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Acronyms

CPP.....	Corridor Preservation Plan
ECM.....	Engineering Criteria Manual
MTCP.....	Major Transportation Corridors Plan
ROW.....	Right-of-way
SH.....	State Highway
TIS.....	Traffic Impact Study

1.0 Overview

1.1 Project Overview

El Paso County has completed the Hodgen Road Corridor Plan in anticipation of roadway improvements along the 11.5 mile corridor from SH 83 east to Eastonville Road with possible future extension to Elbert Road. The Corridor Plan focuses on safety improvements and provides access management and corridor preservation recommendations at the conceptual design level. The concept will be further developed with preliminary and final design and construction at select locations. The concept plan will be implemented along the length of the corridor as funding allows.

The comprehensive Hodgen Road Corridor Plan consists of four sections: Corridor Survey Map; Funding & Phasing Analysis; Access Management Plan; and the Corridor Preservation Plan. This section, the Corridor Preservation Plan, identifies the proposed right-of-way and easements as they relate to the Recommended Road Section.

1.2 Corridor Preservation Plan Overview

The Hodgen Road Corridor Funding & Phasing Analysis evaluated a range of road sections considering the existing roadway and right-of-way condition, design standards, crash history and traffic volume, drainage and environmental impacts and the cost of proposed improvements. The Funding & Phasing Analysis resulted in a Recommended Road Section discussed in section 2.

The Hodgen Road Corridor Preservation Plan (CPP) is a focused planning document that specifically identifies the suggested right-of-way and easements to construct the Recommended Road Section. The goal is to preserve the necessary right-of-way for roadway, intersection, and utility development in such a way that preserves the desired character of the corridor while maximizing safety and options for future multimodal uses, including cars, trucks, buses, bicyclists, pedestrians, equestrians, and low-speed motorized vehicles.

2.0 Recommended Road Section: Plan and Profile

The Hodgen Road Recommended Road Section is based on the El Paso County Major Transportation Corridor Plan (MTCP) where Hodgen Road is designated as a Minor Arterial (Rural). The typical section and plan and profile for Hodgen Road are based on the El Paso County Engineering Criteria Manual (ECM) design criteria for this classification. Two locations along the corridor necessitate a deviation to the roadway grade to eliminate excessive earthwork, match existing intersections, and preserve existing trees without compromising safety.

2.1 Typical Sections

The Recommended Road Section and ECM design standard for a Minor Arterial (Rural) is 100 feet (ft) right-of-way width consisting of 40 ft of pavement including 8 ft paved shoulders, plus 2 ft gravel shoulders. The ultimate typical section is shown in Figure 1. To maximize corridor safety with available construction dollars, an interim typical section may be implemented. The interim typical section varies only in the composite shoulder, which is 4 ft paved and 6 ft gravel. The overall footprint is the same for the ultimate and interim typical section, thus the right-of-way and easements are consistent for each section.

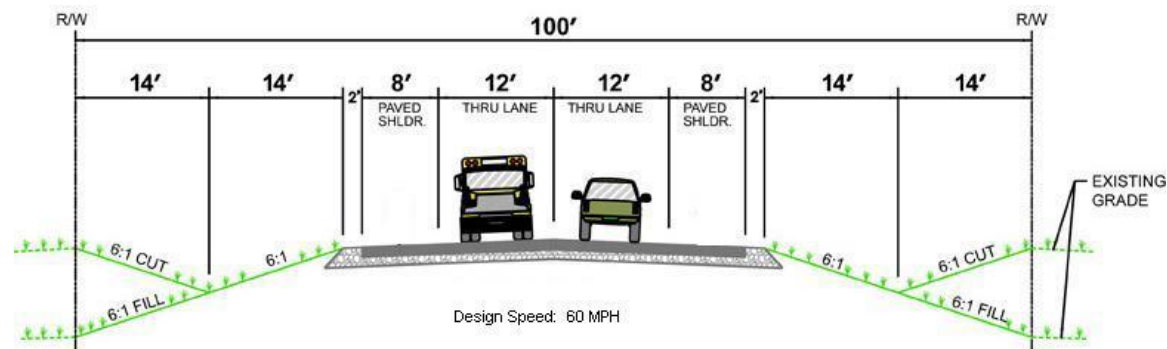


Figure 1. Hodgen Road Ultimate Typical Section

2.2 Plan and Profile

The conceptual plan and profile for the Recommended Road Section are provided in Figures 14-1 to 14-22 of the Funding & Phasing Analysis document.

3.0 Right-of-way and Easement Requirements

With the Recommended Road Section alignment and roadway geometry, right-of-way and permanent or temporary easement requirements are identified. Figures 2-1 through 2-11 show the existing and proposed right-of-way and proposed easements along the Hodgen Road Corridor. These figures also indicate parcel ownership and identification, and recorded plat number, as appropriate. Right-of-way and easement areas are estimated based on the available information at the corridor planning level. A more detailed analysis will progress through the design phases.

3.1 Right-of-way

The existing right-of-way varies in width from 60 ft to 120 ft or more near major intersections along the corridor. It is recommended that the County acquire the additional right-of-way necessary to ensure a continuous 100 ft minimum right-of-way throughout the entire project corridor.

At intersections where turn lanes are required or projected, the right-of-way width should increase up to 140 ft for anticipated auxiliary lane storage and taper length.

Additional right-of-way is recommended for corner clearance and corner radii design at intersections. Right-of-way is determined by examining the intersecting road classification as specified in the MTCP. The intersecting road right-of-way is based on the ECM for that classification, regardless of the existing right-of-way condition. Where Hodgen Road and the intersecting road rights-of-way cross, each is offset by the following distance:

- 40 ft for local and collector roads
- 50 ft for minor arterials.

The right-of-way corner is clipped from the intersecting offset lines, thus creating a diagonal right-of-way line in relation to the intersection. The clipped right-of-way generally facilitates corner radii designs and improves corner clearance by limiting roadway obstructions.

3.2 Permanent and Temporary Easements

Easements are necessary for grading requirements outside the 100 ft right-of-way. Permanent easements are recommended for fill slopes to prevent potential undermining of the roadway section after construction. Temporary easements are recommended for cut slopes in which future grading of the easement area would be unlikely to impact the roadway section.

3.3 Trail Easements

Trail easement dedication is recommended along the Corridor to provide future trails in accordance with the El Paso County Parks, Trails and Open Space Master Plan. Twenty-five (25) ft of trail easement is necessary along Hodgen Road at the following locations:

- North side from Station 11+30 (SH 83) to Station 63+00 (Cell Tower).
- South side from Station 60+00 to 157+00.
- South side from Station 540+00 (Woodlake Road) to 618+00 (Elbert Road).

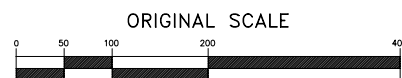
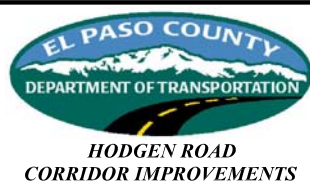
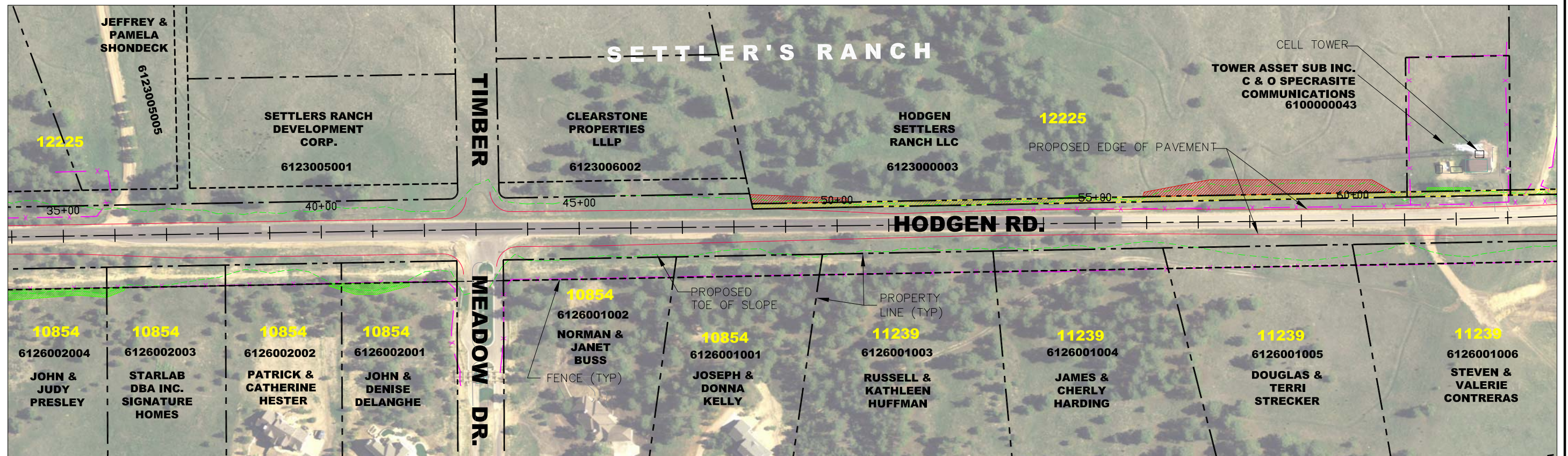
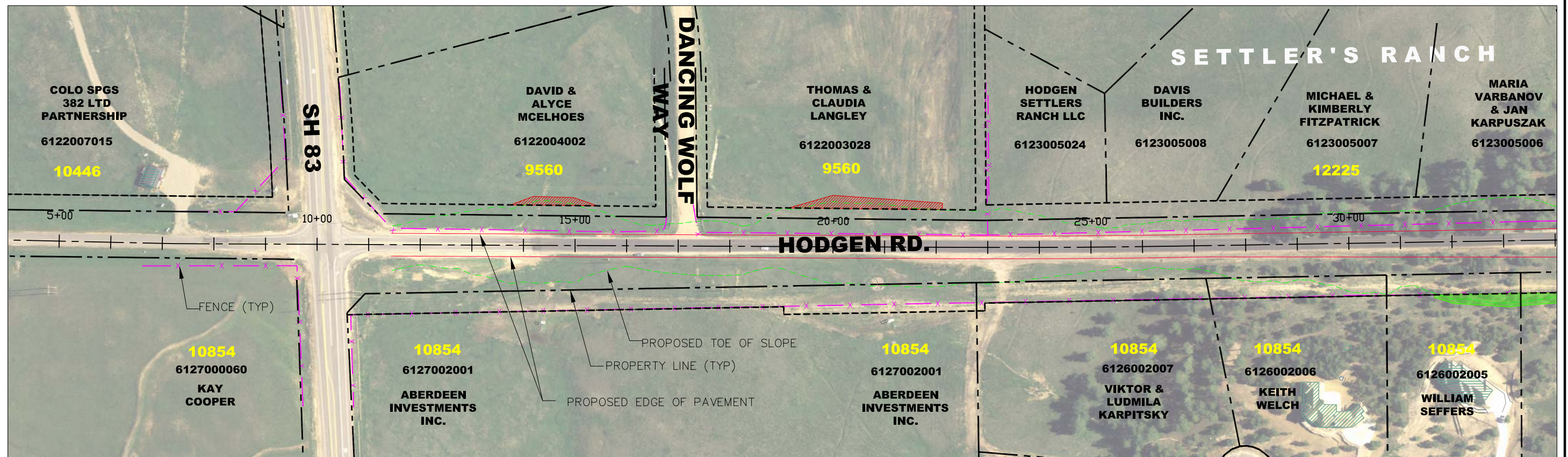
3.4 Utility Corridor

Historically, most electric power providers have lines within exclusive easements and other utilities are within existing easements or the right-of-way. Any necessary utility relocations are preferred with a joint utility corridor or co-location within the right-of-way. Purchasing new individual or exclusive easements is not recommended. Utility company needs and existing easement agreements will be considered for all relocation recommendations and the placement of new lines. Utility co-location within the right-of-way may be possible from the edge of shoulder to one vertical foot from the bottom of the ditch. The location and width of the consolidated utility easement or corridor must be coordinated with the utility providers and facilitated by the County. More detailed utility relocation recommendations will follow design phases.

3.5 Future Development

Future developments are anticipated along the Hodgen Road Corridor. With development, there are opportunities for dedication of the required right-of-way and easements. Preservation for the Recommended Road Section is recommended in addition to any required improvements that result from a Traffic Impact Studies (TIS) or Analysis. It is recommended that any improvements identified in a TIS be included in the Hodgen Road final design and paid for through a public improvement contribution.

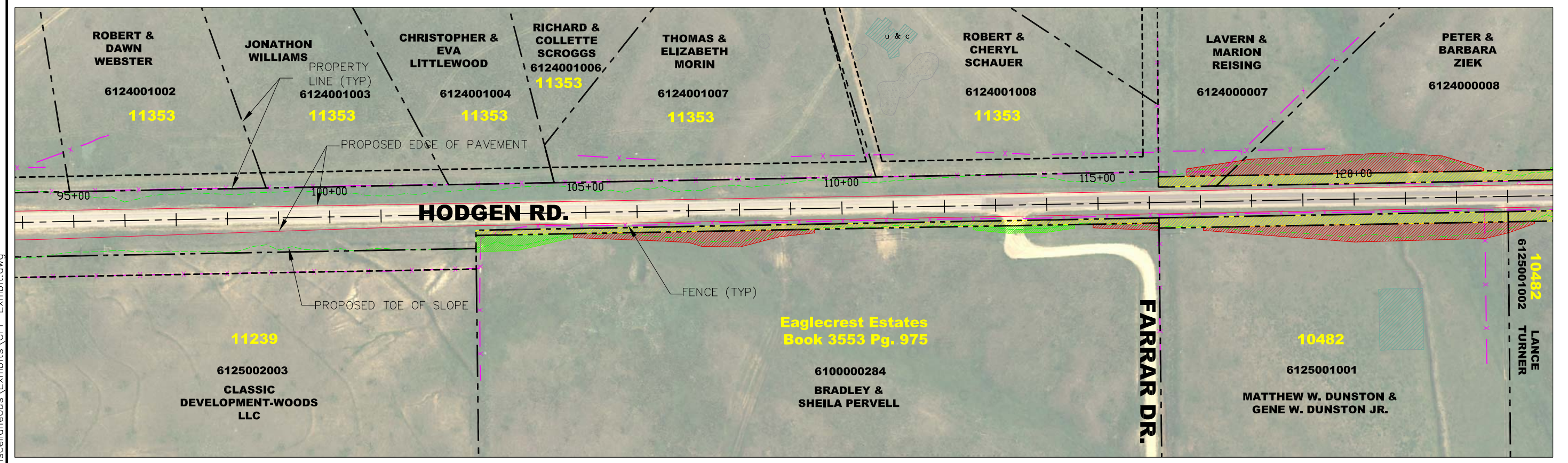
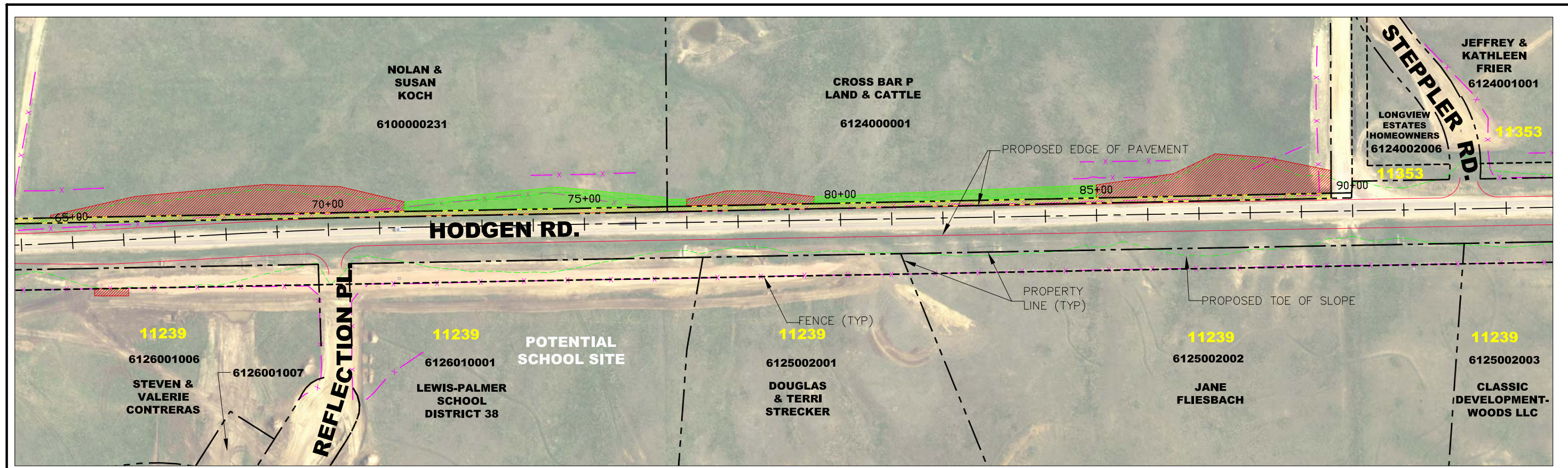
These recommendations are intended to preserve the integrity of the Hodgen Road Corridor for use throughout all future improvement projects.



