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DEVIATION REQUEST AND DECISION FORM

Updated: 6/26/2019

PROJECT INFORMATION

Project Name :	1249 Meadowbrook Parkway
Schedule No.(s) :	5404304013
Legal Description :	Tract F Claremont Ranch Filing No. 7

APPLICANT INFORMATION

Company :	Rockwood Homes LLC
Name :	John Raptis
	☒ Owner ☐ Consultant ☐ Contractor
Mailing Address :	5436 Carvel Grove Colorado Springs, CO 80922
Phone Number :	719-930-5087
FAX Number :	
Email Address :	john@rwhomes.co

ENGINEER INFORMATION

Company :	Kimley-Horn & Associates		
Name :	Kevin Kofford	Colorado P.E. Number :	57234
Mailing Address :	2 North Nevada Avenue, Suite 300 Colorado Springs, CO 80903		
Phone Number :	719-453-0181		
FAX Number :			
Email Address :	Kevin.Kofford@Kimley-horn.com		

OWNER, APPLICANT, AND ENGINEER DECLARATION

To the best of my knowledge, the information on this application and all additional or supplemental documentation is true, factual and complete. I am fully aware that any misrepresentation of any information on this application may be grounds for denial. I have familiarized myself with the rules, regulations and procedures with respect to preparing and filing this application. I also understand that an incorrect submittal will be cause to have the project removed from the agenda of the Planning Commission, Board of County Commissioners and/or Board of Adjustment or delay review until corrections are made, and that any approval of this application is based on the representations made in the application and may be revoked on any breach of representation or condition(s) of approval.

_____ _____
Signature of owner (or authorized representative) Date

Engineer's Seal, Signature
And Date of Signature

PCD File No. _____

DEVIATION REQUEST (Attach diagrams, figures, and other documentation to clarify request)

A deviation from the standards of or in Section **2.3 Roadway Design** of the Engineering Criteria Manual (ECM) is requested.

Identify the specific ECM standard which a deviation is requested:

THE SPECIFIC STANDARD A DEVIATION IS BEING REQUESTED FROM IS 2.3.2 DESIGN STANDARDS BY FUNCTIONAL CLASSIFICATION. SPECIFICALLY, TABLE 2-7 INTERSECTION SPACING FOR RESIDENTIAL URBAN COLLECTORS WHEN INTERSECTING WITH LOCAL ROADWAYS REQUIRES 330 FEET BETWEEN INTERSECTIONS.

State the reason for the requested deviation:

THE SITE CURRENTLY HAS FRONTAGE ALONG MEADOWBROOK PARKWAY EAST OF MARKSHEFFEL ROAD. THE PROPOSED DEVELOPMENT NEEDS TWO ACCESS POINTS ALONG MEADOWBROOK PARKWAY IN ORDER TO PROVIDE EMERGENCY VEHICLE ACCESS AND ADEQUATE TRAFFIC CIRCULATION. THE PROPOSED ACCESS POINTS ARE SPACED 220 FEET APART CENTERLINE TO CENTERLINE WHICH IS LESS THAN THE REQUIRED 330 FEET. MULTIPLE ACCESS POINTS DISTRIBUTES TRAFFIC TO REDUCE BOTTLE NECKING AND RELIEVES STRESS ON RECEIVING INTERSECTIONS.

Explain the proposed alternative and compare to the ECM standards (May provide applicable regional or national standards used as basis):

THE FIRST ACCESS POINT IS A PROPOSED RIGHT IN RIGHT OUT ONLY ACCESS POINT LOCATED 330 FEET EAST OF THE EDGE OF ROW FROM THE MARKSHEFFEL/MEADOWBROOK PARKWAY INTERSECTION. THE SECOND ACCESS POINT IS A PROPOSED FULL MOVEMENT ACCESS LOCATED APPROXIMATELY 220 FEET EAST OF THE RIGHT IN RIGHT OUT ACCESS.

THE PROPOSED ALTERNATIVE ALLOWS THE STANDARD 330 FEET TO BE REDUCED TO THE PROPOSED 220' OF SEPERATION BETWEEN THE CENTERLINES OF ACCESS POINTS.

