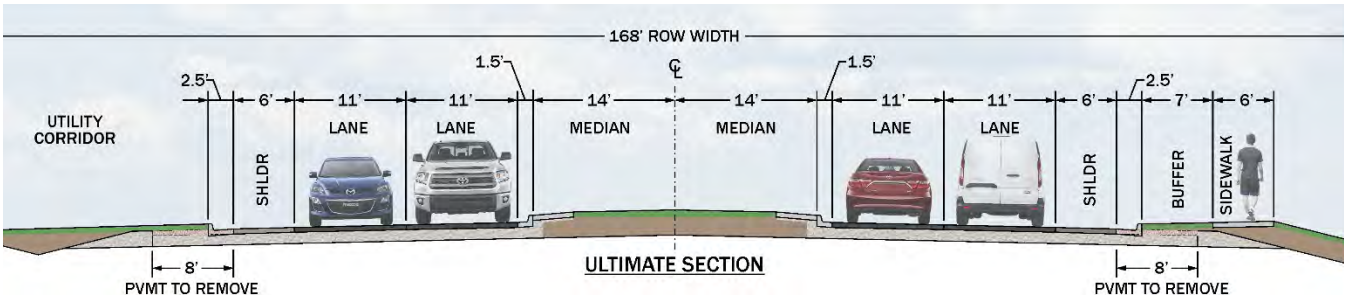

Figure 3. Ultimate Hybrid Section

Table 1. Ultimate Roadway Design Criteria for 4-Lane Principal Arterials			
Ultimate			
Design Speed/Posted Speed	50/45	Sidewalk Width (at flowline)	6' detached
Clear Zone	n/a	Design ADT	40,000
Minimum Centerline Curve Radius	930'[1]	Design Vehicle	WB-67
Trip Length	1–2 miles	Bike Lakes Permitted	6' Multi-Use Shoulder
Number of Thru Lanes	4	Tree Lawn Width	7'
Lane Width	11'	Access	Full Control
Right-of-Way	168'	Intersection Spacing	½ mile (signalized) ¼ mile (unsignalized)
Paved Width	28'[2] (excluding gutter pan)	Parking Permitted	No
Median Width	31' (including curb & gutter)	Minimum Flowline Grade of Curb	0.50%
Outside Shoulder Width	6' (excluding gutter)	Centerline Grade (Min.–Max.)	0.5–6%
Inside Shoulder Width	n/a	Intersection Grades (Min.–Max)	0.5–3%
Required Curb/Gutter Type	6" vertical	Intersection Sight Distance	500'

[1]Assumes 4% superelevation, 6% for 70 MPH design speeds.

[2]Pavement width in each direction for divided roadways.

Sources: Data from El Paso County, *Engineering Criteria Manual*, Chapter 2, "Transportation Facilities, Table 2-4: Roadway Design Standards for Rural Expressways and Arterials and Table 2-6: Roadway Design Standards for Urban Expressways and Arterials,, last modified October 14, 2020, https://library.municode.com/co/el_paso_county/codes/engineering_criteria_manual_?nodeId=ENCRMA_CH2TRFA; City of Colorado Springs, *Traffic Criteria Manual*, Section 16, "Table of Traffic Engineering Design Standards," Table 10 Traffic Engineering Design Standards (Freeways, Expressways and Arterials), p.39. https://coloradosprings.gov/sites/default/files/images/traffic_criteria_manual.pdf.

3.2 Roadway Access

Table 2 shows the intersections and characteristics of existing segments of Briargate Parkway and Stapleton Road (Stapleton Drive in some locations) between Black Forest Road and Meridian Road. Among the existing cross streets, Black Forest Road and Meridian Road currently have functional classifications that are equal to or higher than the functional classifications of the currently existing segments of the Briargate Parkway–Stapleton Road project corridor.

3.3 Existing and Proposed Access Descriptions

The existing condition of each access—intersecting roads, driveways, and field gates—along the entire length of the Briargate Parkway–Stapleton Road project corridor are described below. The ultimate access conditions are also described consistent with applicable design criteria and, if necessary, the interim plan prior to implementing the final design. Plan sheets showing modifications to existing access and proposed access and survey stationing are included as **Attachment A**.

Gated field access points will be closed if the subdivision plat does not specify that a parcel is to have access to Briargate Parkway–Stapleton Road or if the parcel already has alternative access. Field access for deeded parcels without a current access will remain, and the gate's location will be noted as the "future access" for that property. It is anticipated that any existing or planned field gates providing access to utilities will remain.

Station 200+00 North/South: Black Forest Road

- Existing: This access, known as Black Forest Road, currently exists as a T-intersection that connects to existing Briargate Parkway and extends east from Black Forest Road. The existing intersection operates under two-way stop control. Black Forest Road is a two-lane minor arterial at this intersection and existing Briargate Parkway is a two-lane collector with no driveway access.
- Ultimate: Black Forest Road will be widened to four lanes. It will remain a minor arterial to the north of this intersection and will be upgraded to a principal arterial classification to the south of this intersection. The ultimate Briargate Parkway section at this location will be a four-lane principal arterial extending to the east and west, and this intersection will become a full-movement signalized intersection.

Station 211+00 North: Rising Eagle Place

- Existing: This access, known as Rising Eagle Place, currently exists as a dogleg connection between the existing Briargate Parkway, east of Back Forest Road and Rising Eagle Place. Both Briargate Parkway and Rising Eagle Place currently exist as local residential streets. Rising Eagle Place has direct driveway access.
- Ultimate: The ultimate Briargate Parkway section at this location will extend to the east and to the west as a four-lane principal arterial. A future T-intersection access (to the north) at Rising Eagle Place will have RIRO only access.

Station 227+60 South: Loch Linneh Place

- Existing: Loch Linneh Place currently terminates as a cul-de-sac that is coincident with the proposed future alignment of Briargate Parkway–Stapleton Road, and a field access connects to the cul-de-sac from the north. Loch Linneh Place is a two-lane residential street/collector that indirectly connects to Black Forest Road and Vollmer Road via Forestgate Road and Forestgate Road/Lochwinnoch Lane, respectively.
- Ultimate: The ultimate Briargate Parkway section will be a four-lane principal arterial, and the future T-intersection (to the south) at Loch Linneh Place will have RIRO-only access. The field access will be closed.

Station 247+50 North/South: Lochwinnoch Lane

- Existing: Lochwinnoch Lane is a two-lane residential street/collector that connects to Black Forest Road and Vollmer Road via Forestgate Road and Forestgate Road/Lochwinnoch Lane, respectively.
- Ultimate: The ultimate Briargate Parkway section will be a four-lane principal arterial, and the future intersection at Lochwinnoch Lane will be a full-movement intersection. The ultimate configuration of the future Briargate Parkway–Stapleton Road/Lochwinnoch Lane intersection will be determined as part of preliminary and final design and may be either a signalized intersection or a roundabout.

Station 267+00 North/South: Proposed Commercial Collector

- Existing: Neither the Briargate Parkway–Stapleton Road nor the proposed commercial collector currently exists at this location.
- Ultimate: Access at this location will serve anticipated commercial development to the north and south of the future Briargate Parkway–Stapleton Road. The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial, and the yet-unnamed proposed commercial

collector will be a three-lane commercial collector. The ultimate configuration of the future full-movement Briargate Parkway–Stapleton Road/commercial collector intersection will be determined as part of preliminary and final design and may be either a signalized intersection or a roundabout.

Station 282+50 North/South: Vollmer Road

- Existing: Vollmer Road currently exists as a two-lane minor arterial that extends diagonally from Black Forest Road and then north to Hodgen Road. A "pioneer" segment of proposed Briargate Parkway–Stapleton Road exists as a four-lane principal arterial that extends east from Vollmer Road to a terminus at Wheatland Drive.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial. Vollmer Road will remain a two-lane minor arterial at this intersection.

Station 290+00 South: Proposed Wheatland Drive

- Existing: Existing Briargate Parkway–Stapleton Road extends east from Vollmer Road to a terminus at Wheatland Drive. Wheatland Drive is a two-lane commercial collector with a connection to Vollmer Road via Dines Boulevard.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial. The ultimate T-intersection at Wheatland Drive (access from the south) will have RIRO-only access.

Station 316+40 South: Proposed Sterling Ranch Road

- Existing: Neither Briargate Parkway–Stapleton Road nor the proposed Sterling Ranch Road collector currently exists at this location.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial. Proposed Sterling Ranch Road will be a three-lane non-residential collector. The ultimate intersection at proposed Sterling Ranch Road (access from the south) will be a full-movement intersection. The ultimate configuration of the intersection will be determined as part of preliminary and final design and may be either a signalized intersection or a roundabout.

Station 341+20 South: Proposed Sterling Ranch Collector

- Existing: Neither Briargate Parkway–Stapleton Road nor the yet-unnamed proposed Sterling Ranch collector currently exists at this location.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial and the yet-unnamed proposed Sterling Ranch collector will be a two-lane non-residential collector. The ultimate T-intersection (access from the south) at this location will have RIRO-only access.

Station 352+00 South: Proposed Banning Lewis Parkway

- Existing: Neither the Briargate Parkway–Stapleton Road nor proposed Banning Lewis Parkway currently exists at this location. ROW for Banning Lewis Parkway to the south of Woodmen Road was dedicated as part on the annexation of Banning Lewis Ranch to the City of Colorado Springs. Since the annexation, ownership of the development has changed hands several times.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial. Proposed Banning Lewis Parkway has been included in the Pikes Peak Area Council of Governments Regional Transportation Plan (PPACG RTP) as a four-lane expressway; however, the Banning Lewis Parkway extension north of Woodmen Road is not included in the current, 2045 PPACG RTP. The ultimate intersection at proposed Banning Lewis Parkway (access from the south) will be a full-movement intersection. The ultimate configuration of the intersection will be determined as part of preliminary and final design and may be either a signalized intersection or a roundabout.

Station 375+20 South: Proposed "The Ranch" Collector West

- Existing: Neither Briargate Parkway–Stapleton Road nor the yet-unnamed proposed west "The Ranch" collector currently exists at this location.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial and the yet-unnamed proposed west collector that will serve The Ranch will be a two-lane residential collector. The ultimate T-intersection (access from the south) at this location will have RIRO only access.

Station 390+50 North/South: Woodmen Hills Drive-Raygor Road

- Existing: Neither Briargate Parkway–Stapleton Road nor the proposed extended Raygor Road collector connections to the corridor currently exist at this location.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial. The Raygor Road access will be created within The Ranch via extensions of existing Raygor Road to the south (along a new alignment) and the extension of Woodman Hills Drive to the west (see Figure 4) and will be a two-lane collector. The proposed Woodmen Hills Drive-Raygor Road access will be a full-movement intersection. The ultimate configuration of the intersection will be determined as part of preliminary and final design and may be either a signalized intersection or a roundabout.

Station 420+25 North: Proposed "The Ranch" Collector East

- Existing: Neither Briargate Parkway–Stapleton Road nor the yet-unnamed proposed east "The Ranch" collector currently exists at this location.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial and the yet-unnamed proposed east collector that will serve The Ranch will be a two-lane residential collector. The ultimate T-intersection (access from the south) at this location will have RIRO-only access.

Station 445+60 North/South: Towner Avenue

- Existing: Stapleton Drive currently exists as a two-lane minor arterial east of this intersection and is closed west of this intersection. Existing Towner Avenue is a two-lane non-residential collector north of this intersection and a residential collector with driveway access (The Meadows) to the south of the intersection. The existing full-movement intersection operates under two-way stop control.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial. The ultimate intersection at Towner Avenue will be a full-movement intersection. The ultimate configuration of the intersection will be determined as part of preliminary and final design and may be either a signalized intersection or a roundabout.

Station 459+00 North: Prairie Dove Drive

- Existing: Stapleton Drive currently exists as a two-lane minor arterial at this location and Prairie Dove Drive is a two-lane local street with alternative ingress/egress route available. The existing full-movement, T-intersection at this location operates under two-way stop control.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial. The ultimate t-intersection at Prairie Dove Drive (access from the north) will be restricted to RIRO-only access.

Station 472+50 North: Liberty Grove Drive

- Existing: Stapleton Drive currently exists as a two-lane minor arterial at this location and Liberty Grove Drive is a two-lane local street with alternative ingress/egress routes available. The existing full-movement, T-intersection at this location operates under two-way stop control.
- Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial. The ultimate T-intersection at Liberty Grove Drive (access from the north) will be restricted to RIRO-only access.

Station 488+00 North/South: Meridian Road

- Existing: Stapleton Drive currently exists as a two-lane minor arterial at this location, and Meridian Road exists and a four-lane principal arterial. The existing full-movement intersection at this location is signalized.
- Ultimate: Ultimate: The ultimate Briargate Parkway–Stapleton Road section will be a four-lane principal arterial, and Meridian Road will remain a four-lane principal arterial to the north but will be widened to six lanes to the south (to Woodmen Road). This intersection will remain a full-movement signalized intersection.

3.4 Analysis of Existing/Planned Access Spacing

An analysis of the spacing between existing and proposed access locations was performed to evaluate and support ACP development. Based on both EPC and COS design standards, principal arterial full-access intersections should be spaced at ½ mile (2,640'), with COS allowing unsignalized intersections to be spaced at ¼ mile (1,320') increments. Access spacing for existing and proposed full-access, potentially signalized intersection locations are summarized in **Table 2** below and in **Figure 4** on the following page.

