EL PASO COUNTY
COLORADO

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TO: **El Paso County Planning Commission**
Timothy L. Trowbridge, Chair

FROM: **Alissa Werre, Project Manager**
Joshua Palmer, County Engineer

RE: **MP-245 Adoption of the South Powers Extension Corridor Preservation Plan and Access Control Plan into the El Paso County Master Plan**

Commissioner District: **All**

First Planning Commission Hearing Date:	07/16/2026
Second Planning Commission Hearing Date:	09/17/2026

EXECUTIVE SUMMARY

The El Paso County Department of Public Works requests adoption of the South Powers Extension (SPE) Planning and Environmental Linkages (PEL) Study and Access Control Plan (ACP) into the Your El Paso County Master Plan as a component of the Major Transportation Corridors Plan. The SPE is a critically needed transportation corridor for the southern portion of El Paso County and the greater Colorado Springs area. The SPE PEL Study and ACP together establish the corridor preservation footprint, recommended alignments, access management framework, and phasing plan needed to guide future design construction of a southern extension of Powers Boulevard (aka CO 21) from Mesa Ridge Parkway (aka CO 16) to Interstate 25 (I-25).

Since 1963, Powers Boulevard has been planned as a bypass for I-25 along the eastern edge of 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. The SPE will complete the Powers Boulevard corridor by connecting Mesa Ridge Parkway to I-25 south of Fountain, serving five major military installations, the Colorado Springs Municipal Airport, Peak Innovation Park (approximately 30,000 jobs), and the Southern Colorado Rail Park (approximately 8,000 jobs).

El Paso County, in conjunction with the Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA), prepared the PEL Study and ACP following a long history of planning and research into the SPE. With accelerating growth in the Fountain area and El Paso County, a clear vision and corridor preservation footprint were needed to provide the ultimate realization of this I-25 connection. The PEL Study followed the FHWA PEL process through four formal coordination points and resulted in recommended alignments E3 and H3, a Corridor Preservation Footprint, and an Access Control Plan to be adopted through an Intergovernmental Agreement (IGA) among El Paso County, the City of Fountain, and CDOT.

The SPE is planned to be phased, beginning with the E3 alignment extending Powers Boulevard to I-25 at Mile Post (MP) 125.6, and ultimately the H3 alignment connecting to I-25 at MP 121.2. The corridor is designed to accommodate 4-6 travel lanes, multimodal facilities, utility corridors, and resiliency elements within a preserved right-of-way of 330 to 380 feet.

A. REQUEST/AUTHORIZATION

Request: Adoption of the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan (PCD File No: MP-245).

B. EFFECT OF APPROVAL OF AN AMENDMENT TO THE MASTER PLAN

Colorado Revised Statute C.R.S. § 30-28-106 et. seq. provides that it is the duty of the Planning Commission to make and adopt the County Master Plan. The Statute requires careful studies to be made prior to plan adoption.

If adopted by the Planning Commission, the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan will become a component of the Your El Paso County Master Plan, providing the policy framework for corridor preservation, access management, and phased development of the South Powers Extension within El Paso County, and the City of Fountain.

The South Powers Extension PEL Study and ACP are legally considered advisory. The documents will be utilized to evaluate and inform development proposals and land use and 1041 permit applications along the SPE corridor; serve as a foundation for corridor preservation decisions; coordinate regional and local initiatives; inform Capital Improvement Programs and grant applications; and be an information source for policy makers, developers, and citizens. Adoption into the Master Plan provides the framework for El Paso County and partner jurisdictions to consistently apply

access spacing and corridor preservation standards as development occurs along the corridor.

C. APPLICABLE RESOLUTION

N/A

D. GENERAL LOCATION

The South Powers Extension corridor is located east of I-25 and south of Mesa Ridge Parkway/CO 16, within the City of Fountain and unincorporated El Paso County. The 14.2-mile study corridor extends from the southern terminus of existing Powers Boulevard (aka CO 21) at Mesa Ridge Parkway south to the El Paso/Pueblo County line, with recommended alignments connecting to I-25 at MP 125.6 (Alignment E3) and MP 121.2 (Alignment H3).

E. BACKGROUND

What is required by Colorado Revised Statute?

Counties are authorized to prepare comprehensive plans as a long-range guiding document for a community to achieve its vision and goals. The Planning Commission is charged with preparing the master plan. The comprehensive plan (or master plan) provides the policy framework for regulatory tools like zoning, subdivision regulations, annexations, and other policies. A comprehensive plan promotes the community's vision, goals, objectives, and policies, establishes a process for orderly growth and development, addresses both current and long-term needs, and provides for a balance between the natural and built environment. (See C.R.S. § 30-28-106) Elements addressed in a comprehensive plan (master plan) may include: recreation and tourism (required by state statutes), transportation, land use, economic development, affordable housing, environment, parks and open space, natural and cultural resources, hazards, capital improvements, water supply and conservation, efficiency in government, sustainability, energy, and urban design. The statutory basis regarding master plans is included as an attachment.

Development of this Plan

EPC Department of Public Works was the lead in developing the South Powers Extension PEL Study and Access Control Plan. The project team included El Paso County, CDOT, and FHWA, supported by consultants Wilson & Company, Inc. Engineers and Architects; Muller Engineering Company; Bachman PR; and Pinyon Environmental. Coordination was conducted through four FHWA coordination points, an Executive Oversight Team, a Technical Team with representatives from CDOT, the Cities of Fountain and Colorado Springs, PPACG, and Mountain Metro Transit, and a Project Management Team led by El Paso County.

In developing the SPE PEL Study and ACP, the project team was committed to an open and transparent public engagement process. This included virtual stakeholder meetings, a Virtual Public Open House, an interactive project website with comment forms and mapping tools, and direct outreach to property owners along the proposed corridors. Letters of support were collected from FHWA, CDOT, and local agency partners.

The community engagement process is detailed in the PEL Study document. A Public Open House was held in Winter 2024 to present the Recommended Alignments and gather final public input. Post-recommendation refinements to both E3 and H3 alignments were made based on property owner feedback to minimize residential impacts.

What does this Plan include?

The South Powers Extension PEL Study and Access Control Plan together provide a comprehensive planning framework for the corridor. The PEL Study includes:

- An Introduction and description of the PEL Study process, study area, and project vision
- Existing and Planned Conditions, including planning context (regional plans, land use, military facilities), transportation context (traffic operations, safety analysis, transit, freight), and environmental context (floodplains, water resources, wildlife, cultural resources, air quality, and environmental justice)
- Purpose and Need, documenting the need to advance local and regional mobility and incorporate multimodal opportunities, informed by traffic data, safety analysis, and regional growth projections
- Alternatives Development, Evaluation, and Recommendations, including a three-tiered evaluation of nine alignment alternatives resulting in the recommended E3 and H3 alignments with Corridor Preservation Footprints of 330 feet and 380 feet respectively
- Phasing and Funding, identifying nine phased project segments with available federal, state, local, and private funding opportunities
- The Access Control Plan (ACP), establishing access management standards, typical section options, proposed interchange locations, and access spacing requirements of one mile minimum, adopted through an IGA among El Paso County, the City of Fountain, and CDOT
- Appendices including Letters of Support, FHWA Coordination Points documentation, the FHWA PEL Questionnaire, Existing Conditions Report, alternatives analysis materials, ACP plan sheets with recommended access locations and restrictions, and the ACP IGA

What will this Plan be used for?

If approved, the South Powers Extension PEL Study and ACP will guide agencies' decisions regarding corridor preservation along the SPE alignment. The ACP, implemented through the executed IGA, will require that future development and access along the corridor be consistent with the established access spacing and design criteria. The PEL Study will serve as the foundation for future National Environmental Policy Act (NEPA) documentation as individual phases are funded and advanced to design. The documents will be utilized to evaluate and inform development proposals, land use, and 1041 permit applications along the corridor; inform Capital Improvement Programs and grant applications; and provide policy guidance to El Paso County, the City of Fountain, and CDOT as the corridor develops over time.

F. STATUS OF MAJOR ISSUES

Public comments and concerns included:

- The goals of the plan are for a well maintained infrastructure, a transportation system that is efficient and reliable, for improved safety and for a system that is fiscally responsible and optimized.
- That the County should spend money to upgrade roads, for new road connections and widening roads, for improved intersections and for multimodal improvements.
- Comments in support of the plan included safety improvements, improvements to areas of growth, for road improvements in general, for improved roadway connectivity and for connectins to public transportation and park and ride lots.
- Comments in opposition were too much focus on cars, to focus more on maintenance of existing roads, to light passenger rail, and an east/west connection of Tercel Dr. from Towner to Marksheffel Road.

These comments and concerns were thoroughly considered and addressed through alignment refinements incorporated into the South Powers Extension PEL Study and ACP. The E3 alignment was shifted to avoid acquiring up to 13 residential properties, and the H3 alignment was refined to reduce impacts to ranchland, homes, and a conservation easement along Fountain Creek. All parties from whom comments were received during the course of the PEL Study have received responses to their comments, and comments were tracked for consideration in future design phases.

G. APPROVAL CRITERIA

1. EL PASO COUNTY MASTER PLAN CONSISTENCY AND POLICY PLAN COMPLIANCE

South Powers Extension PEL Study and Access Control Plan will be a component of the Your El Paso Master Plan.

2. COMPLIANCE WITH COUNTY PROCEDURES AND GUIDELINES

The procedures performed in completion of the South Powers Extension PEL Study and ACP are consistent with documented County policies and guidelines.

3. OTHER FACTORS

C.R.S § 30-28-106 et. seq. governs adoption of a county master plan. The statute allows the Planning Commission to adopt new or amended County Master Plans "in whole or in parts".

The South Powers Extension PEL Study and ACP will become the guiding planning documents for corridor preservation and access management for the SPE corridor within the Your El Paso County Master Plan. C.R.S. § 30-28-106 et. seq. allows the Planning Commission to adopt new or amended County Master Plans "in whole or in parts." The SPE PEL Study and ACP will be utilized to inform development proposals, guide right-of-way preservation decisions, and provide the foundation for future NEPA environmental review and design engineering as phases of the corridor are funded and constructed.

H. PUBLIC COMMENT AND NOTICE

The public was invited to engage at each phase in the development of the South Powers Extension PEL Study and ACP. This included development of a project website, press releases, social media posts, surveys that requested public comments, stakeholder group meetings, and emails to interested parties, the military installations and other individuals and organizations.

Legal Notice for both Planning Commission hearings was published in *The Gazette* on July 3rd, 2026.

The draft Plan is available for public review online on the project webpage at: https://www.southpowersstudy.com/ and is also accessible through the Public Works Department webpage at: https://publicworks.elpasoco.com/road-bridge-planning/

Additional certifications are required after adoption by the Planning Commission

I. STAFF RECOMMENDATION

Staff recommends adoption of the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan with the following conditions and notations:

CONDITIONS

1. C.R.S. 30-28-109 requires the Planning Commission to certify a copy of the Master Plan, or any adopted part or amendment thereof or addition thereto, to the Board

of County Commissioners and to the Planning Commission of all municipalities in the County. The Planning Commission's action to amend the Master Plan shall not be considered final until a minimum of ten (10) complete sets of the final documents are provided and such documents are certified by the Chairman of the County Planning Commission and distributed as required by law.

2. Upon adoption by the El Paso County Planning Commission, the effect of this document is adoption of the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan into the Master Plan for El Paso County as a component of the Major Transportation Corridors Plan.

NOTATIONS

1. Certification of the documents to the municipalities within the County pursuant to Condition No. 1 above is determined to be satisfied upon transmittal of summary information and maps along with a clear description of the locations where the complete documents are available for inspection, along with an offer to provide a given municipality a complete copy of the documents if requested. The transmittal may be in the form of a digital copy.

2. In approving this document, it is understood that minor editorial and formatting changes will be made in conjunction with the final publication process. These modifications may include pagination, correction of typographical errors, clarifications, insertion of photographs, insertion of references and/or corrections to factual information, or inclusion of comments and modifications associated with the Planning Commission hearings. In no case will substantive changes be made to the text without reconsideration by the Planning Commission.

J. ATTACHMENTS

South Powers Extension PEL Study and Access Control Plan
Legal Notice

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

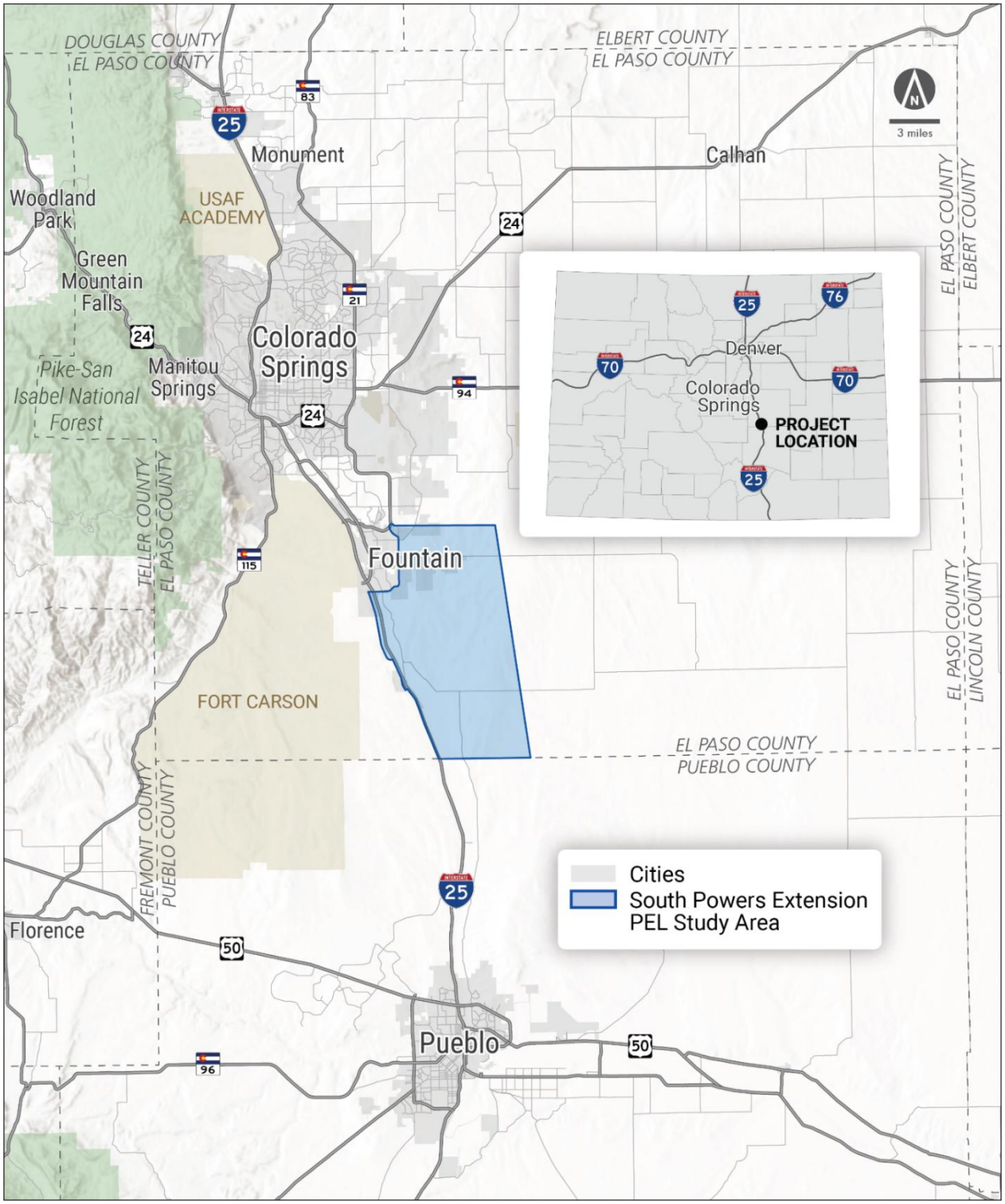
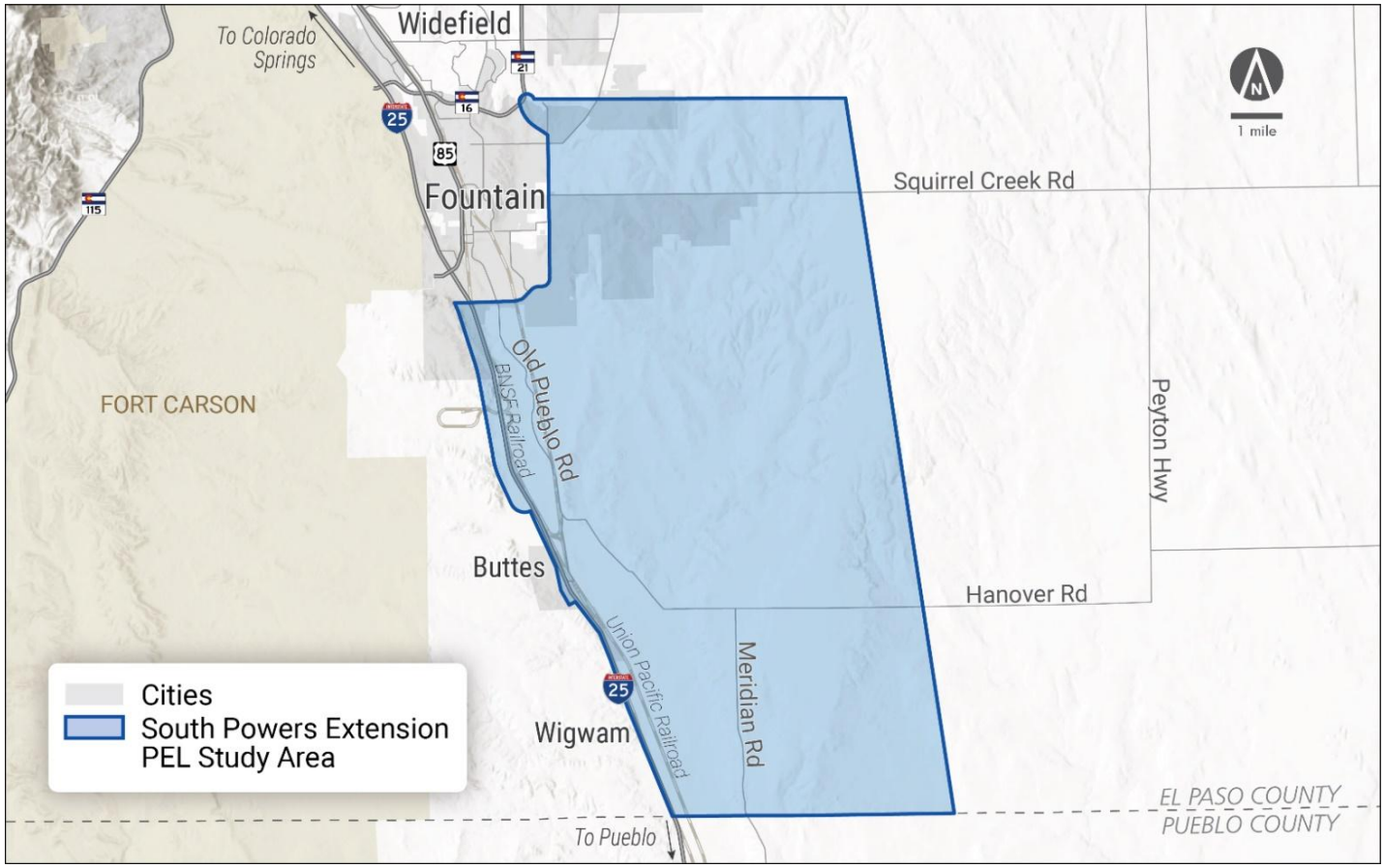


Figure 2. Study Area Map



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).

