

Woodmen Road Access Management Plan

Prepared for

El Paso County Department of Transportation

March, 2003



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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).

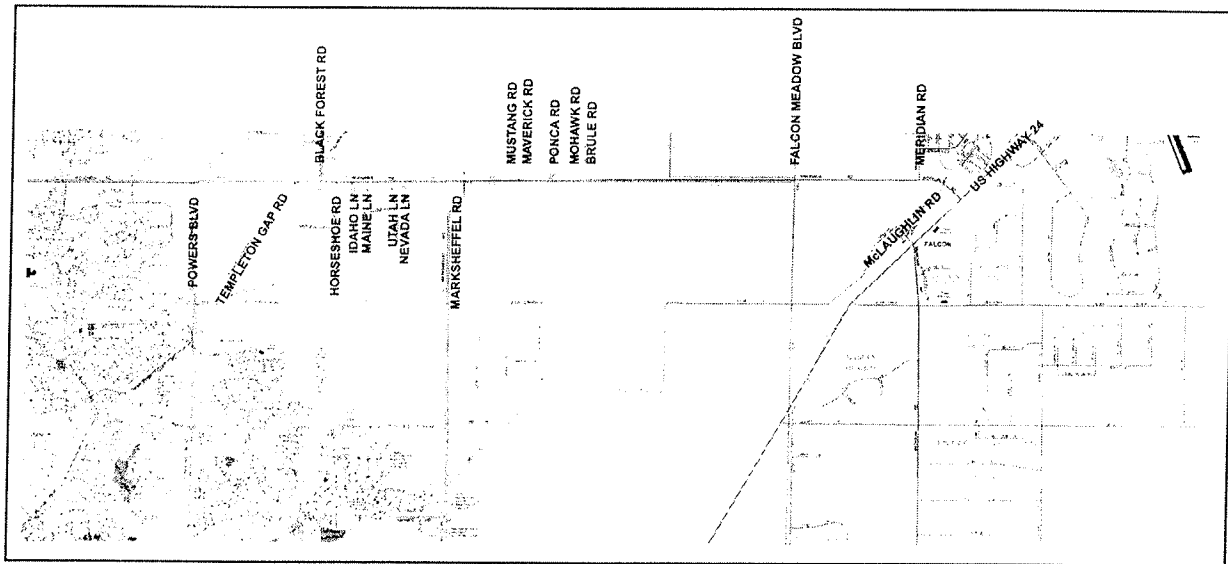


Figure 1.1 Vicinity Map

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 meet 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.

Woodmen Road 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.

Woodmen Road Access Management Plan

- 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**

Parcel	Name	Access (Direct Access To Woodmen Road From)	Interim (Safety Project)	Final 4-Lane Corridor*	Comments
100	Reel Family, Ltd	Woodmen	Woodmen	Black Forest/Tutt	Access to be relocated to Tutt Blvd and Black Forest when development occurs.
101	T-Gap Storage	Templeton Gap	Black Forest	Black Forest	via Relocated Templeton Gap Road
102	Zallar	Woodmen	Black Forest	Black Forest	via Relocated Templeton Gap Road
103	Schubert	Woodmen	Black Forest	Black Forest	via Relocated Templeton Gap Road
104	Chase	Woodmen	Black Forest	Black Forest	via Relocated Templeton Gap Road
105	City of Colorado Springs	Black Forest	Black Forest	Black Forest	Southern access point to be closed
106	Gelles	Vollmer Road	Vollmer Road	Vollmer Road	via Relocated Templeton Gap Road
107	Vette	Woodmen	Black Forest	Black Forest	via Relocated Templeton Gap Road
108	Agos	Woodmen	Black Forest	Black Forest	via Relocated Templeton Gap Road
109	Harvest Free Baptist Church	Horseshoe	Black Forest	Black Forest	via Horseshoe to Relocated Templeton Gap
110	Caswell	Woodmen	Woodmen	Marksheffel	Future access from Marksheffel when development occurs
111	Foster	Idaho Lane	Black Forest	Black Forest	via Woodmen South Frontage Road to Relocated Templeton Gap
112	Holland	Black Forest	Black Forest	Black Forest	
113	Hess	Black Forest	Black Forest	Black Forest	
114	Harding	Black Forest	Black Forest	Black Forest	
115	Reel	Black Forest	Black Forest	Black Forest	
121	Schmaman	Black Forest	Black Forest	Black Forest	
200	Geitz	Woodmen	Marksheffel	Marksheffel	
201	Falcon Associates	Woodmen	Marksheffel	Marksheffel	
202	GPH - Banning Lewis Ranch, LLC	Marksheffel	Marksheffel	Marksheffel	
203	Caswell	Mustang	Marksheffel	Marksheffel	
204	Woodmen Road Assoc.	Woodmen	Marksheffel	Marksheffel	via Mustang to Woodmen Frontage Road
205	El Paso Pride Soccer Assoc	Woodmen	Marksheffel	Marksheffel	
206	Moyers	Woodmen	Marksheffel	Marksheffel	
207	El Paso County School District	Mohawk	Mohawk	Mohawk	
208	Uras	Woodmen	Mohawk	Mohawk	
209	GPH - Banning Lewis Ranch, LLC	Woodmen	Woodmen	Banning Lewis Pkwy	Future access from Banning Lewis Pkwy when development occurs
210	GPH - Banning Lewis Ranch, LLC	Woodmen	Woodmen	Mohawk	Future access from Banning Lewis Pkwy when development occurs
211	GPH - Banning Lewis Ranch, LLC	Woodmen	Woodmen	Banning Lewis Pkwy	Future access from Banning Lewis Pkwy when development occurs
212	Cygnel Land, LLC	Woodmen	Lizardhead	Lizardhead	via Woodmen North Frontage Road
213	CPH - Banning Lewis Ranch, LLC	Woodmen	Woodmen	Banning Lewis Pkwy	Future access from Banning Lewis Pkwy when development occurs
214	Cygnel Land, LLC	Woodmen	Lizardhead	Lizardhead	via Woodmen North Frontage Road
215	United States of America	Woodmen	Lizardhead	Lizardhead	via Woodmen North Frontage Road
216	Mead	Falcon Meadows	Lizardhead	Lizardhead	via Falcon Meadows to Woodmen Frontage Road
217	Public Service Company of Colorado	Woodmen	Woodmen	Lizardhead	via Pike Road
218	Cygnel Land, LLC	Woodmen	Woodmen	Lizardhead	See Note 1
219	Moore Family	Woodmen	Meridian Road South Ext.	Meridian Road South Ext.	via Woodmen North Frontage Road
220	Gaddie	Woodmen	Lizardhead	Lizardhead	via Mustang to Woodmen Frontage Road
221	Palaschak	Mustang	Mohawk	Mohawk	via Maverick to Woodmen Frontage Road
222	Young	Maverick	Mohawk	Mohawk	via Woodmen North Frontage Road
223	MaGee	Maverick	Mohawk	Mohawk	via Brule to Woodmen Frontage Road
224	Hirschberg	Ponca	Mohawk	Mohawk	via Ponca to Woodmen Frontage Road
225	Moyers	Ponca	Mohawk	Mohawk	via Brule to Woodmen Frontage Road
226	Olszek	Brule	Mohawk	Mohawk	via Brule to Woodmen Frontage Road
227	Hiner	Brule	Mohawk	Mohawk	via Brule to Woodmen Frontage Road
228					
229	GPH - Banning Lewis Ranch, LLC	Woodmen	Mohawk	Mohawk	Future access from Banning Lewis Pkwy or Mohawk when development occurs
230	CPH - Banning Lewis Ranch, LLC	Woodmen	Mohawk	Mohawk	Future access from Banning Lewis Pkwy or Mohawk when development occurs
231	Johnson	Woodmen	Lizardhead	Lizardhead	via Woodmen North Frontage Road
232	Sandthamma	Falcon Meadows	Lizardhead	Lizardhead	via Falcon Meadows to Woodmen Frontage Road
233	Falcon School District	Woodmen	Lizardhead	Lizardhead	via Woodmen North Frontage Road
234	Houtchens	Woodmen	Lizardhead	Lizardhead	via Woodmen North Frontage Road
235	Mountain View REA	Woodmen	Lizardhead	Lizardhead	via Woodmen North Frontage Road
236	Falcon Properties	Woodmen	Lizardhead	Lizardhead	via Woodmen North Frontage Road
237					

