



# COLORADO

## Department of Transportation

Region 2 Permits  
5615 Wills Blvd.  
Pueblo, CO 81008-2349

September 10, 2021

SH 24G/94A

El Paso County

Kari Parsons, Project Manager/Planner II  
E.P.C. Planning & Community Development  
2880 International Circle  
Colorado Springs, CO 80910

RE: Crossroads at Meadowbrook Mixed Use Preliminary Plan (11 Commercial Lots) -  
SH24G/SH94A EPC - SP2011

Dear Kari,

I am in receipt of a referral request for comments for Crossroads at Meadowbrook Apartments on Highway 24G/94A. The ±29.04-acre parcel is comprised of parcels zoned CR, all within the Commercial Airport Overlay District (CAD-O). The parcels are located at the northwest corner of the intersection of Highway 24 and Meadowbrook Parkway and is located at the northeast corner of the intersection of Highway 24 and Highway 94, in El Paso County. Approximately ±17.15-acres will be rezoned to the RM-30 CAD-O district. The remaining property (±12.695-acre) will remain in the CR CAD-O zone. The total 17.15 AC rezone acreage consists of a future 12.695 AC multifamily site, 3.244 acres of park/open space, public improvements, and drainage tracts, and 0.575 AC of ROW from the northern property boundary of the proposed multifamily site to the future centerline of Meadowbrook Parkway. Although the total proposed zone district acreage is 17.15 AC, the multifamily site will be referred to by its proposed development acreage of 12.695 AC. The site proposed rezone is in support of the development of 300 multifamily units in multiple buildings. The proposed site is located in the SW ¼ of Sec 8, T 14S, R 65W, of the 6th PM in El Paso County, Colorado. The property has the tax schedule No. 5408007005.

For information only: CDOT understands that the rezoned areas would be three separate project areas; the first area, named Meadowbrook Park, is located on the northeast corner of the US-24 and Newt Drive/SH-94 intersection, the second area, Crossroads North, is located within the triangle area between US-24, Marksheffel Road, and SH-94, and the third development area, Crossroads Mix Use, is located on the northwest corner of the US-24 and Newt Drive/SH-94 intersection. All three of these development areas are anticipated to include approximately 70 single-family detached housing units, a 18.28-acre public park, a 52,000 square foot movie theater, a 130,000 square foot free standing discount store, 44,942 square feet of retail space, a 7,200 square foot tire store, a 127,000 square foot home improvement store, a 114,000 square foot furniture store, 21,200 square feet of sit down restaurant space, 20,909 square feet of fast food restaurants, a 2,400 square foot coffee shop, and a gas station with 5,000 square foot convenience market. It is expected that buildout of these development



areas would be completed in the next five years. The Crossroads-Meadowbrook development areas are proposed along the north and south sides of US-24 and in the area of SH94 in El Paso County, Colorado.

After review of all documentation, we have the following comments:

#### Traffic Operations:

The current Traffic Impact Study Dated August 13, 2021 has been reviewed and previous comments from Traffic Impact Study dated February 19, 2021 and Oct 2020 for Crossroads-Meadowbrook has been listed here as well (in Italics). Traffic Operations staff comments are as follows:

August 11, 2021 comments;

- Right-of-way shall be preserved for future interchange footprint at US 24 & Hwy 94 as shown in the PEL study.
- Future interchange improvements will impact most of lot 4, a significant portion of lot 5, and the landscape buffer of lot 6 and will need to be modified.

Previous comments dated January 21, 2021 listed below;

- *The 2020 AM adjusted existing traffic volumes on Figure 5 at SH-94 & Marksheffel Rd does not seem to balance with adjacent intersections.*
- *The traffic impact study included an analysis of westbound Hwy 94-to-24 left turn flyover option for 2026, in addition to the widening of Hwy 24; however, it is anticipated a grade separation would be built in lieu of additional through lanes and carry the largest volume movements (Hwy 24 through traffic) in the 2040 time horizon. The US 24 PEL study estimated the cost of grade separation to be 1/3 of additional through-lane widening of Hwy 24. The traffic impact study shall analyze potential grade separation without additional through lanes in 2026. The study may utilize interchange planning selection tool such as CAP-X to determine most appropriate grade separation in 2040 for the analysis.*
- *Table 9 appears to have a typo for in the bottom left cell*
- *Page 51 indicates that the southbound left turn lane is not warranted; however, the SHAC warrant is only 10 vehicles per day and therefore is warranted.*

Previous comments dated January 21, 2021 listed below;

- *According to CDOT MS2 site, the existing peak hour traffic volumes are considerably less than pre-pandemic volumes shown in Figure 5 of the Traffic Impact Study. For example:*
  - ❖ *AM Peak hour count in January 2020 shows 975 southbound and 428 northbound through volumes at US24 and Marksheffel Road intersection.*
  - ❖ *Eastbound was recorded at 340 vehicles, and westbound thru was recorded at 1225 vehicles.*
  - ❖ *Westbound left was recorded at 305 vehicles and southbound right was 657 vehicles.*
  - ❖ *Based on additional counts found on the CDOT MS2 site <https://cdot.ms2soft.com/tcds/tsearch.asp?loc=Cdot&mod=>, it appears that in most cases the June 2 peak-hour counts should be factored 35% to reach pre-COVID*



