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Acronyms & Abbreviations

AASHTO.....	American Association of State Highway and Transportation Officials
AMP.....	Access Management Plan
ECM.....	Engineering Criteria Manual
ft.....	feet/foot
MTCP.....	Major Transportation Corridors Plan
MTTF.....	Major Thoroughfare Task Force
SH.....	State Highway
TIS.....	Traffic Impact Study
VPH.....	Vehicles per Hour

1.0 Introduction

1.1 Project Overview

El Paso County has completed the Hodgen Road Corridor Plan in anticipation of roadway improvements along the 11.5 mile corridor from State Highway (SH) 83 east to Eastonville Road with possible future extension to Elbert Road. The Corridor Plan focuses on safety improvements and provides access management and corridor preservation recommendations at the conceptual design level. The concept will be further developed with preliminary and final design and construction at select locations. The concept plan will be implemented along the length of the corridor as funding allows.

The comprehensive Hodgen Road Corridor Plan consists of four sections: Corridor Survey Map; Funding & Phasing Analysis; Access Management Plan; and the Corridor Preservation Plan. This section, the Access Management Plan (AMP), addresses existing and future access conditions along Hodgen Road.

1.2 Access Management Plan Overview

The AMP identifies current access to Hodgen Road (existing conditions), El Paso County guidelines and design criteria, and recommended changes to access points when the corridor is improved and/or when parcels are developed.

- **Section 2.0 Existing Conditions** identifies 23 road intersections in a summary format, along with 40 private driveway access points and 13 field access points.
- **Section 3.0 Access Management Guidelines and Design Criteria** provides information sourced from the El Paso County Engineering Criteria Manual (ECM), which specifies access and design criteria for each functional classification of roadway. Hodgen Road is designated as Minor Arterial (Rural) in the El Paso County Major Transportation Corridors Plan (MTCP). Future roadway improvements will be consistent with this designation.
- **Section 4.0 Management Plan** presents the overall project implementation and detailed information for each access point. Recommended alterations to existing right-of-way may require acquisition of right-of-way to bring access points to the desired design standard and to accommodate roadway improvements such as minor widening, intersection improvements, and vertical alignment improvements. Of the 19 private access points recommended for closure, 11 have existing alternatives. Some private access points may be relocated or regraded to accommodate the desired 100 feet (ft) of right-of-way width for roadway, shoulders, and drainage ditches.

2.0 Existing Conditions

The project area is a 10 mile, 2 lane corridor of Hodgen Road extending east from SH 83 to Eastonville Road. As a Minor Arterial (Rural), the corridor is intended to move rural traffic along at high speeds for medium distances and without excessive interruptions in flow. The area is residential and existing accesses are public roadways and private driveways. Virtually all developed parcels are residential. Among the undeveloped properties, sixteen are owned by incorporated entities or LLCs, two are owned by two separate school districts, and one large parcel is held by the National Audubon Society.

Hodgen Road is currently a two lane road with posted speed limits from 30 to 55 mph and varying right-of-way widths. Five intersections currently have some configuration of turn lanes. A field survey/inspection was conducted during June and July 2006 to identify existing access points (roadway, private driveway, and field access) and other related characteristics. Aerial photographs were used when possible to corroborate field data.

2.1 Roadway Access

Table 1 shows the intersections and characteristics for each roadway with access to Hodgen Road. There are three roads that intersect Hodgen Road that currently have equal or higher functional classification:

- SH 83 – principal arterial
- Black Forest Road – minor arterial
- Meridian Road – minor arterial to the south

There are four intersections with collector roads:

- Herring Road - collector road to the south, local road to the north
- Vollmer Road - collector road to the south, local road to the north
- Meridian Road - collector road to the north
- Eastonville Road - collector road north and south

The intersections with Vollmer and Meridian Roads have a flashing cautionary signal.

An additional 15 local roadways provide access to adjacent land uses, in this case, residential properties. Goshawk Road forms a loop which results in two intersections with Hodgen Road.

Table 1. Existing Roadway Access to Hodgen Road

Intersecting Road	Current Classification	Direction	Surface Type	Turn Lanes
SH 83	Principal Arterial	North/South	Asphalt	None
Dancing Wolf Way	Local	North	Gravel	None
Timber Meadow Drive	Local	North/South	Asphalt	Right turn lane (north & south)
Reflection Place	Local	South	Asphalt	Right turn lane (south)
Steppler Road	Local	North	Asphalt	Left turn lane
Farrar Drive	Local/Private	South	Gravel	None
Thompson Road	Local	North	Gravel	None
Black Forest Road (West)	Minor Arterial	South	N – Gravel, S – Asphalt	None
Black Forest Road (East)	Minor Arterial	North/South	Asphalt	Left turn lane (eastbound)
Herring Road	Local – north, Collector – south	North/South	Asphalt	Left turn lane each direction
Bar X Road	Local	North/South	Gravel	None
Southwood Drive	Local	North	Gravel	None
Vollmer Road	Local – north, Collector - south	North/South	N-Gravel, S-Asphalt	None
Winchester Road	Local	North	Cold mix asphalt	None
Remington Road	Local	North	Cold mix asphalt	None
Goshawk Road West	Local	North	Gravel	None
Goshawk Road East	Local	North	Gravel	None
Meridian Road	Collector – north, Minor Arterial - south	North/South	Asphalt	None
Great Smokey Avenue	Local	North/South	Gravel	None
Northcliff Road	Local	South	Chip Seal	None
Brooks Way	Local	North	Gravel	None
Woodlake Road	Local	South	Chip Seal	None
Eastonville Road	Collector	North/South	Asphalt	None

2.2 Private Driveway Access

There are approximately 150 property owners adjacent to the Hodgen Road corridor. The majority of property owners access Hodgen Road via local and collector roads. Table 2 summarizes the quantity of direct private access points that were identified during the field survey. Each access point is detailed in Section 4.3.

Table 2. Summary of Existing Driveway Access to Hodgen Road

Project Segment	Subtotal # of Access Points	Road Segment	Quantity	Direction
1 SH 83 to Black Forest Road	9	SH 83 to Timber Meadow Drive	2	North – 1, South - 1
		Timber Meadow Drive to Reflection Place	3	North – 2, South – 1
		Reflection Place to Stepler Road	0	
		Stepler Road to Farrar Drive	0	
		Farrar Drive to Thompson Road	2	South – 2
		Thompson Road to Black Forest Road (West)	0	
		Black Forest Road (West) to Black Forest Road (East)	2	North – 2
2 Black Forest Road to Vollmer Road	8	Black Forest Road (East) to Herring Road	2	South – 2
		Herring Road to Bar X Road	2	North – 1, South – 1
		Bar X Road to Southwood Drive	2	North – 2
		Southwood Drive to Vollmer Road	2	North – 2
3 Vollmer Road to Meridian Road	15	Vollmer Road to Winchester Road	2	North – 2
		Winchester Road to Remington Road	1	North – 1
		Remington Road to Goshawk Road West	5	North – 5
		Goshawk Road West to Goshawk Road East	6	North – 5, South - 1
		Goshawk Road East to Meridian Road	1	South – 1
4 Meridian Road to Eastonville Road	8	Meridian Road to Great Smokey Avenue	5	North – 3, South – 2
		Great Smokey Avenue to Northcliff Road	0	
		Northcliff Road to Brooks Way	0	
		Brooks Way to Woodlake Road	2	North – 1, South – 1
		Woodlake Road to Eastonville Road	1	North – 1
Total: 40				

2.3 Field Access

The on-site survey identified 13 private field access points, all were gated.

Table 3. Summary of Existing Gated Field Access to Hodgen Road

Project Segment	Subtotal # of Field Access Points	Road Segment	Quantity	Direction
1 SH 83 to Black Forest Road	1	SH 83 to Timber Meadow Drive	0	
		Timber Meadow Drive to Reflection Place	0	
		Reflection Place to Stepler Road	0	
		Stepler Road to Farrar Drive	0	
		Farrar Drive to Thompson Road	0	
		Thompson Road to Black Forest Road (West)	1	South-1
		Black Forest Road (West) to Black Forest Road (East)	0	
2 Black Forest Road to Vollmer Road	1	Black Forest Road (East) to Herring Road	0	
		Herring Road to Bar X Road	1	North-1
		Bar X Road to Southwood Drive	0	
		Southwood Drive to Vollmer Road	0	
3 Vollmer Road to Meridian Road	11	Vollmer Road to Winchester Road	0	
		Winchester Road to Remington Road	5	North-2, South-3
		Remington Road to Goshawk Road West	1	South-1
		Goshawk Road West to Goshawk Road East	0	
		Goshawk Road East to Meridian Road	5	North-2, South-3
4 Meridian Road to Eastonville Road	0	Meridian Road to Great Smokey Avenue	0	
		Great Smokey Avenue to Northcliff Road	0	
		Northcliff Road to Brooks Way	0	
		Brooks Way to Woodlake Road	0	
		Woodlake Road to Eastonville Road	0	
Total: 13				

3.0 Access Management Guidelines & Design Criteria¹

¹Source: El Paso County ECM, Chapter 2 Transportation Facilities, January 9, 2006, Rev. 1.

The County recognizes six roadway functional classifications within the rural designation:

- expressways,
- principal arterials,
- minor arterials,
- major collectors,
- minor collectors, and
- locals.

As stated previously, the MTCP identifies Hodgen Road as a Minor Arterial (Rural). The following information on design criteria is from the ECM. Design criteria for other functional classifications are also detailed in the ECM.

3.1 Basis for Planning

Proper planning of traffic systems helps to provide a safe and effective transportation network to meet existing and future demands within the County. All transportation system components shall be designed to promote

- Safety – for vehicular and other modes of travel
- Performance – efficiency of service for all users
- Livability – impacts mitigated by circulation system improvements and coordinates with adjoining land uses
- Economy – of construction and use of land

The goal of planning transportation facilities is to create a network of connecting roadways, enhance circulation, and provide a balanced relationship between all the roadway uses through coordination with developed land use plans (strategic and small area).

Transportation system planning requires consideration of the following when planning, designing and laying out facilities:

- Adjoining land uses;
- Natural features (topography, creeks, and wooded areas);
- Circulation;
- Impact to traffic;
- Roadway functional classification standards;
- Roadway access criteria;
- Soils investigations; and
- Pavement design.

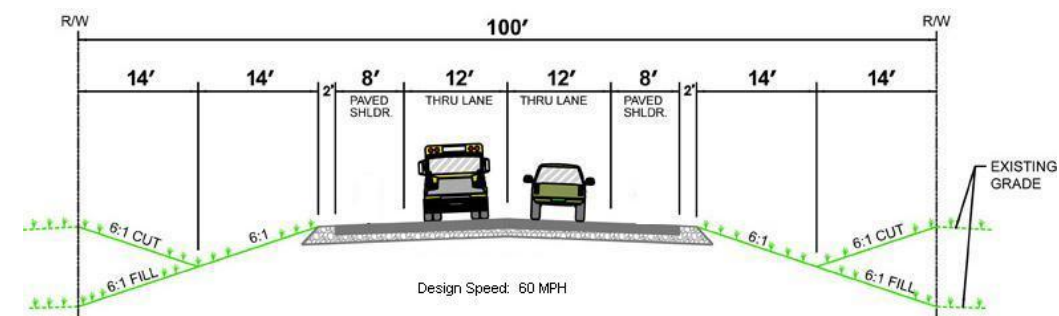
3.1.1 Roadway Functional Classifications and Urban/Rural Designations

Roadway functional classification is one parameter used to determine appropriate road design. The function of a road is determined by the volume of traffic, length of vehicle trips, and whether the road provides service primarily for vehicular movement or access to abutting land uses. For example, arterial roadways generally carry significantly greater traffic volumes and variety of traffic types at higher speeds than collector roads. Similarly, collector roads will carry greater traffic volumes at higher speeds than local roads. Roadway functional classifications for regional based facilities are established by the most recently adopted MTCP. Other roadways are classified by the Board of County Commissioners based on whether the adjoining land uses are rural or urban in nature (i.e. developments with lots greater than or equal to 2.5 acres), along with the existing and projected objectives of the roadway.