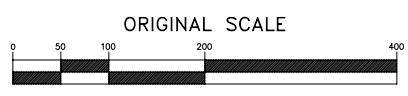
HODGEN ROAD PROPOSED RIGHT OF WAY AND EASEMENTS

LEGEND	
---	TOE OF SLOPE
---	CENTERLINE
---	PROPOSED ROAD
---	STREAM
XXXXXX	PLAT No.
XXXXXX	PARCEL No.
---	FENCE
---	TEMPORARY EASEMENT
---	ADDITIONAL R.O.W.
---	PERMANENT EASEMENT
---	EXIST. EASEMENT
---	EXIST. R.O.W./PROPERTY
---	PROPOSED R.O.W.

**AUGUST
2007
FIGURE 2-1**



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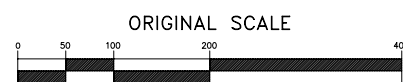
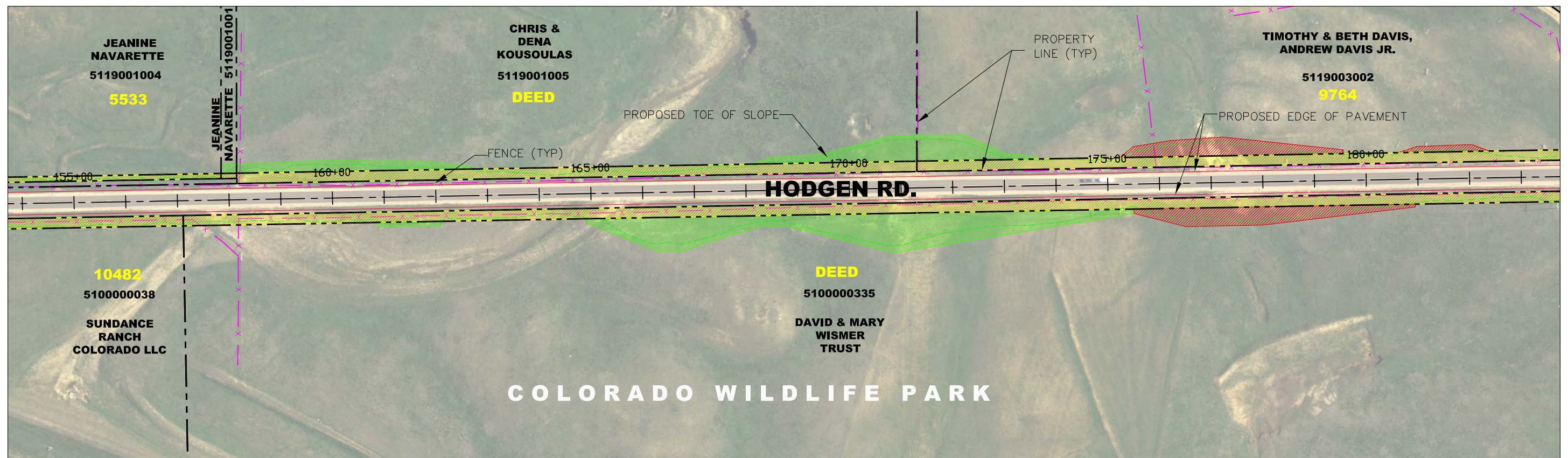
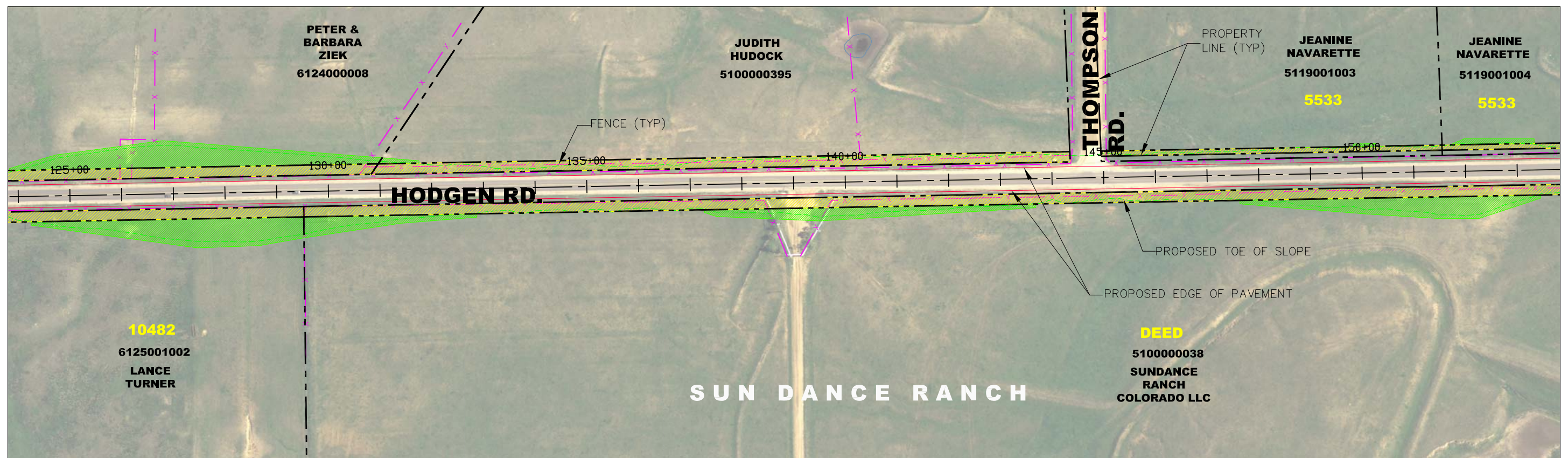


HODGEN ROAD PROPOSED RIGHT OF WAY AND EASEMENTS

LEGEND	
---	TOE OF SLOPE
---	CENTERLINE
---	PROPOSED ROAD
---	STREAM
XXXXX	PLAT No.
XXXXX	PARCEL No.
---	FENCE
---	TEMPORARY EASEMENT
---	ADDITIONAL R.O.W.
---	PERMANENT EASEMENT
---	EXIST. EASEMENT
---	EXIST. R.O.W./PROPERTY
---	PROPOSED R.O.W.

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FIGURE 2-2

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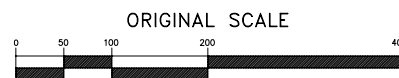
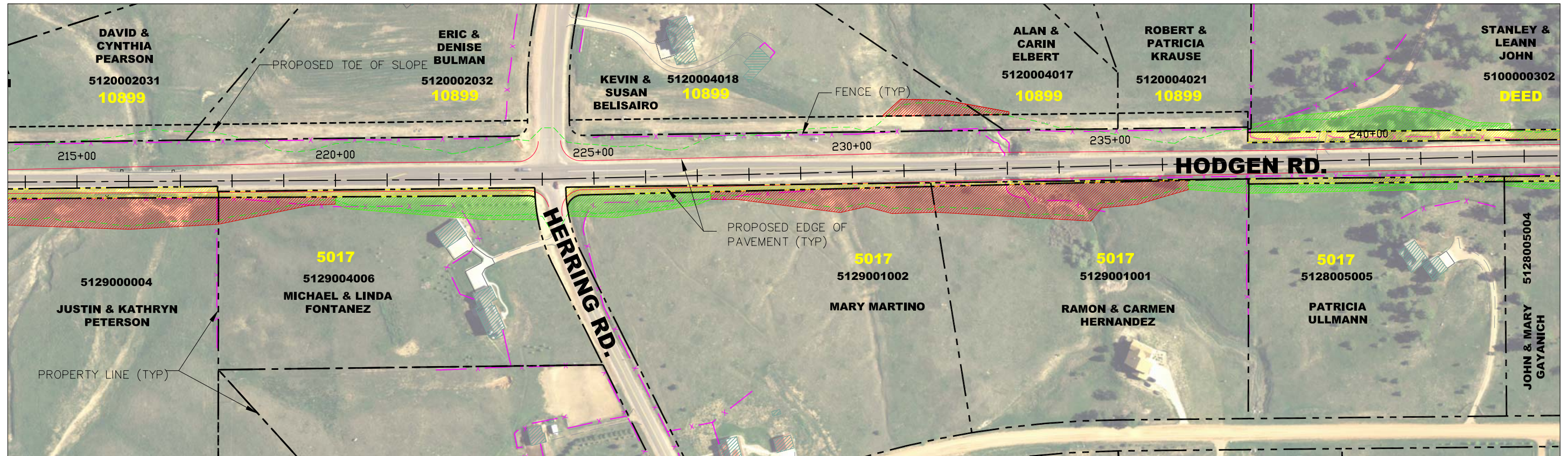
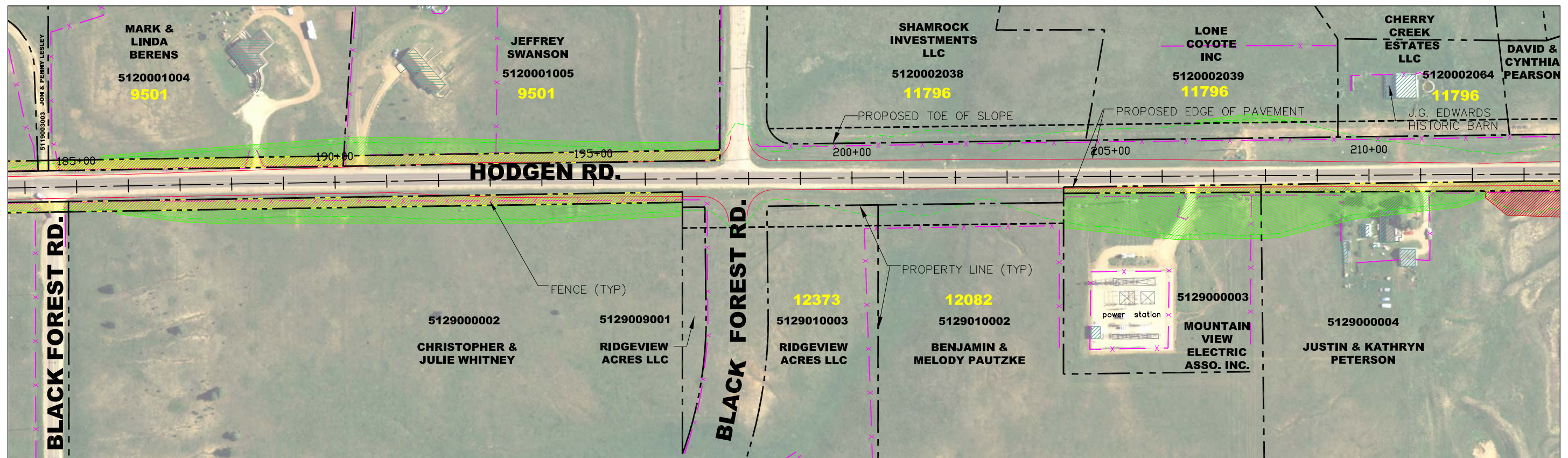


HODGEN ROAD PROPOSED RIGHT OF WAY AND EASEMENTS

LEGEND	
--- TOE OF SLOPE	TEMPORARY EASEMENT
--- CENTERLINE	ADDITIONAL R.O.W.
--- PROPOSED ROAD	PERMANENT EASEMENT
--- STREAM	EXIST. EASEMENT
XXXXXX PLAT No.	EXIST. R.O.W./PROPERTY
XXXXXX PARCEL No.	PROPOSED R.O.W.
--- FENCE	

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FIGURE 2-3

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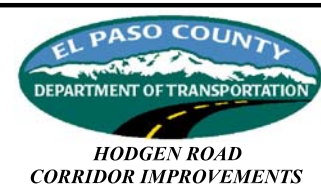
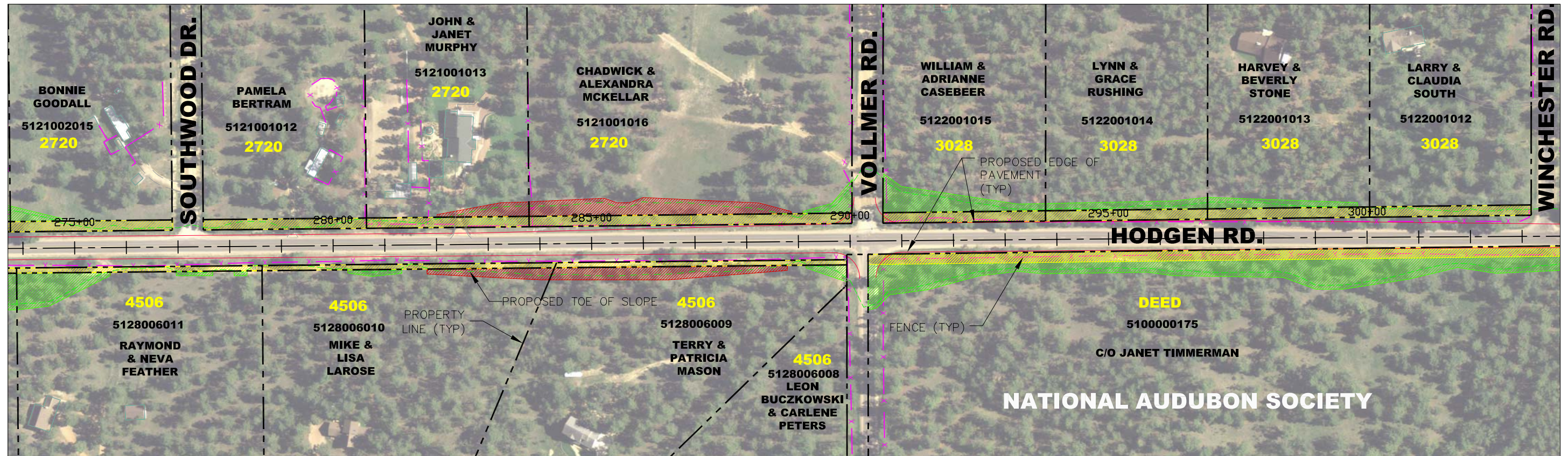
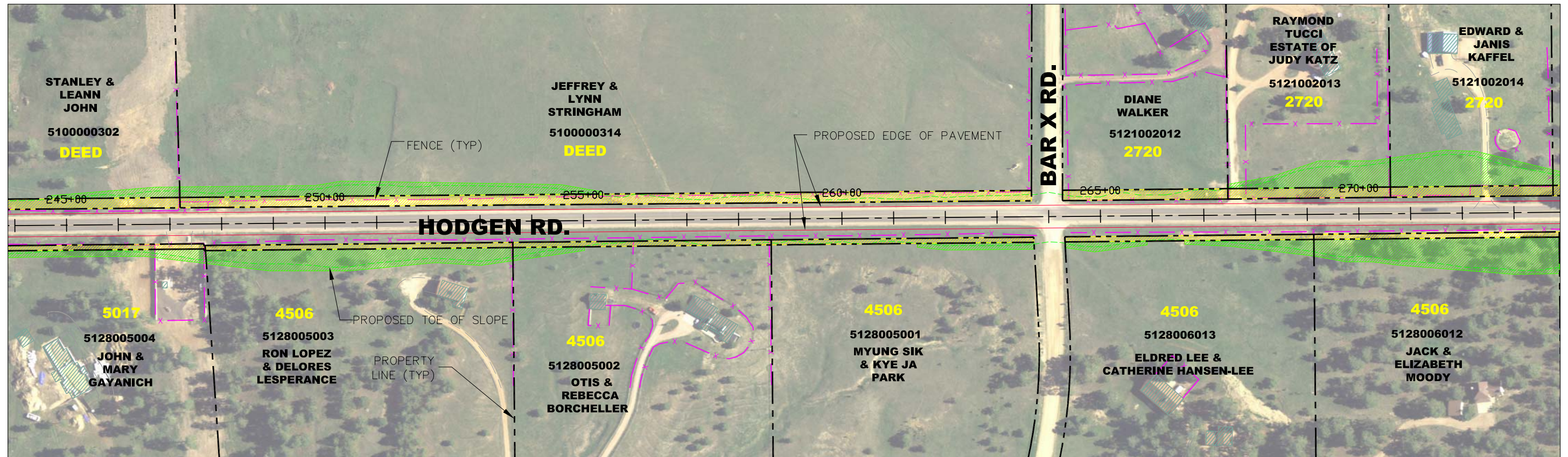