Table 2. Full-Access Intersection Spacing

Western Road	Eastern Road	Full-Access Spacing
Black Forest Road	Rising Eagle Place (RIRO Access)	2,775' (0.52 mi.)
Rising Eagle Place	Loch Linneh Place	
Loch Linneh Place	Lochwinnoch Lane	1,975' (0.37 mi.)
Lochwinnoch Lane	*Commercial Collector (proposed)*	2,525' (0.48 mi.)
Commercial Collector (proposed)	Vollmer Road	1,000' (0.19 mi.)
Vollmer Road	Wheatland Drive (RIRO Access)	3,375' (0.64 mi.)
Wheatland Drive (RIRO Access)	*Potential Access (limited to RIRO)*	
RIRO Access (potential)	Sterling Ranch Road (proposed)	
Sterling Ranch Road (proposed)	*Sterling Ranch Collector* (proposed RIRO)	3,550' (0.67 mi.)
Sterling Ranch Collector (proposed RIRO)	Banning Lewis Parkway (proposed)	
Banning Lewis Parkway (proposed)	*Potential Access (limited to RIRO)*	2,330' (0.44 mi.)
RIRO Access (potential)	*The Ranch Collector West* (proposed)	
The Ranch Collector West (proposed)	Woodmen Hills Dr./Raygor Rd. (proposed)	1,550' (0.29 mi.)
Woodmen Hills Dr./Raygor Rd. (proposed)	*The Ranch Collector East* (proposed)	3,000' (0.57 mi.)
The Ranch Collector East (proposed)	Towner Avenue	2,525' (0.48 mi.)
Towner Avenue	Prairie Dove Drive (RIRO)	4,250' (0.80 mi.)
Prairie Dove Drive (RIRO)	Liberty Grove Drive (RIRO)	
Liberty Grove Drive (RIRO)	Meridian Road	

Note: Roads in italics are currently unnamed roads. Spacing is show between full-access locations only.

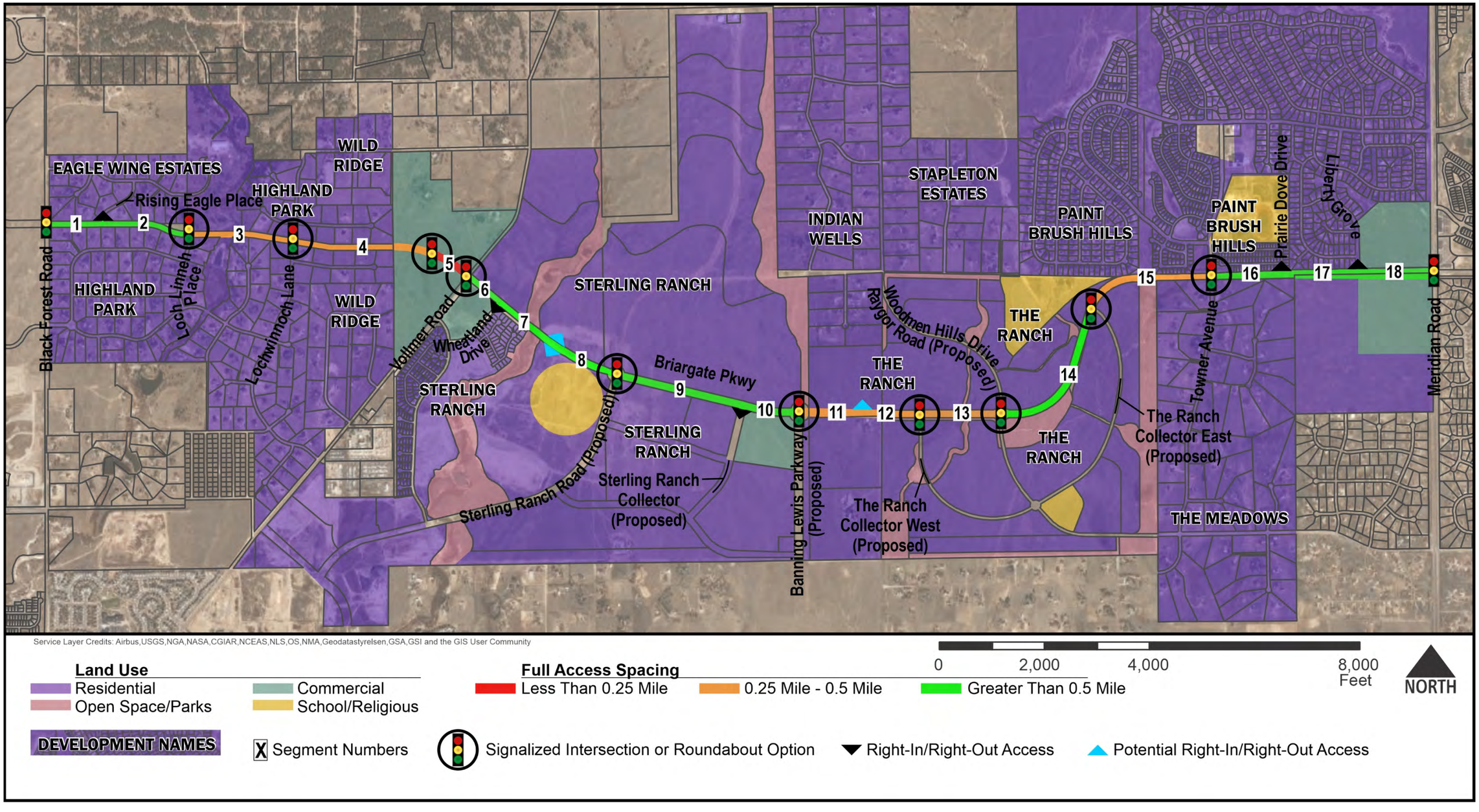

Figure 4. Access Locations and Intersection Access Restrictions

3.5 Access Control Planning Framework

3.5.1 Access Control Guidelines and Design Criteria

Both the EPC ECM and the COS *Traffic Criteria Manual* (TCM) permit intersections along a principal arterial to be spaced at ½ mile intervals. EPC does not allow access to principal arterials between intersections. COS allows for one access drive per property ownership, which may be jointly shared with adjacent properties. COS permits median cuts at a spacing between a ¼ mile and a ½ mile at major or significant street intersections.

The Transportation Research Board (TRB) *Access Management Manual, Second Edition* identifies 10 "Principles of Access Management"[1]:

1. Provide a specialized roadway system.
2. Limit direct access to major roadways.
3. Promote intersection hierarchy.
4. Locate signals to favor through movements.
5. Preserve the functional area of intersections and interchanges.
6. Limit the number of conflict points.
7. Separate conflict areas.
8. Remove turning vehicles from through-traffic lanes.
9. Use non-traversable medians to manage left-turn movements.
10. Provide a supporting street and circulation system.

3.5.2 Proposed Roadway Section and Intersection Layout

Channelized turn lanes are planned at all corridor intersections to reduce delays and improve corridor safety. The anticipated number of required dedicated turn lanes at each access location varies depending on the existing and forecast turn and mainline traffic flow volumes. Because roundabout and signalized alternatives will be considered during preliminary and final design, intersection layouts may be modified for roundabout alternatives.

Access intersections at Black Forest Road and Vollmer Road will require interim and ultimate configurations that can accommodate future dual left-turn lanes. Initially, the intersections will be striped with one left-turn lane and 200 feet of storage in the eastbound/westbound (EB/WB) directions. The pavement width at these access locations will be constructed to accommodate addition of a second left-turn lane when volumes increase to levels that warrant dual left-turn lanes. Consistent with the City if Colorado Springs Black Forest Road Corridor Plan, dual left-turn lanes with 205 feet or storage are planned for the northbound (NB) approach and dual left-turn lanes with 225 feet of storage are planned for the southbound (SB) approach. The Vollmer Road NB/SB approaches will each have one left-turn lane with a storage capacity of 100 feet.

[1] Transportation Research Board, *Access Management Manual Second Edition*, 2014, p. 6-10.

Traffic forecasts for Loch Linneh Place and Lochwinnoch Lane indicate that dedicated left-turn lanes will not be required on the cross-street approaches from either of these roadways. Mainline traffic forecasts indicate that single EB/WB dedicated left-turn lanes with 200 feet of storage will be adequate to serve both near-term and long-term Briargate Parkway–Stapleton Road mainline traffic flows at these access locations.

Traffic forecasts for the yet-unnamed proposed Commercial Collector (west of Vollmer Road), Woodmen Hills Drive/Raygor Road and Towner Avenue access intersections indicate that single NB/SB left-turn lanes with 100 feet of storage will be adequate to serve both near-term and long-term traffic flows. Mainline traffic forecasts indicate that single EB/WB dedicated left-turn lanes with 200 feet of storage will be adequate to serve both near-term and long-term Briargate Parkway–Stapleton Road mainline left-turn traffic flows at these access locations.

It is expected that Meridian Road will maintain the existing left-turn lane configuration for the NB/SB directions.

Traffic forecasts for Sterling Ranch Road (proposed), Banning Lewis Parkway (proposed), The Ranch Collector West (proposed), and The Ranch Collector East (proposed) indicate that a NB left-turn lane with 100 feet of storage will be required to serve near-term and long-term traffic flows. Mainline traffic forecasts indicate that single WB dedicated left-turn lanes with 200 feet of storage will be required to serve Briargate Parkway–Stapleton Road mainline left-turn traffic flows at these access locations. No northern leg is planned for any of these intersections at this time.

There will not be any left turns from the Briargate Parkway–Stapleton Road mainline to Rising Eagle Place, Wheatland Drive (proposed), Sterling Ranch Collector (proposed), Liberty Grove Drive, and Prairie Dove Drive. Each of these intersections will be restricted to only RIRO access. Additionally, Prairie Dove Drive and Liberty Grove Drive may be closed in the ultimate configuration to ensure adequate traffic flow. Alternative access is available to traffic that would use these intersections.

4 Access Control Plan

Access control alternatives, including access restrictions, were evaluated to preserve the roadway's planned functionality. Parcels and subdivisions were grouped by access commonalities to identify locations where direct access to the ultimate Briargate Parkway–Stapleton Road facility would be required.

4.1 Analysis of Access Alternatives

Existing and proposed access point locations were reviewed for compatibility with current County criteria. These alternatives were developed considering the connectivity of existing and proposed access points to developed neighborhoods and individual ownership parcels. Access closures were proposed only where alternative access was/could be provided. Most intersections along this corridor have alternatives available as indicated in **Figure 4** in section 3.3 above. This section includes information about channelized lanes that will be required for future signalized intersections. The ultimate configuration of selected accesses/ intersections will be determined as part of preliminary and final design and will consider both signalized intersection and modern roundabout alternatives.

A "no-build" option was not an alternative considered for this corridor. Briargate Parkway–Stapleton Road does not currently exist along most of the corridor alignment, and the approved, planned development requires a "build" alternative to ensure that the road will meet the planned classification and function. Additionally, the project segment is an integral part of the planned regional transportation system network.

Based on public and stakeholder input collected via the project website, issues were identified and considered. A full range of improvement alternatives was then developed, evaluated, and iteratively refined. Benefits and impacts of potential closures, if any, were identified and then evaluated. Four access management concepts were presented to stakeholders and the public through the project website.

Additional review of the operational benefits of selected access closures and the effectiveness of using access management tools in lieu of access closures was undertaken. Based on analysis findings, final access management strategies recommended for use on the corridor include intersection and mainline improvements to implement 5 of the 10 TRB access management principles, as follow below:

1. Remove left-turns from through traffic lanes.
2. Limitthe number of conflict points.
3. Separate conflict areas.
4. Manage left-turn movements.
5. Use non-traversable medians to enforce turn restrictions.

4.2 Access Control Recommendations

This Access Control Plan has been developed with participation from El Paso County, the City of Colorado Springs, and the public. After evaluating both existing and proposed conditions, the plan limits full-movement access to major intersections spaced approximately one-half miles apart. Minor intersections are limited to RIRO, limiting opportunities to make left turns onto the highway. Traffic control measures include raised medians, driveway channelizing islands at limited-access points, and signing and striping.

4.2.1 Location-Specific Recommendations

Specific recommendations for access points in the corridor are summarized by segments in **Table 3**. Full-movement intersections with potential for future signalization and other traffic control measures have been identified as part of the Access Control Plan; however, the types of traffic control devices are not specified.

Traffic control will be evaluated on a case-by-case basis as future conditions warrant. Potential traffic control measures may include two-way stop control, traffic signals, roundabouts, and other traffic control devices recognized by the *Manual on Uniform Traffic Control Devices* (MUTCD). Where warranted per current MUTCD standards, traffic signals may be implemented when funding is available.

Table 3. Configuration / Applicable Ultimate Intersection Alternatives

Eastern Road	Intersection Layout	Access Closed	RIRO Intersection	Signalized Intersection	Roundabout Intersection
Black Forest Road	4 Legs			✓	
Rising Eagle Place	3 Legs		✓		
Loch Linneh Place	3 Legs			✓	✓
Lochwinnoch Lane	4 Legs			✓	✓
Commercial Collector (proposed)	4 Legs			✓	✓
Vollmer Road	4 Legs			✓	✓
Wheatland Drive (proposed)	3 Legs		✓		
Sterling Ranch Road (proposed)	3 Legs			✓	✓
Sterling Ranch Collector (proposed)	3 Legs		✓		
Banning Lewis Parkway (proposed)	3 Legs			✓	✓
The Ranch Collector West (proposed)	3 Legs			✓	✓
Woodmen Hills Drive/Raygor Road (proposed)	4 Legs			✓	✓
The Ranch Collector East (proposed)	3 Legs			✓	✓
Towner Avenue	4 Legs			✓	✓
Prairie Dove Drive	3 Legs	✓			
Liberty Grove Drive	3 Legs	✓	✓		

Notes:
1) A preferred alternative for the Black Forest Road intersection was selected as part of the Woodmen Road Widening Study.
2) Per plat notes, Scenic Brush Access to Stapleton Road is temporary, to be closed when traffic volumes warrant.
3) Per plat notes, The Ranch collector loop connection to Stapleton Road may be signalized or constructed as a modern roundabout.
4) Roads in italics are currently unnamed.