*Pending final outcome of the environmental assessment

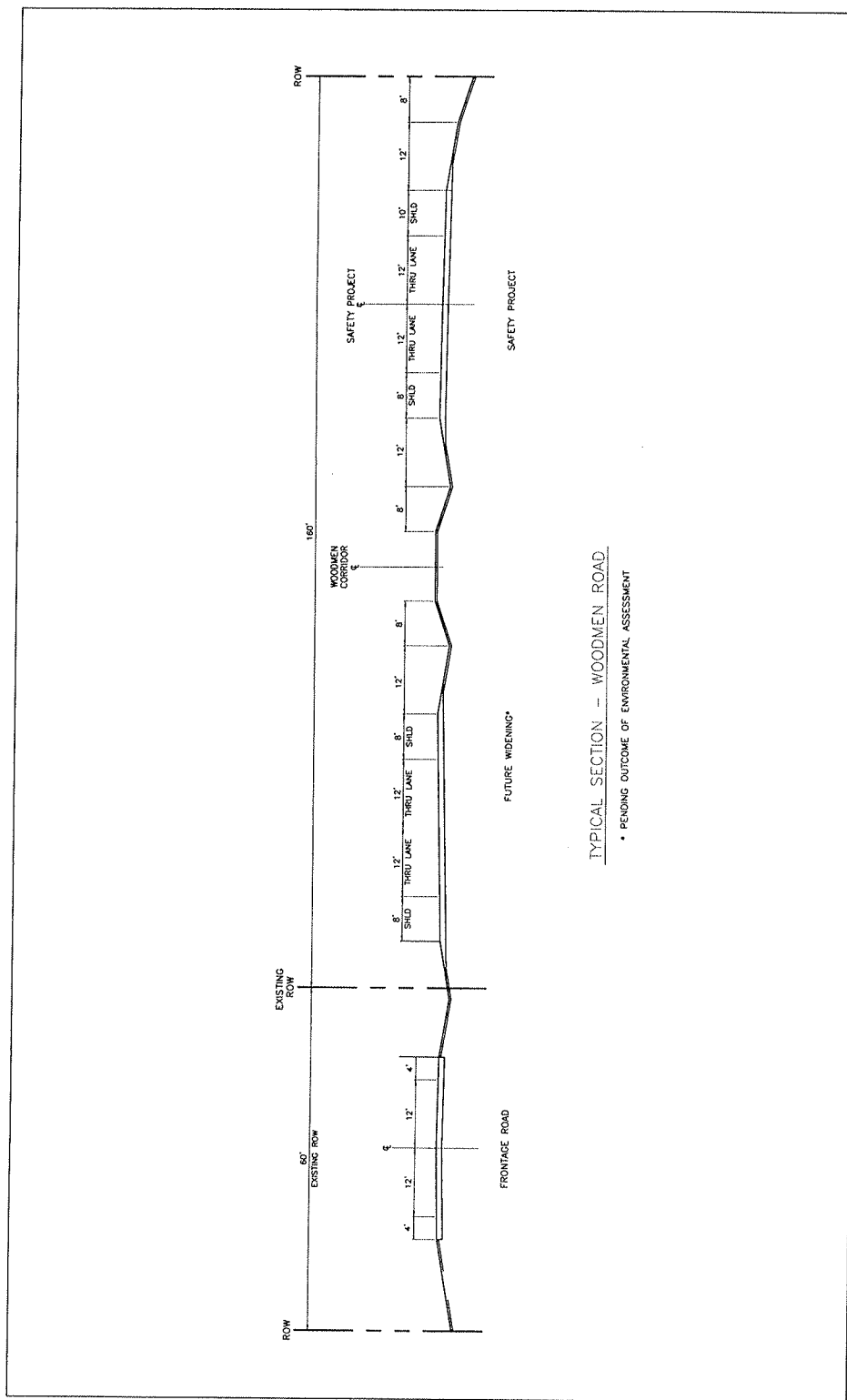
Notes:

1. Parcel 218 Cygnel 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.

Woodmen Road Corridor Improvements

Woodmen Road Access Management Plan










Woodmen Road Corridor Improvements

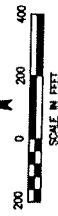
Woodmen Road Existing Access Management Plan



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-  ACCESS CONTROL LINE

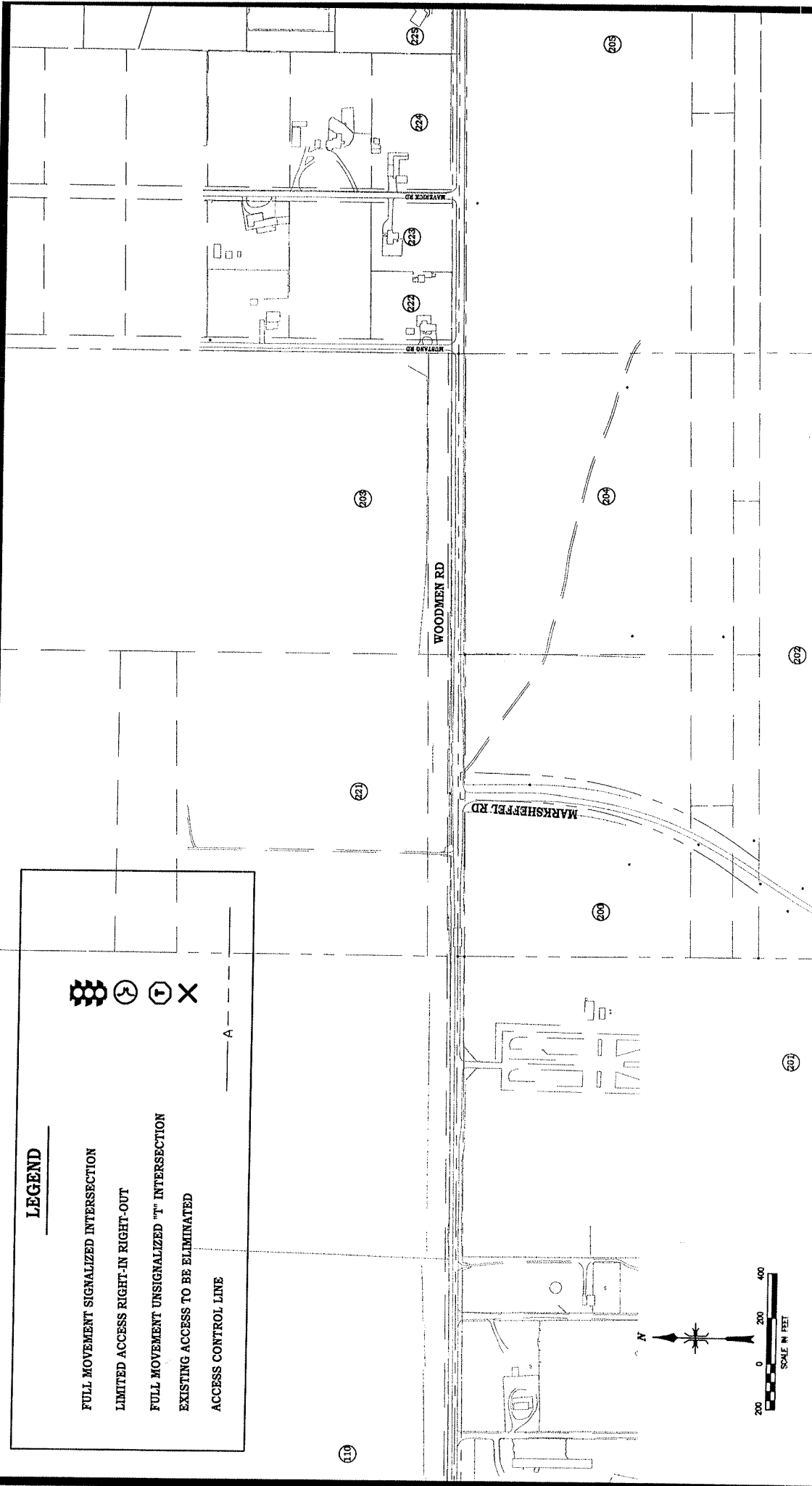
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Woodmen Road Corridor Improvements