(SEE ATTACHED "DEVIATION SUPPORTING MATERIALS" FOR COMPLETE ANALYSIS AND DETAILS FROM THE PROVIDED TIS AND ACCESS POINT EXHIBIT)

PCD File No. _____

LIMITS OF CONSIDERATION
(At least one of the conditions listed below must be met for this deviation request to be considered.)

☐ The ECM standard is inapplicable to the particular situation.
☒ Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
☒ A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

Provide justification:

THE SITE CURRENTLY HAS FRONTAGE ALONG MEADOWBROOK PARKWAY EAST OF MARKSHEFFEL ROAD. THE PROPOSED DEVELOPMENT NEEDS TWO ACCESS POINTS ALONG MEADOWBROOK PARKWAY IN ORDER TO PROVIDE ADEQUATE EMERGENCY VEHICLE ACCESS AND TRAFFIC CIRCULATION. THE PROPOSED ACCESS POINTS ARE SPACED 220 FEET APART CENTERLINE TO CENTERLINE WHICH IS LESS THAN THE REQUIRED 330 FEET.

ON THE NORTH SIDE OF MEADOWBROOK THERE IS AN EXISTNG DEVELOPMENT (THE VILLAS AT CLAREMONT RANCH) WITH AN EXISTING FULL MOVEMENT ACCESS POINT. THE PROPOSED DEVELOPMENTS SECOND, FULL MOVEMENT ACCESS POINT WOULD BE PLACED DIRECTLY ACROSS AND ALIGNED WITH THE EXISTING ACCESS POINT. THIS DESIGN DECISION WAS MADE WITH THE INTENT OF CREATING A SAFER MORE FUNCTIONAL INTERSECTION WHICH ALLOWS FOR MORE EFFICIENT TRAFFIC FLOW. IT ALSO PREVENTS OFFSET ACCESS POINTS WITH SEPERATION OF LESS THAN THE PROPOSED 220 FEET.

MEADOWBROOK PARKWAY IS CLASSIFIED AS URBAN RESIDENTIAL COLLECTER THOUGH THE SPEED LIMIT IS POTED AT 25 MPH AND HAS AN ADT LESS THAN 3,000 (2,800). THESE CHARACTERISTICS ARE MORE CLOSLEY RELATED WITH AN URBAN LOCAL ROADWAY. WITH THESE PARAMETERS IN MIND, THE PROPOSED INTERSECTION SEPERATION IS LARGER THAN THE REQUIRED 175 FEET FOR URBAN LOCAL ROADWAYS.

THOUGH THE FULL MOVEMENT EAST ACCESS DOES NOT MEET THE EL PASO COUNTY ACCESS SPACING CRITERIA FOR OF 330 FT BASED ON FINDINGS OF THE TIS, THE EAST ACCESS IS EXPECTED TO MEET ALL OPERATIONAL, VEHICLE QUEUE, SIGHT DISTANCE, AND SAFETY STANDARDS.

THE PROPOSED ACCESS POINTS, ESPECIALLY THE RIGHT IN RIGHT OUT WEST ACCESS POINT WOULD FOLLOW ALL RECOMMENDATIONS FOR MUTCD SIGNING AND STRIPING TO ENSURE SAFE VEHICULAR TRAVEL.

(SEE ATTACHED "DEVIATION SUPPORTING MATERIALS" FOR COMPLETE ANALYSIS AND DETAILS FROM THE PROVIDED TIS AND ACCESS POINT EXHIBIT)

CRITERIA FOR APPROVAL

Per ECM section 5.8.7 the request for a deviation may be considered if the request is **not based exclusively on financial considerations**. The deviation must not be detrimental to public safety or surrounding property. The applicant must include supporting information demonstrating compliance with **all of the following criteria**:

The deviation will achieve the intended result with a comparable or superior design and quality of improvement.

THE DEVIATION AS OUTLINED IN THE TIS SHOWS COMPLIANCE WITH DESIGN SPECIFICATIONS AND MEETS PERFORMANCE MARKERS. BY PROVIDING A SECOND FULL MOVEMENT ACCESS EMERGENCY RESPONSES ARE PROVIDED BETTER CIRCULATION THORUGH THE SITE. IT ALSO FACILITATES BETTER ACCESS AND LOOPING FOR NECESSARY UTILITIES.

(SEE ATTACHED "DEVIATION SUPPORTING MATERIALS" FOR COMPLETE ANALYSIS AND DETAILS FROM THE PROVIDED TIS AND ACCESS POINT EXHIBIT)

The deviation will not adversely affect safety or operations.

