



COLORADO

Department of Transportation

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

May 18, 2021

SH24 / SH94
El Paso County

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

RE: Meadowbrook Park - PUDSP208

Dear Kari,

I am in receipt of a request for comments pertaining to the Meadowbrook Park combined PUD/Preliminary Plan. The ±8.01- acre parcel is proposed to be developed with additional development mentioned in paragraph two. The Meadowbrook Park development of the 8.01-acres it's to be 70 single family residential lots with landscaping a, utilities and open spaces. The location is off of SH24 at Meadowbrook Parkway/Newt Rd. and SH94 in El Paso County.

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.

CDOT Access Dept. has reviewed the submitted documents and my comments are as follows:

Reissued comments from 12/28/2020

- a. 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 Dr., SH24 and Marksheffel Rd., SH94 and Marksheffel Rd.) The change in land and access use rules apply as detailed in the State Highway Access Code 2002, Section 2.6, Changes in Land Use and Access Use from vacant land to as described above.
- b. Additional phases are expected for this development. Additional phase will be required to be reviewed as they come in and futher traffic operation requirements may be needed if warrants are met.
- c. No additional access will be allowed to the development from any of the surrounding State Highways and only allowed from the minor surrounding roadways.



- d. 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 Traffic Operations comments are as follows: Reissued comments from 12/28/2020

- a. 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:
1. AM Peak hour count in January 2020 shows 975 southbound and 428 northbound through volumes at US24 and Marksheffel Road intersection.
 2. Eastbound was recorded at 340 vehicles, and westbound thru was recorded at 1225 vehicles.
 3. Westbound left was recorded at 305 vehicles and southbound right was 657 vehicles.
 4. 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.
- b. 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%.
- c. 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.
- d. 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. The study should identify any necessary improvements needed to implement six-lanes and avoid any bottlenecks along US 24 to the west of Hwy 94.

CDOT Hydraulics comments are as follows:

- a. Note that Highway 24 will be widened in this section in the future. This specific review package doesn't appear to have any impact on that future widening as it only shows new streets. But the overall development that these streets are part of might. Refer developer to the US24 PEL here: <https://www.codot.gov/projects/archived-project-sites/us-24-pel-study>
- b. No drainage report was provided. Without a drainage report I can't say whether or not the design has an impact on CDOT facilities. The proposed full spectrum detention pond is located adjacent to CDOT ROW, but will discharge to another system away from US 24 via a proposed storm sewer. I obviously can't confirm if the pond is sized properly. Also, it doesn't look like an emergency overflow is proposed, so I cannot determine where water will go if the pond is plugged.

CDOT Environmental comments are as follows:

- a. No Concerns of the Housing development and Noise Study to the CDOT Highway. CDOT would need to complete their own noise analysis when a NEPA analysis (EA) moves forward in the US



Highway 24 Corridor. In the future US 24 is slated for 3 lanes each direction and a grade separated intersection at US 24 and SH 94. Concur with other's comments that it was unclear why noise was measured in areas that did not coincide with locations of future dwellings.

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 - Access Manager

Xc: Jennifer Irvine/Victoria Chavez - El Paso County
Elizabeth Nijkamp/Jeff Rice - El Paso County
Ferguson
Bauer
Stecklein
Whittlef/Biren
Sword/Regalado - file