Woodmen Road Existing Access Management Plan

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Woodmen Road Existing Access Management Plan

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Woodmen Road Corridor Improvements

Woodmen Road Existing Access Management Plan



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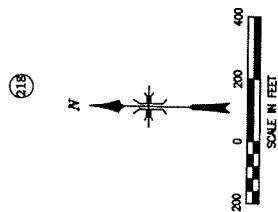
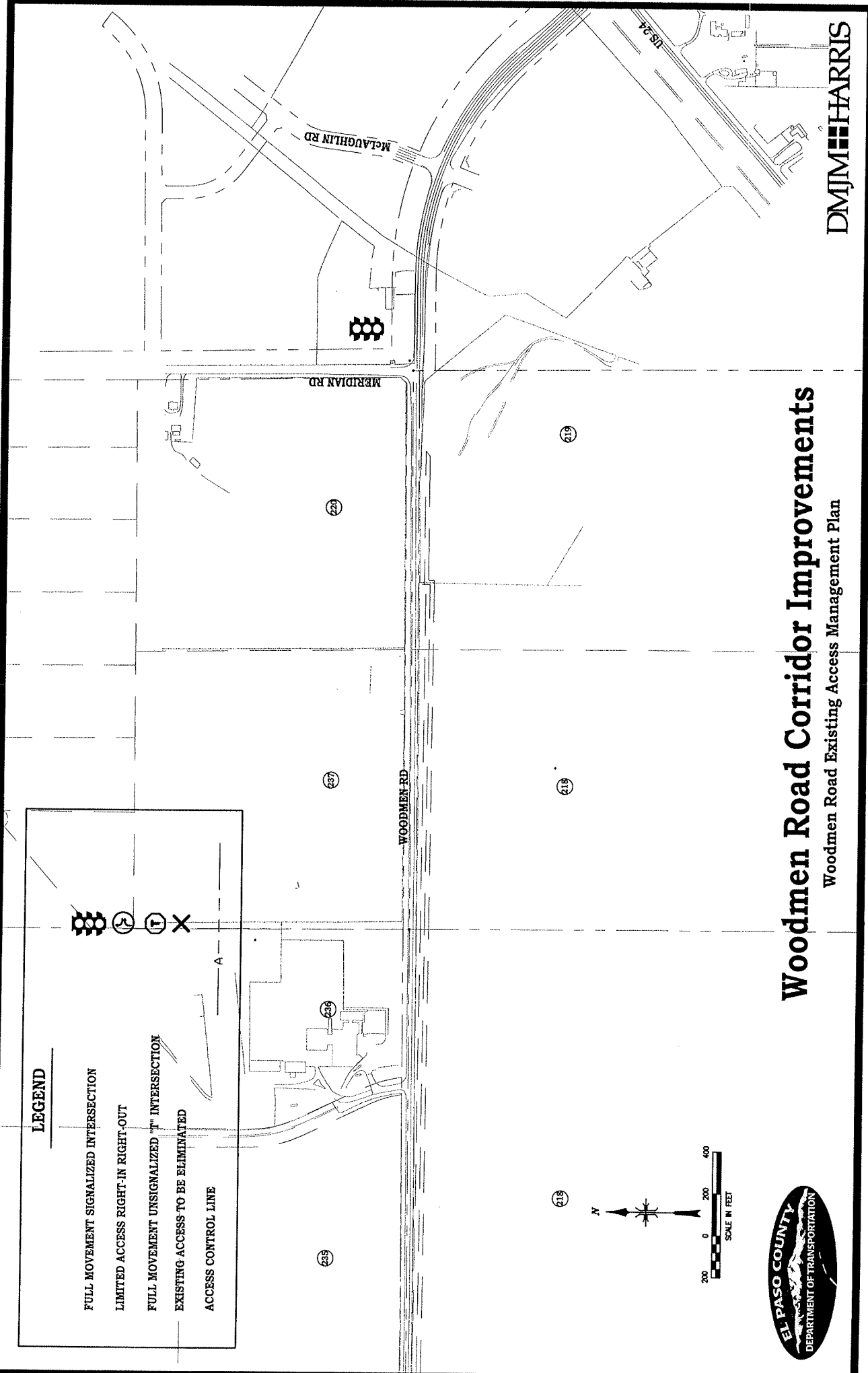
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LIMITED ACCESS RIGHT-IN RIGHT-OUT

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EXISTING ACCESS TO BE ELIMINATED