HODGEN ROAD PROPOSED RIGHT OF WAY AND EASEMENTS

LEGEND	
	TOE OF SLOPE
	CENTERLINE
	PROPOSED ROAD
	STREAM
	PLAT No.
	PARCEL No.
	FENCE
	TEMPORARY EASEMENT
	ADDITIONAL R.O.W.
	PERMANENT EASEMENT
	EXIST. EASEMENT
	EXIST. R.O.W./PROPERTY
	PROPOSED R.O.W.

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FIGURE 2-4

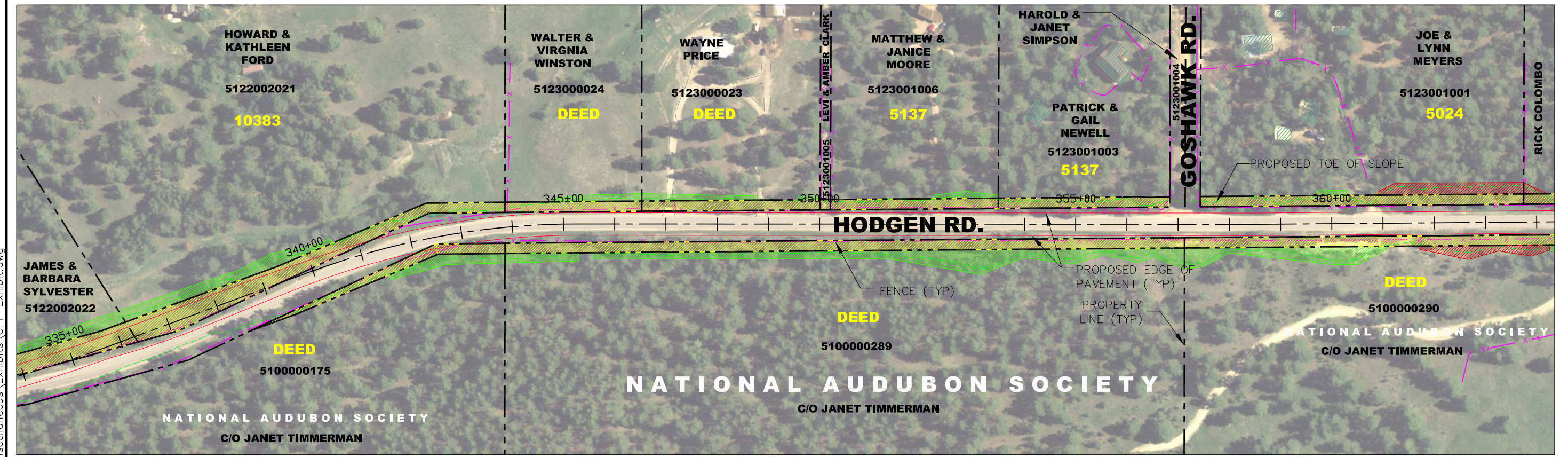
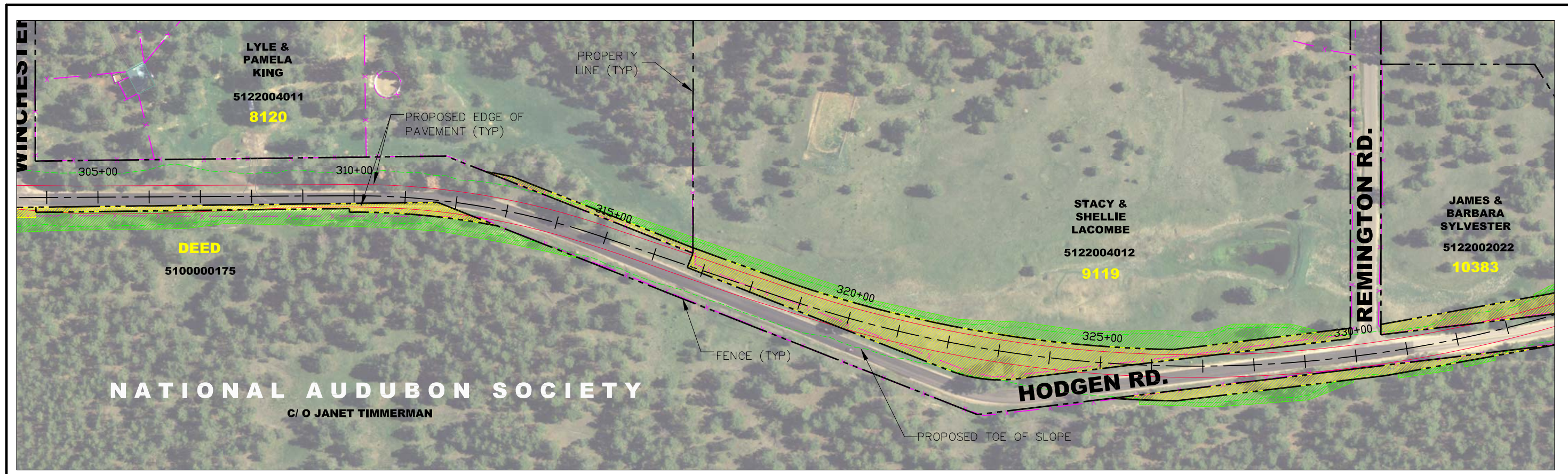
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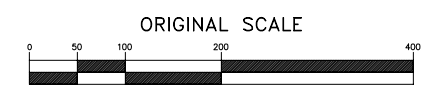
HODGEN ROAD PROPOSED RIGHT OF WAY AND EASEMENTS

LEGEND	
	TOE OF SLOPE
	CENTERLINE
	PROPOSED ROAD
	STREAM
	PLAT No.
	PARCEL No.
	FENCE
	TEMPORARY EASEMENT
	ADDITIONAL R.O.W.
	PERMANENT EASEMENT
	EXIST. EASEMENT
	EXIST. R.O.W./PROPERTY
	PROPOSED R.O.W.

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FIGURE 2-5



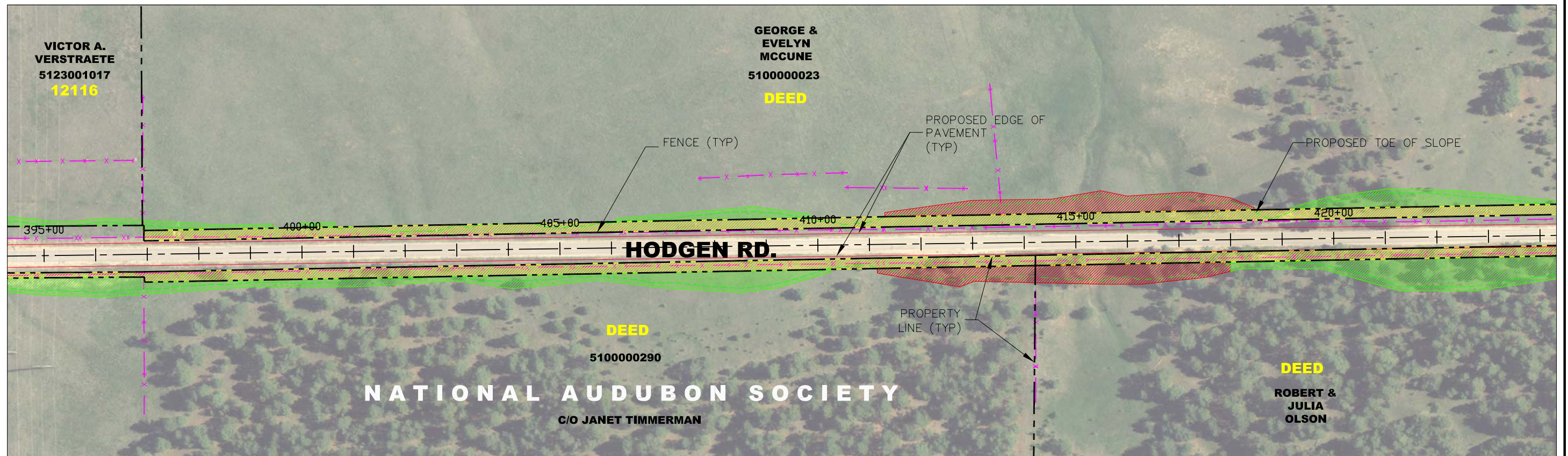
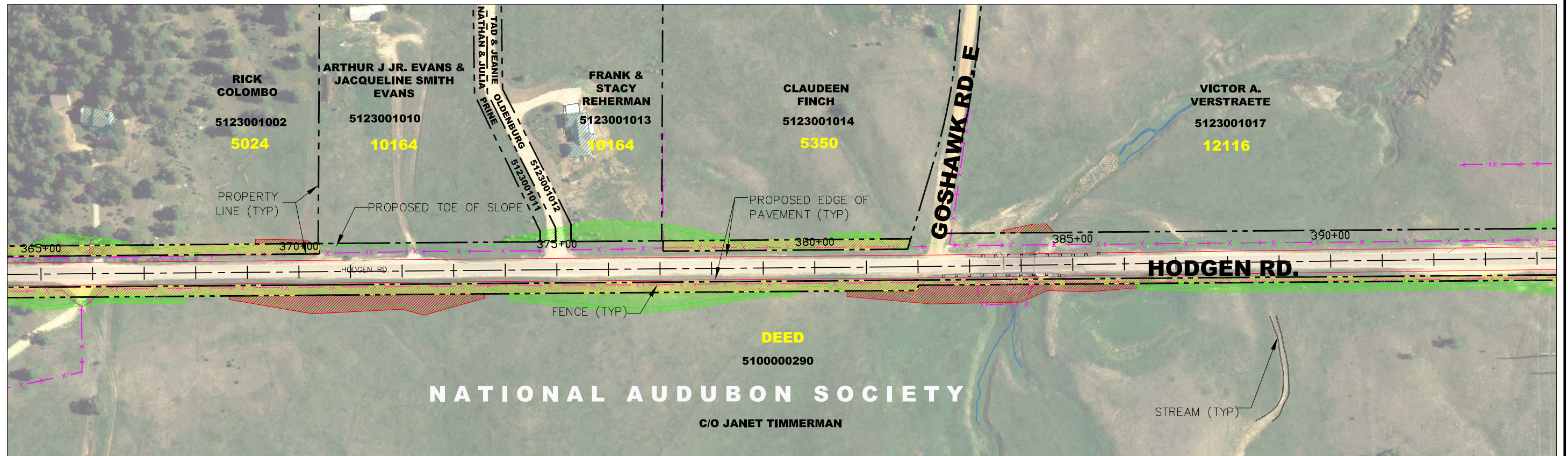
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HODGEN ROAD PROPOSED RIGHT OF WAY AND EASEMENTS

LEGEND	
---	TOE OF SLOPE
---	CENTERLINE
---	PROPOSED ROAD
---	STREAM
XXXXX	PLAT No.
XXXXX	PARCEL No.
---	FENCE
---	TEMPORARY EASEMENT
---	ADDITIONAL R.O.W.
---	PERMANENT EASEMENT
---	EXIST. EASEMENT
---	EXIST. R.O.W./PROPERTY
---	PROPOSED R.O.W.

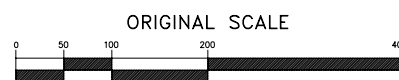
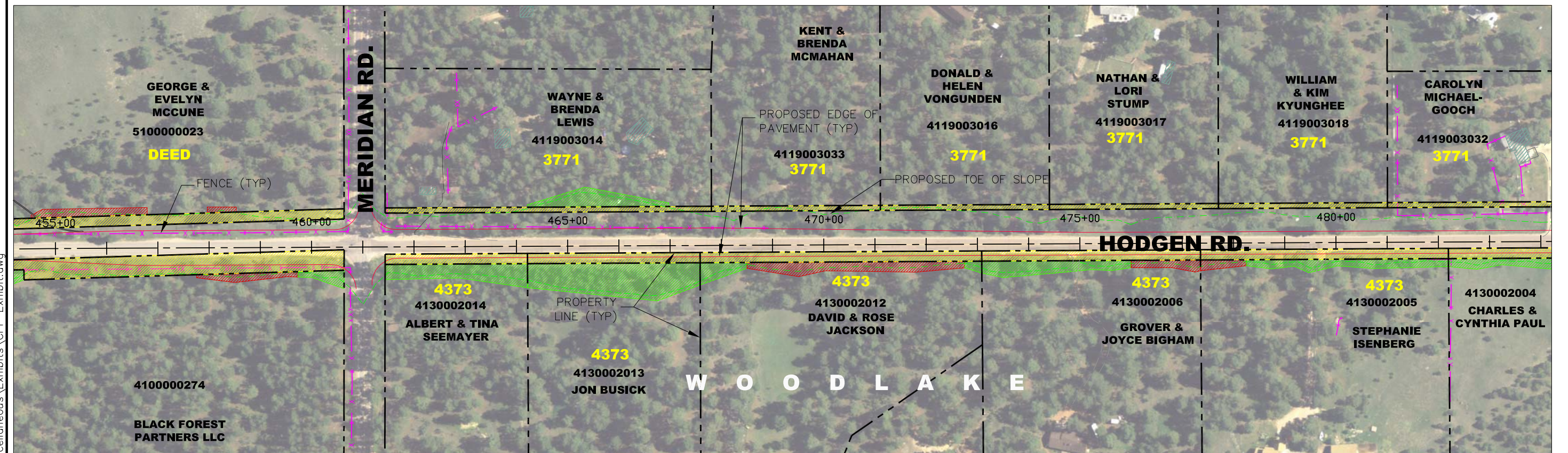
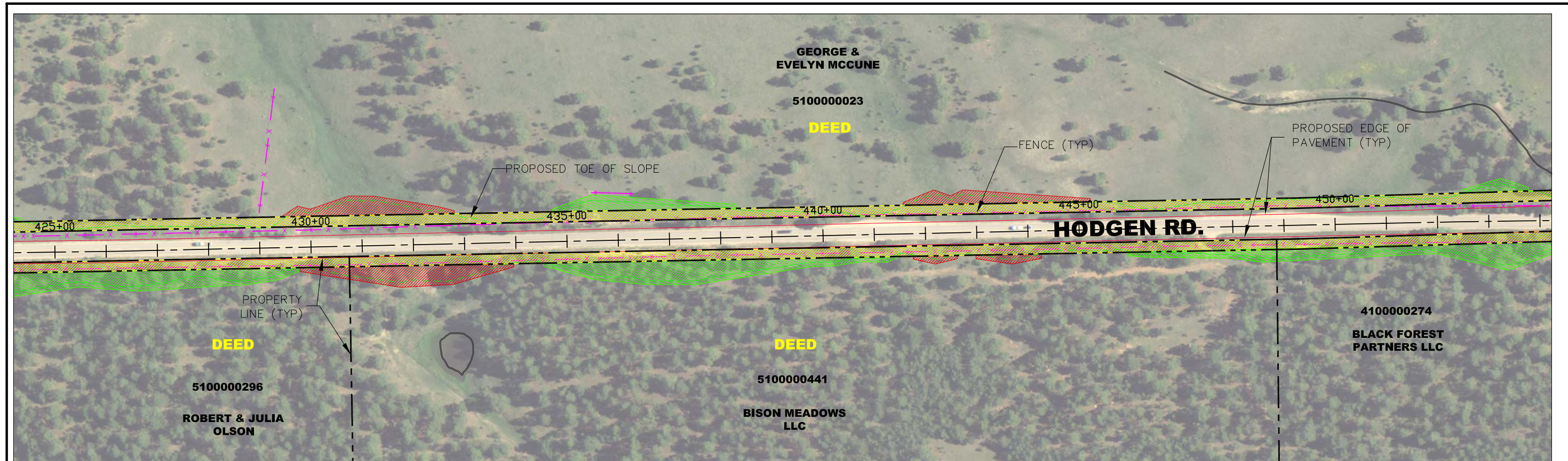
**AUGUST
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FIGURE 2-6**