4.2.1.1 Full-Movement Intersections

Black Forest Road, Lochwinnoch Lane, Commercial Collector (proposed), Vollmer Road, Woodmen Hills Drive/Raygor Road (proposed), and Towner Avenue are intended to be full-movement intersections with four legs. Loch Linneh Place currently ends at the proposed location of Briargate Parkway but is proposed to be extended across Briargate, continuing north to tie into Eagle Wing Drive.

Sterling Ranch Road, Banning Lewis Parkway (proposed), The Ranch Collector West (proposed), and The Ranch Collector East (proposed) are intended to be full-movement intersections with three legs. Two of those legs will be Briargate Road, and the third will extend south.

Both ultimate signalized intersection and modern roundabout alternatives will be evaluated during the preliminary design phase for the project. Concepts for each of these intersection alternatives are depicted in **Figure 5**.

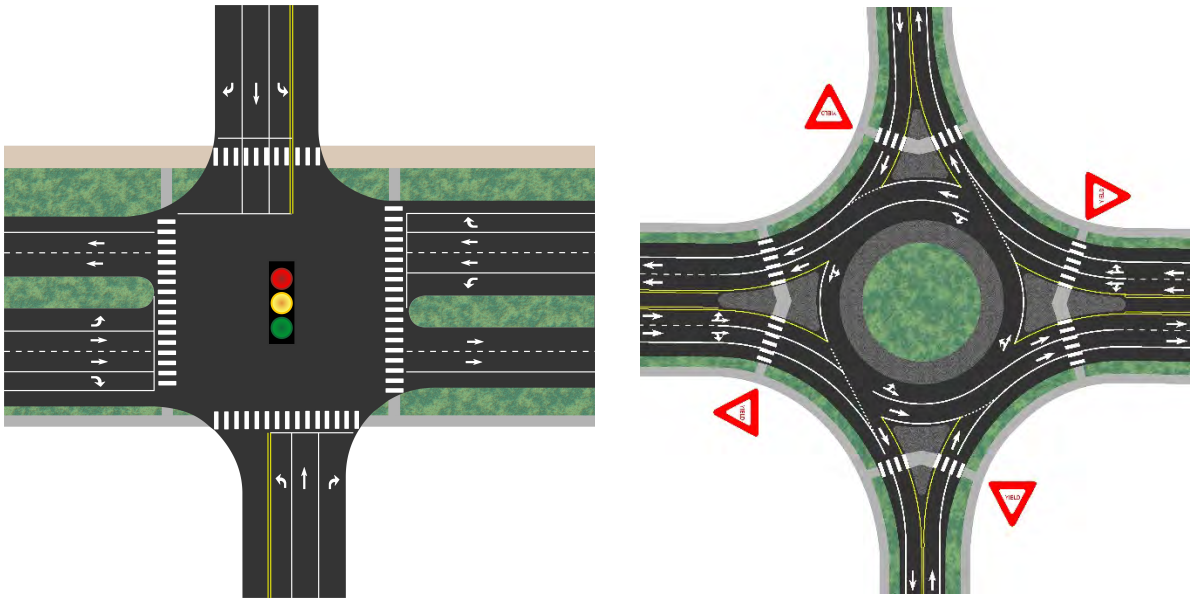

Figure 5. Full-Movement Intersection Concepts

4.2.1.2 Right-In/Right-Out Intersections

The intersection at Rising Eagle Place is intended to be converted to RIRO intersection. Wheatland Drive (proposed) and Sterling Ranch Collector (proposed) are not currently constructed and are recommended to be built without full-movement access to the Briargate/Stapleton corridor. If the connections are approved for construction, they are recommended to be RIRO intersections without curb breaks in the median. In addition to these existing and proposed access locations, several potential future RIRO access locations are identified by the Access Control Plan as depicted in **Figure 4** in section 3.3 above.

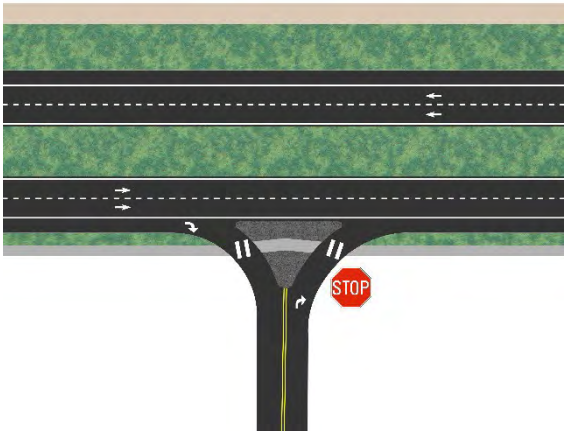

Figure 6. Right-In/Right-Out Intersection Concept

4.2.1.3 Intersection Closures

At Prairie Dove Drive and Liberty Grove Drive, the existing full-movement T-intersections will initially be restricted to RIRO only operations and may be closed in the ultimate configuration to ensure adequate traffic flow. Alternative access is available to traffic that would use these intersections.

4.2.2 Future Access Requests

In accordance with the ECM (Chapter 5 "Permits and Inspections," Section 5.4 "Driveway Permit"), all access requests shall be submitted in the form of a permit application and work shall not commence before the permit has been issued. The following criteria must be met:

- Submitted application complies with all applicable requirements of the ECM or an exception approved by the Board of County Commissioners.
- ECM Administrator determines that the access will not create an unsafe condition for the traveling public.
- All required review and permit fees have been paid, and any required surety has been posted.

A property owner seeking to construct a new access must, in advance, apply to the County Development Services Division for approval and obtain an Access/Driveway Permit and a Work in the Right-of-Way Permit; the property owner may also need to clear utilities (if excavation is required) and seek approval of a submitted Traffic Control Plan (if work will interfere with traffic). Permitting requirements are detailed in the ECM.

5 Access Control Plan Implementation

5.1 Implementation

The Access Control Plan is a long-range planning tool to manage roadway access over time. Any of the following scenarios can trigger the implementation of the plan:

- As property along the corridor develops, any access improvements triggered by that development will need to be consistent with the ACP. (Private Funding)
- El Paso County or the City of Colorado Springs funds improvements to a segment of the roadway. (Public Funding)
- State or federal funding is obtained to make a connection in the corridor. (Public Funding)
- An operational issue develops that can be mitigated through techniques described in the ACP. (Public Funding)

Once funding has been identified, detailed engineering drawings of the proposed access improvements are required before construction can begin. Details related to storm drainage, utilities, landscaping, environmental issues, pedestrian/bicycle facilities, roadway sections, and other topographic features will be considered during this design process. Environmental evaluations appropriate to the project's size, type, and funding will be completed as part of the design phase.

As part of this ACP, an intergovernmental agreement (IGA) between El Paso County and the City of Colorado Springs has been executed and is included in **Attachment A**. This IGA provides for continued commitment by both parties to implement the modifications identified by this study. As this is a long-range study, the potential for conditions to change is acknowledged. A plan modification process, where both parties agree to the changes, is outlined within the IGA (**Attachment B**).

5.2 Phasing

Major corridor funding does not often become available in lump sum packages. As funding does come available, corridor improvements can be broken into standalone phases, for which distinct improvement packages are proposed. Based on required circulation routes, the following segments are recommended:

1. Black Forest Road to Vollmer Road (1.55 mi)
   This phase will likely be built first due to the developments in the areas that have already been constructed. The connection between these two arterials will facilitate traffic needs to access these developments. Rising Eagle, Eagle Wing, and Highland Park neighborhoods/developments are adjacent to this segment.
2. Vollmer Road to Banning Lewis Parkway (1.30 mi)
   Phase 2 consists of the segments between Vollmer Road and Banning Lewis Parkway. This entire segment is located within the Sterling Ranch development. It is anticipated that this phase will need to be built contiguously to allow for travel through the development.
3. Banning Lewis Parkway to Towner Avenue (1.80 mi)
   The Ranch encompasses most of this phase and will require this segment of Briargate/Stapleton to connect within the development. This phase may be built before, during, or concurrently with the previous phase, depending on which developments begin construction.
4. Towner Avenue to Meridian Road (0.80 mi)
   A two-lane roadway exists in this area and is officially outside of this project limits. It will become necessary to upgrade this section of the roadway to match the proposed cross section to the rest of the corridor to ensure efficient and safe travel.

Attachment A – Recommended Access Locations and Restrictions

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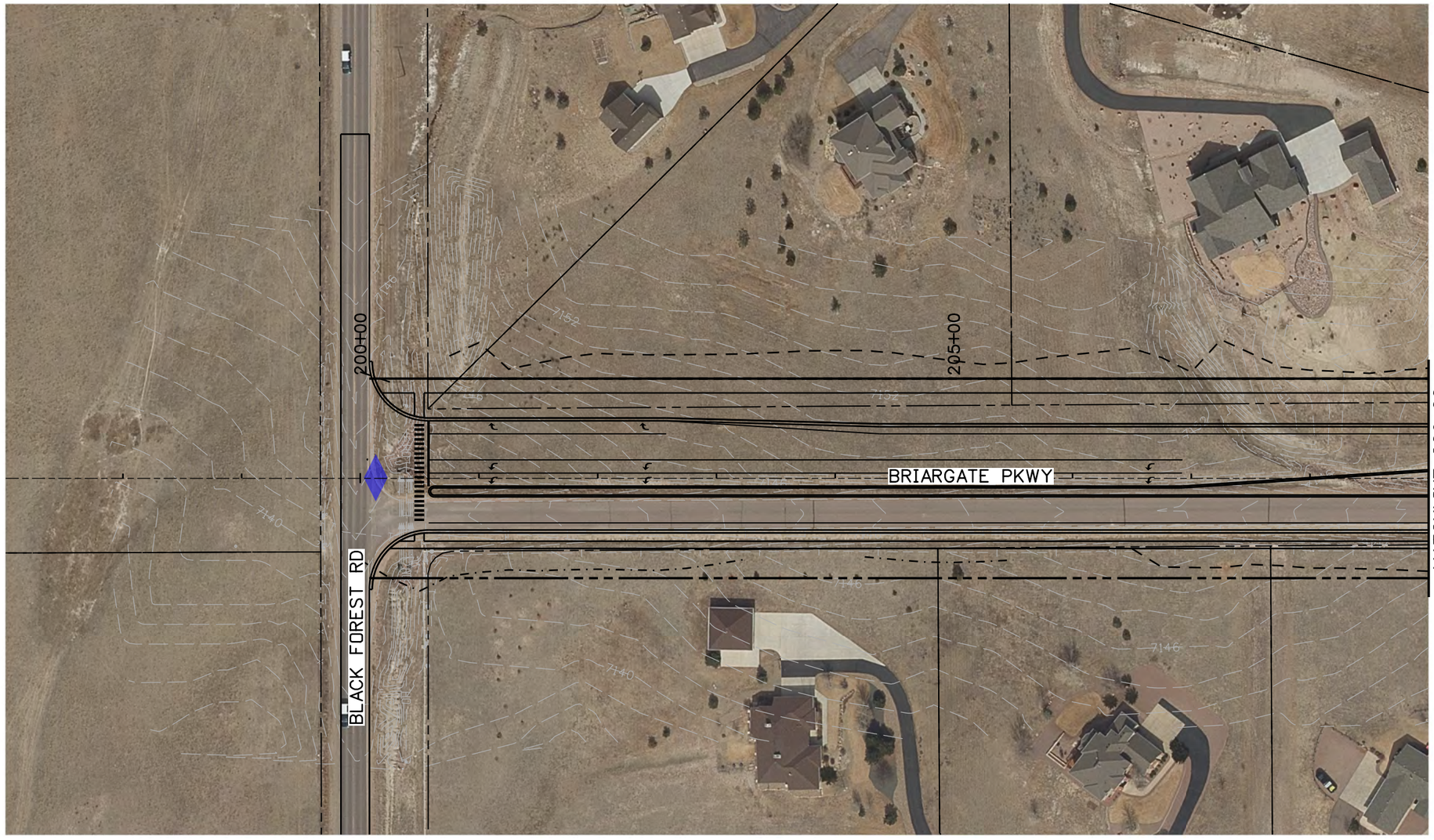

