



# South Powers Extension

*Access Control Plan*



November 2024

# South Powers Extension PEL Study Team

The following participants were instrumental in guiding and preparing the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan. Letters of support were collected from organizations involved with the project and included in Appendix A of this report.

## FHWA

Stephanie Gibson (Environmental Program Manager); William Keenan (Area Engineer)

## El Paso County Project Management Team

Howard Schwartz (Project Manager); Victoria Chavez (Transportation Planning Manager); Josh Palmer (County Engineer); Jennifer Irvine (Former Professional Standards Engineer); Jeff Manchester (Deputy County Engineer).

## Consultant Team

Wilson & Company, Inc. Engineers and Architects; Muller Engineering Company; Bachman PR; Pinyon Environmental.

## Technical Team

Adam Lancaster (CDOT); Elizabeth Kemp (CDOT); Michael Timlin (CDOT DTR); Nathan Lindquist (CDOT); Troy Halouska (CDOT EPB); Andy Stecklein (CDOT Region 2); Gabriel Cosyleon (CDOT Region 2); Geoff Guthrie (CDOT Region 2 Planning); Jason Nelson (CDOT Region 2); Matt Pettit (CDOT Region 2); Pepper Whittlef (CDOT Region 2); Rob Frei (CDOT Region 2); Ben Sheets (City of Fountain); Katie Carleo (City of Colorado Springs); Tim Roberts (City of Colorado Springs); Todd Frisbie (City of Colorado Springs); Brandy Williams (Formerly of the City of Fountain); Kristy Martinez (City of Fountain); Robert McDonald (City of Fountain); Silvia Huffman (City of Fountain); Jeff Manchester (El Paso County); Elizabeth Nijkamp (El Paso County); Gilbert LaForce (El Paso County); Jason Meyer (El Paso County Community Services); Ross Williams (El Paso County Community Services); Stephanie Gibson (FHWA); Armando Henriquez (FHWA); Brian Vitulli (Formerly of Mountain Metro Transit); Jacob Matsen (Mountain Metro Transit); Danelle Miller (PPACG); John Liosatos (PPACG); William Mast (PPACG).

## Executive Oversight Team

Shane Ferguson (CDOT); Gayle Sturdivant (City of Colorado Springs); Todd Evans (City of Fountain); Josh Palmer (El Paso County); Armando Henriquez (FHWA); Shaun Cutting (FHWA); Andy Gunning (PPACG).

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# List of Abbreviations

ACP	Access Control Plan
AADT	Average Annual Daily Traffic
Colorado Springs	City of Colorado Springs
ConnectCOS	City of Colorado Springs Intermodal Transportation Plan
CPP	Corridor Preservation Plan
EB	Eastbound
ECM	Engineering Criteria Manual
EPC / the County	El Paso County
Fountain	City of Fountain
IGA	Intergovernmental Agreement
MP	Mile Post
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
TMP	Transportation Master Plan
TRB	Transportation Research Board
WB	Westbound

# 1 - Introduction

The study area for the South Powers Extension (SPE) is located east of I-25 and south of Mesa Ridge Parkway/CO16 as shown in **Figure 1** and **Figure 2**. The study area that was used to evaluate alignment alternatives for the 14.2-mile long SPE corridor currently lies within the City of Fountain and unincorporated El Paso County; however, the Amara development has petitioned for annexation into the City of Colorado Springs. These local agencies and CDOT are all to be parties to an intergovernmental agreement (IGA) to implement and administer this Access Control Plan.

Figure 1. Regional Context Map

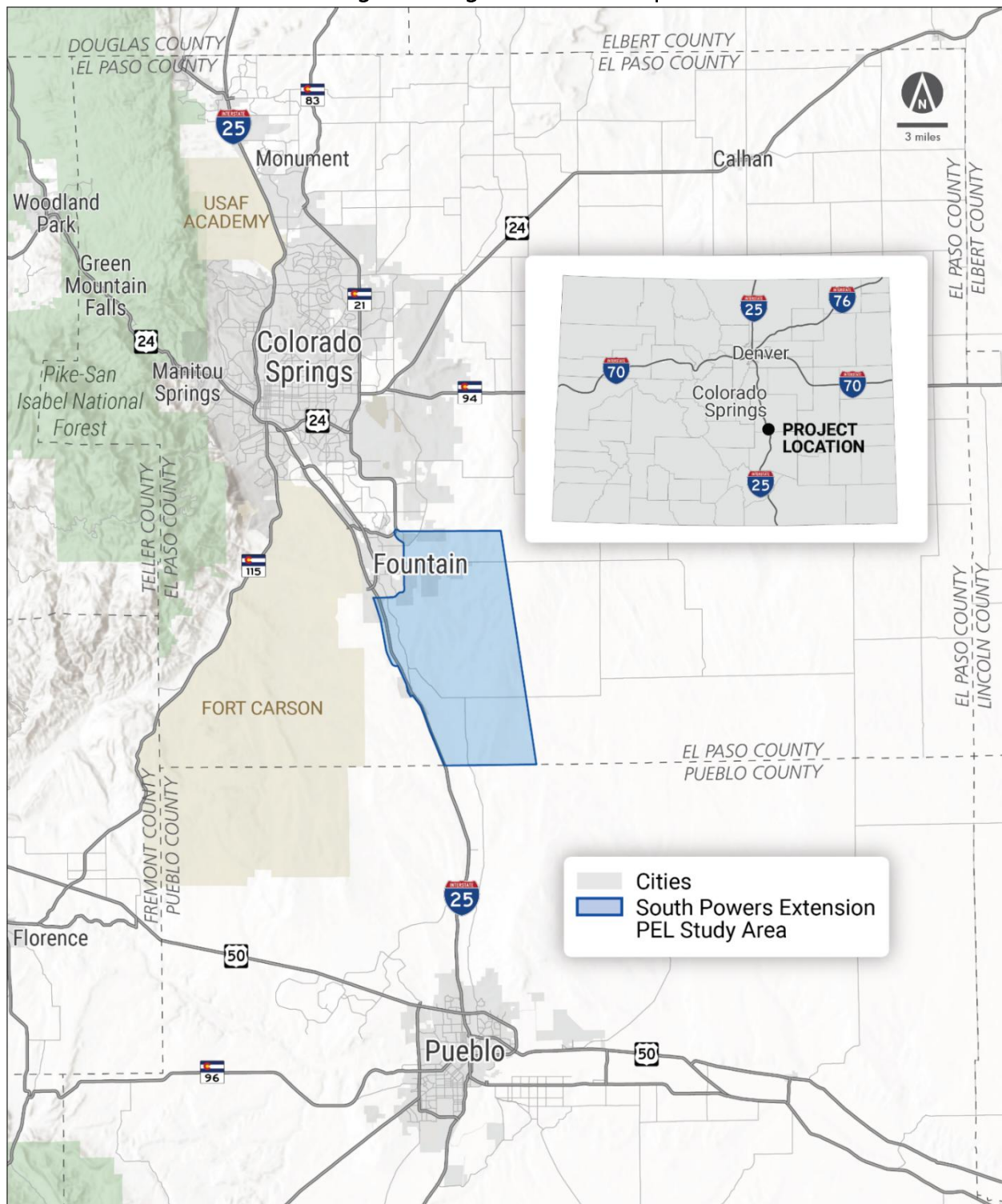
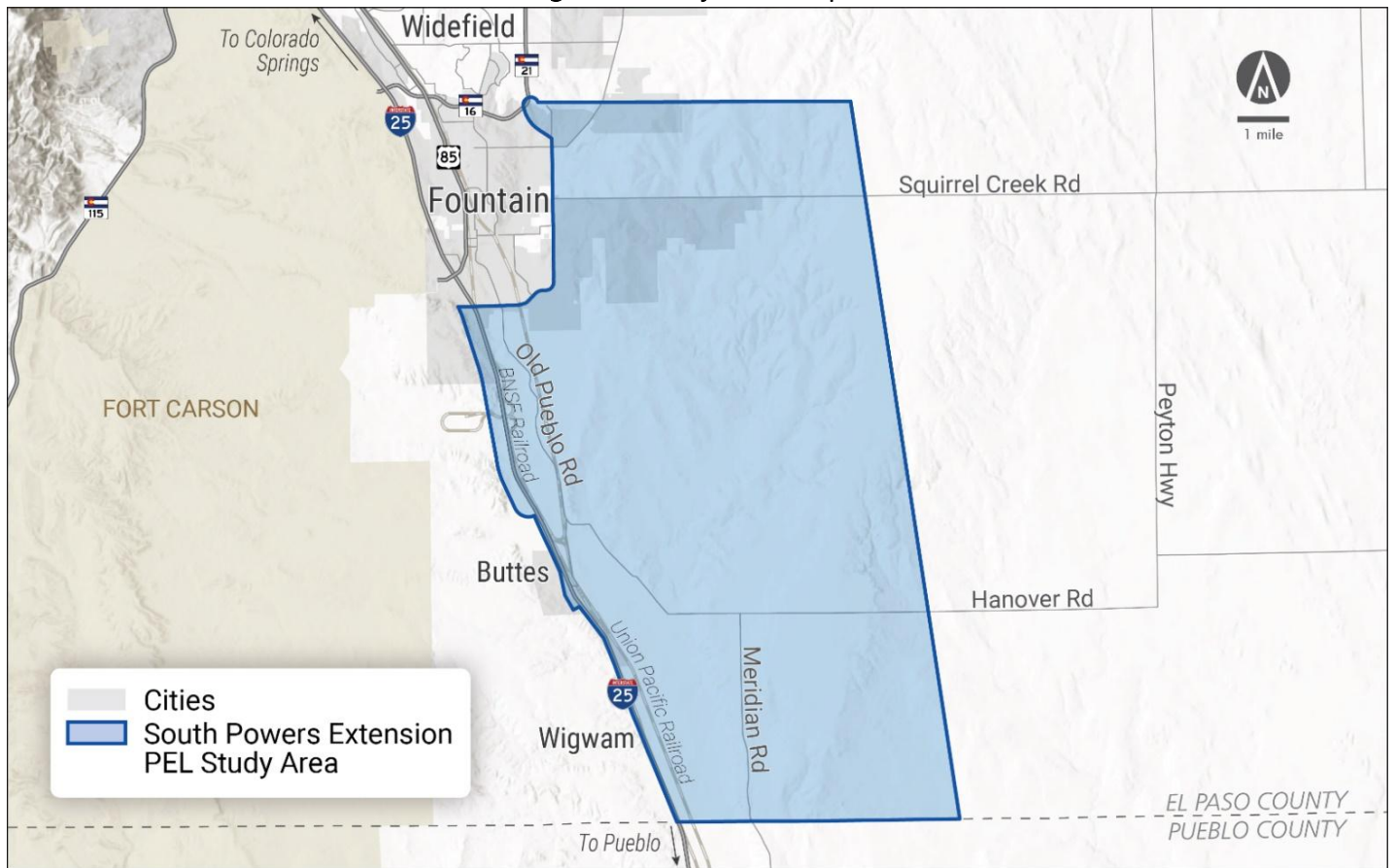


Figure 2. Study Area Map



## 1.1 Project Summary

El Paso County, in conjunction with the Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA), prepared a Planning and Environmental Linkages (PEL) Study and Access Control Plan (ACP) for a southern extension of the existing Powers Boulevard (CO 21), connecting to I-25. The roadway extension will complete a critical transportation corridor for the southern portion of El Paso County and the greater Colorado Springs area, providing connections between Colorado Springs, the City of Fountain (Fountain), and I-25. The PEL Study provides an understanding of transportation problems in the region, a collaboratively developed vision for the future, and potential projects to implement that vision. El Paso County and these partners initiated the PEL Study after a long history of planning and research into the ultimate development of this extension. With the increase in development in the region, El Paso County and regional stakeholders needed a clear vision and corridor preservation footprint to provide the ultimate realization of this connection to I-25.

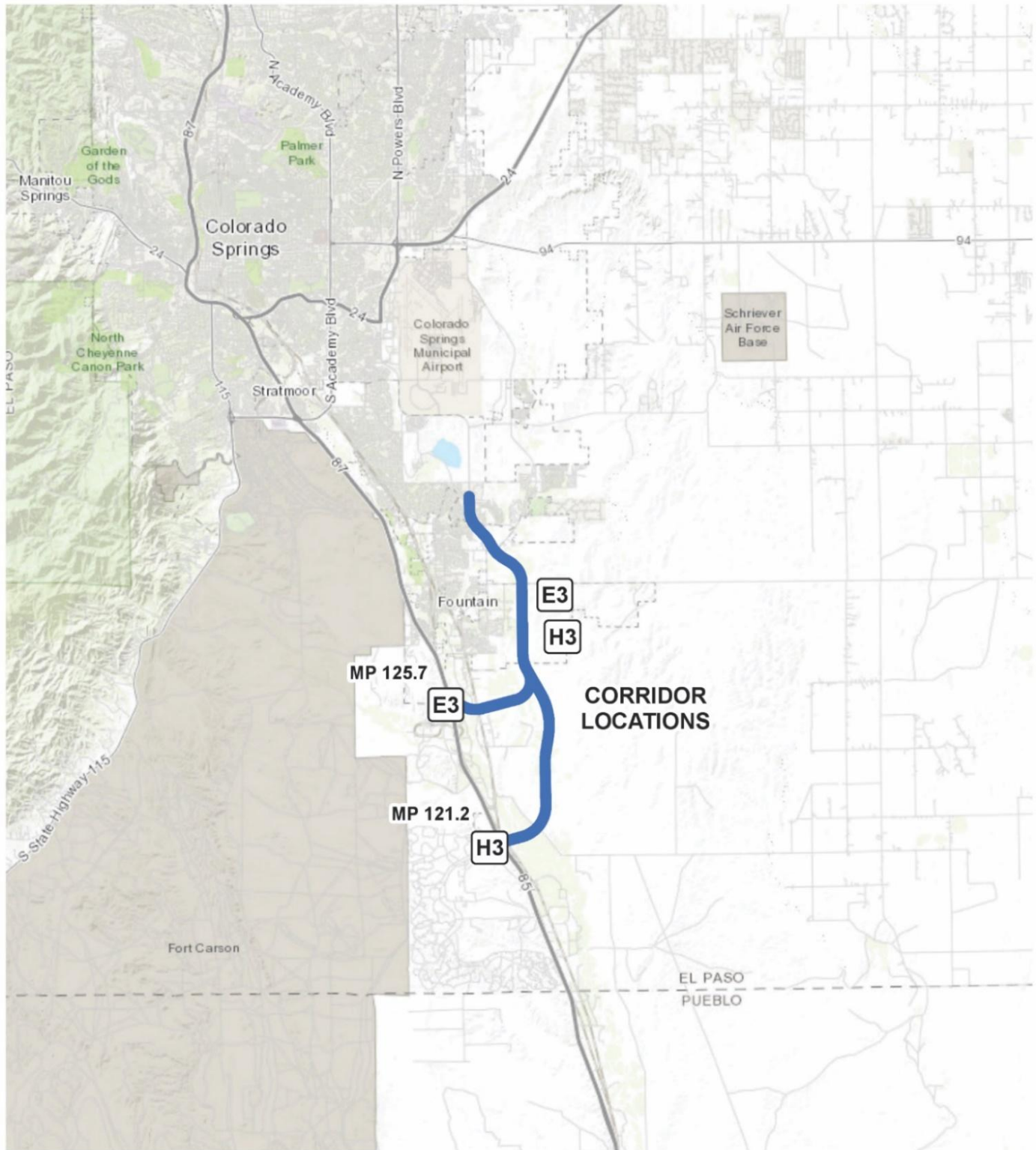
Since 1963, Powers Boulevard has been planned as a bypass for I-25 along the eastern edge of the City of Colorado Springs (Colorado Springs). As one of Colorado's 28 strategic corridors and a vital element of the National Highway System, Powers Boulevard is critical in supporting local, regional, and national mobility. As a crucial component of the Pikes Peak Area Council of Governments (PPACG) Region's Congestion Management Plan.

Powers Boulevard, including the South Powers Extension, provides access to five major military installations and the City of Colorado Springs Municipal Airport, Peak Innovation Park (30,000 jobs, includes Amazon distribution facility) and the Southern Colorado Rail Park (8,000 jobs, includes freight terminal/distribution). The completion of Powers Boulevard would create a major north-south throughfare for the rapidly developing community.

### 1.3 Interim and Ultimate Alignments

The South Powers Extension PEL Study identified recommended initial and ultimate alignments for extension of Powers Boulevard with connection to I-25. The E3 alignment extends Powers Boulevard to a connection to I-25 at MP 127.7. This initial alignment will provide a new gate connection to Fort Carson as well as connection to the Southern Colorado Rail Park. The longer H3 alignment will further network resiliency and connectivity.

Figure 3. Corridor Location Map



## 2 - Access Management Principals

The State of Colorado State Highway Access Code, last updated March 2002 Section 2.12, states that a local authority may develop an Access Control Plan (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. An ACP is a long-range planning tool that identifies access conditions to be implemented as development occurs. The local authorities adopt ACPs through an intergovernmental agreement (IGA).

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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,**

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### 2.1 Access Control Plan Benefits

An Access Control Plan provides a framework to ensure that future development and access will not affect the roadway's function. This is particularly relevant to regional expressways and freeway roadways managed access can support more continuous traffic movement and reduce delays due to intersection or turning movements. Access management has the following benefits:

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

### 2.2 Access Control Plan Implementation

The extension of Powers Boulevard (CO 21) from Mesa Ridge Parkway (CO 16) to connections to I-25 south of the City of Colorado Springs will be implemented in phases as dictated by mobility requirements and funding availability. The identified alignment(s) and this Access Control Plan provide the necessary framework to preserve the corridor for phased construction of planned roadway as an ultimate freeway.

There is currently interest and activity in this rapidly developing area of Fountain and El Paso County. While most of the corridor is now within the jurisdiction of El Paso County, it is likely that a portion may be incorporated into the Cities of Fountain or Colorado Springs as development progresses. Although South Powers Boulevard will initially be a locally owned road, it is expected that CDOT will eventually take over the southern extension of Powers Boulevard and will maintain it as a state highway. This has already occurred for existing Powers Boulevard (CO 21) north of Mesa Ridge Parkway (CO 16). For these reasons, close coordination with Fountain, Colorado Springs, El Paso County, and CDOT will be essential to that the roadway corridor is preserved and that corridor access is managed in a manner that is consistent with the intended expressway (initial) and freeway (ultimate) function of the South Powers Extension.

This Access Control Plan and guiding Intergovernmental Agreement together will ensure phased development of the South Powers Extension in a manner that will preserve the intended function of Powers Boulevard (CO 21) as an expressway/freeway. Full access to Powers Boulevard will be restricted to minimum spacing intervals of one mile.

At such time that CDOT takes over the South Powers Boulevard extension as a state highway and/or a when connection(s) to I-25 is implemented the applicant will be required to complete the CDOT Policy Directive 1601 (PD 1601) process to gain access to I-25, CO 16, or Powers Boulevard (CO 21). CDOT PD 1601 outlines a seven-step process for the review and approval of requests for new interchanges or improvements to existing interchanges on the state highway system. Compliance with this directive's guidelines promotes a consistent review and approval process that helps preserve the integrity of the state highway system. The PD 1601 process integrates CDOT and FHWA environmental approvals, access permitting, and planning partner approvals.

### 3 – Design and Access Spacing Criteria

None of the South Powers Extension existed at the time that this Access Control Plan was developed. Planned/approved future access was identified based on the El Paso County MTCP, the City of Fountain Transportation Master Plan, and ConnectCOS, the City of Colorado Springs intermodal transportation plan as well as development plans filed with the County, the City of Fountain, and the City of Colorado Springs. 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 Typical Section
- Intersection/Interchange Layout and Control
- Access Management and Connectivity
- Roadway Drainage

#### 3.1 Expressway Classification Design Criteria

Although South Powers Boulevard will initially be a locally owned road, and it is expected that CDOT will eventually take over the southern extension of Powers Boulevard to be maintained as a state highway with an ultimate freeway classification. As a condition of CDOT accepting South Powers Boulevard as a state highway, access must be grade-separated and be limited to 1-mile spacing in conformance with the Colorado Access Code. It is anticipated that the South Powers Extension will be phased in initially as a local roadway with an expressway classification. As an expressway, the minimum permitted access spacing is at one-mile intervals where full access is provided by signalized intersections where signal warrants are met. Detailed design criteria for expressway classification are summarized below in **Table 1**.

Table 1. Design Criteria for Expressway Section

Expressway Section Design Criteria			
Design/Posted Speed	60/55	Paved Width (pavement mat)	2 – 40'-60'
Suggested ADT	60,000-85,000	Access	Full Control
Clear Zone <sup>1</sup>	10' minimum	Signalized Intersection Spacing	1 mile
Right-of-Way Width	210' – 300'	Design Vehicle	WB 67
Number of Thru Lanes	4-6	Vertical Alignment	AASHTO PGDHS
Lane Widths	12'	Horizontal Alignment Radius <sup>2</sup>	3,150'
Median Width	Depressed (swale) 28'	Grade (Min – Max)	1% - 4%
Inside Shoulder Width	4'-12' (excluding C&G)	Intersection Grade	1% - 2%
Outside Shoulder Width	8'-12' (excluding C&G)	Sight Distance Criteria	CDOT Design Guide

Notes: 1) Clear zone per AASHTO Roadside Design Guide.

2) Minimum Radius based upon 6% superelevation of 8% maximum.

## 3.2 Freeway Classification Design Criteria

Although South Powers Boulevard will initially be phased in as a locally owned expressway facility, it is expected that CDOT will eventually take over the southern extension of Powers Boulevard and that CDOT will maintain Powers Boulevard (CO21) as a state highway with an ultimate freeway classification. As the South Powers Extension transitions to an ultimate freeway classification, interim signalized intersections will be converted to grade-separated interchanges with access spacing maintained at a minimum of a one-mile interval as permitted for the expressway classification. Detailed design criteria for the ultimate freeway classification are summarized below in **Table 2**.