HODGEN ROAD PROPOSED RIGHT OF WAY AND EASEMENTS

LEGEND	
--- TOE OF SLOPE	TEMPORARY EASEMENT
--- CENTERLINE	ADDITIONAL R.O.W.
--- PROPOSED ROAD	PERMANENT EASEMENT
--- STREAM	EXIST. EASEMENT
XXXXXX PLAT No.	EXIST. R.O.W./PROPERTY
XXXXXX PARCEL No.	PROPOSED R.O.W.
--- FENCE	

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FIGURE 2-7**

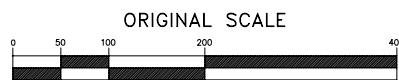
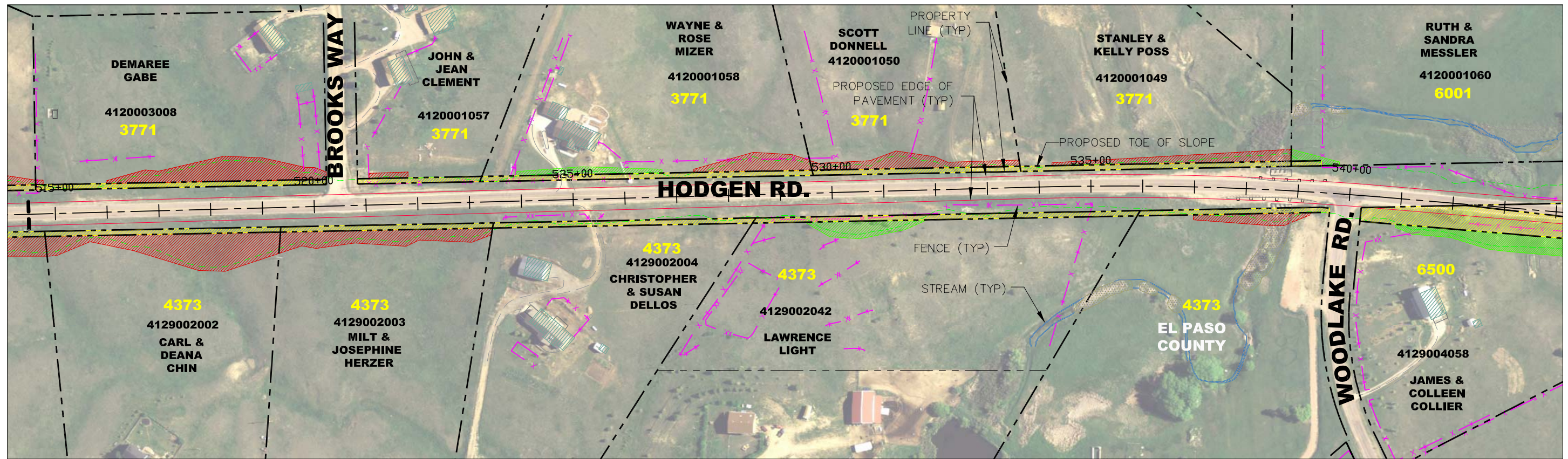
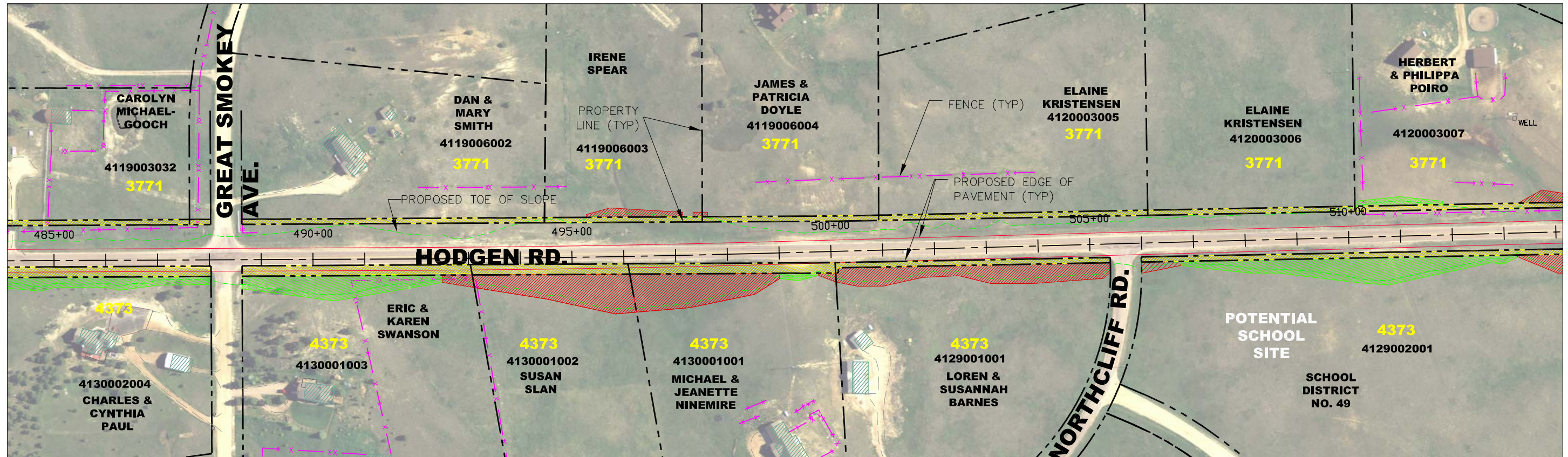


HODGEN ROAD PROPOSED RIGHT OF WAY AND EASEMENTS

LEGEND	
---	TOE OF SLOPE
---	CENTERLINE
---	PROPOSED ROAD
---	STREAM
XXXXXX	PLAT No.
XXXXXX	PARCEL No.
---	FENCE
---	TEMPORARY EASEMENT
---	ADDITIONAL R.O.W.
---	PERMANENT EASEMENT
---	EXIST. EASEMENT
---	EXIST. R.O.W./PROPERTY
---	PROPOSED R.O.W.

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FIGURE 2-8**

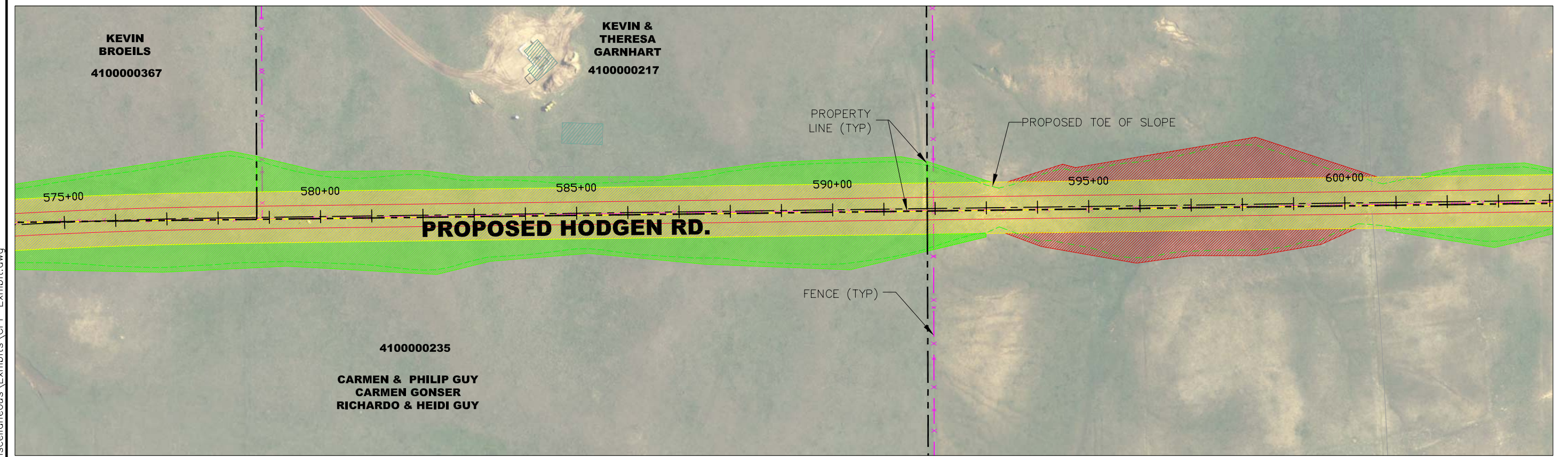
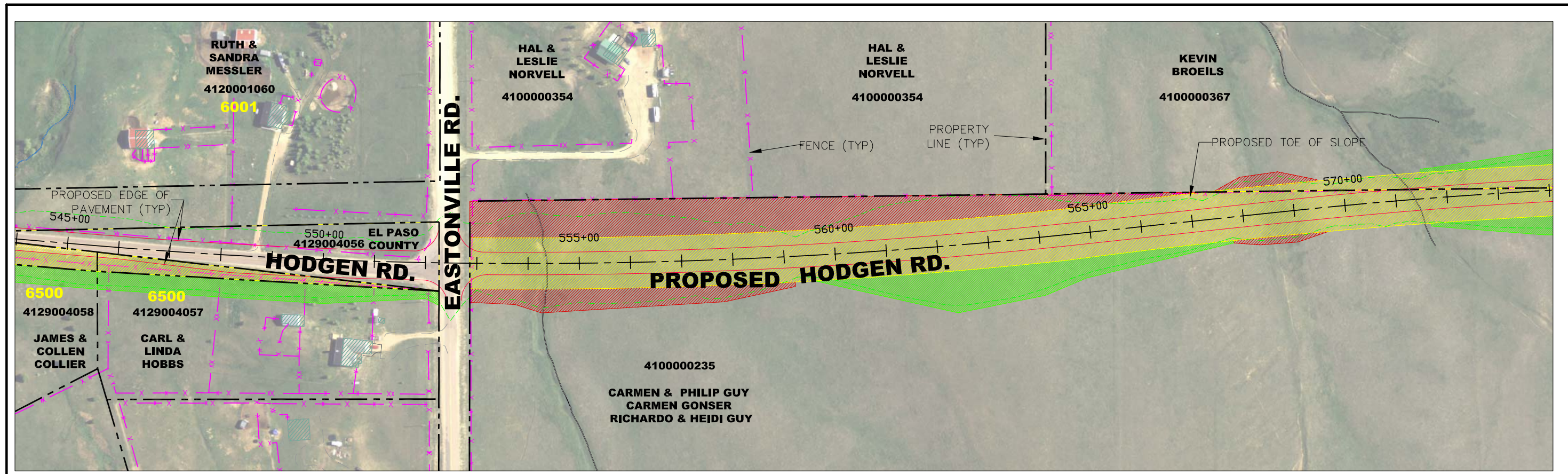
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HODGEN ROAD PROPOSED RIGHT OF WAY AND EASEMENTS

LEGEND	
--- TOE OF SLOPE	TEMPORARY EASEMENT
--- CENTERLINE	ADDITIONAL R.O.W.
--- PROPOSED ROAD	PERMANENT EASEMENT
--- STREAM	EXIST. EASEMENT
XXXXXX PLAT No.	EXIST. R.O.W./PROPERTY
XXXXXX PARCEL No.	PROPOSED R.O.W.
--- FENCE	

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FIGURE 2-9



HODGEN ROAD **PROPOSED RIGHT OF** **WAY AND EASEMENTS**

LEGEND	
---	TOE OF SLOPE
---	CENTERLINE
---	PROPOSED ROAD
---	STREAM
XXXXX	PLAT No.
XXXXX	PARCEL No.
---	FENCE
---	TEMPORARY EASEMENT
---	ADDITIONAL R.O.W.
---	PERMANENT EASEMENT
---	EXIST. EASEMENT
---	EXIST. R.O.W./PROPERTY
---	PROPOSED R.O.W.

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FIGURE 2-10

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4.0 Proposed ROW and Easement Needs

Table 1 identifies the parcel ownership and identification, location of parcel, land use, size of parcel, proposed right-of-way take area, and approximate easement type and area. Trail easement requirements are not included in Table 1. The cost to purchase right-of-way and easements will vary based on final design and current property values at the time of negotiation.