3.2 Minor Arterial (Rural)

Minor arterials serve high-speed and high-volume traffic over medium distances, or are anticipated to serve this kind of traffic within a twenty year period. Access is restricted through prescribed distances between intersections, use of medians, and no full movement parcel access. Minor arterial status is assigned to rural roadways where the probability of significant travel demand in the future is high. Rights-of-way, easements, setbacks, and access limitations shall be pursued through the land development process on properties adjacent to minor arterials.

Figure 1. Typical Rural Minor Arterial Partial Cross Section



3.3 Rural Minor Arterial Access Criteria

All new or modified accesses to the County roadways shall meet the requirements of the ECM. Standards and technical criteria not specifically addressed in the ECM shall follow the provisions of the AASHTO "Green Book": A Policy on Geometric Design of Highways and Roadways and the Colorado State Highway Access Code. In addition, should any access request fall within the preview of the Major Thoroughfare Task Force (MTTF), per their adopted bylaws, then the request shall be brought before the MTTF for a recommendation.

3.3.1 Spacing

Spacing of roads accessing a rural minor arterial that will result in a full movement intersection shall be planned at one-quarter mile intervals. Should the one-quarter mile spacing not be “viable or practical” for providing access to the adjacent land, a deviation may be considered and approved by the ECM Administrator. If a deviation is granted, only one additional full movement intersection will be permitted by the ECM Administrator. The Applicant shall have the burden of proof that no other “viable or practical” access is available. A deviation request should be supported by a traffic study or memorandum that provides information to assist the ECM Administrator in determining the proposed deviation minimizes negative safety and other operational impacts. If the development is at the intersection of two major corridors, the full movement access should be located on the lower functional classification roadway.

The intersection shall only be approved if the intersection and roadway are shown to operate safely and efficiently with buildout design hour/peak hour projected traffic volumes. The intersection must also show a public benefit. An arterial progression through bandwidth percentage of 35 percent or greater must be achieved or the inclusion of a signal at the access must not degrade the existing signal progression. The intersection must not create any queuing or blocking of lane entries or access points. The intersection must be in a location such that any necessary turn, acceleration and deceleration lanes can be accommodated to maintain safe operations and capacity. The analysis should consider all potential future additional requirements for left turn or other exclusive phasing at a signal for which the need is created by traffic generated by land uses on both sides of the roadway.

Detailed access design criteria can be found in the ECM on pages 2-62 through 2-65.

3.3.2 Access and Lot Division

No additional access right shall accrue and none shall be provided when splitting or dividing existing lots of land. When an alternative is reasonably available in the opinion of the ECM Administrator, all access to the newly created properties shall be provided internally from the existing access or new access to a roadway of lower functional classification.

Right-in/right-out accesses will not be considered without proof that no other safe circulation patterns can be designed or implemented. A limited movement access may be permitted as a deviation only if it meets all ECM criteria.

3.3.3 Exclusive Left Turn Lanes

A left turn lane is required for any access with a projected peak hour ingress turning volume of 25 Vehicles Per Hour (VPH) or greater.

3.3.4 Exclusive Right Turn Lanes

A right turn lane is required for any access with a projected peak hour right turning volume of 50 VPH or greater. An acceleration lane is generally not required.

3.3.5 Acceleration Lanes Required

Acceleration lanes shall be provided as follows:

- specified as being needed by an approved Traffic Impact Study (TIS);
- identified in the MTCP;
- required by the ECM; or
- determined to be warranted by the ECM Administrator.

Information in the TIS shall be used to determine whether an acceleration lane is warranted.

3.3.6 Residential Access Clearance from Intersections

Access to residential corner lots shall be located a minimum of 10 ft from the point of curvature or point of tangency of the curb line at the intersection. If no curb exists, access points shall be located not less than 35 ft from where the projected right of way lines intersect. No portion of an access will be permitted within curb returns or curb ramps.

3.3.7 Rural Minor Arterial and School Buses

To promote safety, school bus pick-up and drop-off points shall be located off of Hodgen Road and along adjacent collector or local roadways where possible. Bus stops shall be limited along Hodgen Road and situated in locations meeting ECM roadway access criteria.

4.0 Management Plan

4.1 Access Management Plan Implementation

The Hodgen Road Corridor Improvement project is a long term project with implementation phases based on funding availability. Ultimate access is the proposed final design utilizing engineering practices and design guidelines. Interim measures may be implemented as funding allows if doing so is in the best interest of the traveling public.

4.2 Future Access Requests

In accordance with the ECM, all access requests shall be submitted in the form of a permit application and work shall not commence before the permit has been issued. The following criteria must be met:

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

A property owner seeking to construct a new access must, in advance, apply to the County Development Services Division for approval and obtain an Access/Driveway Permit and a Work in the Right-of-Way Permit; and may also need to clear utilities (if excavation is required) and seek approval of a submitted Traffic Control Plan (if work will interfere with traffic). Detailed permitting requirements can be found in the ECM on pages 5-27 through 5-34.

4.3 Access Descriptions: Current and Future

This section details the existing condition of each access - intersecting roads, driveways, and field gates - along the entire length of Hodgen Road from SH 83 to Eastonville Road. Also detailed for each access is the ultimate proposed plan with respect to design criteria and, if necessary, the interim plan prior to implementing the final design. Figures 2-1 through 2-11 show the existing access locations and proposed modifications.

Gated field access points will be closed if the subdivision plat does not specify that a parcel has access to Hodgen Road, or if the parcel already has driveway access to Hodgen Road. Field access for deeded parcels without a current access will remain and the gate's location will be the "future access" for that property. Field gates providing access to utilities will remain.

Station 10 + 00 Left/Right: SH 83

- Existing: This access, known as State Highway 83, functions as a full movement intersection. SH 83 is currently a two lane principal arterial.
- Ultimate: This access will continue to function as a full movement intersection. SH 83 is planned to become a four lane principal arterial in 2025.

- Reference: MTC

Station 17 + 00 Left: Dancing Wolf Way

- Existing: This local road, known as Dancing Wolf Way, serves as a multi-family access. It currently functions as a full movement T intersection.
- Ultimate: No change.

Station 23 + 00 Right: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access and use existing access to Mountain Dance Drive.
- Reference: Plat 10854, Note 15

Station 36 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access. The neighborhood is served by a cul-de-sac that accesses Hodgen Road via Timber Meadow Drive.
- Reference: Plat 12225

Station 43 + 00 Left/Right: Timber Meadow Drive

- Existing: This local road, known as Timber Meadow Drive, is a full movement intersection. Timber Meadow Drive has a median on both sides of Hodgen Road.
- Ultimate: No change.

Station 61 + 50 Right: Driveway

- Existing: This access is a closed private drive.
- Ultimate: This access will remain closed with access provided by a local road to the south of Hodgen Road.
- Reference: Plat 11239

Station 63 + 00 Left: Driveway

- Existing: This is a gated access to a cell tower.
- Ultimate: Relocate access to existing access at 64 + 00.
- Reference: Unplatted

Station 64 + 00 Left: Driveway

- Existing: This is full movement private access.
- Ultimate: No change.
- Reference: Unplatted

Station 70 + 00 Right: Reflection Place

- Existing: This local road, known as Reflection Place, is a full movement T intersection.
- Ultimate: No change.

Station 90 + 00 Left: Closed road

- Existing: This is a closed road.
- Ultimate: No change.

Station 92 + 00 Left: Stepler Road

- Existing: This local road, known as Stepler Road, is a full movement T intersection.
- Ultimate: No change.

Station 113 + 00 Right: Farrar Drive

- Existing: This private road, known as Farrar Drive, is a full movement T intersection.
- Ultimate: No change.
- Reference: Book 3553, page 975

Station 123 + 00 Right: Driveway

- Existing: This is a full movement private access.
- Ultimate: Access to the adjacent property to the east will be combined with this existing driveway and moved as required to adhere to plat requirements.
- Reference: Plat 10482

Station 123 + 00 to 129 + 50 Right

- Existing: No access currently exists.
- Ultimate: Future access will tie in with the existing access at 123 + 00 Right.
- Reference: Plat 10482

Station 139 + 00 Right: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Deed

Station 145 + 00 Left: Thompson Road

- Existing: This local road, known as Thompson Road, is a full movement T intersection.
- Ultimate: A full movement intersection is planned at this location with the development of Sundance Ranch.

Station 146 + 00 Right: Gated Field Access

- Existing: This is a gated field access.
- Ultimate: This field access will be eliminated when Thompson Road becomes a full movement intersection with the development of Sundance Ranch.
- Reference: Deed

Station 157 + 00 to 185 + 00 Right

- Existing: No access currently exists.
- Ultimate: Recommend future access to Black Forest Road (West).
- Reference: Deed

Station 158 + 00 Left

- Existing: No access currently exists.
- Ultimate: Needs future access.
- Reference: Plat 5533, note 9

Station 158 + 00 to 171 + 50 Left

- Existing: No access currently exists.
- Ultimate: Needs future access. Recommend access to combine with future access at 158 + 00.
- Reference: Deed and adjacent Plat 5533

Station 184 + 50 Left

- Existing: This is a full movement private multi-family access.
- Ultimate: No change.
- Reference: Plat 9764, note 17

Station 184 + 50 Right: Black Forest Road (West)

- Existing: This minor arterial, known as Black Forest Road (West), is a full movement intersection.
- Ultimate: Black Forest Road (West) will be relocated to connect at 198 + 00, the road known as Black Forest Road (East), with the planned 2015 improvements.
- Reference: MTCP

Station 185 + 00 to 198 + 00 Right

- Existing: No access currently exists.
- Ultimate: Needs future access. This property is bordered by Black Forest Road (West), Black Forest Road (East), and Hodgen Road, all which are classified minor arterials. Access is anticipated to be located on the existing Black Forest Road (West) after the realignment as that road will then be classified as a local road.
- Reference: Unplatted

Station 188 + 50 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Move driveway to 190 + 00 for combined access with eastern adjacent parcel.
- Reference: Plat 9501, Common Access Detail

Station 190 + 50 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Move driveway to 190 + 00 for combined access with western adjacent parcel.
- Reference: Plat 9501, Common Access Detail

Station 198 + 00 Left/Right: Black Forest Road (East)

- Existing: This minor arterial, known as Black Forest Road (East), is a full movement intersection. South of Hodgen Road, Black Forest Road (East) is short and currently only connects Ridge Run Drive to Hodgen Road.
- Ultimate: Black Forest Road (West) will be relocated to connect to Black Forest Road (East) with the planned 2015 improvements.
- Reference: MTCP

Station 206 + 50 Right: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Unplatted

Station 211 + 00 Right: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Unplatted

Station 224 + 00 Left/Right: Herring Road

- Existing: This public road, known as Herring Road, is a full movement intersection. Herring Road is classified “Local Road” to the north of Hodgen Road and “Collector” to the south.
- Ultimate: No change.