**Table 2. Design Criteria for Freeway Section**

Freeway Section Design Criteria			
Design/Posted Speed	70/65	Paved Width (pavement mat)	Variable Width
Suggested ADT	60,000-100,000	Access	Full Control
Clear Zone <sup>1</sup>	10' minimum	Interchange Spacing	1 – 2 miles
Right-of-Way Width	330' – 564'	Design Vehicle	WB 67
Number of General-Purpose Lanes	4-6	Vertical Alignment	AASHTO PGDHS
Lane Widths	12'	Horizontal Alignment Radius <sup>2</sup>	--
Median Width	Variable Width	Grade (Min – Max)	1% - 4%
Inside Shoulder Width	10'-12'	Intersection Grade	NA/Grade Separated
Outside Shoulder Width	10'-12'	Sight Distance Criteria	CDOT Design Guide

Notes: 1) Clear zone per AASHTO Roadside Design Guide.

2) Minimum Radius based upon 6% superelevation of 8% maximum.

## 4 - Access Control Plan

### 4.1 Typical Section Layouts and Descriptions

Consistent with applicable CDOT and local agency design criteria for interim expressway and ultimate freeway functional classifications, four conceptual typical section options, as described in **Table 3** and shown in **Figure 4**, were identified to be applied in accordance with traffic flow volumes and corridor context.

Table 3. Typical Section Descriptions

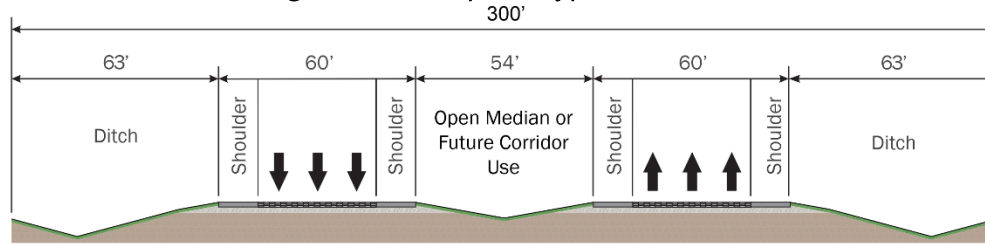
Typical Section Options	
<b>Option 1</b> (300 feet wide)	Includes right-of-way width for 6-lane highway, with 12' shoulders, 54' median and 63' on either side to include ditches and resiliency elements (water quality detention areas, check dams and vegetative buffers).
<b>Option 2</b> (330 feet wide)	Includes corridor width for a 6-lane highway with median, 12' shoulders, two 15' multiuse paths (for bike and pedestrian use), and 63' on either side to include ditches and resiliency elements (water quality detention areas, check dams and vegetative buffers).
<b>Option 3</b> (380 feet wide)	Includes corridor width for a 6-lane highway with median, 12' shoulders, 54' median and 63' on either side to include ditches and resiliency elements (water quality treatment and check dams and vegetative buffers), and 40' on either side to include a utility corridor, multimodal elements (freight or transit designated lanes, an equestrian trail), and resiliency elements (water quality detention areas, check dams and vegetative buffers).
<b>Option 4</b> (564 feet wide)	Includes corridor width for a 6-lane highway with median, 12' shoulders, 63' ditches on either side, 2-lane frontage roads with 4' shoulders and 20' outside ditches on either side, and 80' on either side to include a utility corridor, multimodal elements (freight or transit designated lanes, an equestrian trail), and resiliency elements (water quality detention areas, check dams and vegetative buffers).

### 4.2 Typical Section Elements

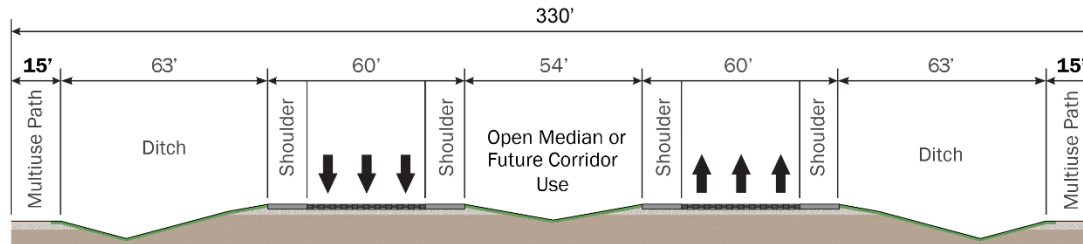
Each conceptual typical section option includes the same basic elements and are differentiated by the amount of additional space available for future corridor elements to be determined during final design. Future corridor elements include multimodal infrastructure and connections, freight considerations, resiliency opportunities, and green infrastructure. Potential corridor elements and approximate required minimum widths include:

- Utility Corridor (40')
- Pedestrian Trail (12')
- E-Bike Path (15')
- Equestrian Trail (10')
- Water Quality Detention Areas (15')
- Pollinator Planting Areas (5')
- Rail Line (26' single track)
- HOV/Express Lanes (16')
- Park-and-Ride Lots (60')
- Bus Rapid Transit Lanes (16')
- Wildlife Crossings (12')
- Freight-only Lanes (12')
- Future Technology (solar panels, ITS, etc.)

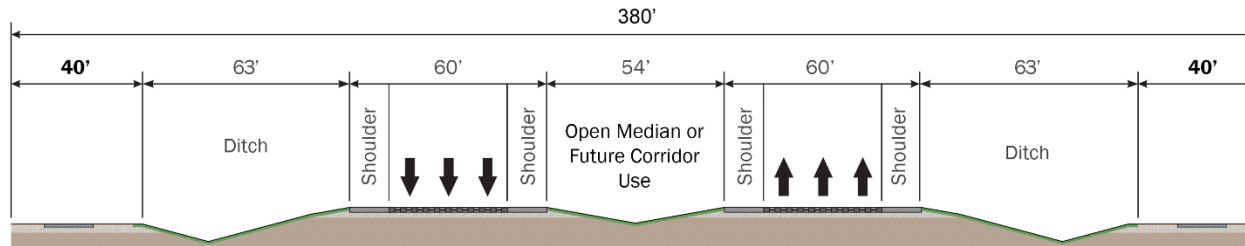
Figure 4. Conceptual Typical Sections



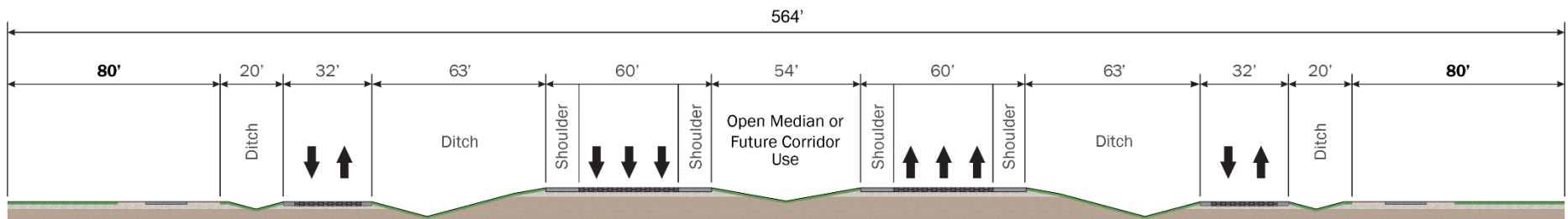
Option 1: 300' Section (No Additions)



Option 2: 330' Section (30' of Additions)



Option 3: 380' Section (80' of Additions)

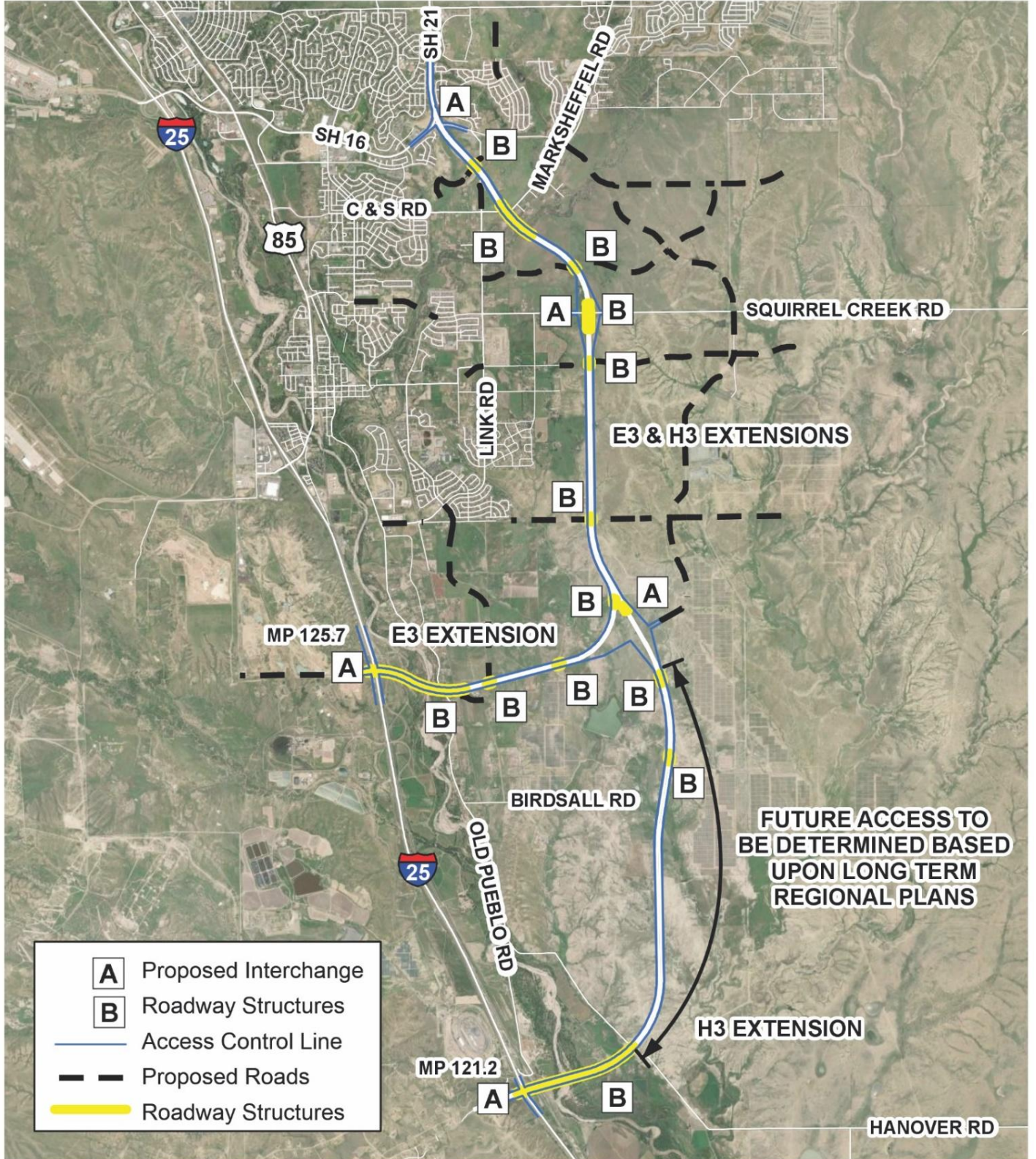


Option 4: 564' Section (Frontage Roads and 160' of Additions)

### 4.3 Access Locations

The planned locations of three proposed interchanges and two I-25 interchanges, one for alignment E3 and one for alignment H3, are shown in **Figure 5** below. Up to two additional accesses between the H3 alignment extension and Hanover Road will be determined based on long term regional plans.

Figure 5. Planned Access Locations



## 4.4 Access Descriptions

Plan sheets showing proposed access detail and survey stationing are included as **Appendix B**. Brief descriptions and stationing of proposed access locations are as follow:

### Station 610+00 to Station 630+00: Mesa Ridge Parkway (CO16)

Powers Boulevard/CO21 currently terminates with a direct connection to Mesa Ridge Parkway (CO16). This location will become the northernmost interchange for the South Powers Extension.

### Station 470+00 to Station 510+00: Squirrel Creek Road

Proceeding south, a second interchange is proposed at existing Squirrel Creek Road, Squirrel Creek Road will be extended to the west to a connection with Santa Fe Drive (US85) in accordance with the City of Fountain TMP.

### Station 300+00 to Station 350+00: Unnamed New Roadway

A third interchange is proposed at a proposed east-west unnamed new roadway that is included in both the Fountain TMP and a pending development plan.

### I-25 Milepost 125.7: I-25 Connection - Alignment E3

The unnamed new roadway will extend west to a new I-25 interchange at MP 125.7, completing the E3 alignment. The new interchange will provide access to Fort Carson and the Southern Colorado Rail Park.

### Undetermined Access Location(s): Between Station 350+00 and Station 40+00

The H3 alignment will extend 5.0 miles south from Station 350+00 to I-25. The one-mile access spacing criteria will allow up to two additional interchanges within the segment between Station 350+00 and Station 40+00 of the H3 alignment.

### I-25 Milepost 121.2: I-25 Connection - Alignment H3

The H3 alignment will extend from Hanover Road to a new I-25 interchange at MP 121.2, completing the H3 alignment. This interchange will replace an existing interchange at MP 122.

## 4.5 Access Spacing

An analysis of the spacing between proposed access locations was performed to evaluate and support ACP development. Based on both local agency and CDOT design standards, expressway (full-access intersections) and freeway (interchanges) should be spaced at a minimum one-mile (5,280') spacing. Access spacing for proposed access locations are summarized in **Table 4**.

**Table 4. Planning Corridor Access Spacing**

Northern Road	Southern Road	Access Spacing
Mesa Ridge Parkway (CO16)	Squirrel Creek Road	12,127' (2.3 mi.)
Squirrel Creek Road	<i>Unnamed New Roadway A (Major Arterial)</i> <sup>1</sup>	17,925' (3.4 mi.)
<i>Unnamed New Roadway A (Arterial)</i> <sup>1</sup>	I-25 – MP 125.7	13,220' (2.5 mi.)
<i>Unnamed New Roadway A (Major Arterial)</i> <sup>1</sup>	<i>Unnamed New Roadway B (Major Arterial)</i> <sup>1, 2</sup>	26,375' (5.0 mi.)
<i>Unnamed New Roadway B (Major Arterial)</i> <sup>1, 2</sup>	I-25 – MP 121.2	

Note: 1. Roads in italics are currently unnamed roads.

2. The location of this access(es) will be determined as this are develops over time such that the spacing between Roadway A and Roadway B and between Roadway B and Hanover Road are both at least one mile. The spacing of 3.8 miles would allow up to two accesses/interchanges within this segment.

# 5 - Implementation and Phasing

## 5.1 Access Control Plan Framework

The engineering design criteria for the local agencies<sup>1</sup> and CDOT<sup>2</sup> stipulate a minimum spacing between full access signalized intersections or grade-separated interchanges for the Expressway (interim) and Freeway (ultimate) functional classifications, respectively. These criteria support the implementation of ten principles of access management identified by the Transportation Research Board (TRB) and documented in the *Access Management Manual, Second Edition*<sup>3</sup> as follow:

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.

## 5.2 Access Control Plan Implementation

An 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 SPE Access Control Plan:

- As property along the corridor develops, access improvements triggered by that development must be consistent with the ACP. (Private Funding)
- El Paso County, the City of Fountain, or the City of Colorado Springs funds improvements to a segment of the roadway. (Public Funding)
- State or federal funding is obtained to extend or connect to the corridor. (Public Funding)
- An operational issue develops that can be mitigated in accordance with 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.

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<sup>1</sup> El Paso County, Engineering Criteria Manual, Chapter 2, "Transportation Facilities, [Chapter 2 - TRANSPORTATION FACILITIES | Engineering Criteria Manual | El Paso County, CO | Municode Library](#); City of Colorado Springs, Traffic Criteria Manual, Section 16, [https://coloradosprings.gov/sites/default/files/images/traffic\\_criteria\\_manual.pdf](https://coloradosprings.gov/sites/default/files/images/traffic_criteria_manual.pdf); City of Fountain, [Transportation Master Plan 2022 \(civiclive.com\)](#)

<sup>2</sup> Colorado State Highway Access Code – 2CRR 601-1, [Code of Colorado Regulations \(coloradosos.gov\)](#); CDOT Roadway Design Guide, Chapter 11, [2023 Roadway Design Guide \(codot.gov\)](#)

<sup>3</sup> Transportation Research Board, *Access Management Manual Second Edition*, 2014, p. 6-10.

As part of this ACP, an intergovernmental agreement (IGA) among El Paso County, the City of Fountain, the City of Colorado Springs, and CDOT has been executed and is included in **Appendix A**. This IGA provides for continued commitment by all parties to implement the ACP for the interim and ultimate alignments as identified by the South Powers Extension PEL Study. An ACP modification process, where the parties agree to the changes, is also outlined within the IGA.