> 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,

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 lessons 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 [1]	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'	Horizonal Alignment Radius [2]	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 [1]	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'	Horizonal Alignment Radius [2]	--
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

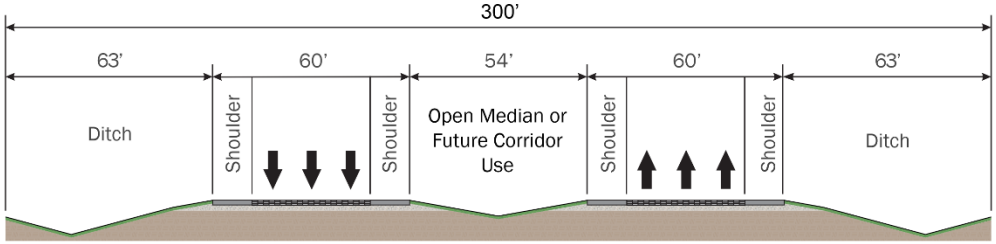
Typical Section Options	
Option 1 (300 feet wide)	Includes right-of-way width for 6-lane highway, with 12′ shoulders, 54′ median and 63′ on either side to include ditches and resiliency elements (water quality detention areas, check dams and vegetative buffers).
Option 2 (330 feet wide)	Includes corridor 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).
Option 3 (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).
Option 4 (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

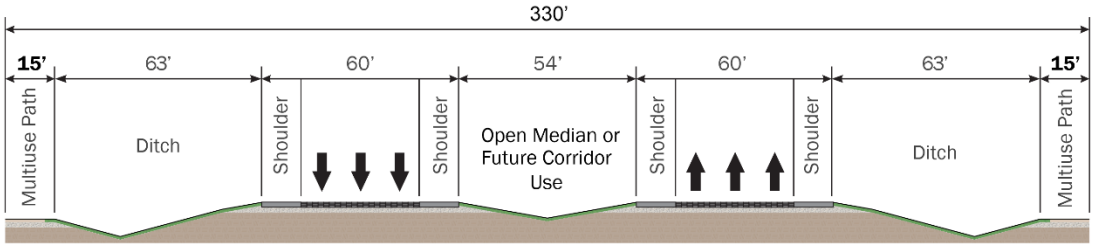
Each conceptual typical section option includes the same basic elements and are differentiated by the amount of additional space available for future corridor elements to be determined during final design. Future corridor elements include multimodal infrastructure and connections, freight considerations, 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.)

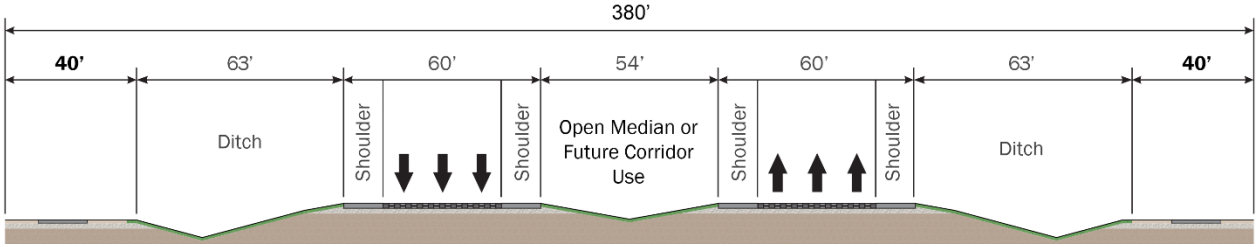
Figure 4. Conceptual Typical Sections



Option 1: 300' Section (No Additions)



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



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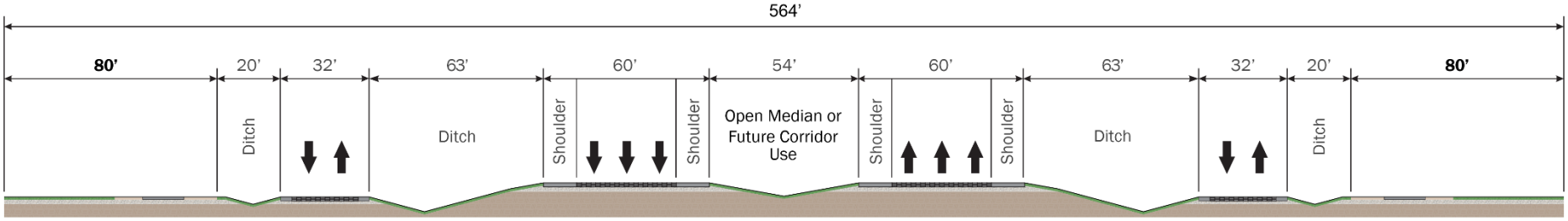
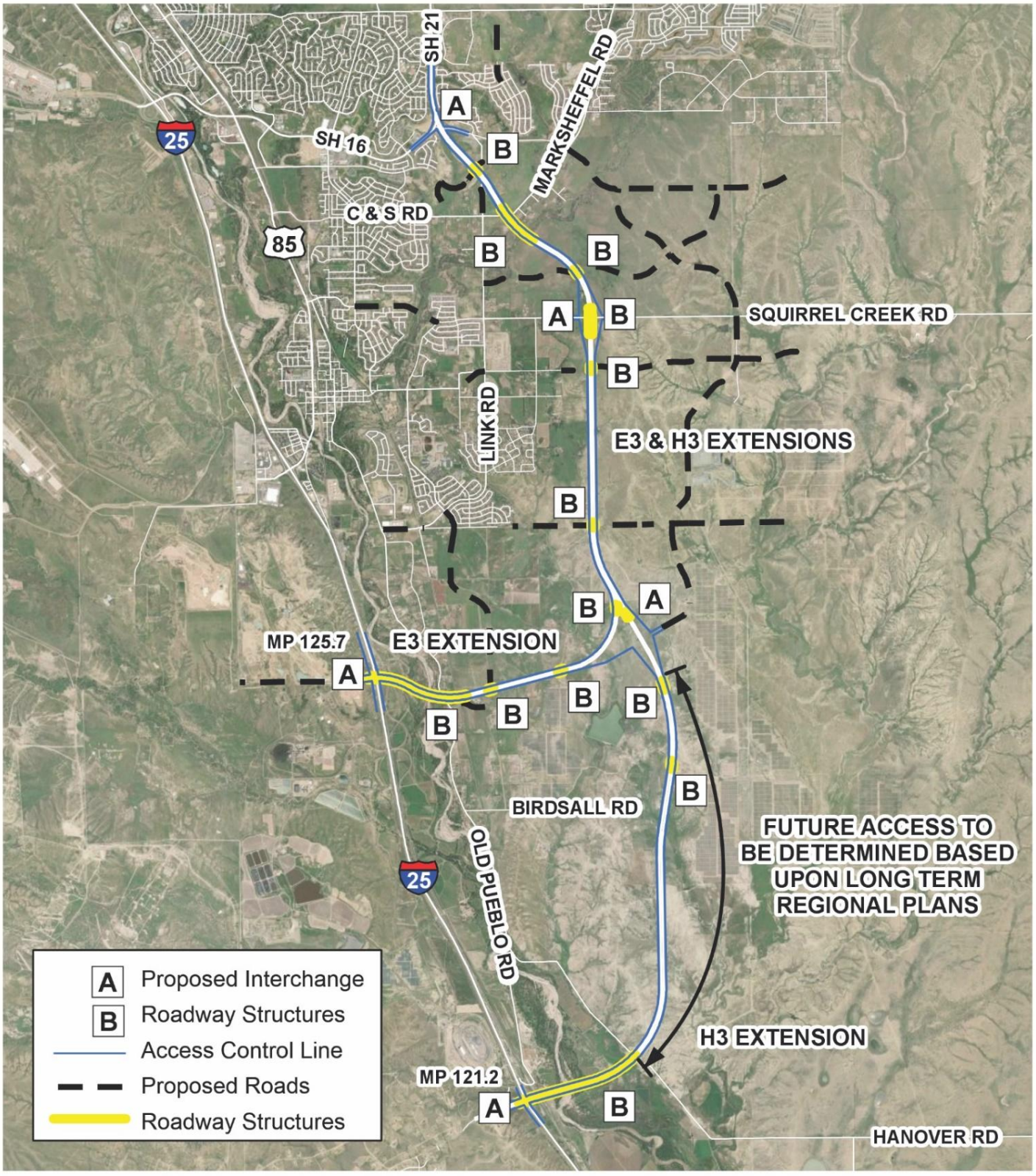


Option 4: 564' Section (Frontage Roads and 160' of Additions)

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	*Unnamed New Roadway A (Major Arterial)* [1]	17,925′ (3.4 mi.)
Unnamed New Roadway A (Arterial) [1]	I-25 – MP 125.7	13,220′ (2.5 mi.)
Unnamed New Roadway A (Major Arterial) [1]	*Unnamed New Roadway B (Major Arterial)* [1, 2]	26,375′ (5.0 mi.)
Unnamed New Roadway B (Major Arterial) [1, 2]	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[1] and CDOT[2] 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* [3] 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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[1] 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; City of Fountain, Transportation Master Plan 2022 (civiclive.com)

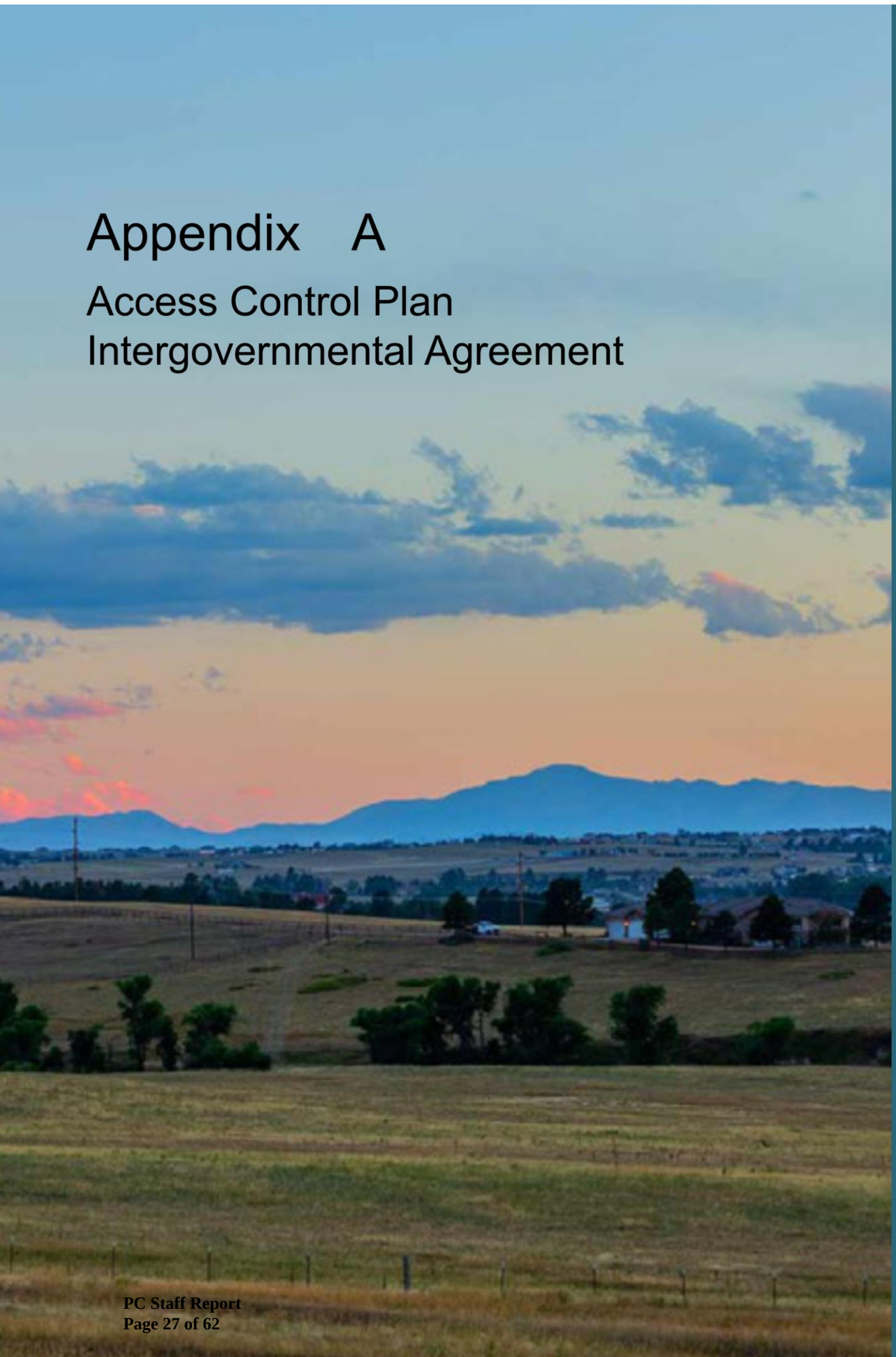
[2] Colorado State Highway Access Code – 2CRR 601-1, Code of Colorado Regulations (coloradosos.gov); CDOT Roadway Design Guide, Chapter 11, 2023 Roadway Design Guide (codot.gov)

[3] 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.