Station 239 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Deed

Station 246 + 50 Left: Gated Field Access

- Existing: This field gate is a utility easement access.
- Ultimate: No change.
- Reference: Deed

Station 247 + 00 Right: Driveway

- Existing: This is a private gated access to a utility monitoring station.
- Ultimate: No change.
- Reference: Plat 5017

Station 264 + 00 Left/Right: Bar X Road

- Existing: This local road, known as Bar X Road, is a full movement intersection.
- Ultimate: No change.

Station 267 + 50 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Plat 2720

Station 272 + 50 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Plat 2720

Station 277 + 00 Left: Southwood Drive

- Existing: This local road, known as Southwood Drive, is a full movement T intersection.
- Ultimate: No change.

Station 279 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access and relocate to Southwood Drive.
- Reference: Plat 2720

Station 282 + 50 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Plat 2720

Station 290 + 00 Left/Right: Vollmer Road

- Existing: This access is a full movement intersection with flashing cautionary signal. Vollmer Road is classified “Local” north of Hodgen Road and “Collector” to the south.
- Ultimate: Vollmer Road south of Hodgen Road will be upgraded to “Minor Arterial” classification with planned year 2025 improvements.
- Reference: MTCP

Station 296 + 00 Left

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Plat 3028

Station 298 + 50 Left

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Plat 3028

Station 303 + 50 Left: Winchester Road

- Existing: This local road, known as Winchester Road, is a full movement T intersection.
- Ultimate: No change.

Station 308 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access to Hodgen Road and use existing Winchester Road access.
- Reference: Plat 8120, note 5

Station 308 + 00 Right: Gated Field Access

- Existing: This is a full movement private access.
- Ultimate: Close access.
- Reference: Deed

Station 310 + 00 Right: Gated Field Access

- Existing: This is a full movement private access.
- Ultimate: Close access.
- Reference: Deed

Station 313 + 00 Left: Gated Field Access

- Existing: This is a full movement private access.
- Ultimate: Close access.
- Reference: Plat 8120

Station 318 + 50 Left: Gated Field Access

- Existing: This is a full movement private access.
- Ultimate: Close access.
- Reference: Plat 9119

Station 322 + 00 Right: Gated Field Access

- Existing: This is a full movement private access.
- Ultimate: Close access.
- Reference: Deed

Station 330 + 00 Left: Remington Road

- Existing: This local road, known as Remington Road, is a full movement T intersection.
- Ultimate: No change.

Station 333 + 00 Right: Gated Field Access

- Existing: This is a full movement private access.
- Ultimate: Close access.
- Reference: Deed

Station 344 + 00 to 346 + 50 Left

- Existing: No access currently exists.
- Ultimate: Future access to tie into adjacent existing eastern access at 346 + 50.
- Reference: Deed

Station 344 + 00 to 357 + 00 Right

- Existing: No access currently exists.
- Ultimate: Locate future access at Station 350 + 00.
- Reference: Deed

Station 347 + 00 Left, 349 + 00 Left

- Existing: This property has a circle driveway with two access points to Hodgen Road, both full movement intersections.
- Ultimate: Move access at 347 + 00 to 346 + 50 to share access with future adjacent western access. Close access point at 349 + 00.
- Reference: Priceless Subdivision (Plat TBD) Application No. MS 07008.

Station 350 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Share access with new driveway that will tie in from adjacent property to the east (subject to property owner negotiations).
- Reference: Plat 5137, Access Easement

Station 352 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access and build new driveway to tie in with access at 350 + 00 (subject to property owner negotiations).
- Reference: Plat 5137, Access Easement

Station 356 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access and relocate to Goshawk Road West to the east of property.
- Reference: Plat 5137, Access Easement

Station 357 + 00 Left: Goshawk Road West

- Existing: This local road, known as Goshawk Road West, is a full movement T intersection. It loops to the north and intersects with Hodgen Road again at 382 + 00.
- Ultimate: No change.

Station 359 + 00 Left, 361 + 00 Left: Driveway

- Existing: This property has a circle driveway with two access points to Hodgen Road, both a full movement intersection.
- Interim: Discontinue use of at least one access.
- Ultimate: Close both access points and build new driveway to Goshawk Road West.
- Reference: Plat 5024

Station 366 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Plat 5024

Station 366 + 00 Right: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Deed

Station 372 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access and build new driveway to tie into existing multi-family access at 375 + 00.
- Reference: Plat 10164, Notes 12 and 13

Station 375 + 00 Left: Driveway

- Existing: This is a full movement multi-family private access.
- Ultimate: No change except the addition of relocated driveway from western adjacent property.
- Reference: Plat 10164, Notes 12 and 13

Station 382 + 00 Left: Goshawk Road East

- Existing: This local road, known as Goshawk Road East, is a full movement T intersection. It loops to the north and intersects with Hodgen Road again at 375 + 00.
- Ultimate: No change.

Station 382 + 00 to 397 + 00 Left

- Existing: No access currently exists.
- Ultimate: This property will access Goshawk Road East, which is the west boundary.
- Reference: Plat 12116, Note 7

Station 388 + 00 Right: Gated Field Access

- Existing: This is a full movement private access.
- Ultimate: Close access.
- Reference: Deed

Station 392 + 50 Right: Gated Field Access

- Existing: This is a full movement utility access.
- Ultimate: No change.
- Reference: Deed

Station 394 + 00 Left: Gated Field Access

- Existing: This is a full movement utility access.
- Ultimate: No change.
- Reference: Plat 12116

Station 397 + 00 to 461 + 00 Left

- Existing: This parcel currently only has gated field access at 411 + 50 Left.
- Ultimate: Recommend location of field access become future parcel access.
- Reference: Deed

Station 411 + 00 Right: Gated Field Access

- Existing: This is a full movement private access.
- Ultimate: Close access.
- Reference: Deed

Station 411 + 50 Left: Gated Field Access

- Existing: This is a full movement private access.
- Ultimate: Recommend this field access become future parcel access as noted above.
- Reference: Deed

Station 422 + 25 Right: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Deed

Station 431 + 00 to 449 + 00 Right

- Existing: No access currently exists.
- Ultimate: Future access shall be located at 438 + 00 per the approved plat.
- Reference: Bison Meadows Subdivision (Plat TBD) Application No. SF 06033

Station 449 + 00 to 461 + 00 Right

- Existing: No access currently exists.
- Ultimate: Needs future access as other alternative is to Meridian Road, which will eventually be upgraded to “Principal Arterial” classification.
- Reference: Deed

Station 461 + 00 Left/Right: Meridian Road

- Existing: This access, known as Meridian Road, is a full movement intersection with a flashing signal. Meridian Road is currently classified as “Minor Arterial” south of Hodgen Road and “Collector” to the north.
- Ultimate: Meridian Road, south of Hodgen Road, will be upgraded to “Principal Arterial” classification with the planned year 2025 improvements.
- Reference: MTCP

Station 462 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close Hodgen access and use existing access to Meridian Road.
- Reference: Plat 3771, Note 2

Station 469 + 00 Left : Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access to Hodgen Road and use existing access to High Tree Drive.
- Reference: Plat 3771

Station 475 + 00 Right: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Plat 4373, Note 7

Station 480 + 00 Right: Driveway

- Existing: This is a full movement private access.
- Ultimate: No change.
- Reference: Plat 4373

Station 484 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access and build new driveway to Great Smokey Avenue.
- Reference: Plat 3771, Note 2

Station 488 + 00 Left/Right: Great Smokey Avenue

- Existing: This local road, known as Great Smokey Avenue, is a full movement intersection.
- Ultimate: No change.

Station 501 + 00 to 506 + 00 Left and 506 + 00 to 510 + 00 Left

- Existing: No current access exists.
- Ultimate: Recommend one shared future access for two properties.
- Reference: Plat 3771

Station 505 + 50 Right: Northcliff Road

- Existing: This local road, known as Northcliff Road, is a full movement T intersection.
- Ultimate: No change.

Station 520 + 50 Left: Brooks Way

- Existing: This local road, known as Brooks Way, is a full movement T intersection.
- Ultimate: No change.

Station 525 + 00 Left: Driveway

- Existing: This is a full movement private access which forms a slightly offset intersection with 525 + 00 Right.
- Ultimate: No change.
- Reference: 3771

Station 525 + 00 Right: Driveway

- Existing: This is a full movement private access which forms a slightly offset intersection with 525 + 00 Left.
- Ultimate: Close access to Hodgen Road and use existing access to Northcliff Court.
- Reference: Plat 4373, Note 7

Station 540 + 00 Right: Woodlake Road

- Existing: This local road, known as Woodlake Road, is a full movement T intersection.
- Ultimate: No change.

Station 549 + 00 Left: Driveway

- Existing: This is a full movement private access.
- Ultimate: Close access and relocate driveway to Eastonville Road.
- Reference: Plat 6001

Station 552 + 00 Left/Right: Eastonville Road

- Existing: This access is a full movement intersection where Hodgen Road currently ends. Eastonville Road is classified “Collector”.
- Ultimate: Hodgen Road will be extended through this intersection to the east to Elbert Road with the planned year 2030 improvements.
- Reference: MTCP

Future development of access points along the planned Hodgen Road extension from Eastonville Road to Elbert Road will be in compliance with the ECM access development criteria.

A summary of recommended access changes is provided in Table 4 on page 13. Following that, Figures 2-1 through 2-11 provide aerial maps with access related notations for the entire corridor.