# Appendix A

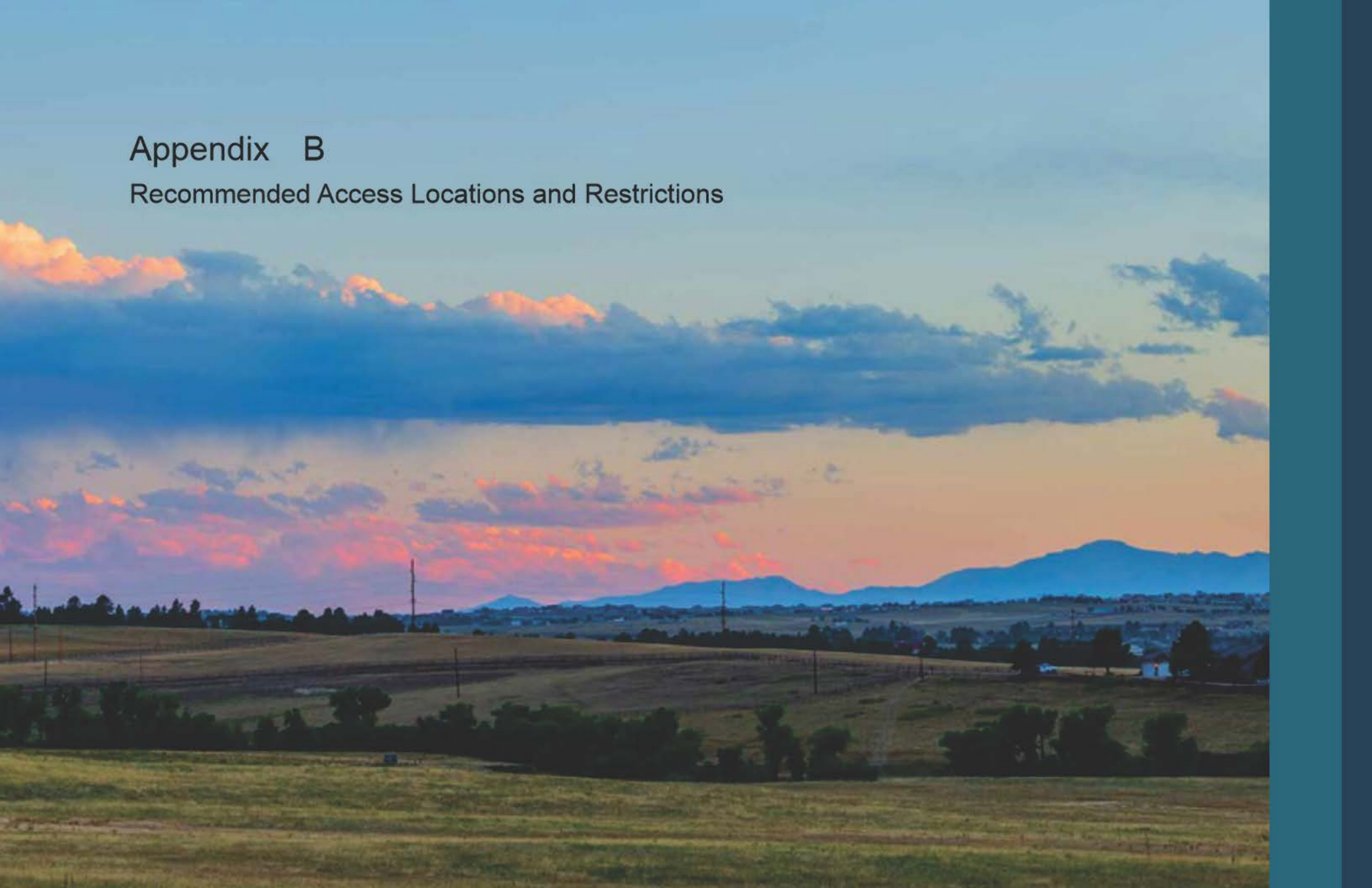
Access Control Plan

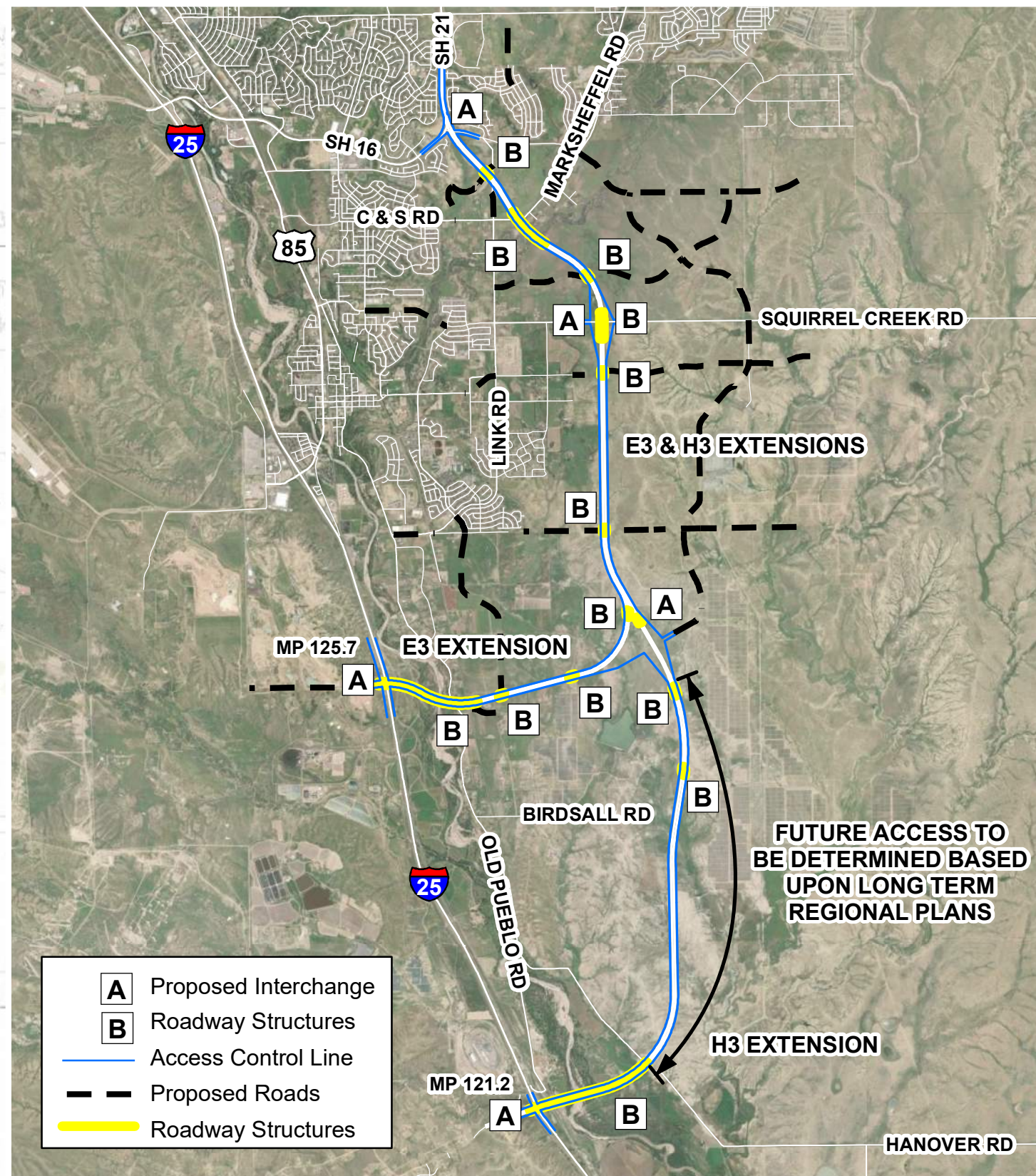
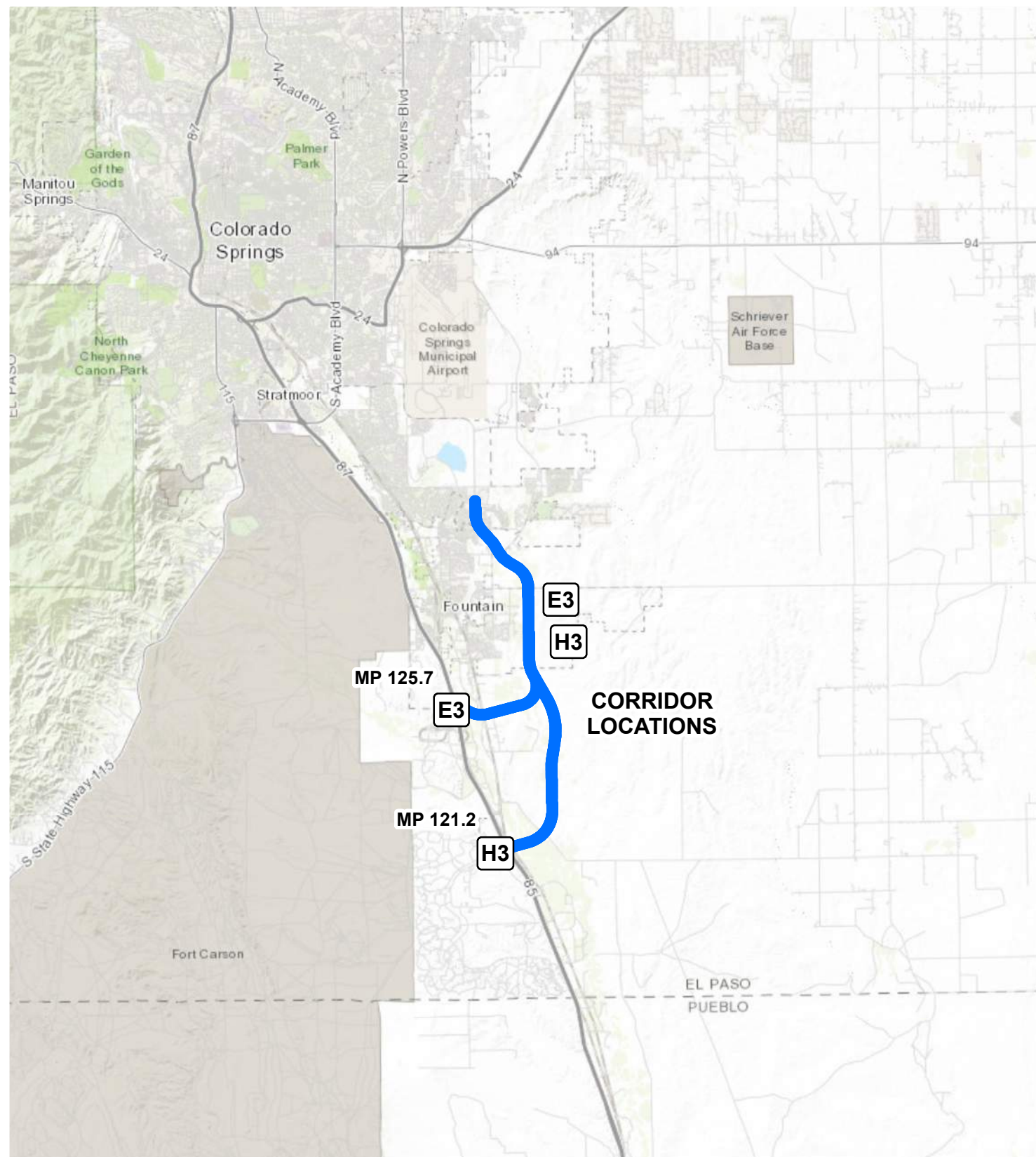
Intergovernmental Agreement



# Appendix B

## Recommended Access Locations and Restrictions



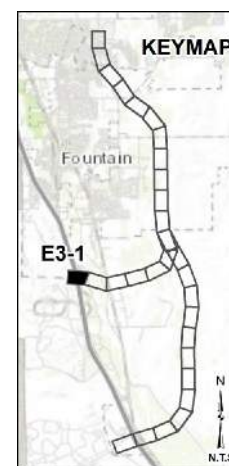
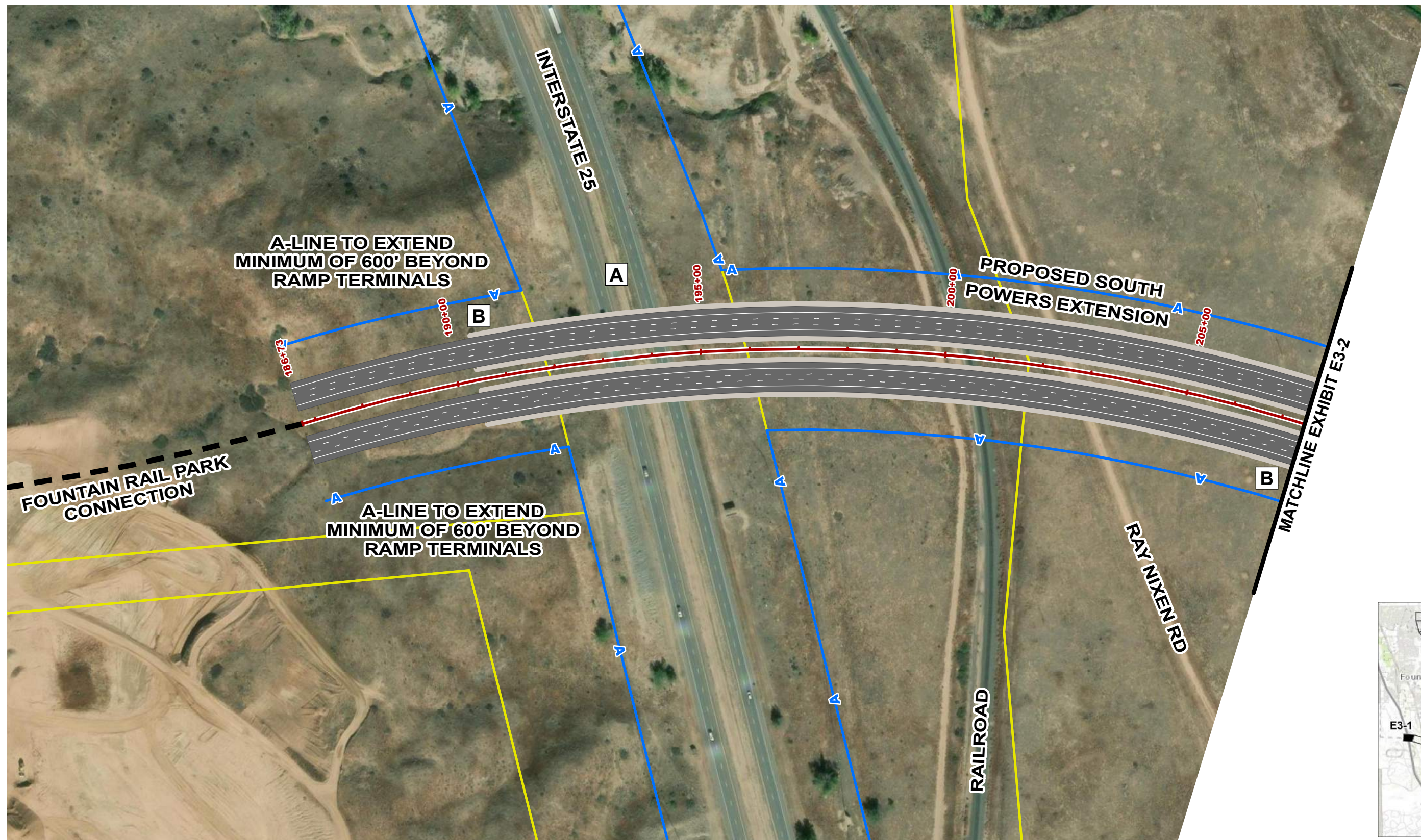


Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS,



# ACCESS CONTROL REGIONAL AND CORRIDOR MAPS

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Date: 6/26/2024



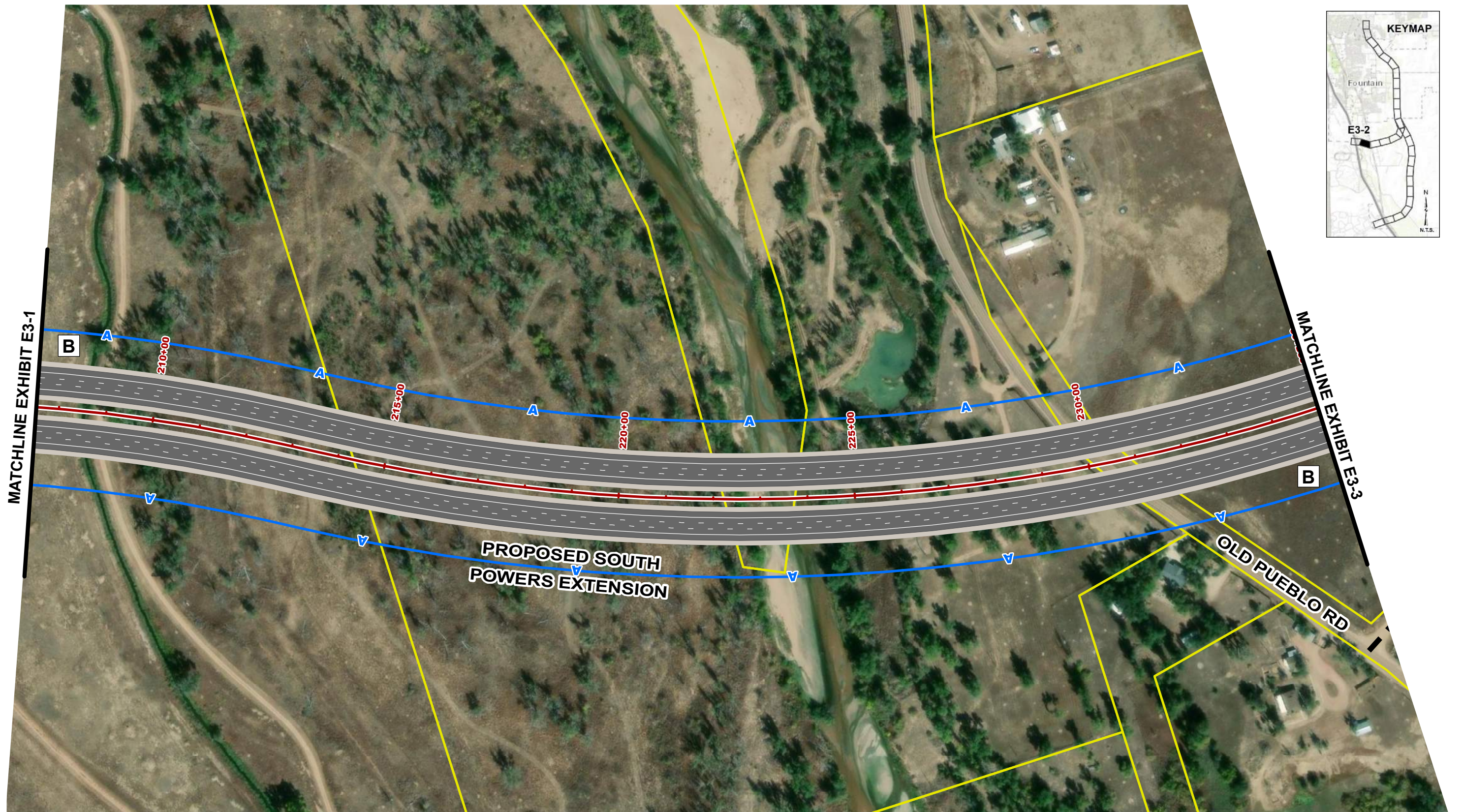
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- Proposed Roads
- Roadway Structures
- A Proposed Interchange
- B Roadway Structures

# ACCESS CONTROL EXHIBIT E3-1



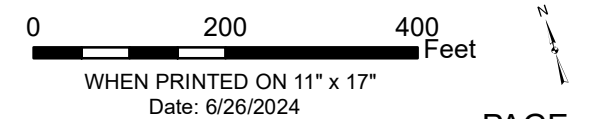


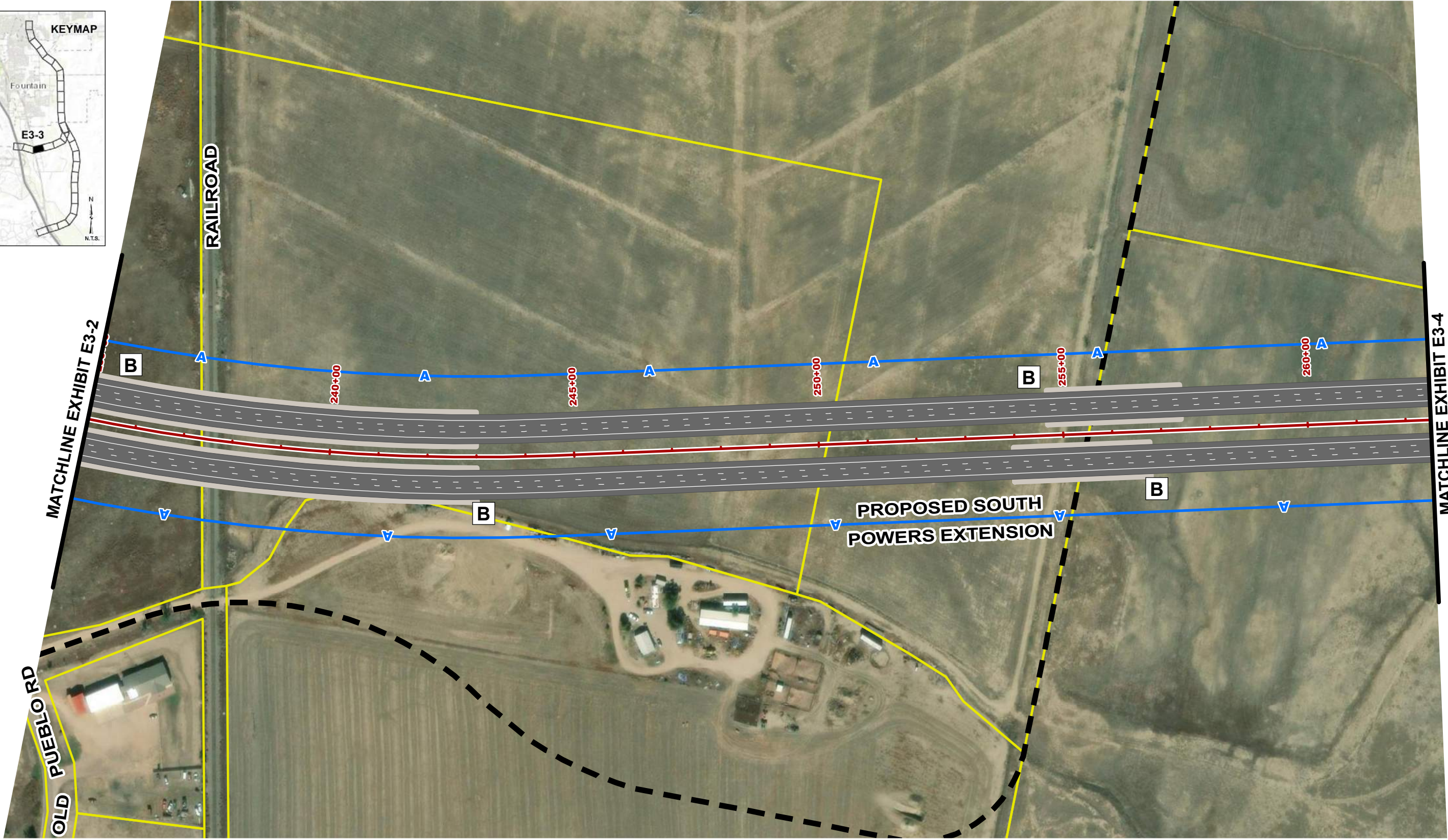
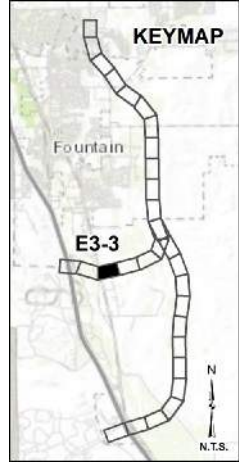
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- ▲— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-2



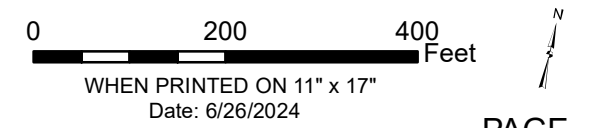


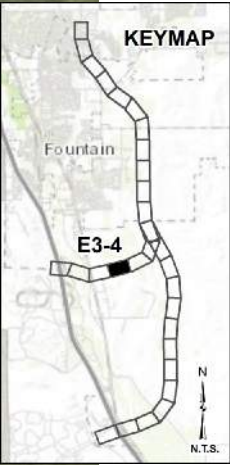
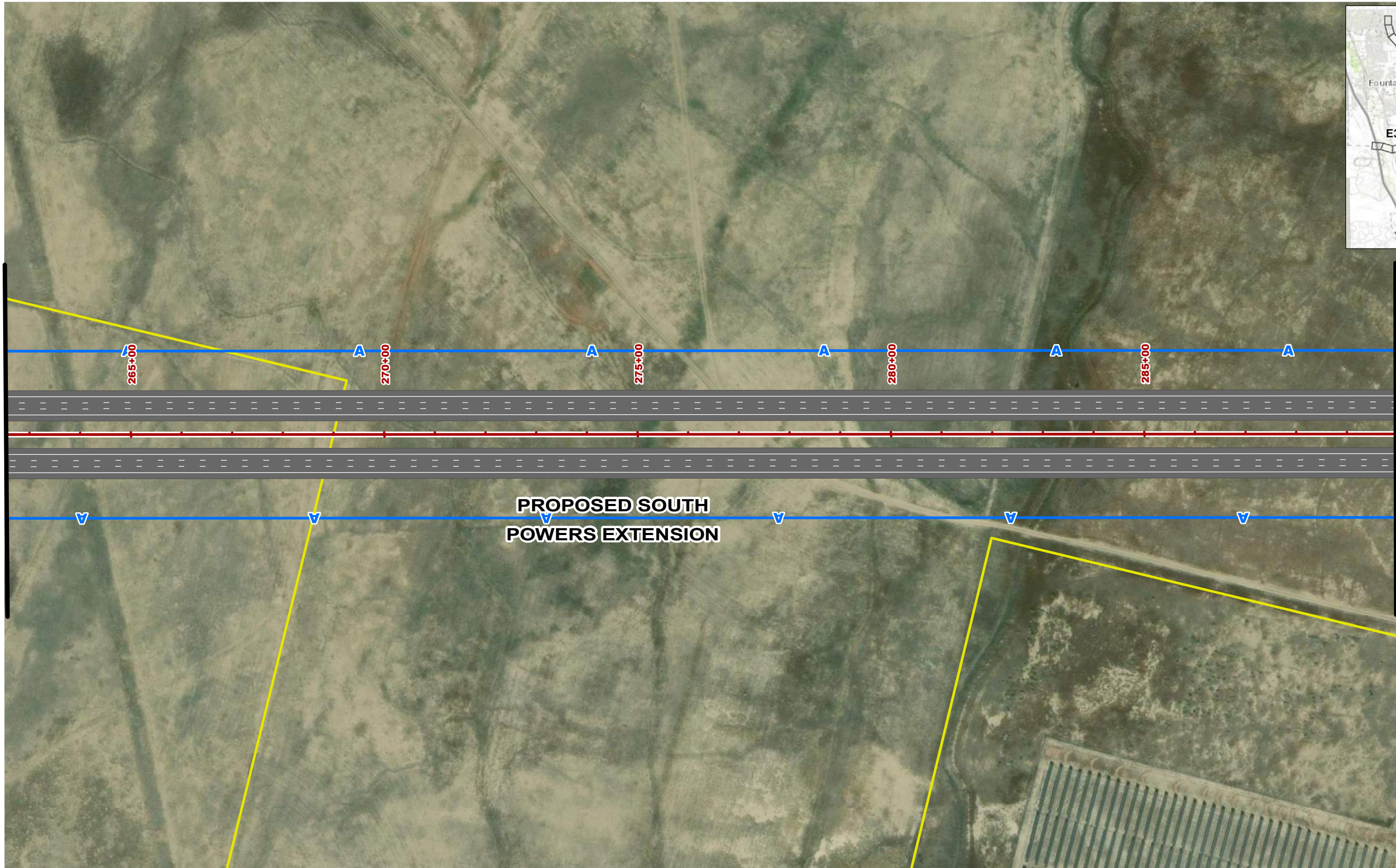
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- Proposed Roads
- Roadway Structures
- A Proposed Interchange
- B Roadway Structures