ANALYSIS ON SIGHT LINES AND SAFETY ANALYSIS WERE PERFORMED ON BOTH OF THE PROPOSED ACCESSES WHICH ALSO ANALYZED SURROUNDING INTERSECTION. THE TIS CONCLUDES THE PROPOSED EASTERN FULL MOVEMENT ACCESS POINT WOULD NOT INTERFERE WITH CURRENT AND FUTURE TRAFFIC OPERATIONS.

(SEE ATTACHED "DEVIATION SUPPORTING MATERIALS" FOR COMPLETE ANALYSIS AND DETAILS FROM THE PROVIDED TIS AND ACCESS POINT EXHIBIT)

The deviation will not adversely affect maintenance and its associated cost.

THE PROPOSED DEVIATION WOULD MINIMIZE THE TOTAL NUMBER OF INTERSECTIONS ALONG MEADOWBROOK PARKWAY AND WOULD NOT ADVERSELY AFFECT OR MAY REDUCE MAINTENANCE AND ASSOCIATED COSTS. THERE ARE NO SPECIAL OR NON-STANDARD APPURTENANCES PLANNED WHICH WOULD REQUIRE MORE COST PROHIBITIVE MAINTENANCE OR PROTOCOLS.

The deviation will not adversely affect aesthetic appearance.

THE DEVIATION WILL NOT ADVERSELY AFFECT AESTHETIC APPEARANCES OF MARKSHEFFEL ROAD OR MEADOWBROOK PARKWAY. THERE ARE NO INHERENT OBJECTIVE AESTEHETIC QUALITIES ASSOCIATED WITH THE INTERSECTION SPACING. AESTHETICS OF THE DEVELOPMENT ARE A FUNCTION OF THE PRELIMINARY LANDSCAPE PLANNING AND FINAL LANDSCAPE PLAN.

THE PROPOSED DEVIATION WOULD ALLOW FOR THE PROPOSED FULL MOVEMENT ACCESS TO BE PLACED ACROSS AND ALIGNED WITH THE EXISTING FULL MOVEMENT ACCESS ON THE NORTH SIDE OF MEADOWBROOK PARKWAY. THIS WOULD INCREASE AESTHETIC APPEARANCE BY ALLOWING FOR MORE ORGANIZED INTERSECTIONS AND THUS UNIFORM LANDSCAPING.

The deviation meets the design intent and purpose of the ECM standards.

THE DESIGN INTENT AND PURPOSE OF THE ECM STANDARDS IS TO PROMOTE SAFETY AND UNIFORMITY AMONG PUBLIC ROADWAY IMPROVEMENTS. THE PROPOSED DEVIATION DOES VARY FROM THE TYPICAL DESIGN STANDARD BUT, ACCORDING TO THE ANALYSIS (SAFETY, PERFORMANCE, AND OPERATIONAL) IN THE TIS, THE PROPOSED DEVIATIONS DO NOT NEGATIVELY IMPACT SAFETY OR PERFORMANCE OPERATIONS.

(SEE ATTACHED "DEVIATION SUPPORTING MATERIALS" FOR COMPLETE ANALYSIS AND DETAILS FROM THE PROVIDED TIS AND ACCESS POINT EXHIBIT)

PCD File No. _____

The deviation meets the control measure requirements of Part I.E.3 and Part I.E.4 of the County's MS4 permit, as applicable.

REVIEW AND RECOMMENDATION:

Approved by the ECM Administrator

This request has been determined to have met the criteria for approval. A deviation from Section _____ of the ECM is hereby granted based on the justification provided.

Denied by the ECM Administrator

This request has been determined not to have met criteria for approval. A deviation from Section _____ of the ECM is hereby denied.

ECM ADMINISTRATOR COMMENTS/CONDITIONS:

PCD File No. _____

1.1. PURPOSE

The purpose of this resource is to provide a form for documenting the findings and decision by the ECM Administrator concerning a deviation request. The form is used to document the review and decision concerning a requested deviation. The request and decision concerning each deviation from a specific section of the ECM shall be recorded on a separate form.

1.2. BACKGROUND

A deviation is a critical aspect of the review process and needs to be documented to ensure that the deviations granted are applied to a specific development application in conformance with the criteria for approval and that the action is documented as such requests can point to potential needed revisions to the ECM.

