### Woodmen Road Access Management Plan

Prepared for

El Paso County Department of Transportation

March, 2003



**DMJM**#HARRIS

### Table of Contents

- 1. Introduction
- 2. Existing Conditions
- 3. Access Management Concept
- 4. Specific Access Management Plan
- 5. Approval Process

### Attachments

Access Management Matrix

Access Management Plans

- Existing Conditions
- Safety Projects
- Ultimate Roadway

### 1. Introduction

The Woodmen Road Corridor serves as one of the most important east-west transportation mobility corridors in the Pikes Peak Region. It provides a vital link in the region's transportation system connecting I-25 on the west, Academy Boulevard, Powers Boulevard and US-24 on the east, and provides local access to several residential subdivisions and businesses within El Paso County and the City of Colorado Springs.

The Woodmen Road Corridor is experiencing significant growth and development. Within the limits of El Paso County, existing traffic volumes along Woodmen Road are exceeding an ADT of 20,000 which is well beyond the capacity of this rural 2-lane roadway. 2025 traffic projections range from 23,000 on the east end at US-24 to more than 43,000 on the west end at Powers Boulevard. In addition to insufficient capacity, existing Woodmen Road suffers from several safety deficiencies relative to geometric design and uncontrolled access.

The segment of the Woodmen Corridor from I-25 to Powers Boulevard is within the City of Colorado Springs, while the segment from Powers Boulevard to US-24 is located within unincorporated El Paso County. The access management plan described herein was prepared to address access requirements along Woodmen Road within the latter segment within El Paso County (see Figure 1.1 Vicinity Map).

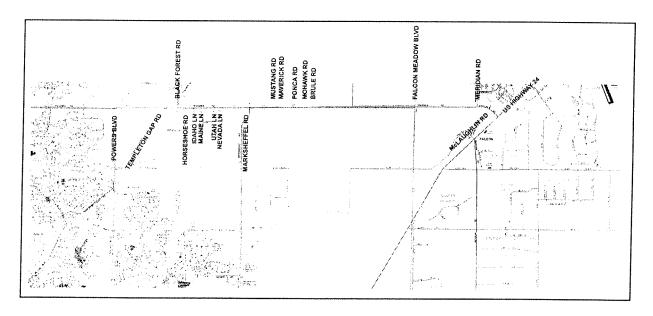


Figure 1.1 Vicinity Map

Federal funding with a local match has been identified for the Woodmen Corridor in El Paso County in the PPACG Regional TIP over the upcoming 8 years. A series of safety improvements aimed at safety and access control are planned for the Woodmen Corridor. No capacity improvements are planned as part of the safety projects and Woodmen Road will remain as a 2-lane (one lane each direction) roadway. Woodmen Road will be reconstructed to meet current design standards and design criteria for a 60 mph expressway. All private access directly to Woodmen Road will be eliminated wherever possible. The safety projects will also include new signalized intersections and turn lanes and auxiliary lanes where warranted. The scope of the proposed safety projects may be summarized as follows (refer to the proposed typical section included in the Attachments to this document):

- Safety Project A will include the reconstruction of Woodmen Road from Templeton Gap to Black Forest Road. Templeton Gap Road will be closed at Woodmen Road and will be relocated to the east to line up with a new four-way intersection at Black Forest Road.
- Safety Project B will include the reconstruction of approximately 4 miles of Woodmen Road, from Marksheffel to Meridian Road, along a new alignment located approximately 150 feet south of existing Woodmen Road. Existing Woodmen Road will be converted to a frontage road to provide access to local streets and properties and the new Woodmen Road by means of signalized intersections located at one mile cross-streets.
- Safety Project C will include the reconstruction of Woodmen Road from Black Forest to Marksheffel Road along a new alignment located approximately 150 feet north of existing Woodmen Road. Existing Woodmen Road will be converted to a frontage road to provide access to local streets and properties.

In addition to the ongoing safety improvement projects, an environmental assessment is underway to address future capacity improvements along the Woodmen Corridor, from I-25 to US-24. Since the Woodmen Corridor is located within both El Paso County and the City of Colorado Springs, the environmental assessment is being prepared jointly by these two agencies. Pending the outcome of the environmental assessment, the ultimate typical section of Woodmen Road may include 4 or more lanes (in each direction) along with a frontage road to provide access to local traffic (refer to the proposed typical section included in the Attachments to this document). The safety projects described above are designed so not to preclude ultimate recommendations of the Woodmen EA.

### 2. Existing Conditions

Woodmen Road generally exists as a rural 2 lane roadway with little or no shoulders. In most locations it doesn't met current AASHTO criteria for sight distance or clear zone (safe lateral distance between the travel way of the roadway and fixed objects or steep

slopes) for today's traffic volumes and speeds. Access is somewhat uncontrolled and there are little provisions for safe intersections or turn lanes.

