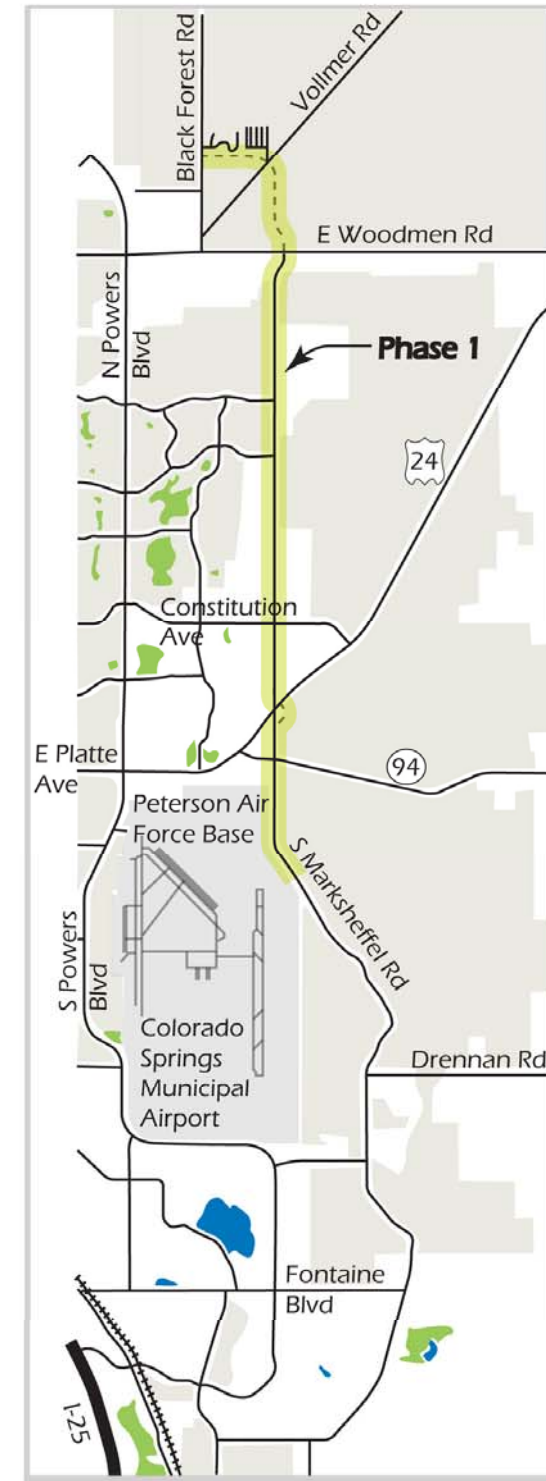


Marksheffel Road Corridor Study *Access Control Plan*

for

El Paso County Department of Transportation
and
Pikes Peak Rural Transportation Authority

DRAFT June 2007



Access Control Plan

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1.0 Introduction

1.1 Project Overview

In 2004 the Pikes Peak Rural Transportation Authority (PPRTA) was voter approved and created to complete transportation projects in El Paso County, the City of Colorado Springs, Manitou Springs and Green Mountain Falls. Marksheffel Road was identified as one of the first projects to be funded by the PPRTA and completed by El Paso County. The Marksheffel Road corridor has emerged as a regional transportation priority as identified in the Pikes Peak Area Council of Governments (PPACG) 2030 Regional Transportation Plan and the El Paso County Major Transportation Corridors Plan (MTCP).

Marksheffel Road currently exists in El Paso County as a two-lane rural arterial which runs from Woodmen Road to C & S Road, and serves as a major north-south traffic route along the eastern portion of the metropolitan Colorado Springs area. The corridor extends through unincorporated areas of El Paso County and through the City of Colorado Springs via recent annexations.

The MTCP includes specific recommendations regarding functional classification, transportation modes, and other uses for the corridor. The MTCP calls for Marksheffel Road to be upgraded to a six-lane urban principal arterial north of US 24 and a six-lane expressway south of US 24.

1.2 Access Control Plan Overview

The purpose of the Access Control Plan (ACP) is to recommend long-term access control strategies for the Marksheffel Road corridor to be implemented as the corridor is improved. An implementable and enforceable ACP will be a primary factor in assuring that long term mobility and safety are maintained throughout the corridor, and that the transportation objectives of the County's Major Transportation Corridors Plan (MTCP) and the City's Intermodal Transportation Plan (ITP) are achieved.

In order to ensure that future development was thoroughly accounted for in the creation of the ACP, the project team sought one-on-one coordination meetings with various property owners along the corridor. Coordination occurred with the following stakeholders: Woodmen Heights Metro District, Constitution Heights Metro District, Central Marksheffel Metro District, Wilshire Development, and The Equity Group.

Criteria for the access requirements were established by considering both the County's and the City of Colorado Springs' access control guidelines. Consensus was reached by stakeholders involved in the process to utilize the County access control guidelines, as outlined in the Engineering Criteria Manual, for an Urban Principal Arterial in the development of the ACP. The intent of the ACP is to accurately reflect the access control objectives outlined in the County Engineering Criteria Manual and provide County and City staff with a planning document to effectively manage access along the Marksheffel Road corridor. Ultimately, all future access requests will be processed through the respective jurisdictions in which the accesses are being proposed.

This document recommends location, allowable movements, and type of control at each access location on the preferred alignment of the corridor.

2.0 Existing Conditions

2.1 Marksheffel Road Corridor

Marksheffel Road currently exists as a two-lane rural arterial, with a variable right-of-way width. The current limits of Marksheffel Road are Woodmen Road to the north and C & S Road to the south. Marksheffel Road is typically a 24-foot paved (asphalt) road with unimproved shoulders and roadside ditches, with a typical posted speed limit of 55 miles per hour.

The existing public intersections along Marksheffel Road are as follow:

- C & S Road
- Peterson East Gate
- Space Village Avenue
- State Highway 94 (Signalized)
- US 24 (Signalized)
- Constitution Avenue (Signalized)
- Genoa
- Industry Road
- North Carefree Circle
- Barnes Road
- Tamlin Road
- Stetson Hills Road/Huber Road
- Woodmen Road (Signalized)

In 2004, construction for the realignment of Marksheffel Road was completed from Woodmen Road to approximately 1800-foot south. The new construction consisted of a 40-foot pavement width within a 120-foot right-of-way.

Currently construction along Marksheffel Road is underway between US 24 and Constitution Avenue. This work will construct a 4-lane divided section, with curb and gutter as well as storm sewer, within a right of way width varying between 160 feet and 180 feet. The alignment of the corridor will eventually extend north and west to intersect with Black Forest Road, crossing Vollmer Road just east of Black Forest Road.

The 4-lane section under construction between US 24 and Constitution reflect the interim condition for Marksheffel Road. The ultimate configuration for Marksheffel Road is a 6-lane section. Please refer to the Corridor Preservation Plan for details on the corridor configuration.