1.3. APPLICABLE STATUTES AND REGULATIONS

Section 5.8 of the ECM establishes a mechanism whereby an engineering design standard can be modified when if strictly adhered to, would cause unnecessary hardship or unsafe design because of topographical or other conditions particular to the site, and that a departure may be made without destroying the intent of such provision.

1.4. APPLICABILITY

All provisions of the ECM are subject to deviation by the ECM Administrator provided that one of the following conditions is met:

- The ECM standard is inapplicable to a particular situation.
- Topography, right-of-way, or other geographical conditions or impediments impose an undue hardship on the applicant, and an equivalent alternative that can accomplish the same design objective is available and does not compromise public safety or accessibility.
- A change to a standard is required to address a specific design or construction problem, and if not modified, the standard will impose an undue hardship on the applicant with little or no material benefit to the public.

1.5. TECHNICAL GUIDANCE

The review shall ensure all criteria for approval are adequately considered and that justification for the deviation is properly documented.

1.6. LIMITS OF APPROVAL

Whether a request for deviation is approved as proposed or with conditions, the approval is for project-specific use and shall not constitute a precedent or general deviation from these Standards.

1.7. REVIEW FEES

A Deviation Review Fee shall be paid in full at the time of submission of a request for deviation. The fee for Deviation Review shall be as determined by resolution of the BoCC.

Deviation Supporting Materials

1.0 EXECUTIVE SUMMARY

Claremont Filing 7 is a residential project proposed to be located on the southeast corner of the Meadowbrook Parkway and Marksheffel Road intersection in El Paso County, Colorado. For the purposes of this analysis, the project is anticipated to include approximately 150 multifamily dwelling units. It is expected that Claremont Filing 7 will be completed in the next the following year. Therefore, analysis was conducted for the 2023 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The intersections of Meadowbrook Parkway/Marksheffel Road and US-24/Marksheffel Road were incorporated into this traffic study in accordance with the El Paso County and State of Colorado Department of Transportation (CDOT) standards and requirements:

In addition, the proposed full movement access and the right-in/right-out movement access along Meadowbrook Parkway were evaluated.

Regional access to Claremont Filing 7 will be provided by Interstate 25 (I-25) and US-24. Primary access will be provided by Marksheffel Road. Direct access will be provided by a proposed right-in/right-out access located approximately 330 feet east of the Meadowbrook Parkway and Marksheffel Road intersection (measured right-of-way to centerline) and a full movement access located approximately 220 feet east of the right-in/right-out access (measured centerline to centerline).

Claremont Filing 7 is expected to generate approximately 1,038 weekday daily trips, with 70 of these trips occurring during the morning peak hour and 86 of these trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes Claremont Filing 7 will be successfully incorporated into the existing and future roadway network. Analysis of the existing

Excerpt from " Traffic Impact Study: Claremont Filing No. 7" Prepared by Kimley-Horn & Associates on February 11th 2022

street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- With completion of the Claremont Filing 7 project, two project accesses are proposed along the south side of Meadowbrook Parkway. The west access is proposed to be restricted to right-in/right-out movements, and it is recommended that a R1-1 “STOP” sign be installed on the northbound exiting approach of this access intersection. In addition, a R3-2 “No Left Turn” sign is recommended to be installed below the “STOP” sign. The east access is proposed to allow full turning movements and a R1-1 “STOP” sign is recommended to be installed on the exiting northbound approach. The east access along Meadowbrook Parkway is proposed to align with a future access to the Villas at Claremont Ranch project. Of note, the median striping along Meadowbrook Parkway currently extends slightly past the location of the proposed East Access and will need to be modified to accommodate the proposed left in and left out movements of the access.

- The proposed full movement East Access is located approximately 220 feet east of the proposed West Access (measured centerline to centerline). This distance does not meet the El Paso County access spacing criteria of 330 feet for local roadway (West Access) from intersections along urban collector roadways. However, the East Access is expected to meet operational, vehicle queue, and sight distance standards, and it is recommended that this access remain as proposed. Of note, having this second access also meets criteria for emergency responses. A deviation will need to be provided to request for this proposed access to remain at the proposed location.