Existing Woodmen Road is shown on the attached Existing Conditions Access Management Plans. Existing development along the corridor is limited to agricultural areas and large tract residential subdivisions. Residential subdivisions are located along the south side of Woodmen, east of Black Forest Road, along the north side of Woodmen, east of Marksheffel, and west of Meridian. Mountain View Rural Electric Association and the Falcon School District own major facilities along the north side of Woodmen, west of Meridian; and Master Drive which operates a driving school located along the south side of Woodmen, west of Marksheffel. The only major commercial developments currently located within the project area are the Woodmen Forest shopping center located at the northwest corner of Woodmen and Black Forest and the Woodmen Hills Safeway shopping center located along the north side of Woodmen, east of Meridian. The Harvest Free Baptist Church and the newly constructed Mountain Springs Church are located along the south side of Woodmen, west of Horseshoe Road. All of the existing properties within the limits of the project are identified on the drawing with a corresponding parcel number. The parcels are also identified in the attached Access Management Matrix.

Access along the existing corridor is somewhat uncontrolled. There are 4 signalized intersections on Woodmen Road within the limits of the study area – Powers Boulevard, Black Forest Road, Meridian Road and US-24. (signalized intersections are identified on the drawing with a traffic signal icon). Other major unsignalized access points include Templeton Gap, Marksheffel, and McLaughlin Roads. In addition there are 10 public and 18 private access points within the limits of the project.

Access to Woodmen Road is controlled at some locations such as the Safeway shopping center and the existing residential subdivisions. At the residential subdivision east of Black Forest, residential properties access Woodmen Road via minor collector streets including Horseshoe, Nebraska, Idaho and Maine Lane, and there is little or no private access to Woodmen in these areas. The spacing of these access points is somewhat variable, from 200 to 600 feet apart. East of Marksheffel, residential properties access Woodmen Road via Mustang, Maverick, Ponca, Mohawk and Brule Roads. These access points are spaced from 650 to 1,000 feet apart.

There are little or no intersection improvements or turn lanes along Woodmen Road to accommodate the existing access points. Auxiliary turn lanes have been added at the major intersections at Powers, Templeton Gap, Black Forest, Marksheffel, Meridian and US 24. Existing traffic volumes at the Woodmen/Marksheffel intersection warrant a traffic signal at this location. The traffic volumes combined with the average 60 mph running speed along Woodmen would warrant left turn lanes at most of the public road approaches. The lack of intersection improvements and turn lanes, combined with the number and spacing of access points, substandard roadway conditions and the volume of traffic and running speed of 60 mph is creating an extremely unsafe operating condition along Woodmen Road as evidenced by the high accident rate.

One particularly heavy traffic movement is the weaving movement between Templeton Gap and Black Forest Road. A relatively high percentage of the traffic entering Woodmen Road eastbound at Templeton Gap is destined for northbound Black Forest Road. This traffic must weave across the through lane of Woodmen Road and into the left turn lane in a distance of approximately 700 feet. Sight distance is limited to the west along Woodmen due to a substandard crest vertical curve in the profile. The complimentary weaving movement, from southbound Black Forest to Templeton Gap, is also an unsafe movement. Another unsafe turning movement exists at the Woodmen/Marksheffel intersection due to poor sight distance (particularly to the east) substandard turn lanes and lack of signalized intersection control.

### 3. Access Management Concept

Every property along the Woodmen Corridor has the right to "reasonable" access and egress to Woodmen Road and it is a requirement of this plan to provide reasonable access. However, as described above, Woodmen Road presently suffers from many safety deficiencies related to uncontrolled public and private access. Federal funding is included in the regional plan to improve safety and access along Woodmen Road within El Paso County. It is a requirement of the funding agreement between FHWA and CDOT that this federal funding will be used specifically to improve Woodmen Road to meet the current standards for safety and access control as outlined in AASHTO design criteria and the *State of Colorado Highway Access Code*.

For a rural high speed expressway such as Woodmen Road, it is recommended that major public access points to the expressway be limited to one-mile spacing and that minor public and private access points should not have direct access to the expressway. All minor public road approaches and private driveways should be planned such that they feed into local collectors and/service roads. The local collectors and service roads should be planned such that they feed into the major arterial cross-streets.

The access management plan for Woodmen Road follows this concept. Five major arterial cross-streets are currently planned at one-mile intervals between Powers Boulevard and US-24 — Black Forest Road, Marksheffel Road, Future Banning Lewis Parkway, Lizardhead (Falcon Meadows extended) Road and Meridian Road. Traffic projections indicate that signalized intersections will be warranted at each of these locations (traffic signals are already in place at Black Forest and Meridian). It is recommended that ultimately all access to Woodmen Road will be limited to these five locations.

An intermediate signalized access point is also planned at Tutt Boulevard which is located approximately half way between Powers and Black Forest. A right in-right out access is also planned half way between Powers and Tutt. These two access points were previously approved as part of the land planning process prior to implementation of this access management plan.

Existing Woodmen Road will be converted to a frontage road in developed areas to provide access between the five arterial cross-streets and minor public and private access points to serve local traffic and properties. Cul-de-sacs are planned at strategic locations along the Woodmen Frontage Road to eliminate the possibility of through traffic on the frontage road.

Access to the major cross-streets will be prohibited within 600 feet of Woodmen Road and 300 feet of the Woodmen Frontage Road. The County will have control of access along Woodmen Road, the Woodmen Frontage Road and the adjacent cross-streets.