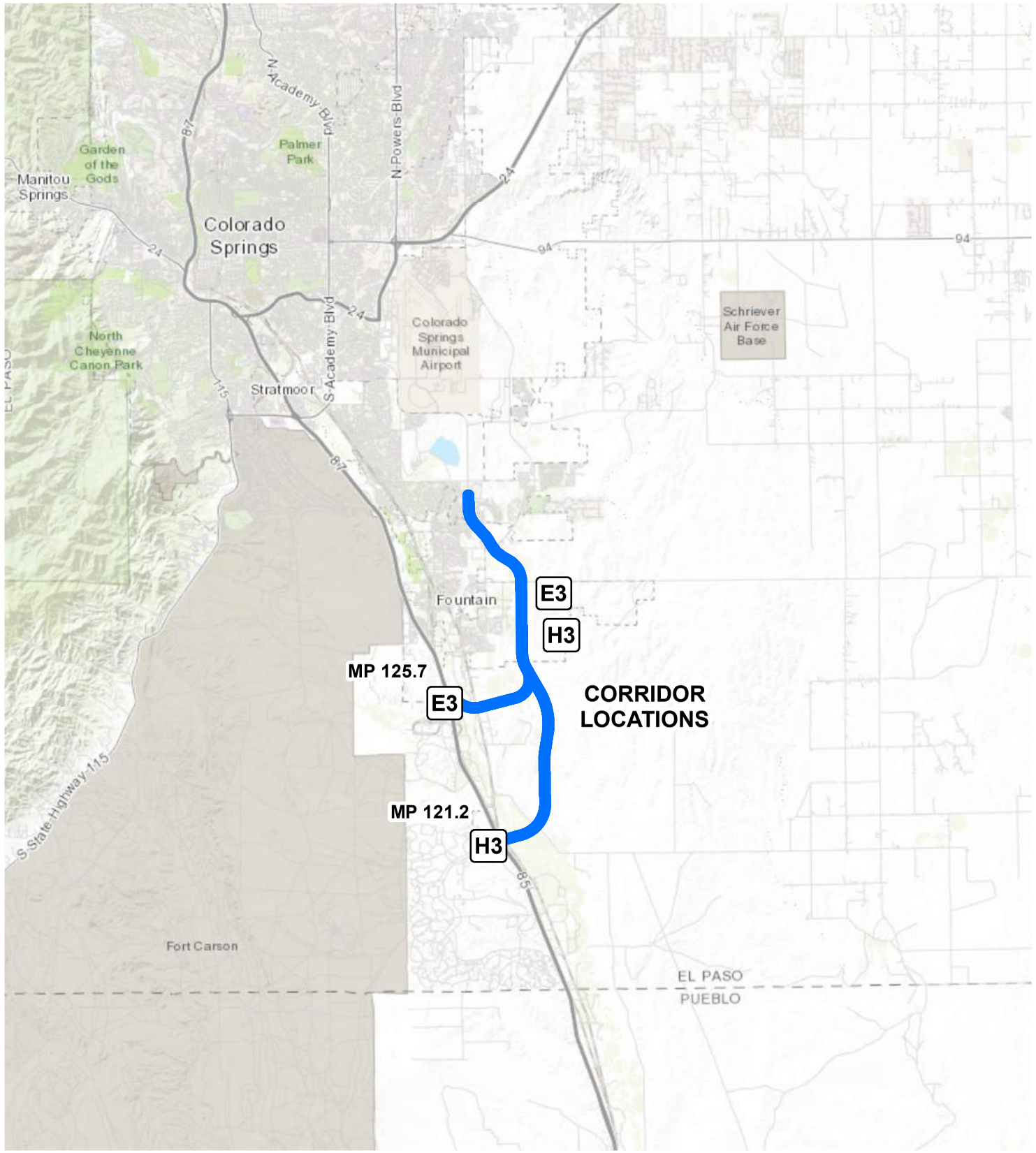
Appendix A

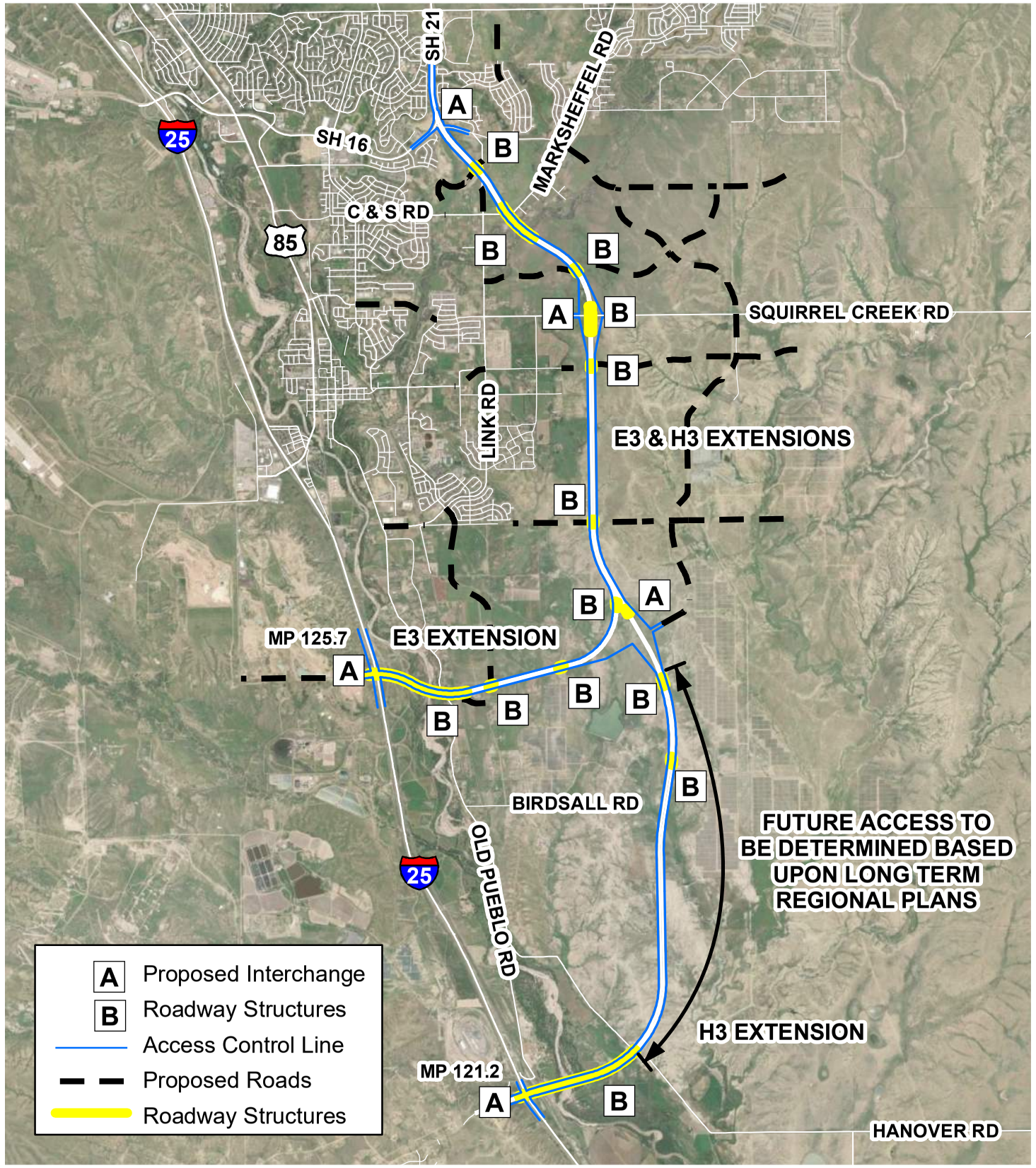
Access Control Plan
Intergovernmental Agreement



Appendix B

Recommended Access Locations and Restrictions





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

South Powers Extension
Planning and Environmental Linkages Study

ACCESS CONTROL
REGIONAL AND CORRIDOR MAPS

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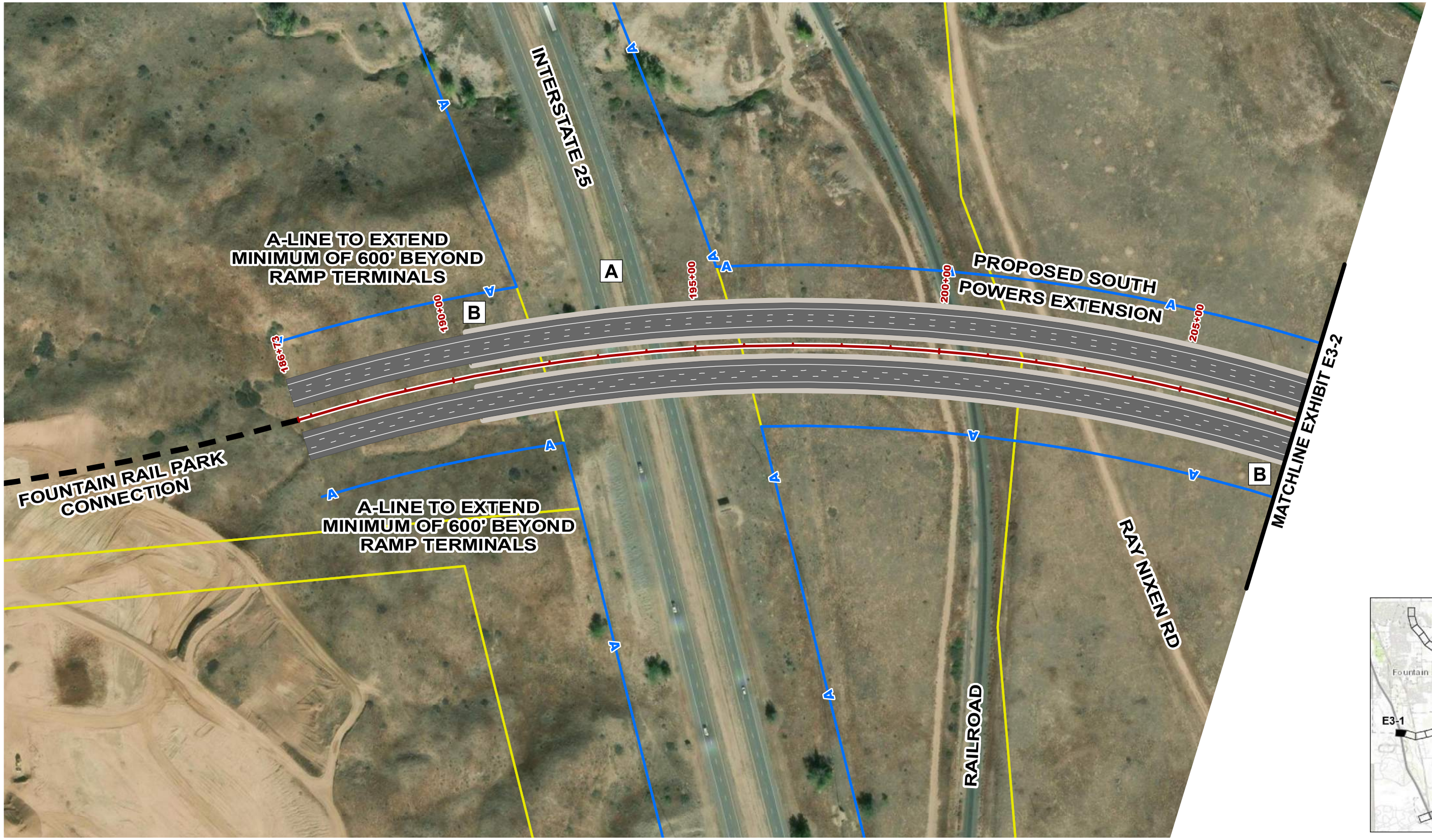
Date: 6/26/2024



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

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-1

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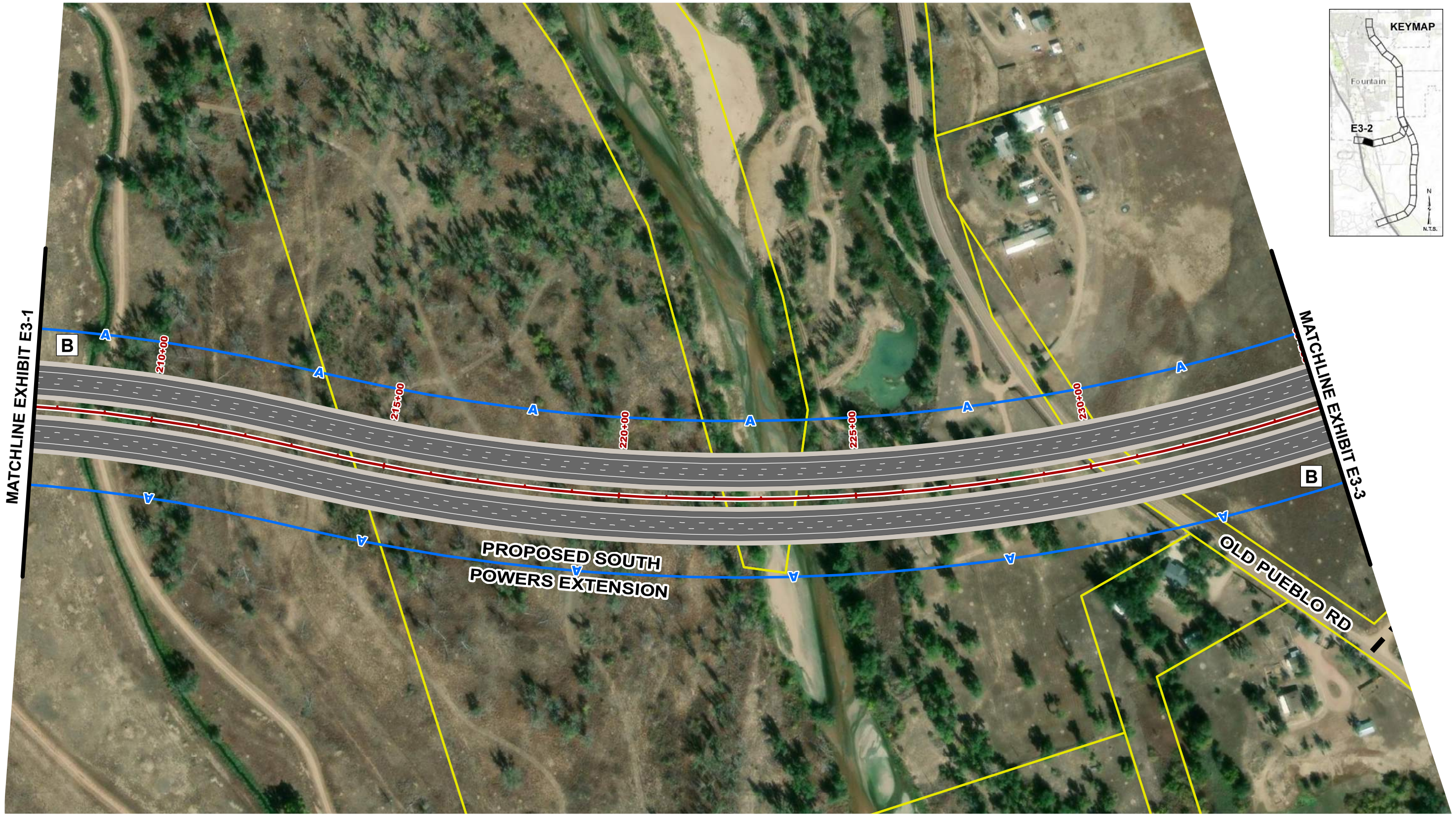

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
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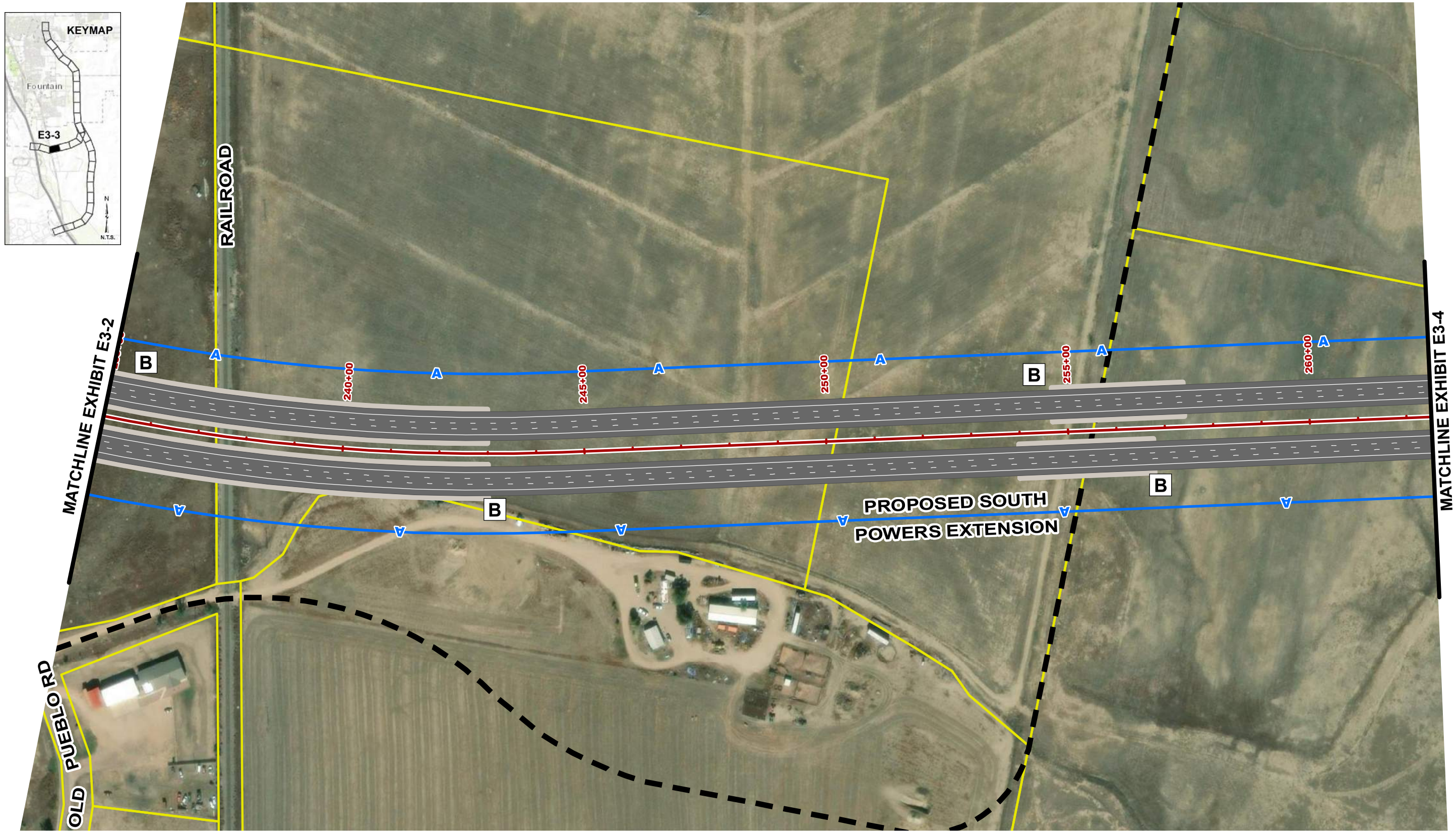

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-3

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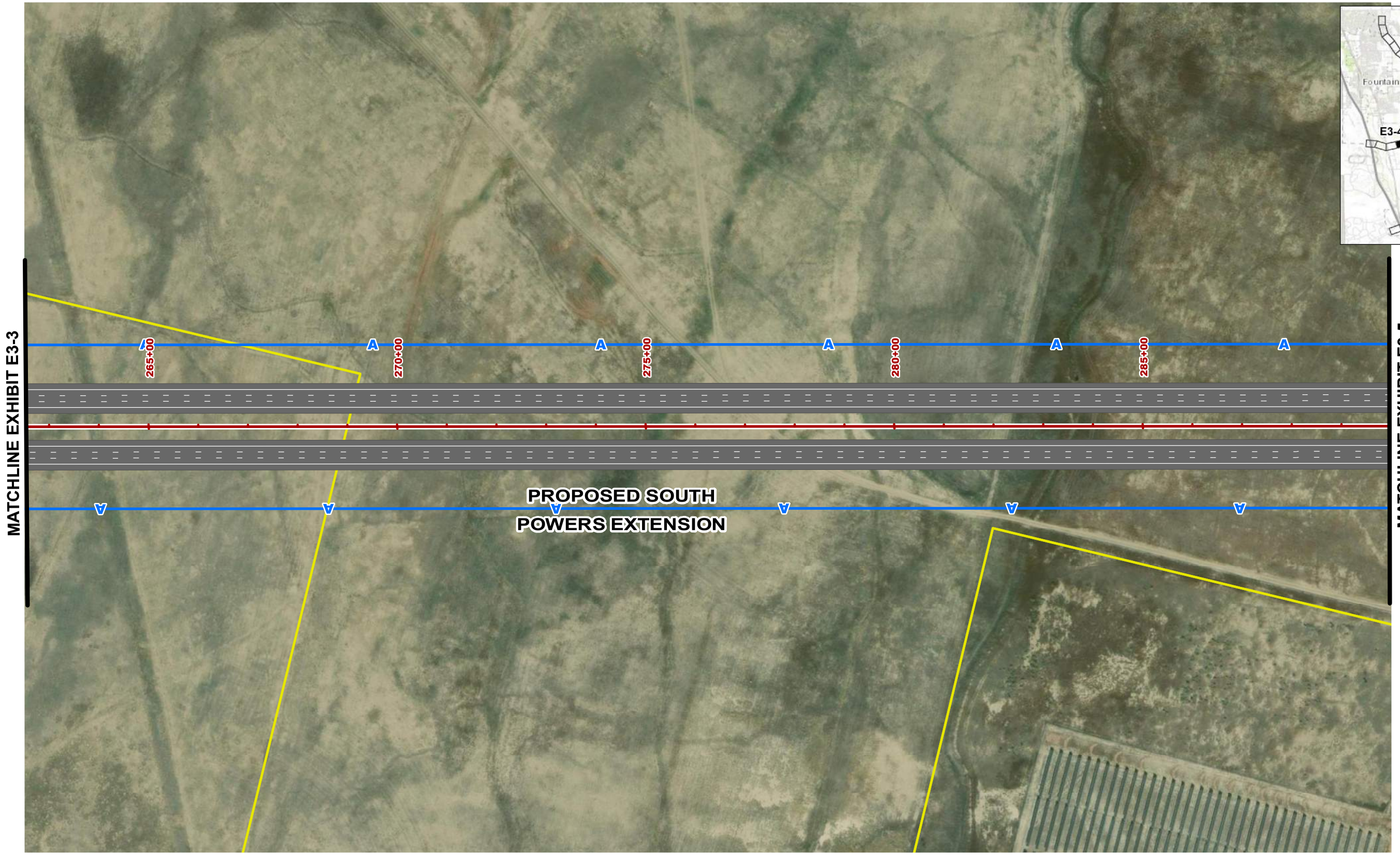