3.0 Resolutions

3.1 Board of County Commissioners Resolution

Resolution No. _____

BOARD OF COUNTY COMMISSIONERS
COUNTY OF EL PASO, STATE OF COLORADO

WHEREAS, the Marksheffel Road Corridor serves as one of the most important north-south transportation mobility corridors in the Pikes Peak Region providing a vital link in the region’s transportation system. Marksheffel Road provides local access to numerous residential subdivisions and businesses within El Paso County, the City of Colorado Springs and many districts; and

WHEREAS, the Marksheffel Road Corridor is experiencing significant growth and development within the limits of El Paso County, with existing traffic volumes beyond the current capacity of this rural 2-lane roadway, and exhibits numerous safety deficiencies relative to geometric design and uncontrolled access; and

WHEREAS, corridor planning studies meeting El Paso County, City of Colorado Springs, and state criteria, shall address future capacity improvements along the Marksheffel Corridor, from the Peterson Air Force Base east gate to Black Forest Road, within both El Paso County and the City of Colorado Springs, and is being prepared jointly by these two agencies; and

WHEREAS, a Corridor Study consisting of an Access Control Plan (ACP) and a Corridor Preservation Plan (CPP) has been prepared to address access requirements along Marksheffel Road within El Paso County; and

WHEREAS, a series of safety improvements consisting, in large part, of access control measures are planned for the Marksheffel Corridor which would eliminate some certain permanent private access directly to Marksheffel Road; and

WHEREAS, each property owner along the Marksheffel Corridor has the right to “reasonable” access to Marksheffel Road and it is a requirement of the access management plan to provide reasonable access; and

WHEREAS, the Development approval through EPC DSD of public and private projects will be coordinated with EPC DOT for the determination that the Marksheffel Corridor Study objectives have been applied to the review and approval of the application for development; and

WHEREAS, it is a requirement of the Pikes Peak Rural Transportation Authority that the funding will be used specifically to improve Marksheffel Road to meet the current standards for safety and

access control as outlined in the El Paso County access control guidelines for an urban principal arterial; said access management plan for Marksheffel Road follows this concept; and ultimate full-movement access to Marksheffel Road will be limited to locations as outlined in the Marksheffel Road access control plan prepared for the El Paso County Department of Transportation and the Pikes Peak Rural Transportation Authority; and

WHEREAS, in the event the above identified full-movement accesses to Marksheffel Road may not provide reasonable access for future development, additional right-in or right-in-right-out accesses may be considered on a case-by-case basis, as part of a full development plan submittal and with substantial supporting documentation; and

WHEREAS, a frontage road will provide sole access to the Toy Ranches subdivision; and

WHEREAS, access to the major cross-streets will be prohibited within 600 feet of Marksheffel Road so the County will have control of access along Marksheffel Road, and the adjacent cross-streets; and

WHEREAS, this access control plan has been endorsed by the El Paso County Highway Advisory Commission, Major Thoroughfares Task Force, City Transportation Advisory Board, Citizens’ Advisory Board, Pikes Peak Area Council of Governments and the City of Colorado Springs; and

THEREFORE, BE IT RESOLVED by the Board of County Commissioners of El Paso County, Colorado, that the access management plan is approved as described therein, and as further detailed within the “Access Control Plan for Marksheffel Road” as prepared by the consultant for El Paso County, Wilson & Company, contract no. 05-074; and

BE IT FURTHER RESOLVED that to the extent that the provisions of this Resolution conflict with any prior Board Resolutions regarding similar programs, the provisions of this Resolution shall control; and

BE IT FURTHER RESOLVED this Resolution shall become effective immediately.

DONE THIS _____ day of _____ 2006, at Colorado Springs, Colorado.

BOARD OF COUNTY COMMISSIONERS OF EL PASO COUNTY, COLORADO

| | |
|---------------------------|-----------|
| By: _____ | By: _____ |
| Deputy Clerk to the Board | Chairman |



3.0 Resolutions

3.2 City Council Resolution

DRAFT RESOLUTION NO. _____

A RESOLUTION SUPPORTING THE MARKSHEFFEL ROAD CORRIDOR ACCESS CONTROL PLAN AND CORRIDOR PRESERVATION PLAN AND APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN EL PASO COUNTY AND THE CITY OF COLORADO SPRINGS

WHEREAS, the Marksheffel Road Corridor between Black Forest Road and the East Gate of Peterson Air Force Base is an important transportation facility in Colorado Springs and the Pikes Peak Region, and

WHEREAS, the Marksheffel Road Access Control Plan and Corridor Preservation Plan are needed to set forth the access management and vision for the Marksheffel Road Corridor, and

WHEREAS, the proposed Marksheffel Road Access Control Plan and Corridor Preservation Plan are consistent with the City’s Intermodal Transportation Plan, the 2030 Regional Transportation Plan and adheres to the requirements of the Access Code, Section 2.12, and

WHEREAS, the coordinated regulation of vehicular access to public roadways is necessary to maintain the efficient flow of traffic, to protect the functional level and optimize the traffic capacity and to provide an efficient spacing of traffic signals, and

WHEREAS, an Intergovernmental Agreement has been prepared between El Paso County and the City of Colorado Springs in order to facilitate the provisions of the Marksheffel Road Access Control Plan and Corridor Preservation Plan

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE City OF COLORADO SPRINGS:

That the City Council supports the proposed Marksheffel Road Access Control Plan and Corridor Preservation Plan and approves the Intergovernmental Agreement between El Paso County and the City of Colorado Springs.

Dated at Colorado Springs, Colorado this _____ day of _____, 2007

Mayor
City of Colorado Springs

ATTEST:

City Clerk
City of Colorado Springs



4.0 Access Control Guidelines and Design Criteria

4.1 Marksheffel Road Corridor

The guiding principles and applicable design criteria used to develop the ACP were taken from the *El Paso County 2004 Engineering Criteria Manual* (ECM) and *City of Colorado Springs Traffic Engineering Manual* using the Urban Principal Arterial/Major Arterial as the classification for Marksheffel Road.

- Spacing of roads accessing a principal arterial that will result in a full movement intersection shall be planned at one-half mile or as shown in approved master plans. Should the one-half mile spacing not be "viable or practical" for providing access to the adjacent land, a relocation may be considered and approved.
- No additional access rights shall accrue and no additional access shall be provided when splitting or dividing existing lots of land. When an alternative is reasonably available 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.
- Where topography or other existing conditions make the required spacing inappropriate or unfeasible, location of the access shall be determined with consideration given to topography, established property ownerships, unique physical limitations, pre-existing historical land use patterns, and physical design constraints, with every attempt to achieve an access spacing of one-half mile. The final location shall serve as many properties as possible to reduce the need for additional direct access to the principal arterial. In selecting locations for full movement intersections, preference shall be given to roads that meet, or may be reasonably expected to meet, signal warrants in the future.

In addition to these guiding principals, detailed access design criteria for the following objectives can be found in the ECM on pages 2-62 through 2-65 or in the City Traffic Engineering Manual: adequate spacing, proper alignments, clear sight distances, coordinated widths with its intended use, and clearances from intersections.

All future access requests must be approved by either the El Paso County ECM Administrator or the City Traffic Engineer, depending on which agency possesses jurisdiction over that segment of Marksheffel Road. Future requests must be consistent with the guiding principals above and in consultation with the major thoroughfares task force.

5.0 Access Control Plan

5.1 Key Access Control Plan Features

The US 24 intersection will ultimately require a grade-separated interchange, most likely with US 24 spanning over Marksheffel Road. Given the proximity of the required interchange footprint to the State Highway 94 and Space Village intersections, long-term access control requires special attention in this segment of road. One possible means to accommodate this need would be to construct a frontage road in this segment, helping to minimize access locations.

In several locations between Constitution Avenue and North Carefree Circle where development is occurring, existing accesses onto Marksheffel Road will be closed. All access to adjacent parcels will instead either be routed west to Akers Drive, or east to Capital Drive.

A frontage road is recommended on the east side of Marksheffel Road between Huber Road and Dublin Road. All accesses currently located within this stretch will be closed from Marksheffel Road, and routed to the frontage road.

5.2 Access Control Map

Exhibits 5-1-1 through 5-1-10 on pages 12 through 21 contain the Access Control map, graphically depicting the access recommendations for the Marksheffel Road corridor. The map contains the preferred alignment of the corridor, and designates specific locations, allowable movements, and types of control for each recommended access location.