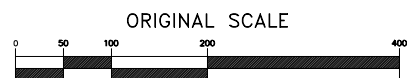
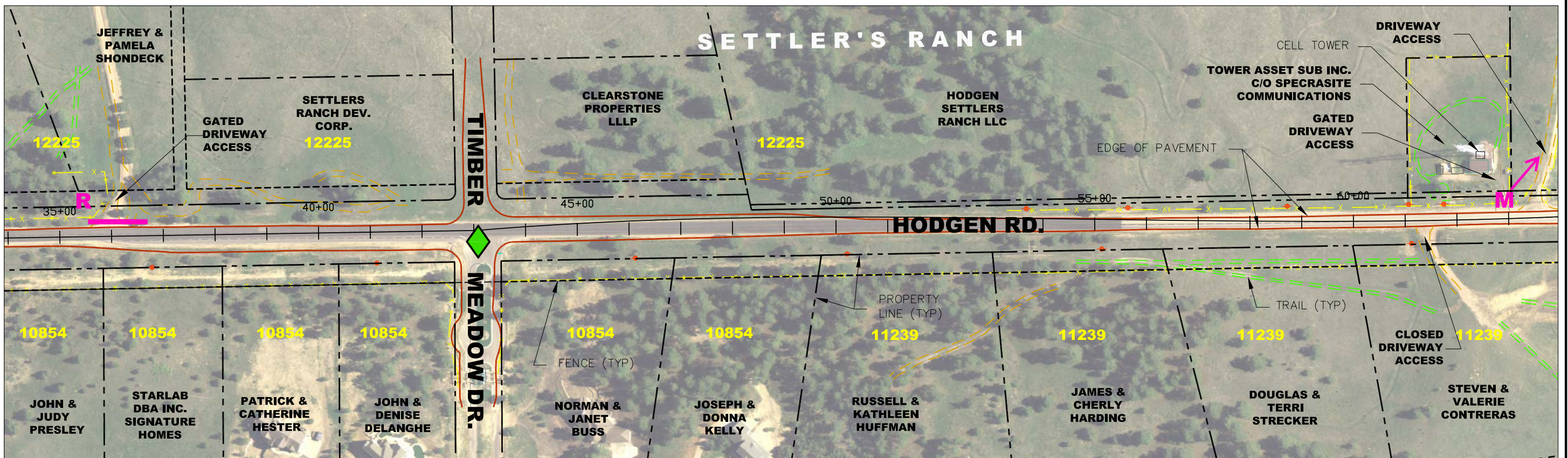
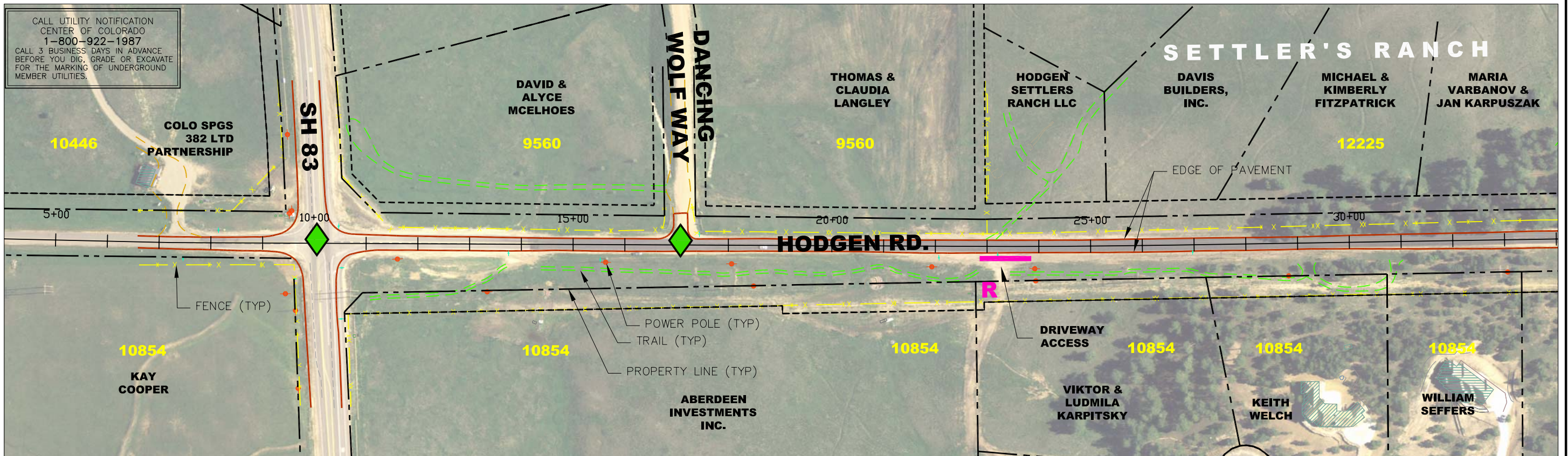
5.0 References

The following documents were used in the preparation of the Access Management Plan.

- *El Paso County Engineering Criteria Manual*, Chapter 2 Transportation Facilities, January 9, 2006, Rev. 1.
- *El Paso County Major Transportation Corridor Plan*, 2004.
- El Paso County Subdivision Plats, Plat numbers 02720, 03028, 03771, 04373, 04506, 05017, 05024, 05137, 05350, 05533, 06001, 06500, 08120, 08201, 09119, 09501, 09560, 09764, 10164, 10272, 10383, 10446, 10482, 10854, 11239, 11353, 11796, 12082, 12102, 12103, 12225, 12276.

Table 4. Recommended Access Changes (Driveways)

Recommendation (# Access Points Affected)	Qty.	Station #	Road Segment	Listed Owner	Plat # or Deed	Comment
Restricted Access with Existing Alternative (6)	1	23 + 00 Right	Between Dancing Wolf Way and Timber Meadow Drive	Karpitsky	10854	Close driveway to Hodgen and use existing access to Mountain Dance Drive.
	1	36 + 00 Left	Between Dancing Wolf Way and Timber Meadow Drive	Shondeck	12225	Close access. The neighborhood is served by a cul-de-sac that accesses Hodgen Road via Timber Meadow Drive.
	1	308 + 00 Left	Between Winchester and Remington	King	8120	Close driveway to Hodgen and use existing driveway to Winchester Road.
	1	462 + 00 Left	Between Meridian Road and Great Smokey Avenue	Lewis	3771	Close driveway to Hodgen and use existing driveway to Meridian (a "collector" on the north side of Hodgen Road).
	1	469 + 00 Left	Between Meridian Road and Great Smokey Avenue	McMahan	3771	Close driveway to Hodgen and use existing driveway to High Tree Drive.
	1	525 + 00 Right	Between Brooks Way and Woodlake Road	Dellos	4373	Close driveway to Hodgen and use existing driveway to the south, which leads to Northcliff Court.
Relocation (13)	1	63 + 00 Left	Between Timber Meadow Drive and Reflection Place	Tower Asset Sub Inc.	Deed	Close driveway to Hodgen and build new driveway to share with existing access from Classic Development LLC parcel.
	1	188 + 50 Left	Between Black Forest Roads West and East	Berens	9501	Close existing driveway and build new driveway at easement (190 + 00).
	1	190 + 50 Left	Between Black Forest Roads West and East	Swanson	9501	Close existing driveway and build new driveway at easement (190 + 00).
	1	279 + 00 Left	Between Southwood and Vollmer	Bertram	2720	Close driveway to Hodgen and build new driveway to exit onto Southwood to the west.
	2	347 + 00 and 349 + 00 Left	Between Remington Road and Goshawk Road West	Price	Plat TBD	Move access at 347 + 00 to 346 + 50 to share with future adjacent access. Close access at 349 + 00.
	1	352 + 00 Left	Between Remington and Goshawk Road West	Moore	5137	Close driveway and build new driveway to tie into existing driveway at 350+00.
	1	356 + 00 Left	Between Remington and Goshawk Road West	Newell	5137	Close driveway to Hodgen and build new driveway to exit onto Goshawk Rd W. to the east.
	2	359 + 00 and 361 + 00 Left	Between Goshawk Rd W and Goshawk Road East	Meyers	5024	Close two driveways to Hodgen and build new driveway to exit onto Goshawk Rd. W. to the west.
	1	372 + 00 Left	Between Goshawk Rd W and Goshawk Road East	Smith	10164	Close access and build new driveway to tie into existing multi-family access at 375+00.
	1	484 + 00 Left	Between Meridian Road and Great Smokey Avenue	Michael-Gooch	3771	Close driveway to Hodgen and build new driveway to access Great Smokey Avenue to the east.
Future Hodgen Road Access Points (6)	0 (will combine w/ existing point)	123 + 00 to 129 + 50 Right	Between Farrar Drive and Thompson Drive	Turner	10482	Needs future access. Build new driveway to tie into existing Rocky Mtn Equine SVS Inc. driveway at 123 + 00.
	1 (from 3 parcels)	158 + 00 Left	Between Thompson Road and Black Forest Road West	Navarette & Kousoulas	5533 & Deed	Recommend one shared access point for eastern two Navarette properties and Kousoulas property.
	0	157 + 00 to 185 + 00 Right	Between Thompson Road and Black Forest Road West	Wismer (Colorado Wildlife Park)	Deed	Recommend access to Black Forest Road (West).
	0	185 + 00 to 198 + 00 Right	Between Black Forest Roads West and East	Whitney	Deed	Recommend access to Black Forest Road (West).
	0	344 + 00 to 346 + 50 Left	Between Remington Road and Goshawk Road West	Winston	Deed	Future access to tie-in with adjacent existing access at 346 + 50
	1	344 + 00 to 357 + 00 Right	Between Remington Road and Goshawk Road West	National Audobon Society	Deed	Future access at Station 350 + 00 Right.
	0	382 + 00 to 397 + 00 Left	Between Goshawk Road East and Meridian Road	Verstraete	12116	Will access Goshawk Road East to the west.
	1	397 + 00 to 461 + 00 Left	Between Goshawk Road East and Meridian Road	McCune	Deed	Needs future access.
	1	431 + 00 to 449 + 00 Right	Between Goshawk Road East and Meridian Road	Bison Meadows LLC	Plat TBD	Future access shall be located at 438 + 00 per the approved plat.
	1	449 + 00 to 461 + 00 Right	Between Goshawk Road East and Meridian Road	Black Forest Partners LLC	Deed	Needs future access to Hodgen Road because other choice is to connect to Meridian Road (principal arterial).
	1 (from 2 parcels)	501 + 00 to 506 + 00 Left and 506 + 00 to 510 + 00 Left	At Northcliff Road	Kristensen (2 properties)	3771	Needs future access. Recommend both properties tie in to one shared access point at 506 + 00.

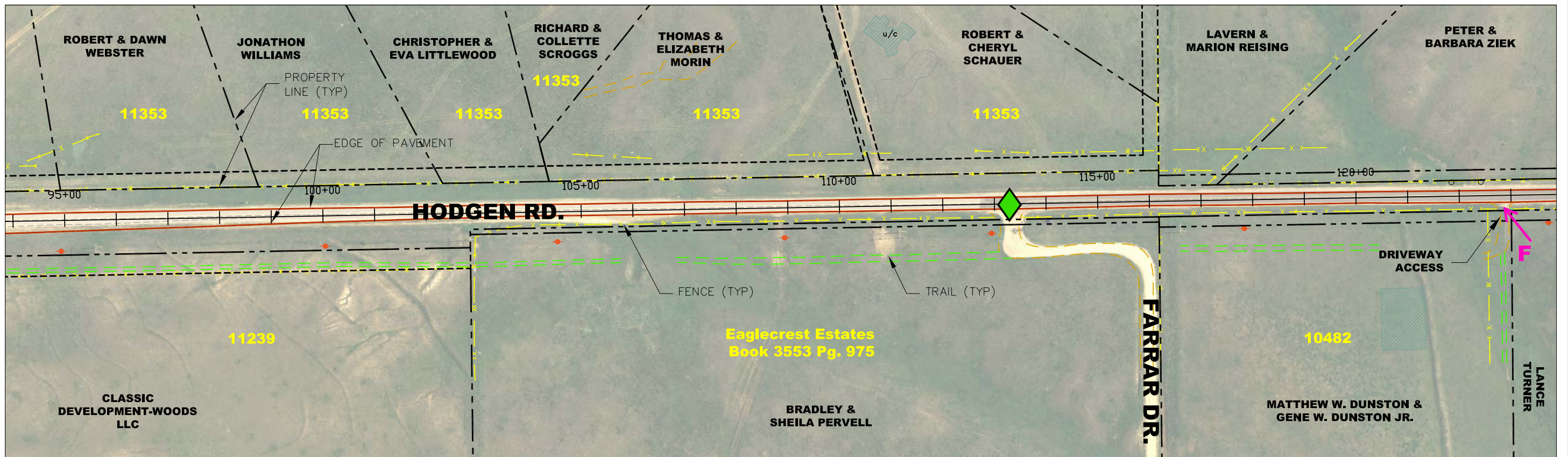
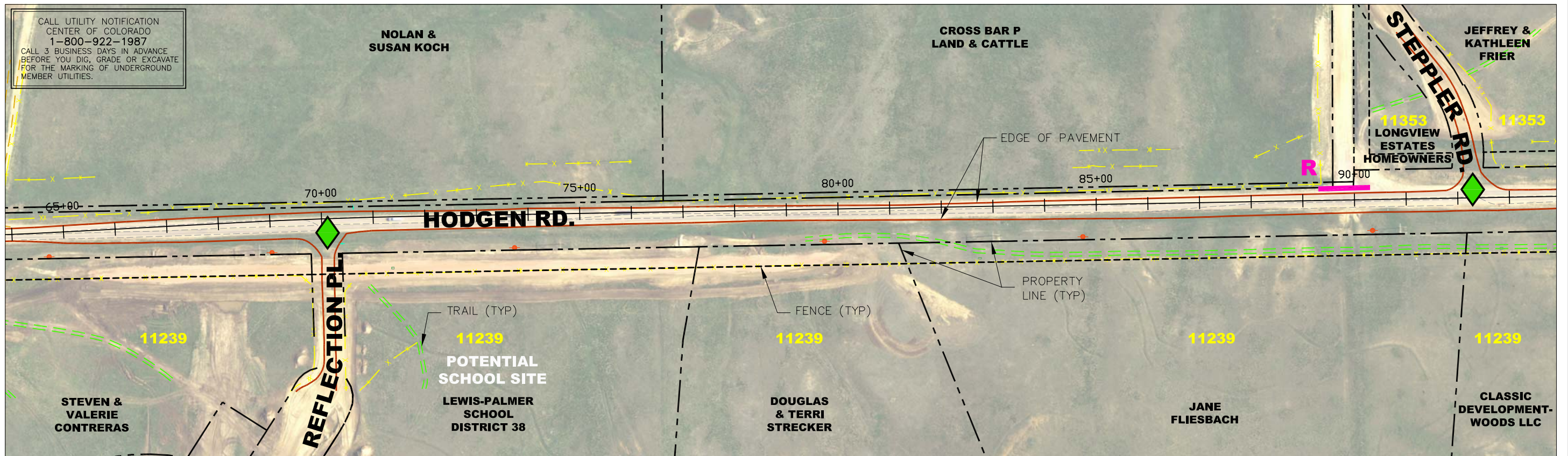