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-4

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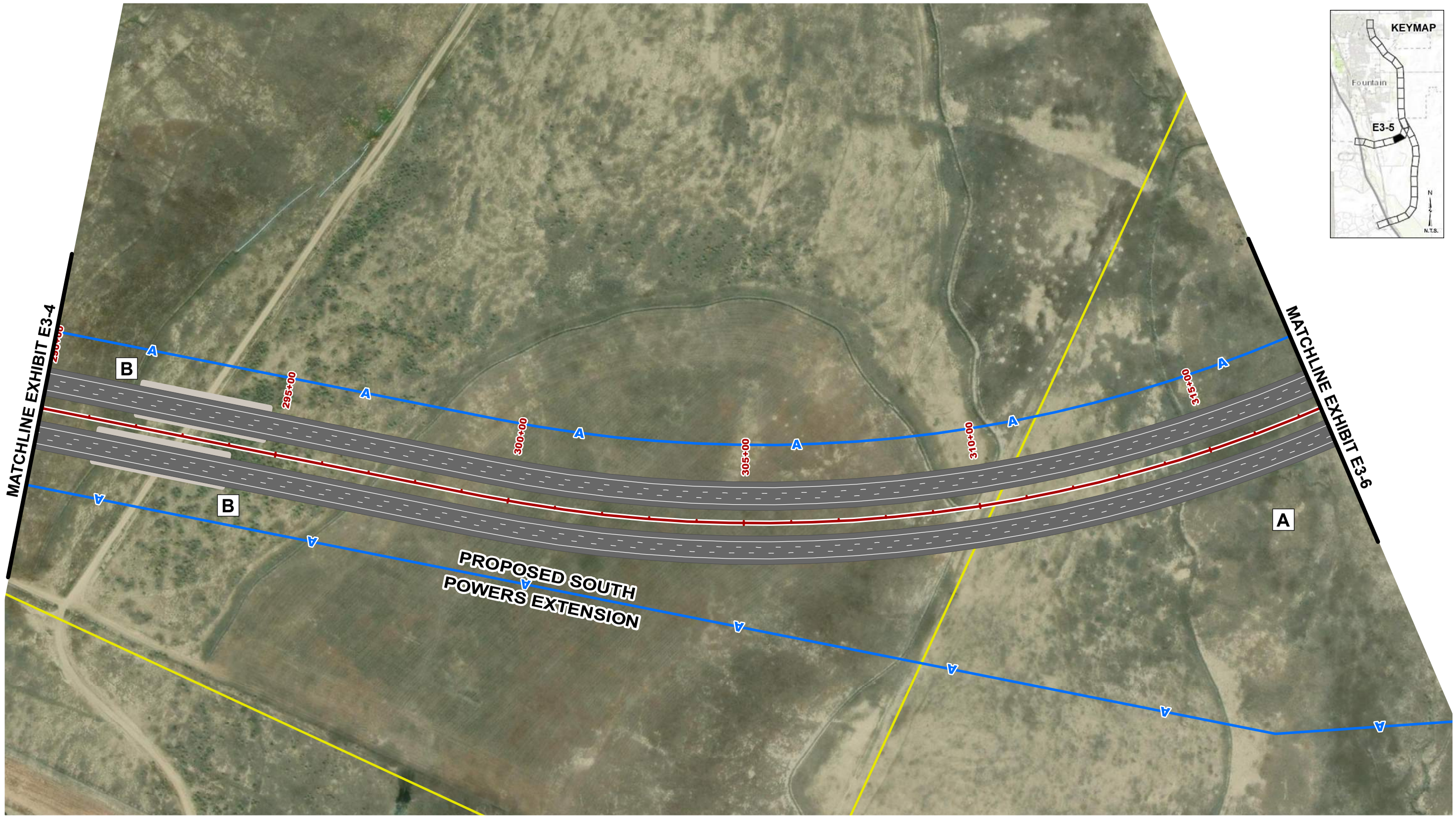

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-5

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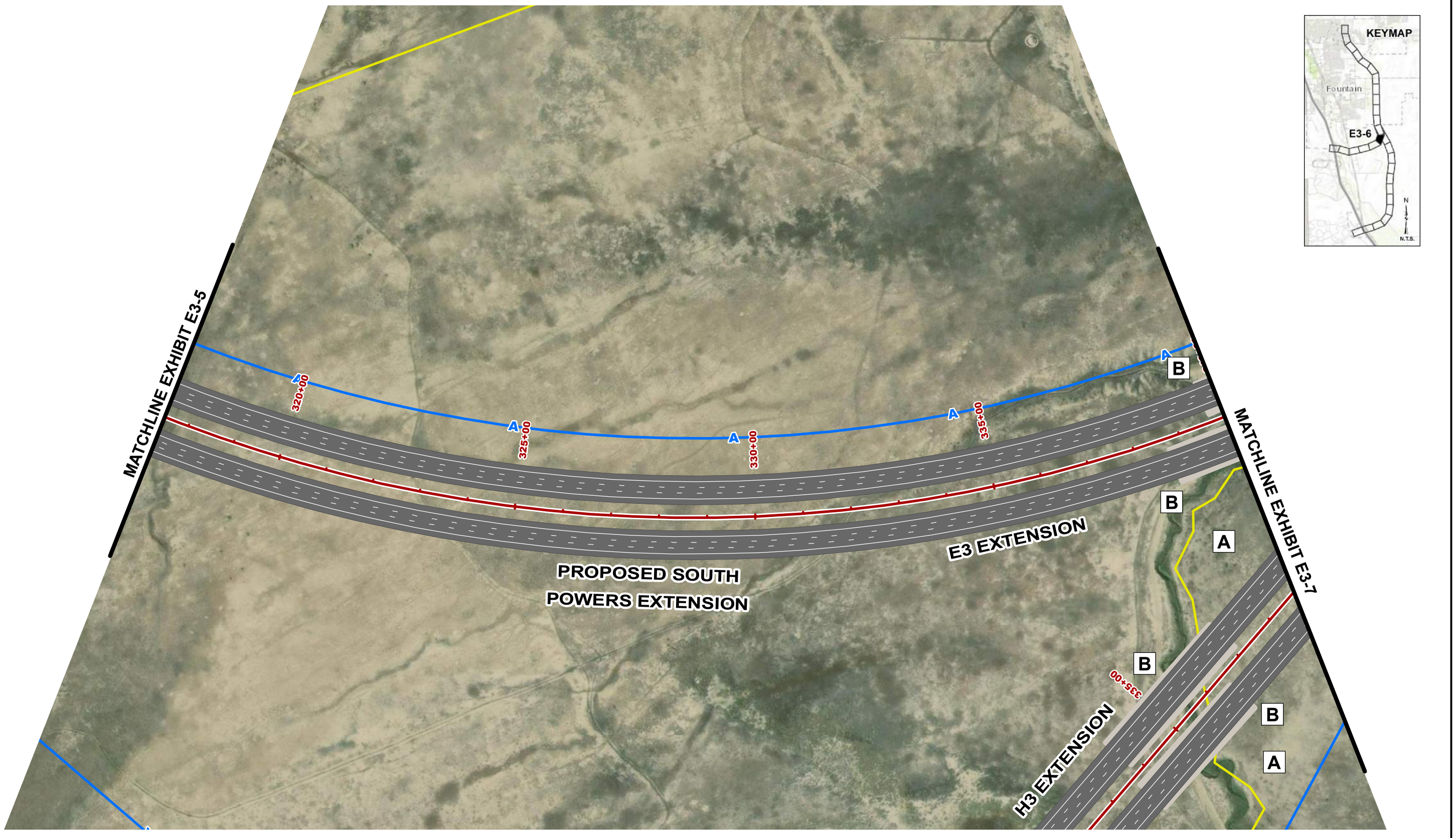

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
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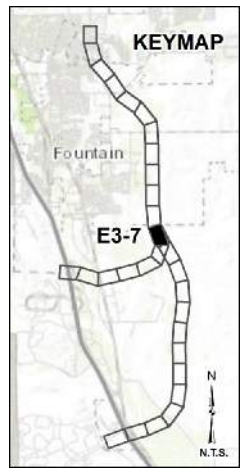

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South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
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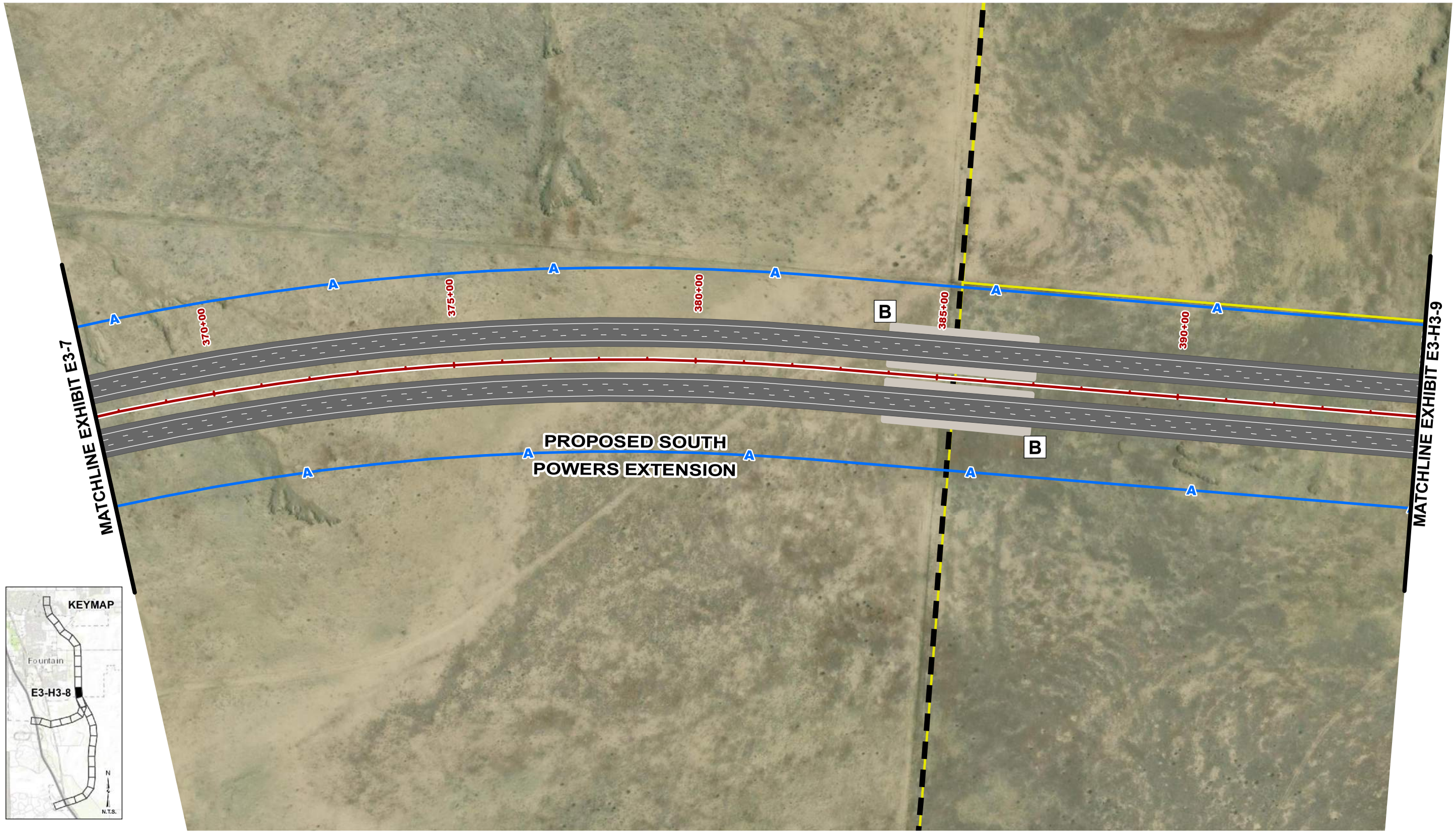

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South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-H3-8

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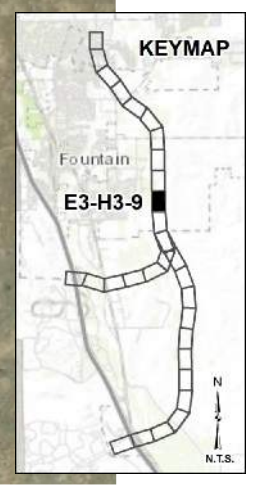
MATCHLINE EXHIBIT E3-H3-8

MATCHLINE EXHIBIT E3-H3-10

PROPOSED SOUTH POWERS EXTENSION

400+00 405+00 410+00 415+00 420+00



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South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
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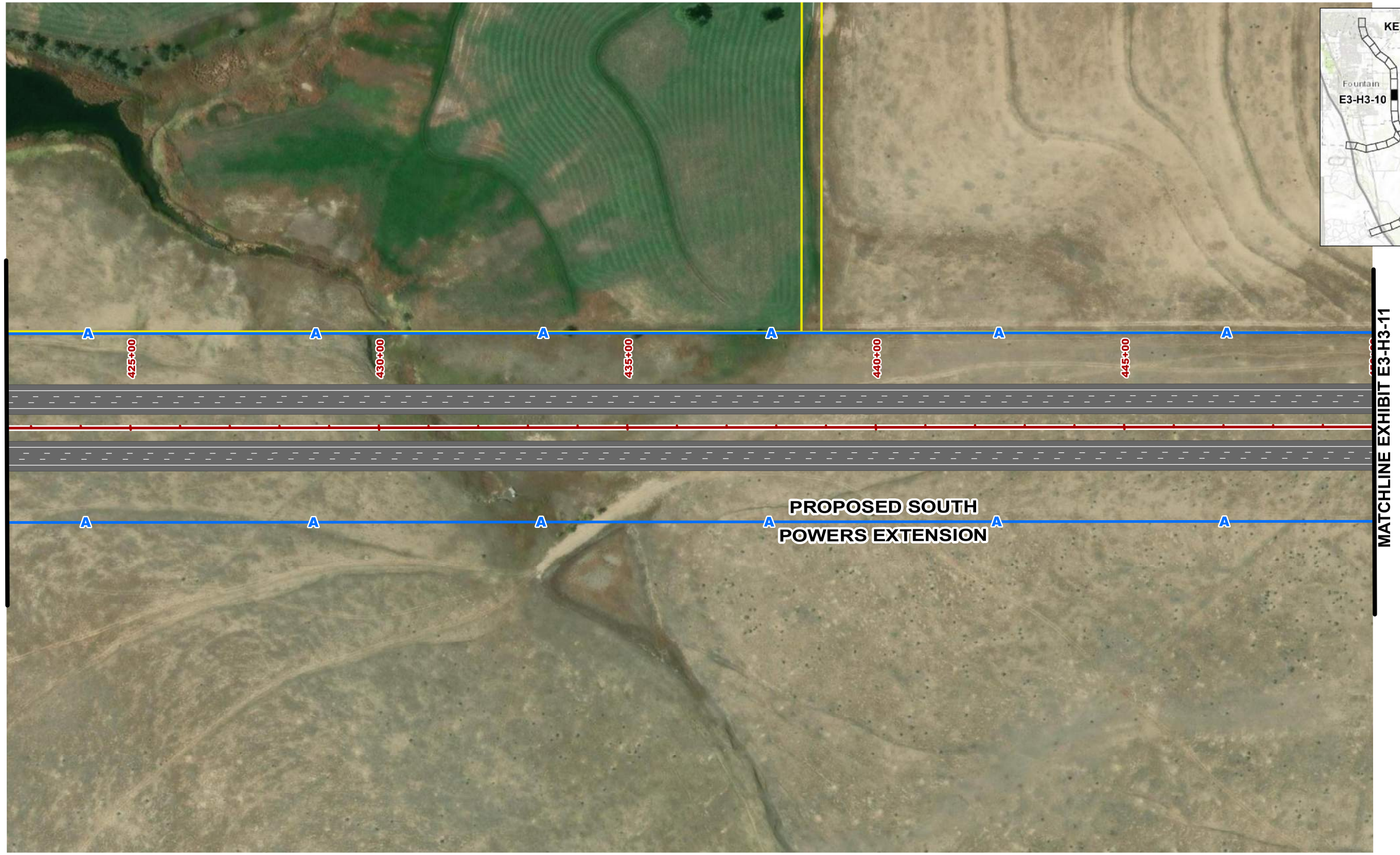

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
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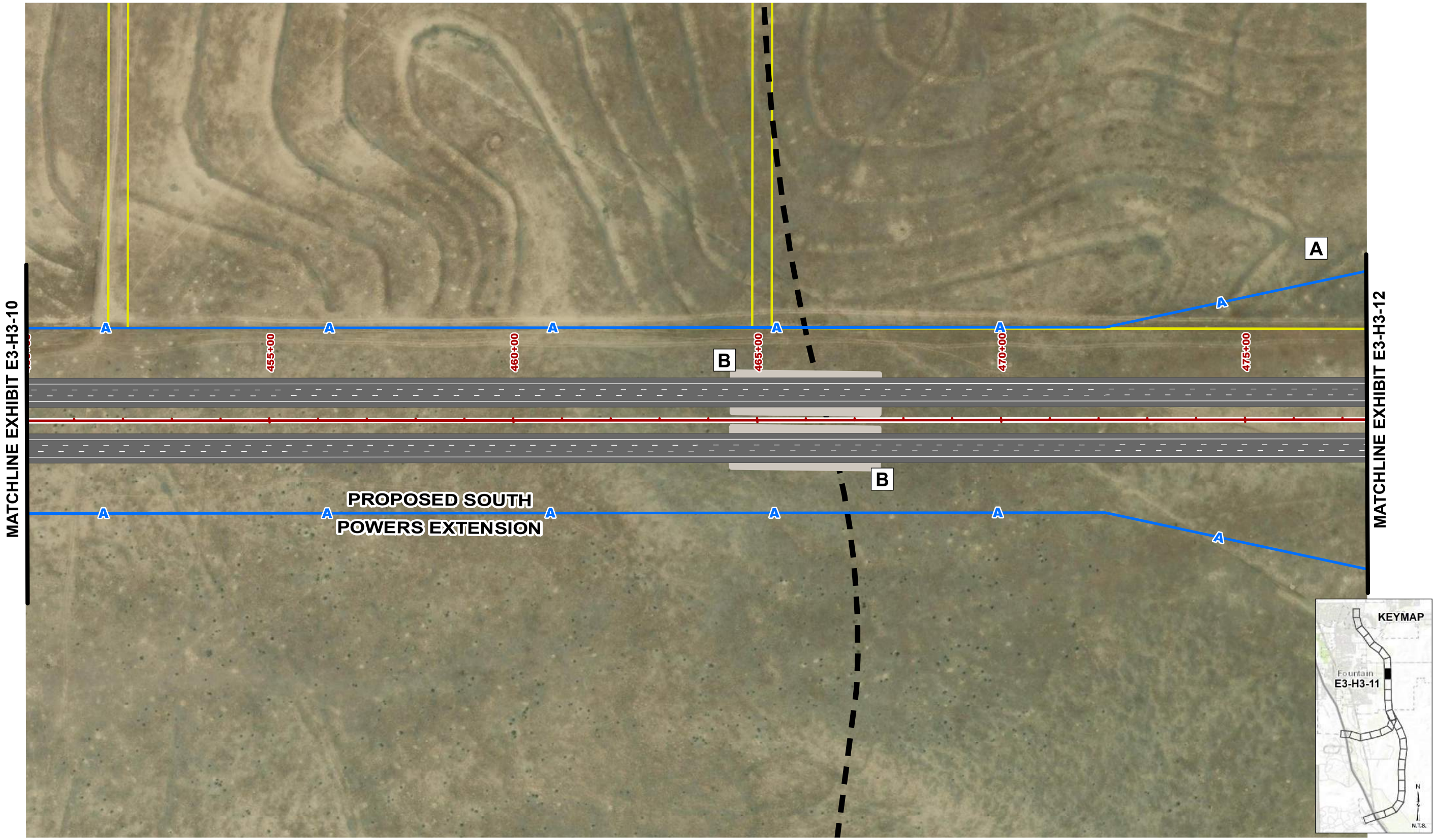