ACCESS CONTROL LINE








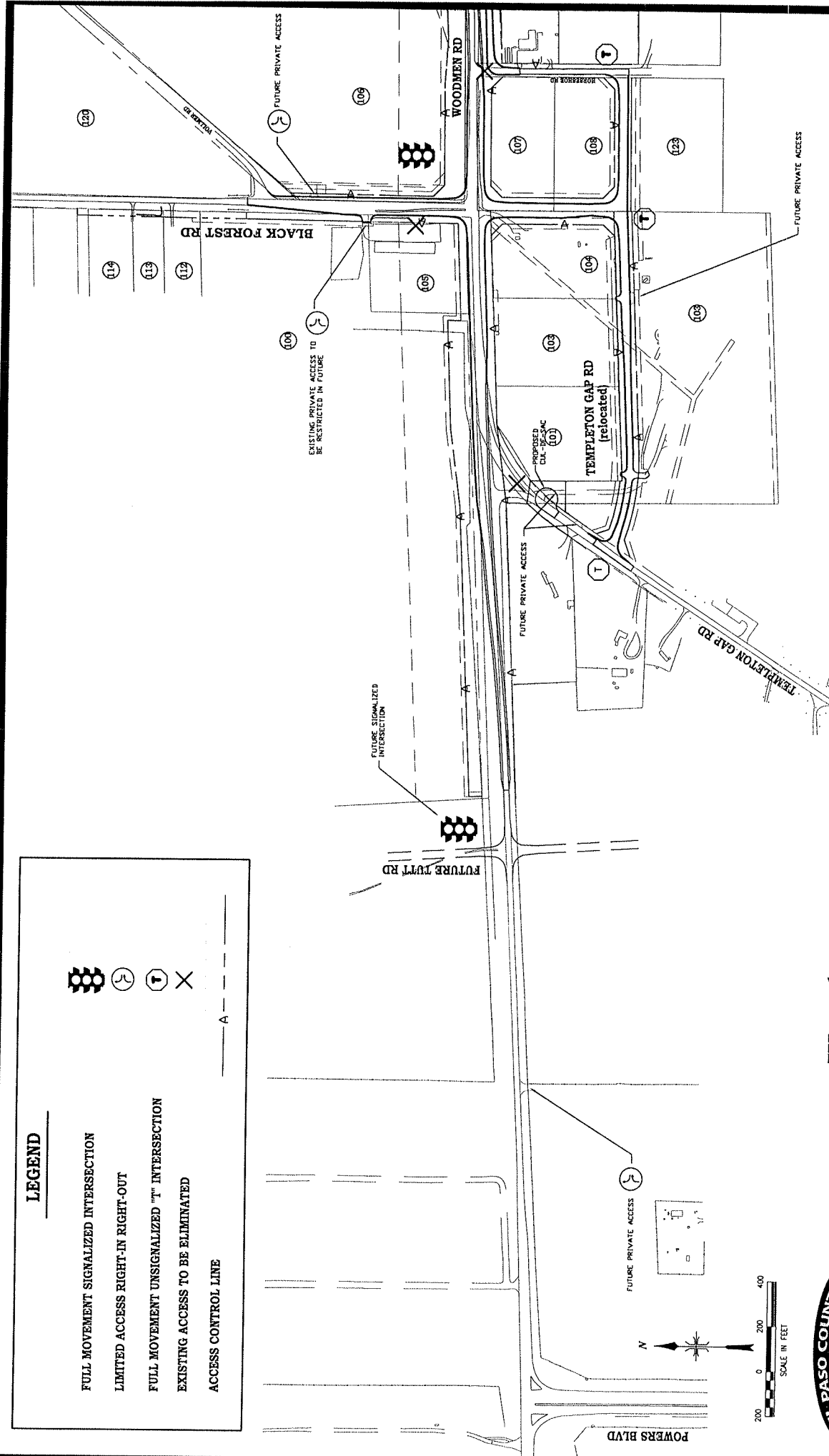
Woodmen Road Corridor Improvements


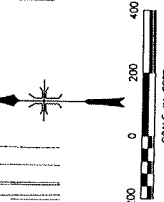
Woodmen Road Safety Project Access Management Plan



LEGEND

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 LIMITED ACCESS RIGHT-IN RIGHT-OUT
 FULL MOVEMENT UNSIGNALIZED "T" INTERSECTION
 EXISTING ACCESS TO BE ELIMINATED
 ACCESS CONTROL LINE



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 SCALE IN FEET
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Woodmen Road Corridor Improvements