## ACCESS CONTROL EXHIBIT E3-3



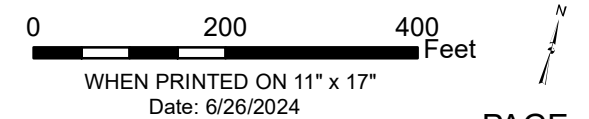


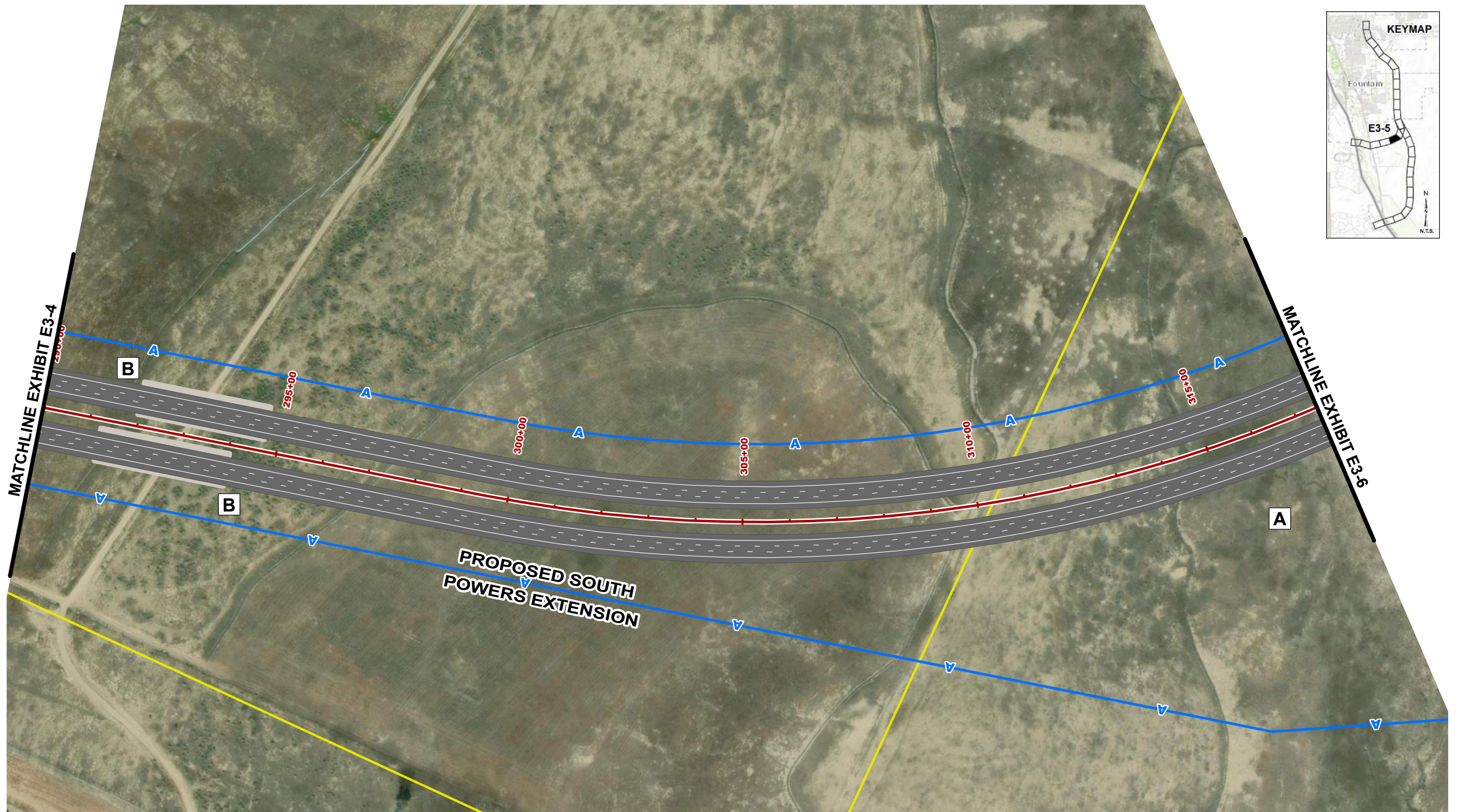
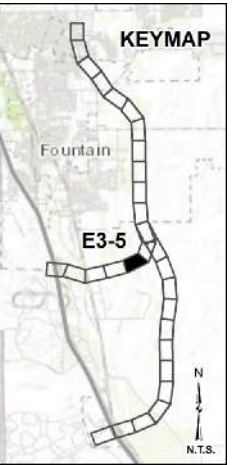
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line    **A** Proposed Interchange
- Parcels    **B** Roadway Structures
- Proposed Roads    — Roadway Structures

## ACCESS CONTROL EXHIBIT E3-4



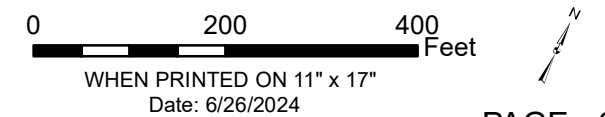


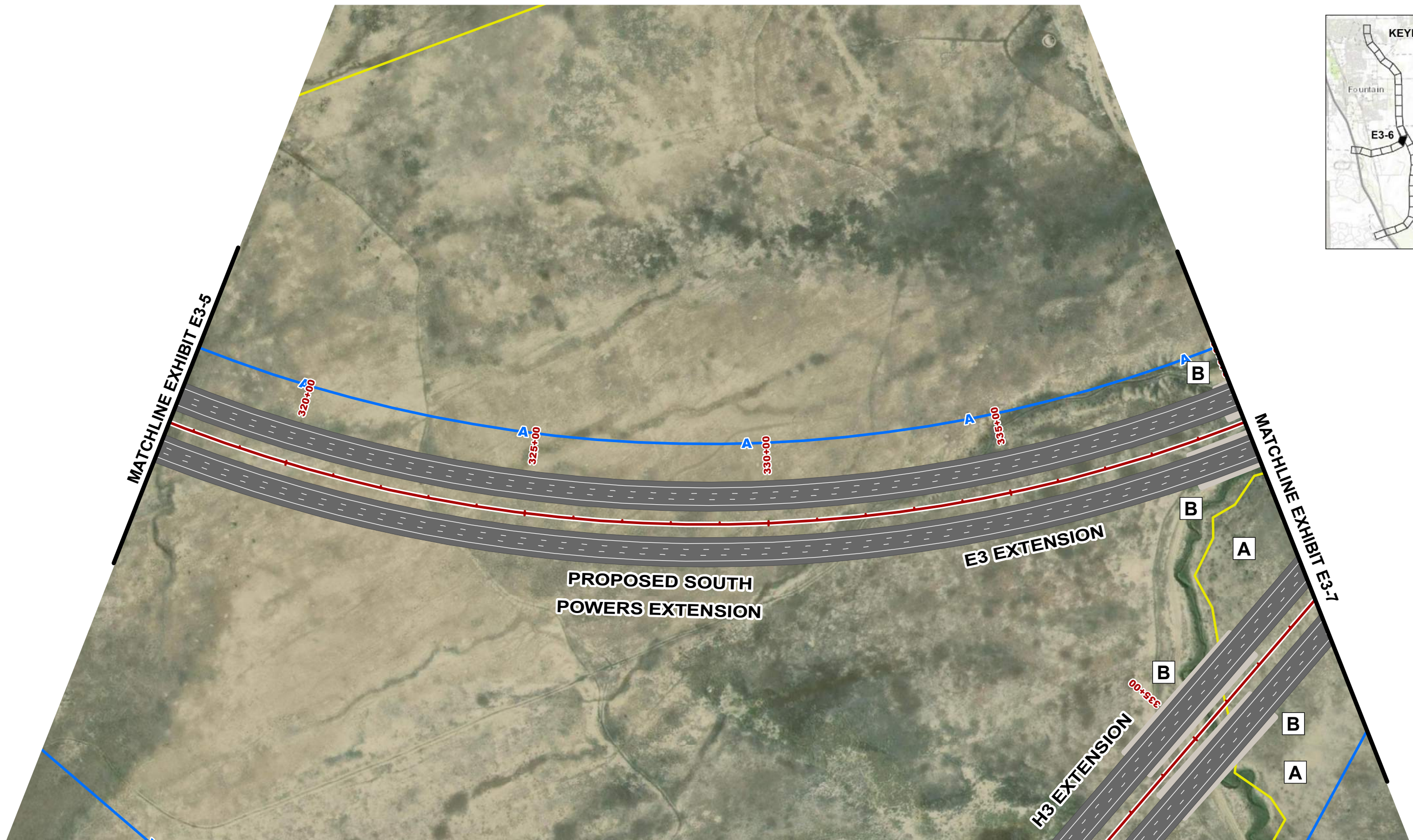
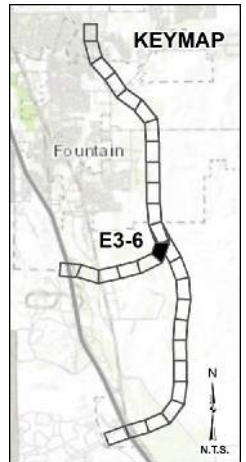
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-5



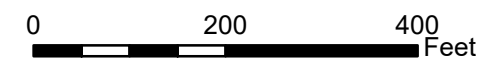


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



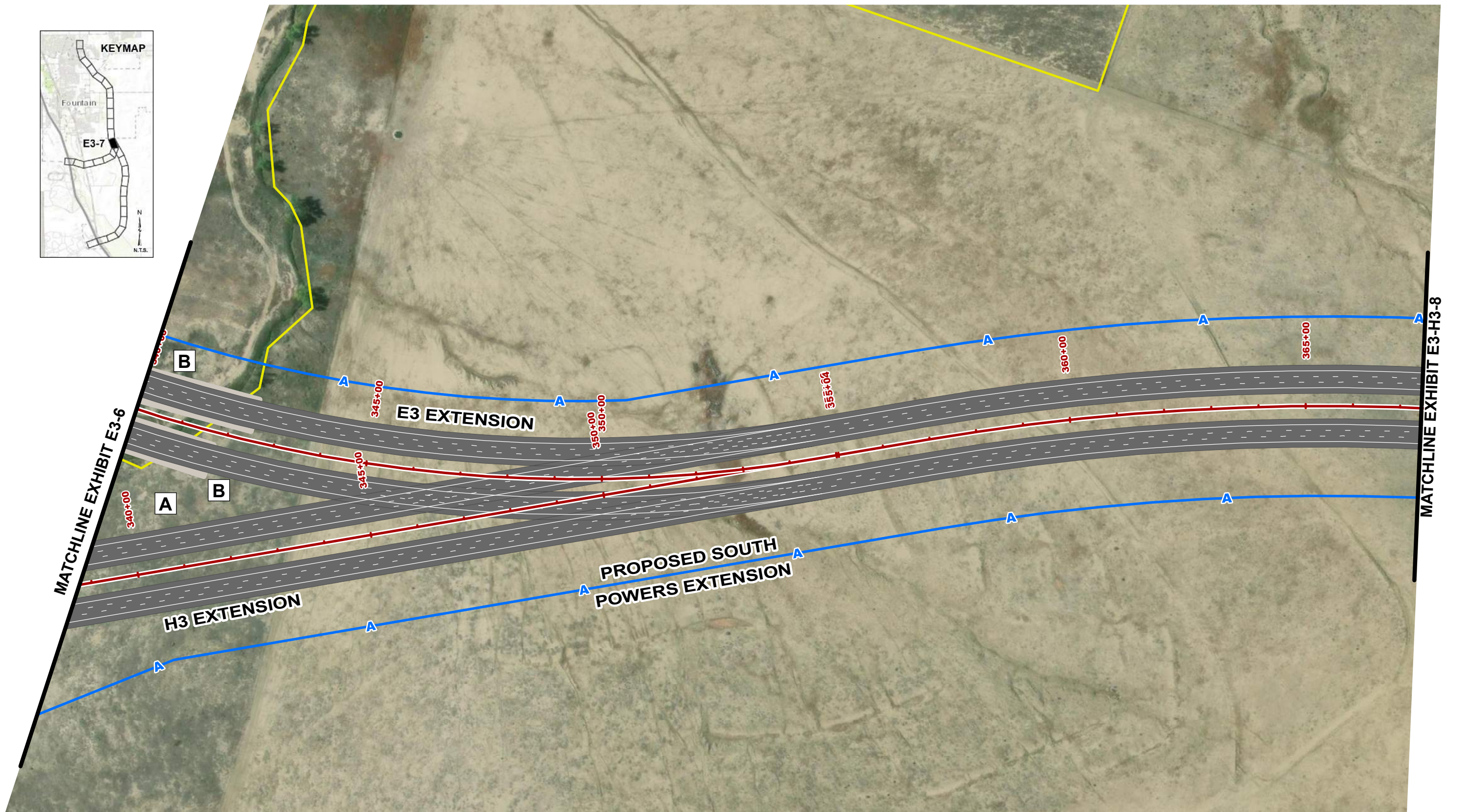
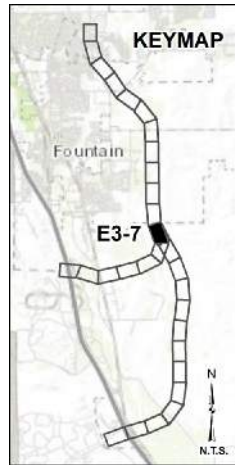
- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-6



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024



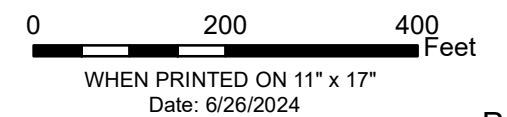


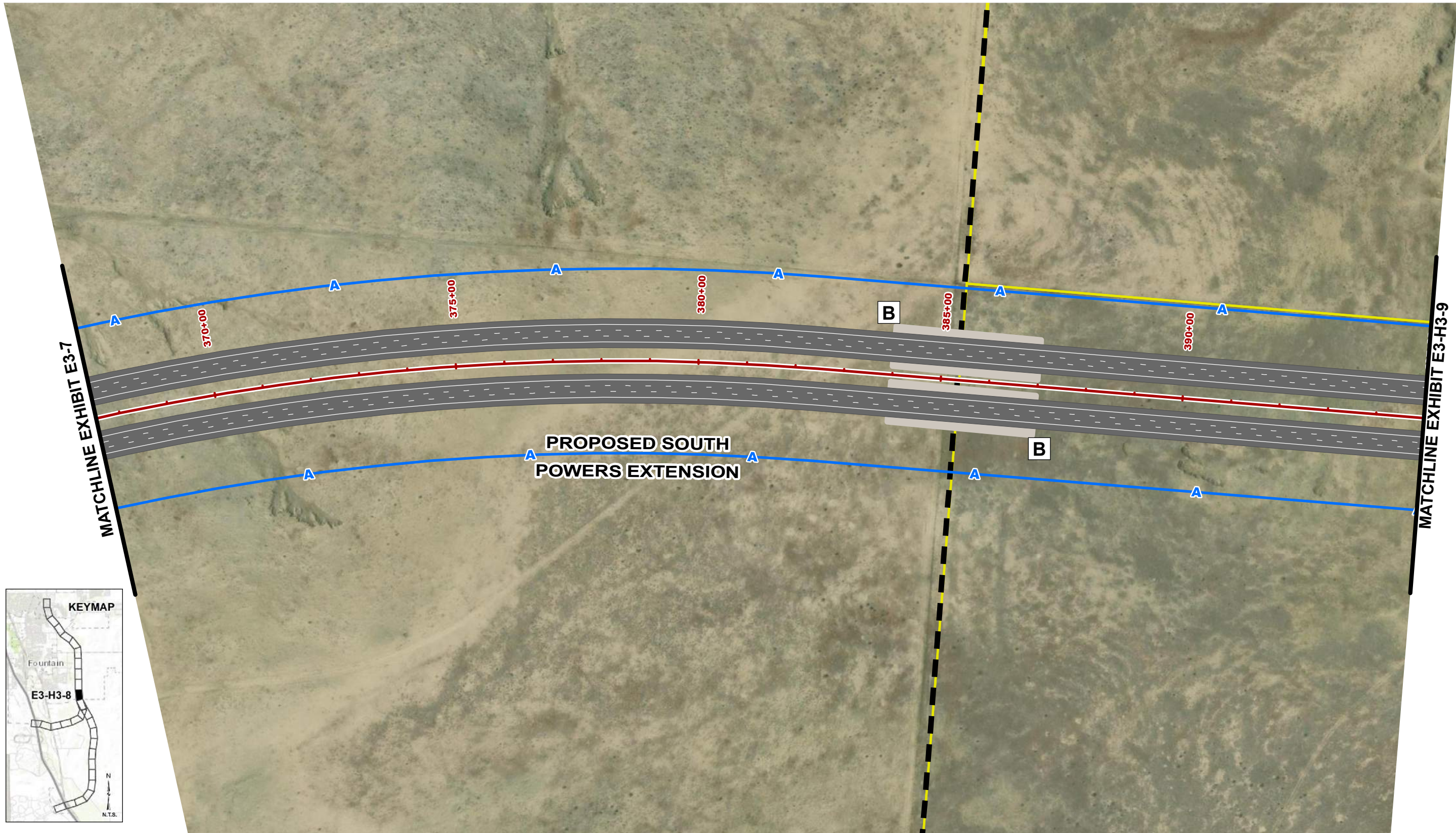
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-7



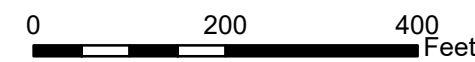


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

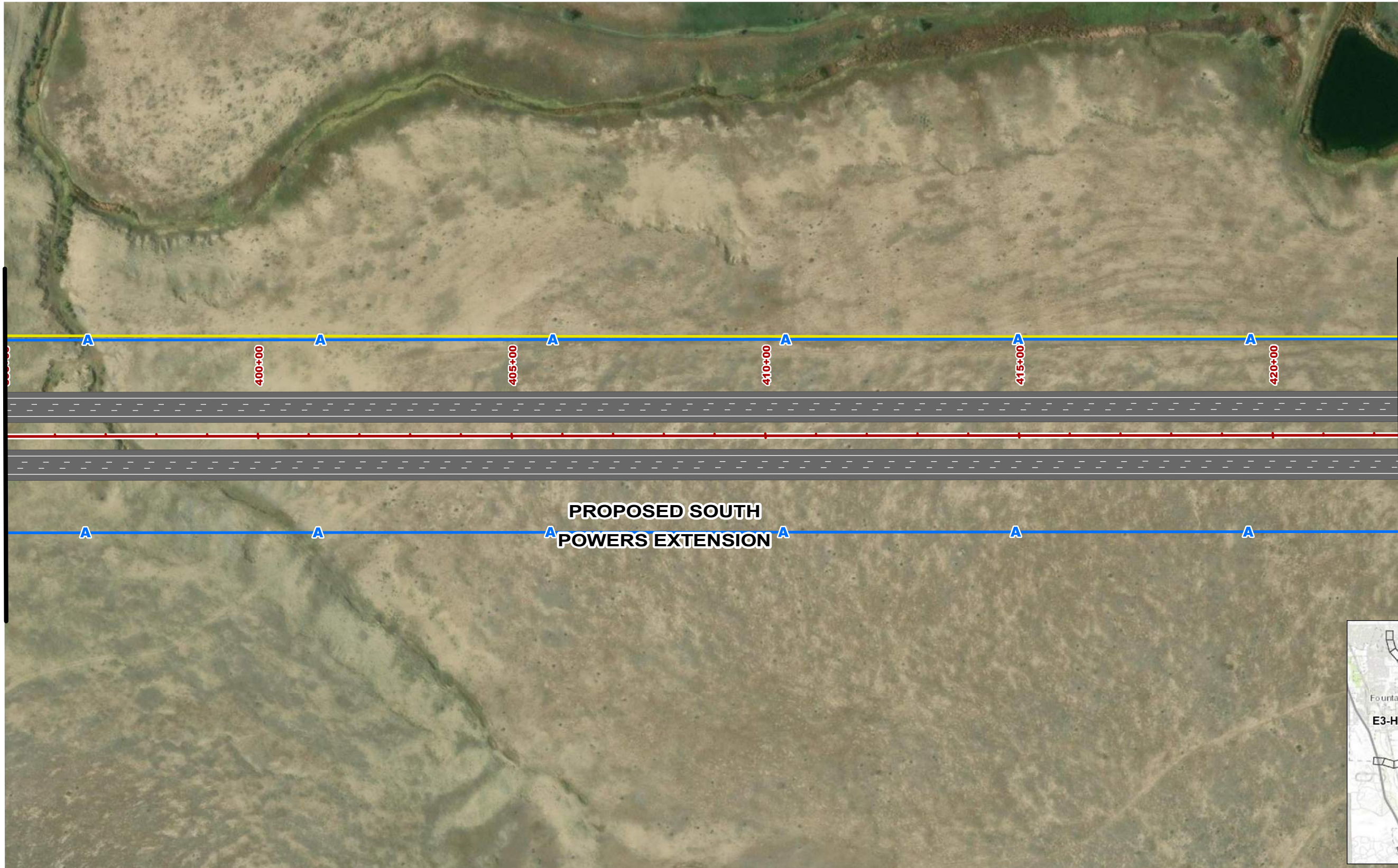


- A— Access Control Line    **A** Proposed Interchange
- Parcels    **B** Roadway Structures
- - - Proposed Roads      Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-8