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South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
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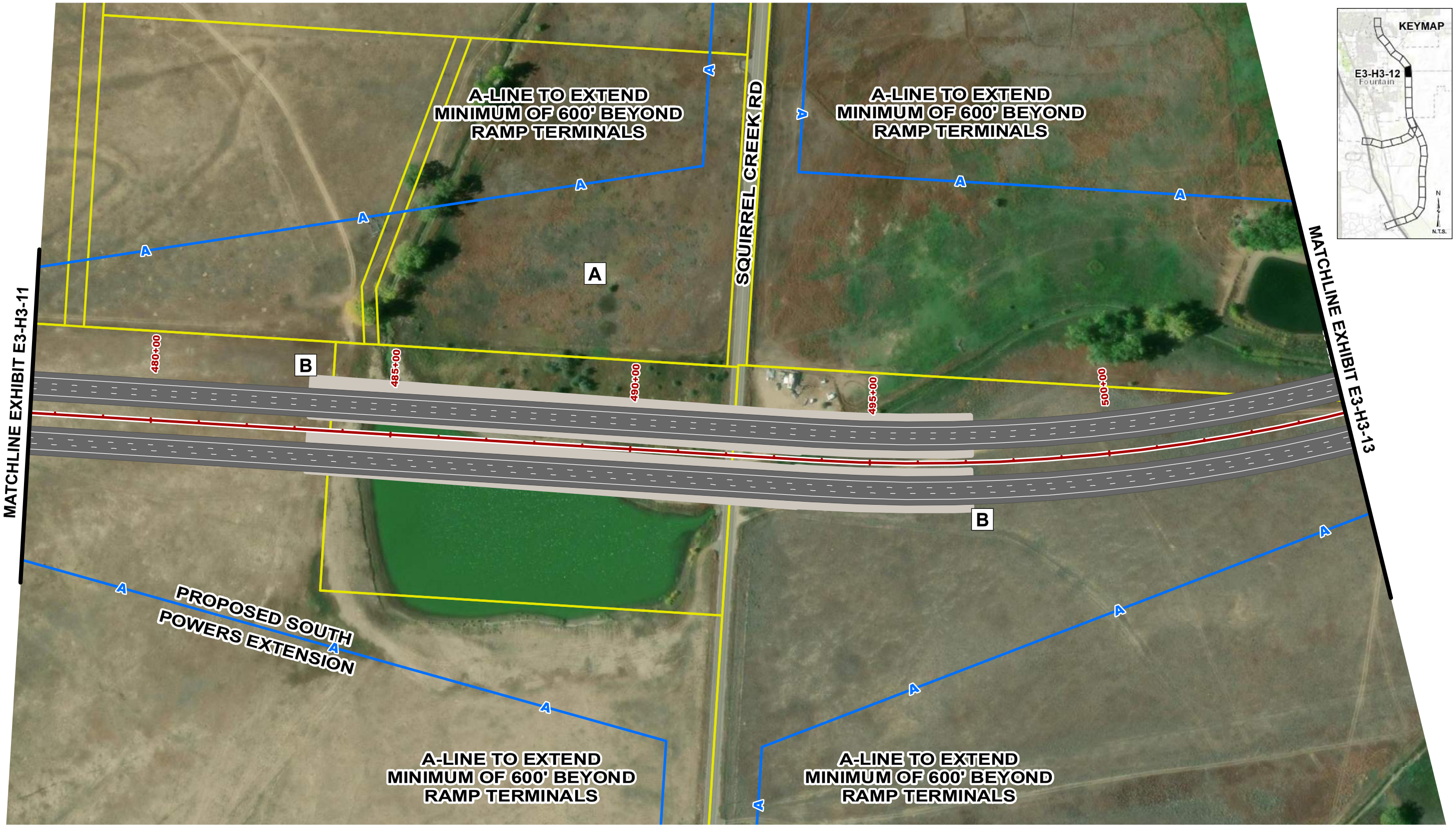

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South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-H3-12

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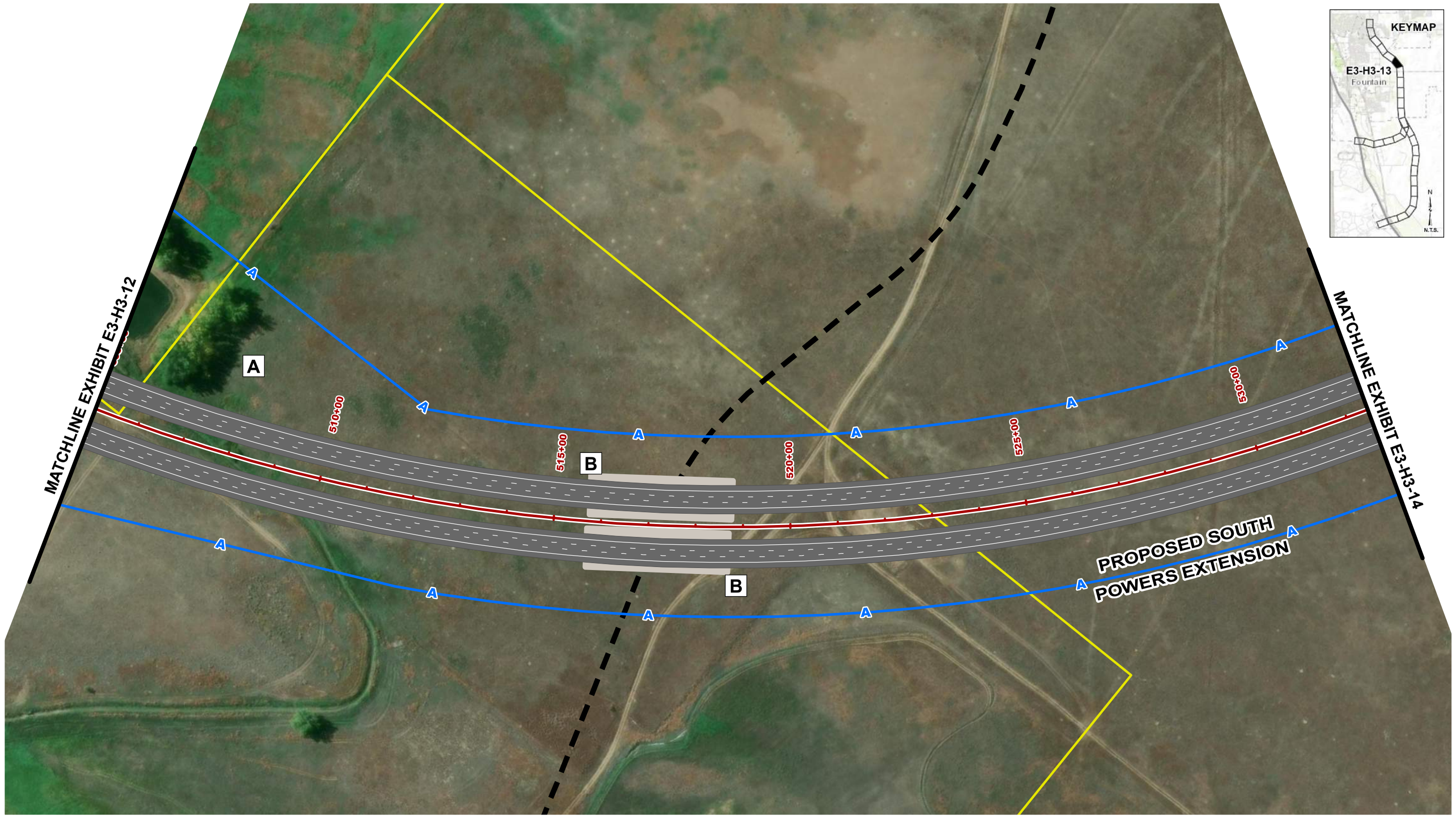

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South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-H3-13

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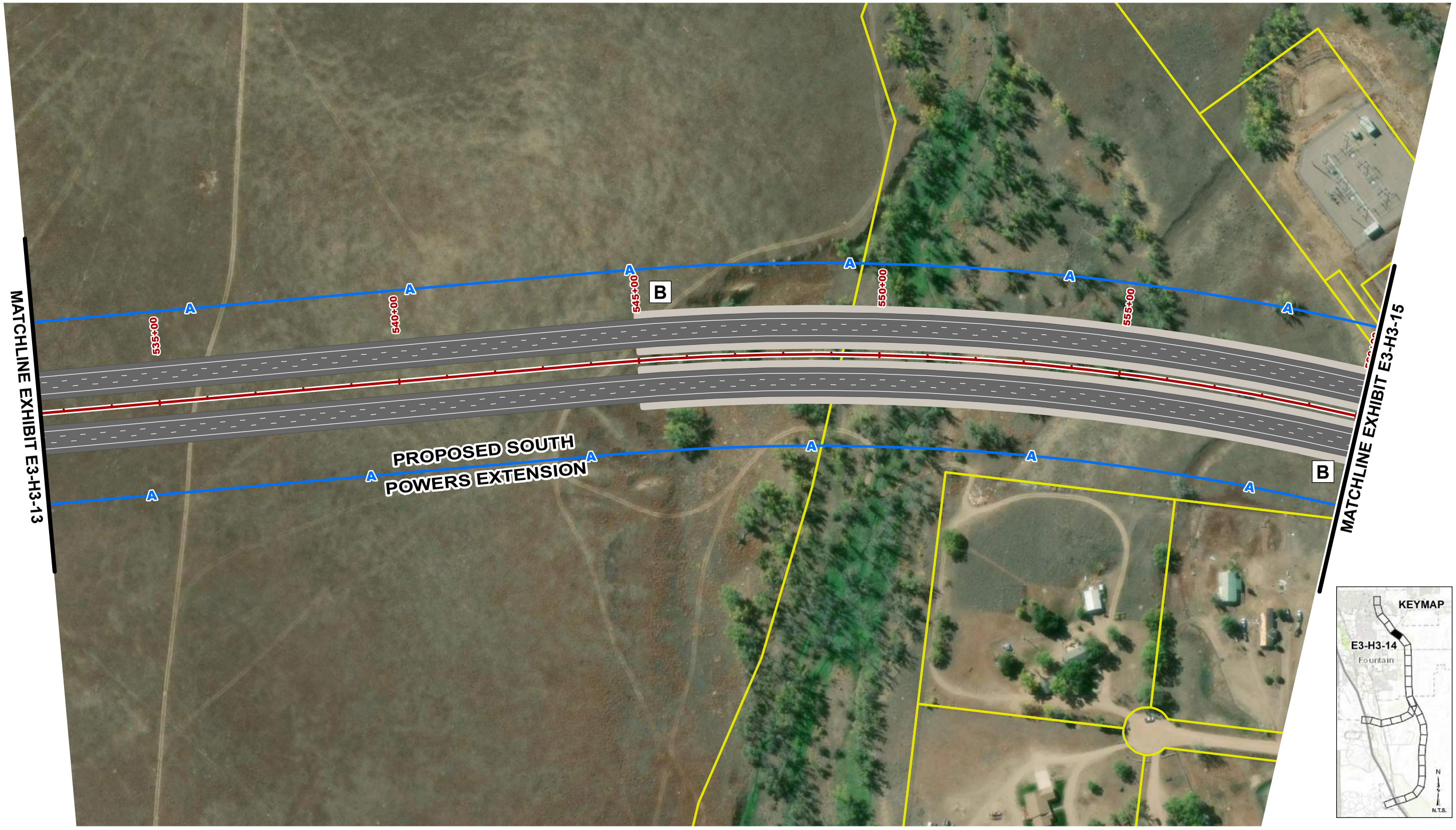

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South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-H3-14

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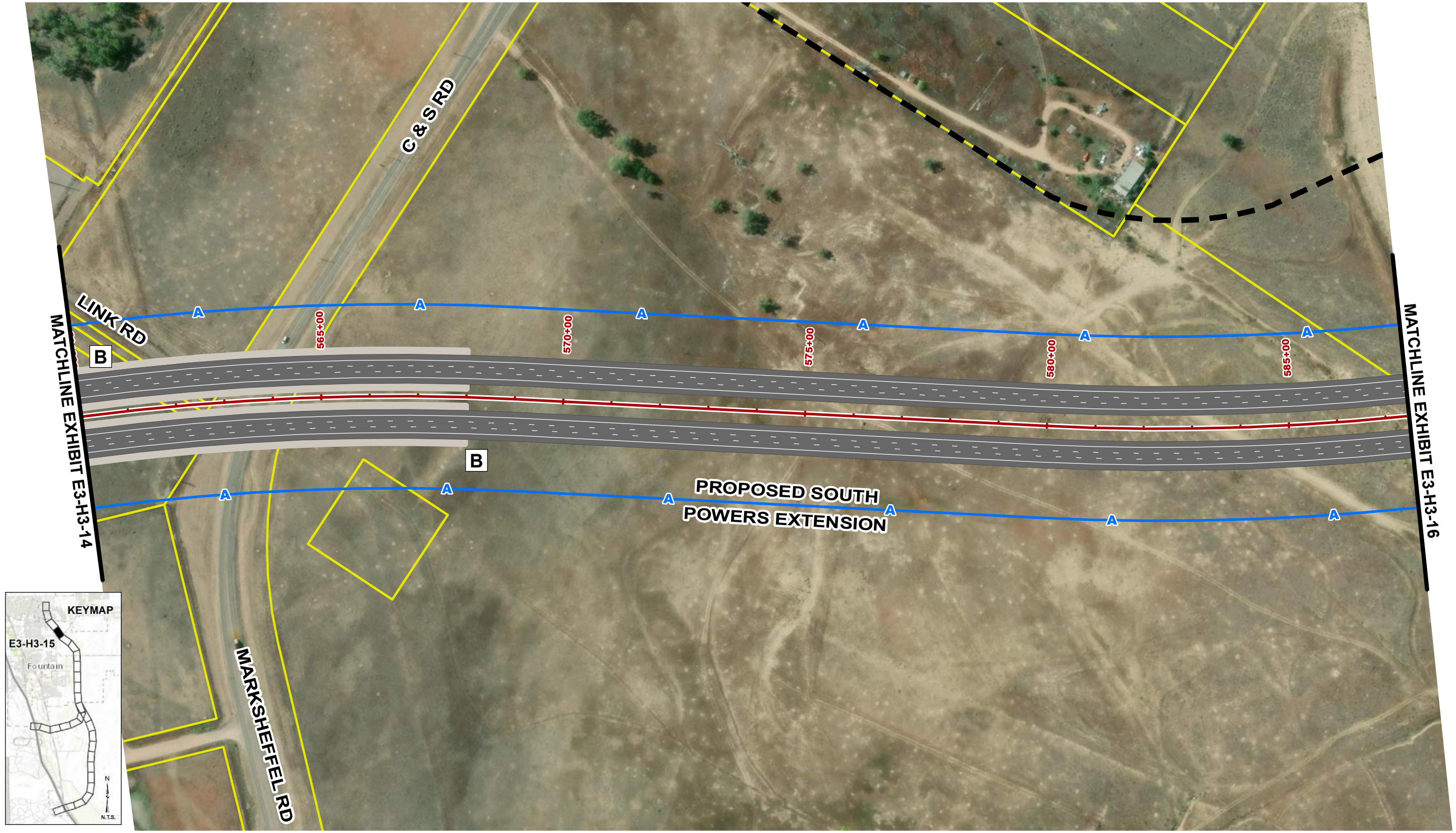