RIGHT IN/RIGHT OUT

SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

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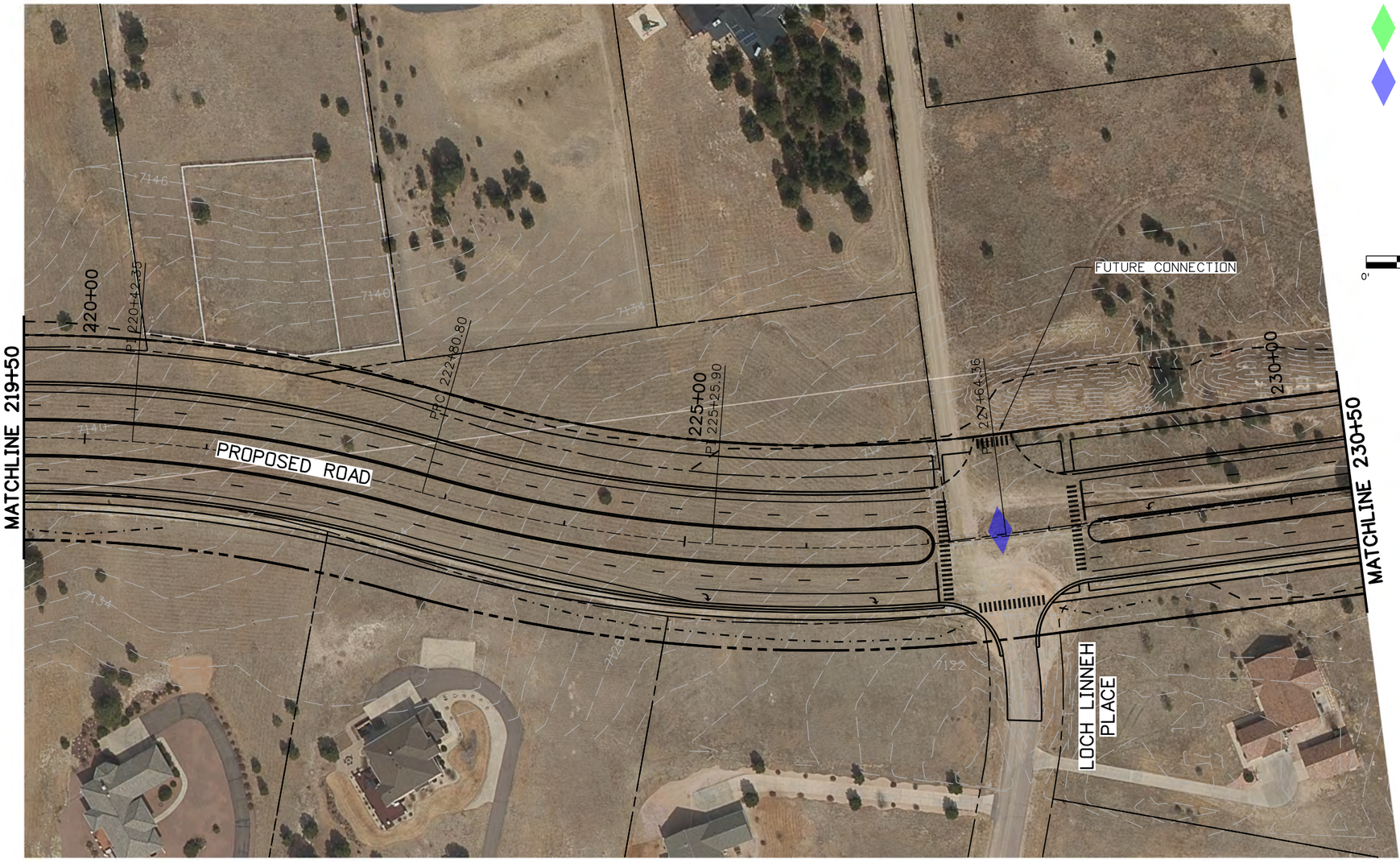

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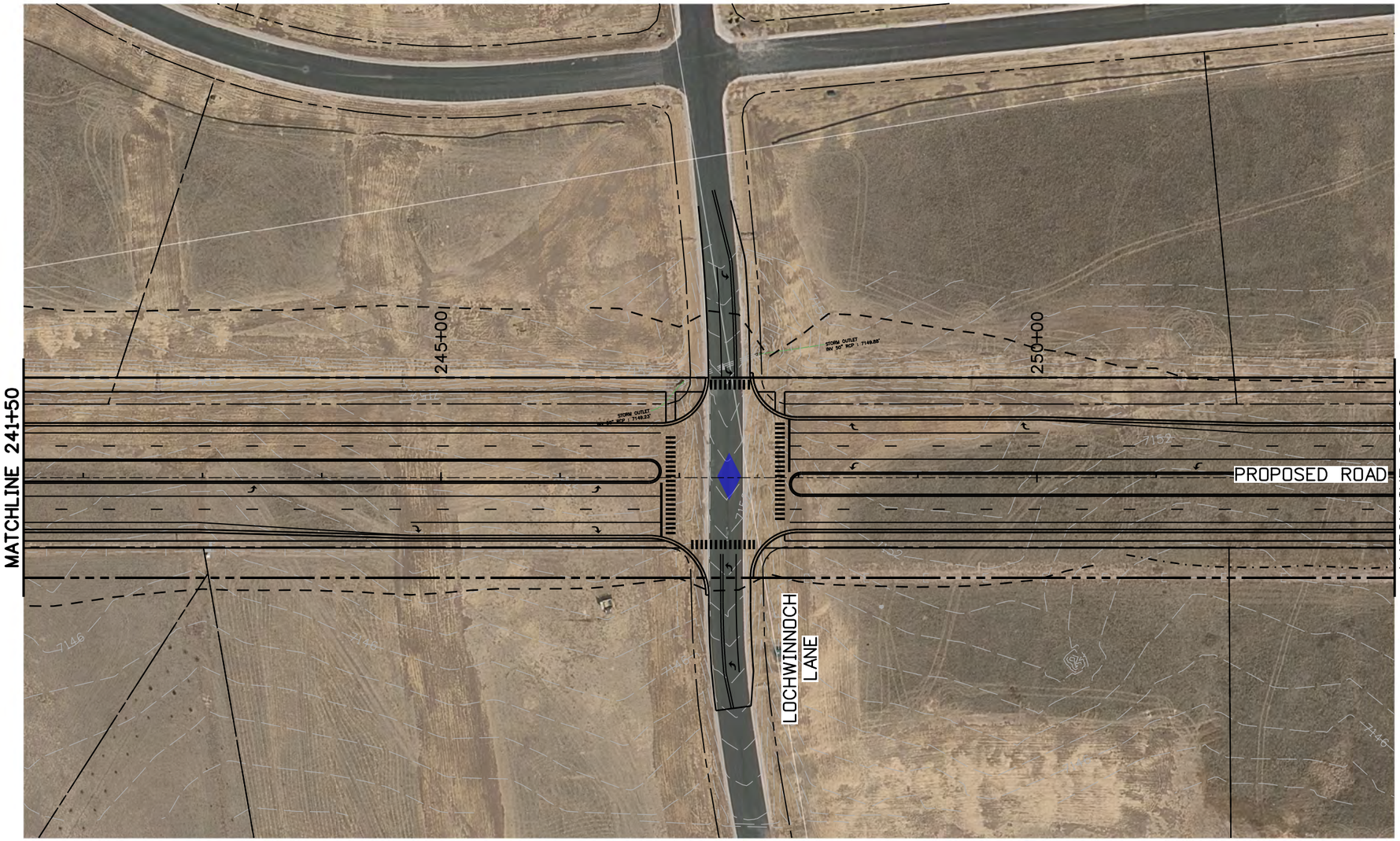

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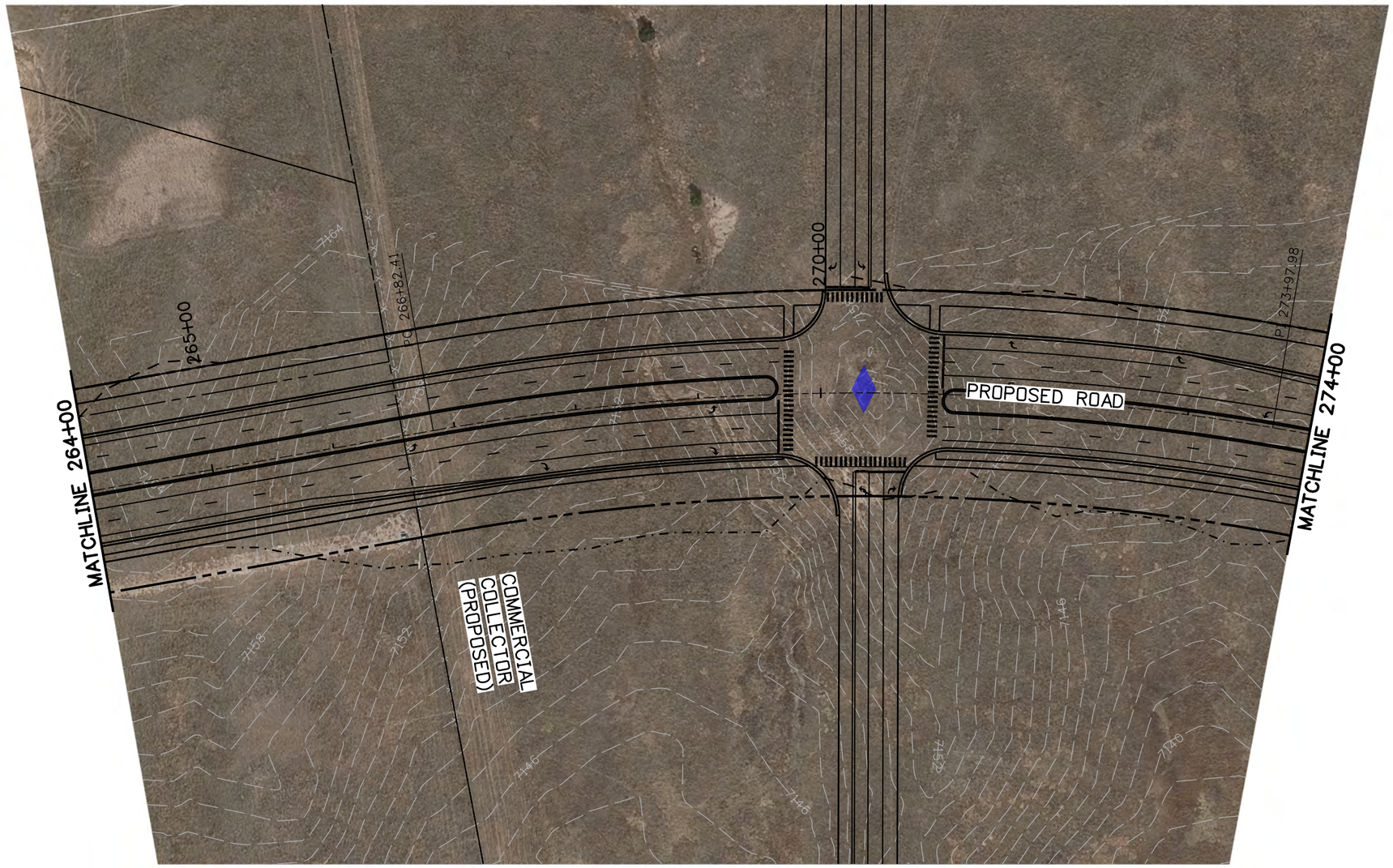

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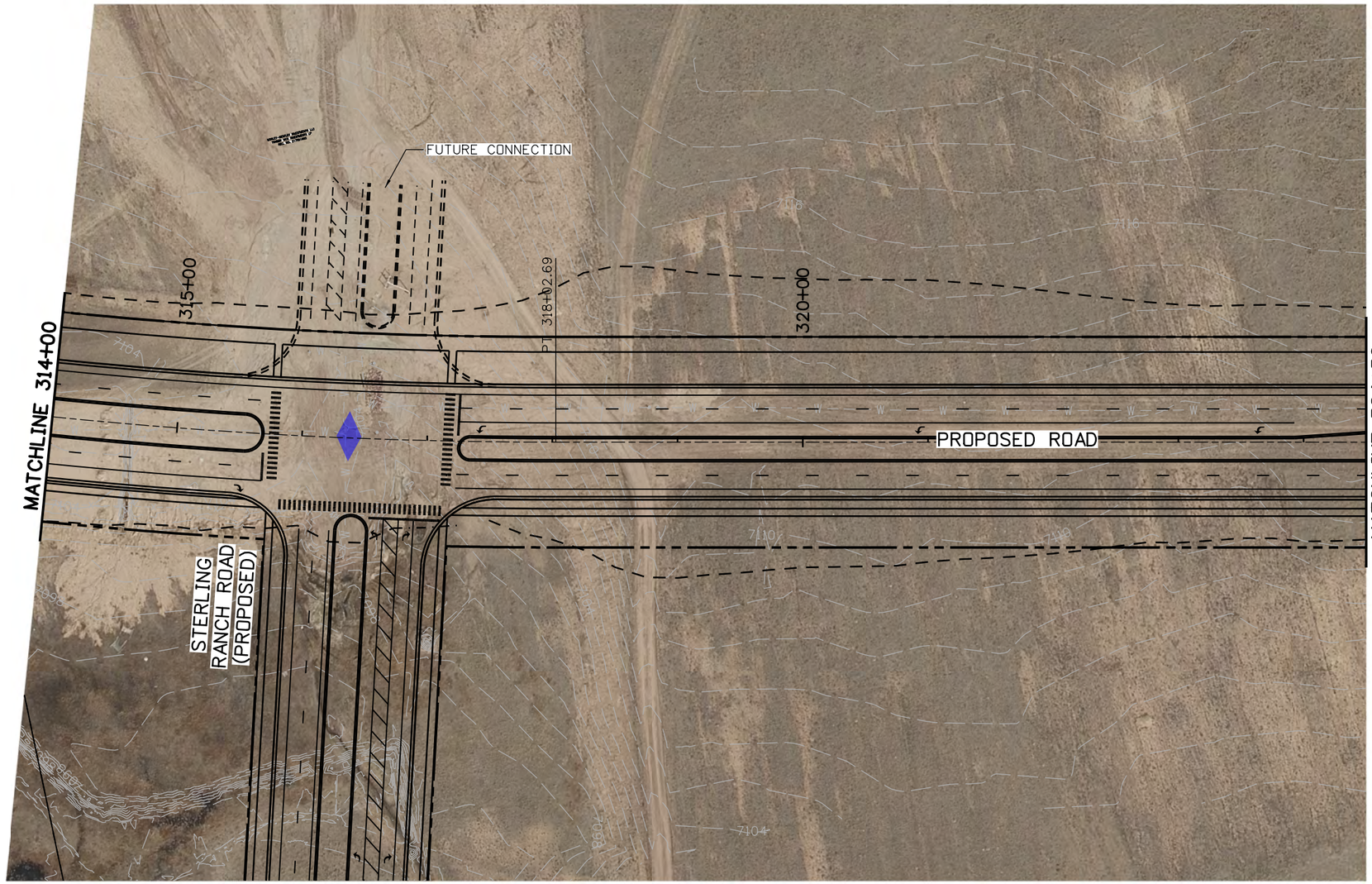