5.3 Access Control Plan Implementation

The Access Control Plan makes recommendations on the ultimate access locations for the Marksheffel Road corridor. Access configurations will be implemented in concert with the phased roadway improvements, as described in the Corridor Preservation Plan. Additionally, access configuration implementation could be dependent on the needs of adjacent developments as construction occurs. Interim conditions might be required at some access locations, in order to accommodate the development and roadway construction schedules.

5.4 Future Access Requests

All future access requests must go through the appropriate development review process, for approval by the county and/or city. All accesses requests within the County jurisdiction must go through the Development Services Division and all access requests within the City jurisdiction must go through City Planning and Community Development. In addition, requests must also go through the Major Thoroughfare Task force for implementation.

6.0 Existing and Proposed Access Terms and Conditions

6.1 Terms and Conditions

The following is a list of all existing and proposed ultimate accesses along the entire Marksheffel Road corridor, describing the terms and/or conditions under which these accesses would be allowed, modified, or closed. Interim conditions are given for intersections requiring this information. The list is directly correlated to the Access Control Map, Exhibits 5-1-1 through 5-1-10.

28+50 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* This potential access location one-half mile south of the relocated access to Peterson Air Force Base, currently located near station 55+00 Left, would function as a full movement public intersection. (location is theoretical; not shown on map)

55+00 Left

- *Existing:* This access to Peterson Air Force Base currently functions as a full movement intersection.
- *Ultimate:* This access may be relocated to Station 70+00 Left.
- *Interim:* The existing access will remain a full movement intersection until such relocation occurs.

70+00 Left

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access for Peterson Air Force Base will function as a full movement access, and will fully replace the existing access.

123+00 Left

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access is proposed to function as a private right-in/right-out intersection.
- *Interim:* With the construction of a median, an interim full median opening will be constructed at this location. This interim median opening will be closed with the redevelopment of the property on the east side of Marksheffel Road or when a new access can be provided off of the potential Space Village realignment to the south.

126+50 Left

- *Existing:* This public access currently functions as an emergency access drive to COCS Airport property.

- *Ultimate:* This access is proposed to function as a public right-in/right-out emergency access drive to COCS Airport property. The access will maintain a locked gate to prevent illegal ingress/egress.

126+50 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with redevelopment.

134+00 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with the redevelopment.

136+50 Left/Right

- *Existing:* No access currently exists
- *Ultimate:* Space Village Avenue could potentially be realigned from station 148+00 Left/Right to this location.

148+00 Left/Right

- *Existing & Ultimate:* This access known as Space Village Avenue will continue to function as a full movement, public intersection. There is a potential for this access location to be realigned at station 136+50 Left/Right, which would fully replace this access.

160+00 Left/Right

- *Existing & Ultimate:* This access known as State Highway 94 will continue to function as a full movement public intersection.

170+00 Left

- *Existing & Ultimate:* This private access will continue to function as a full movement intersection.

178+00 Left

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access will function as a right-in/right-out intersection. This access may be opened with the closure of the access at station 186+00 Left.

continued on page 9

6.0 Existing and Proposed Access Terms and Conditions

continued from page 8

186+00 Left

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed when a new right-in/right-out access is opened at station 178+00 Left.

202+50 Left/Right

- *Existing & Ultimate:* This access known as US 24 will continue to function as a full movement public intersection.

212+00 Left/Right

- *Existing & Ultimate:* This access will continue to function as a full movement public intersection.

225+00 Left

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will function as a private right-in/right-out intersection with the construction of a median.

233+00 Right

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access will function as a full movement public intersection.

236+00 Left

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with redevelopment.
- *Interim:* Until such closure, and with construction of a median, this will become a right-in/right-out access with left turns accommodated as U-turns at adjacent, full-movement intersections.

244+00 Left

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access will function as a private right-in/right-out intersection.

248+00 Left

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with redevelopment.
- *Interim:* Until such closure, and with construction of a median, this will become a right-in/right-out access with left turns accommodated as U-turns at adjacent, full-movement intersections.

251+00 Left

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access will function as a private right-in/right-out intersection.

251+00 Right

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access will function as a private right-in/right-out intersection.

253+50 Left

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with redevelopment.
- *Interim:* Until such closure, and with construction of a median, this will become a right-in/right-out access with left turns accommodated as U-turns at adjacent, full-movement intersections.

259+50 Left/Right

- *Existing & Ultimate:* This access known as Constitution Avenue will continue to function as a full movement public intersection.

280+00 Left

- *Existing:* This access known as Electronic Drive will continue to function as a full movement intersection.

288+00 Left

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with the construction of a private drive connection to Akers Drive.

291+00 Left

- *Existing:* This private access currently functions as part of a full movement intersection with Genoa.
- *Ultimate:* This access will be closed with the construction of a private drive connection to Akers Drive.

continued on page 10

6.0 Existing and Proposed Access Terms and Conditions

continued from page 9

291+00 Right

- *Existing & Ultimate:* This access known as Genoa will continue to function as a full movement public intersection.

297+00 Left

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with the construction of a private drive connection to Akers Drive.

308+00 Right

- *Existing:* This access known as Industry Road will continue to function as a full movement public intersection.

320+00 Left

- *Existing:* This public access currently functions as a full-movement access.
- *Ultimate:* This access will be closed with the completion of Akers Drive.

329+00 Left

- *Existing & Ultimate:* This access known as North Carefree Circle will continue to function as a full movement public intersection.

338+00 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with redevelopment with access provided via N. Carefree Circle.
- *Interim:* Until such closure, and with construction of a median, this will become a right-in/right-out access with left turns accommodated as U-turns at adjacent, full-movement intersections.

352+00 Right

- *Existing & Ultimate:* This private access will continue to function as a full movement private intersection, but could function as a full movement public intersection.

376+50 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with redevelopment. Access will be provided to Barnes Road.

379+50 Left/Right

- *Existing & Ultimate:* This access known as Barnes Road will continue to function as a full movement intersection.

391+00 Right

- *Existing:* This access known as Tamlin Road currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with construction of a connection from Tamlin Road via Huber Road and via Barnes Road.
- *Interim:* Until such closure, and with construction of a median, this will become a right-in/right-out access with left turns accommodated as U-turns at adjacent, full-movement intersections.

394+00 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with redevelopment.
- *Interim:* Until such closure, and with construction of a median, this will become a right-in/right-out access with left turns accommodated as U-turns at adjacent, full-movement intersections.

404+00 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with redevelopment.
- *Interim:* Until such closure, and with construction of a median, this will become a right-in/right-out access with left turns accommodated as U-turns at adjacent, full-movement intersections.

419+00 Right

- *Existing & Ultimate:* This access known as Stetson Hills/Huber Road will continue to function as a full movement public intersection.

424+50 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with construction of a frontage road as depicted in the attached exhibit, or with redevelopment.

continued on page 11

6.0 Existing and Proposed Access Terms and Conditions

continued from page 10

442+00 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with construction of a frontage road as depicted in the attached exhibit or with redevelopment.

446+00 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* This potential access location would function as a full movement public intersection.

449+00 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with construction of a frontage road as depicted in the attached exhibit or with redevelopment.

461+00 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with construction of a frontage road as depicted in the attached exhibit or with redevelopment.

472+00 Right

- *Existing:* This private access currently functions as a full movement intersection.
- *Ultimate:* This access will be closed with construction of a frontage road as depicted in the attached exhibit or with redevelopment.

473+00 Left/Right

- *Existing:* Interim full-movement access to the east.
- *Ultimate:* This proposed access known as Dublin Road will function as a full movement public intersection.

501+50 Left/Right

- *Existing:* Interim full-movement access to the east.
- *Ultimate:* This proposed access known as Vista Del Cerro will function as a full movement public intersection.

521+00 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access will function as a full movement public intersection.

525+00 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* These proposed access locations will function as right-in/ right-out access.