HODGEN ROAD ACCESS MANAGEMENT

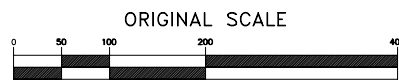
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---	PAVED ROAD
---	UNPAVED ROAD
---	STREAM
---	TRAIL
---	FENCE
---	FULL MOVEMENT
---	FLASHER
---	UTILITY POLE
---	EASEMENT
F	= FUTURE ACCESS
R	= RESTRICTED
M	= MOVE
###	= PLAT NO.

**AUGUST
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FIGURE 2-1

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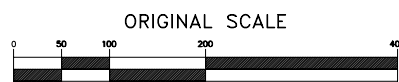
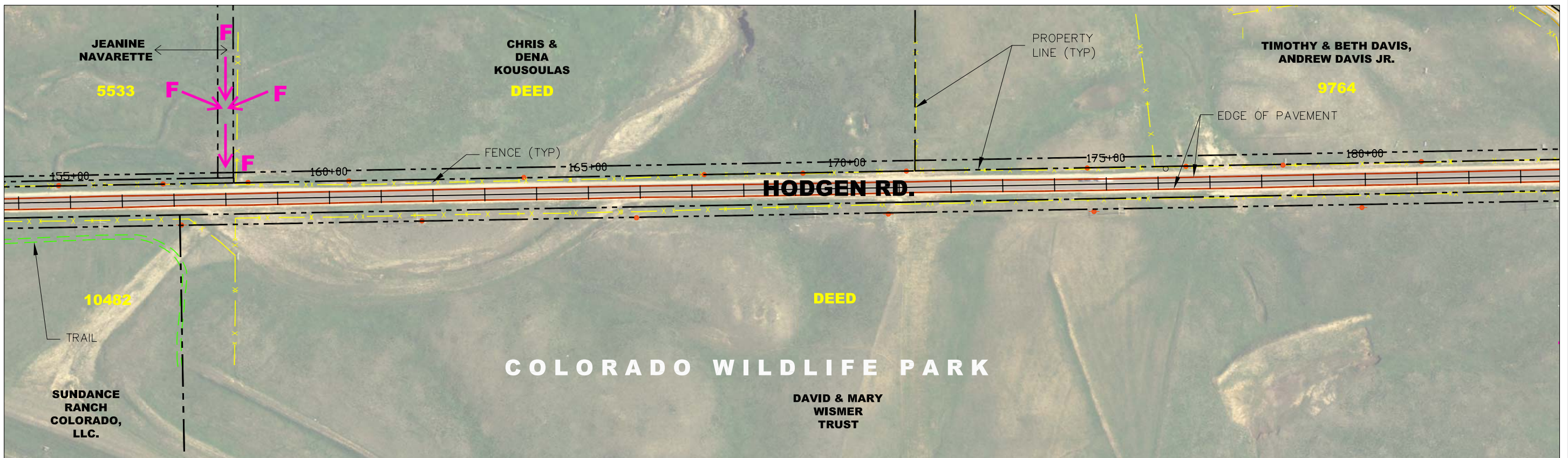
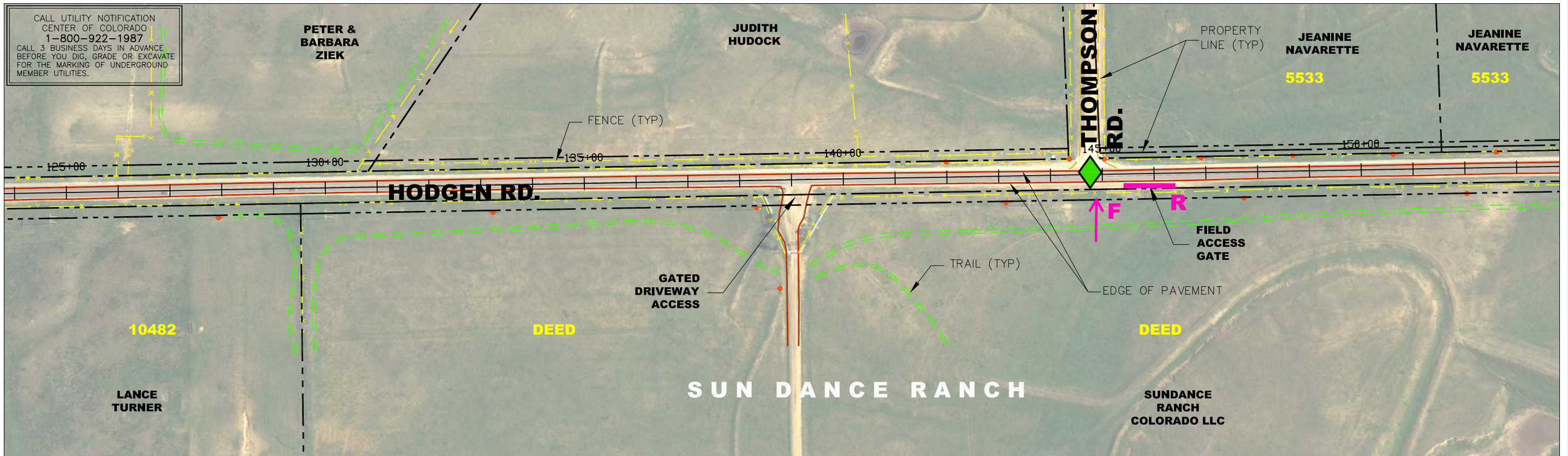
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HODGEN ROAD ACCESS MANAGEMENT

LEGEND			
---	ROW/PROPERTY	---	EASEMENT
---	PAVED ROAD	---	FENCE
---	UNPAVED ROAD	---	FULL MOVEMENT
---	STREAM	---	FLASHER
---	TRAIL	---	UTILITY POLE
---		---	
F	= FUTURE ACCESS	R	= RESTRICTED
M	= MOVE	###	= PLAT NO.

AUGUST 2007
FIGURE 2-2

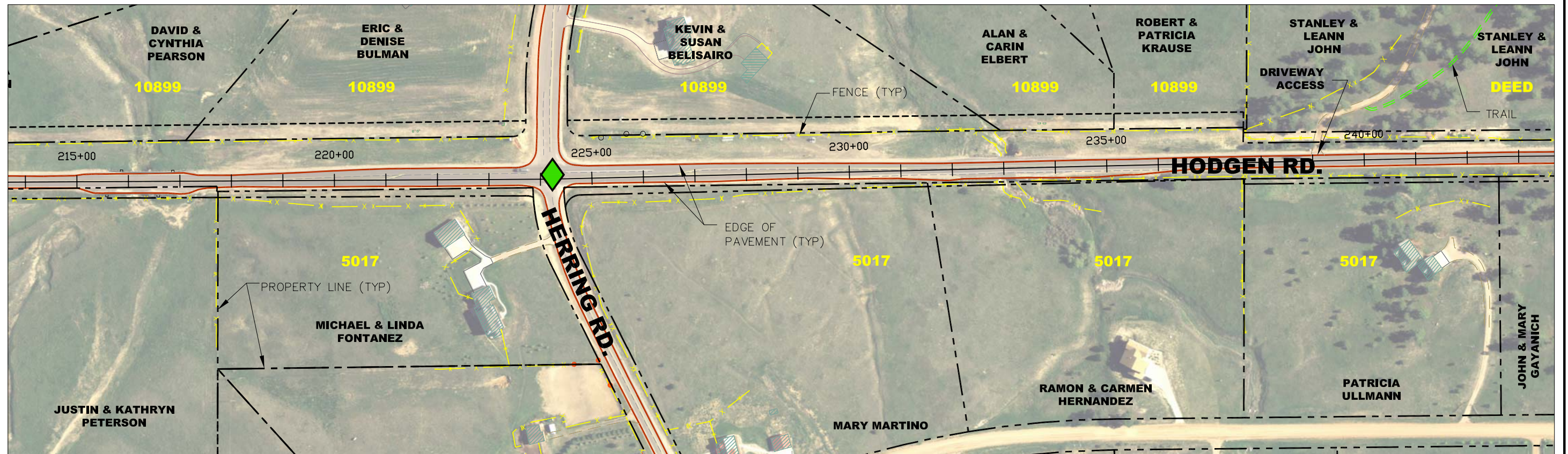
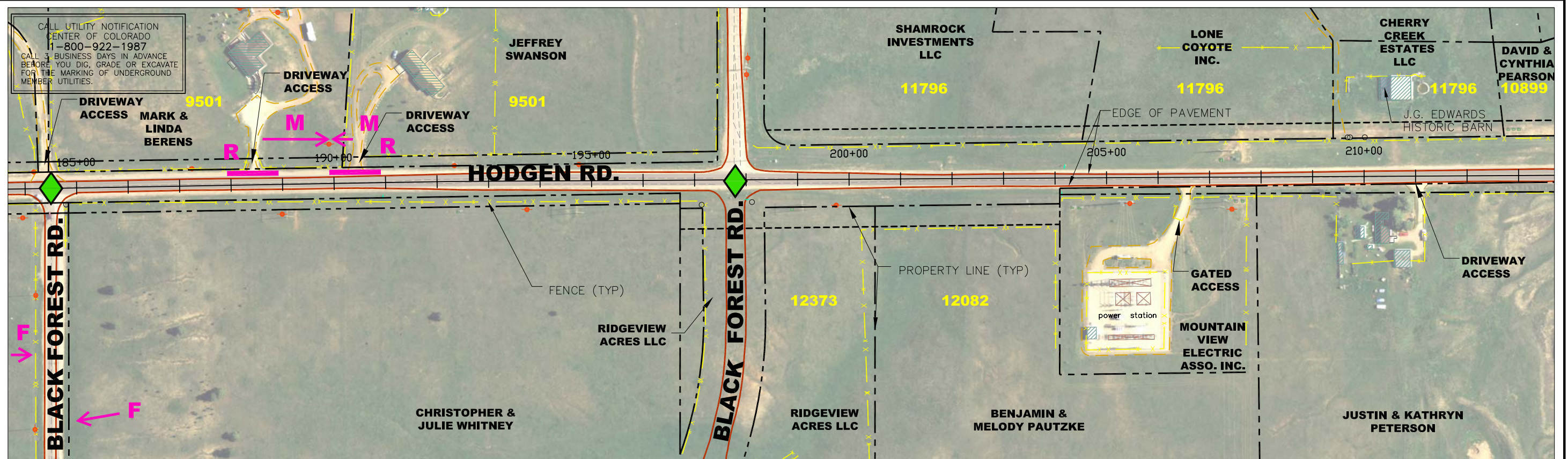