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024

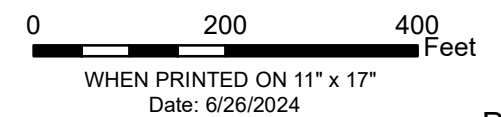


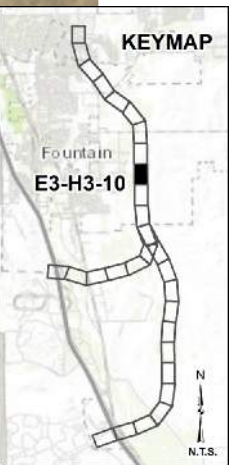
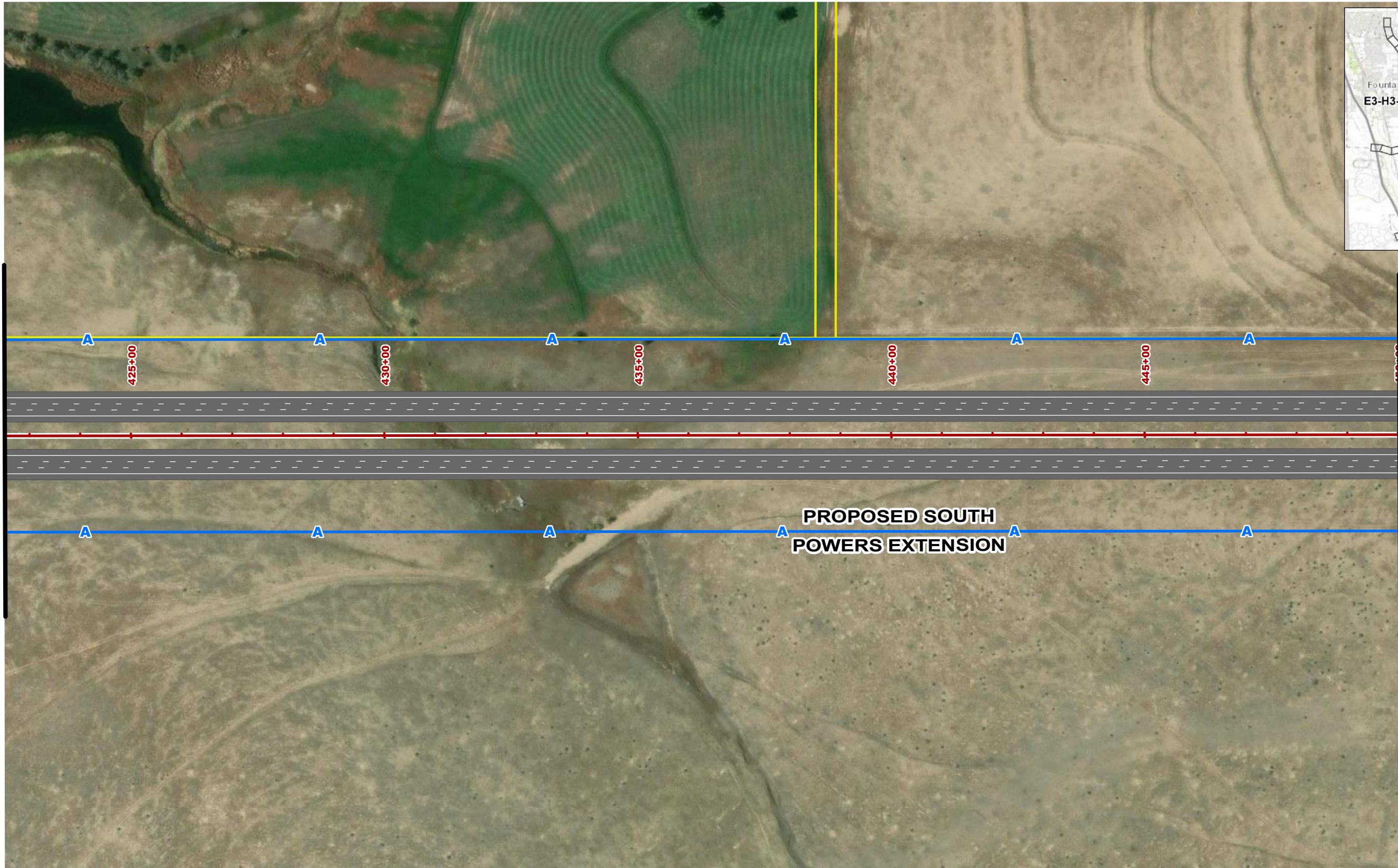
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line    **A** Proposed Interchange
- Parcels    **B** Roadway Structures
- Proposed Roads    — Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-9



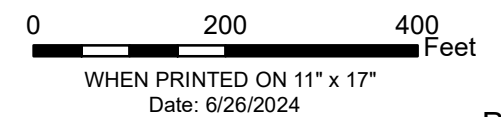


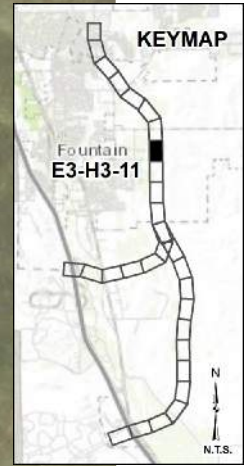
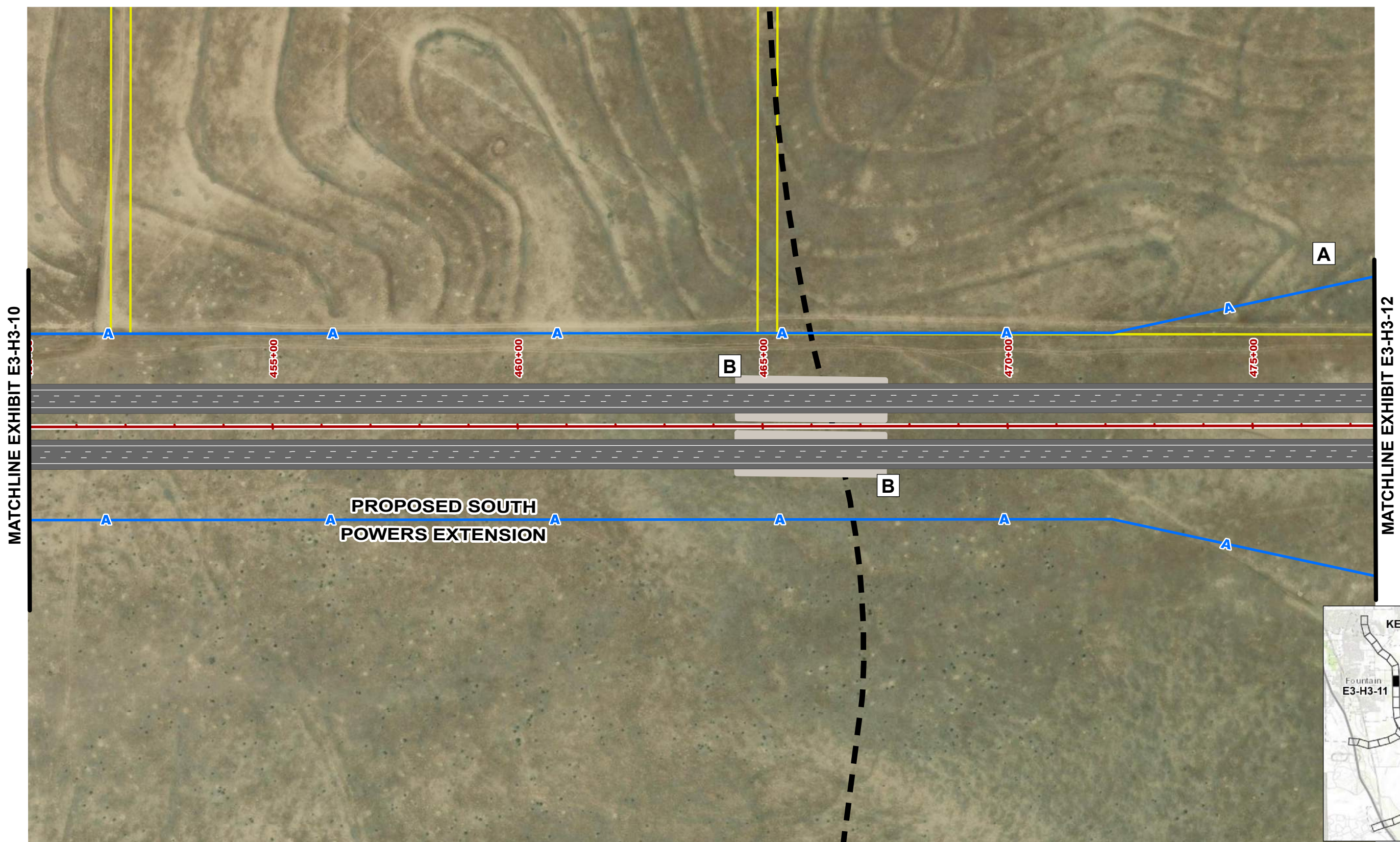
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-10



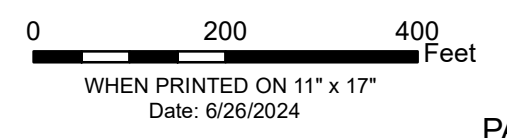


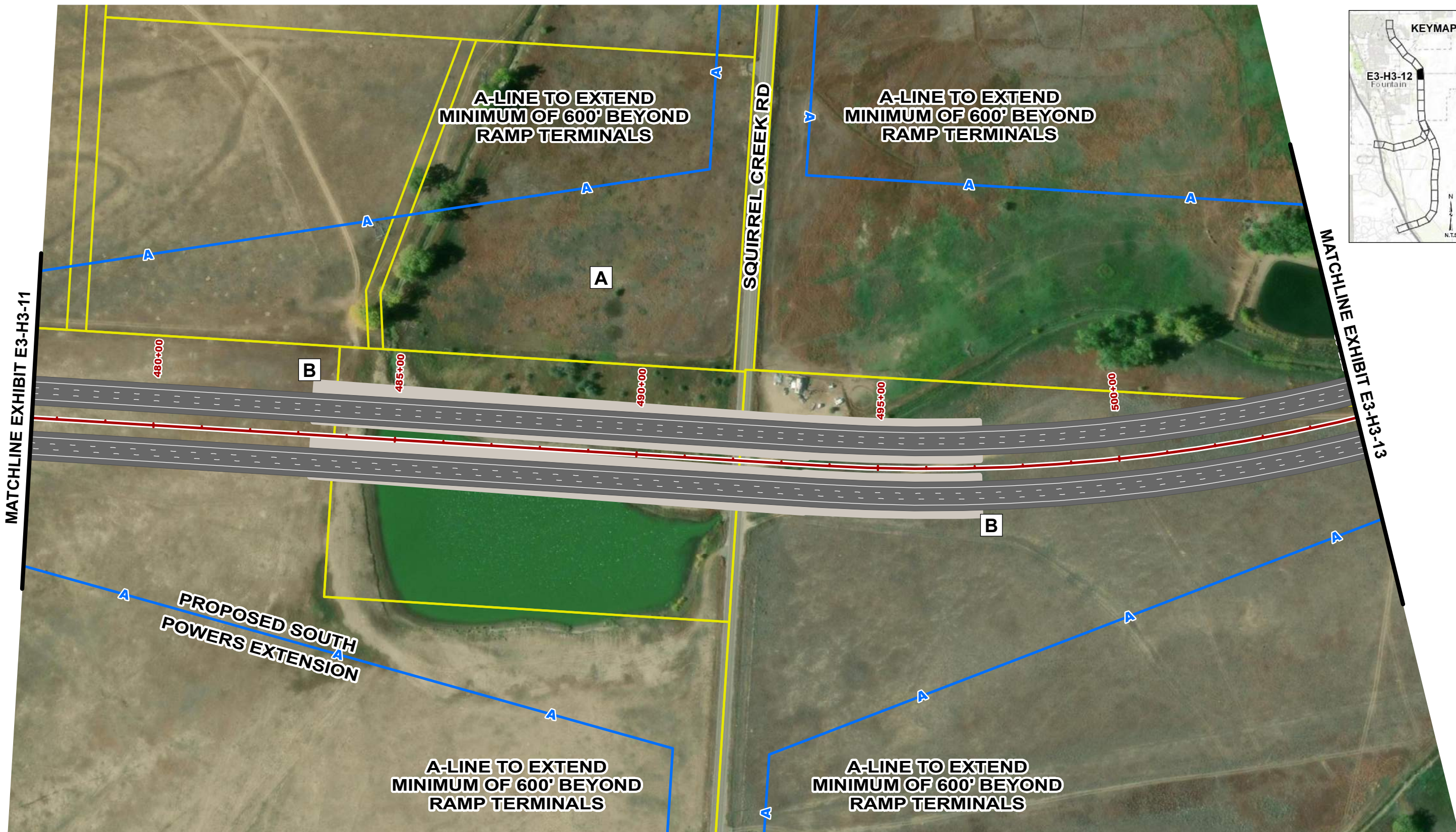
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- - - Proposed Roads
- A Proposed Interchange
- B Roadway Structures
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-11



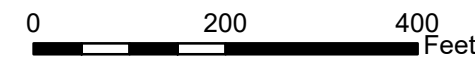


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

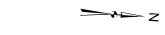


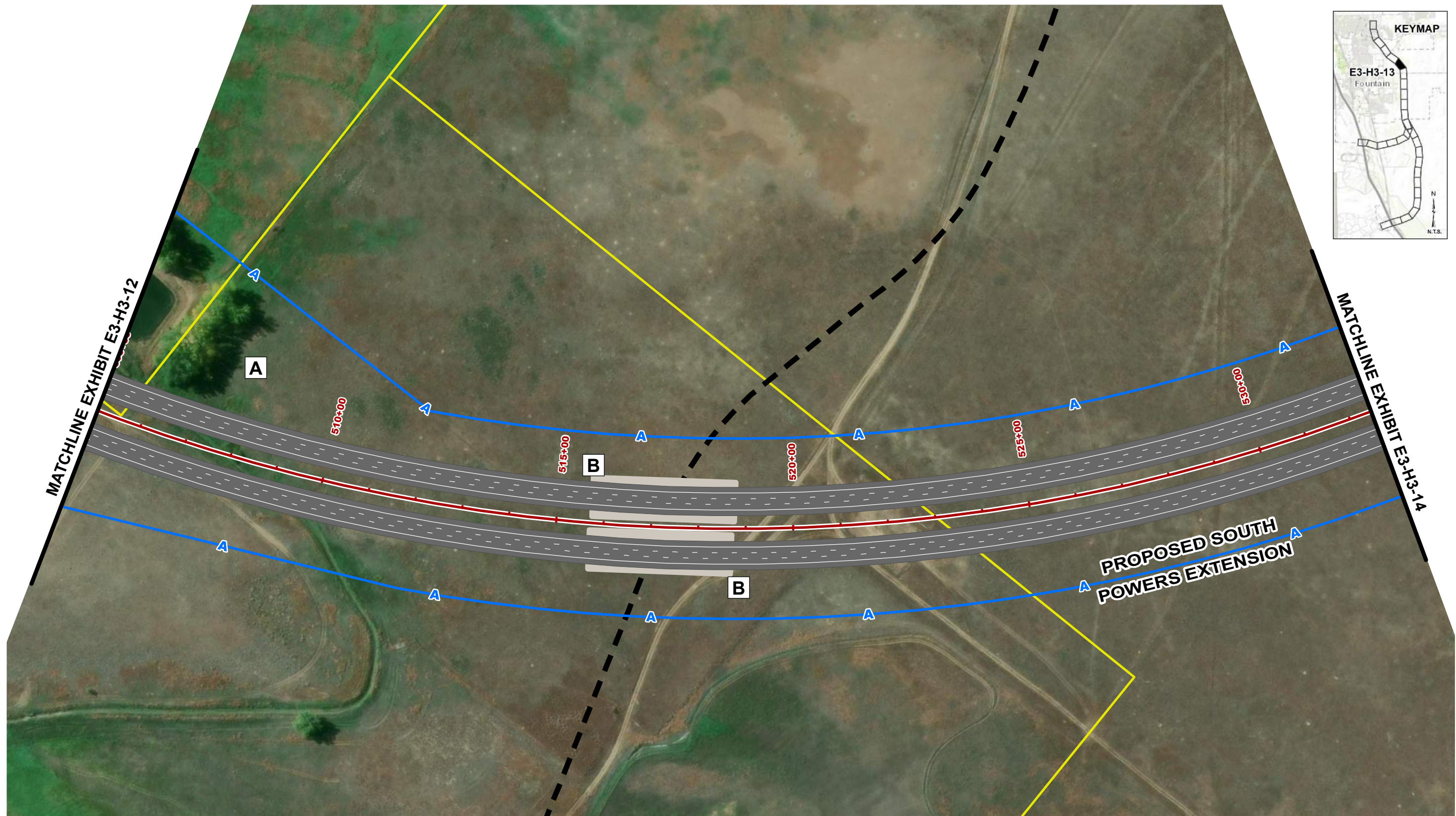
- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-12



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024



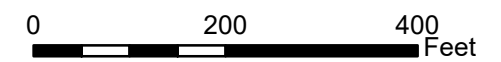


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



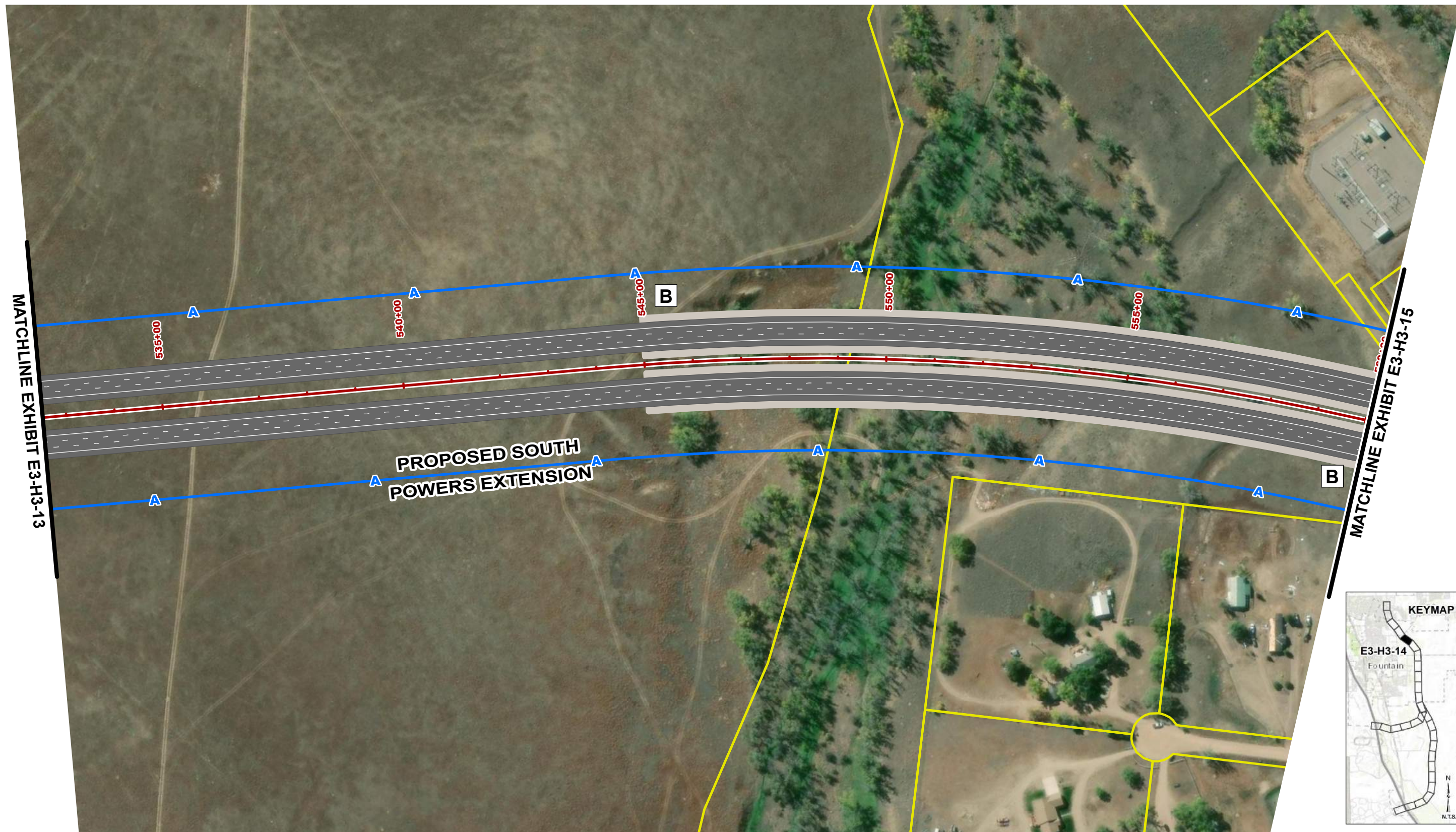
- A— Access Control Line
- Parcels
- - - Proposed Roads
- A Proposed Interchange
- B Roadway Structures
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-13