529+00 Left/ Right

- *Existing & Ultimate:* This access known as Woodmen Road will continue to function as a full movement public intersection. An interchange could be constructed at this location in the future.

538+00 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access location will function as a full movement public intersection.

547+00 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access location will function as a full movement public intersection.

560+00 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access location will function as a full movement public intersection.

577+00 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* This potential access location would function as a full movement public intersection.

597+00 Left/Right

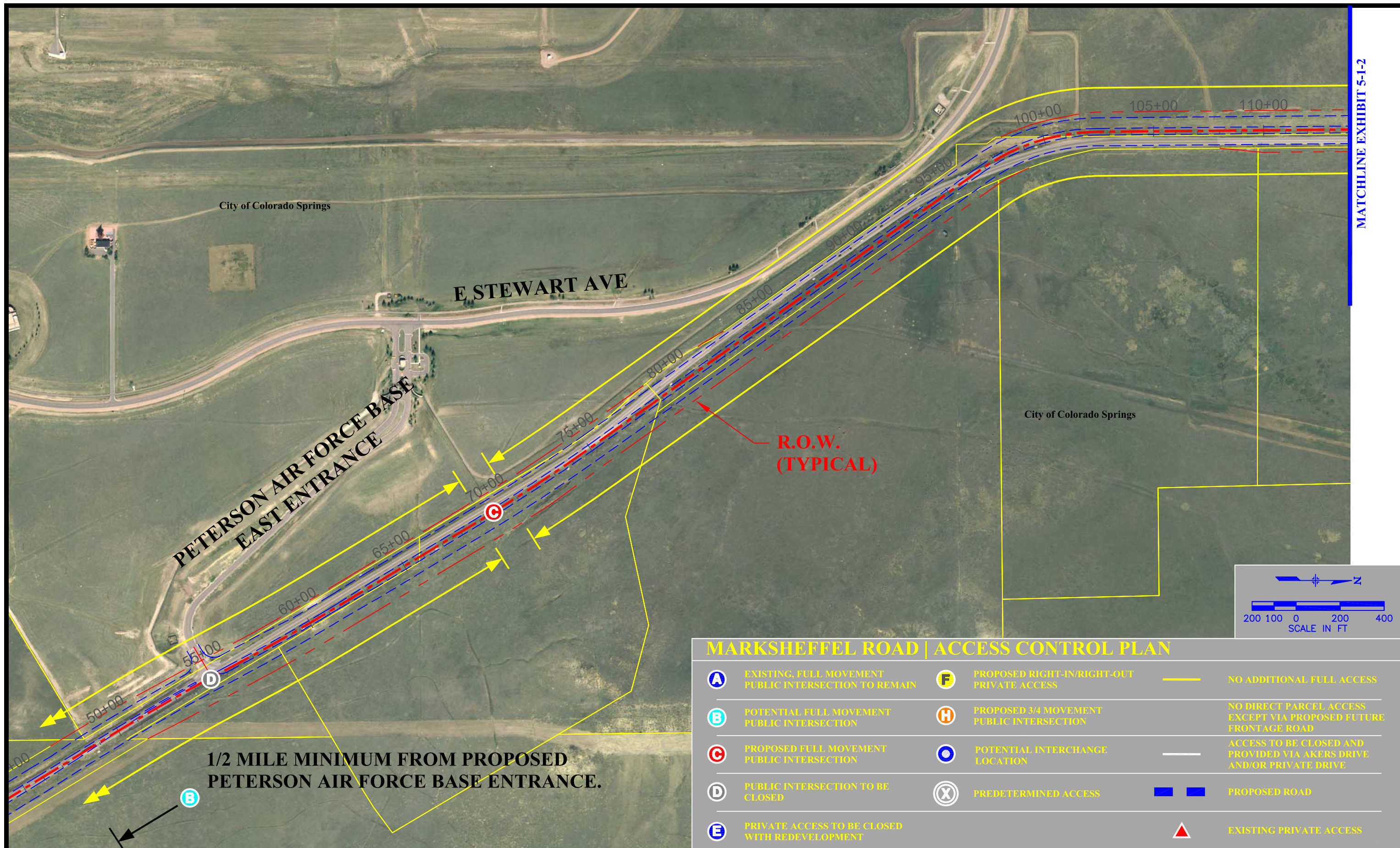
- *Existing:* No access currently exists.
- *Ultimate:* This proposed access known as Vollmer Road will function as a full movement public intersection. The intersection of Tahiti Drive with Vollmer Road will be closed with the construction of Marksheffel Road.

617+00 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* This potential access location would function as a full movement public intersection (3-leg).

637+88.89 Left/Right

- *Existing:* No access currently exists.
- *Ultimate:* This proposed access known as Black Forest Road will function as a full movement public intersection.



MATCHLINE EXHIBIT 5-1-1

MATCHLINE EXHIBIT 5-1-3

EMERGENCY ENTRANCE
TO AIRPORT PROPERTY
TO REMAIN WITH GATE

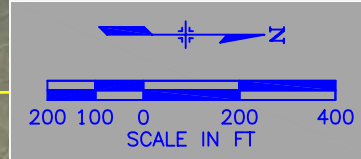
NOTE:
POTENTIAL FOR
SPACE VILLAGE AVE
TO BE REALIGNED TO
THIS NEW LOCATION

R.O.W.
(TYPICAL)