HODGEN ROAD ACCESS MANAGEMENT

LEGEND	
---	ROW/PROPERTY
---	PAVED ROAD
---	UNPAVED ROAD
---	STREAM
---	TRAIL
---	FENCE
---	FULL MOVEMENT
---	FLASHER
---	UTILITY POLE
---	EASEMENT
F	= FUTURE ACCESS
R	= RESTRICTED
M	= MOVE
###	= PLAT NO.

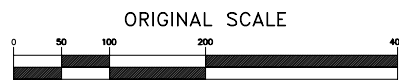
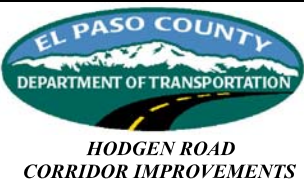
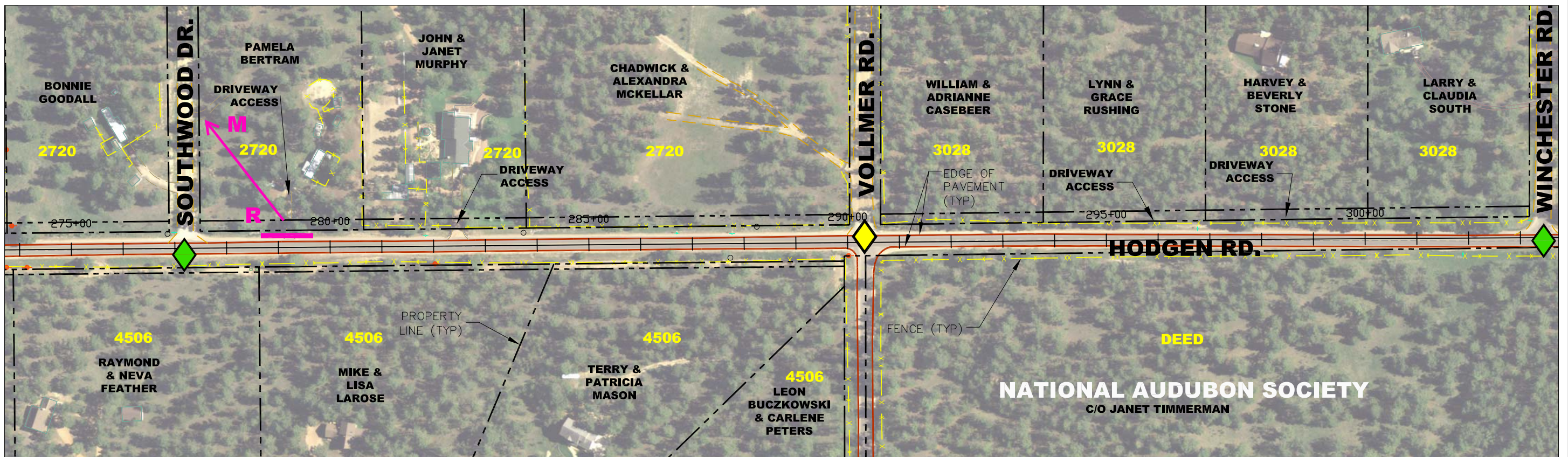
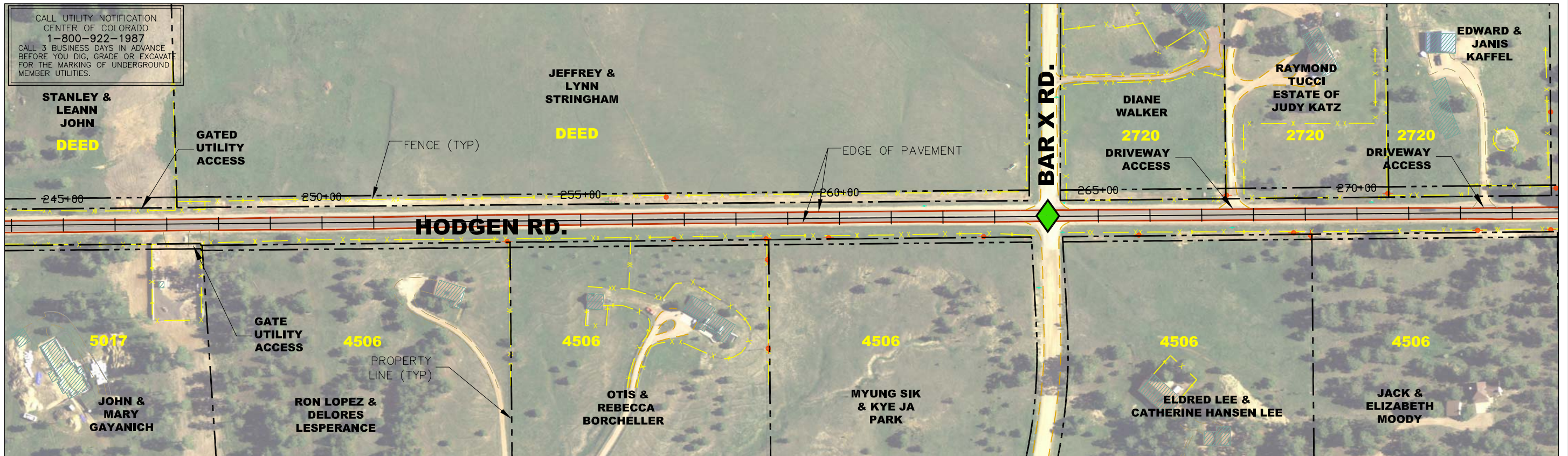
AUGUST
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FIGURE 2-3



HODGEN ROAD ACCESS MANAGEMENT

LEGEND	
---	ROW/PROPERTY
—	PAVED ROAD
- - -	UNPAVED ROAD
~	STREAM
---	TRAIL
x	FENCE
◇	FULL MOVEMENT
◇	FLASHER
○	UTILITY POLE
- - -	EASEMENT
F	= FUTURE ACCESS
R	= RESTRICTED
M	= MOVE
###	= PLAT NO.

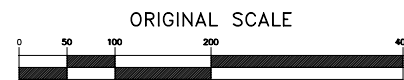
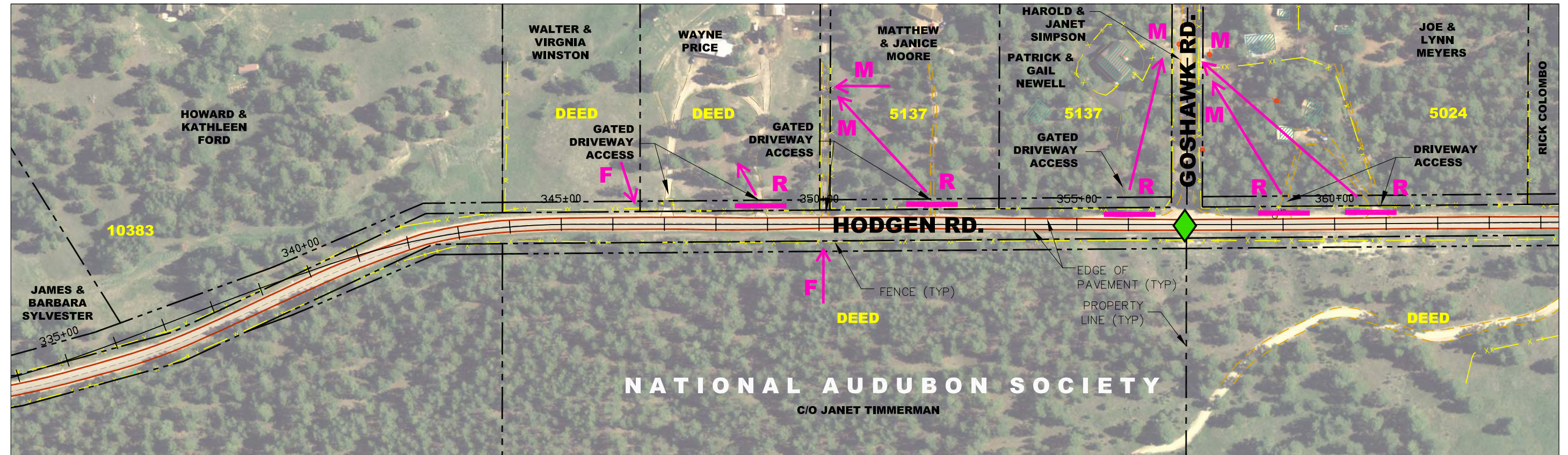
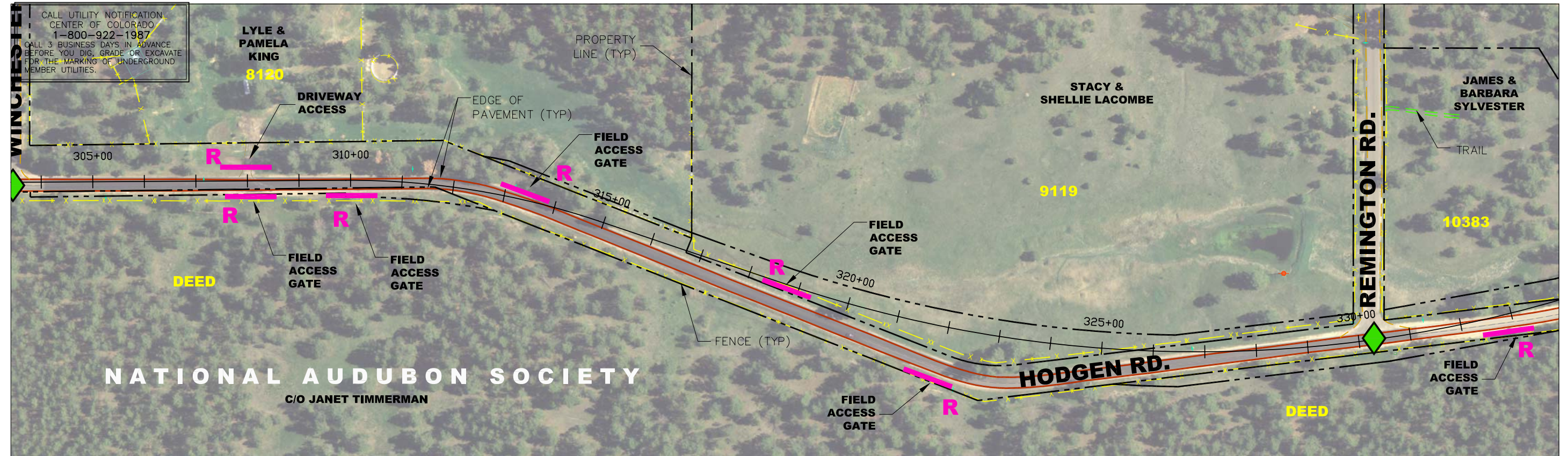


HODGEN ROAD ACCESS MANAGEMENT

LEGEND	
---	ROW/PROPERTY
—	PAVED ROAD
- - -	UNPAVED ROAD
~	STREAM
---	TRAIL
x	FENCE
◇	FULL MOVEMENT
◇	FLASHER
o	UTILITY POLE
- - -	EASEMENT
F	= FUTURE ACCESS
R	= RESTRICTED
M	= MOVE
###	= PLAT NO.