### 4. Specific Access Management Plan

Access Management Plans for existing conditions, safety projects and for the ultimate corridor improvements are included in the Attachments to this document. Each parcel along the Woodmen Corridor Refer also to the Access Management Matrix

A. Interim Access Management Plan for Safety Projects

The following access management improvements are proposed for each of the upcoming safety projects:

### Safety Project A

- Close Woodmen/Templeton Gap intersection. Construct new Relocated Templeton Gap Road from Templeton Gap to Horseshoe Road. Extend Black Forest Road south to connect to Relocated Templeton Gap and construct new intersection at Woodmen/Black Forest.
- Close private access points at Parcel Nos. 101, 103, 104 and 107. Relocated Templeton Gap will serve as a local collector to provide access between local properties and Woodmen Road via Black Forest Road...
- Close Woodmen/Horseshoe Road intersection. Access to Black Forest Road via Relocated Templeton Gap Road.
- Close southern access point between the Woodmen Forest shopping center and Black Forest Road.

### Safety Project B

- Construct new Woodmen Road from Marksheffel to Meridian Road approximately 150 south of existing Woodmen Road. Convert old Woodmen Road to frontage road.
- Construct new signalized intersections at Marksheffel, Mohawk, Lizardhead and Meridian.

- Shift Woodmen/Marksheffel intersection approximately 600 feet east to improve sight distance and to line up with future Marksheffel alignment. Reconstruct Relocated Marksheffel Road to the south of Woodmen.
- No direct access will be provided to Woodmen Road from the north. Woodmen Frontage Road will provide access between local properties and Woodmen Road via Mohawk and Lizardhead including Mustang, Maverick, Ponca, Mohawk and Brule Roads.
- Eliminate direct access from Parcel Nos. 200 and 202. Relocated Marksheffel to provide access between the properties and Woodmen Road.
- Construct cul-de-sacs along the Woodmen Frontage Road west of Mustang, east of Brule, west of Lizardhead and west of Meridian to eliminate through traffic. Close existing Woodmen Road west of Mustang, between Brule and Lizardhead, and east of Meridian.
- Parcel Nos. 210, 215, 216, 223 and 225 along the south side of Woodmen Road shall have direct access for the interim period.

The following access management improvements are planned to be completed and funded by adjacent land development projects:

- Falcon Highlands development (Parcel 228) to construct temporary full movement access on Woodmen Road and to construct Pike Road between temporary access point and Meridian Road south extension.
- Meridian Road to be extended to the south of Woodmen as part of another land development project.
- Banning Lewis Parkway to be constructed south of Woodmen Road as part of the Banning Lewis Ranch. An interim signalized intersection is planned at Woodmen Road.
- The Woodmen/Powers intersection is currently under design as part of a separate project by CDOT as part of the Powers Corridor. A modified inverted diamond interchange is planned at this location with loop ramps in the northeast and northwest quadrants.

### Safety Project C

 Construct new Woodmen Road from Black Forest to Marksheffel Road approximately 150 north of existing Woodmen Road. Convert old Woodmen Road to frontage road.

- No direct access will be provided to Woodmen Road from the south. Woodmen Frontage Road will provide access between local properties and Woodmen Road via Relocated Templeton Gap and Black Forest Road including Horseshoe, Nebraska, Idaho and Maine Lane.
- Construct cul-de-sac east of Maine Lane and close existing Woodmen Road to the north.
- Parcel No. 110 along the north side of Woodmen Road shall have direct access for the interim period.
- B. Ultimate Access Management Plan for Ultimate Corridor Improvements
  The ultimate corridor improvements shown of Figure 3 are subject to the final outcome of
  the environmental assessment:
  - Construct additional 2 through lanes along Woodmen Road from approximately Tutt Boulevard (limits of Powers interchange) to US-24, to create a 4-lane roadway section. Additional 2 lanes will be constructed in between Woodmen Road and the Woodmen Frontage Road.
  - Extend Pike Road west to Lizardhead and eliminate the temporary access points at Falcon Highlands and at PSCo electric substation Parcel Nos. 228 and 225. Pike Road extension to be completed by local development.
  - Reconstruct Black Forest/Vollmer Road intersection to provide a full movement access to the west. Eliminate direct access between Parcel No. 100 and Woodmen Road and divert access to either Tutt Boulevard or the Vollmer west extension.

### 5. Approval Process

The access management plan will be implemented as part of the Woodmen Road safety improvement projects and as part of any future land development plan submittals. All land development submittals within the limits of the Woodmen Road project area which are submitted to the County Planning Department shall be referred to the Major Thoroughfare Task Force (MTTF) for review to insure that they are in compliance with the access management plan. The MTTF has the authority to control all access along the Woodmen Corridor within the access control line ("A" line) as shown on the access control plans. The MTTF will make a recommendation to the County Planning Department regarding the acceptability of the development plan submittal with regards to access.