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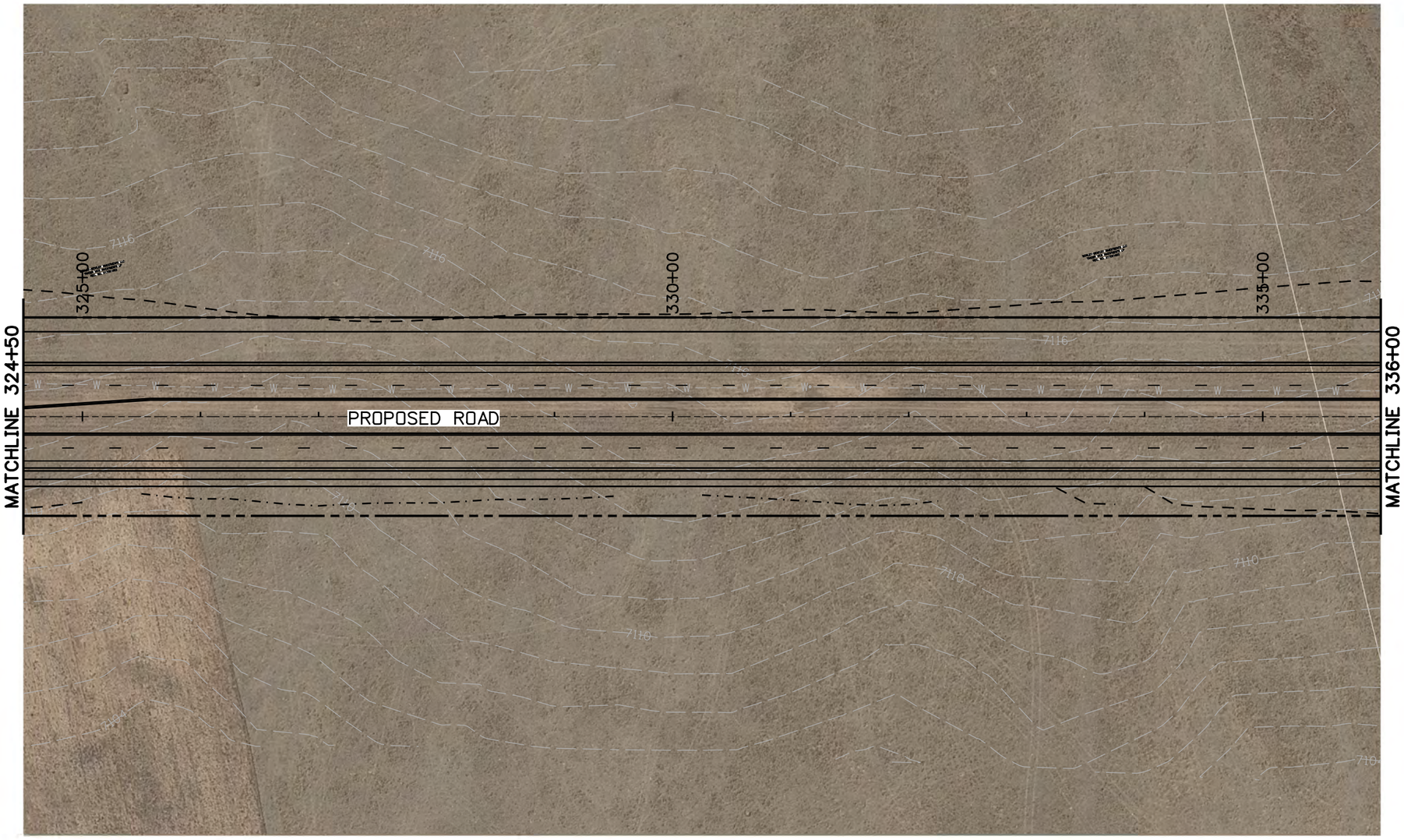

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SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

N

0' 50' 100' 200'

PRELIMINARY - NOT FOR CONSTRUCTION

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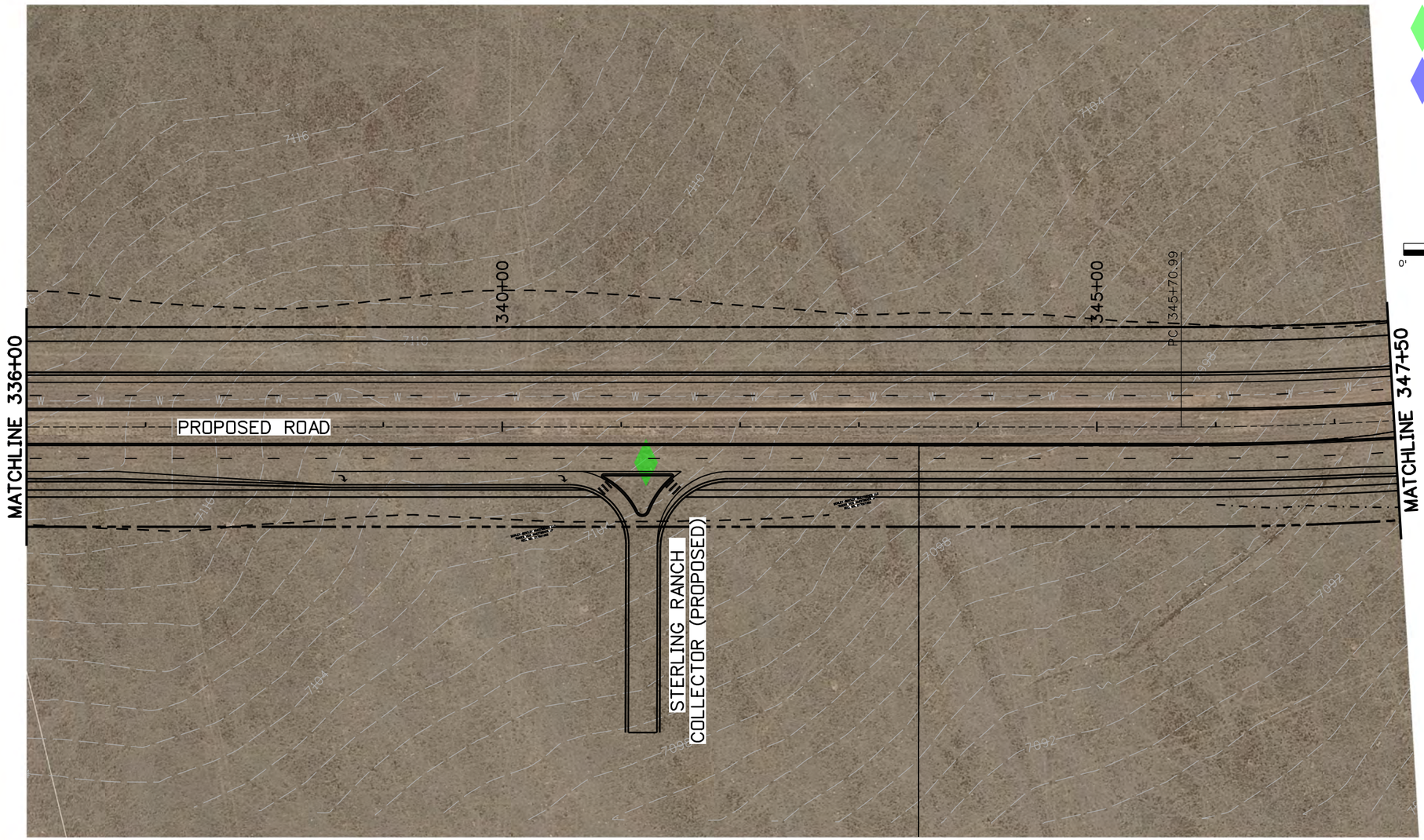

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Unit Information	Unit Leader						Detailer: TAH	
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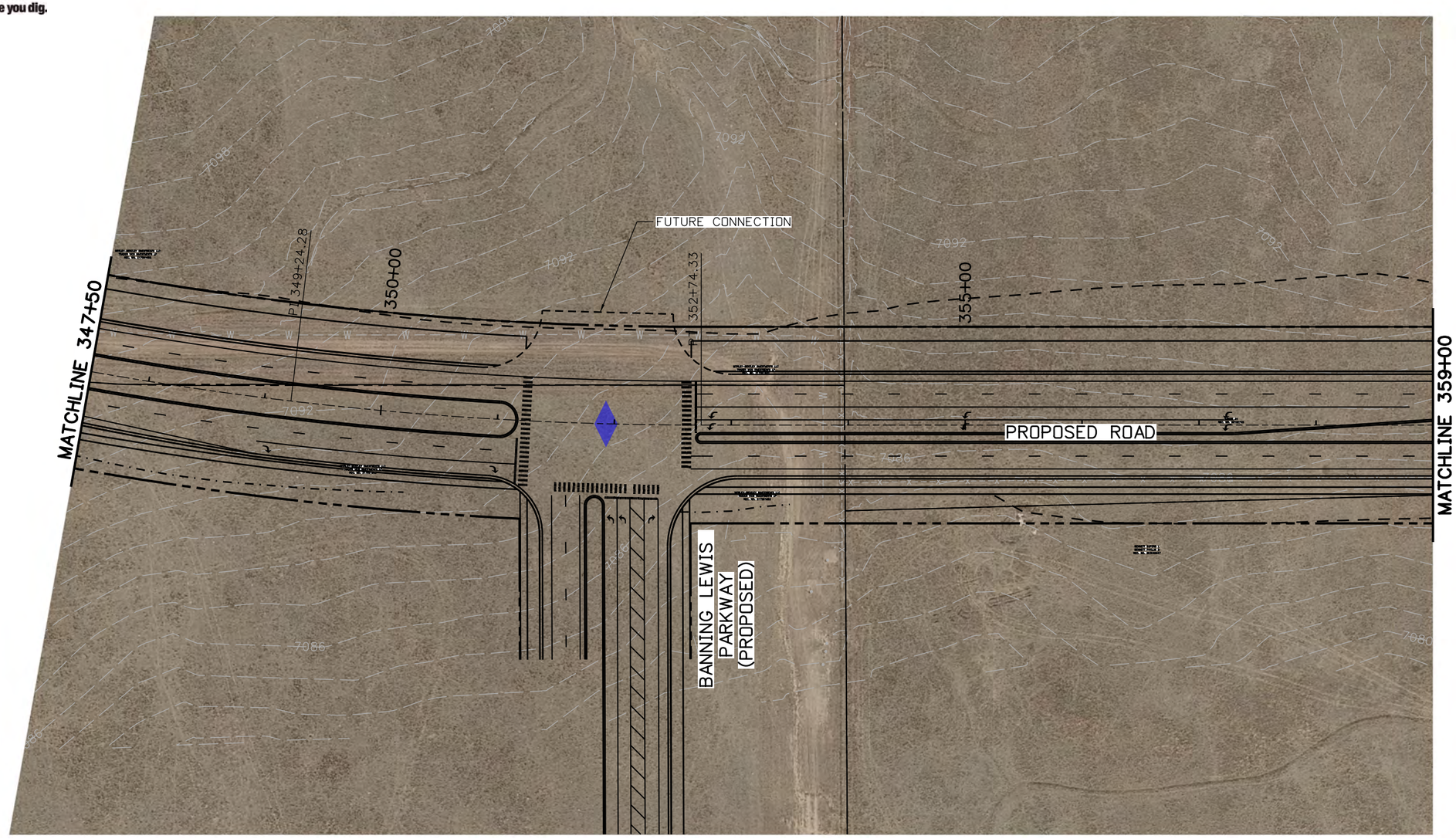