AIR LN

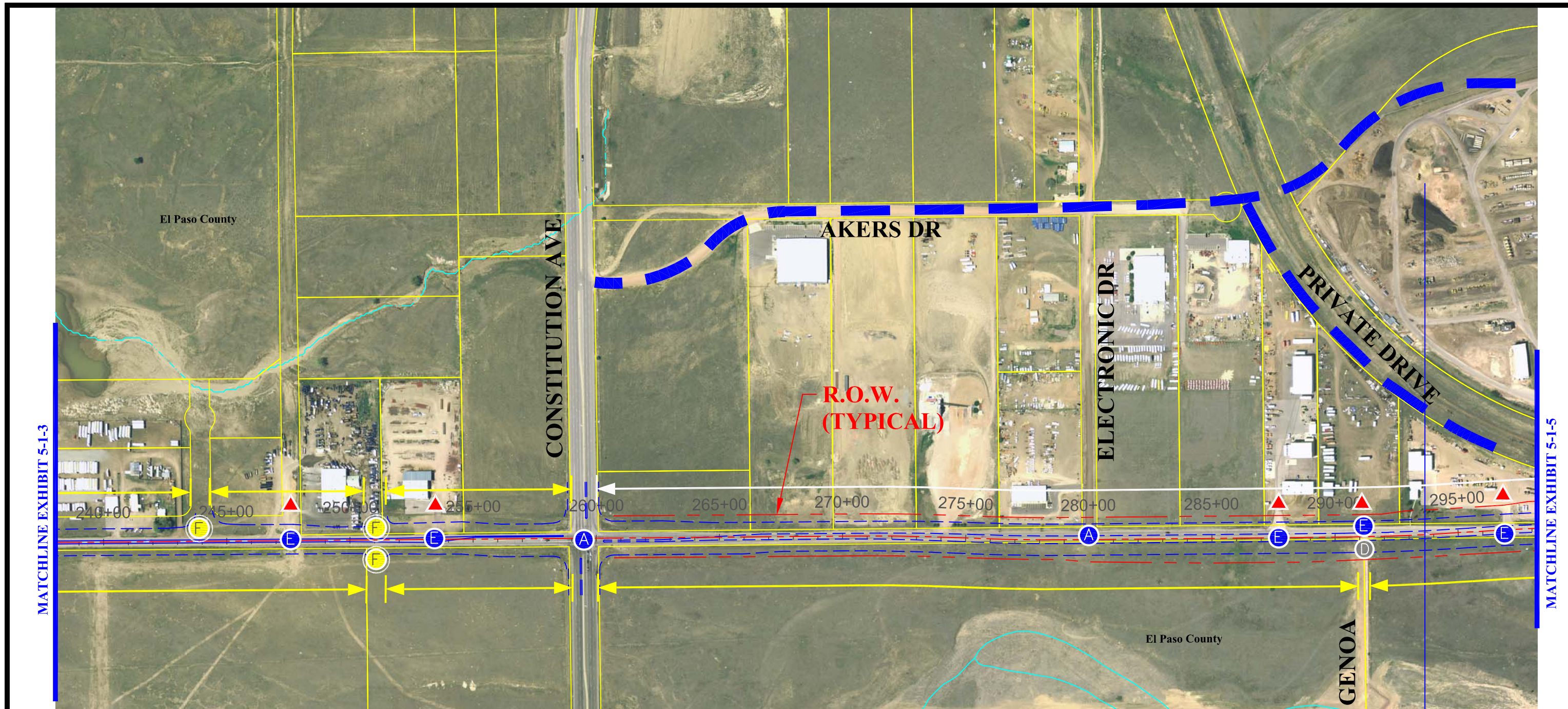
SPACE VILLAGE AVE

SH 94



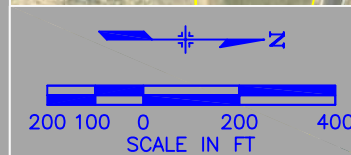
MARKSHEFFEL ROAD | ACCESS CONTROL PLAN

| | | | | | |
|------------|--|------------|---|--|---|
| (A) | EXISTING, FULL MOVEMENT PUBLIC INTERSECTION TO REMAIN | (F) | PROPOSED RIGHT-IN/RIGHT-OUT PRIVATE ACCESS | | NO ADDITIONAL FULL ACCESS |
| (B) | POTENTIAL FULL MOVEMENT PUBLIC INTERSECTION | (H) | PROPOSED 3/4 MOVEMENT PUBLIC INTERSECTION | | NO DIRECT PARCEL ACCESS EXCEPT VIA PROPOSED FUTURE FRONTAGE ROAD |
| (C) | PROPOSED FULL MOVEMENT PUBLIC INTERSECTION | (I) | POTENTIAL INTERCHANGE LOCATION | | ACCESS TO BE CLOSED AND PROVIDED VIA AKERS DRIVE AND/OR PRIVATE DRIVE |
| (D) | PUBLIC INTERSECTION TO BE CLOSED | (X) | PREDETERMINED ACCESS | | PROPOSED ROAD |
| (E) | PRIVATE ACCESS TO BE CLOSED WITH REDEVELOPMENT | | | | EXISTING PRIVATE ACCESS |



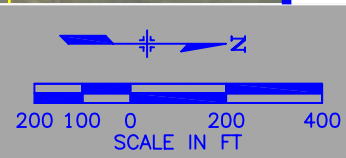
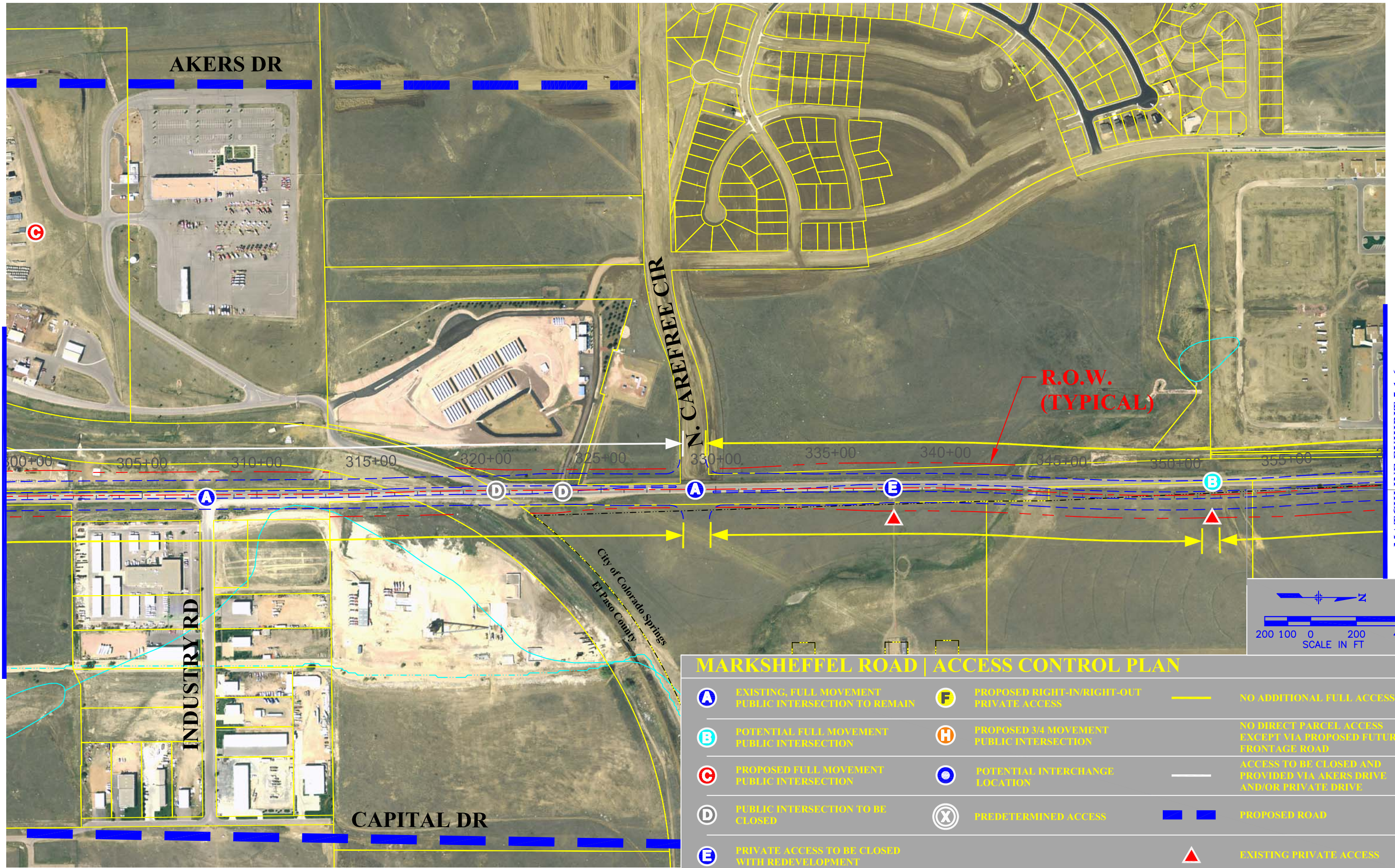
MARKSHEFFEL ROAD | ACCESS CONTROL PLAN

| | | |
|--|---|---|
| (A) EXISTING, FULL MOVEMENT PUBLIC INTERSECTION TO REMAIN | (F) PROPOSED RIGHT-IN/RIGHT-OUT PRIVATE ACCESS | NO ADDITIONAL FULL ACCESS |
| (B) POTENTIAL FULL MOVEMENT PUBLIC INTERSECTION | (H) PROPOSED 3/4 MOVEMENT PUBLIC INTERSECTION | NO DIRECT PARCEL ACCESS EXCEPT VIA PROPOSED FUTURE FRONTAGE ROAD |
| (C) PROPOSED FULL MOVEMENT PUBLIC INTERSECTION | (I) POTENTIAL INTERCHANGE LOCATION | ACCESS TO BE CLOSED AND PROVIDED VIA AKERS DRIVE AND/OR PRIVATE DRIVE |
| (D) PUBLIC INTERSECTION TO BE CLOSED | (X) PREDETERMINED ACCESS | PROPOSED ROAD |
| (E) PRIVATE ACCESS TO BE CLOSED WITH REDEVELOPMENT | EXISTING PRIVATE ACCESS | |



