



COLORADO
Department of Transportation

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

January 21, 2021

SH 24G/94A
El Paso County

Kari Parsons, Project Manager/Planner II (kariparsons@elpasoco.com)
E.P.C. Planning & Community Development
2880 International Circle
Colorado Springs, CO 80910

RE: Crossroads at Meadowbrook Mixed Use Preliminary Plan - SH24G/SH94A EPC
SP2011

Dear Kari,

I am in receipt of a referral request for comments for Crossroads at Meadowbrook Mixed Use Preliminary Plan on Highway 24G/94A. The ±29.04-acre parcel is comprised of parcels zoned CR and proposed RM30, all within the Commercial Airport Overlay District (CAD-O). The subdivision proposes multi-family and retail pad sites 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. 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 Traffic Impact Study for Crossroads-Meadowbrook dated October 2020 has been reviewed by a CDOT Traffic Engineer. Their comments follow:



- 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 November 2020 and the Grading & Erosion Control Plan dated November 23, 2020 for Crossroads at Meadowbrook has been reviewed by a CDOT Hydraulics Engineer. Their comments follow:

- 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.
- 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 and for maintenance of development detention facilities not within CDOT Rights of Way.

Materials:

The Soils and Geology Study dated August 18, 2020 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 to 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 other comments this time.

Access:

Approval to allow the subdivision will impact CDOT infrastructure. My comment follows:

- The developer is required to apply for a new Colorado Department of Transportation Access Permit. Access Permits are required at three intersection locations (SH24 and Newt Drive, SH24 and Marksheffel Road, SH94 and Marksheffel Road). The change in land and access use rules apply as detailed in the State Highway Access Code 2002, Section 2.6.
- 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 roadway arterials.
- CDOT requests that the developing engineer submit a Master Drainage Study that encompasses, at a minimum, the following developments:
 - Crossroads North
 - Meadowbrook Park
 - Crossroads at Meadowbrook Mixed Use
 - Reagan Ranch
- CDOT requests that the developing engineer submit a Master Traffic Impact Study that encompasses, at a minimum, the following developments:
 - Crossroads North
 - Meadowbrook Park
 - Crossroads at Meadowbrook Mixed Use
 - Reagan Ranch
- This development is being reviewed concurrently with Crossroads North and Meadowbrook Park since they all impact the same intersections.
- CDOT is partnering 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 3 agencies is required prior to application for access permit being made to CDOT.

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 Gonzalez
CDOT R2 Access Manager

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