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024



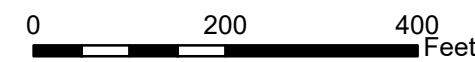


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



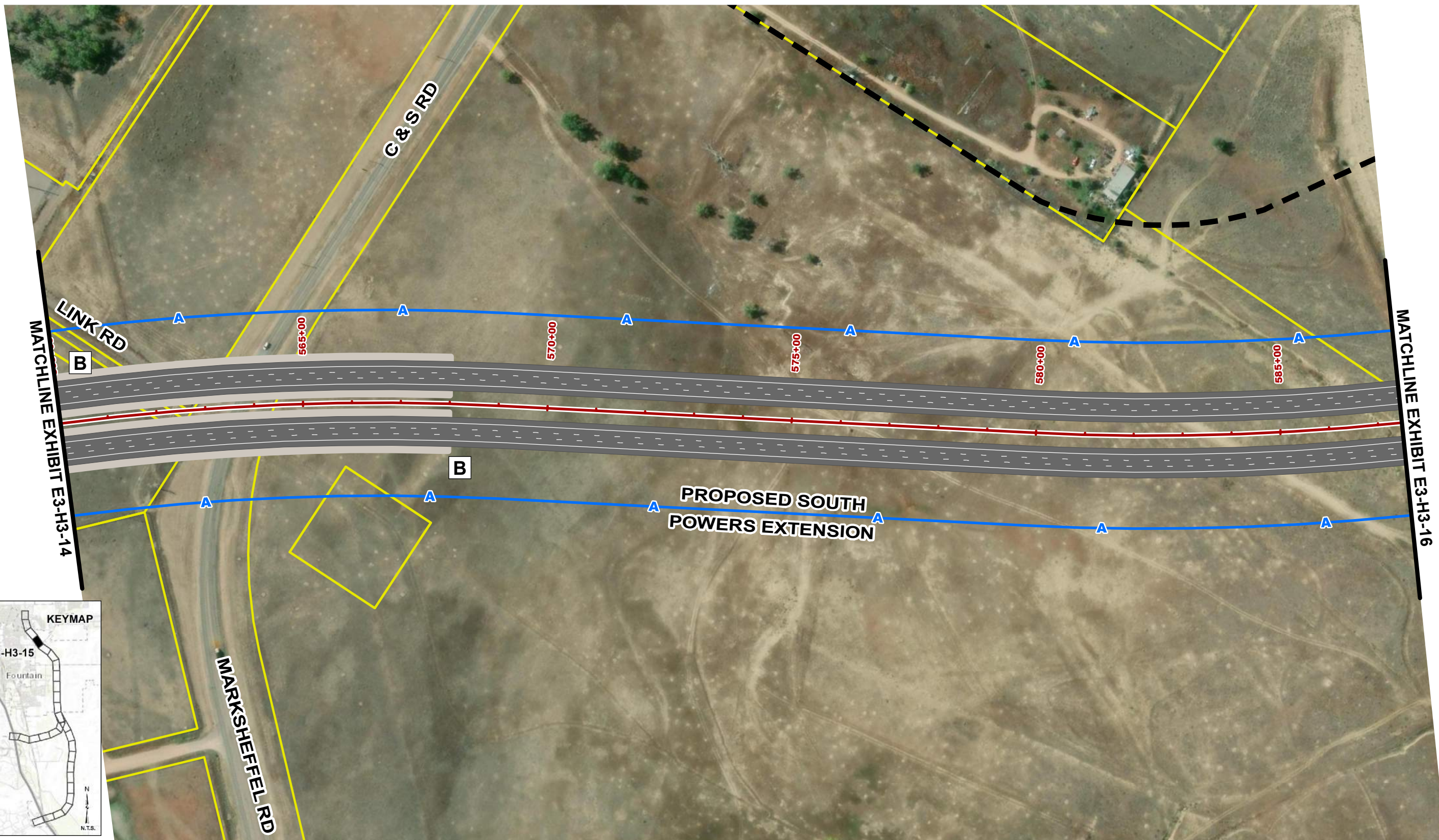
- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-14



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024



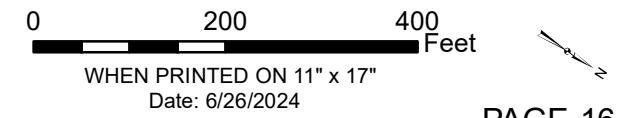


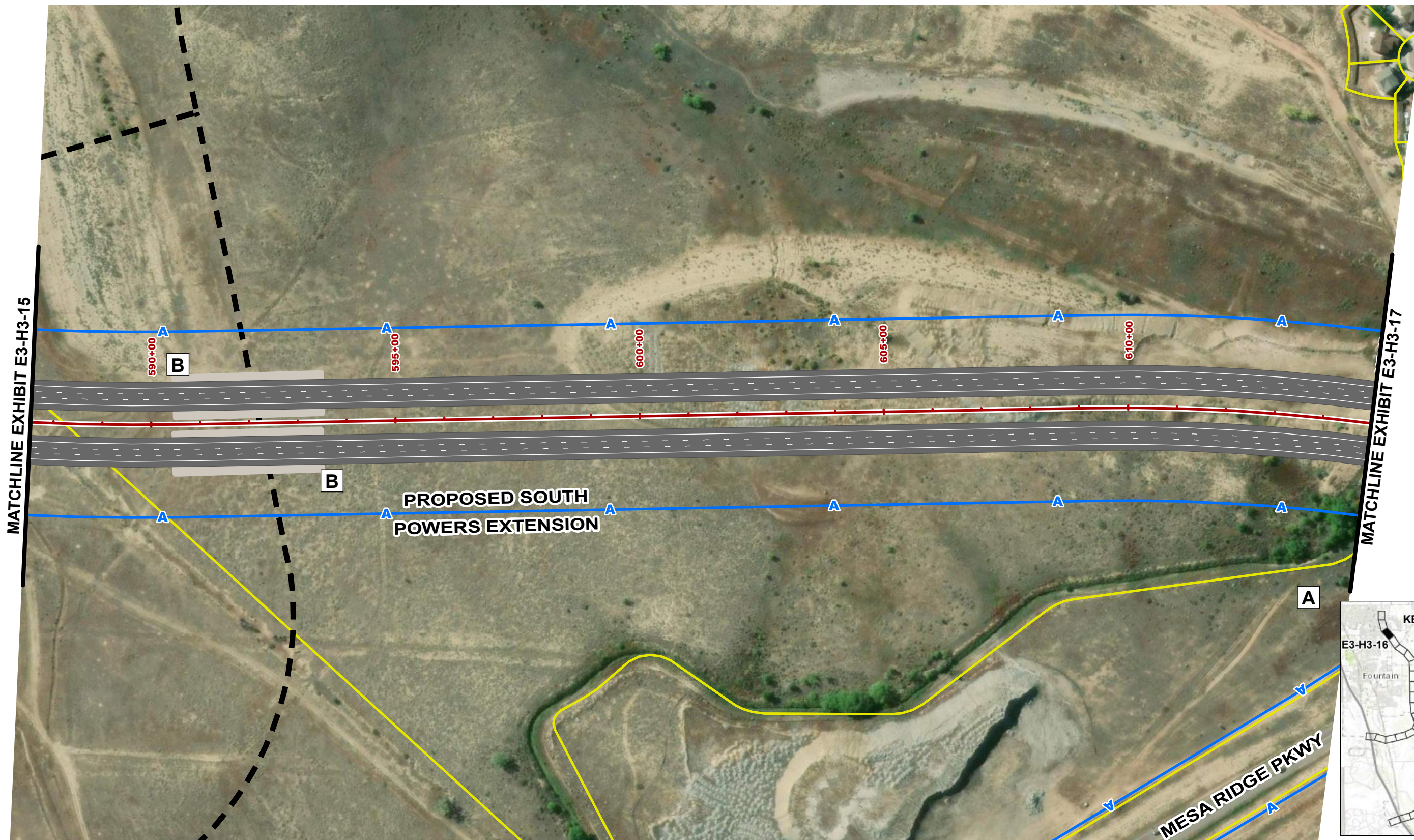
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- - - Proposed Roads
- A Proposed Interchange
- B Roadway Structures
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-15



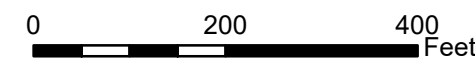


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

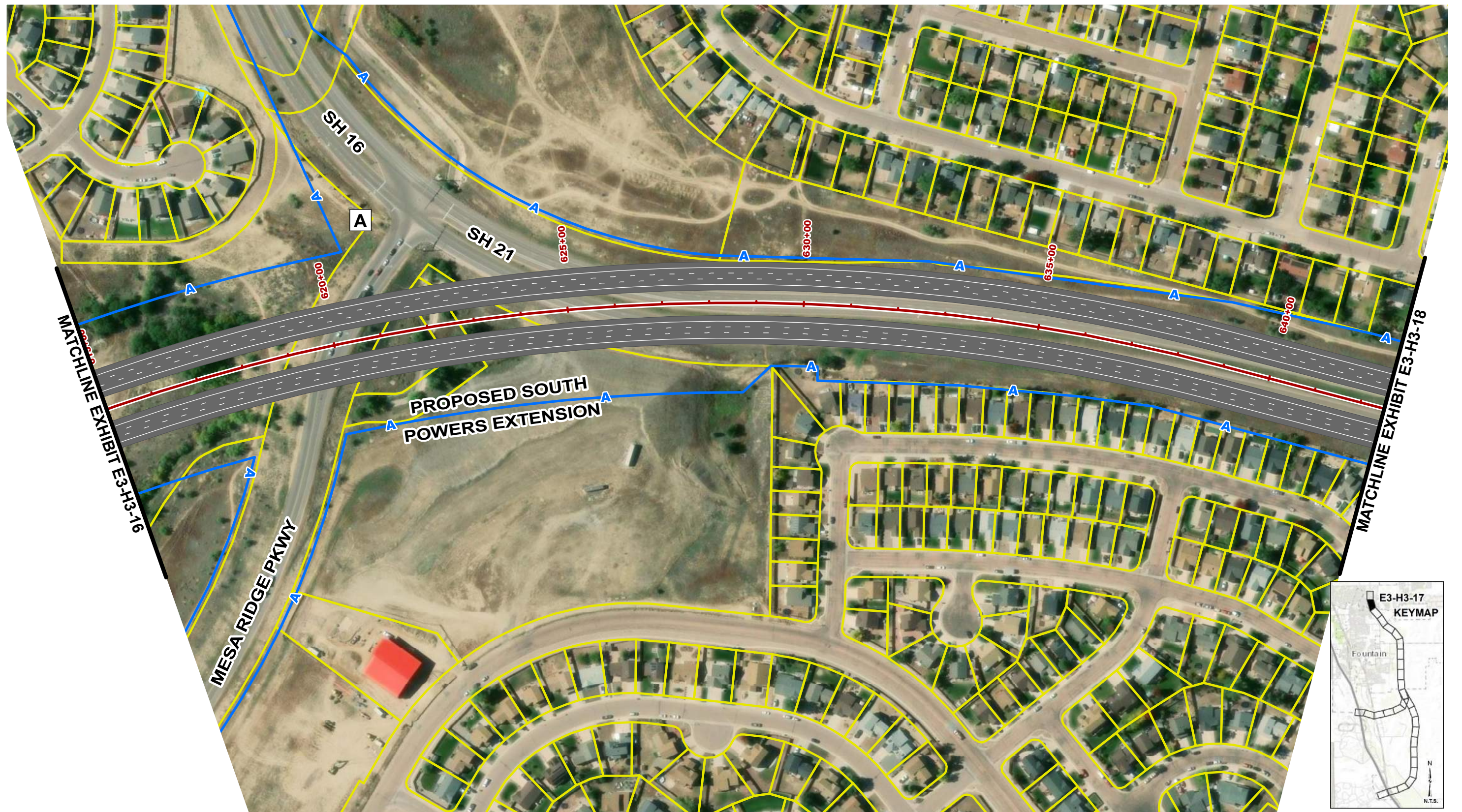


- A— Access Control Line
- Parcels
- Proposed Roads
- Proposed Interchange
- Roadway Structures
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-16



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024

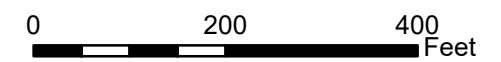


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



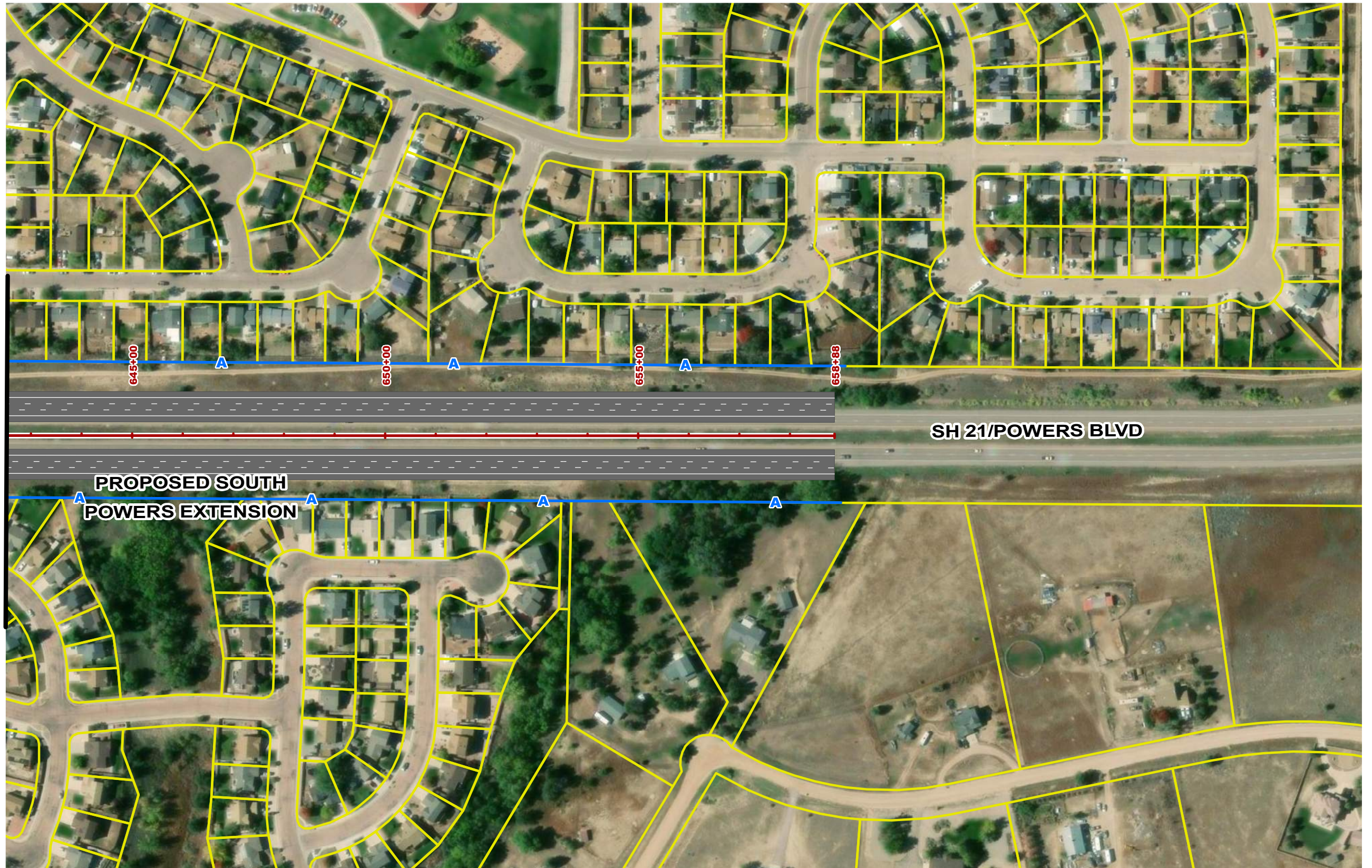
- A— Access Control Line
- Parcels
- Proposed Roads
- A Proposed Interchange
- B Roadway Structures
- Roadway Structures

## ACCESS CONTROL EXHIBIT E3-H3-17



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024

MATCHLINE EXHIBIT E3-H3-17



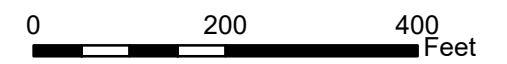
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



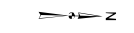
- A— Access Control Line
- Parcels
- Proposed Roads
- Roadway Structures
- A Proposed Interchange
- B Roadway Structures

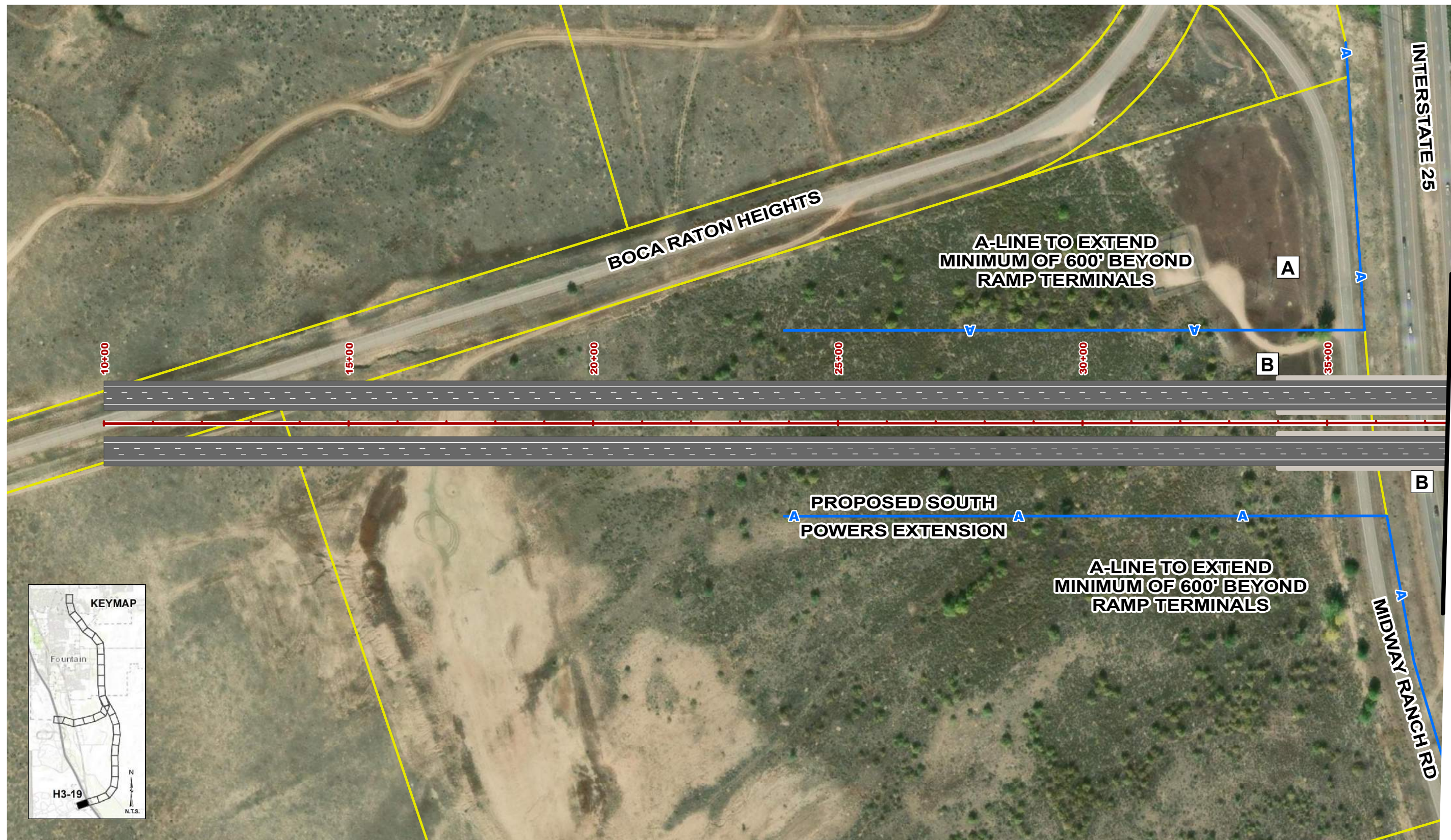
# ACCESS CONTROL

## EXHIBIT E3-H3-18



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024



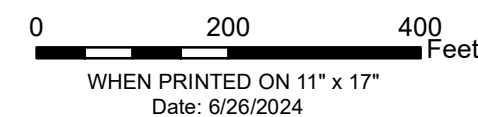


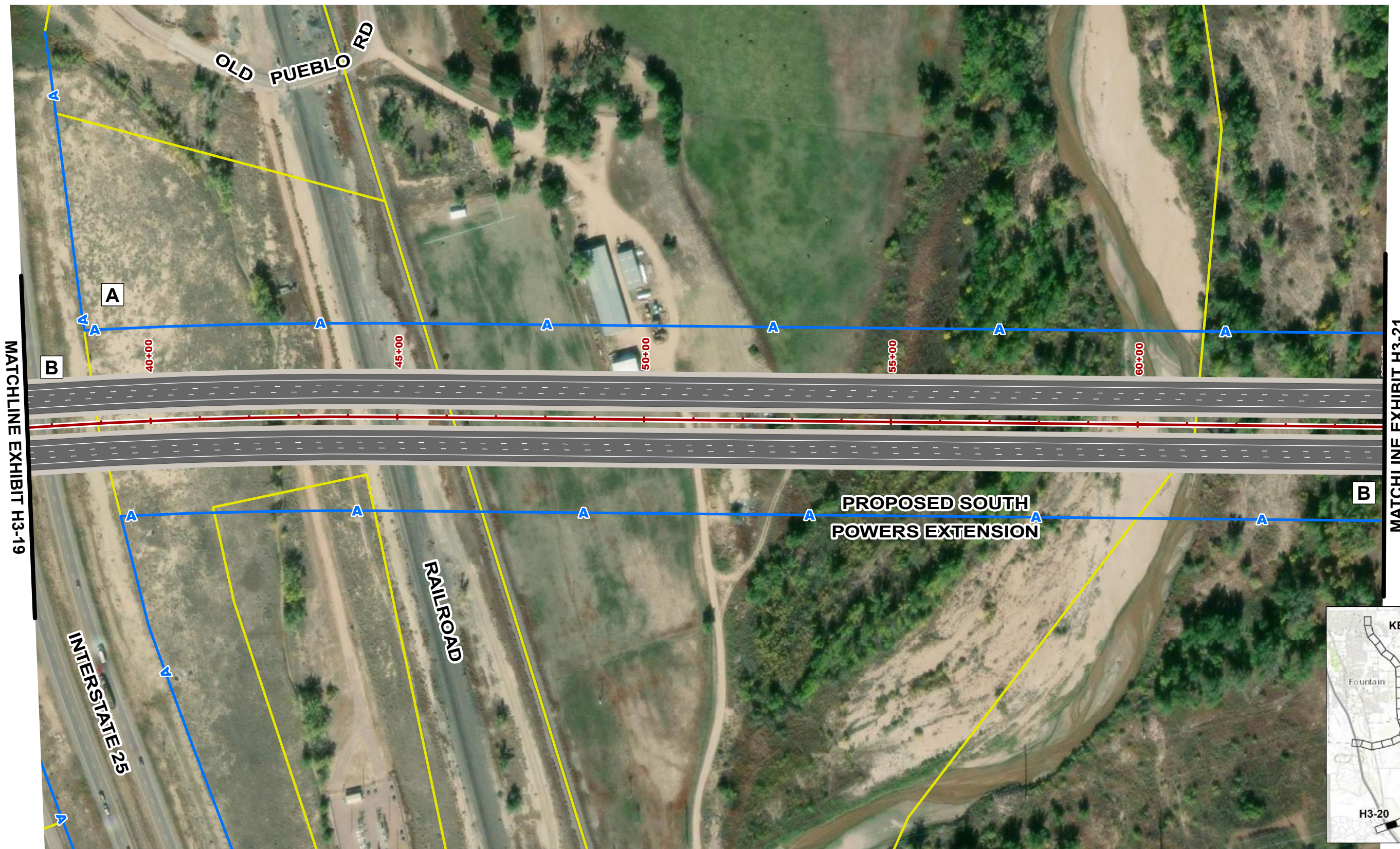
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-19