Table 1. Estimated Right-of-way and Easement Needs

Parcel Identification	Owner	Location	Land Use	Parcel Area (acres)	ROW Need (sq ft)	Permanent Easement (sq ft)	Temporary Easement (sq ft)
6122008035	Cary M & Doris M Cowell	3295 Double Tree Court	Single Family Residence	2.5			
6122008036	Larry D & Vicky A Musser	3335 Double Tree Court	Single Family Residence	3			
6127000060	Kay T. Cooper	16390 Highway 83	AG. Grazing Land	37.03			
6122007015	COLO SPGS 382 LTD Partnership	3415 Double Tree Court	Unimproved Land	8.35			
6122004002	David B & Alyce T McElhoses	16550 Dancing Wolf Way	Unimproved Land	5.02		2003	
6122003028	Thomas M & Claudia S Langley	16575 Dancing Wolf Way	Single Family Residence	10.66		5141	
6127002001	Aberdeen Investments Inc.	16070 Winding Trail Road	Unimproved Land	39.06			
6123005024	Hodgen Settlers Ranch LLC	3806 Hodgen Road	Unimproved Land	1.47			
6123005008	Davis Builders Inc	3963 Hodgen Pond Ct.	Code 101 at Present Worth	2.98			
6123005007	Michael J & Kimberly Fitzpatrick	4013 Hodgen Pond Ct.	Code 101 at Present Worth	2.51			
6123005006	Maria V Varbanov & Jan Karpuszek	4063 Hodgen Pond Ct.	Code 101 at Present Worth	2.5			
6123005005	Jeffrey A & Pamela J Shondeck	4113 Hodgen Pond Ct.	Code 101 at Present Worth	2.51			
6123006002	Settlers Ranch Dev. Corp	16332 Timber Meadow Dr.	Code 101 at Present Worth	2.52			
6123005001	Clearstone Properties LLLP	16331 Timber Meadow Dr.	Code 101 at Present Worth	2.5			
6123000003	Hodgen Settlers Ranch LLC	23-11-66	Vacant Land > 100 Acres	160.06	12695	14022	
6100000043	Tower Asset Sub Inc. C/O Spectrasite Communications	4590 Hodgen Road	Special Purpose	1.37	2002		551
6126002007	Viktor & Ludmila Karpitsky	3702 Mountain Dance Dr.	Unimproved Land	3.93			
6126002006	Keith B. Welch	3782 Mountain Dance Dr.	Single Family Residence	2.89			
6126002005	William J Seffers	3862 Mountain Dance Dr.	Single Family Residence	2.87			3316
6126002004	John A & Judy E Presley	3942 Mountain Dance Dr.	Unimproved Land	2.91			4489
6126002003	John T & Brandie C Anslow	4022 Mountain Dance Dr.	Single Family Residence	2.69			406

Parcel Identification	Owner	Location	Land Use	Parcel Area (acres)	ROW Need (sq ft)	Permanent Easement (sq ft)	Temporary Easement (sq ft)
6126002002	Patrick J & Catherine Hester	4102 Mountain Dance Dr.	Single Family Residence	2.64			196
6126002001	John & Denise Delanghe	4182 Mountain Dance Dr.	Single Family Residence	2.8			2272
6126001002	Norman E & Janet E Buss	4262 Mountain Dance Dr.	Single Family Residence	3.44			
6126001001	Joseph A & Donna M Kelly	4342 Mountain Dance Dr.	Single Family Residence	3.79			
6126001003	Russell J & Kathleen L Huffman	4442 Mountain Dance Dr.	Single Family Residence	5.43			
6126001004	James G. & Cheryl L Harding	4502 Mountain Dance Dr.	Single Family Residence	5			
6126001005	Douglas J & Terri L Strecker	4662 Mountain Dance Dr.	Single Family Residence	4.07			
6126001006	Steven & Valerie Contreras	4822 Mountain Dance Dr.	Unimproved Land	8.89		955	
6126010001	Lewis-Palmer School District 38	18403 Reflection Pl	Political Subdivision	12.17			
6125002001	Douglas J & Terri L Strecker	16191 Open Sky Way	Unimproved Land	27.53			
6100000231	Nolan L & Susan E Koch	4650 Hodgen Road	AG. Grazing Land	40	13558	28013	15003
6124000001	Cross Bar P Land & Cattle	17245 Steppler Road	AG. Grazing Land	160	12964	30697	10873
6124002006	Longview Estates Homeowners Assoc Inc	0 Steppler Road	Homeowners Association	0.93			
6125002002	Jane D Fliesbach	16237 Open Sky Way	Single Family Residence	18.88			
6125002003	Classic Development-Woods LLC	16283 Open Sky Way	Unimproved Land	24.37			
6124001001	Jeffrey C & Kathleen P Frier	5021 Roundup Ridge Rd.	Single Family Residence	5			
6124001002	Robert A & Dawn L Webster	5071 Roundup Ridge Rd.	Single Family Residence	5			
6124001003	Jonathon Williams	5121 Roundup Ridge Rd.	Unimproved Land	5			
6124001004	Christopher J & Eva K Littlewood	5171 Roundup Ridge Rd.	Single Family Residence	5.85			
6124001007	Thomas P & Elizabeth A Morin	16874 Pony Pond Dr.	Unimproved Land	5.04			
6124001008	Robert B & Cheryl L Schauer	16824 Pony Pond Dr.	Unimproved Land	5			

Parcel Identification	Owner	Location	Land Use	Parcel Area (acres)	ROW Need (sq ft)	Permanent Easement (sq ft)	Temporary Easement (sq ft)
6100000284	Bradley L & Sheila Y Pervell	0 25-11-66	Single Family Residence	35.65	13125	9947	7069
6125001001	Matthew W Dunston & Gene W. Dunston Jr	5525 Hodgen Road	Res. Land at Res. Rate	19.83	13641	15465	
6125001002	Lance F Turner	5735 Hodgen Road	Unimproved Land	19.84	13023	666	20689
6124000007	Lavern & Marion Reising	5775 Mountain Shadow VW	Single Family Residence	36.1	2463	1926	
6124000008	Peter J & Barbara B Ziek	5815 Mountain Shadow VW	Single Family Residence	35.21	26964	15403	23265
5100000038	Sundance Ranch Colorado LLC	5975 Hodgen Road	AG. Grazing Land	371.36	55177		33675
5100000335	David A & Mary A Wismer Trust	0 Black Forest Road	AG. Grazing Land	372	55458	13568	46885
5100000395	Judith A Hudock	0 Thompson Road	Dry Farm Land AG. Grazing Land	35.92	26909		616
5119001003	Jeanine A Navarette	6150 Hodgen Road	Single Family Residence	9.59	6600		
5119001004	Jeanine A Navarette	6220 Hodgen Road	Unimproved Land	9.15	6297		1546
5119001001	Jeanine A Navarette	6280 Hodgen Road	Unimproved Land	10.48	300		520
5119001005	Chris & Dena Kousoulas	0 Hodgen Road	Unimproved Land	40	26308		16479
5119003002	Timothy R Davis, Beth I Davis, Andrew F Davis Jr	16710 Black Forest Road	Single Family Residence	20	25877	12383	7390
5119003003	Jon L & Penny L Lesley	16550 Black Forest Road	Single Family Residence	19.02	411		
5120001004	Mark B & Linda S Berens	6850 Hodgen Road	Single Family Residence	20	11418		9739
5120001005	Jeffrey J Swanson	6950 Hodgen Road	Single Family Residence	18.52	14513		18049
5129000002	Christopher D & Julie D Whitney	0 Hodgen Road	Vacant Land = 35 and <100	38.15	23755		32292
5129009001	Ridgeview Acres LLC	0 Black Forest Road	Unimproved Land	0.41			
5129010003	Ridgeview Acres LLC	0 Black Forest Road	Unimproved Land	2.55			
5129010002	Benjamin T & Melody C Pautzke	16395 Ridge Run Drive	Code 101 at Present Worth	7.77			
5129000003	Mountain View Electric Assoc Inc.	0 Hodgen Road	Vacant Land = 1 and < 5	3	5134		31872
5129000004	Justin G & Kathryn A Peterson	7315 Hodgen Road	Single Family	30	17887	28890	22815

Parcel Identification	Owner	Location	Land Use	Parcel Area (acres)	ROW Need (sq ft)	Permanent Easement (sq ft)	Temporary Easement (sq ft)
			Residence				
5129004006	Michael A & Linda M Fontanez	16250 Herring Road	Single Family Residence	5.19	8411	6751	14103
5120002038	Shamrock Investments LLC	16560 Papago Way	Unimproved Land	5.66			
5120002039	Lone Coyote Inc	16510 Papago Way	Unimproved Land	5.68			2296
5120002064	Cherry Creek Estates LLC	0 Hodgen Road	Unimproved Land	1.4			
5120002031	David W & Cynthia A Pearson	7447 Crow Ct	Single Family Residence	5.05			
5120002032	Eric & Denise A Bulman	7463 Crow Ct	Single Family Residence	5.05			
5120004018	Kevin J & Susan J Belisairo	16915 Herring Road	Single Family Residence	5.05			4564
5120004017	Alan C & Carin S Elbert	16945 Herring Road	Single Family Residence	6.67			810
5120004021	Robert G & Patricia J Krause	17005 Herring Road	Single Family Residence	5.36			
5100000302	Stanley R & Leann John	0 Bar X Road	Single Family Residence	41.27	19087		19810
5100000314	Jeffrey A & Lynn M Stringham	0 Bar X Road	Single Family Residence	40	33000		17869
5129001002	Mary K Martino	7750 Wilderness Drive	Single Family Residence	8.07	8292	15237	9790
5129001001	Ramon & Carmen Hernandez	7850 Wilderness Drive	Single Family Residence	6.13	2232	26509	2658
5128005005	Patricia E Ullmann	7950 Wilderness Drive	Single Family Residence	5.25	4945		6338
5128005004	John M & Maria E Gayanich	8050 Wilderness Drive	Single Family Residence	5.49	5067		7383
5128005003	Ron Lopez & Delores Lesperance	8110 Wilderness Drive	Single Family Residence	6.15	5949		20725
5128005002	Otis D & Rebecca M Borcheller	8120 Wilderness Drive	Single Family Residence	5.28	4999		2259
5128005001	Myung Sik & Kye Ja Park	8150 Wilderness Drive	Unimproved Land	5.4	5087		2856
5128006013	Eldred Jr & Catherine L Hansen-Lee	8230 Wilderness Drive	Single Family Residence	5.05	4816		6565
5128006012	Jack E & Elizabeth V Moody	8340 Wilderness Drive	Single Family Residence	5.02	4749		26986

Parcel Identification	Owner	Location	Land Use	Parcel Area (acres)	ROW Need (sq ft)	Permanent Easement (sq ft)	Temporary Easement (sq ft)
5128006011	Raymond E & Neva J Feather	8420 Wilderness Drive	Single Family Residence	5.02	4749		9218
5128006010	Mike C & Lisa D Larose	8460 Wilderness Drive	Single Family Residence	5.05	5678	4084	1055
5128006009	Terry L & Patricia A Mason	8480 Wilderness Drive	Single Family Residence	5.63	5635	9537	1494
5100000175	National Audubon Society C/O Janet Timmerman	0 27-11-65	AG. Grazing Land	630	58558		91367
5121002012	Diana E Walker	16555 Bar X Road	Single Family Residence	4.75	6360		
5121002013	Raymond Tucci Estate of Judy Katz	8330 Hodgen Road	Single Family Residence	4.75	6290		11877
5121002014	Edward M Jr. & Janis L Kaffel	8450 Hodgen Road	Single Family Residence	4.75	6332		18089
5121002015	Bonnie K Goodall	16520 Southwood Drive	Mobile on Owned Land	4.75	6310		1766
5121001012	Pamela B Bertram	8570 Hodgen Road	Mobile on Owned Land	4.75	6315		
5121001013	John C & Janet Murphy	8630 Hodgen Road	Single Family Residence	4.75	6290	3464	
5121001016	Chadwick & Alexandra McKellar	16775 Southwood Drive	Single Family Residence Special Purpose Forest Land	61.03	12489	13596	2268
5122001015	William D & Adrienne W Casebeer	16585 Vollmer Road	Single Family Residence	5	6333		10199
5122001014	Lynn M & Grace M Rushing	8890 Hodgen Road	Single Family Residence	5	6312		4994
5122001013	Harvey E & Beverly J Stone	8950 Hodgen Road	Single Family Residence	5	6269		4468
5122001012	Larry L & Claudia A South	16580 Winchester Road	Single Family Residence	5	6256		
5122004011	Lyle T & Pamela P King	16565 Winchester Road	Single Family Residence	19.28	4054		3343
5122004012	Stacy A & Shellie M Lacombe	16530 Remington Road	Single Family Residence	20.03	62359		30306
5122002022	James R & Barbara L Sylvester	16555 Remington Road	Unimproved Land	5.02	19375		4658
5122002021	Howard L Jr. & Kathleen E Ford	16595 Remington Road	Single Family Residence	19.97	24658		8554
5123000024	Walter E & Virginia M Winston	9920 Hodgen Road	Vacant Land = 5 and < 10	8	5340		2072

Hodgen Road Corridor Plan – Corridor Preservation Plan

Parcel Identification	Owner	Location	Land Use	Parcel Area (acres)	ROW Need (sq ft)	Permanent Easement (sq ft)	Temporary Easement (sq ft)
5123000023	Wayne Price	9940 Hodgen Road	Single Family Residence	10.44	6959		2884
5123001005	Levi & Amber Clark	9950 Hodgen Road	Single Family Residence	5.45	400		
5123001006	Matthew R & Janice D Moore	9970 Hodgen Road	Single Family Residence	4.75	6559		1297
5123001003	Patrick H & Gail N Newell	10020 Hodgen Road	Single Family Residence	4.75	6688		
5123001004	Harold D & Janet K Simpson	16650 Goshawk Road W	Single Family Residence	5.88			
5123001001	Joe E & Lynn Myers	10060 Hodgen Road	Single Family Residence	19.46	12621	6234	621
5123001002	Rick J Colombo	10220 Hodgen Road	Single Family Residence	19.49	13257	1362	2677
5123001010	Arthur J Jr. & Jacqueline Smith Evans	10350 Hodgen Road	Res. Land at 29%	5.14			860
5123001011	Nathan & Julia K Prine	10380 Hodgen Road	Single Family Residence	9.50			671
5123001012	Tad & Jeanie Oldenburg	10410 Hodgen Road	Single Family Residence	9.59			851
5123001013	Frank P & Stacy L Reheman	10440 Hodgen Road	Single Family Residence	5.01			6498
5123001014	Claudeen Finch	10490 Hodgen Road	Single Family Residence	31.2	9542		3872
5123001017	Victor Verstraete	16835 Goshawk Road	Unimproved Land	20.0		1195	3845
5100000289	National Audubon Society C/O Janet Timmerman	0 Hodgen Road	AG. Grazing Land	40	26535		26700
5100000290	National Audubon Society C/O Janet Timmerman	0 Hodgen Road	AG. Grazing Land	337.76	99219	38896	79533
5100000023	George F & Evelyn M McCune	17480 Highway 157	Dry Farm Land AG. Grazing Land	900.52	127414	38658	30987
5100000296	Robert J & Julia Olson	0 Hodgen Road	AG. Grazing Land	100	33067	14654	44675
5100000441	Bison Meadows LLC	0 Hodgen Road	AG. Grazing Land	38.48	36217	12743	24054
4100000274	Black Forest Partners LLC	0 Highway 157	AG. Grazing Land	57.92	36380	2450	16802
4130002014	Albert & Tina Seemayer	16360 Artesian Ter	Single Family Residence	5.02	5559		9058
4130002013	Jon E Busick	16380 Artesian Ter	Single Family Residence	5.01	6740		20224