- If 2045 volumes are realized, Marksheffel Road and US-24 may need to widen from four-lane roadways to six-lane roadways. It is recommended that traffic volumes continue to be monitored by El Paso County and CDOT, as applicable, to determine if and when these regional improvements will be needed.

- Any on-site or offsite improvements should be incorporated into the Civil Drawings and conform to standards of CDOT, El Paso County, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

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Project Accesses

With completion of the Claremont Filing 7 project, two accesses are proposed along the south side of Meadowbrook Parkway. The west access is proposed to be restricted to right-in/right-out movements and is recommended to operate with stop control with installation of a R1-1 “STOP” sign on the northbound approach. In addition, a R3-2 No Left Turn sign is recommended to be installed below the “STOP” sign.

The east access is proposed to be aligned with the Villas at Claremont Ranch access and is proposed to allow full turning movements. A R1-1 “STOP” sign is recommended to be installed on the exiting northbound approach. The median striping along Meadowbrook Parkway currently extends slightly past the location of the proposed East Access and will need to be modified to accommodate the proposed left in and left out movements of the access. **Table 5** provides the results of the level of service for the proposed project access intersections. As shown in the table, the project access intersections along Meadowbrook Parkway are anticipated to have all movements operating with acceptable LOS B or better during the peak hours in both the buildout year 2023 and the 2045 long term horizons.

Table 5 – Project Access Level of Service Results

Intersection	2023 Total				2045 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS	Delay (sec/ veh)	LOS
Meadowbrook Pkwy West Access								
Northbound Right	8.6	A	0.0	A	8.7	A	0.0	A
Meadowbrook Pkwy East Access								
Northbound Approach	11.3	B	10.3	B	12.0	B	10.8	B
Eastbound Left	7.7	A	7.4	A	7.8	A	7.5	A
Westbound Left	0.0	A	7.5	A	0.0	A	7.5	A
Southbound Approach	9.7	A	8.9	A	10.1	B	9.3	A

Excerpt from " Traffic Impact Study: Claremont Filing No. 7" Prepared by Kimley-Horn & Associates on February 11th 2022

hour and the threshold being 50 vehicles per hour. An acceleration lane already exists and no modifications to this acceleration lane are recommended.

US-24 and Marksheffel Road:

- A southbound left turn lane exists and **is** warranted at this intersection based on projected 2023 total traffic volumes being 16 southbound left turns during the peak hour and the threshold being 10 vehicles per hour. The existing southbound left turn lane is 375 feet. Based on the 50-mile per hour speed limit, the deceleration lane length is 235 feet with 50 feet of storage, plus a 200-foot taper. Therefore, the existing left turn lane meets El Paso County turn lane requirements.

- A southbound right turn lane exists and **is** warranted at this intersection based on projected 2023 total traffic volumes being 799 southbound right turns during the peak hour and the threshold being 25 vehicles per hour. The existing southbound right turn lane is continuous from the southbound acceleration lane at the Meadowbrook Parkway/Marksheffel Road intersection to the north. There are not any modifications recommended to the existing continuous right turn lane.

- A westbound right to northbound acceleration lane exists but **is not** warranted at this intersection based on projected 2023 total traffic volumes being 30 westbound right turns during the peak hour and the threshold being 50 vehicles per hour. However, a right turn acceleration lane is currently provided at this location and mitigation is not recommended.

Meadowbrook Parkway West Access:

- An eastbound right turn lane **is not** warranted at this intersection based on projected 2023 total traffic volumes being 35 eastbound right turns during the peak hour and the threshold being 50 vehicles per hour.

Meadowbrook Parkway East Access:

- An eastbound right turn lane **is not** warranted at this intersection based on projected 2023 total traffic volumes being 18 eastbound right turns during the peak hour and the threshold being 50 vehicles per hour.