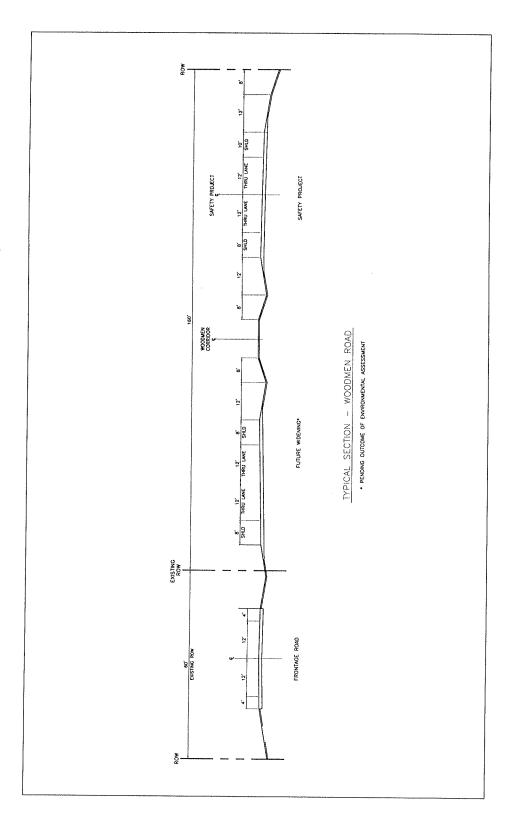
### Woodmen Road Access Management Plan Access Matrix