Woodmen Road Safety Project Access Management Plan

LEGEND



FULL MOVEMENT SIGNALIZED INTERSECTION



LIMITED ACCESS RIGHT-IN RIGHT-OUT



FULL MOVEMENT UNSIGNALIZED "T" INTERSECTION



EXISTING ACCESS TO BE ELIMINATED

ACCESS CONTROL LINE

INTERIM ACCESS POINTS
TO REMAIN

INTERIM ACCESS POINTS
TO REMAIN

INTERIM PRIVATE ACCESS
TO REMAIN

410

PROPOSED WOODMEN RD

PROPOSED FRONTAGE RD

EXISTING WOODMEN RD

500

MARKSHEFFEL RD

MARKSHEFFEL RD

MARKSHEFFEL RD

500

MARKSHEFFEL RD

MARKSHEFFEL RD

500

N



200 0 200 400
SCALE IN FEET



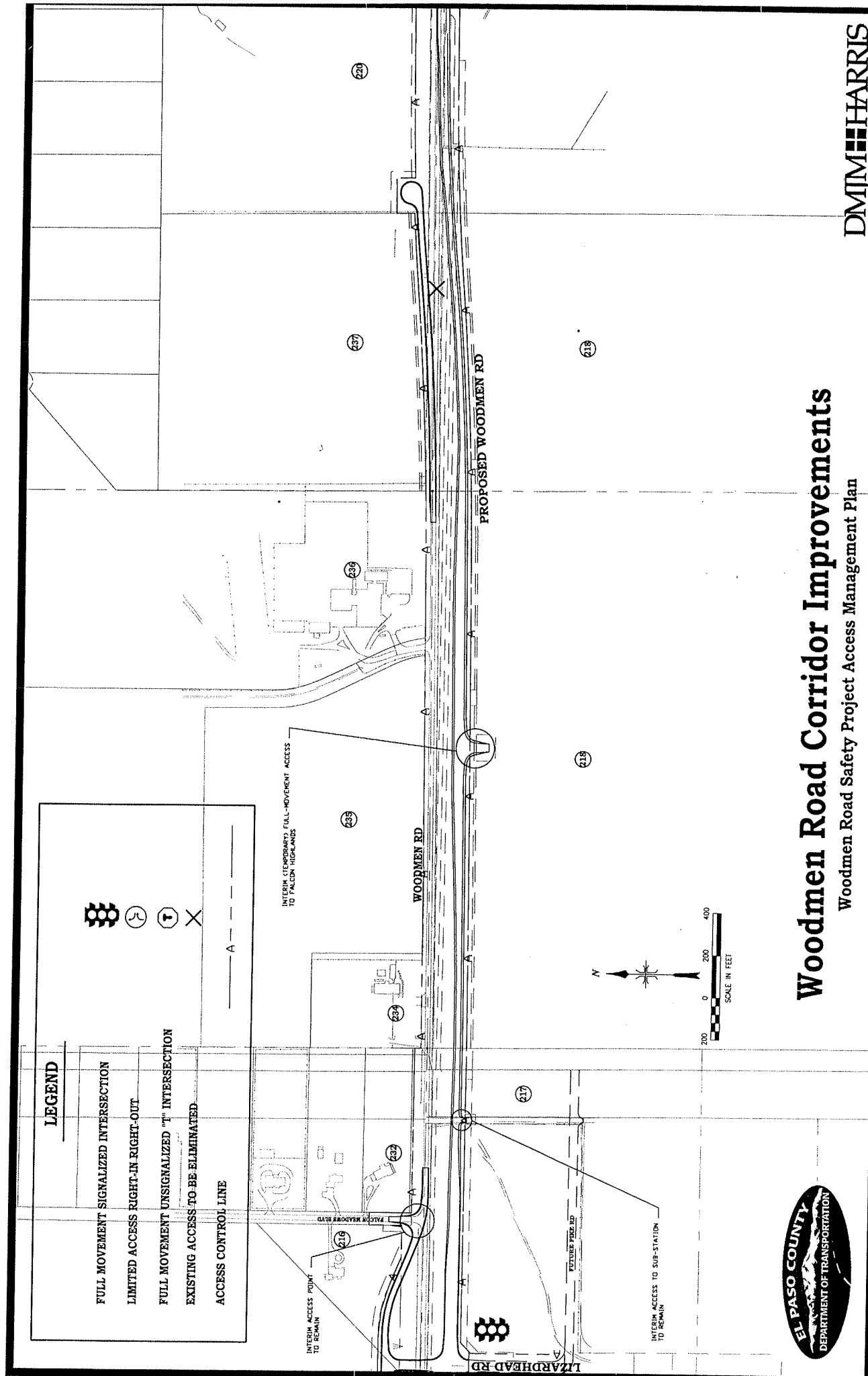
Woodmen Road Corridor Improvements

Woodmen Road Safety Project Access Management Plan






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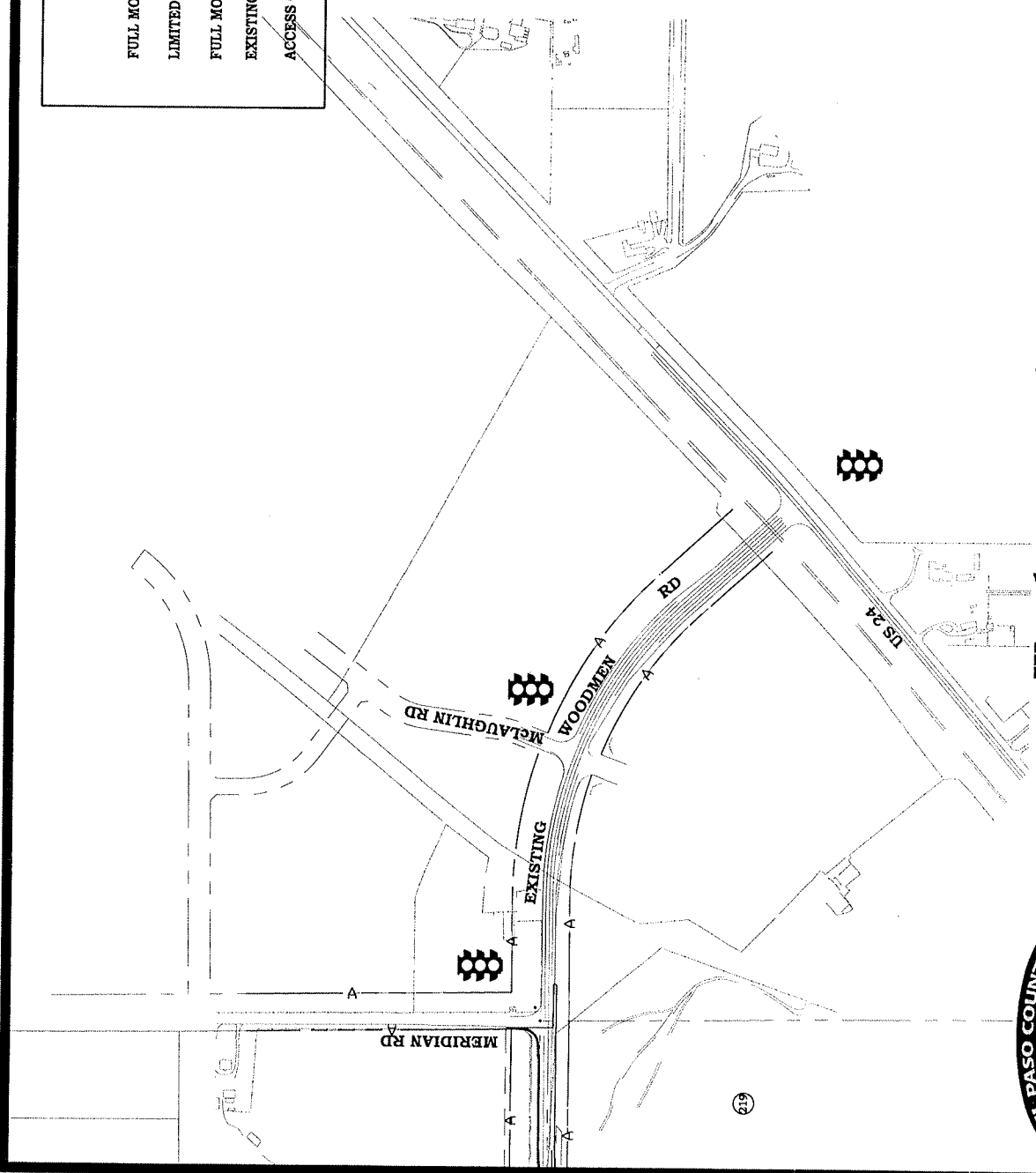
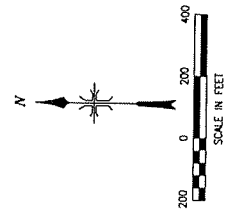
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Woodmen Road Corridor Improvements

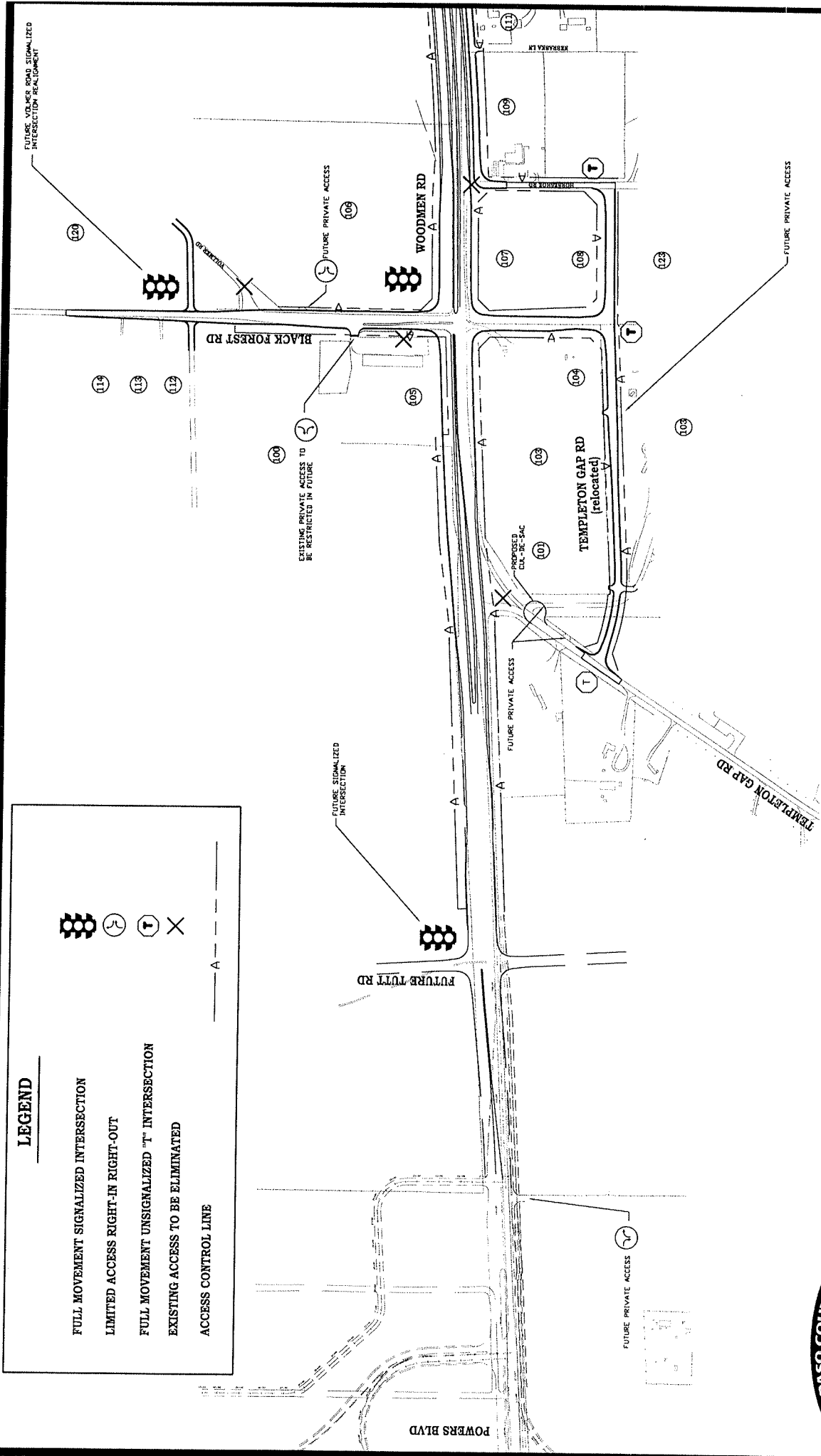
Woodmen Road Safety Project Access Management Plan