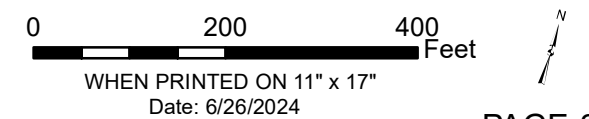


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- Proposed Roads
- A Proposed Interchange
- B Roadway Structures
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-20



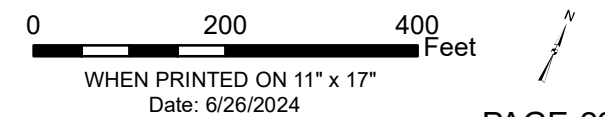


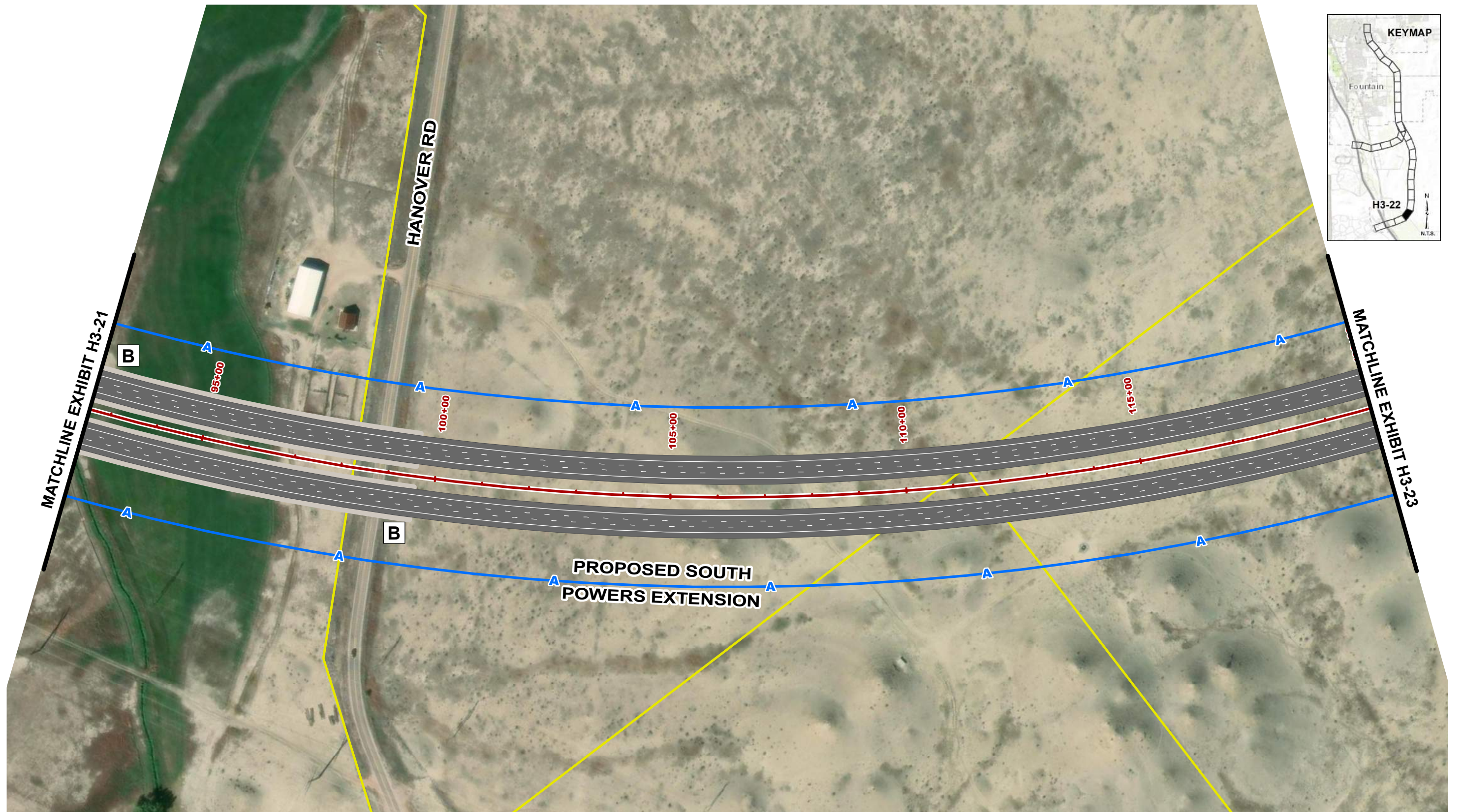
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-21



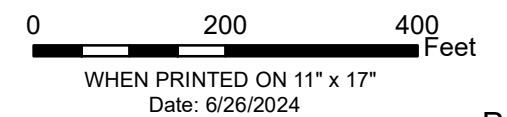


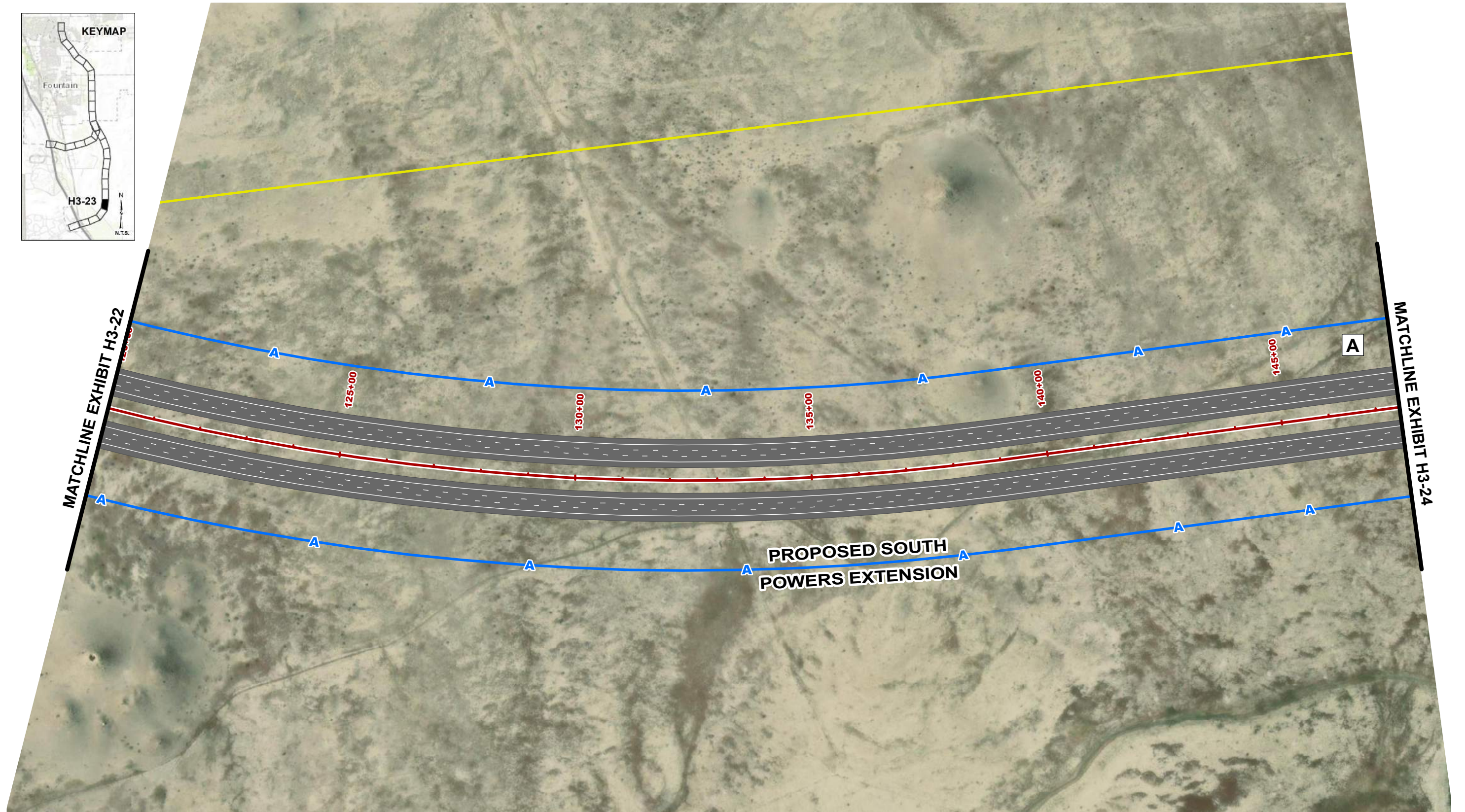
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- ▲— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-22



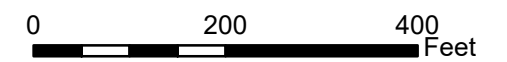


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



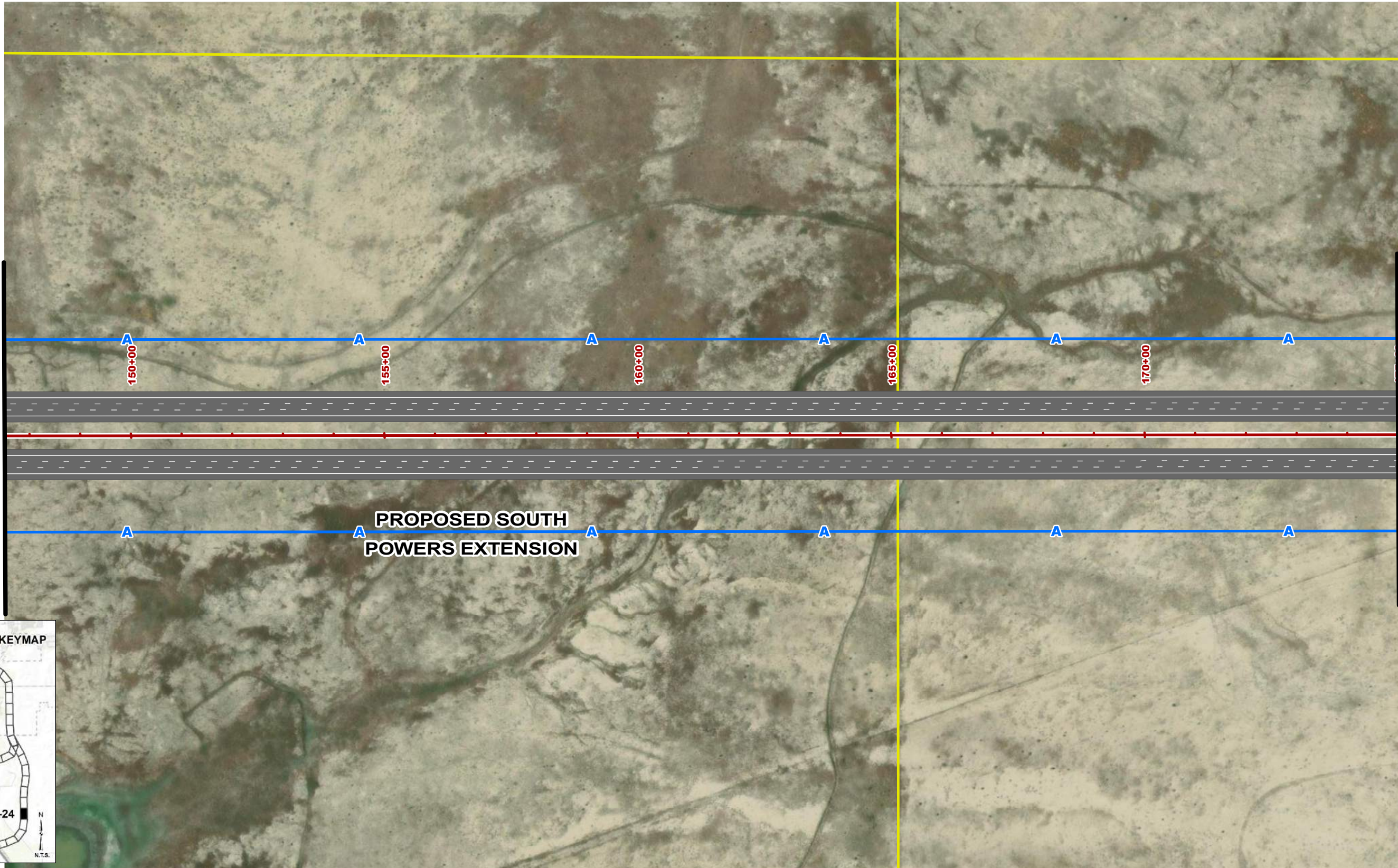
- A— Access Control Line
- Parcels
- Proposed Roads
- Roadway Structures
- A Proposed Interchange
- B Roadway Structures

## ACCESS CONTROL EXHIBIT H3-23



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024





MATCHLINE EXHIBIT H3-23

MATCHLINE EXHIBIT H3-25

**PROPOSED SOUTH  
POWERS EXTENSION**

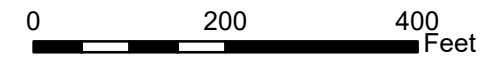


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



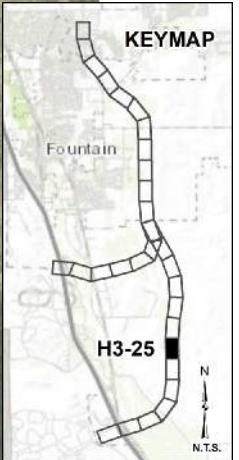
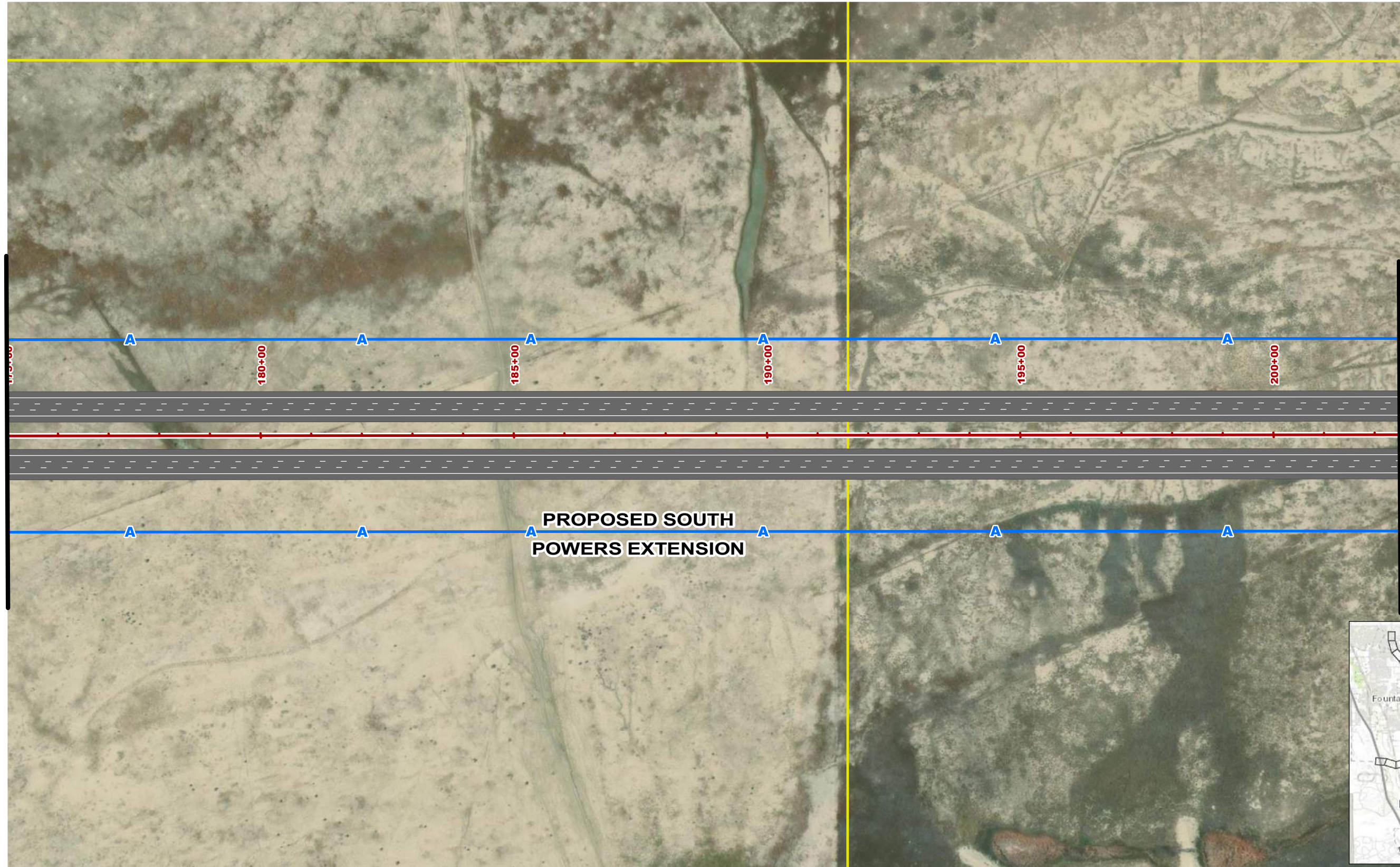
- A— Access Control Line
- Parcels
- - - Proposed Roads
- A Proposed Interchange
- B Roadway Structures
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-24



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024



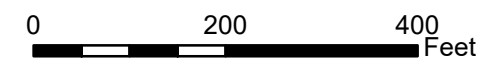


Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

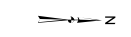


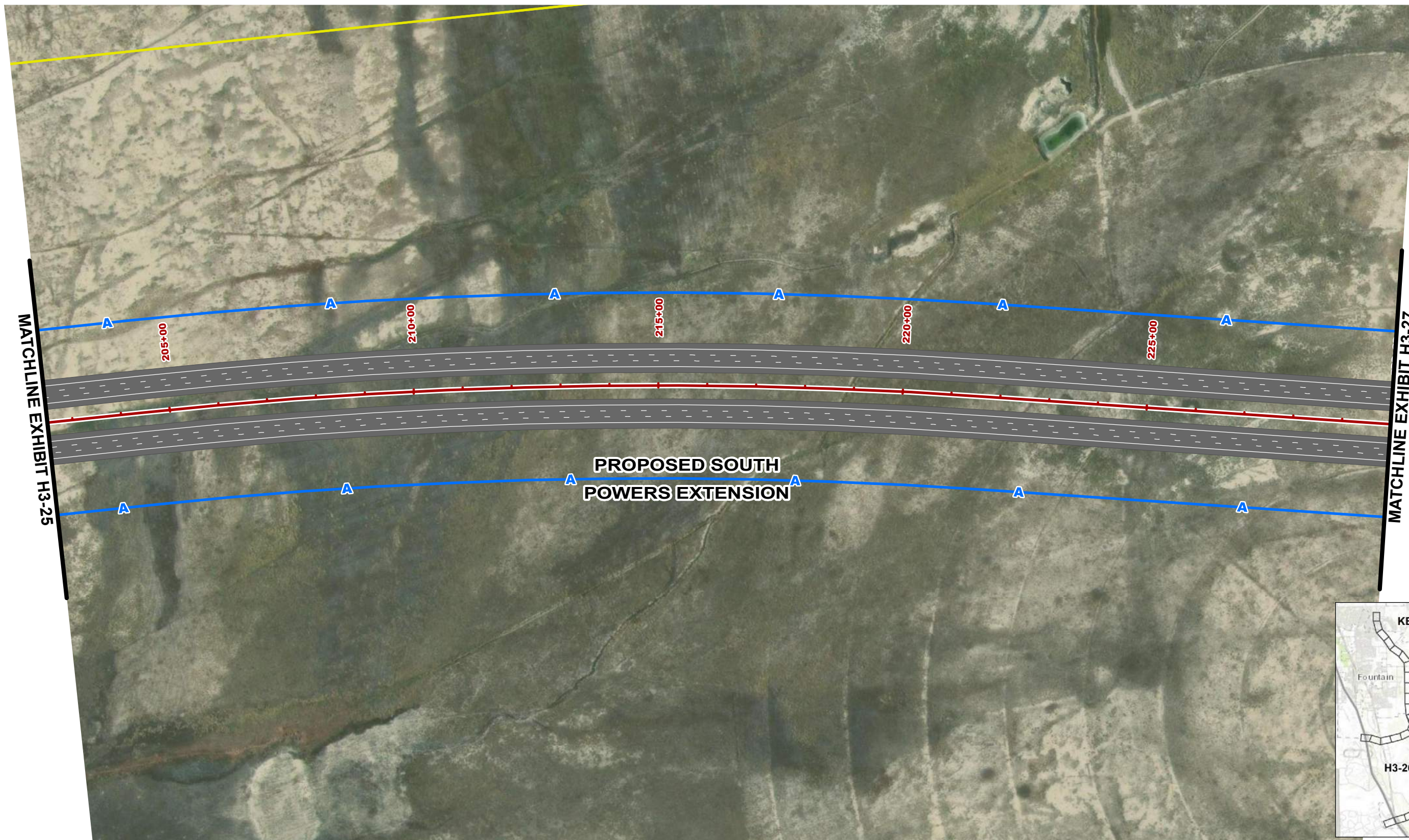
- A— Access Control Line    **A** Proposed Interchange
- Parcels    **B** Roadway Structures
- Proposed Roads    — Roadway Structures