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CPH - Barning Lewis Ranch, LLC Woodmen Wicknew Barning-Lewis Pkwy CPH - Barning Lewis Ranch, LLC Woodmen Ukocdmen Woodmen Woodmen Lizardhead Barning-Lewis Pkwy Cygnet Land, LLC Woodmen Lizardhead Woodmen Woodmen Woodmen Woodmen Woodmen Woodmen Woodmen Woodmen Woodmen Lizardhead Lizardhead Lizardhead Lizardhead Woodmen Deazardhead Woodmen Panning Lewis Ranch, LLC Woodmen Wohawk Mohawk Wohawk Wohawk Wohawk Wohawk Wohawk Wohawk Wohawk Wohawk Wohawk Burle Woodmen Lizardhead Liz	CPH - Banning Lewis Ranch, LLC Woodmen Vignet Land, LLC Woodmen United States of America Mead Public Service Company of Colorado Woodmen Connect and Colorado Woodmen Connect and Colorado Woodmen	Mohawk	
CPH - Banning Lewis Ranch, LLC Woodmen Woodmen Woodmen Banning-Lewis Pkwy Woodmen CPH - Banning Lewis Ranch, LLC Woodmen Woodmen Lizardhead Woodmen Woodmen Woodmen Woodmen Woodmen Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Woodmen Lizardhead Lizardhe	CPH-Banning Lewis Rando, LLC Woodmen CPH-Banning Lewis Rando, LLC Woodmen Ogneri Land, LLC Voodmen CPH-Banning Lewis Rando, LLC Woodmen CPH-Banning Lewis Rando, LLC Woodmen United States of America Woodmen Wead Public Service Company of Colorado Woodmen Woodmen Wead Public Service Company of Colorado Woodmen Wead Woodmen Wead Woodmen Wead Woodmen Wead Woodmen Wead Woodmen Wead Woodmen	Mohawk	
CPH*-Banming Lewis Ranch, LLC Moodmen Woodmen Cygnet-Land, LLC Woodmen Lizardhead Moodmen Woodmen Woodmen Lizardhead Lizardhead Mostawk Mohawk CPH Baning Lewis Ranch, LLC Woodmen Lizardhead Liz	CHT- Baning Lewis Randt, LLC Woodrien CPH- Baning Lewis Randt, LLC Woodrien Cygret Land, LLC Woodrien Cygret Land, LLC Woodrien Unled States of America Woodrien Mead Fatcon Maadows Public Service Company of Colorado Woodrien Control Land LLC Woodrien Cygnet Land, LLC Woodrien Unled States of America	Banning-Lewis Pkwy	Future access from Banning Lewis Pkwy when development occurs
Cygnet Land. LLC Woodmen Ucarchead Lizarchead Under States of America Woodmen Lizarchead Moodmen Woodmen Woodmen Woodmen Woodmen Lizarchead Mohawk Mohawk Mohawk Mohawk Ponca Mohawk	CPH - Banming Lews Ranch, LLC Viscontina LLC Signet Land, LLC CPH - Banming Lews Ranch, LLC Viscontina Land, LLC Viscontina Land, LLC Viscontina Land, LLC Viscontina	Mohawk	Future access from Banning Lewis Pkwy or Mohawk when development occurs
Cygret Land, LLC Woodmen Woodmen Cygret Land, LLC Woodmen Woodmen Izardhead Izardhead Cygret Land, LLC Woodmen Lizardhead Izardhead United States of America Moodmen Woodmen Izardhead Izardhead Public Service Company of Colorado Woodmen Woodmen Woodmen Izardhead Dublic Service Company of Colorado Woodmen Woodmen Woodmen Izardhead Woodmen Woodmen Woodmen Izardhead Woodmen Woodmen Werdan Road South Ext Gadde Palaschak Woodmen Machawk Mohawk Mohawk Mohawk Wohawk Woodmen Mohawk Mohawk Woodmen Mohawk Woodmen Mohawk Mohawk Woodmen Mohawk Woodmen Izardhead I	Cygnet Land, LLC CPH - Banning Lewis Ranch, LLC Woodmen Cygnet Land, LLC United States of America Mead Mead Public Service Company of Colorado Woodmen Mead Mead Mead Mead Mead Meadows	Banning-Lewis Pkwy	Future access from Banning Lewis Plays when development occurs.
CPH- Banning Lewis Ranch, LLC Woodmen Woodmen Inzardhead Inzardhead United States of America Woodmen Lizardhead Cygnet Land; LLC Woodmen Woodmen Woodmen Lizardhead Lizardhead Lizardhead Woodmen Woodmen Lizardhead Lizardhead Woodmen Woodmen Lizardhead Cygnet Land; LLC Woodmen Woodmen Lizardhead Meridian Road South Ext Cardhead Mortawk Mortawk Mohawk Descards Mohawk Denca Mohawk Mohaw	CPH - Banning Lewis Ranch, LLC Woodmen Cygnet Land, LLC Woodmen United States of America Woodmen Faton Mead Mead Public Service Company of Colorado Woodmen Control Service Company of Colorado Woodmen Woodmen Control Service Company of Colorado Woodmen	Lizardhead	via Woodmen North Frontage Briad
O'graet Land, LLC Woodmen Lizardhead Lizardhead Wead Wead Public Service Company of Colorado Woodmen Cygnet Land, LLC Woodmen Cygnet Land, LLC Woodmen Woodmen Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Woodmen Woodmen Lizardhead Woodmen Woodmen Lizardhead Woodmen Coderado Woodmen Coderado Woodmen Wohawk Mohawk CPH-Bammg Lews Ranch, LLC Woodmen Woodmen Sanddhama Lizardhead	Cygnet Land, LLC Woodmen United States of America Woodmen Mead Teach Meadows Public Service Company of Colorado Woodmen Commission Meadows	Banning-Lewis Pkwy	Future access from Banning I ewis Dlaws when development occurs
United States of America   Woodmen   Lizardhead   Lizardhead   Lizardhead   Palcon Meadows   Lizardhead   Lizardhead   Uzardhead   Uzard	United States of America Woodmen Mead Falcon Meadows Public Service Company of Colorado Woodmen Control and Life Colorado Woodmen	l izardhead	dia Woodman South Erontage Dood
Weed   Weed   Carachead   Public Service Company of Colorado   Woodmen   Woodmen   Carachead   Cygnet Land; LLC   Woodmen   Woodmen   Carachead   Cygnet Land; LLC   Woodmen   Woodmen   Carachead   Carachead   Woodmen   Carachead   C	Mead Public Service Company of Colorado Profice Of Moodmen Control of Colorado Moodmen	Lizardhead	via Woodmen North Frontage Boad
Public Service Company of Colorado   Woodmen   Woodmen   Uzardhead   Uzardhead   Woodmen   Woodmen   Uzardhead	Public Service Company of Colorado Woodmen	Lizardhead	via Falcon Meadows to Woodmen Frontage Road
Cygnet Land, LLC	Cyanati and 11C	Lizardhead	Via Pike Road
Moore Family   Woodmen   Westdam Road South Ext   Meridian Road South Ext   Meridian Road South Ext	Noodmen and the second	Lizardhaed	Sec Note:
Gaddies         Woodmen         Lizardhead         Lizardhead           Young         Mortawk         Mohawk         Mohawk         Mohawk           Mayerick         Mohawk         Mohawk         Mohawk           Mosestek         Ponca         Mohawk         Mohawk           Moyer         Mohawk         Mohawk         Mohawk           Oleszek         Brule         Mohawk         Mohawk           CPH - Banning Lewis Ranch, LLC         Woodmen         Mohawk         Mohawk           CPH - Banning Lewis Ranch, LLC         Woodmen         Mohawk         Mohawk           Johnson         Woodmen         Lizardhead         Lizardhead           Sanddhamm         Woodmen         Lizardhead         Lizardhead           Houtchens         Woodmen         Lizardhead         Lizardhead           Mountain View REA         Woodmen         Lizardhead         Lizardhead           Falcon Properties         Woodmen         Lizardhead         Lizardhead           Falcon Properties         Woodmen         Lizardhead         Lizardhead           Falcon Properties         Woodmen         Lizardhead         Lizardhead	Moore Family Woodmen		See Note 1