PRELIMINARY - NOT FOR CONSTRUCTION

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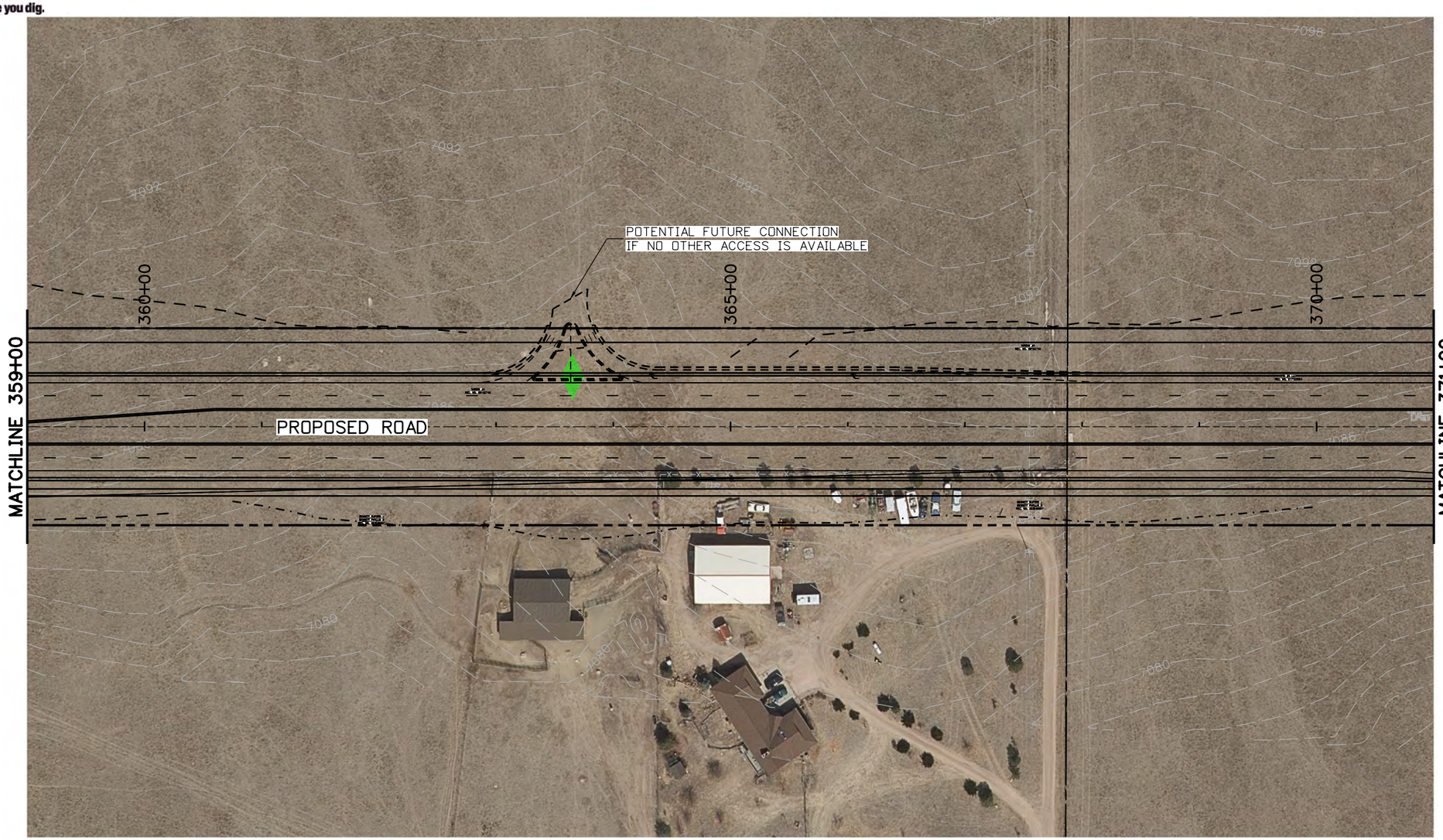

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SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

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PRELIMINARY - NOT FOR CONSTRUCTION

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EL PASO COUNTY COLORADO EST. 1861

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ACCESS PLAN
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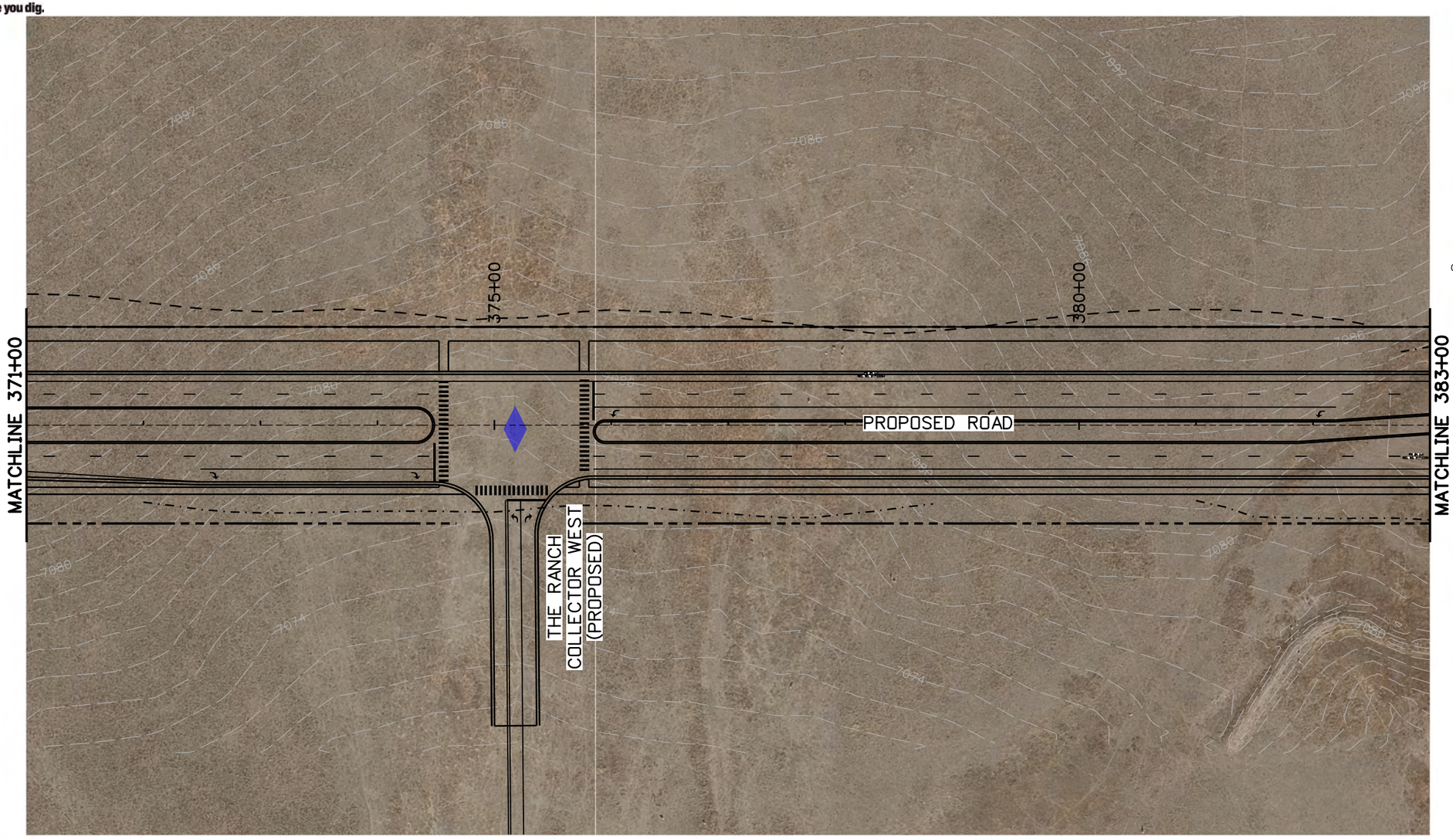

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SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

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PRELIMINARY - NOT FOR CONSTRUCTION

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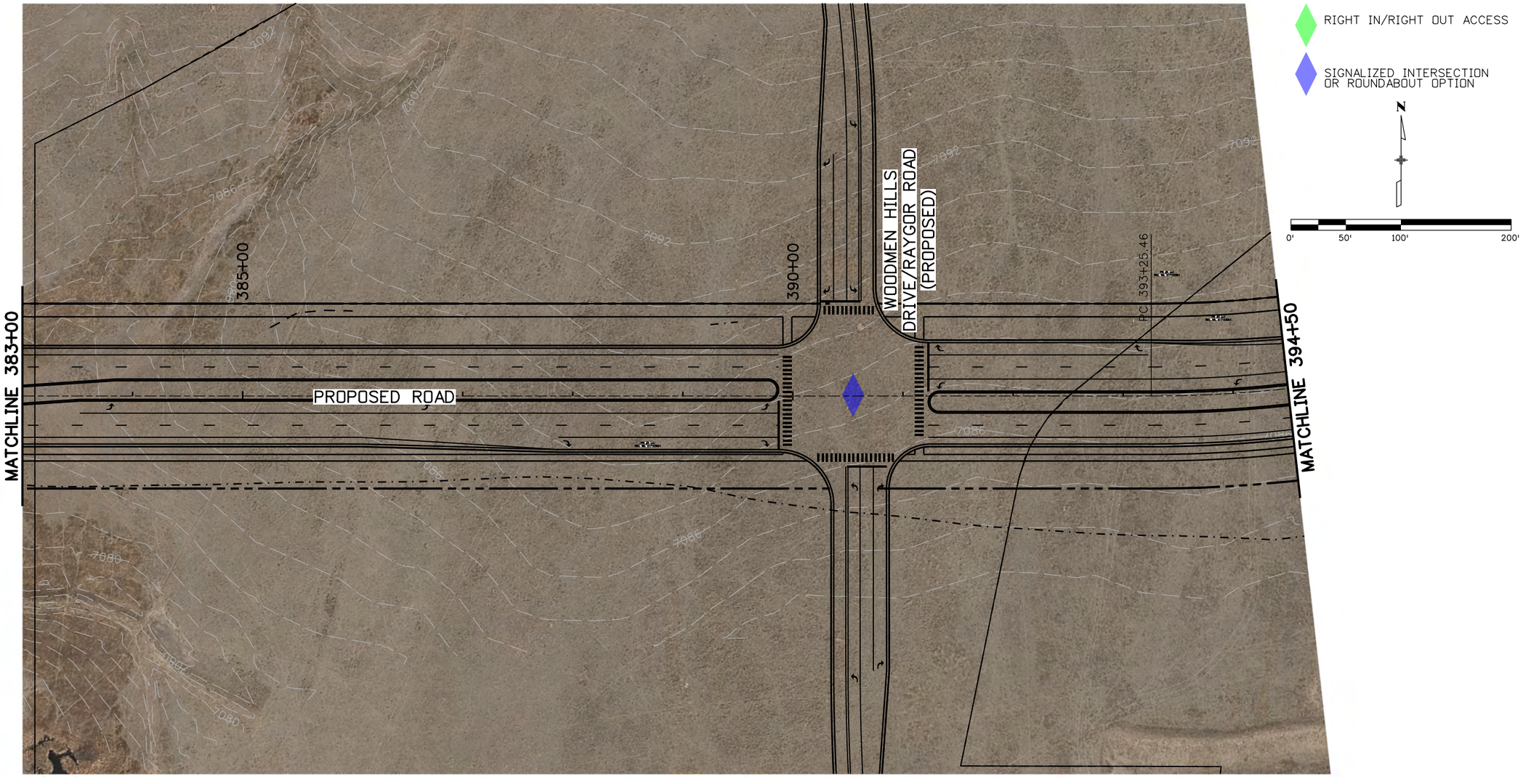

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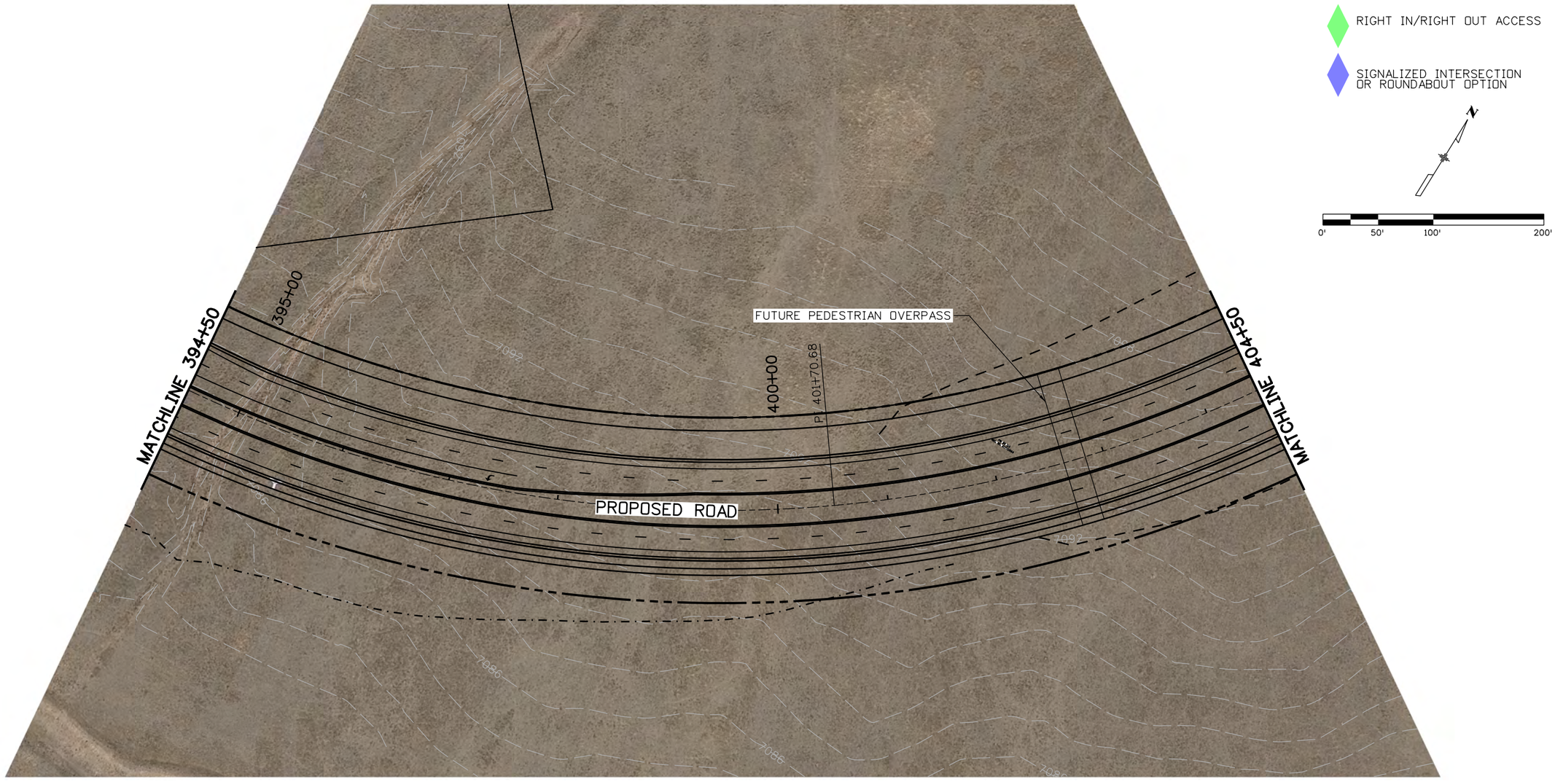
Know what's **below.** **Call** before you dig.