*volumes, with the exception of the Highway 94 PM peak hour needing the 44% factor as stated in the study.*

- *Trip distribution as shown in Figures 8 and 9 seem to overweight distribution to/from the west and underweight distribution to/from the north by 10%.*
- *Section 5.2 recommends converting eastbound & westbound turn lanes along Hwy 24 at Hwy 94 & at Marksheffel Rd to shared thru/right turn lanes. Conversion to shared lanes is not acceptable under the E-X category of the State Highway Access Code. Furthermore, safety performance of six-lane highways is worse than four-lane highways below an approximate ADT of 36,000.*
- *The US 24 PEL study prioritizes the interchange of Hwy 24 & 94 over widening Hwy 24 from Powers to Hwy 94. The study also estimated the cost to be 1/3 of widening. The traffic impact study shall include analysis of grade separation of the intersection and potential interchange alternatives such as a DDI.*

#### Hydraulics:

The Drainage Report dated February 2021 and the Grading & Erosion Control Plan dated February 16, 2021 for Crossroads at Meadowbrook Mixed Use has been reviewed by a CDOT Hydraulics Engineer. Their comments follow:

- January 11, 2021 comments: This project doesn't seem to directly affect CDOT facilities with the current design. My only concern is the outfall of the detention pond. The report states that the outfall discharges into an existing swale. This swale is not well defined. The existing condition is natural sheet flow across the basin and will be concentrated flow in the proposed condition at the outfall. In the final design, I would suggest the engineer ensure the swale can handle the concentrated flows without erosion of the channel bottom.
- March 24, 2021 comments: Existing conditions topo map shows that existing flow at the SW corner sheet flows to the west and that flow does not enter the existing roadside swale. The proposed detention pond outlet concentrates and directs this flow to the roadside swale, which will cause erosion. Please coordinate with CDOT Hydraulics Engineer to design suitable outlet protection.
- Drainage report does not specify who will maintain the pond. CDOT needs to know that the pond will be properly maintained because if it is not maintained and the pond does not function as intended erosion on CDOT property will ensue.
- The highway drainage system is for the protection of the state highway right-of-way, structures, and appurtenances. It is not designed nor intended to serve the drainage requirement of abutting or other properties beyond undeveloped historical flow. Drainage to the state highway right-of-way shall not exceed the undeveloped historical rate of flow.
- CDOT would like to emphasize this development devise and implement a permanent plan for periodic removal and disposal of sediment from detention facilities for maintenance of development detention facilities shall not be in CDOT Rights of Way.
- **CDOT Hydraulics will need to review once corrections are made.**

#### Materials:

The Soils and Geology Study dated March 3, 2021 for Crossroads Commercial has been reviewed by a CDOT Materials Engineer. Their comments follow:

- Planned roadway improvements on CDOT Right of Way (if any) should be designed in accordance with the current CDOT Pavement Design Manual.

#### Environmental:



The Impact Identification Statement for Crossroads at Meadowbrook has been reviewed by a CDOT Environmental Engineer. Their comments follow:

- How was it determined that....” there are no known historical or archeological sites identified in the site”? No further comments needed.

Access:

The Preliminary Plan has been reviewed and the development changes will impact CDOT infrastructure. My comments are as follows:

- The developer is required to apply for a new Colorado Department of Transportation Access Permit. An Access Permit is required at the intersection location of (SH24 and Newt Drive). The change in land and access use rules apply as detailed in the State Highway Access Code 2002, Section 2.6. **This has not been done to date.**
- Notice: a condition of the access permit will be the donation of the required Public ROW needed for future roadway improvements and additional roadway improvements will be required at the intersection of SH24G and Newt Dr.
- Additional phases are expected for this development. Additional phase will be required to be reviewed as they come in and further traffic operation requirements may be needed if warrants are met.
- No additional access will be allowed to the development from any of the surrounding State Highways and only allowed from the minor surrounding roadways.
- This development is being reviewed concurrently with the developments listed below since they all impact the same intersections.
  - ❖ Crossroads North
  - ❖ Meadowbrook Park
  - ❖ Crossroads at Meadowbrook Mixed Use
  - ❖ Reagan Ranch
- CDOT is collaborating with the City of Colorado Springs and El Paso County in development review as all three agency’s infrastructure will be impacted by the traffic within these developments.
- A pre-application meeting to discuss expectations and processes with the three agencies is required prior to application for access permit being made to CDOT by the development or El Paso County.

Additionally,

- On-premise and off-premise signing shall comply with the current Colorado Outdoor Advertising Act, sections 43-1-401 to 421, C.R.S., and all rules and regulations pertaining to outdoor advertising. Please contact Mr. Todd Ausbun at (719) 696-1403 for any questions regarding advertising devices.
- Any utility work within the state highway right of way will require a utility permit from the CDOT. Information for obtaining a utility permit can also be obtained by contacting Mr. Ausbun.

Please contact me in Pueblo at (719) 546-5732 or (719) 248-0905 with any questions.

Sincerely,



Arthur Gonzales  
CDOT R2 Access Manager



Xc: Jennifer Irvine/Victoria Chavez/Jeff Rice - El Paso County  
Ferguson  
Bauer  
Stecklein  
Whittlef/Biren  
Cosyleon  
Ausbun  
Vigil/Regalado/file