5.6 Access Spacing Requirements and Internal Roadway Classifications

According to El Paso County 2016 Major Transportation Corridors Plan Update, Meadowbrook Parkway is classified as a collector roadway. The following identifies the intersection spacing requirements for the access intersections associated with the project:

Meadowbrook Parkway West Access (RIRO)

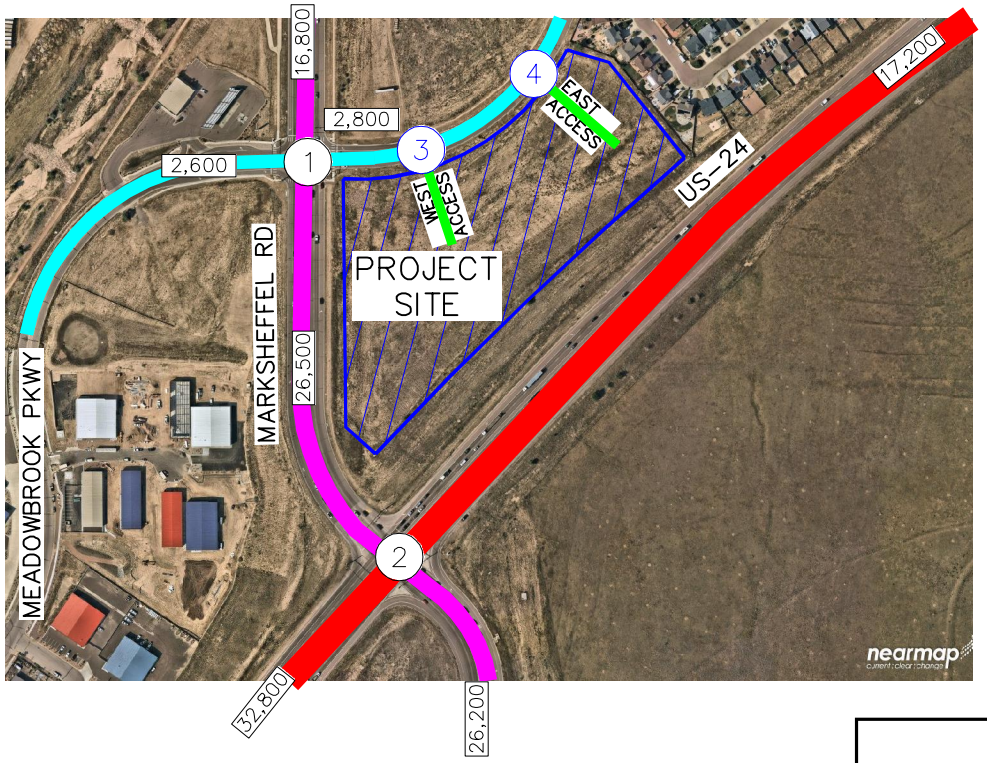
The proposed right-in/right-out West Access is located approximately 330 feet east of the Meadowbrook Parkway/Marksheffel Road intersection (measured right-of-way line to centerline). According to the El Paso County Engineering Criteria Manual, spacing of intersections along urban collector roadways from an arterial roadway should be 330 feet from the right-of-way line of the arterial to the centerline of the access roadway. Therefore, the proposed West Access meets ECM standards.

Meadowbrook Parkway East Access (Full)

The proposed full movement East Access is located approximately 220 feet east of the proposed West Access (measured centerline to centerline). According to the El Paso County Engineering Criteria Manual, spacing of intersections along urban collector roadways from a local roadway (West Access) should be 330 feet from the right-of-way line of the local roadway to the centerline of the access roadway. However, the East Access is expected to meet operational, vehicle queue, and sight distance standards and it is recommended that this access remain as proposed. Of note, having this second access also meets criteria for emergency responses. A deviation will need to be provided to request for this proposed access to remain at the proposed location.

Meadowbrook Parkway meets El Paso County average daily traffic threshold standard of 3,000 vehicles per day for a local street; however, this segment of roadway is classified as an urban residential collector. The project accesses have been classified as local roadways, but it should be noted these will be private accesses. Marksheffel Road meets the El Paso County average daily threshold standard of 40,000 vehicles per day for an Urban 4-lane Principal Arterial roadway in 2023 but meets the ADT criteria for an Urban 4-lane Principal Arterial roadway in 2045. Of note, US-24 is categorized as Expressway by CDOT. Attached **Figure 10** illustrates the circulation plan and street classification map for roadways internal and external to the Claremont Filing 7 project.