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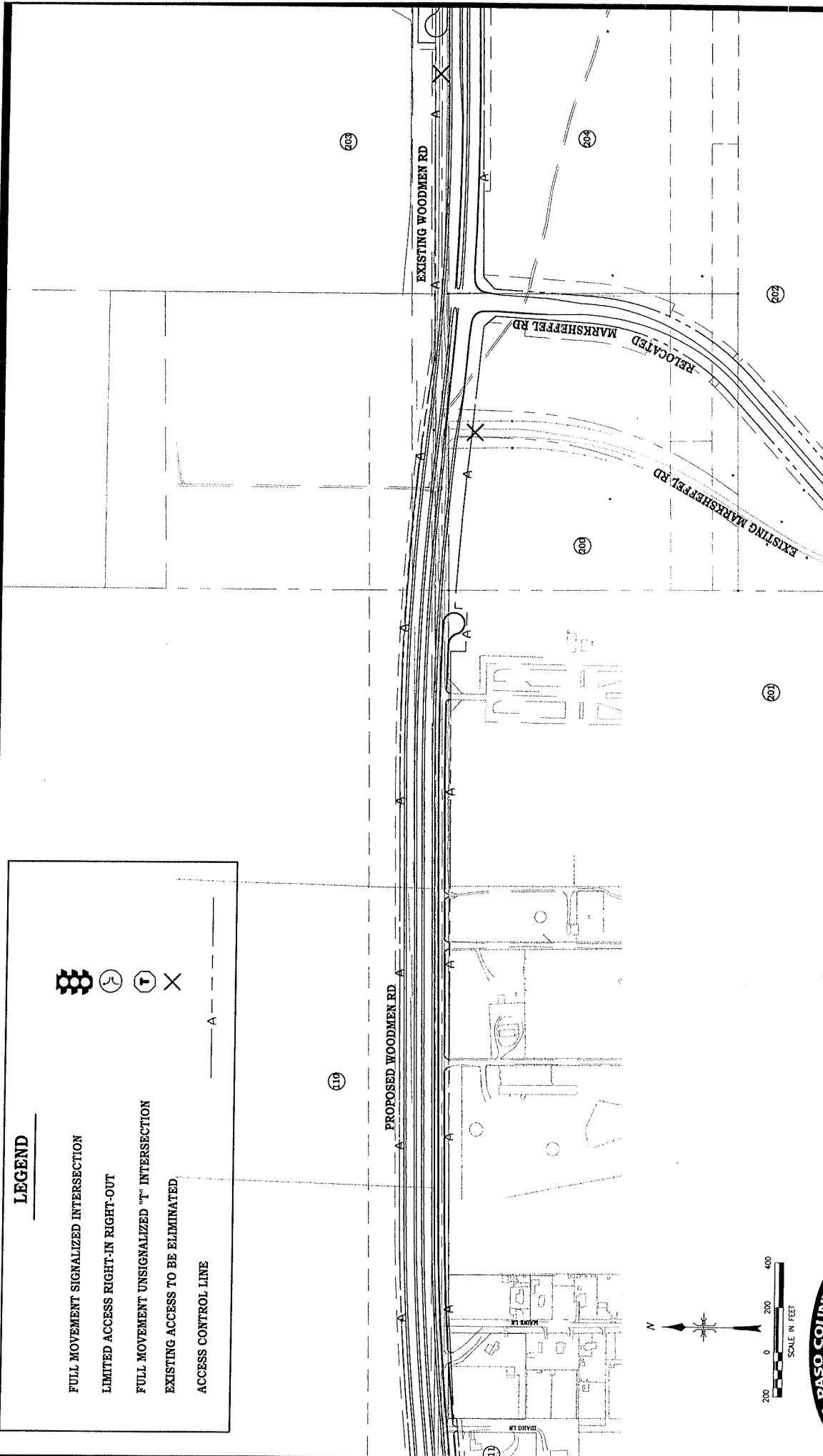
Woodmen Road Ultimate Access Management Plan

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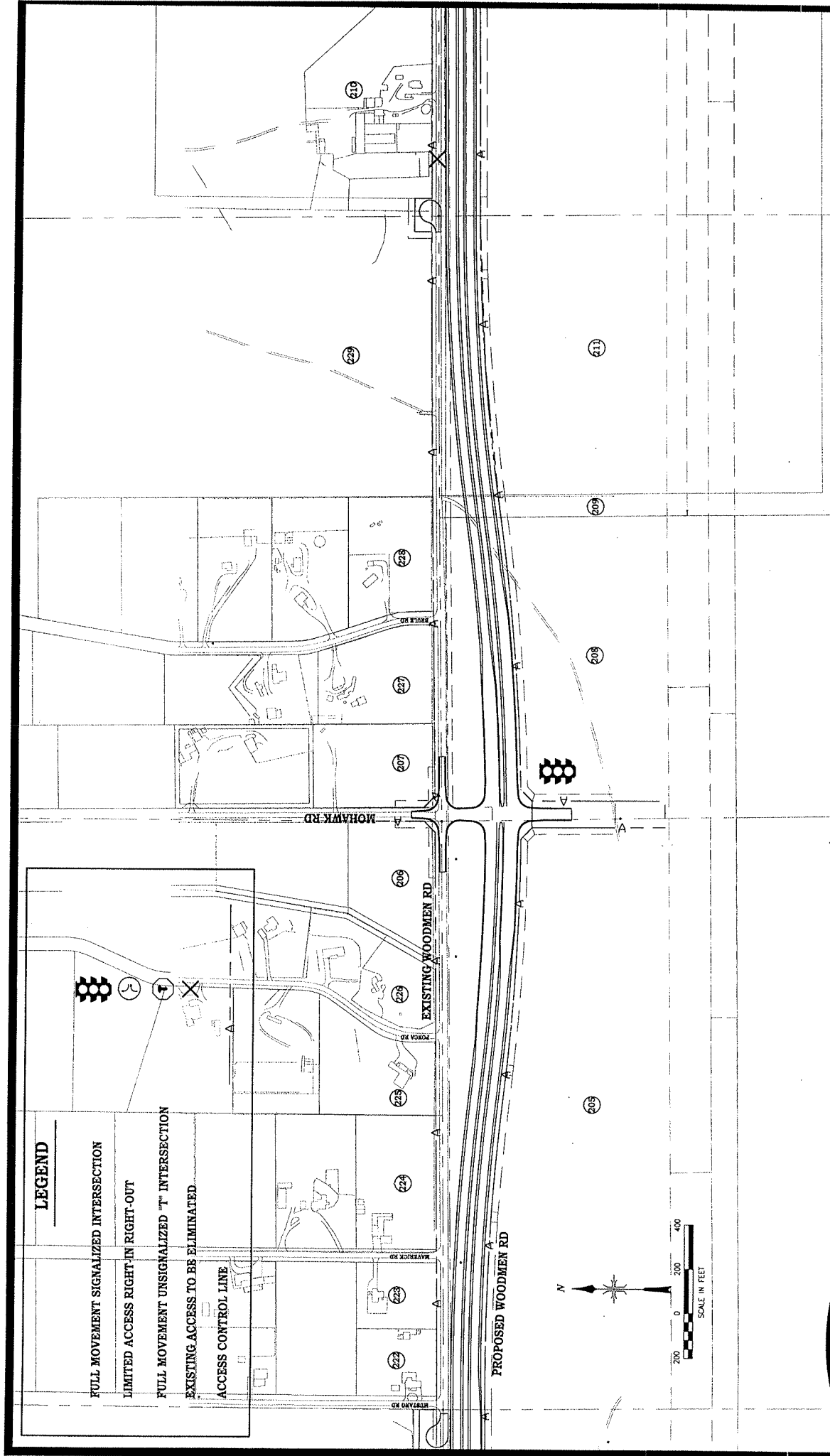
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Woodmen Road Corridor Improvements