Parcel Identification	Owner	Location	Land Use	Parcel Area (acres)	ROW Need (sq ft)	Permanent Easement (sq ft)	Temporary Easement (sq ft)
4130002012	David H & Rose M Jackson	16385 Artesian Ter	Single Family Residence	5	11001	8122	3117
4130002006	Grover S & Joyce D Bigham	12325 Hodgen Road	Single Family Residence	5.01	8536	2240	6846
4130002005	Stephanie Isenberg	12415 Hodgen Road	Single Family Residence	5.01	9685	1456	6653
4130002004	Charles E & Cynthia C Paul	16470 Great Smokey Ave	Single Family Residence	5.01	11671		11195
4130001003	Eric N & Karen S Swanson	16455 Great Smokey Ave	Single Family Residence	5.03	8166	1127	13070
4130001002	Susan W Slan	12720 Northcliff Road	Single Family Residence	5	6083	15862	
4130001001	Michael J & Jeanette M Ninemire	12780 Northcliff Road	Single Family Residence	5.01	7976	15817	809
4119003014	Wayne S & Brenda L Lewis	11930 Hodgen Road	Single Family Residence	4.46	6370		6168
4119003033	Kent L & Brenda K McMahan	16630 High Tree Drive	Single Family Residence	10	3300		
4119003016	Donald L & Helen T Vongunden	16620 High Tree Drive	Single Family Residence	4.82	3300		
4119003017	Nathan L & Lori Stump	16635 High Tree Drive	Single Family Residence	4.69	3300		
4119003018	William Marmie & Kim Kyunghee	16645 High Tree Drive	Single Family Residence	5.22	3300		
4119003032	Carolyn S Michael-Gooch	16520 Great Smokey Ave	Single Family Residence	4.59	7020		
4119006002	Dan P & Mary J Smith	16525 Great Smokey Ave	Single Family Residence	4.63	5843		
4119006003	Irene M Spear	12765 Forest Green Drive	Single Family Residence	4.73	3048	2565	
4119006004	James P & Patricia A Doyle	12795 Forest Green Drive	Single Family Residence	4.52	3405	90	
4129001001	Loren & Susannah Barnes	12850 Northcliff Road	Single Family Residence	5.01	5387	16393	
4129002001	School District No. 49	12875 Northcliff Road	Political Subdivision	10.01	8802	5612	19607
4129002002	Carl D & Deana L Chinn	13140 Northcliff Court	Single Family Residence	5.02	4549	20280	
4129002003	Milt & Josephine Herzer	13210 Northcliff Court	Unimproved Land	5.02	4101	11013	
4129002004	Christopher H & Susan M Dellos	13250 Northcliff Court	Single Family Residence	5	5043		

Parcel Identification	Owner	Location	Land Use	Parcel Area (acres)	ROW Need (sq ft)	Permanent Easement (sq ft)	Temporary Easement (sq ft)
4129002042	Lawrence E Light	13425Hodgen Road	Single Family Residence	5.01	7424		5155
4129002019	El Paso County Board of County Commissioners	0 Hodgen Road	County	92.04			
4129004058	James M & Coleen M Collier	13955 Woodlake Road	Single Family Residence	4.75	21725		13355
4129004057	Carl S & Linda E Hobbs	16440 Eastonville Road	Single Family Residence	3.73	12549		21383
4129004056	El Paso County	16441 Eastonville Road	County	1.55			
4120003005	Elaine M Kristensen	12850 Hodgen Road	Unimproved Land	4.76	5197		
4120003006	Elaine M Kristensen	12940 Hodgen Road	Unimproved Land	4.84	4000		
4120003007	Herbert Jr & Philippa J Poir	16620 Brooks Way	Single Family Residence	5.1	4500	2064	2124
4120003008	Demaree A Gabe	16530 Brooks Way	Single Family Residence	4.45	5614	13418	
4120001057	John P & Jean M Clement	16535 Brooks Way	Single Family Residence	4.54	2382	809	
4120001058	Wayne J & Rose M Mizer	13310 Hodgen Road	Single Family Residence	4.95	6408	5886	3228
4120001050	Scott P Donnell	16610 Forest Green Ter	Single Family Residence	5.28	4013	7002	
4120001049	Stanley M & Kelly N Poss	16605 Forest Green Ter	Single Family Residence	4.66	5228	6623	
4120001060	Ruth A & Sandra A Messler	16550 Eastonville Road	Single Family Residence	10	583		1270
4100000354	Hal & Leslie Norvell	16755 Eastonville Road	Single Family Residence	35			
4100000367	Kevin J Broeils	0 Hodgen Road	AG. Grazing Land	45	41537	3368	30586
4100000217	Kevin K & Theresa Garnhart	0 Eastonville Road	Single Family Residence	40	70912		46398
4100000222	Glen Martinez	16590 Elbert Road	Single Family Residence	38.49	134629	32378	30728
4100000223	Edward E & Kathleen B Wallace	16460 Elbert Road	Single Family Residence	38.79	114617	27500	35051
4100000235	Phillip R & Carmen V Guy, Carmen L Gonser, Heidi L & Richardo L Guy	0 28-11-64	AG. Grazing Land	120	277318	22934	127279

5.0 References

El Paso County Engineering Criteria Manual, adopted June 9, 2006

El Paso County Major Transportation Corridors Plan, adopted September 21, 2004

El Paso County Parks, Trails and Open Space Master Plan, 1997.

6.0 Appendix A: Response to Public Questions and Comments

Date	Inquiry Source	General Concern	Summarized Question / Comment	Response
5/10/2007	Ms. von Ahlefeldt Letter	Public Input	Hodgen Road corridor plan appears to be an engineering document. It lacks community planning aspects.	With Safety improvements, where the roadway alignment and grade changes little and no increase in capacity/widening is involved, we typically do not invite a lot of comment. However, the sensitive nature of the roadways in Black Forest with respect to the Black Forest Preservation Plan compelled the request for public input and we had planned for this to occur during the project.
5/9/2007 5/10/2007 6/7/2007 6/8/2007 6/9/2007 6/10/2007 6/11/2007	Hodgen Road Open House Ms. von Ahlefeldt Letter BFCC Transportation Committee Letter High Forest Ranch HOA Letter Maher Email Mills Email Pettey Email Murphy Email & Letter	Speed Increase due to design	Keep the hills because they slow down traffic. If speed limits are lower, the 8% grade exception isn't needed. With these improvements, trucks will drive faster. Reduce corridor speed to 45 mph. The improvements appear to address high levels of traffic and increased speeds Citizen perception is that DOT wants to build a high-speed truck route. Revise planned design alternative closer to "Minimum Alternative"	The Major Transportation Corridors Plan (MTCP) designates Hodgen Road as Rural Minor Arterial (2-lane). The correlating Engineering Criteria Manual (ECM) requires a design speed of 60 mph and a posted speed of 55 mph (speed limit). The proposed improvements are not for increased capacity or increased speed. These improvements promote corridor safety allowing safer driving conditions.
5/9/2007 5/10/2007 6/7/2007	Hodgen Road Open House Ms. von Ahlefeldt Letter BFCC Transportation Committee Letter	Roadway width & bike path	Use Climb Lanes on the long grades and separate bike paths from traffic lanes. Need climbing/passing lanes Reduce planned shoulder width. The bike lane should be separate from the traffic lanes.	The MTCP designates Hodgen Road as a Rural Minor Arterial (2-lane) with a correlating ECM design speed of 60 mph. At the required design speed, minimum stopping site distances are required. Passing lane standards are much more stringent than typical road requirements to enhance driver line of sight. Application of these stringent standards would increase right-of-way and easement needs, thus increasing land acquisition needs and costs. Adding a passing lane also increases roadway (another lane of asphalt) costs, and increases stormwater runoff. If passing lanes are included in the design, 10 feet (8 feet of paved and two feet of unpaved) for shoulders would still be required per the ECM. The proposed roadway typical section has 4 feet of paved and 6 feet of unpaved shoulders. The shoulders are provided solely for enhanced driver's safety along the corridor. The reduced paved width subsequently reduces pavement construction costs without impacting corridor safety benefits. The shoulder section also increases snow storage and horizontal clearance, again increasing corridor safety. The Trails Master Plan recommends an off-road multi-use trail in certain areas along the corridor and correlating easement recommendations are included in the Corridor Preservation Plan (CPP). The Black Forest Preservation Plan – Trail Addendum addresses future on-road bicycle routes at Baptist, Vollmer, Meridian, and Elbert roads. Bicycles currently use the road and public right-of-way. The proposed shoulder is not intended for bicycle traffic. However, the paved shoulders provide an alternative location for bicycles other than the through travelway, which promotes automobile and bicycle driver safety.

5/9/2007	Hodgen Road Open House	Provisions for Intersections	Recent improvements on Stepler are lacking, Particularly for the through lane. Are there provisions for turn lanes at intersections?	The proposed Hodgen Road design will be adequate for the Rural Minor Arterial (2-lane) classification. Improvements will include adequate deceleration lanes, required vehicle storage distance, and improved taper rates for each existing turning movement and for new turning lanes required in the traffic analysis. The County will provide inspection during new construction. The project must be accepted by the County from the contractor and will have a warranty period. Turning lanes are anticipated at major intersections such as Black Forest, Vollmer, Meridian, and Eastonville roads.
5/9/2007 5/10/2007 6/7/2007 6/8/2007 6/9/2007	Hodgen Road Open House Ms. von Ahlefeldt Letter BFCC Transportation Committee Letter High Forest Ranch HOA Letter Maher Email	Wildlife	In 1987 when the MTCP was first formulated, neither the National Audubon Wildlife Preserve nor the Colorado Wildlife Park were in existence. The current plan does not adequately take these into consideration. Signing regarding wildlife should be in place. Need wildlife crossing locations. Need investigation and plans to mitigate the safety risks of wildlife crossings.	The MTCP is periodically updated, with the latest revisions in 2004. Hodgen Road is designated as a Rural Minor Arterial (2-lane) to manage traffic congestion, promote safety, and maintain mobility. The proposed roadway will increase the driver's ability to see wildlife through improved sight distance and the horizontal clearance. Wildlife warning signs will be posted at frequent crossing locations. Coordination with the Colorado Department of Wildlife and corridor citizens may be necessary to determine crossing locations. Construction permitting obligations will require coordination with environmental, water, and wildlife agencies to mitigate issues within the corridor.
5/9/2007 5/10/2007	Hodgen Road Open House Ms. von Ahlefeldt Letter	Snow	Drifting and Blowing snow mitigation. Adjusting vertical alignment needs to be differentiated between small blind hills and the tops of watershed divides. V cut in the hills will fill with snow. Do not cut tops (think it would cause more snow drifts).	Drifting and blowing snow mitigation considerations were included in the "Funding & Phasing Analysis" and will be incorporated into the roadway design to the greatest extent possible within the proposed right-of-way and budget. We are coordinating with experts in the field to help with research and design. The proposed roadway design itself can help prevent snowdrifts. A wider and deeper ditch section can be used to effectively trap snow and help prevent snowdrift encroachment upon the roadway. The recommended roadway section for Hodgen Road generally consists of a ditch width and depth greater than what exists today. This should allow for collection of a greater volume of snow within the ditch, thus reducing the amount of snow that could drift onto the road. Collecting a greater volume of snow within the ditches will also help prevent plowed snowdrifts from melting and refreezing on the roadway. The proposed typical section of Hodgen Road will have a 20 feet wider roadway structure. This overall increase in roadway width will increase the direct sunlight and solar melting effects on the roadway snow and ice in the tree-lined sections of the corridor. Snow fences, the most common blowing snow mitigation measure, are recommended along this corridor in all areas where they will function properly. When installed correctly, snow fences can reduce the fetch distance and decrease the amount of snow near the roadway. Living snow fences can also be effective, with the inherent drawback of the time required for the trees to reach a sufficient height. In the meantime, temporary snow fences are often required to supplement the smaller trees. Maintenance operational procedures can help mitigate blowing and drifting snow, as well as icing issues. Roadside objects that can cause drifting should be removed or relocated where feasible.

4/20/2007 5/9/2007 5/14/2007 5/14/2007 5/24/2007	Residential Inquiry Hodgen Road Open House Residential Inquiry Property Owner Inquiry Residential Inquiry	Personal Property Impacts	Right-of-way and easement needs? Access impacts? Driveway realignments? Will you replace existing fencing? Septic system impacts? Retaining wall issues?	All property owners affected by proposed roadway improvements will be individually contacted after preliminary engineering and prior to advertising for construction. Each property owner will have the opportunity to identify and discuss impacts, and negotiate compensation or solutions.
5/9/2007 6/7/2007 6/8/2007 6/9/2007 6/10/2007 6/11/2007	Hodgen Road Open House BFCC Transportation Committee Letter High Forest Ranch HOA Letter Maher Email Mills Email Murphy Email & Letter	Noise	Was noise abatement considered in the study? With the improvements, noise will increase with the increased traffic.	The proposed improvements are not intended to increase traffic, only to promote safety for corridor drivers. The amount of traffic will be the same with or without the improvements. A noise analysis is not appropriate for the study given the nature of the proposed improvements. Had a capacity enhancement been a project goal, a Noise Analysis may have been considered.
5/9/2007	Hodgen Road Open House	Drainage	What are you going to do about drainage?	Adequate features such as culverts and drainage swales/ditches will be designed and installed to handle drainage impacts resulting from the road improvements. Recommendations for methods to reduce pollutants in the water from the roadway will be incorporated into the design. Historic runoff paths will be maintained.
5/9/2007	Hodgen Road Open House	Dust	What are we going to do about dust abatement during construction?	Dust reduction recommendations will be included in the construction plans. The contractor will be required to obtain an Air Quality Permit prior to commencing construction.
5/10/2007	Ms. von Ahlefeldt Letter	Traffic Data	PPACG traffic models badly underestimate traffic. Shamrock Ranch and Hodgen Road extension would put traffic above the 7000 ADT. May need accommodation for heavier traffic at west end of Hodgen and signalization at selected intersections.	The PPACG model was compared with actual traffic volumes obtained in June 2006 for verification. The model does anticipate the Baptist/Hodgen Road connection. The project will only provide intersection capacity improvements based on the design year (2030) traffic projections include anticipated typical growth in northern El Paso County. New developments are required to complete a Traffic Impact Analysis (TIA) during the planning process to determine if the proposed land use change will impact traffic. The TIA will identify project specific impacts that require mitigation by the developer. The County will require these mitigation requirements.
5/10/2007	Ms. von Ahlefeldt Letter	Crash Data	Accident data needs to be analyzed more critically. Seasonality of accidents? Collisions with wildlife? Head-ons vs rollovers? Permanent injury vs fatalities?	Official crash data for Hodgen Road is available only as far back as 2001. All details of the crash data were analyzed and applied to the recommended safety improvements and priority locations for phasing the project.

5/9/2007	Hodgen Road Open House	Alternate Corridor?	Is another East-West corridor possible?	The Hodgen Road corridor is one of numerous road construction improvement projects in El Paso County funded through the Pikes Peak Rural Transportation Authority (PPRTA). This roadway has been identified as a regional transportation priority in Pikes Peak Area Council of Governments' 2030 regional transportation plan, and the El Paso County Major Transportation Corridors Plan (MTCP). The Hodgen safety improvements project is included in the "A" list of projects approved by the voting citizens of El Paso County in November 2004.
5/9/2007 6/7/2007 6/8/2007 6/9/2007 6/10/2007 6/11/2007	Hodgen Road Open House Jeter Email Ohlin Email BFCC Transportation Committee Letter High Forest Ranch HOA Letter Maher Email Mills Email Petty Email Murphy Email & Letter Vallado Email	Truck Route Designation & Policy	Concerned about secondary truck route designation and correlating corridor impacts. Truck route designation in connection with public process & in conflict with the goals and policies of the Black Forest Preservation Plan. Phase out Hodgen and Meridian roads as truck routes. Truck size and weight limits on Hodgen and Meridian roads. Do not designate Baptist road as a truck route Prohibit use of truck engine "Jake" Brakes.	The Truck Route designation of Hodgen Road is not within the scope of this project and will not impact the design. This is the responsibility of the Truck Route coordination committee.
5/9/07	Hodgen Road Open House	Enforcement	Concerns about speed limit enforcement.	Speed limit enforcement along Hodgen Road is not within the scope of this project. This is the responsibility of the Sheriff.

The questions and comments above are summarized from the identified sources. The source letters and emails follow on the next several pages.