MATCHLINE EXHIBIT 5-1-4

MATCHLINE EXHIBIT 5-1-6

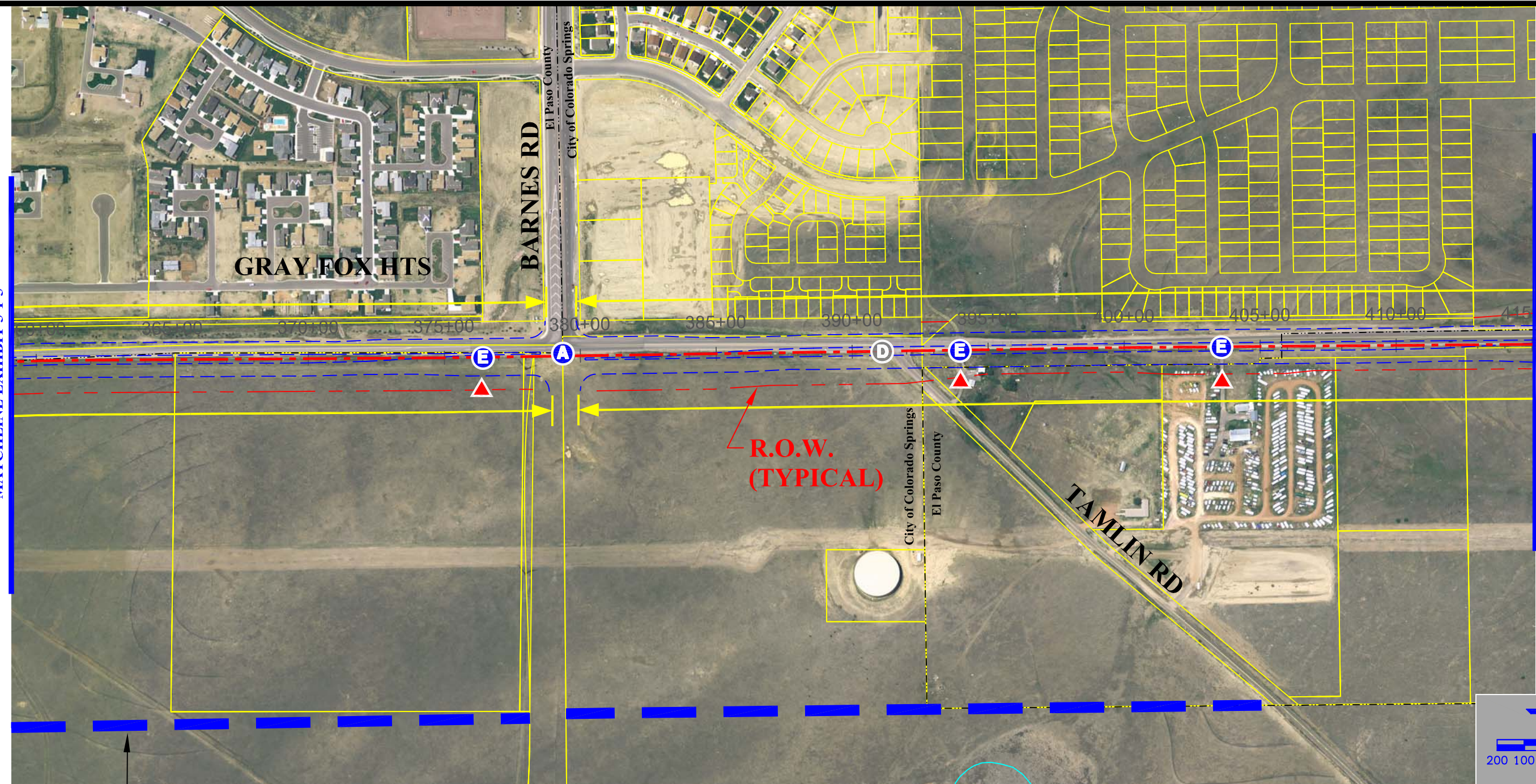


MARKSHEFFEL ROAD | ACCESS CONTROL PLAN

| | | |
|--|---|---|
| (A) EXISTING, FULL MOVEMENT PUBLIC INTERSECTION TO REMAIN | (F) PROPOSED RIGHT-IN/RIGHT-OUT PRIVATE ACCESS | NO ADDITIONAL FULL ACCESS |
| (B) POTENTIAL FULL MOVEMENT PUBLIC INTERSECTION | (H) PROPOSED 3/4 MOVEMENT PUBLIC INTERSECTION | NO DIRECT PARCEL ACCESS EXCEPT VIA PROPOSED FUTURE FRONTAGE ROAD |
| (C) PROPOSED FULL MOVEMENT PUBLIC INTERSECTION | (I) POTENTIAL INTERCHANGE LOCATION | ACCESS TO BE CLOSED AND PROVIDED VIA AKERS DRIVE AND/OR PRIVATE DRIVE |
| (D) PUBLIC INTERSECTION TO BE CLOSED | (X) PREDETERMINED ACCESS | PROPOSED ROAD |
| (E) PRIVATE ACCESS TO BE CLOSED WITH REDEVELOPMENT | EXISTING PRIVATE ACCESS | |

MATCHLINE EXHIBIT 5-1-5

MATCHLINE EXHIBIT 5-1-7

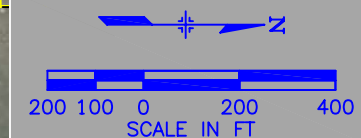


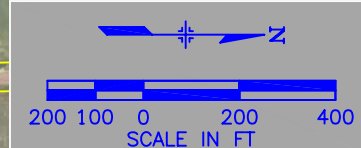
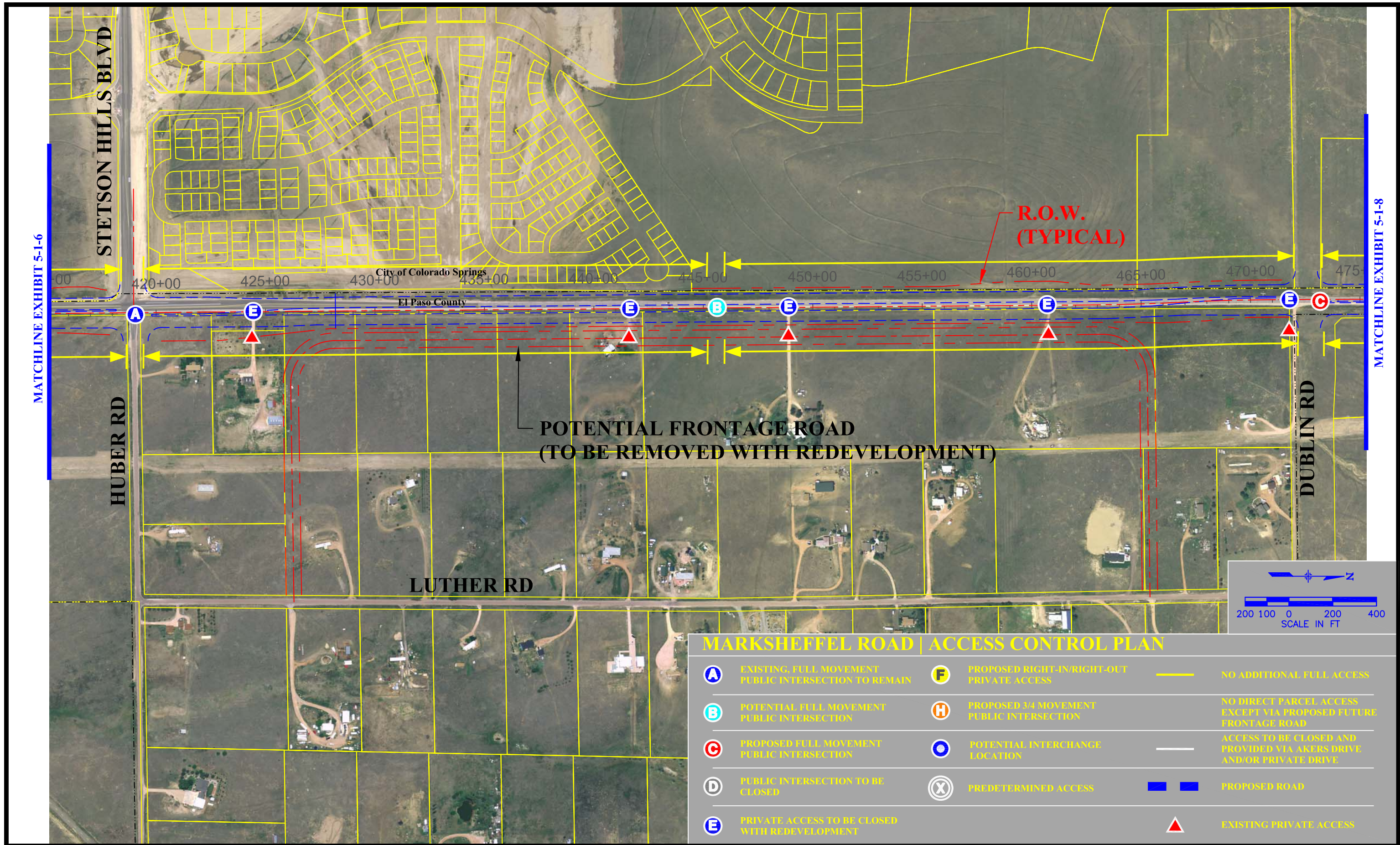
FUTURE CAPITAL DRIVE
EXTENSION TO N. CAREFREE