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FIGURE 2-5

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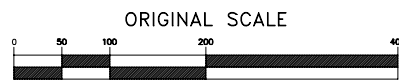
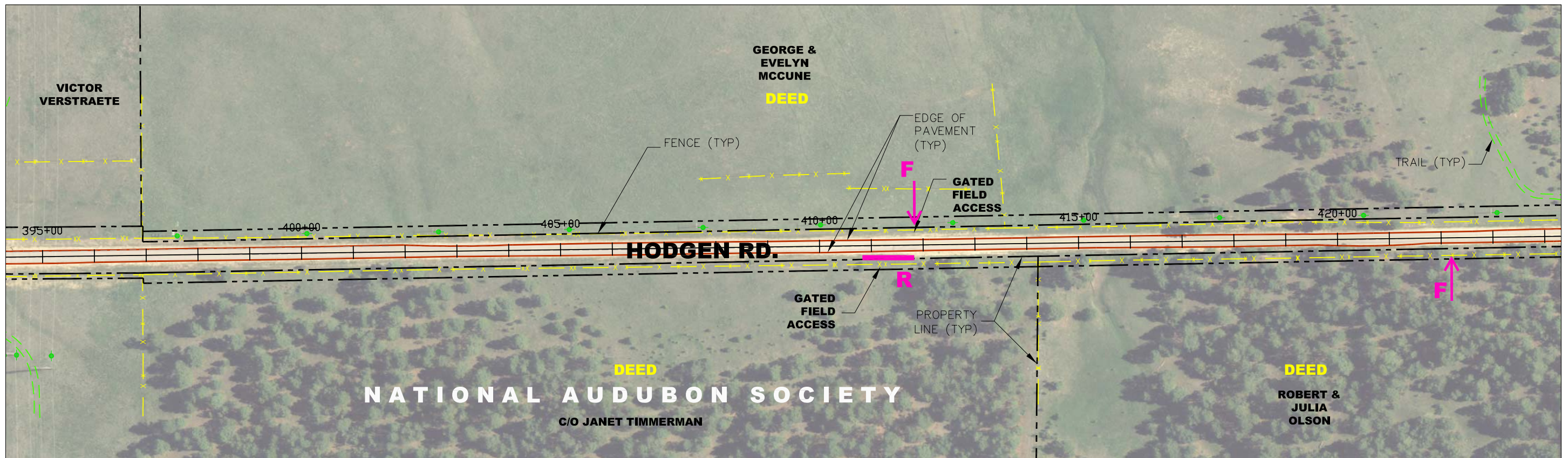
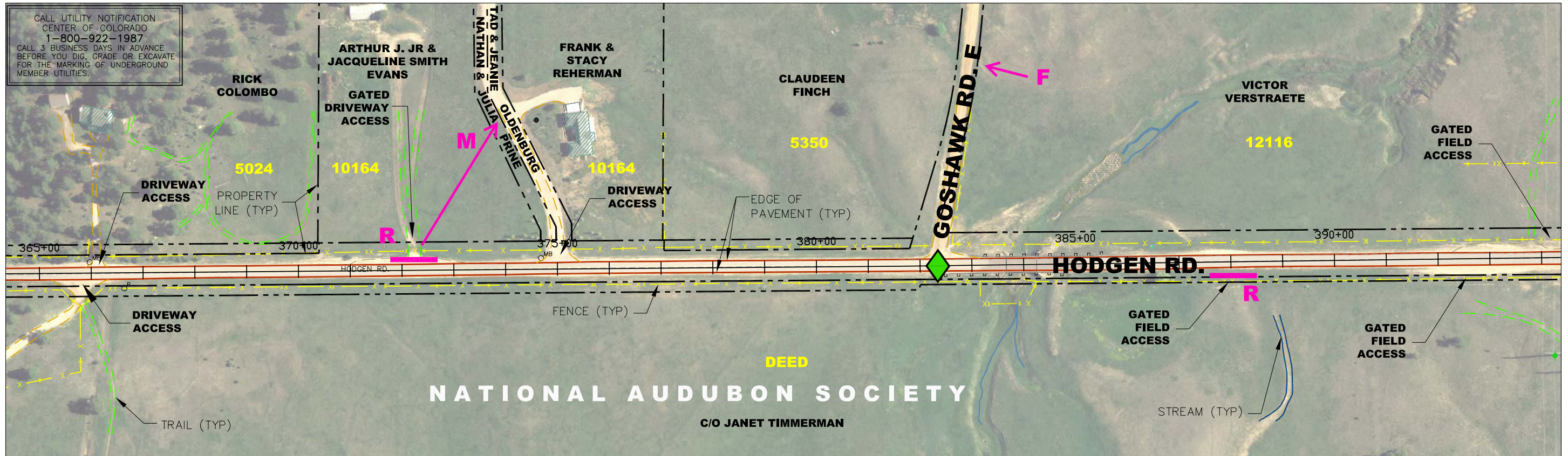


HODGEN ROAD ACCESS MANAGEMENT














LEGEND		
---	ROW/PROPERTY	---
---	PAVED ROAD	---
---	UNPAVED ROAD	---
---	STREAM	---
---	TRAIL	---
---	FENCE	---
---	FULL MOVEMENT	---
---	FLASHER	---
---	UTILITY POLE	---
---	EASEMENT	---
F	= FUTURE ACCESS	
R	= RESTRICTED	
M	= MOVE	
###	= PLAT NO.	

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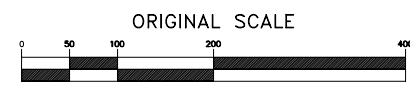
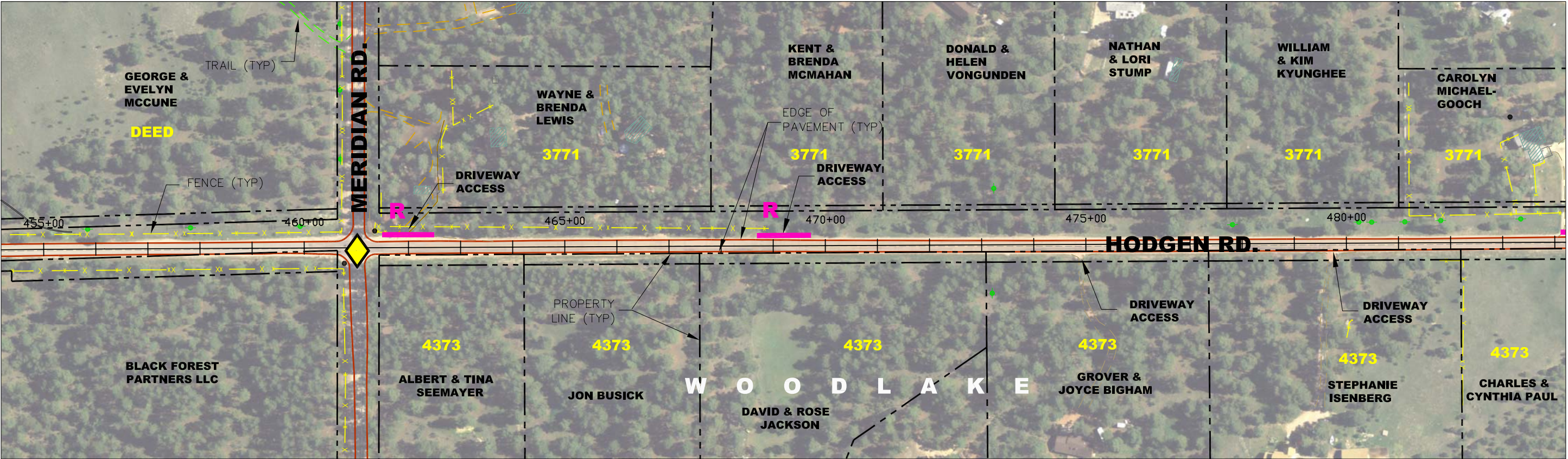
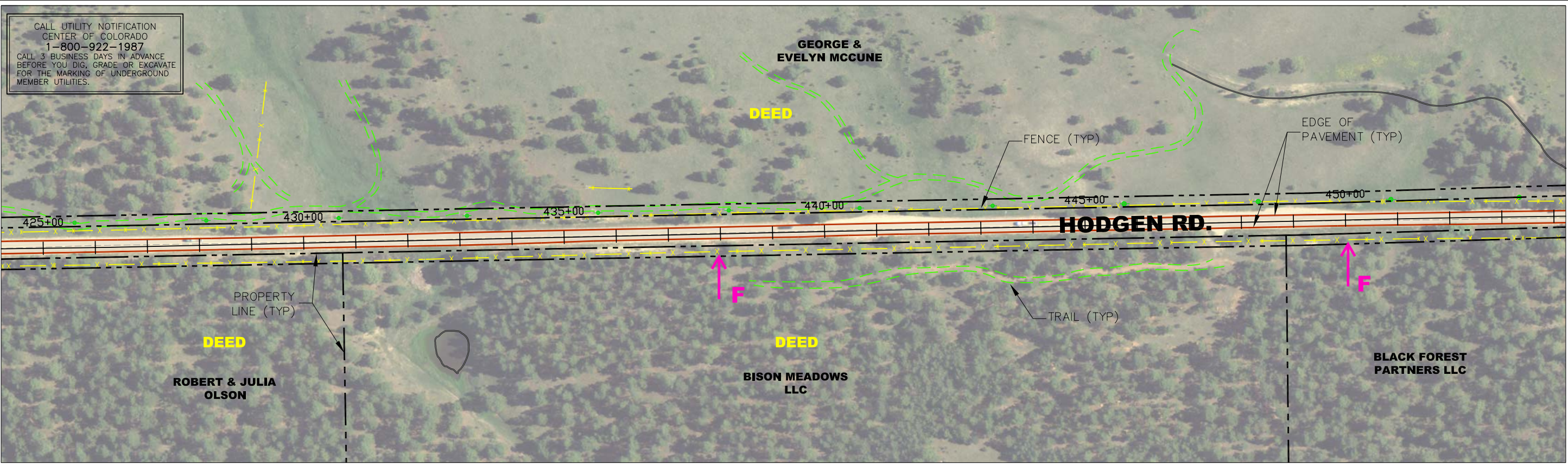
FIGURE 2-6



HODGEN ROAD ACCESS MANAGEMENT

LEGEND			
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	UNPAVED ROAD		FLASHER
	STREAM		UTILITY POLE
	TRAIL		EASEMENT
	= FUTURE ACCESS		= RESTRICTED
	= MOVE		= PLAT NO.