Excerpt from " Traffic Impact Study: Claremont Filing No. 7" Prepared by Kimley-Horn & Associates on February 11th 2022



NORTH
NTS 096726002

LEGEND

- EXPRESSWAY
- URBAN PRINCIPAL ARTERIAL
- URBAN RESIDENTIAL COLLECTOR
- URBAN LOCAL
- XX,X00 ESTIMATED 2023 DAILY TRAFFIC VOLUME

NOTE: EL PASO COUNTY STREET CLASSIFICATIONS

FIGURE 10
CLAREMONT FILING 7
EL PASO COUNTY, COLORADO
ROADWAY CLASSIFICATION MAP

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5.7 Sight Distance Evaluation

It is recommended that sight triangles be provided at all site access points to give drivers exiting the site a clear view of oncoming traffic. Landscaping and objects within sight triangles must not obstruct drivers' views of the adjacent travel lanes. ECM design intersection sight distances for left turn from stop were evaluated at the accesses along Meadowbrook Parkway. ECM does not provide sight distances for right-turning vehicles from stop; therefore, AASHTO standards were used for right-turn from stop distances at the project accesses. The following identifies sight distance requirements for the access intersections associated with the project:

Meadowbrook Parkway West Access (RIRO)

With AASHTO standards and design speed of 35 mph (consistent with ECM Table 2-7, speed limit of 25 mph), the sight distance for a vehicle turning right from stop is 335 feet. Therefore, all obstructions for right turning vehicles from stop should be clear to the left within the triangle created with a vertex point located 13 feet from the edge of the major road traveled way and a line-of-sight distance of 335 feet located in the middle of the eastbound through lane along Meadowbrook Parkway. Therefore, it is believed that the proposed access along Meadowbrook Parkway is appropriately located to provide necessary sight distances.

Meadowbrook Parkway East Access (Full)

With El Paso County standards and a roadway design speed of 35 miles per hour along Meadowbrook Parkway (consistent with ECM Table 2-7, speed limit of 25 mph), the intersection sight distance for a vehicle turning left from stop is 390 feet, while with AASHTO standards, the sight distance for a vehicle turning right from stop is 335 feet. Therefore, all obstructions for left turning vehicles from stop should be clear to the right within the triangle created with a vertex point located 13 feet from the edge of the major road traveled way and a line-of-sight distance of 390 feet located in the middle of the westbound through lane along Meadowbrook Parkway. Likewise, all obstructions for right turning vehicles from stop should be clear to the left within the triangle created with a vertex point located 13 feet from the edge of the major road traveled way and a line-of-sight distance of 335 feet located in the middle of the eastbound through lane along Meadowbrook Parkway. Therefore, it is believed that the proposed access along Meadowbrook Parkway is appropriately located to provide necessary sight distances.

According to Table 2-35 from ECM and an expected posted speed of 25 miles per hour along Meadowbrook Parkway, the intersection sight distance for a left turning vehicle entering the east access from Meadowbrook Parkway is 250 feet for a passenger car, 325 feet for a single unit truck, and 425 feet for multi-unit trucks. Therefore, all obstructions for left turning vehicles should be clear from the opposing lanes with these distances.

5.8 Bicycle and Pedestrian Access

Sidewalks are not present on either side of the US-24 or Marksheffel Road intersection. Sidewalks are provided along the east and west side of Marksheffel Road, north of Meadowbrook Parkway, and along the north and south side of Meadowbrook Parkway fronting developed areas. Therefore, it is anticipated that sidewalks will be provided along the south side of Meadowbrook Parkway and the east side of Marksheffel Road along the frontage of the development.

5.9 Road Impact Fees

Road impact fees were evaluated based on the El Paso County Road Impact Fee Schedule. Based on these fee schedule guidelines, the fee per multi-family dwelling unit is $2,407. Therefore, the road impact fee for the proposed 150 multi-family residences is expected to be $361,050. Road impact fee calculations are shown in **Table 7**. During the final plat process, the project team will determine if the impact fees are paid up front or if the property will be included in one of the available public improvement districts with reduced upfront costs. The project team will determine payment methods with the final plat.