R.O.W.
(TYPICAL)

MARKSHEFFEL ROAD | ACCESS CONTROL PLAN

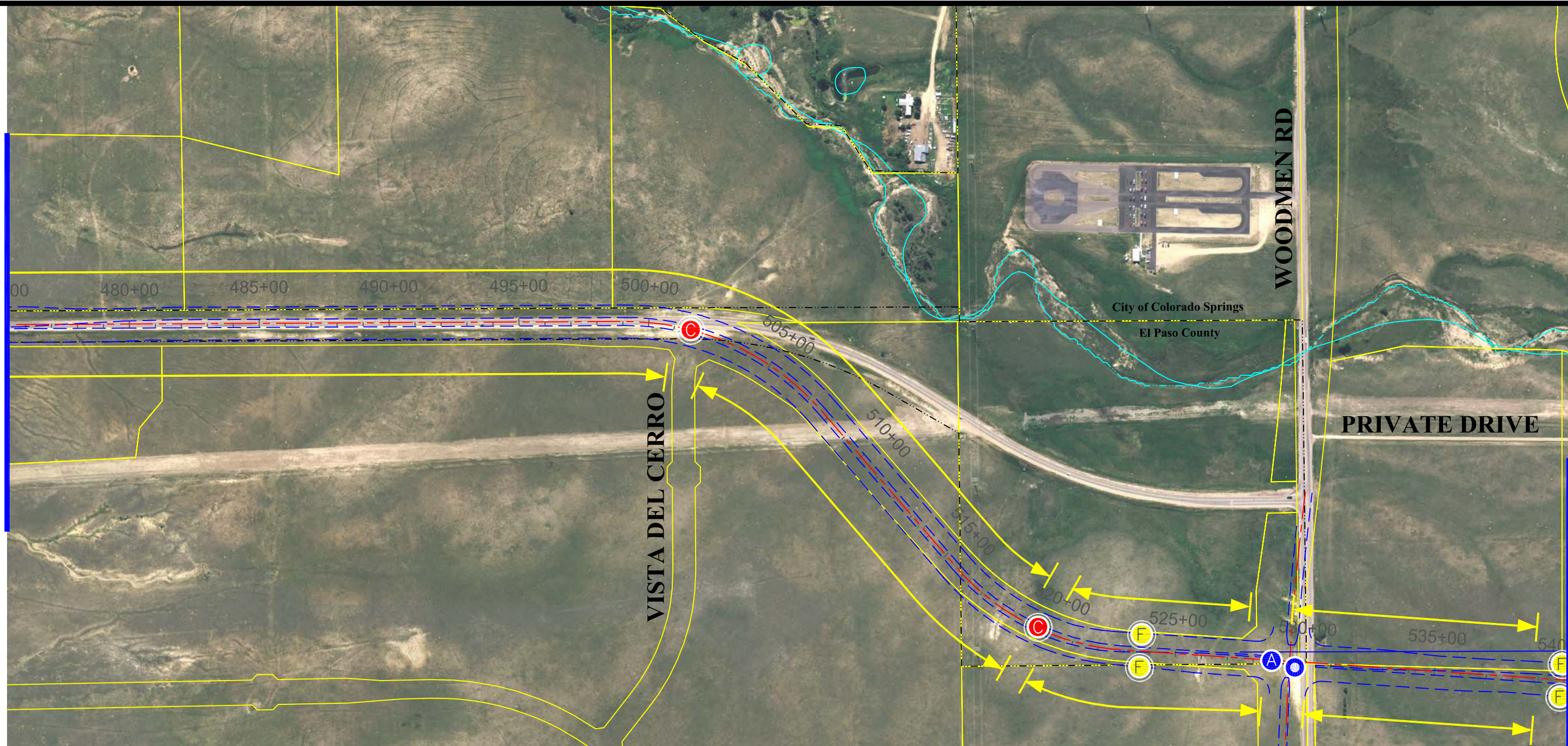
| | | |
|--|---|---|
| (A) EXISTING, FULL MOVEMENT PUBLIC INTERSECTION TO REMAIN | (F) PROPOSED RIGHT-IN/RIGHT-OUT PRIVATE ACCESS | NO ADDITIONAL FULL ACCESS |
| (B) POTENTIAL FULL MOVEMENT PUBLIC INTERSECTION | (H) PROPOSED 3/4 MOVEMENT PUBLIC INTERSECTION | NO DIRECT PARCEL ACCESS EXCEPT VIA PROPOSED FUTURE FRONTAGE ROAD |
| (C) PROPOSED FULL MOVEMENT PUBLIC INTERSECTION | (I) POTENTIAL INTERCHANGE LOCATION | ACCESS TO BE CLOSED AND PROVIDED VIA AKERS DRIVE AND/OR PRIVATE DRIVE |
| (D) PUBLIC INTERSECTION TO BE CLOSED | (X) PREDETERMINED ACCESS | PROPOSED ROAD |
| (E) PRIVATE ACCESS TO BE CLOSED WITH REDEVELOPMENT | | EXISTING PRIVATE ACCESS |





| MARKSHEFFEL ROAD ACCESS CONTROL PLAN | | | |
|--|---|------------|---|
| (A) | EXISTING, FULL MOVEMENT PUBLIC INTERSECTION TO REMAIN | (F) | PROPOSED RIGHT-IN/RIGHT-OUT PRIVATE ACCESS |
| (B) | POTENTIAL FULL MOVEMENT PUBLIC INTERSECTION | (H) | PROPOSED 3/4 MOVEMENT PUBLIC INTERSECTION |
| (C) | PROPOSED FULL MOVEMENT PUBLIC INTERSECTION | (X) | POTENTIAL INTERCHANGE LOCATION |
| (D) | PUBLIC INTERSECTION TO BE CLOSED | | |
| (E) | PRIVATE ACCESS TO BE CLOSED WITH REDEVELOPMENT | | |
| | | | NO ADDITIONAL FULL ACCESS |
| | | | NO DIRECT PARCEL ACCESS EXCEPT VIA PROPOSED FUTURE FRONTAGE ROAD |
| | | | ACCESS TO BE CLOSED AND PROVIDED VIA AKERS DRIVE AND/OR PRIVATE DRIVE |
| | | | PROPOSED ROAD |
| | | | EXISTING PRIVATE ACCESS |