Pelaschak Muserick Mohawk Moha	- Gaddie		to the admin North Conferent Days
Young         Marency         Moltawk         Moltawk           Madee         Mora         Mohawk         Mohawk           Moyers         Ponca         Mohawk         Mohawk           Moyers         Brule         Mohawk         Mohawk           Moyers         Brule         Mohawk         Mohawk           Hiner         CPH - Baning Lewis Ranch, LLC         Woodmen         Mohawk           CPH - Baning Lewis Ranch, LLC         Woodmen         Mohawk         Mohawk           Johnson         Woodmen         Mohawk         Mohawk           Falcon Storoi District         Woodmen         Lizardhead         Lizardhead           Falcon Meadows         Lizardhead         Lizardhead         Lizardhead           Houtchens         Woodmen         Lizardhead         Lizardhead           Moodmen         Lizardhead         Lizardhead         Lizardhead           Falcon Poperties         Woodmen         Lizardhead         Lizardhead           Falcon Properties         Woodmen         Lizardhead         Lizardhead           Falcon Properties         Woodmen         Lizardhead         Lizardhead           Falcon Properties         Woodmen         Lizardhead         Lizardhead	Palaschak	Mahmirk	va Woodnell Notifi From Section 1
Magee         Maverick         Mohawk         Mohawk           Hirschbeig         Ponca         Mohawk         Mohawk           Moszek         Ponca         Mohawk         Mohawk           Moszek         Brule         Mohawk         Mohawk           Fillor         Woodmen         Mohawk         Mohawk           CPH - Banmig Lews Ranch, LLC         Woodmen         Mohawk         Mohawk           CPH - Banmig Lews Ranch, LLC         Woodmen         Mohawk         Mohawk           CPH - Banmig Lews Ranch, LLC         Woodmen         Lizardhead         Lizardhead           Johnson         Loodmen         Lizardhead         Lizardhead           Falcon School District         Woodmen         Lizardhead         Lizardhead           Houtchens         Woodmen         Lizardhead         Lizardhead           Mountain Vaw REA         Woodmen         Lizardhead         Lizardhead           Falcon Properties         Woodmen         Lizardhead         Lizardhead           Monomen         Lizardhead         Lizardhead         Lizardhead           Monomen         Lizardhead         Lizardhead         Lizardhead           Moodmen         Lizardhead         Lizardhead         Lizardhead	Young	Mohand	ria Musically to Wisbourneri Promage Road
Hirschberg Ponca Mohawk Mohawk Mohawk Oleszek Brude Mohawk	Margae	MONIGAR	via Mayerick to Woodmen Frontage Road
Mohawk   M	Haverick	Mohawk	ha Maverick to Woodmen Frontage Road
Mohawk Mohawk Mohawk Mohawk Mohawk Hiner Brute Mohawk Brute Mohawk Mohawk Mohawk Hiner CPH Banning Lewis Ranch, LLC Woodmen Mohawk Johnson Banning Lewis Ranch, LLC Woodmen Lizardhead Liza	Ponca	Mohawk	na Ponca to Woodmen Frontage Road
Unescerk Hiller Mohawk Hiller Mohawk Hiller CPH-Banning Lewis Ranch, LLC Woodmen Woodmen Woodmen Sandsharma Falcon Scool District Woodmen Woodmen Woodmen Woodmen Woodmen Woodmen Woodmen Lizardhead Moodmen Lizardhead Liza	Moyers	Mohawk	via Ponca to Woodmen Frontage Road
Hinter Physics and State a	Dieszek	. Mohawk	via Brule to Woodmen Frontage Road
CPH Banning Lewis Ranch, LLC Woodmen Mohawk Mohawk CPH Banning Lewis Ranch, LLC Woodmen Woodmen Lizardhead Liz	Hiner	Mohawk' .	ia Brule to Woodmen Frontage Road
CPH Barning Lewis Ranch, LLC Woodmen Mohawk Mohawk Woodmen Lizardhead Moodmen Lizardhead	CPH - Banning Lewis Ranch, LLC   Woodmen	Mohawk	Future access from Banning Lewis Pkwy or Mohawk when development drains
Usarchead   Uzarchead   Uzar	CPH - Banning Lewis Ranch, LLC Woodmen	Mohawk	Future access from Banning Lewis Pkwy or Mohawik when development occurs.
Sanidaharma Felicon Meadows Lizardhead Lizardhead Lizardhead Houtchens Woodmen Lizardhead Lizardhead Lizardhead Houtchens Woodmen Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Moodmen Lizardhead Lizardhead Lizardhead Ralon Properties Woodmen Lizardhead	Johnson Woodmen	Lizardhead	via Woodmen North Frontage Road
Falcon School District   Woodmen   Lizardhead   Lizardh	Santidhamma Falcon Meadows	Lizardhead	da Ealcon Meadows to Mondare Exercise Bond
Houtchens Woodmen Lizardhead Lizardhead Lizardhead Woodmen Lizardhead Lizardhead Lizardhead Woodmen Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead Lizardhead	Falcon School District Woodmen	Lizardhead	ria Woodmen North Frontage Board
Mountain View REA Woodmen Lizardhead Lizardhead Falcon Properties Woodmen Lizardhead Liz	Woodmen	Lizardhead	da Woodmen North Frontage Road
Falcon Properties Woodmen Lizardhead tizardhead transference of the environmental assessment	Mountain View REA Woodmen	Lizardhead	ia Woodmen North Frontage Road
Inglinal outcome of the environmental assessment	Falcon Properties Woodmen	Lizardhead	na Woodmen North Frontage Road
oding final outcome of the environmental assessment			
	nding final outcome of the environmental assessment		The state of the s
varcel 218 Cygnet Land to have interim temporary access to Woodmen. After Pike Road is extended to the west, access shall be provided at Lizardhead and temporary access sha	Parcel 218 Cygnet Land to have interim temporary access to Woodmen. After Pike Roal	id is extended to the west, access shall be	rovided at Lizardhead and temporary access shall be closed.
1. Parcel 218 Cygnet Land to have interim temporary access to Woodmen. After Pike Road is extended to the west, access shall be provided at Lizardhead and temporary access shall be closed.	Notes: 1. Parcel 218 Cygnet Land to have interim temporary access to Woodmen. After Pike Roa	d is extended to the west. access shall be	rovided at Lizardhead and temporary access shall be closed.