AUGUST
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FIGURE 2-7

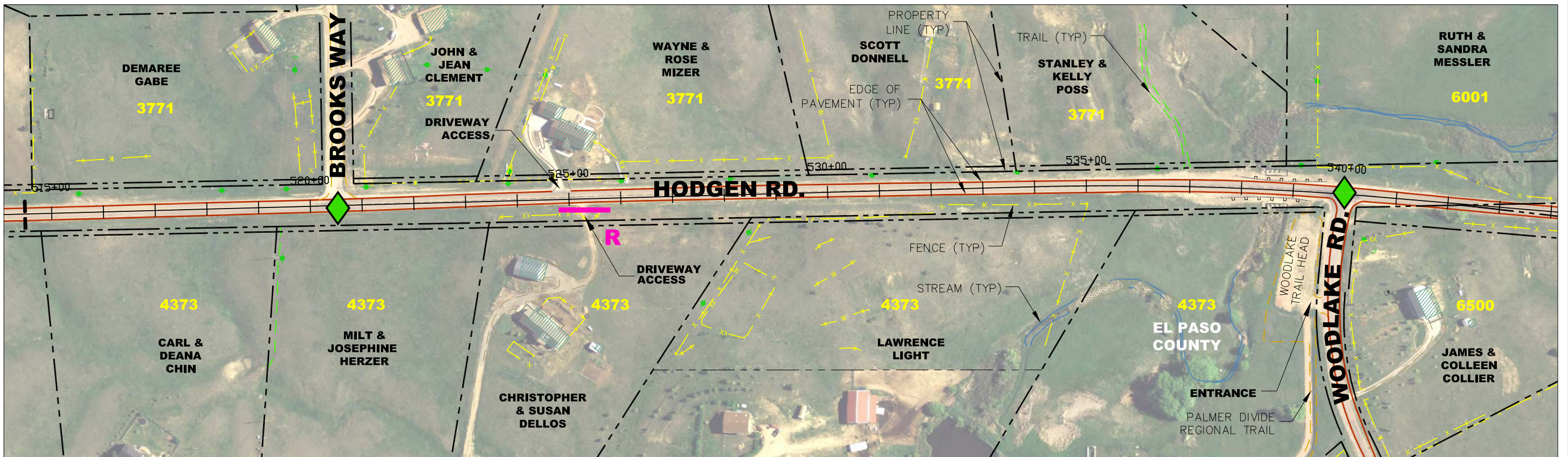
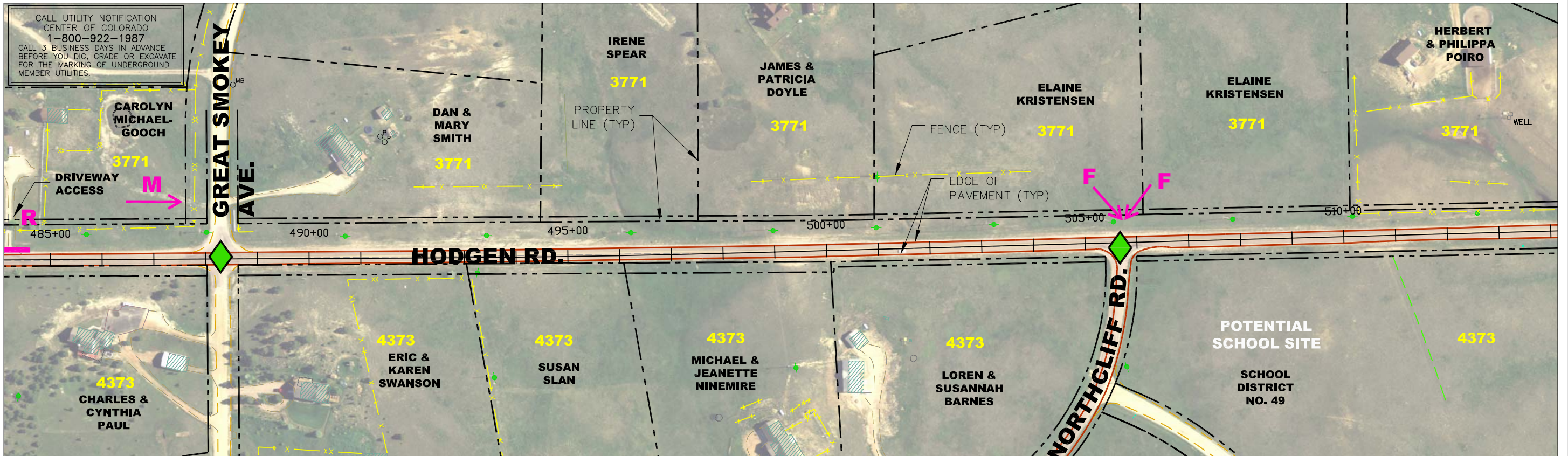


HODGEN ROAD ACCESS MANAGEMENT

LEGEND	
---	ROW/PROPERTY
—	PAVED ROAD
- - -	UNPAVED ROAD
~	STREAM
- - -	TRAIL
x	FENCE
◇	FULL MOVEMENT
◇	FLASHER
○	UTILITY POLE
- - -	EASEMENT
F	= FUTURE ACCESS
R	= RESTRICTED
M	= MOVE
###	= PLAT NO.

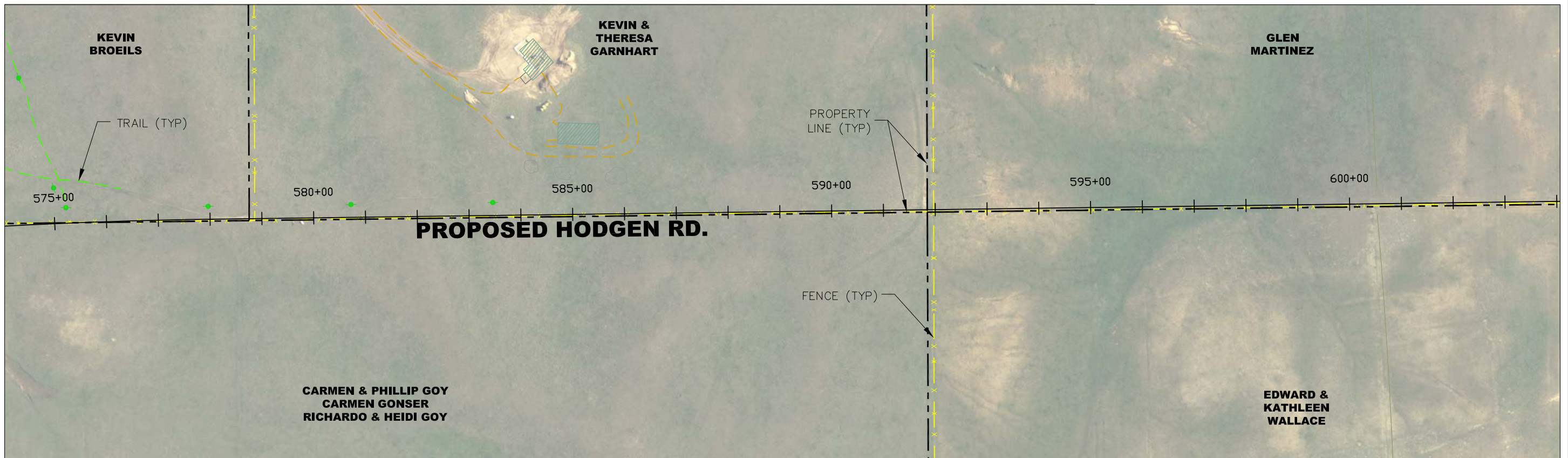
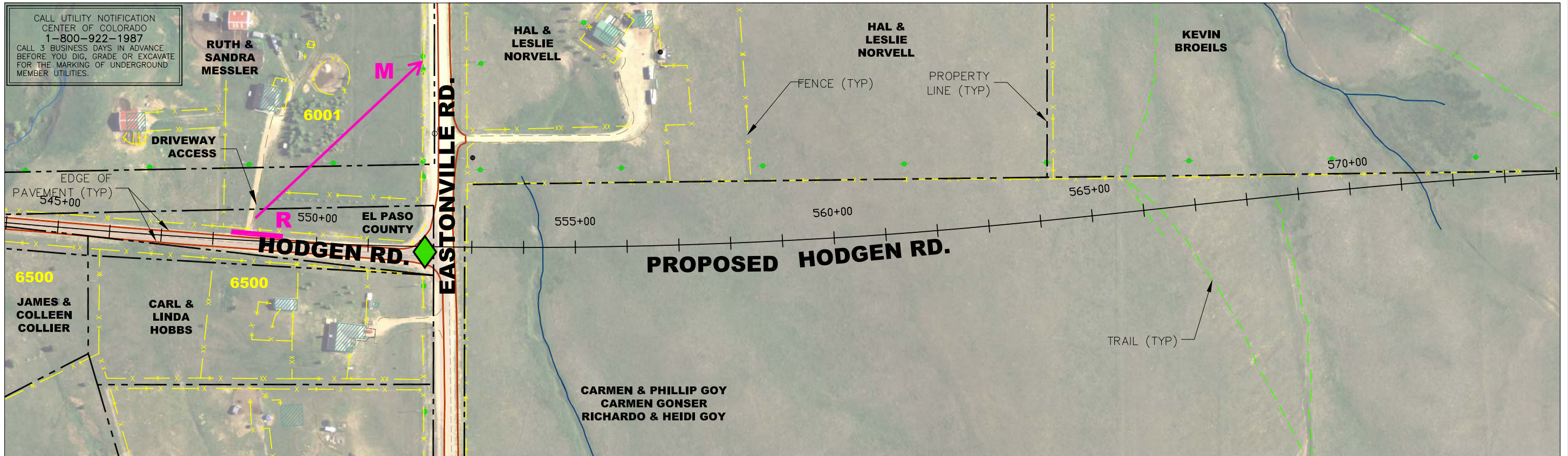
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FIGURE 2-8

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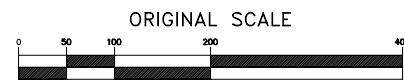
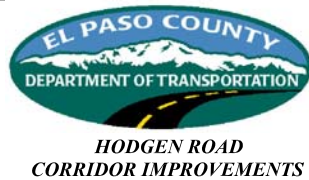


HODGEN ROAD ACCESS MANAGEMENT

LEGEND			
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---	PAVED ROAD	◆	FULL MOVEMENT
---	UNPAVED ROAD	◆	FLASHER
---	STREAM	◆	UTILITY POLE
---	TRAIL	---	EASEMENT
F	= FUTURE ACCESS	M	= MOVE
R	= RESTRICTED	###	= PLAT NO.



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HODGEN ROAD ACCESS MANAGEMENT

LEGEND	
---	ROW/PROPERTY
---	PAVED ROAD
---	UNPAVED ROAD
---	STREAM
---	TRAIL
---	FENCE
---	FULL MOVEMENT
---	FLASHER
---	UTILITY POLE
---	EASEMENT
F	= FUTURE ACCESS
R	= RESTRICTED
M	= MOVE
###	= PLAT NO.

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FIGURE 2-10