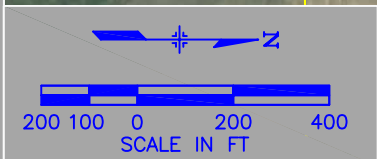
MATCHLINE EXHIBIT 5-1-7



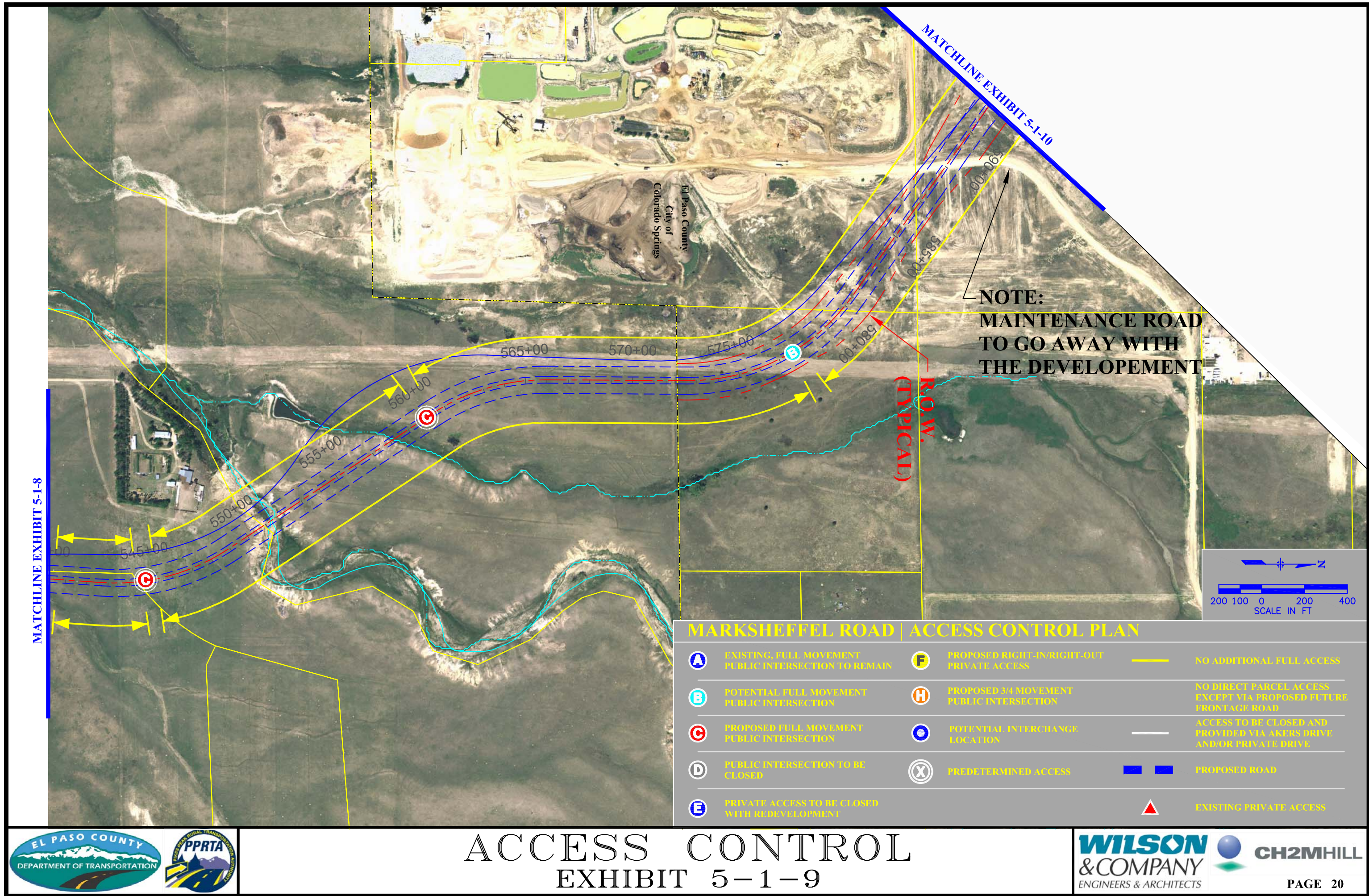
MATCHLINE EXHIBIT 5-1-9

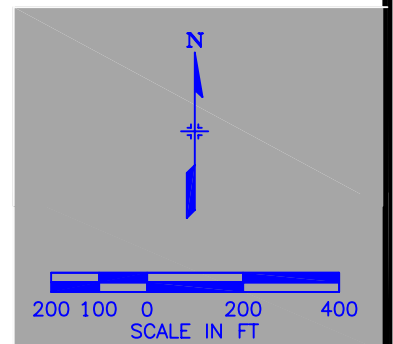
MARKSHEFFEL ROAD | ACCESS CONTROL PLAN

| | | |
|--|---|---|
| (A) EXISTING, FULL MOVEMENT PUBLIC INTERSECTION TO REMAIN | (F) PROPOSED RIGHT-IN/RIGHT-OUT PRIVATE ACCESS | NO ADDITIONAL FULL ACCESS |
| (B) POTENTIAL FULL MOVEMENT PUBLIC INTERSECTION | (H) PROPOSED 3/4 MOVEMENT PUBLIC INTERSECTION | NO DIRECT PARCEL ACCESS EXCEPT VIA PROPOSED FUTURE FRONTAGE ROAD |
| (C) PROPOSED FULL MOVEMENT PUBLIC INTERSECTION | (X) POTENTIAL INTERCHANGE LOCATION | ACCESS TO BE CLOSED AND PROVIDED VIA AKERS DRIVE AND/OR PRIVATE DRIVE |
| (D) PUBLIC INTERSECTION TO BE CLOSED | PROPOSED ROAD | EXISTING PRIVATE ACCESS |
| (E) PRIVATE ACCESS TO BE CLOSED WITH REDEVELOPMENT | | |



ACCESS CONTROL EXHIBIT 5-1-8





MARKSHEFFEL ROAD | ACCESS CONTROL PLAN

| | | |
|--|---|--|
| (A) EXISTING, FULL MOVEMENT PUBLIC INTERSECTION TO REMAIN | (F) PROPOSED RIGHT-IN/RIGHT-OUT PRIVATE ACCESS | — NO ADDITIONAL FULL ACCESS |
| (B) POTENTIAL FULL MOVEMENT PUBLIC INTERSECTION | (H) PROPOSED 3/4 MOVEMENT PUBLIC INTERSECTION | — NO DIRECT PARCEL ACCESS EXCEPT VIA PROPOSED FUTURE FRONTAGE ROAD |
| (C) PROPOSED FULL MOVEMENT PUBLIC INTERSECTION | (I) POTENTIAL INTERCHANGE LOCATION | — ACCESS TO BE CLOSED AND PROVIDED VIA AKERS DRIVE AND/OR PRIVATE DRIVE |
| (D) PUBLIC INTERSECTION TO BE CLOSED | (X) PREDETERMINED ACCESS | — PROPOSED ROAD |
| (E) PRIVATE ACCESS TO BE CLOSED WITH REDEVELOPMENT | | ▲ EXISTING PRIVATE ACCESS |