Woodmen Road Ultimate Access Management Plan

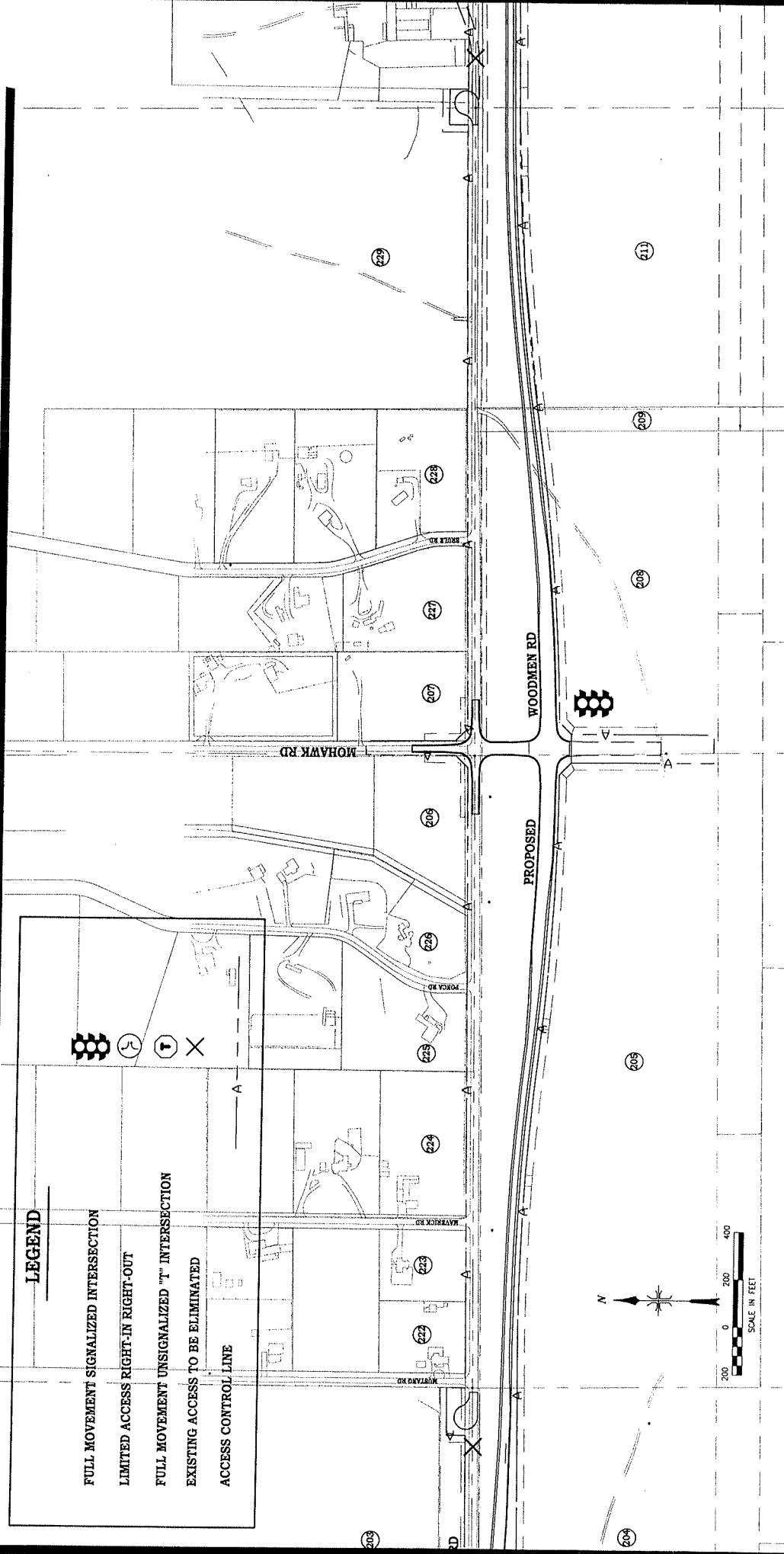




Woodmen Road Corridor Improvements

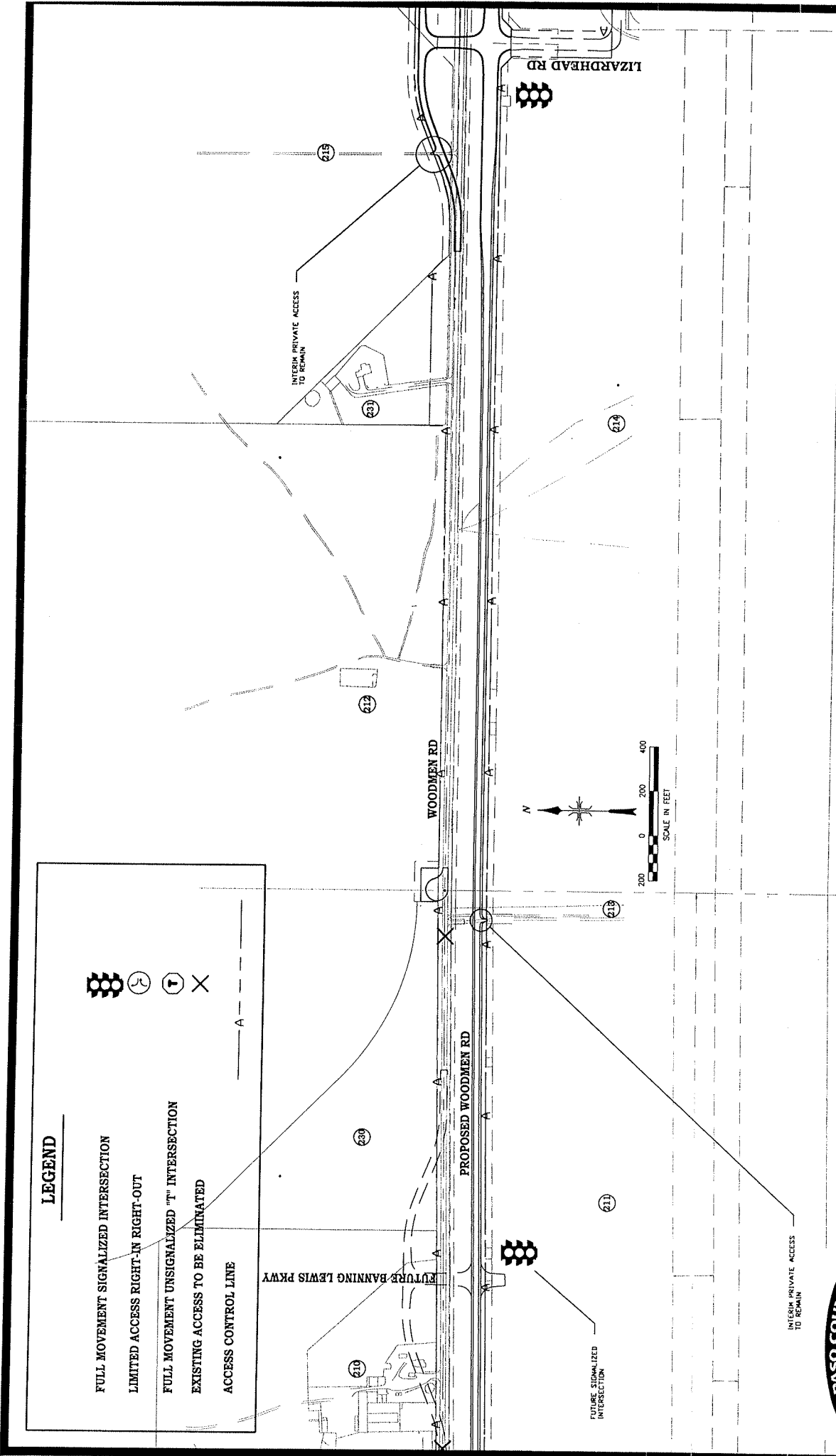
Woodmen Road Safety Project Access Management Plan

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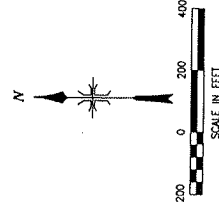
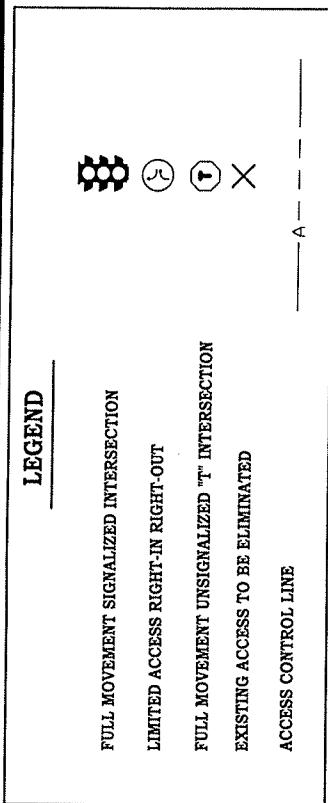