## ACCESS CONTROL EXHIBIT H3-25



WHEN PRINTED ON 11" x 17"  
Date: 6/26/2024



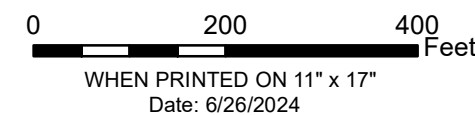


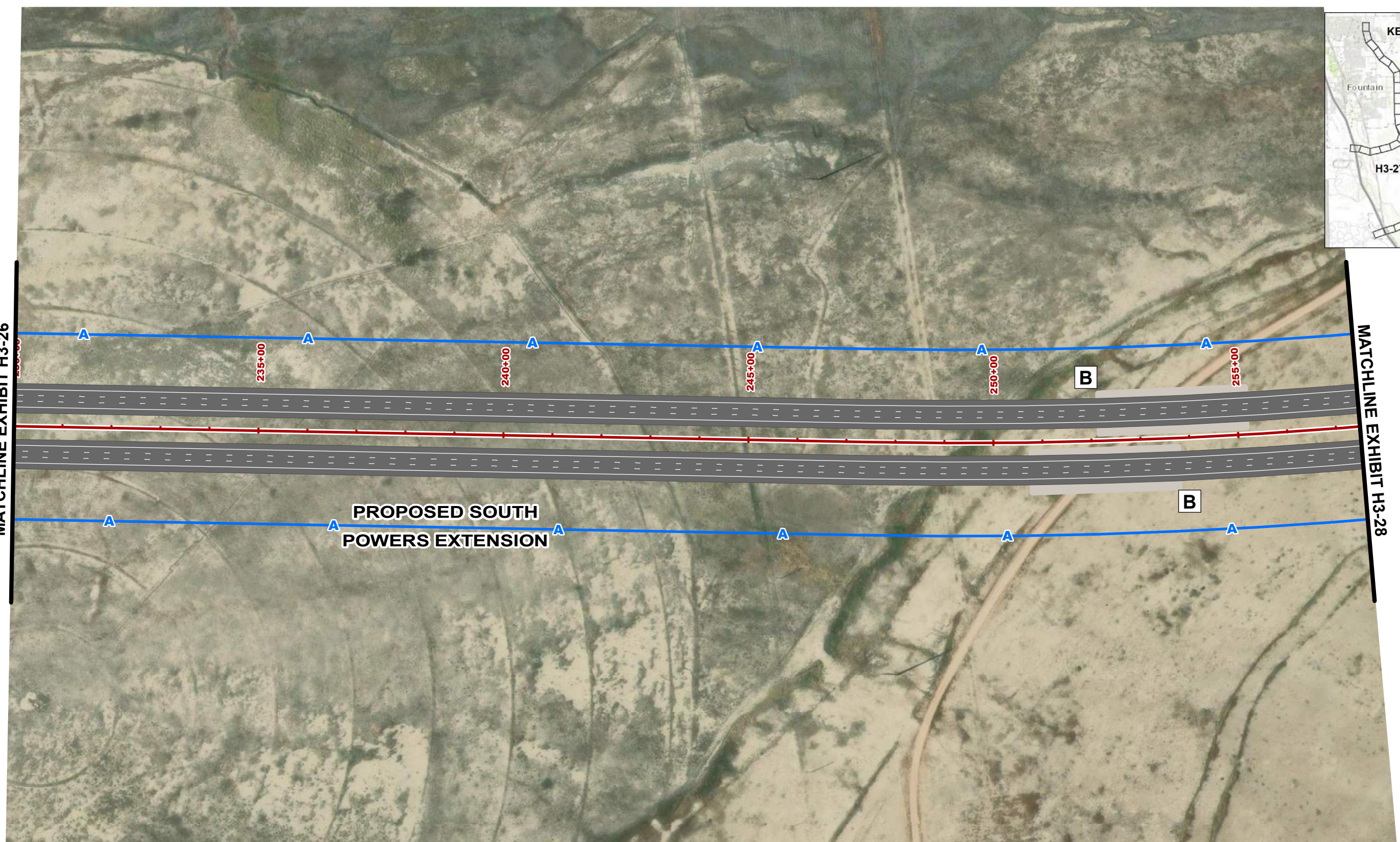
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-26



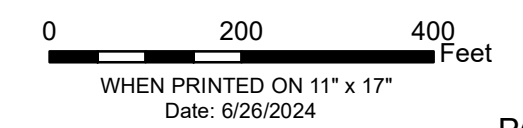


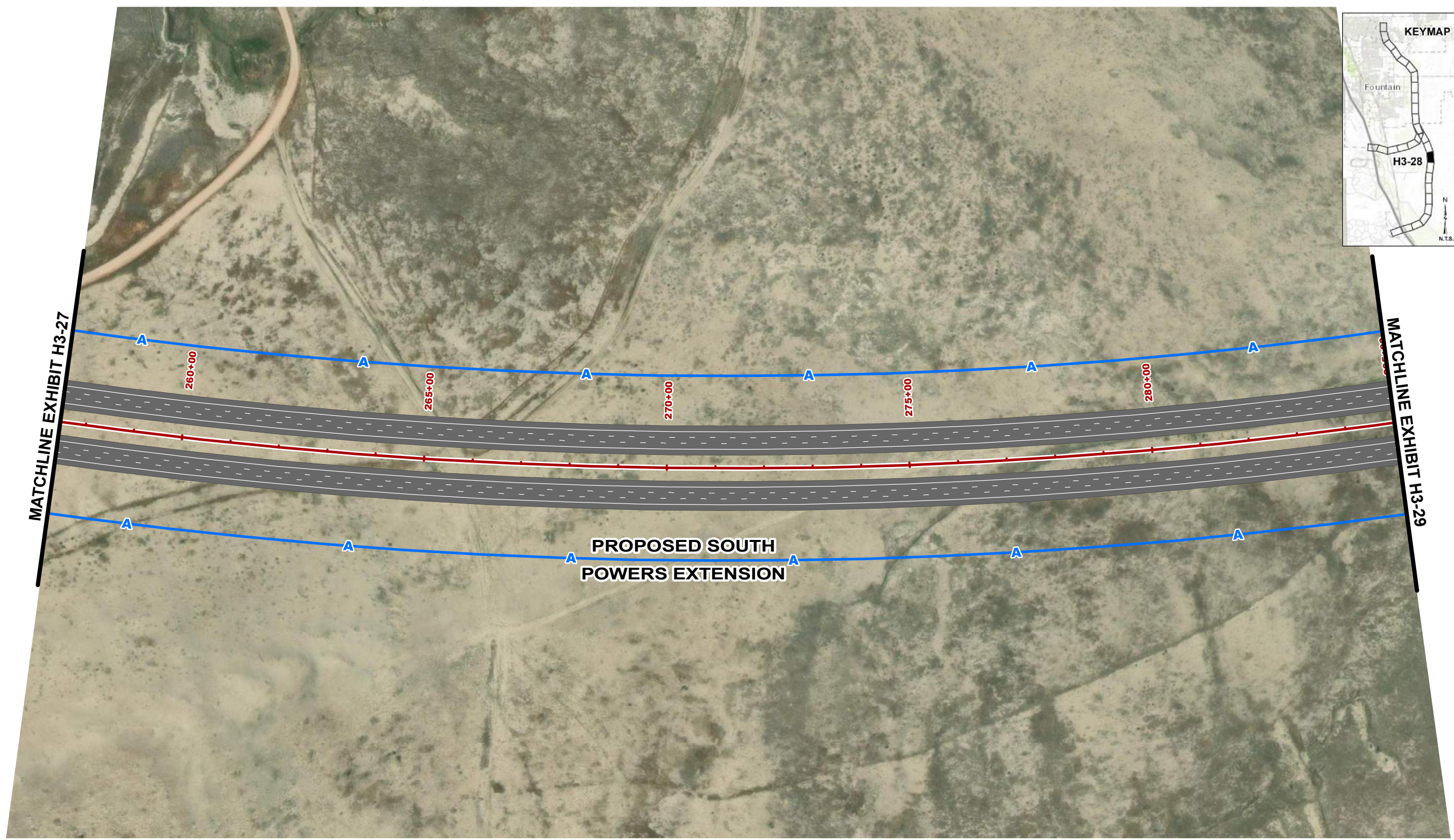
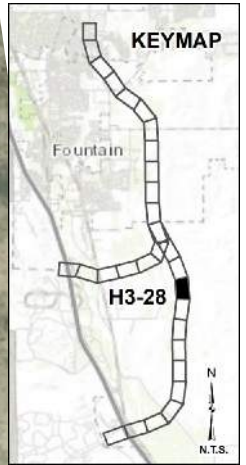
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-27



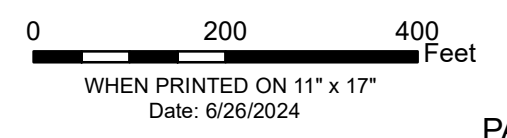


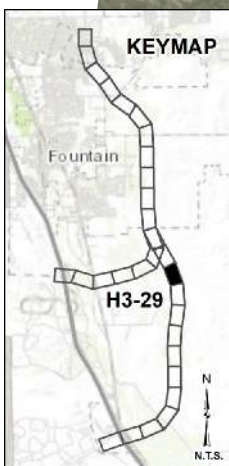
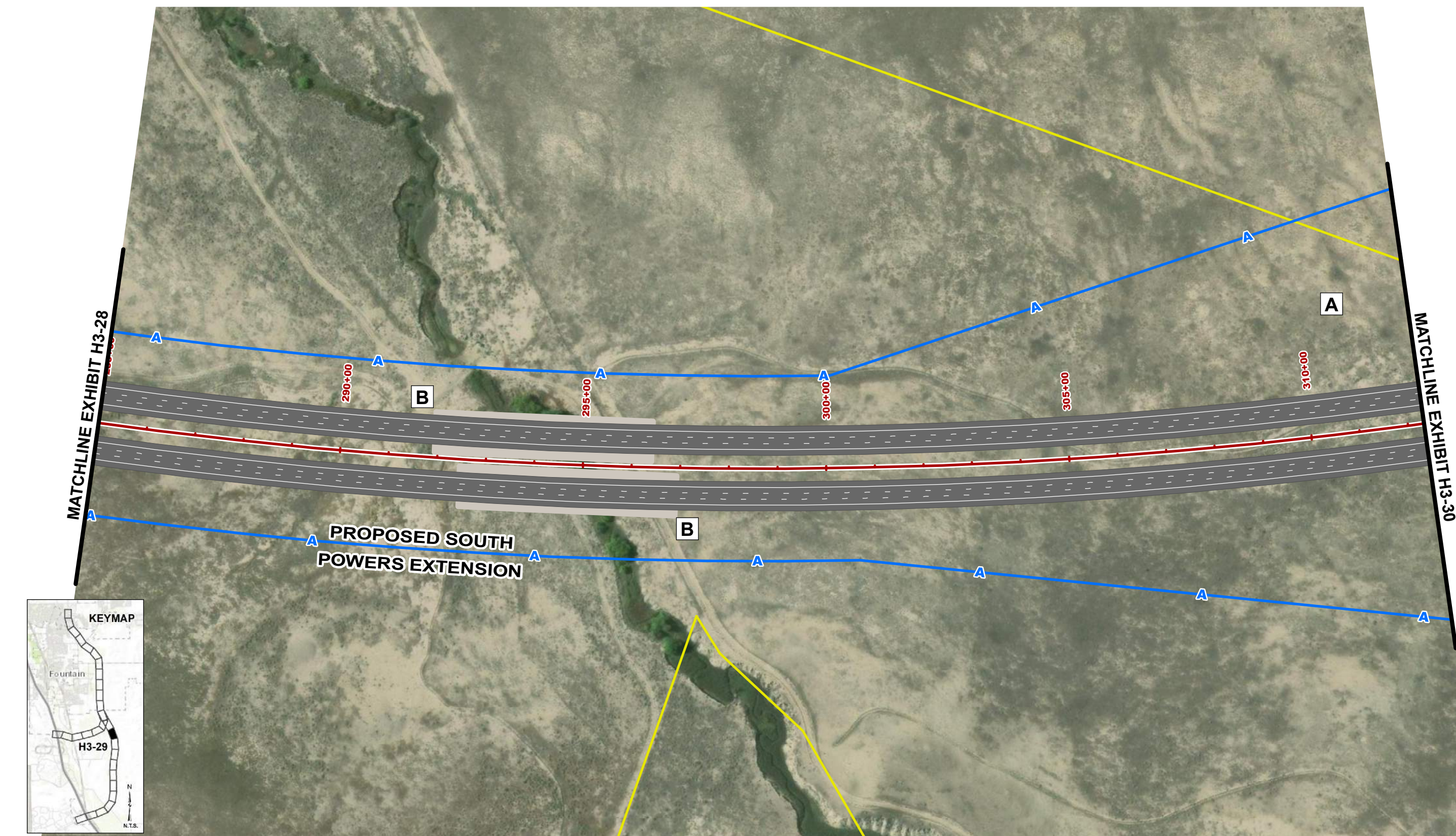
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-28



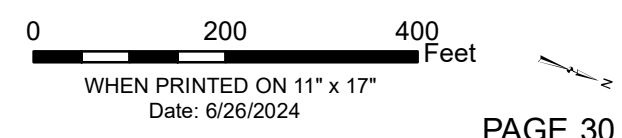


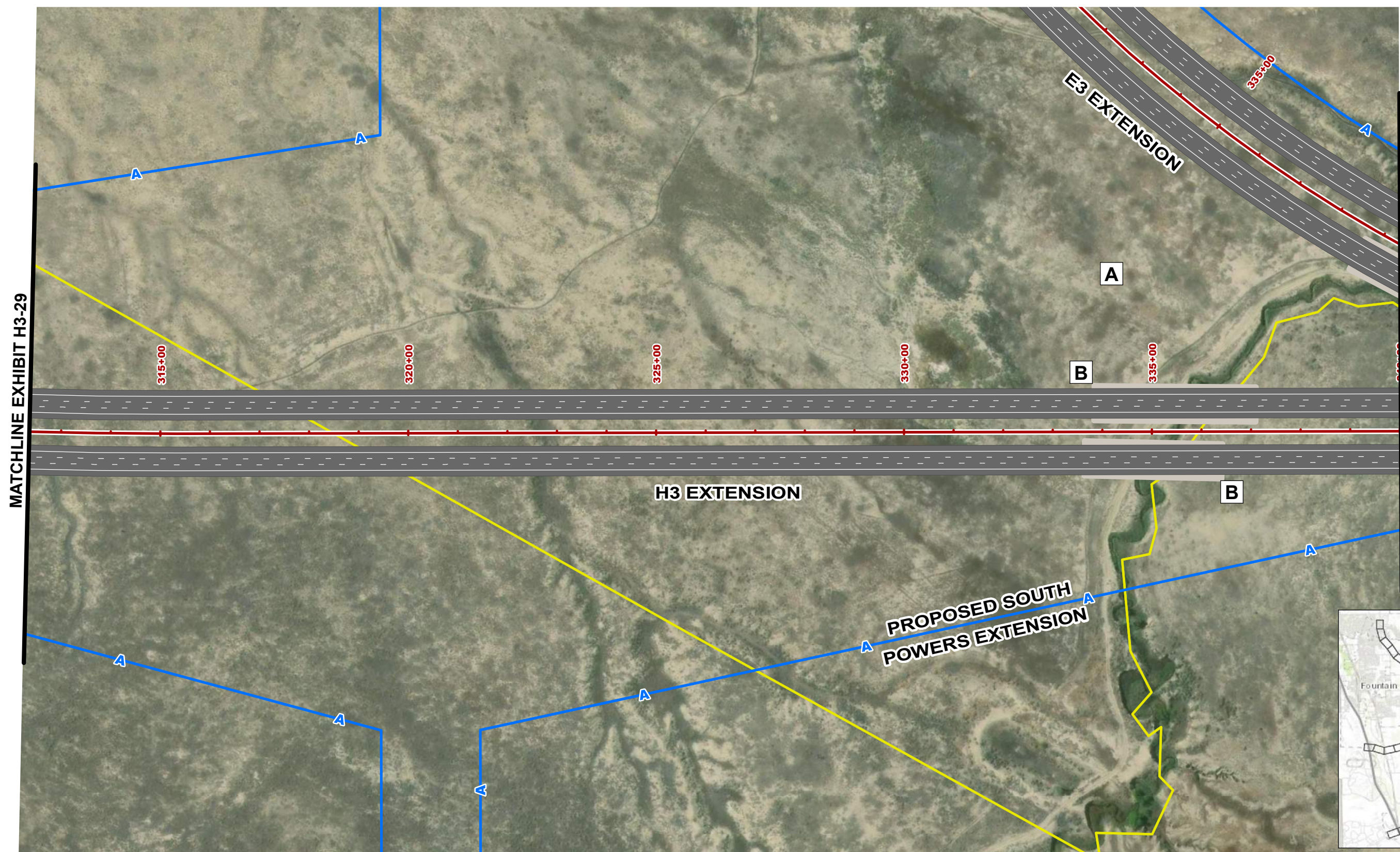
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



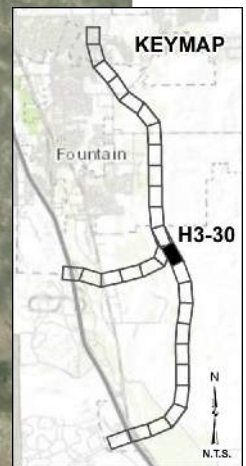
- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-29



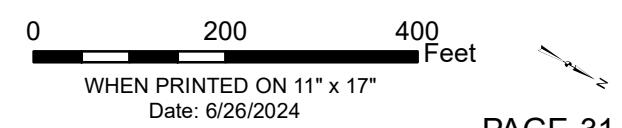


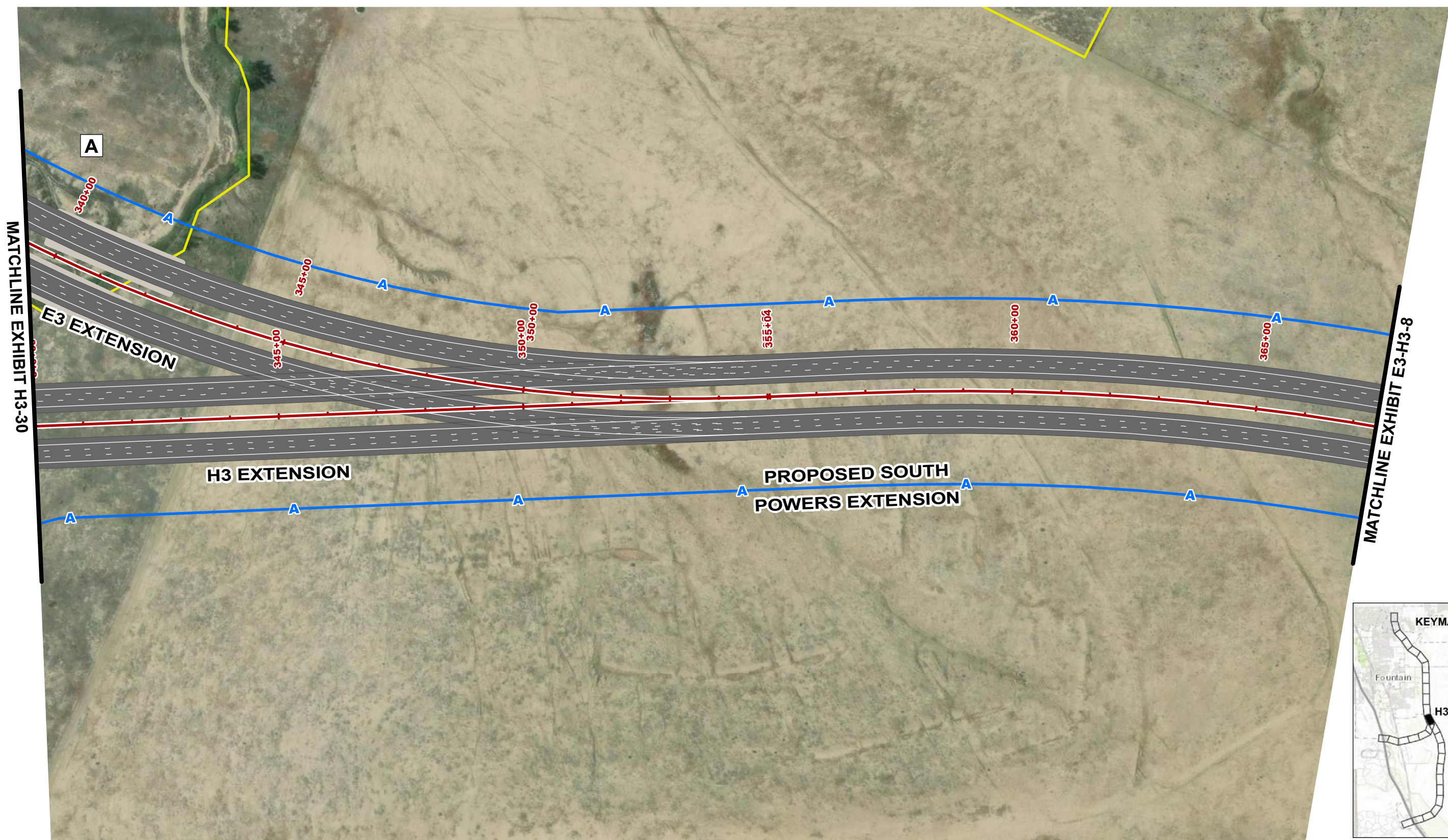
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



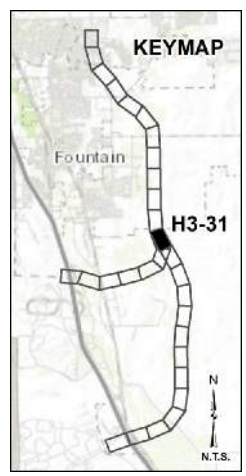
- A— Access Control Line
- Parcels
- A Proposed Interchange
- B Roadway Structures
- Proposed Roads
- Roadway Structures

## ACCESS CONTROL EXHIBIT H3-30





Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



- A— Access Control Line
- Parcels
- Proposed Roads
- A Proposed Interchange
- B Roadway Structures
- Roadway Structures

# ACCESS CONTROL EXHIBIT H3-31