RIGHT IN/RIGHT OUT ACCESS

SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

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PRELIMINARY - NOT FOR CONSTRUCTION

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RIGHT IN/RIGHT OUT ACCESS

SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

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0' 50' 100' 200'

PRELIMINARY - NOT FOR CONSTRUCTION

Print Date: 11/2/2021		Sheet Revisions			WILSON & COMPANY		ACCESS PLAN STA 404+50 TO STA 416+00	Project No./Code
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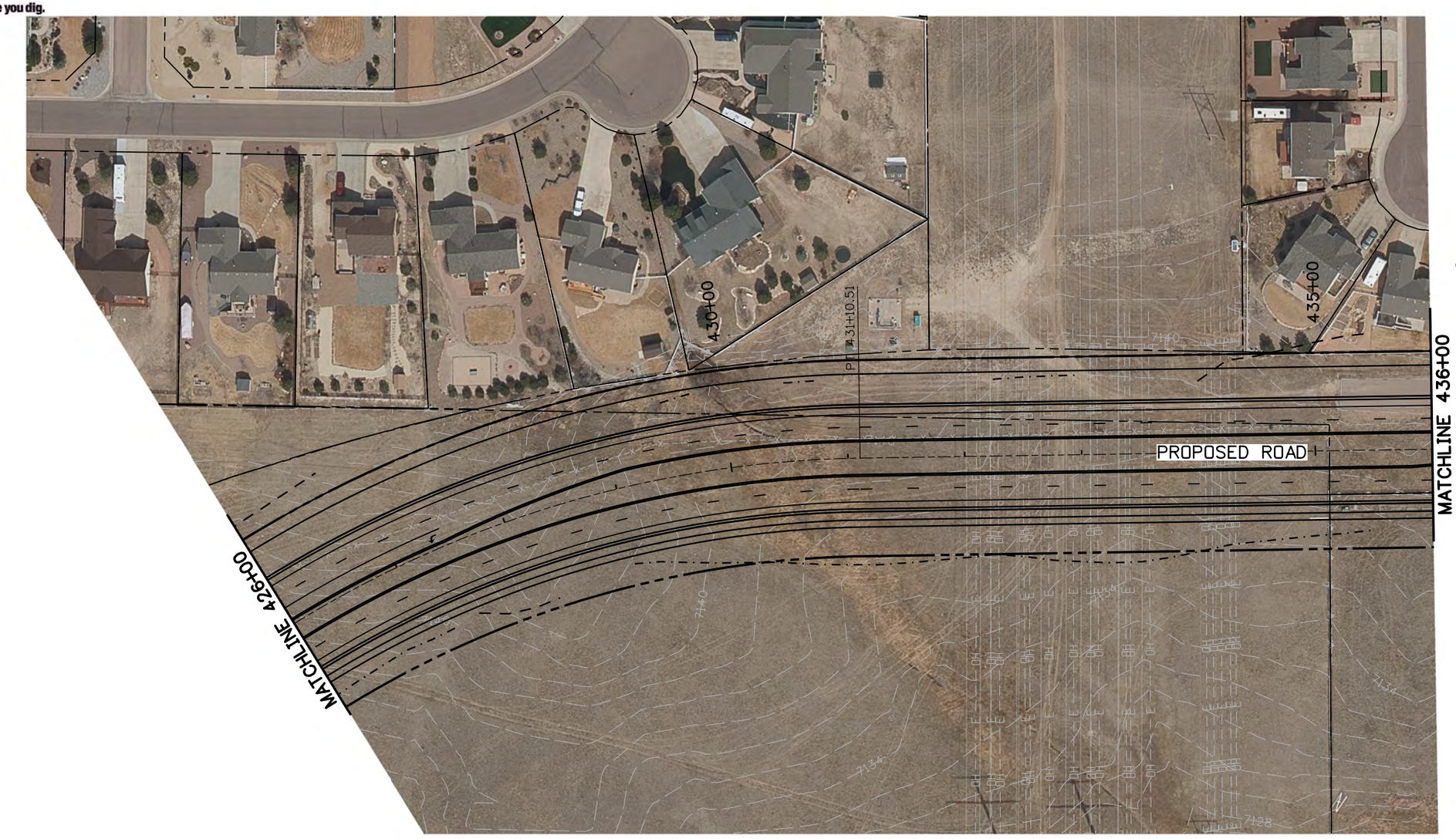

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SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

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PRELIMINARY - NOT FOR CONSTRUCTION

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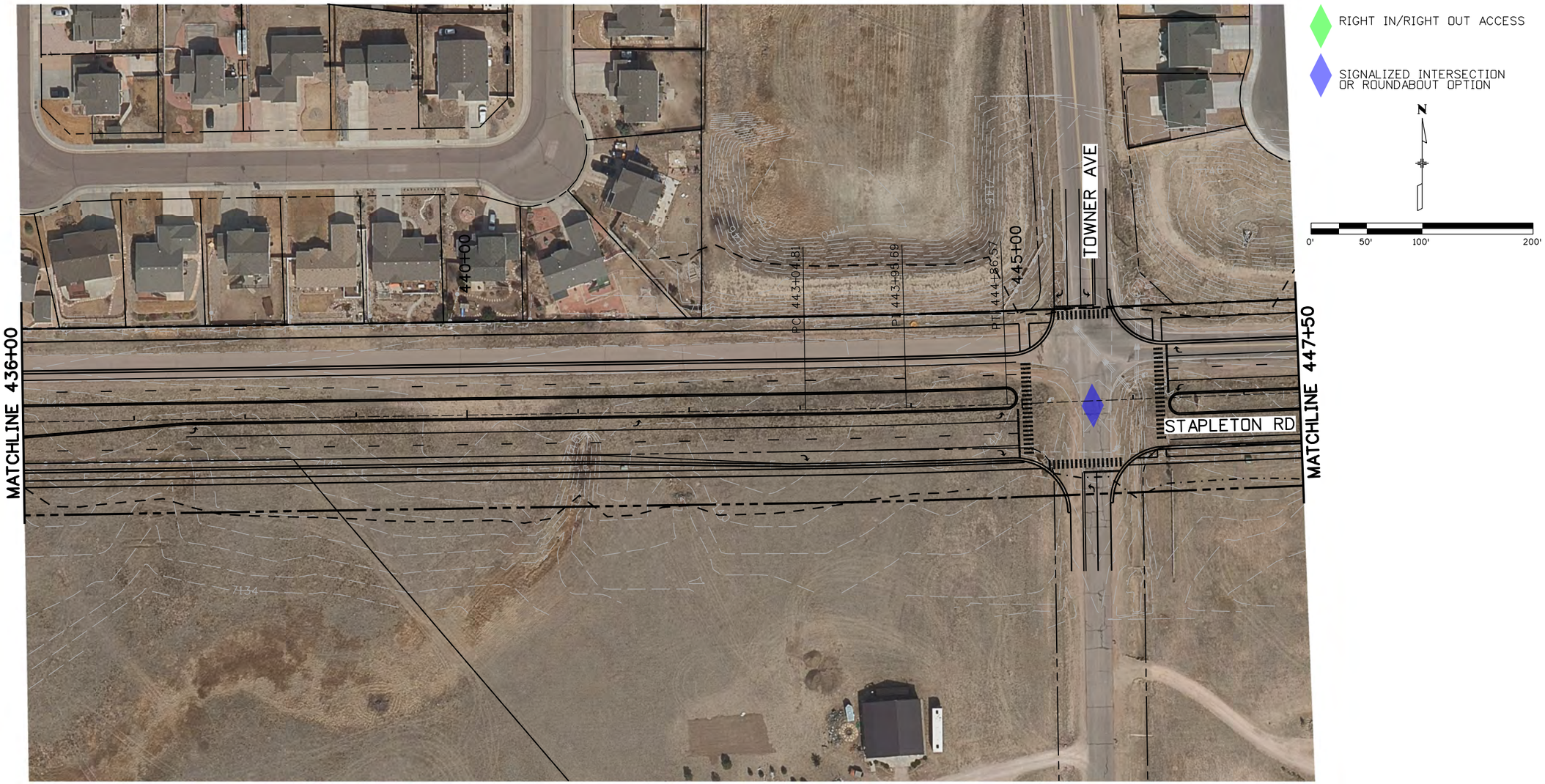

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ACCESS PLAN
STA 436+00 TO STA 447+50

Designer:	JAF	Structure Numbers	
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RIGHT IN/RIGHT OUT ACCESS

SIGNALIZED INTERSECTION
OR ROUNDABOUT OPTION

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PRELIMINARY - NOT FOR CONSTRUCTION

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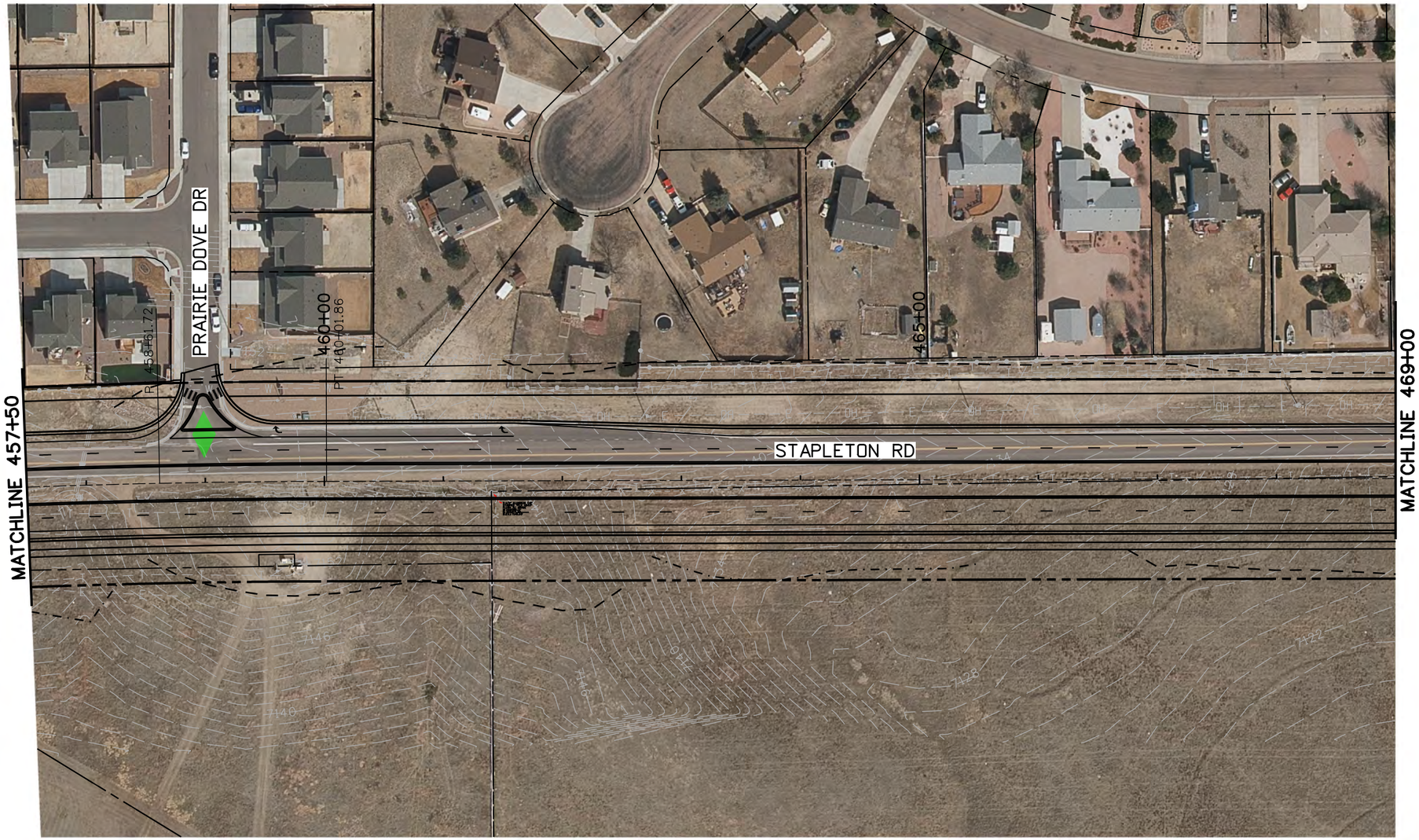

RIGHT IN/RIGHT OUT ACCESS

SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

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0' 50' 100' 200'