## Woodmen Road Corridor Improvements

Woodmen Road Access Management Plan



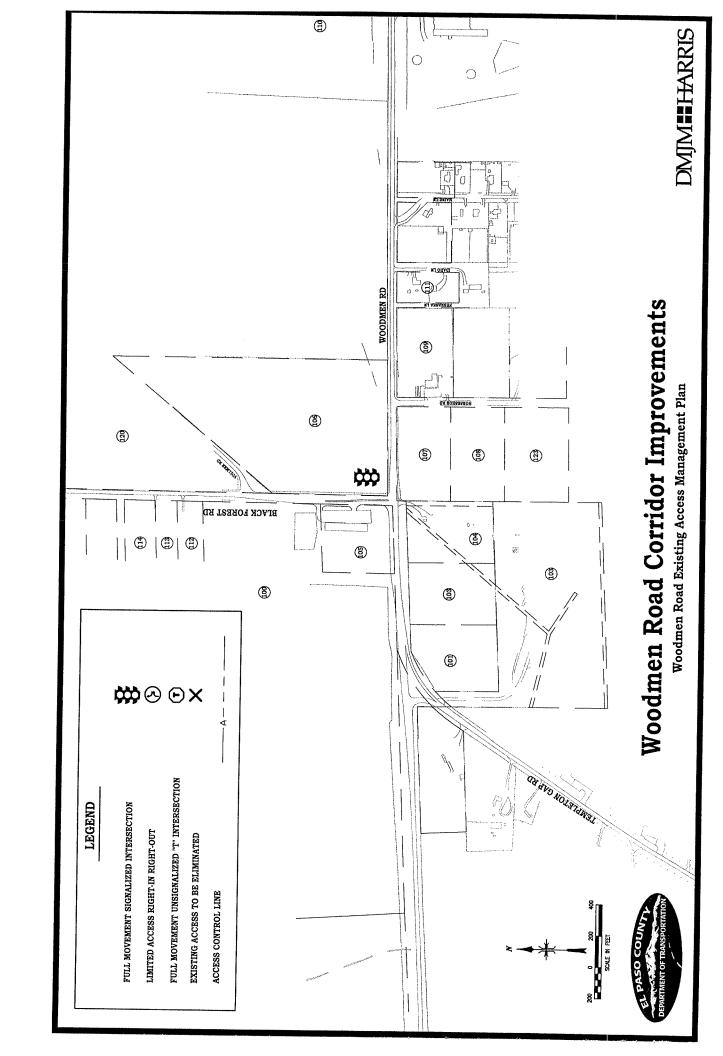


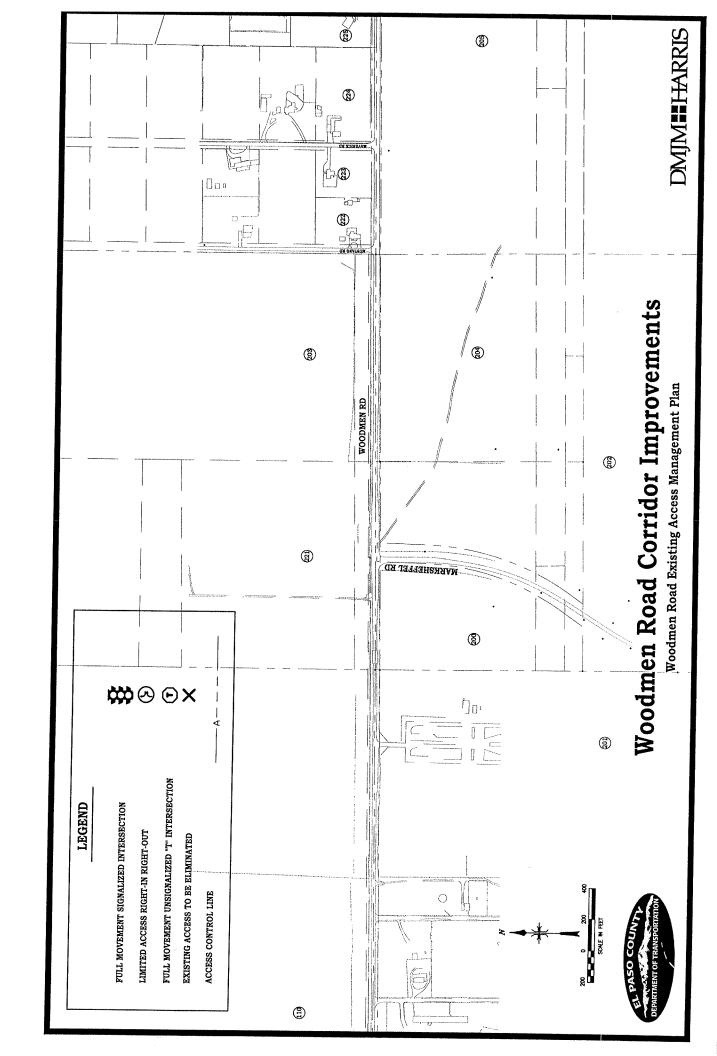


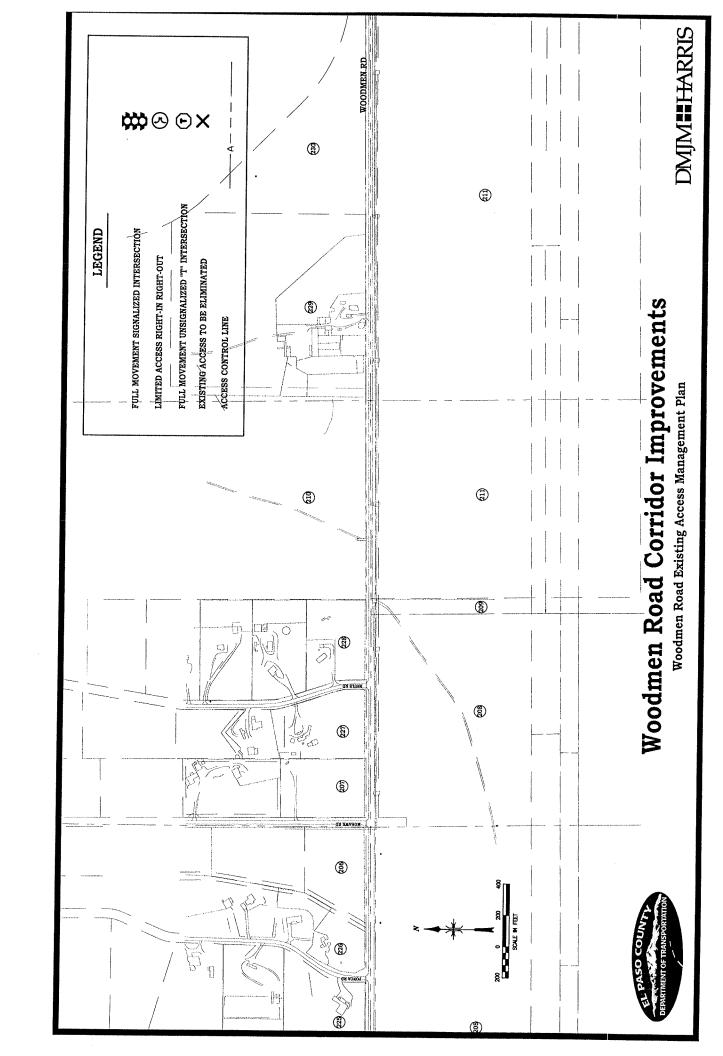
## Woodmen Road Corridor Improvements