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-H3-15

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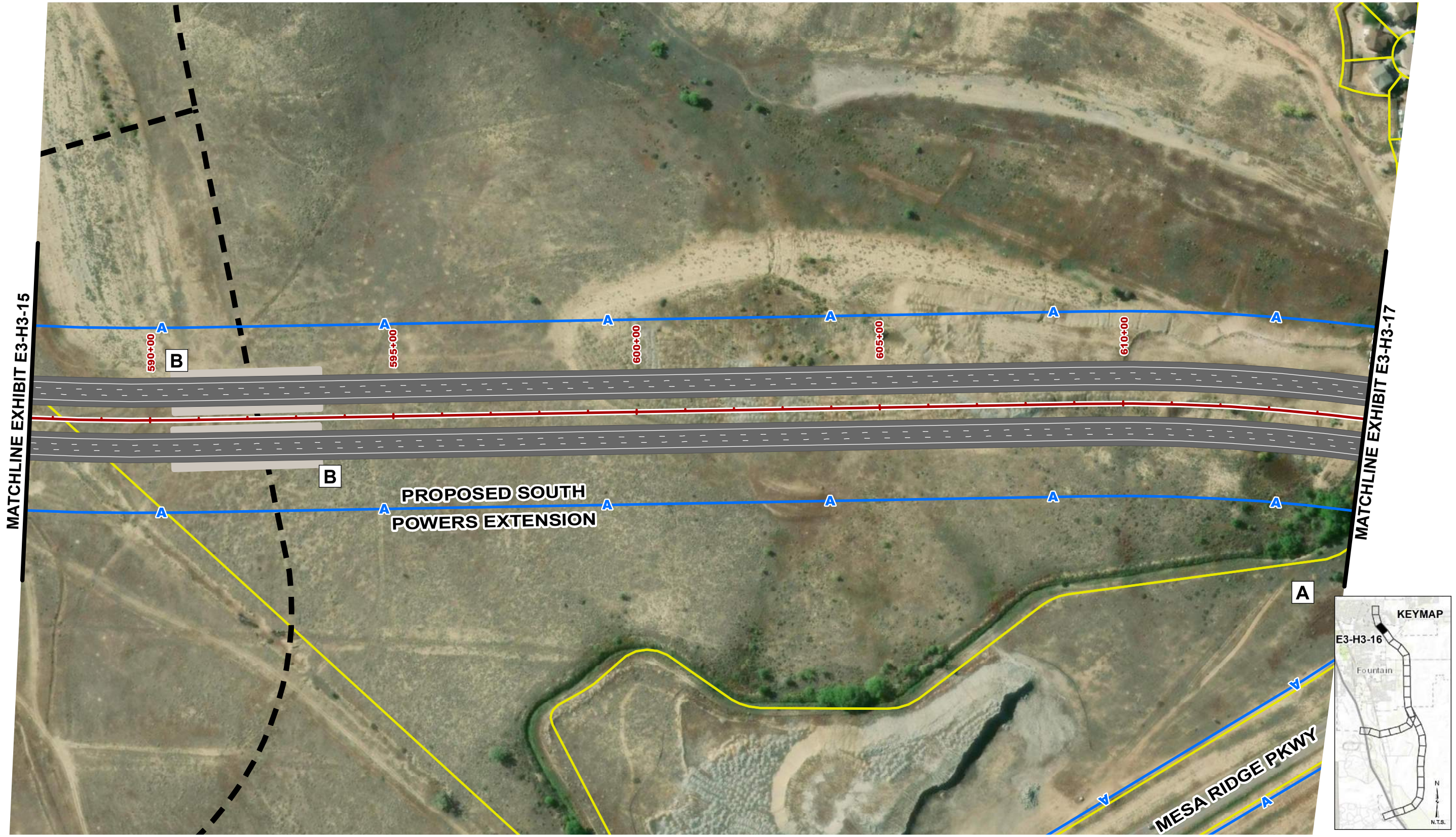

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-H3-16

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South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
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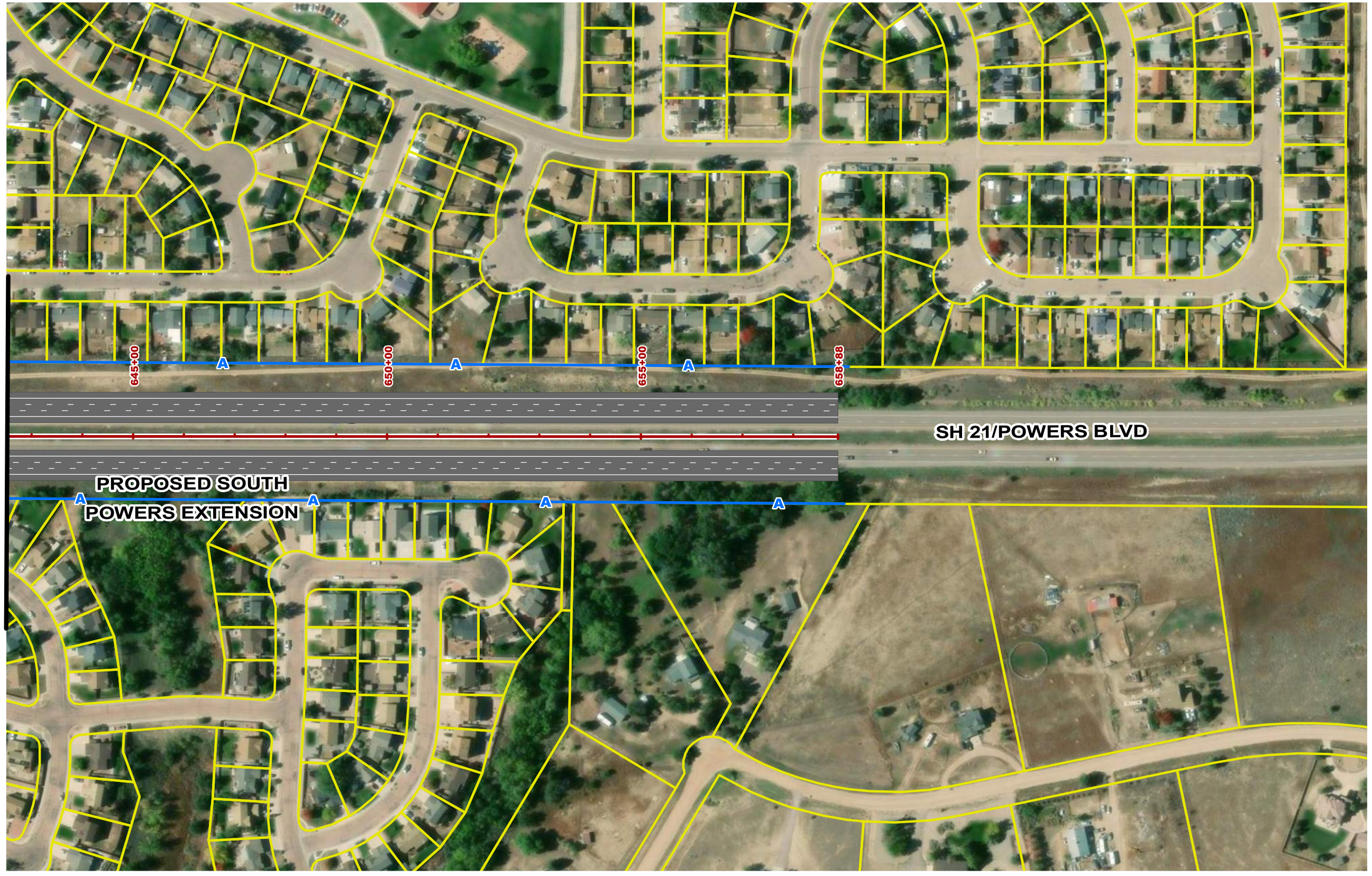

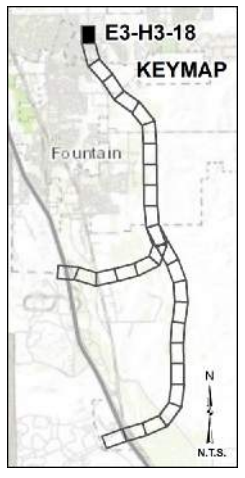

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT E3-H3-18

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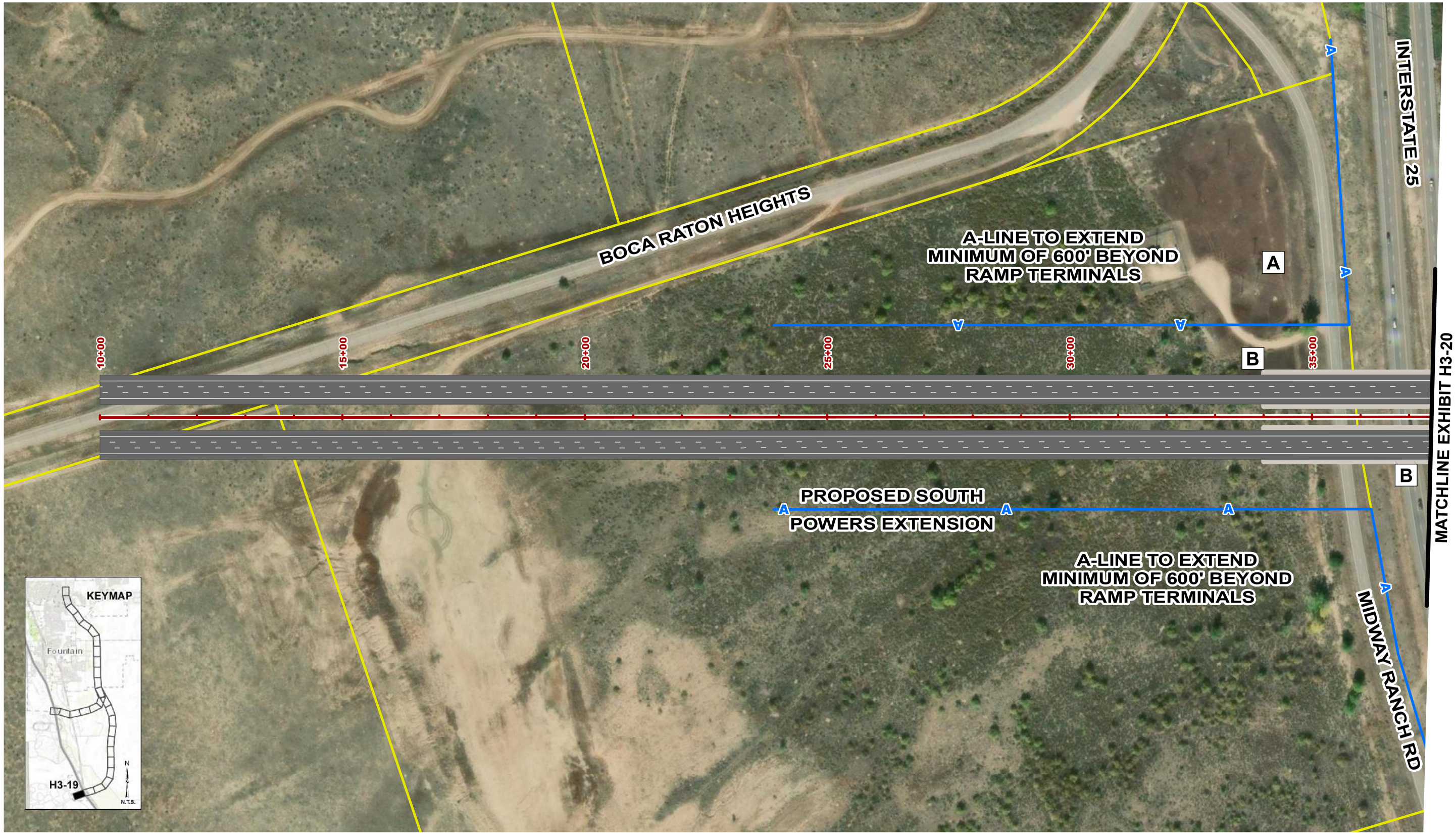

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-19

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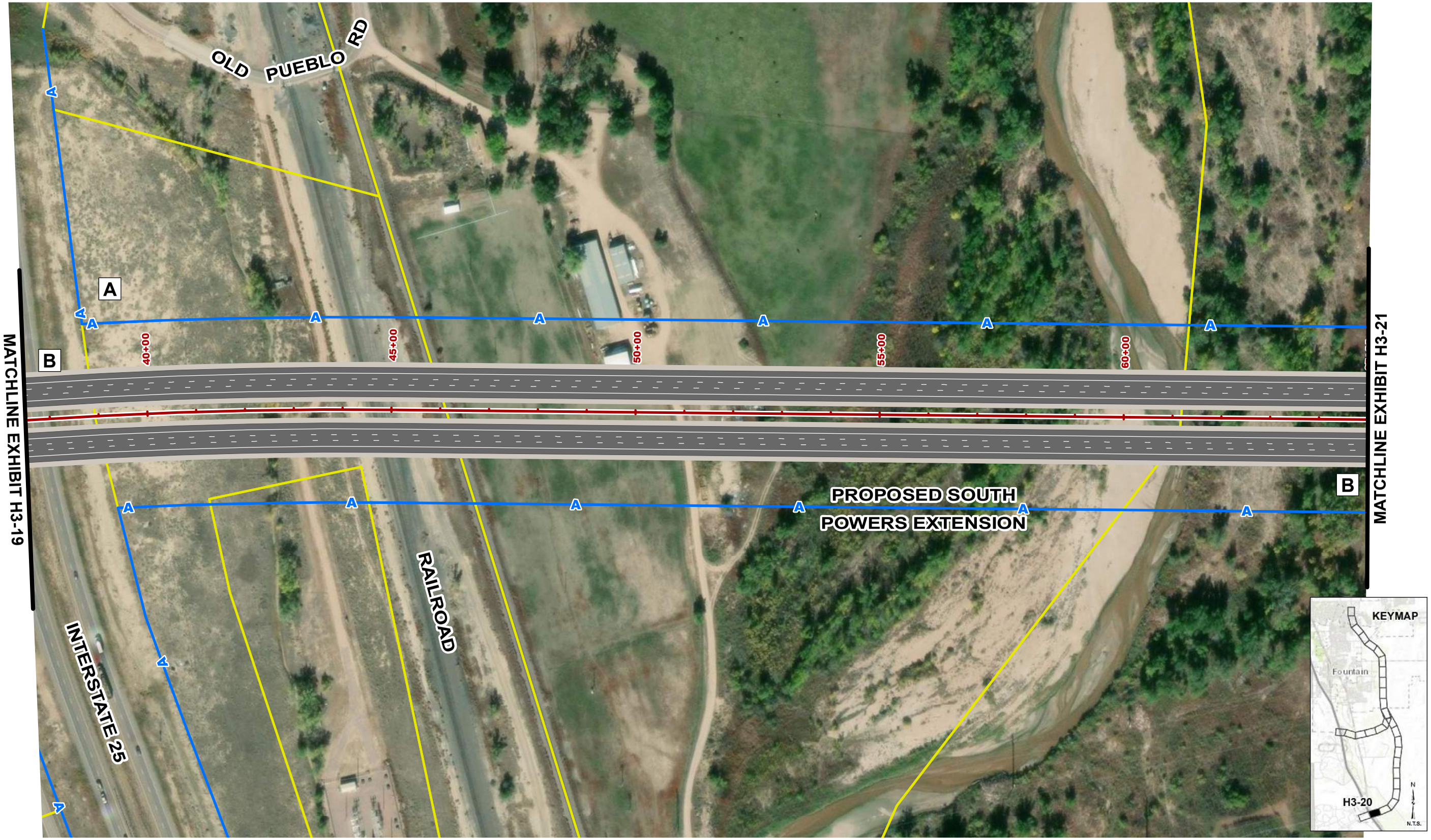

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-20

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

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

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
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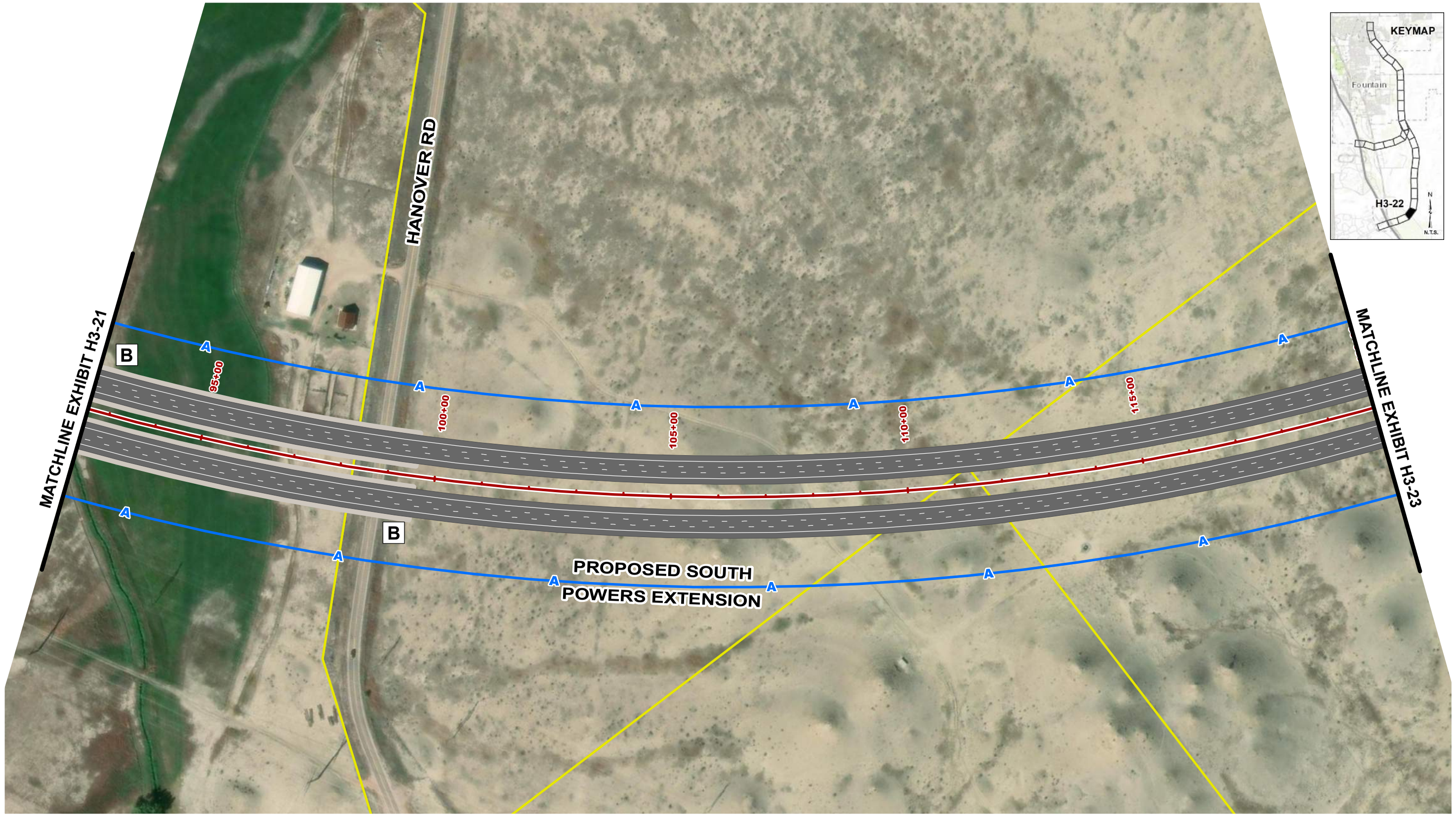

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-22

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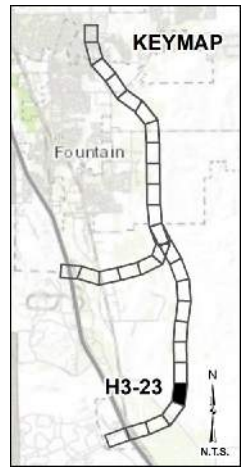
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024