PRELIMINARY - NOT FOR CONSTRUCTION

Print Date: 11/2/2021		Sheet Revisions			EL PASO COUNTY COLORADO EST. 1861	WILSON & COMPANY	ACCESS PLAN STA 457+50 TO STA 469+00	Project No./Code
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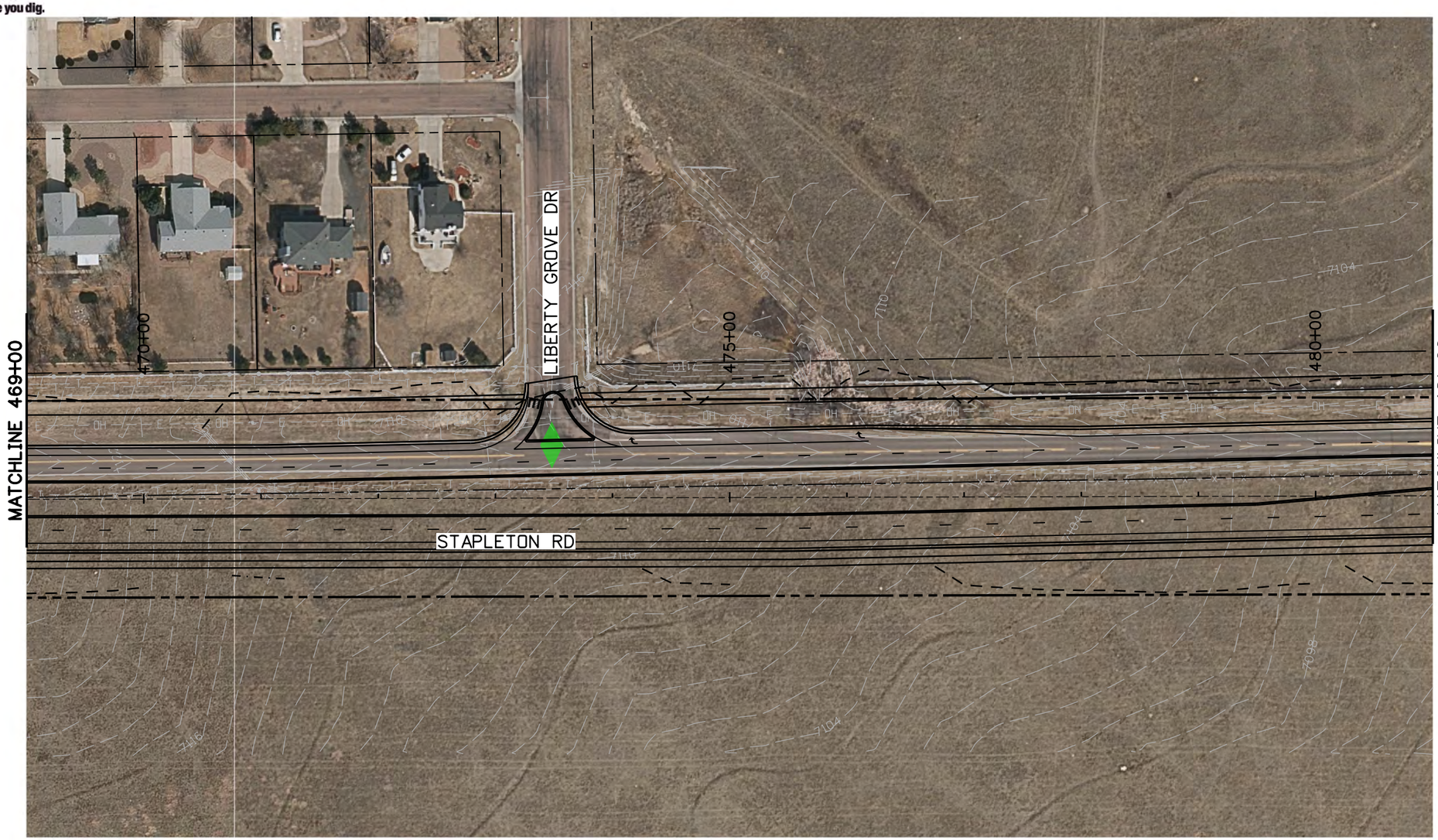

RIGHT IN/RIGHT OUT ACCESS

SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

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0' 50' 100' 200'

PRELIMINARY - NOT FOR CONSTRUCTION

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ACCESS PLAN
STA 469+00 TO STA 481+00

Designer:	JAF	Structure Numbers	
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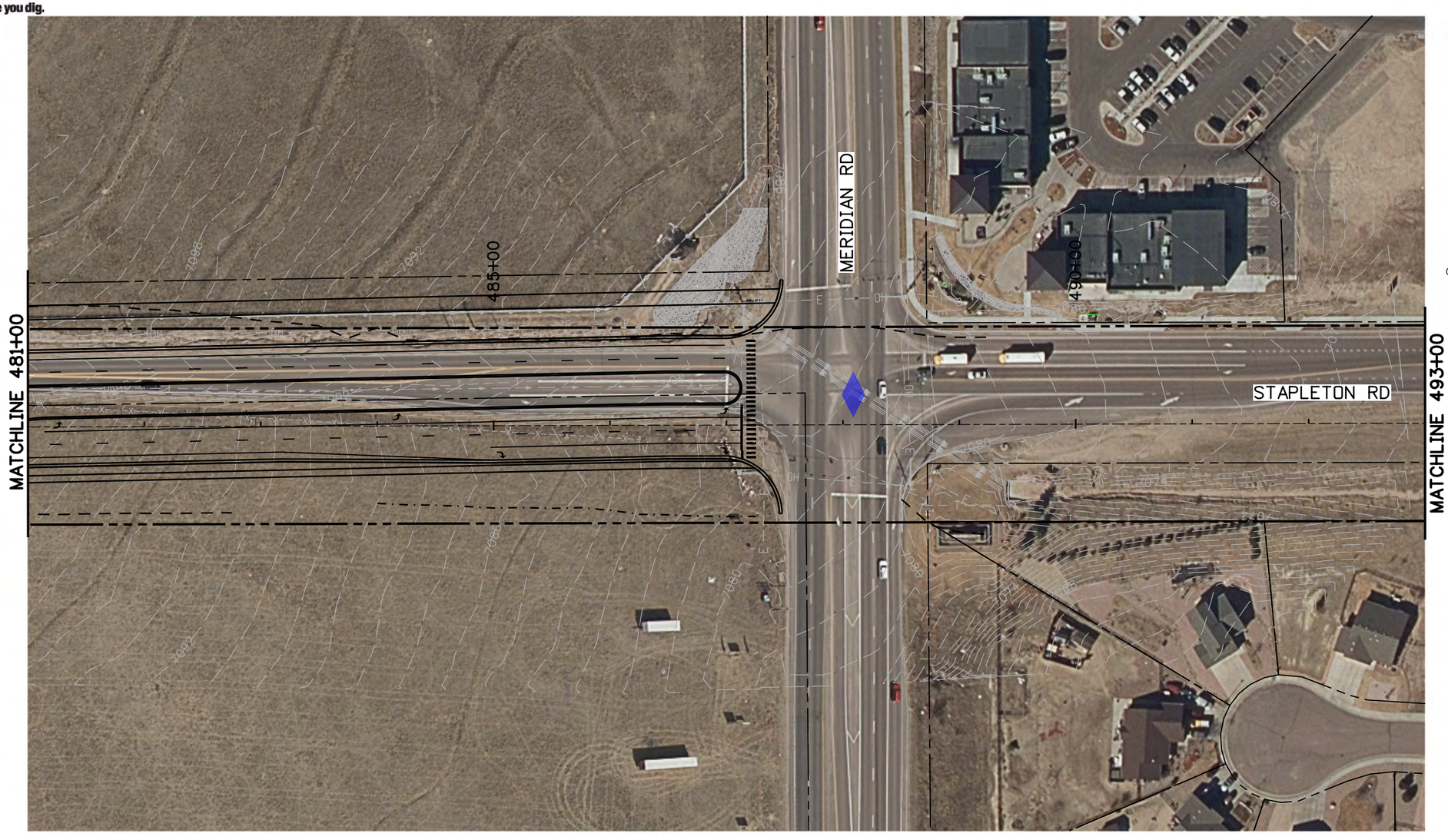

RIGHT IN/RIGHT OUT ACCESS

SIGNALIZED INTERSECTION OR ROUNDABOUT OPTION

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0' 50' 100' 200'

PRELIMINARY - NOT FOR CONSTRUCTION

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Horiz. Scale: 1:100	Vert. Scale:					Revised:	Designer: JAF	Structure Numbers
Unit Information	Unit Leader						Detailer: TAH	
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0' 50' 100' 200'

PRELIMINARY - NOT FOR CONSTRUCTION

Print Date: 11/2/2021		Sheet Revisions			EL PASO COUNTY COLORADO EST. 1861	WILSON & COMPANY	No Revisions:
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Unit Information	Unit Leader						

ACCESS PLAN
STA 493+00 TO STA 500+92

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Attachment B – Access Control Plan Intergovernmental Agreement

INTERGOVERNMENTAL AGREEMENT
BETWEEN
EL PASO COUNTY
AND
THE CITY OF COLORADO SPRINGS

THIS INTERGOVERNMENTAL AGREEMENT ("Agreement") is entered into effective as of the _____ day of _____ 2021, by and between El Paso County, by and through the Board of County Commissioners of El Paso County, Colorado ("County"), and the City of Colorado Springs ("City"), referred to collectively herein as the "Agencies."

RECITALS:

A. The Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and C.R.S. § 29-1-201, *et seq*., to enter into contracts with each other for the performance of functions which they are authorized by law to perform on their own.

B. Each Agency is authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction.

C. The coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals.

D. The Agencies desire to provide for the coordinated regulation of vehicular access for the section of planned Briargate Parkway-Stapleton Road between Black Forest Road and Meridian Road (hereinafter referred to as the "Segment"), which is within the jurisdiction of the Agencies.

E. The Agencies specifically find and determine that the Access Control Plan adopted and implemented through this Agreement is a necessary exercise of the Agencies' legislative, governmental or police powers to promote and protect the public health, safety, and general welfare of the citizens of the City and County.

F. The development of the Access Control Plan adheres to the requirements of the El Paso County Engineering Criteria Manual and City of Colorado Springs Engineering Criteria Manual (hereinafter referred to as the "Engineering Criteria").

NOW, THEREFORE, for and in consideration of the mutual promises, agreements, and commitments herein contained, the Agencies agree as follows:

1. The Access Control Plan dated June 2021 for the Segment (referred to herein as the "Access Control Plan") is attached hereto as **Exhibit A** and incorporated herein. The Access Control Plan illustration dated June 2021 is attached hereto as **Exhibit B** and incorporated herein by this reference. The Access Control Plan Amendment Process is attached hereto as **Exhibit C** and incorporated herein by this reference.
2. The Agencies shall regulate access to the Segment in compliance with this Access Control Plan and applicable sections of the Agency Engineering Criteria.

3. Accesses that were in existence in compliance with applicable City and County Engineering Criteria prior to the effective date of this Agreement may continue in existence until such time as a change in access is required by this Access Control Plan, in the course of highway reconstruction, or as determined appropriate in the course of development or subdivision actions by the City and/or County. When closure, modification, or relocation of access is necessary or required, each Agency having jurisdiction shall utilize appropriate legal process to effect such action.

4. Actions taken by either Agency with regard to transportation planning, transportation facilities and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. The City and County agree to develop and adopt the necessary resolutions, ordinances, official documents, plans and maps that are necessary to fulfill their responsibilities under this Agreement.

5. Parcels of real property created after the effective date of this Agreement which adjoin the Segment shall not be provided with direct access to the Segment unless the location, use, and design thereof conform to the provisions of this Agreement, except in unforeseen circumstances.

6. This Agreement is based upon and is intended to be consistent with the applicable Agency Engineering Criteria.

7. This Agreement does not create any current specific financial obligation for either of the Agencies. Any future financial obligation for any Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, but, notwithstanding any provision of this Agreement, no Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available.

8. Should any section or provision of this Agreement be judicially determined to be invalid or unenforceable, such judgement shall not affect, impair, or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.

9. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies concerning regulating vehicular access to the Segment. No additional or different oral representations, promise or agreement shall be binding on any Agency. This Agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials. To the extent that this Access Control Plan, attached as **Exhibit A** to this Agreement, requires modification because of change, closure, relocation, consolidation or addition of access, the Agencies may amend the attached **Exhibit A** so long as the amendment to the Access Control Plan is executed in writing and amended in accord with the Access Control Plan Amendment Process attached as **Exhibit C**.

10. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized to sign.

11. No portion of this Agreement shall be deemed to constitute a waiver of any immunities the Agencies or their officers or employees may possess, nor shall any portion of this Agreement be deemed to have created a duty of care which did not previously exist with respect to any person not a party to this Agreement.

12. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned Agencies and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned Agencies that any entity other than the undersigned Agencies receiving services or benefits under this Agreement shall be an incidental beneficiary only.

IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and year first above written.

El Paso County, Colorado

Stan VanderWerf
Chair of the Board of
County Commissioners, El Paso County

ATTEST:

Chuck Broerman
County Clerk & Recorder

Approved as to Form:

County Attorney's Office

City of Colorado Springs, Colorado

John Suthers
Mayor, City of Colorado Springs

ATTEST:

Name
City Clerk

Approved as to Form:

Name
City Attorney

Prepared by

5755 Mark Dabling Boulevard, Suite 220
Colorado Springs, CO 80919
719-520-5800

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