Typical Section

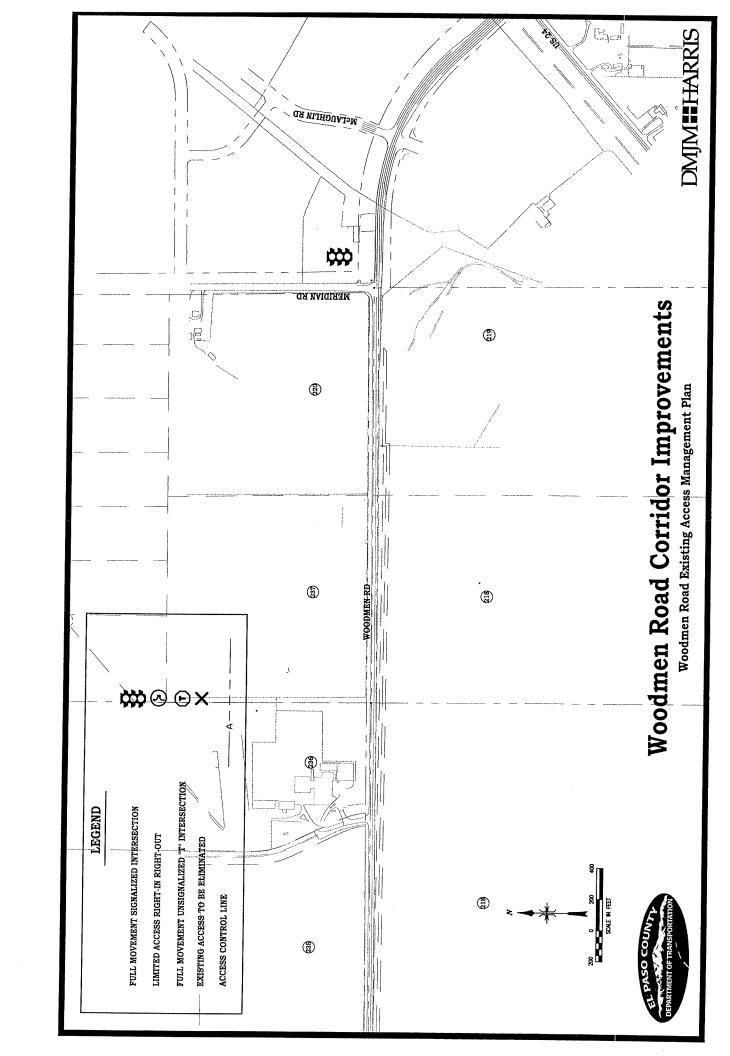
# Woodmen Road Corridor Improvements Woodmen Road Existing Access Management Plan











# Woodmen Road Corridor Improvements Woodmen Road Safety Project Access Management Plan