May 10, 2007

To: Andre Brackin

cc: John McCarty

Phil Hosmer

Sheriff Terry Maketa

Re: Public Meeting on Hodgen Road Preservation Corridor on Wed., May 8

Comments from Judy von Ahlefeldt

1. The fundamental assumption URS made that only immediately adjacent property owners needed to be involved on access issues is way off the mark. Everyone who uses that road is concerned about speed and safety. The citizen perception is that DOT wants to build a high-speed truck route.
2. The Plan, as developed so far, is mainly an engineering planning document. It lacks community planning aspects although it lists goals from the County Policy Plan and BFPP.
3. The road appears to be planned as a high-speed through route. In 1987 when the MTCP was first formulated, neither the National Audubon Wildlife Preserve, nor the Colorado Wildlife Park were in existence. The current plan does not adequately take these into consideration, specially for elk crossing in the Kiowa watersheds.
4. The citizens were clearly deeply concerned about speed. I would recommend 45 mph through the treed area just east of E. Goshawk Rd. to Bar X, and also from west of Meridian to the prairie area east of Woodlake. Elsewhere the speed limit should be 55 . The message needs to be that a Transportation Corridor that is safer than present is provided, but that this road traverses existing rural residential areas and wildlife sanctuaries, and these must be respected by motorists. This should not have expressway speed limits. Effective speed limit enforcement is a must (To Sheriff Maketa). Signing regarding wildlife areas and wildlife crossings should be in place. DOW needs to be involved to advise where historic elk and deer crossing areas are. The east side has an elk migration corridor which is respected by the subdivision planning south of Hodgen Road. The Planning for the Road needs to respect this also.
5. If the speed limits are lower, the 8% grade exception isn't needed. The speed issue affects all aspects of road safety, including turning movements and intersections, and was the clearest major concern of the citizens.
6. In my opinion the bike lane should be separated from the traffic lanes so it is more like the Santa Fe and Rock Island RR beds. This road is a high elevation and is windy almost 100 per cent of the time. It is not very “bike-friendly” except for a few summer months. When they have the bike races out of Castle Rock, the climb lanes can accommodate this. I think spending all that money on asphalt for a 4' bike lane on both sides of the traffic lane for 10 miles is ridiculous. Why couldn't a bike path be put on the “bench” discussed for snow mitigation? Bikes won't be using that road in snow season anyway, and in open areas it won't matter which side of the road the bikes are on. Between Bar X and Goshawk and near Meridian, it might be useful to put the bike path on the north side so the sun

can get at it to melt snow, but in the summer the shade would be nice with the path on the south side. The south side has large areas (Natl. Audubon Soc.. Colorado Wildlife Park and Sundance Ranch) where existing homes is not an issue for ROW and the trail, a few subdivided tracts, and three major subdivisions (Woodlake, Wildwood Village and High Forest). All have HOAs. All need to be involved in planning. The north side has many more issues with already-subdivided land.

7. Adjusting vertical alignment needs to be differentiated between small blind hills and the tops of watershed divides. There are four basins – E.& W. Cherry Creek and E. & W. Kiowa Creek. Some of the divides are in the open and the plans propose a “V” cut in the hills to adjust the grade. Bad idea – these will fill with snow. The C & S RR had a terrible time with this in the railroad bed cut east of Eastonville after they built the RR in 1882.
They cut the Palmer Divide to keep the grade correct for the train and it filled up every time the wind blew, which out there is constantly. I have photos of the C & S rotary snowplows. The road needs to stay on the crest as much as possible. The long grades into and out of these valleys would benefit from climb lanes, but remove the blind hill areas from within the long grades. Raise the valley crossings and, as wildlife mitigation, provide big box culverts or bridges so wildlife can cross underneath. Summary – Use Climb lanes on the long grades and separate the bike path from the traffic lanes.
8. Snow fence size and placement will be an issue because of visual and space considerations on the subdivide north side. Don't underestimate this. These large snow fences have to be a long way back from the road.
9. I think PPACG traffic models are wrong (again), and are badly underestimating the traffic. If either Shamrock Ranch develop in the City of Colo. Spgs., or the extension of Hodgen to Elbert HW stimulates development at that end, I believe the traffic will be well above 7000 ADT. Also, there may need to be accommodation for heavier traffic at the west end of Hodgen and signalization at selected intersections needs further discussion.
10. Accident data needs to be examined more critically. What is the seasonality of accidents? Day vs night? Collisions with wildlife in the that big “unknown” category. How many were head ons versus flying off the road and rolling. How many resulted in permanent injury (I know of a few) versus fatalities? I nearly had a head-on collision about 1975 as I was going to interview and old couple on Eastonville Road and our well-driller, Boyd Townley of Calhan was westbound on the part of Hodgen by Woodlake and was driving downt he middle of the road. Hodgen was dirt then, and it had rained the nite before so there was no dust. We met at the crest of the blind hill by the windmill. He missed me by about two inches, then rolled his truck. His passenger went through the windshield and he was ejected. Concussions, broken ribs and lots of lacerations. Good way to ruin your day.

Thanks for allowing public comment.

Judy von Ahlefeldt
8255 Forest Heights Circle
CS 80908



8 Jun 2007

Dear Mr. McCarty:

The purpose of this letter is to provide High Forest Ranch (HFR) Home Owners Association (HOA) input on the proposed Hodgen Road Corridor Project and Truck Route designation.

HFR HOA strongly supports the Black Forest Community Club Transportation Committee letter (dated June 7, 2007 from Phil Hosmer that provided comments on the Hodgen Road Corridor Improvements, strongly supports the Black Forest Preservation Plan (BFPP) and strongly objects to the plans to enhance Hodgen Road as a Truck Route as described in the current Hodgen Corridor Project.

High Forest Ranch community is an association of 200 lots situated on 1000 acres on the southeast corner of the intersection of Hodgen Road and Highway 83. While the proposed temporary or permanent easements levied on several properties that border Hodgen Road is localized – the increased noise and traffic created by this project will certainly have a negative impact on the serene, rural atmosphere desired by the preponderance of our development.

The direct impact to HFR of these safety improvements to Hodgen Road is that it will encourage high-speed, through truck traffic at a volume far beyond what is currently experienced. This increased truck traffic will produce higher speeds, more noise and safety concerns for humans and wildlife. Hodgen Road corridor is currently a rural/residential area with continued residential growth which is a poor mix for increased truck traffic. This project does not fix the safety concerns caused by the current use of trucks, but instead, it will create increased hazards due to enabling higher volumes of truck and vehicular traffic at higher speeds in what will remain a rural/residential area for the extended future.

We also agree with the opinion expressed by Black Forest Transportation Committee that the initial designation of Hodgen Road was done without full community input and discussion. The first the community was made aware of this change was when the Truck Route signs were installed. This change to the route designation has already caused a dramatic increase to the vehicle volume, noise and truck traffic 24/7.

High Forest Ranch Homeowners Association

Professionally managed by The Warren Management Group, Inc.
1720 Jet Stream Drive, Suite 200 Colorado Springs, CO 80921
Tel: 719.534.0266 www.warrenmgmt.com Fax: 719.534.9177

As alternate truck routes exist on roadways currently designed to handle weight/volume of trucks expected, we strongly encourage the commission to accelerate those projects and to not add an additional route thorough this rural/residential area.

Retaining Hodgen Road as a temporary truck route until those other roadways are complete is a possible temporary solution but only if immediate actions are taken to improve the degraded noise and safety conditions that currently exist. Those improvements would be:

- Prohibit the use of engine jake brakes the entire length of the corridor.
- Decrease speed limit to 45 MPH maximum along the corridor.
- Increase El Paso County Sheriff presence to strictly enforce speed limits.
- Design wildlife crossings

In addition to these actions along the Hodgen corridor, it is critical to not designate Baptist Road extension (I-25 to Hwy 83) as a truck route after completion. This designation would further exacerbate the problem with additional truck/vehicle traffic and create an undesirable safety condition at the intersection of Hwy 83 and Hodgen Road.

We appreciate your concern to improve safety conditions and traffic flow on our county roadways, but the HFR HOA is concerned that proceeding with this project is not the best approach to solving this critical problem. We therefore encourage you to review other solutions prior to committing PPRTA dollars to the Hodgen Corridor Project.

Respectfully

Chris Franz
President, Board of Directors
High Forest Ranch Homeowners Association

Other Directors

Rick Church, Rich Downing, Jim House, Greg Stadjuhar, Susan Tillotson, Mike Takac



June 7, 2007

From: Black Forest Community Club Transportation Committee
P.O. Box 88034
Black Forest, CO 80908

To: El Paso County Transportation Department
3275 Akers Rd.
Colorado Springs, CO 80922

Attn: John McCarty
Highway Advisory Commission

Dear Mr. McCarty:

The purpose of this letter is to provide comments on the Hodgen Road Corridor Improvements project for your consideration and for input to the El Paso County Highway Advisory Commission (HAC). As you know, there was quite a spirited public meeting on the subject at the Black Forest Community Center May 9th 2007. It was the first public event for citizens in the area to learn of the proposed project concepts and plans despite the URS scope of work requirement for a public workshop plus two other public meetings. You and your staff were able to brief the public on the project and to hear citizen comments and concerns. At the May 15th HAC, the Commissioners agreed to defer a vote on endorsement of the project for one month to allow public input from our Transportation Committee and from the public. Our committee met May 21st with Hodgen Road neighbors. The comments we offer include citizen concerns expressed in the May 9th public meeting plus those offered by affected residents who were at the May 21st Transportation Committee meeting. However, residents of the area may well want to express additional concerns and recommendations.

A. IMPACT OF THROUGH TRAFFIC ON THE RURAL RESIDENTIAL AREA:

Concerns:

One of the overriding concerns of residents along the Hodgen corridor is the **impact of through traffic, especially heavy truck traffic, on the rural atmosphere of that area. The primary impacts of speed, noise, and safety (for humans and wildlife) are exacerbated by heavy truck traffic.** Residents are very much concerned that the proposed corridor improvements and the connection of Baptist Road to Hodgen will **encourage** more through heavy truck traffic at faster speeds than residents already see. They see a serious degradation of the quiet rural atmosphere that drew them to the area.

The Black Forest Preservation Plan (BFPP) has several citations calling for preservation and protection of the rural residential community. Approximately one third of the corridor bisects the “Timbered Area”. The “Land Use Scenario” for that area includes the following transportation statements: **“Major regional transportation corridors should be aligned adjacent to or outside of the boundaries of this unit. Through traffic should be discouraged.”** The remainder of the corridor traverses through the “Northern Grasslands Area” and the “Meridian-Eastonville Corridor Area” All three areas are identified for low-density rural residential development. In fact, much rural development has occurred along the corridor in the past few years and the vacant land along the corridor is filling in quickly with new homes. The Plan’s Transportation Policy 6.2 reads: **“Discourage unnecessary traffic through the forested and low density residential areas by providing alternative alignments and, where appropriate, incorporating designs which limit through traffic movements.”** The use of Hodgen Road as a through truck route is unquestionably in conflict with the above goals and policies of the Black Forest Preservation Plan. As an aside, the URS “Funding & Phasing Analysis” fails to cite the above two quotes that are counter to the concept of making Hodgen a truck-friendly though corridor.

The same threat of through truck traffic applies to the forested rural residential area that Meridian Road traverses through. Several miles of northern Meridian Road pass through the “Timbered Area” of the Black Forest Preservation Plan. So, the same BFPP quotes above apply to Meridian Road as well as Hodgen Road. According to the MTCP, the north-south designated truck route in northern El Paso County is Elbert Road, not Meridian Road. The designation of both Hodgen Road and Meridian Road as truck routes impact the rural residential and Timbered Area of the Black Forest as well as other northern El Paso county roads that serve rural residential or agricultural areas such as Bradshaw and Murphy roads that trucks may want to use to reach U.S. 24.

Much of the transportation planning to date has been predicated on routing through commercial traffic no further north than the future Briargate-Stapleton alignment and Woodmen road. That is

consistent with the Black Forest Preservation Plan policies quoted above. In fact, the Major Transportation Corridors Plan (MTCP) truck route map confirms that concept by showing the Briargate-Stapleton alignment as the most northerly east-west truck route in the county, and as noted above, Elbert Road as the north-south truck route. The URS-recommended safety improvements to Hodgen Road **encourage high-speed through truck traffic which conflicts with the quiet rural residential land use, which has been the development goal for the northern part of the county for over three decades.**

We have recently reviewed the history of the Hodgen plans. **The October 27, 2005 Board of County Commissioners hearing that implemented the MTCP truck route concept and the Black Forest truck limitations did not formally designate Hodgen or Meridian Roads as truck routes nor did the map showing proposed signage show them as truck routes.** By exception, Hodgen was the only paved east-west road in the Black Forest area that did not show a truck *limit* sign on the truck route map and Meridian was the only north-south road that did not show the truck *limit* signage. The audio record of the hearing reveals that Commissioner Williams and Mr. McCarty both referred to Hodgen and Meridian as east-west and north-south routes available to truckers. We note that the County issued news releases to local newspaper and television media in November 2006 and January 2007 announcing truck route implementation, and included a statement that Hodgen Road and Meridian are available truck routes. We personally just recently learned that “Truck Route” signs have been erected on Hodgen Road. Our review reveals that they were erected in the fall of 2006. Meridian Road does not appear to have any truck route signs.

As a member of the El Paso County Truck Route Coordination Subcommittee (TRCS), I (Phil) have had the opportunity to be aware that the County considered both Hodgen Road and Meridian Road as available truck routes in its implementation of the Black Forest truck limitations. Unfortunately for this subject, Barbara and I traveled extensively last year and early this year, so I missed the Board of County Commissioners truck route implementation hearing and the key TRCS meetings. Frankly, I had not focused on the Hodgen nor Meridian plans until I learned of the proposed May 1, 2007 Planning Commission hearing. In the back of my mind, I had been expecting either URS or DOT to initiate contact with me to coordinate one of the three required public information meetings on the Hodgen Road project. That was a discussion point at the April 28, 2006 project kick-off meeting that I attended, but no one from URS or DOT ever contacted me about the project. Our Transportation Committee did not take actions supplementing the County’s media releases to advise Hodgen Road area residents or Meridian residents of the County’s truck route plans. Instead we were focused on the success of the County agreeing to restrict heavy trucks from using other Black Forest roads passing through the center of the Black Forest.

One can assume that residents should not be surprised now by the truck route designation because of the media announcements and because “Truck Route” signs have been posted on Hodgen Road since the fall of 2006. However, the decision to post Hodgen Road as a truck route does not appear to have involved the same level of public discussion as was accomplished on the original MTCP truck route designation. The posting of Hodgen Road as a truck route was separated in time from the

release of the plans to create a high-speed through route. Citizens were not aware of the magnitude of the impact of this project on their neighborhoods until the project was made public. The recent realization underscores the concerns of residents along the Hodgen corridor that the **recommended improvements will make the road more truck friendly and more likely to encourage higher driving speeds by all drivers. And the availability of Meridian Road as a truck route just feeds large through trucks from the eastern and southeastern part of the County into the Meridian-Hodgen corridors.**

We realize that the Hodgen Road Corridor Improvement Project is separate from the County’s designation of Hodgen and Meridian roads as truck routes. However, the Statement of Work for the URS study incorrectly states that the MTCP designates Hodgen Road as a secondary truck route and the recommended design facilitates high-speed through truck traffic. Therefore, some of our recommendations for the project seek to eliminate or mitigate the impact of increased heavy truck traffic on the rural residential neighborhoods.

