



COLORADO

Department of Transportation

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

December 13, 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 comment pertaining to the Meadowbrook Park combined PUD/Preliminary Plan. The ±8.01- acre parcel is proposed to be developed with additional development mentioned in below. The Meadowbrook Park development of the 8.01-acres will consist of 67-single Family unit dwellings with residential private roads for the development. This development is just north 325-feet NE of Newt Dr. on Meadowbrook Parkway. The development will impact the intersection of SH24G and Newt Dr/ SH94 in El Paso County.

For information only: We understand 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 developments area are proposed along the north and south sides of SH24G at Meadowbrook Parkway/Newt Rd. and SH94 in El Paso County in El Paso County, Colorado.

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

- 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., and 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. **The permit has been prepared and submitted to EPC and CDOT**
- b. 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. **Understood**
- c. It is likely that State Highway Roadway improvements will be required for this development to make contribution to at the surrounding intersections (SH24 and Newt Dr., SH24 and Marksheffel Rd., SH94 and Marksheffel Rd.). **Contributions have been noted in the overall traffic study**



- d. No additional access will be allowed to the development from the Left-NW Quadrant of the intersection of SH24G/Newt Dr. North along the property line parallel with SH24G Right of Way for the Meadowbrook Park Development. **Understood**
- e. Right of way dedication is required as part of the final platting or future to be recorded as part of the Access Permitting Process with CDOT Right of Way. Please reach out to CDOT Access Manager Arthur Gonzales for direction at arthur.gonzales@state.co.us.

Noted, Mr. Gonzales has not responded.

CDOT Traffic Operations comments are as follows:

Comments Issued 08/02/2021:

- a. **For information only:** The US 24 PEL study estimated the cost of the grade separated interchange at Hwy 94 to be 1/3 of additional through-lane widening on Hwy 24 west to Powers Blvd. Based on median projected costs from the PEL study and CDOT's Construction Cost Index, it is anticipated that the FY22 cost for an interchange at the intersection is \$27 million, while the cost of widening from Hwy 94 to Powers Blvd is \$81 million. Phase 1 traffic generation represents 20.38% and full buildout traffic generation represents 25.16% of total conflicting traffic at the intersection of US 24 & Hwy 94/Newt Dr, excluding background growth and right turn movements.
- b. **Please revise and include in new TIS.** The traffic study did not include a safety analysis for instance, crashes are expected to triple at the intersection of Hwy 94 & 24, and severe crashes will increase 50% in 2026 with project versus background no-build. The study shall include expected crash rates for intersections and segments within the study area.

At US 24 & Hwy 94:

- c. The westbound Hwy 94 triple left-turn will require installation of a third westbound receiving lane along US 24. The proximity of adjacent access points west of the study limits makes it difficult to determine the needed termination location. The study shall be expanded westward a sufficient distance to provide acceptable traffic flow at the proposed match location with existing cross-section and shall at a minimum include the Peterson off ramp; it is anticipated that microsimulation will be required to determine. The westbound Hwy 24 right turn acceleration lane will need to be relocated outward to accommodate the additional receiving lane. **The TIS has addressed**
- d. The northeast-bound left turn from US 24 to Marksheffel Rd shall be extended through the intersection of Hwy 94/Newt and start at the beginning of the NEB left turn lane for Newt Dr to provide the additional NE through lane; the NE right turn acceleration lane shall be held unharmed. Analysis of the weave from Space Village Ave onramp to NE left turn to Newt Dr shall be provided; it is anticipated that microsimulation will be required to determine. **The TIS has addressed**
- e. The southwest-bound right turn lane will need to be relocated outward as well to provide the additional southwest-bound through lane for the intersection; the through lane shall start from the Marksheffel Rd right turn acceleration lane. **The TIS has addressed**
- f. Overhead signing shall be provided WB US 24 for the Peterson Rd exit and EB for the start of the left turn lanes to Newt Dr & Marksheffel Rd. **The TIS has addressed**

Comments Issued 10/08/2021:

- g. Right-of-way shall be preserved for future interchange footprints at US 24 & Hwy 94 as shown in the PEL, and at Hwy 94 and Marksheffel as shown in the current right-of-way plans
- h. **A Revised Traffic Impacts Study is required. The TIS has addressed the "preservation" updated and provided previously**

CDOT Hydraulics comments are as follows:

- a. **Previous comments have been addressed** and no additional comments are required.

CDOT Environmental comments are as follows:

- a. **No Comments as to the Noise Study.** If mitigation is required that will be the sole responsibility of the developer to mitigate.



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. **Noted, no signage planned has part of this application**
- 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.
Noted

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

Sincerely,



Arthur Gonzalez - 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