MATCHLINE EXHIBIT H3-22

MATCHLINE EXHIBIT H3-24

PROPOSED SOUTH
POWERS EXTENSION

A

125+00

130+00

135+00

140+00

145+00

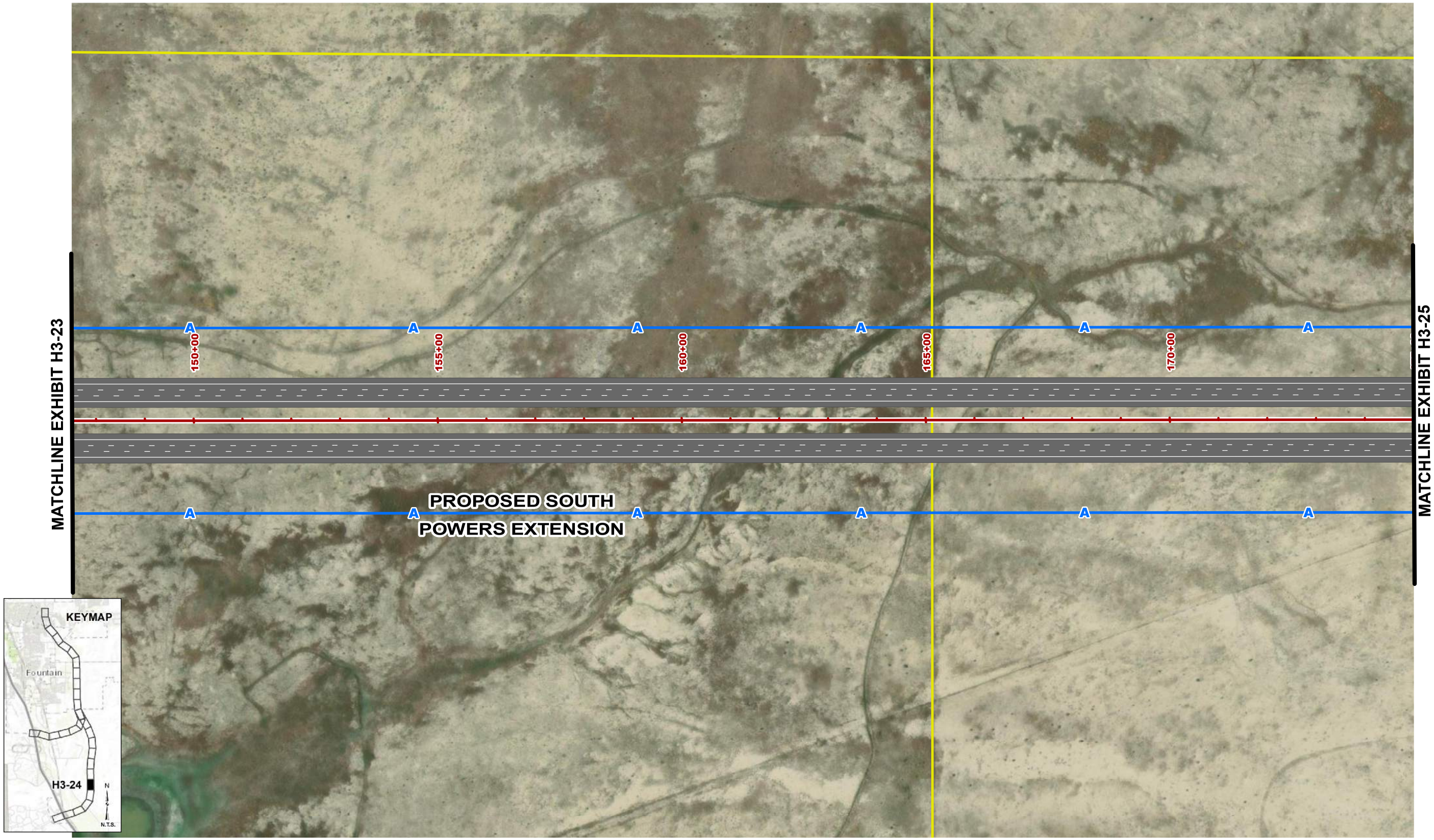
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-23

0 200 400 Feet
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024



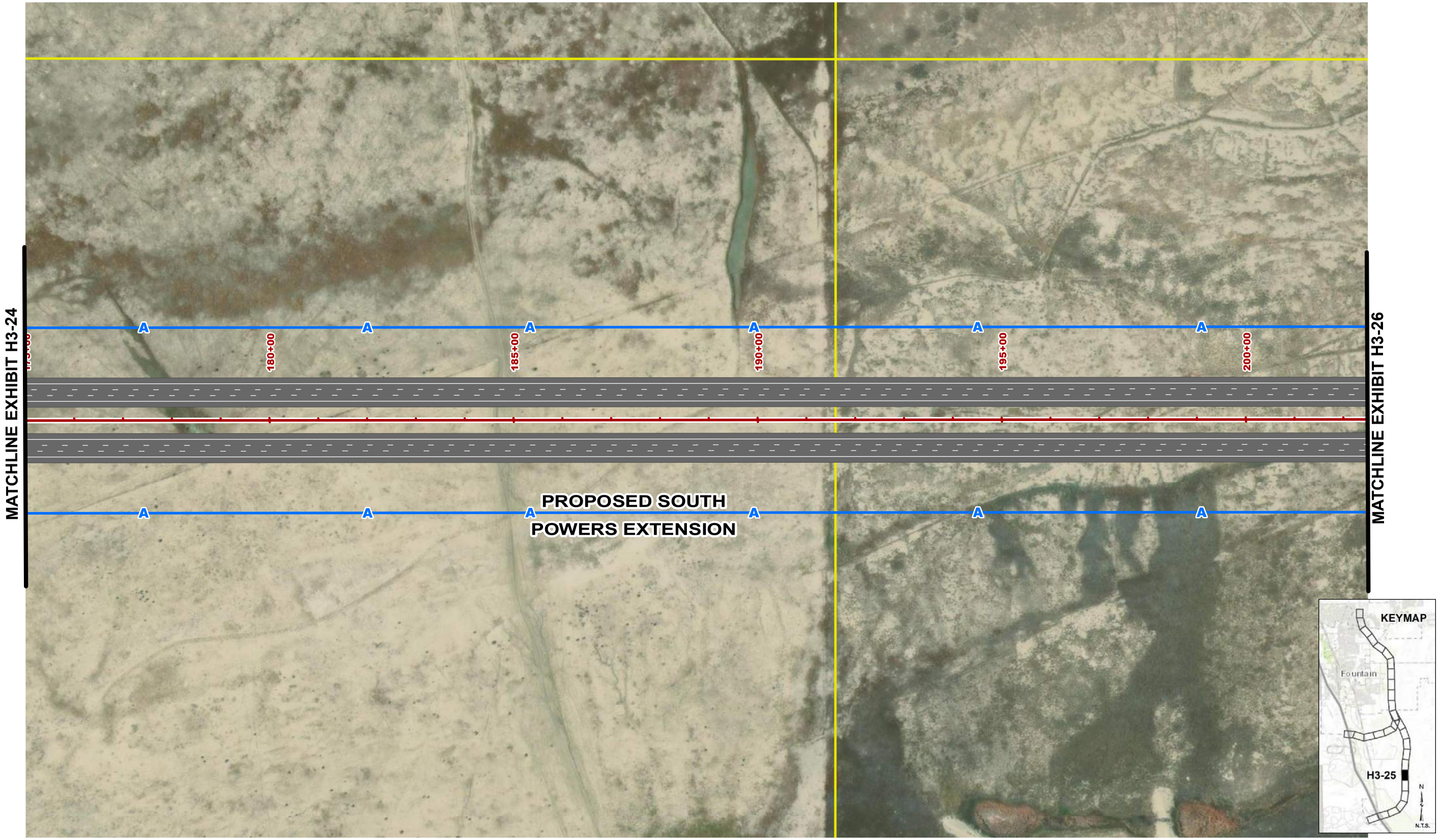
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-24

0 200 400 Feet
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024



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

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-25

0 200 400 Feet
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024

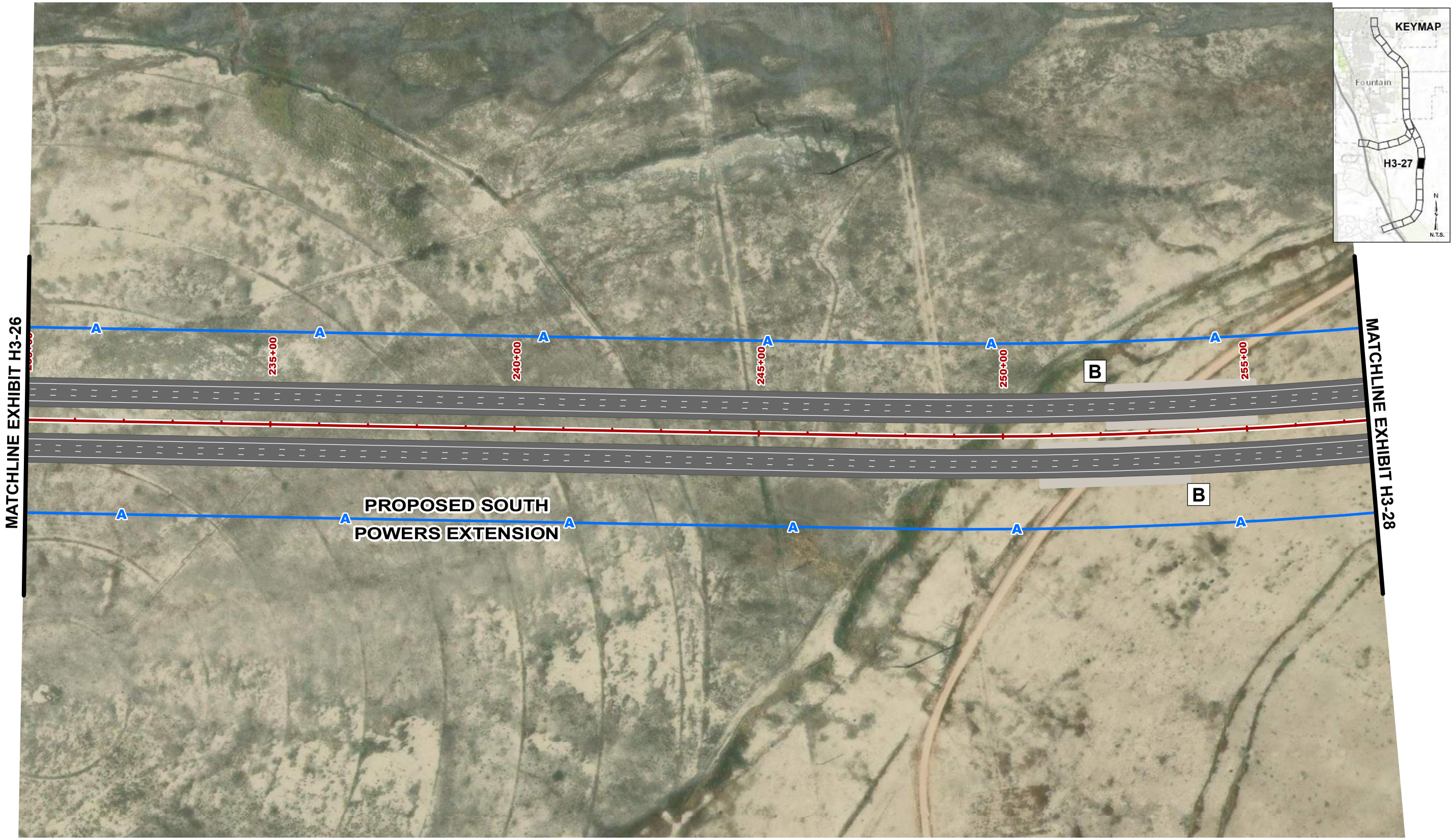
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-26

0 200 400 Feet
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024



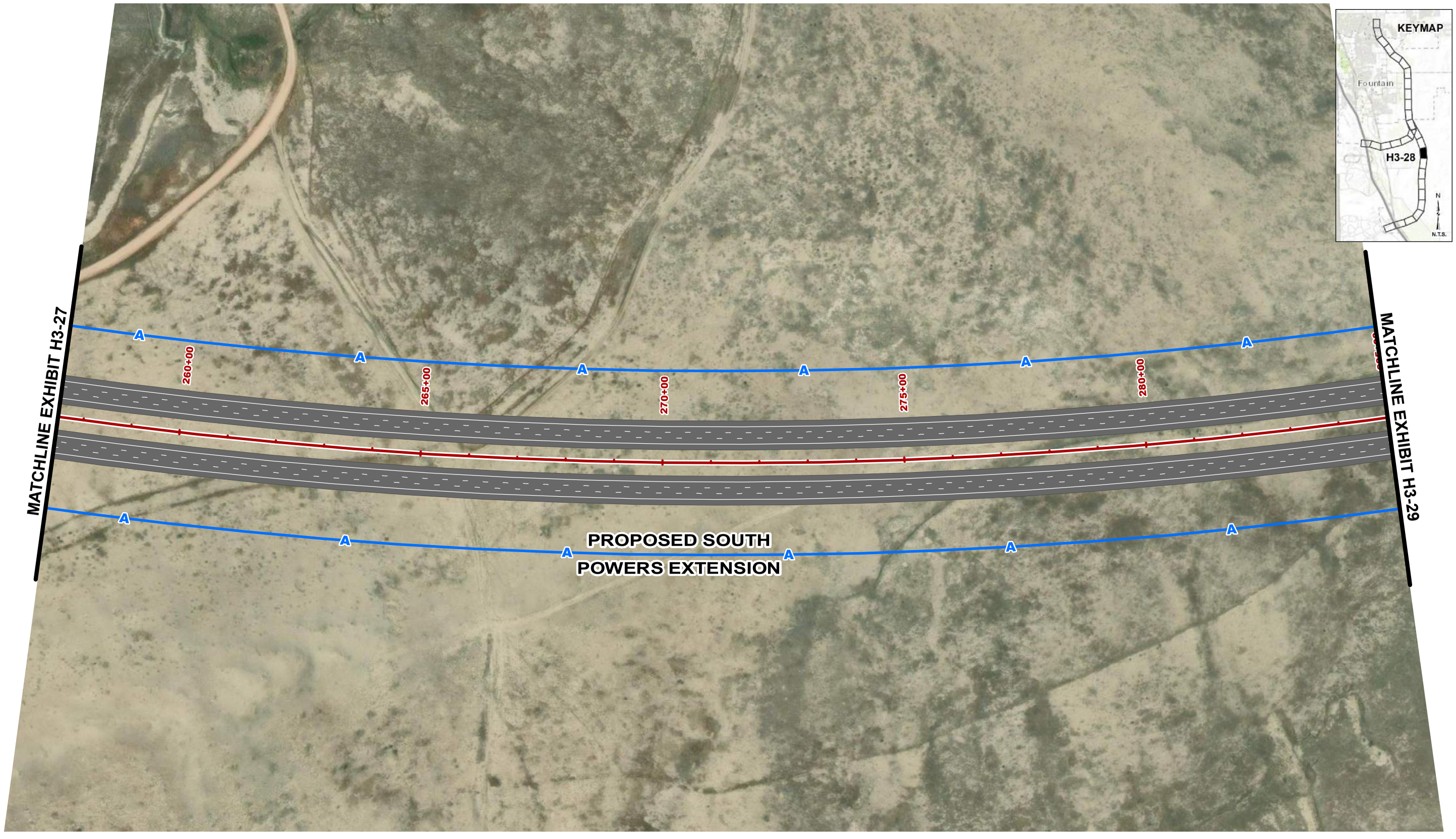
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-27

0 200 400 Feet
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024



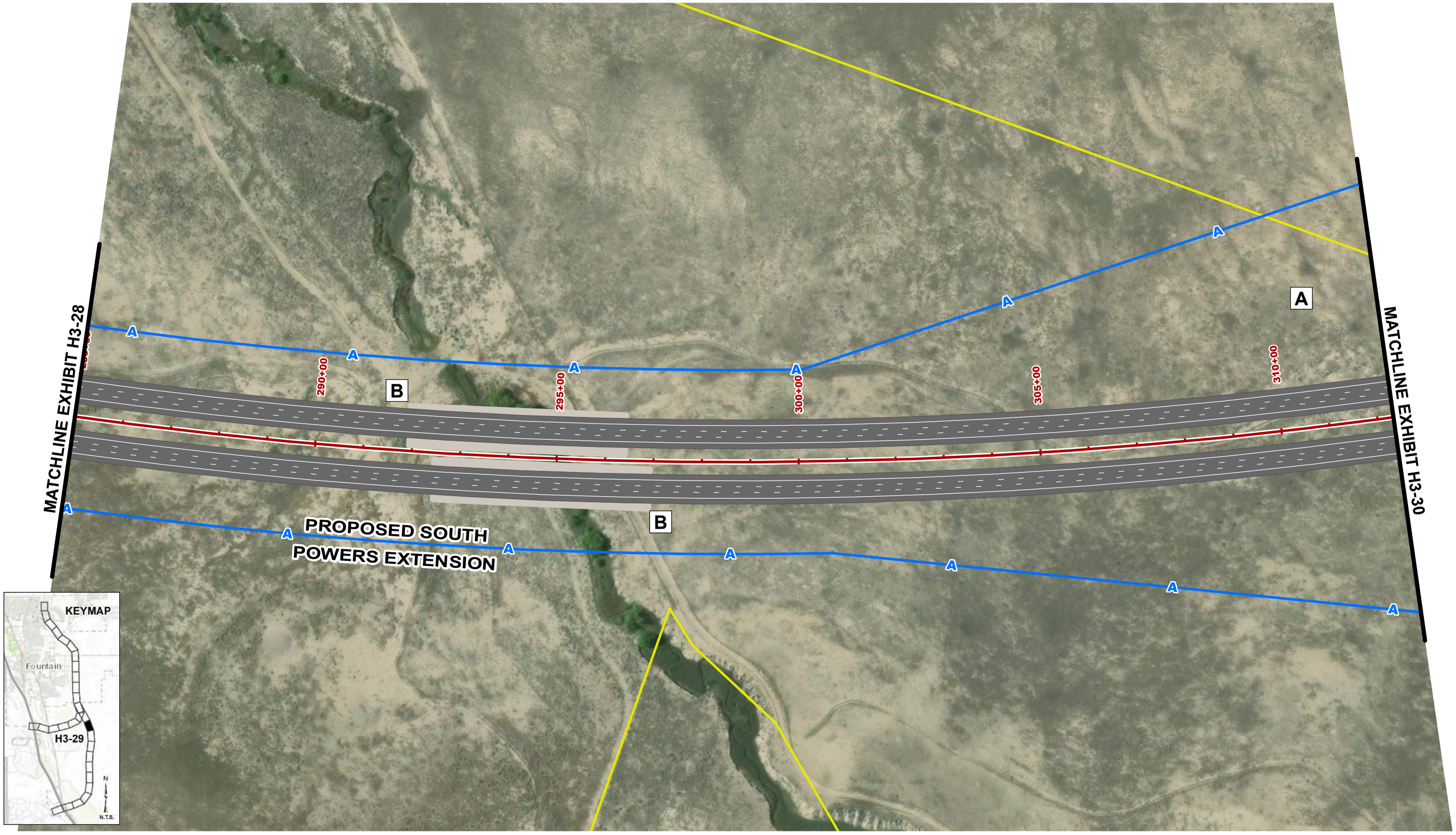
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