Woodmen Road Corridor Improvements

Woodmen Road Safety Project Access Management Plan

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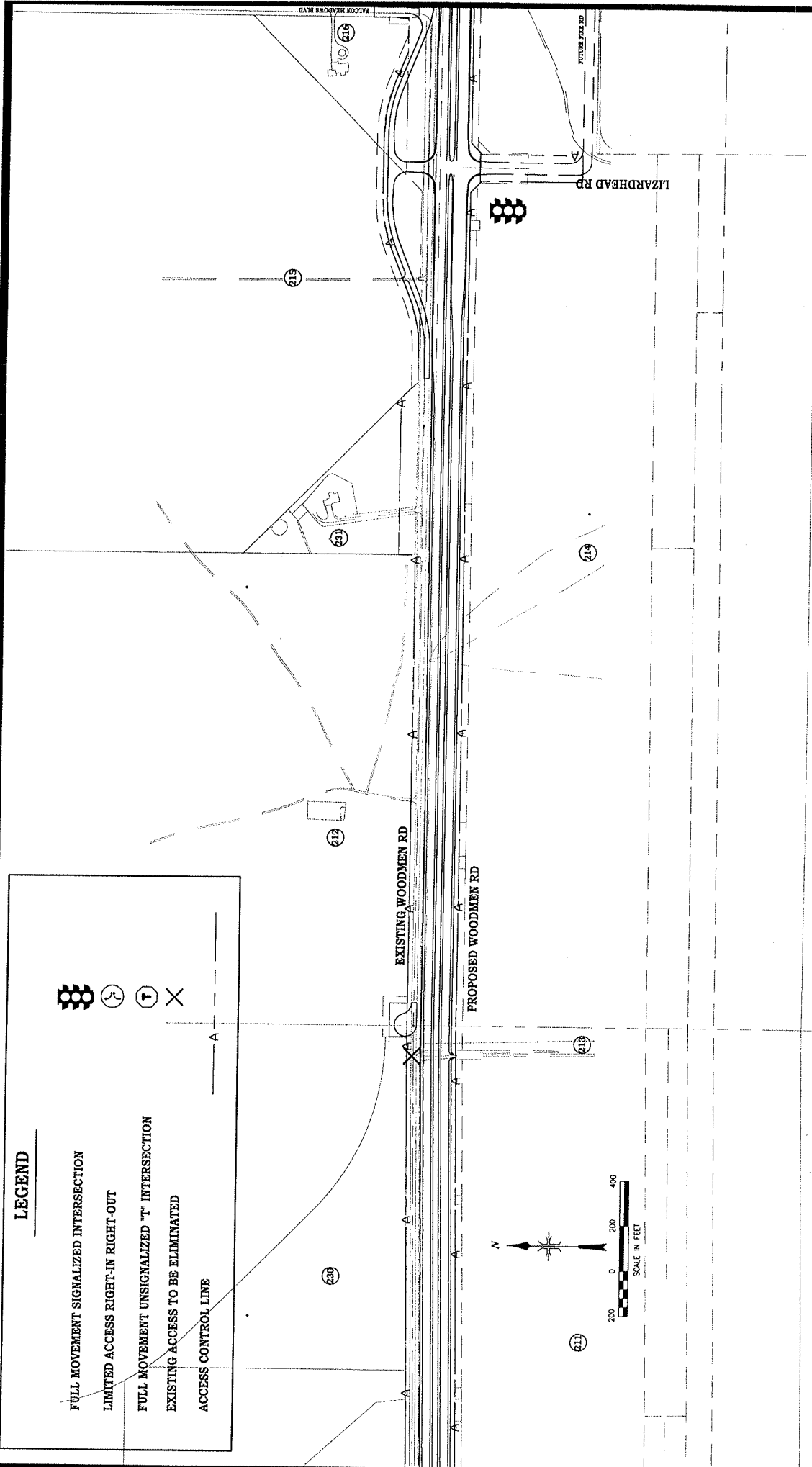




Woodmen Road Ultimate Access Management Plan

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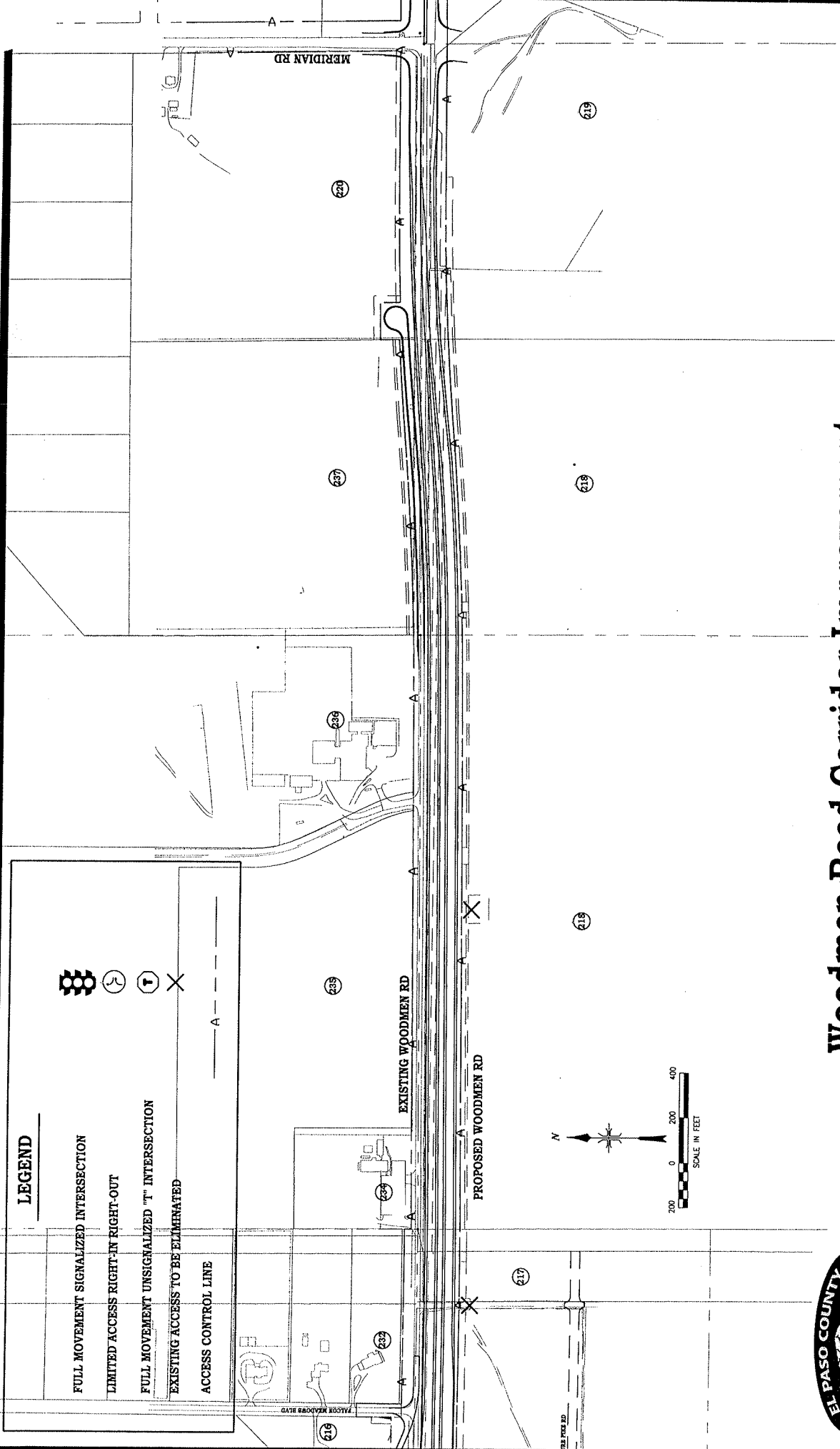


Woodmen Road Corridor Improvements






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-  EXISTING ACCESS TO BE ELIMINATED
-  ACCESS CONTROL LINE

Woodmen Road Corridor Improvements

Woodmen Road Ultimate Access Management Plan