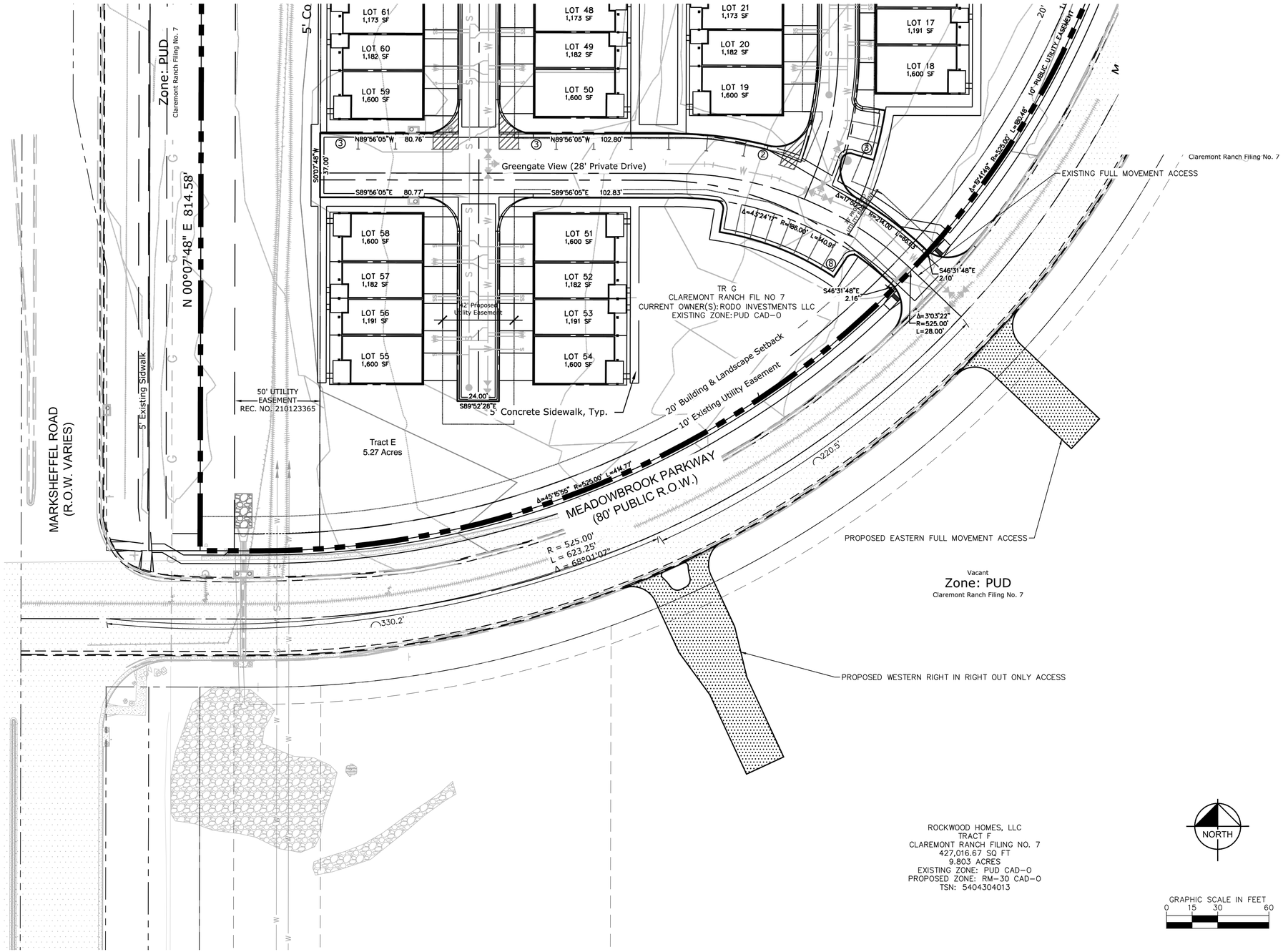
Table 7 – Road Impact Fees

Use	Units	Fee / Unit	Total Fee
Multi-Family Housing	150	$2,407	$361,050

5.10 Improvement Summary

Based on the results of the intersection operational, turn lane evaluations, and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 11** for 2023 and **Figure 12** for 2045.

Excerpt from " Traffic Impact Study: Claremont Filing No. 7" Prepared by Kimley-Horn & Associates on February 11th 2022



ROCKWOOD HOMES, LLC
TRACT F
CLAREMONT RANCH FILING NO. 7
427,016.67 SQ FT
9.803 ACRES
EXISTING ZONE: PUD CAD-O
PROPOSED ZONE: RM-30 CAD-O
TSN: 5404304013

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

PROPOSED ACCESS EXHIBIT
02/11/2022

Kimley»Horn

2 NORTH NEVADA AVE. COLORADO SPRINGS, CO 80903
PHONE: 719-435-0182

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