Access Control Line
Parcels
Proposed Roads
Proposed Interchange
Roadway Structures
Roadway Structures

ACCESS CONTROL
EXHIBIT H3-28

0 200 400 Feet
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024



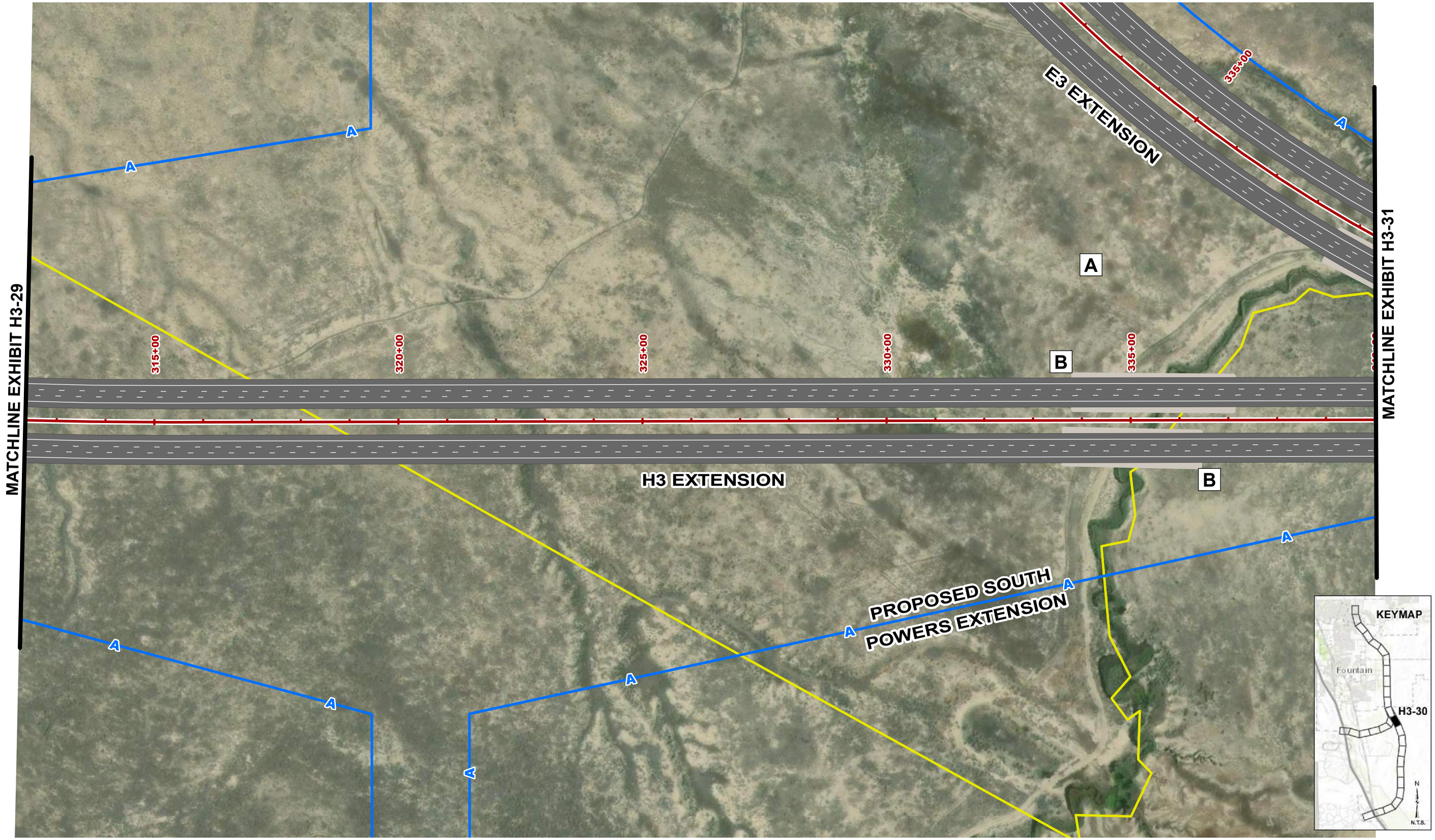
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-29

0 200 400 Feet
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024



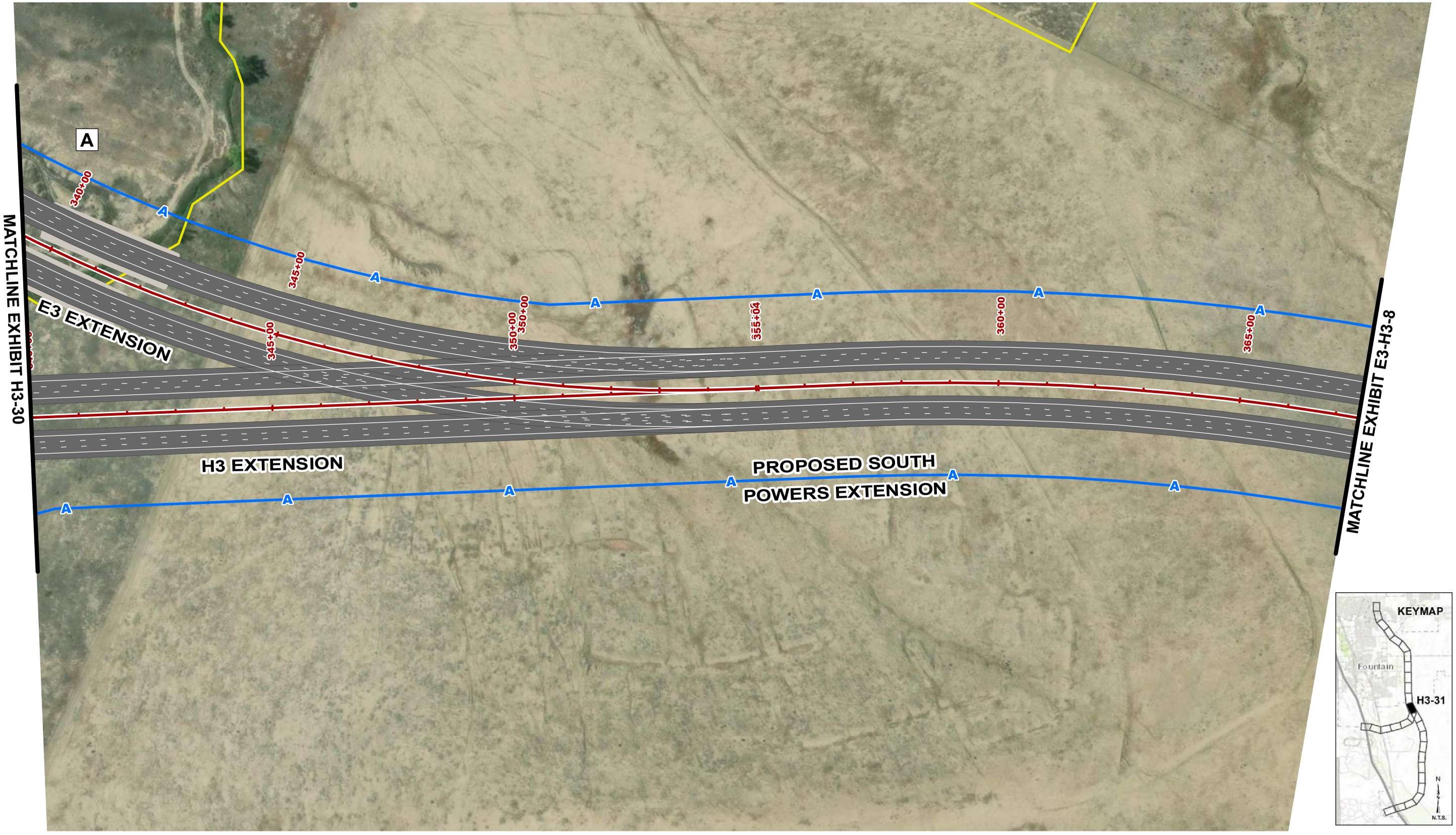
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-30

0 200 400 Feet
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024



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

South Powers Extension
Planning and Environmental Linkages Study

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

ACCESS CONTROL
EXHIBIT H3-31

0 200 400 Feet
WHEN PRINTED ON 11" x 17"
Date: 6/26/2024

MASTER PLAN
SOUTH POWERS EXTENSION PLANNING AND ENVIROMENTAL LINKAGES STUDY AND ACCESS CONTROL PLAN

NOTICE IS HEREBY GIVEN that on July 16, 2026, at 9:00 A.M. in the Second Floor Hearing Room of the Pikes Peak Regional Development Center located at 2880 International Circle, Colorado Springs, Colorado, 80910, or at the time or place to which the hearing may be adjourned, a public hearing will be held by the Planning Commission of the County of El Paso, State of Colorado on the application described below.

The proposed South Powers Extension Planning and Environmental Linkes Study and Access Control Plan may be viewed online at the following web address: **https://epcdevplanreview.com**, searching file number **MP245**.

The El Paso County Department of Public Works requests adoption of the recommendations of the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan into the Your El Paso County Master Plan. With adoption, these Plans will become the principal plans for further implementation of South Powers Boulevard in El Paso County. Additional information about the planning process may be found at: https://www.southpowersstudy.com/

Dated at Colorado Springs, Colorado, this 29th day of June 2026.

THE BOARD OF COUNTY COMMISSIONERS OF

EL PASO COUNTY, COLORADO

BY /s/ Carrie Geitner Chair

MASTER PLAN
SOUTH POWERS EXTENSION PLANNING AND ENVIROMENTAL LINKAGES STUDY AND ACCESS CONTROL PLAN

NOTICE IS HEREBY GIVEN that on September 17th, 2026, at 9:00 A.M. in the Second Floor Hearing Room of the Pikes Peak Regional Development Center located at 2880 International Circle, Colorado Springs, Colorado, 80910, or at the time or place to which the hearing may be adjourned, a public hearing will be held by the Planning Commission of the County of El Paso, State of Colorado on the application described below.

The proposed South Powers Extension Planning and Environmental Linkes Study and Access Control Plan may be viewed online at the following web address: **https://epcdevplanreview.com**, searching file number **MP245**.

The El Paso County Department of Public Works requests adoption of the recommendations of the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan into the Your El Paso County Master Plan. With adoption, these Plans will become the principal plans for further implementation of South Powers Boulevard in El Paso County. Additional information about the planning process may be found at: https://www.southpowersstudy.com/

Dated at Colorado Springs, Colorado, this 25th day of August 2026.

THE BOARD OF COUNTY COMMISSIONERS OF

EL PASO COUNTY, COLORADO

BY /s/ Carrie Geitner Chair

EL PASO COUNTY
COLORADO

Department of Public Works

Engineering Division
719-520-6460
Chuck Brown Transportation Complex
3275 Akers Drive
Colorado Springs, CO 80922
www.ElPasoCo.com

Board of County Commissioners
Holly Williams, District 1
Carrie Geitner, District 2
Bill Wysong, District 3
Cory Applegate, District 4
Cami Bremer, District 5

ADOPTION OF AN EL PASO COUNTY MASTER PLAN AMENDMENT (RECOMMEND APPROVAL)

_____moved that the following Resolution be adopted:

BEFORE THE PLANNING COMMISSION

OF THE COUNTY OF EL PASO

STATE OF COLORADO

ADOPTION OF THE SOUTH POWERS EXTENSION PLANNING AND ENVIRONMENTAL LINKAGES STUDY AND ACCESS CONTROL PLAN INTO THE EL PASO COUNTY MASTER PLAN
RESOLUTION NO. MP245

WHEREAS, The El Paso County Department of Public Works (DPW) in conjunction with Colorado Department of Transportation (CDOT), and the City of Fountain requests adoption of the South Powers Extension Access Control Plan into the Your El Paso County Master Plan. With adoption, this Plan will become the principal plan for further planning and development of the access for south Powers Boulevard corridor within unincorporated El Paso County, the City of Fountain and the City of Colorado Springs on this County owned highway. The Plan area begins at Mesa Ridge Parkway at Powers Boulevard (CO 21). The terminus of the Plan area is along I-25 at Mile Post 125.7 and mile post 121.2; and

WHEREAS, C.R.S. § 30-28-108 provides that a County Planning Commission may adopt, amend, extend, or add to the County Master Plan; and

WHEREAS, CDOT in conjunction with DPW and the City of Fountain engaged in a lengthy and extensive process to develop this Access Control Plan, local land development entities, and the public via surveys, comments, announcements, advertisements, land owners, public comments, and agency reviews; and

WHEREAS, CDOT and DPW presented this Planning and Environmental Linkages Study and Access Control Plan for South Powers Boulevard to the Planning Commission as information and discussion items on September 17, 2026; and

WHEREAS, pursuant to C.R.S. § 30-28-106(1), a public hearing is being held by this Planning Commission on September 17, 2026; and

WHEREAS, based on the evidence, testimony, exhibits, study of the master plan for the unincorporated area of the County, comments of members of the El Paso County Planning Commission, comments of public officials and agencies, and comments from all interested parties, this Commission finds as follows:

1. That proper posting, publication, and public notice were provided as required by law for the hearings of the Planning Commission; specifically, legal notice for the hearings was published in *The Gazette* on August 27, 2026.

2. That the hearings before the Planning Commission were extensive and complete, that all pertinent facts, matters, and issues were submitted and reviewed, and that all interested parties were given an opportunity to be heard at those hearings.

3. That all data, surveys, analyses, studies, plans, designs, maps, and descriptive matter as are required by the State of Colorado and El Paso County have been submitted, reviewed, and found to meet all sound planning requirements of El Paso County.

4. That for the above-stated and other reasons, the proposal is in the best interests of the health, safety, morals, convenience, order, prosperity, and welfare of the citizens of El Paso County.

NOW, THEREFORE, BE IT RESOLVED that the El Paso County Planning Commission hereby approves the adoption of the South Powers Extension Access Control Plan into the El Paso County Master Plan, which is incorporated herein by this reference as if fully set forth herein.

BE IT FURTHER RESOLVED that, pursuant to C.R.S. § 30-28-109, the El Paso County Planning Commission hereby certifies to the Board of County Commissioners and to the planning commissions of all municipalities located within El Paso County a copy of the South Powers Extension Access Control Plan, specifically including the maps and descriptive matter that are contained in PCD File No. MP245.

BE IT FURTHER RESOLVED that the El Paso County Planning Commission hereby directs the Clerk of the Planning Commission to record the action taken by the Planning Commission and affix their signature to said descriptive matter pursuant to C.R.S. § 30-28-108.

BE IT FURTHER RESOLVED that the intent of the Planning Commission in *adoption of the* South Powers Extension *Access Control Plan into the El Paso County Master Plan* is that this shall be used as an advisory document. To the extent the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan may be subsequently referenced in

the County's subdivision and/or zoning regulations, those references shall neither construe nor render the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan to be a binding, regulatory document, nor shall such references overcome the intent that the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan is advisory and that the Planning Commission and Board of County Commissioners shall maintain their considerable discretion in deciding how to apply the Plans in their land use decisions.

BE IT FURTHER RESOLVED that the following conditions and notations shall be placed upon this approval:

CONDITIONS

1. C.R.S. § 30-28-109 requires the Planning Commission to certify a copy of the Master Plan, or any adopted part or amendment thereof or addition thereto, to the Board of County Commissioners and to the Planning Commission of all municipalities in the County. The Planning Commission's action to amend the Master Plan shall not be considered final until a minimum of ten (10) complete sets of the final documents are provided and such documents are certified by the Chairman of the County Planning Commission and distributed as required by law.

2. Upon adoption by the El Paso County Planning Commission, the effect of this document is adoption of the South Powers Extension Planning and Environmental Linkages Study and Access Control Plan into the Master Plan for El Paso County.

NOTATIONS

1. Certification of the documents to the municipalities within the County pursuant to Condition No. 1 above is determined to be satisfied upon transmittal of summary information and maps along with a clear description of the locations where the complete documents are available for inspection, along with an offer to provide a given municipality a complete copy of the documents if requested. The transmittal may be in the form of a digital copy.

2. In approving this document, it is understood that minor editorial and formatting changes will be made in conjunction with the final publication process. These modifications may include pagination, correction of typographical errors, clarifications, insertion of photographs, insertion of references and/or corrections to factual information, or inclusion of comments and modifications associated with the Planning Commission hearings. In no case will substantive changes be made to the text without reconsideration by the Planning Commission.

_____ seconded the adoption of the foregoing Resolution. The adoption of this Master Plan Amendment shall be by resolution as carried by the affirmative votes of a majority of the entire membership of the Planning Commission.

The roll having been called, the vote was as follows: *(circle one)*

Thomas Bailey	aye / no / non-voting / recused / absent
Blaine Brew	aye / no / non-voting / recused / absent
Michael Brewer	aye / no / non-voting / recused / absent
Sarah Brittain Jack	aye / no / non-voting / recused / absent
Jim Byers	aye / no / non-voting / recused / absent
Suzanne Casagrande	aye / no / non-voting / recused / absent
Mae Emrick	aye / no / non-voting / recused / absent
Eric Moraes	aye / no / non-voting / recused / absent
Bryce Schuettpelz	aye / no / non-voting / recused / absent
Tim Trowbridge	aye / no / non-voting / recused / absent
Christopher Whitney	aye / no / non-voting / recused / absent
Jason Wulf	aye / no / non-voting / recused / absent

The Resolution was adopted by a vote of ____to____ by the El Paso County Planning Commission of the State of Colorado.

DONE THIS 17th day of September 2026 at Colorado Springs, Colorado

EL PASO COUNTY PLANNING COMMISSION

By: _____
Timothy L. Trowbridge, Chair