Recommendations:

1. **We recommend the highest speed limit on Hodgen Road be reduced to 45 MPH for the present and for the proposed corridor improvements.** Speed limits should be reduced below that level in the forested areas, in the area of busy intersections, and where the curves are in the Winchester-Goshawk Road segment. These lower speed limits should mitigate some of the negative impact on the rural residential atmosphere. We note that Curtis Road is a paved minor arterial with better sight distance characteristics than Hodgen Road and its speed limit is 45 MPH. It is also an MTCP-designated secondary truck route. We conclude that the 45MPH recommendation for Hodgen Road is not unreasonable.
2. El Paso County should strictly enforce speed limits on Hodgen Road, and DOT should emphasize enforcement in its relationship with the El Paso County Sheriff. Use of electronic speed measuring signs may be useful.
3. **Our primary recommendation regarding Hodgen Road and Meridian Road as truck routes is that they should be phased out as designated truck routes.** That action would support the policies of the Black Forest Preservation Plan and mitigate one of the biggest impacts on the rural residential areas. We question whether Hodgen road is suitable for a truck route at all given the surrounding land uses, the topography and the weather issues. The Woodmen-Powers corridor is currently available and there will be more capacity available when the Briargate Parkway-Stapleton alignment is completed. That alignment is a defined truck route in the MTCP.
4. We request that El Paso County make a public commitment that the designation of Hodgen Road and Meridian Road as truck routes is temporary. **It is not too late to reassess decisions that, through time and circumstances, may not be best for the public good.**
5. During the phase-out period, we request the County evaluate the possibility of establishing limits to the size and weight of through trucks allowed on Hodgen and Meridian Roads that are perhaps not as strict as the limits imposed on the other Black Forest Roads. We are aware of the new Wal-Mart and proposed Lowe’s in the Meridian/Woodmen area and we believe that

large trucks servicing these businesses should use Woodmen Road, not Hodgen and Meridian. Similarly, frequent large haul trucks carrying materials from pits in the eastern part of the county or large trucks servicing Shriever AFB and the developing Banning Lewis ranch should use Woodmen now and Briargate/Stapleton in the future, not Hodgen and Meridian.

6. It does not appear that the design study addressed noise abatement. There may be some residences close to the road that are unduly affected by noise if the road is raised next to the residence. We recommend that noise impact be considered in the design.
7. As part of noise abatement, **we request the County prohibit the use of truck engine Jake brakes all along the corridor.** The truck noise is an expressed irritant to many of the residents.

B. ENGINEERING STUDY RECOMMENDATION FOR THE SELECTED ROAD SECTION:

Concerns:

The Selected Road Section in the URS study is the “Maximum Effectiveness” option plus the Black Forest Road alignment feature and the East Cherry Creek bridge replacement feature. **The Maximum Effectiveness alternative creates the highest cost and the greatest impact according to the Funding & Phasing Analysis.** That impact causes more disruption to the natural surroundings and to neighboring properties. It increases the impacts the residents are most concerned about of speed, noise and degradation of the rural residential atmosphere. It allows for a higher design speed, but also creates deeper cuts in the vertical alignment adjustment, thus causing more visual beauty degradation and aggravating snow fill during winter storms. The higher speed increases the risk of wildlife crashes. It results in unnecessary design and cost in the forested areas and at intersections that need to have lower speeds anyway. The recommended alternative allows, by exception, a steeper grade (8%) than would normally be allowed for the higher speed limit. Lowering the speed limit would mitigate this issue.

Recommendations:

1. **Revise the planned design alternative closer to the “Minimum Alternative”, especially as it pertains to vertical alignment.** That will achieve the minimum acceptable safety improvements and the maximum mitigation of concerns expressed by corridor residents. The design speed maximum will be the 50 MPH maximum that is close to the 45 MPH speed limit we are recommending. **It would, reduce project cost, reduce the overall design speed, reduce the speed danger and noise of truck traffic, reduce the risk to pedestrians and bicyclists, reduce vehicle collisions with wildlife, and reduce the snow-loading problem in cuts.**
2. We recommend incorporation of the Black Forest Road alignment and the East Cherry Creek bridge replacement for safety reasons.

3. The URS Funding & Phasing Analysis recommends an “interim condition” shoulder design with 4 feet of paved surface and 6 feet of gravel. Our recommendation to implement the “Minimum Alternative” design for the overall project may allow enough funding to build shoulders with 8 feet of paving and 2 feet of gravel to provide a safer area for pedestrian and bicycle travel. A long-term alternative to enhance non-motorized use of the corridor would be to incorporate a multi-use trail in the outer limits of the corridor thereby separating pedestrians, bicycles, and horses from the road traffic.
4. We recommend close examination of the lane/shoulder relationships with respect to both immediate topography and snowdrift issues. Recent improvements to state highway 115 provide a good surrogate where the presence of climb lanes, passing lanes and shoulders of varying widths is a function of the topography. Having Hodgen designed as a two-lane road with no passing or climb lanes and a consistent shoulder may be neither the most cost effective, safest or most functional approach. For example, in snowdrift areas, the presence of an extra lane or wider shoulder may be desirable.
5. We recommend the corridor improvements design consider passing lanes for long uphill grades where feasible to discourage unsafe passing attempts.

C. ACCOMMODATION FOR WILDLIFE CROSSINGS:

Concerns:

The Hodgen Corridor Improvements Analysis does little to address the safety hazards of wildlife crossings. Conservation lands that are inhabited by elk and deer border much of the Forested Area. Residents have attested to the fact that an elk herd frequently crosses Hodgen in the area around Goshawk Road and deer frequently cross in the area between just west of Vollmer and east of Southwood. There are also other places along the corridor that may be frequent wildlife crossing points. The mix of these surface crossings with fast moving traffic is a definite safety problem.

Recommendations:

1. We recommend the Corridor Improvements design effort include more robust investigation and plans to mitigate the safety risks of wildlife crossings. We recommend a combination of speed control, signage, possibly wildlife fencing, and physical non-surface passage in the area of the conservation lands.
2. We recommend the most accurate identification of wildlife road crossings, especially for deer and elk. The Transportation Committee would be willing to host a public gathering of interested parties, including residents, with knowledge and interest in identifying the frequent wildlife crossing points. People at the meeting could identify the crossing points plus discuss strategies for reducing the safety hazards of wildlife crossings.
3. We recommend physical structures in key crossing areas to guide deer and elk under the road through large box culvert underpasses not necessarily limited to drainage ways.

We ask for your serious consideration of these comments and recommendations. As noted above, affected residents in the Hodgen corridor may have additional concerns and perspectives of the proposed improvements project. We plan to attend the June 19th Highway Advisory Commission meeting and present our points in a briefing format, but also recommend you provide copies of these comments to the Commission members. Please feel free to contact us as our committee continues to facilitate communication between the County and its public.

Sincerely,

Phil and Barbara Hosmer, Co-Chairs
Black Forest Community Club Transportation Committee
Tel: 495-3948, email: timber755@msn.com

----- Message from "Vallado, David" <dvallado@agi.com> on Mon, 11 Jun 2007 09:34:38 -0600 -----
<Andre Brackin" <AndreBrackin@elpasoco.com" :To
RE: Hodgen road Extension :Subject

Andre,
I appreciate your fast response and am aware of the subdivision development increases. Hopefully it will work out. :-)

Is the Powers/Woodman option actually on the table though? It really seems that would be the better long-term route for trucks, perhaps even with the designation for that purpose - given the grade coming up from Glen Eagle on Baptist, the residential concerns listed below, etc.

dav
David A Vallado
Senior Research Astrodynamacist, CSSI/AGI
719-573-2600, 719-573-9079 FAX, 610-981-8614 direct
E-Mail: dvallado@agi.com
User presentations, software demos, and technology experts—all at the 2007 AGI User Exchange (Aug. 28-29 in Washington, D.C.). Register today at www.agi.com/ux !

From: Andre Brackin [mailto:AndreBrackin@elpasoco.com]
Sent: Monday, June 11, 2007 9:27 AM
To: Vallado, David
Subject: RE: Hodgen road Extension

Mr. Vallado:
Thanks for your email on this project. The concerns your voice are similar to many received. The public process is not concluded and we do appreciate the input. Most of our objectives on this project design involve preserving the ability of the road to carry safely the traffic volumes present today, and not go to additional lanes. This would not involve increasing the speed limit which is posted. I assume we will have to keep the 45mph and in some areas decrease the current posting back to 45mph. The safety improvements will not result in additional traffic on the roadway as some claim, but make it safer for the current traffic on the road. What we cannot do is prohibit traffic on this roadway as it has always been classified as a rural principal arterial. Volumes of traffic have increased in recent years due to subdivision development adjacent to the roadway.

Andre P. Brackin, P.E.
Capital Programs Division Manager
El Paso County Department of Transportation
3275 Aker's Drive
Colorado Springs, Colorado 80922
719-520-6845 office
719-339-3841 mobile

From: Vallado, David [mailto:dvallado@agi.com]
Sent: Monday, June 11, 2007 6:52 AM
To: John McCarty; Andre Brackin
Subject: Hodgen road Extension

Dear Sirs,
As a homeowner along Hodgen road East of Highway 83, I have become aware of the proposal to extend Hodgen east from Hgwy 83 to Falcon as a truck route. I would like to voice my strong objections to that for a couple of reasons.

First, the route goes entirely through residential areas, and high speed trucking would be a huge negative to all our property values. Property values would have to decrease, causing a corresponding decrease in tax revenue from the high-end homes that are all along the route at this time.

Safety would be reduced. Because the route is through residential areas, children would be at greater risk if they wandered anywhere near the road.

It seems to me that the Powers/Woodmen combination offers a much more logical alternative for trucking routes to Falcon. The route is more direct, mostly along more commercial areas, and it is already developed with the intent of having it as a limited access/highway bypass. The medians, bypasses, bridges, and open space to any residential areas are significantly wider than Hodgen. To put a route

through entirely residential areas with little buffer zones just does not make sense to me, and I think the goal would be much better implemented using the Powers (with extension to I-25), and Woodmen option.

Thank you for your consideration.

dav
David A Vallado
Senior Research Astrodynamacist, CSSI/AGI
719-573-2600, 719-573-9079 FAX, 610-981-8614 direct
E-Mail: dvallado@agi.com
User presentations, software demos, and technology experts—all at the 2007 AGI User Exchange (Aug. 28-29 in Washington, D.C.). Register today at www.agi.com/ux !

----- Message from "Vallado, David" <dvallado@agi.com> on Mon, 11 Jun 2007 06:51:46 -0600 -----
"John McCarty" <JohnMcCarty@elpasoco.com>, "Andre Brackin" <AndreBrackin@elpasoco.com> :**To**
Hodgen road Extension **Subject**
:t

Dear Sirs,

As a homeowner along Hodgen road East of Highway 83, I have become aware of the proposal to extend Hodgen east from Hgwy 83 to Falcon as a truck route. I would like to voice my strong objections to that for a couple of reasons.

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Thank you for your consideration.

dav
David A Vallado
Senior Research Astrodynamacist, CSSI/AGI
719-573-2600, 719-573-9079 FAX, 610-981-8614 direct
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Message from "Murphy, William C CDR CMD/J3" <william.murphy@cheyennemountain.af.mil> on -----
----- Mon, 11 Jun 2007 00:57:39 -0600

<John McCarty" <JohnMcCarty@elpasoco.com> :**To**
<Andre Brackin" <AndreBrackin@elpasoco.com>, <williamcmurphy@yahoo.com> :**cc**
LETTER CONCERNING HODGEN ROAD CORRIDOR PROPOSAL :**Subject**

Mr. McCarty and Mr. Brackin,

Please see the attached letter from my wife and I concerning the Hodgen Road proposal.

Thank you for your consideration in this matter.

Sincerely,

Bill Murphy



494-0264 Hodgen Road Letter.doc

----- Message from "jim pettey" <jim_pettey@hotmail.com> on Sun, 10 Jun 2007 21:56:31 -0600 -----
<John McCarty" <JohnMcCarty@elpasoco.com> :**To**
<Andre Brackin" <AndreBrackin@elpasoco.com> :**cc**
Hodgen Road Corridor Project :**Subject**

5060 Hidden Rock Road
Colorado Springs
CO 80908

June 9, 2007

Mr. John McCarty/Mr. Andre Brackin
Highway Advisory Commission
El Paso County Transportation Department
3275 Akers Rd.
Colorado Springs, CO 80922

Dear Mr. McCarty and Mr. Brackin:

We sincerely appreciate the efforts of the El Paso County Transportation Department in dealing with the ever increasing traffic situation within the city and county.

An area of particular concern to us is the Hodgen Corridor Improvements Analysis and proposed Improvement Project. I'm certain you've received a significant amount of input from concerned citizens and we truly appreciate your careful evaluation of the opinions of all concerned. We

believe the project will result in a significant increase in high-speed truck traffic through this area, which conflicts with the development goal for the northern part of the county for over thirty years.

As a large segment of the proposed corridor is planned through timbered area and land which is home to residential wildlife, one may anticipate an adverse impact including motor vehicle accidents involving wildlife.

Hodgen road is marginally suitable for a truck route given the current bordering land uses, the hills, and the weather concerns, especially with snow drifts. The Woodmen-Powers corridor is presently in use and may be eased somewhat with completion of the Briargate Parkway-Stapleton project.

Additionally, with increased truck traffic on Hodgen road, citizens are likely to experience difficulty exiting their neighborhoods onto Hodgen, thus requiring traffic light installation, slowing the truck traffic and negating a portion of the intended benefit.

Again, our sincere thanks for your dedication and efforts.

James and Katherine Pettey

----- Message from "Sally Mills" <mills_sally@yahoo.com> on Sun, 10 Jun 2007 17:21:08 -0600 -----
"John McCarty" <JohnMcCarty@elpasoco.com>, "Andre Brackin" <AndreBrackin@elpasoco.com> :**To**
<AndreBrackin@elpasoco.com>
<Rich Downing" <rdowning@aba.org" :**cc**
Hodgen Road Improvement feedback :**Subject**
:t

Dear Mr. John McCarty and Mr. Andre Brackin,

As homeowners in High Forest Ranch near Hodgen and Highway 83, we would like to make you aware of our feelings regarding the proposed improvements to Hodgen Road and the creation of an East-West truck route.

First, we feel residents of the area were not made aware of or allowed to give input on this issue until now. We feel this is not in keeping with the letter of the law regarding public discussion on these types of issues.

Our concerns are explained below:

- Increasing the speed and allowing truck traffic on Hodgen will not only increase noise levels in this area, but we are concerned about the safety to residents and to wildlife. This is a rural area, not a thoroughfare.
- A potentially deadly intersection exists at Hodgen and Black Forest Rd. There is a crest to the hill on Hodgen just east of this intersection. Turning from Black Forest Rd. west on Hodgen will present a traffic issue if large trucks are allowed to crest that hill on Hodgen at great speed. The trucks could not be seen until they were coming down the

- hill and they would be unable to stop if necessary.
- Hodgen is not designed for heavy truck traffic. The Woodmen/Powers corridor should be the truck route for this area.
- In light of the above, save the taxpayers' money which you would be spending to bring Hodgen Rd. in compliance. Keep the truck routes on the roads already suited to truck traffic. Respect the wishes of the residents of Black Forest and honor the Black Forest Preservation Plan Transportation Policy 6.2.

Thank you for your time and consideration of our letter.

Sincerely,
Gene and Sally Mills

Luggage? GPS? Comic books?
Check out fitting gifts for grads at Yahoo! Search.

----- Message from "GARY MAHER" <zsohunter@msn.com> on Sat, 9 Jun 2007 05:19:58 -0600 -----
<Andre Brackin" <AndreBrackin@elpasoco.com" :**To**
<zsohunter@msn.com> :**cc**
Hodgen Corridor Concerns :**Subject**

As a home owner in High Forest Ranch located in the southeast corner of Hwy 83 and Hodgen Road, I am extremely concerned about the planned improvements to Hodgen from Hwy 83 to Elbert Road. I object to the designation of Hodgen Road as a truck route without public discussion and input. Until now, I have never been made aware of the Hodgen truck route designation. Further, such should not have been designated without full community input. I am opposed to any improvements to Hodgen that will increase noise, speeds and vehicle volume, particularly 24/7 truck traffic. I moved to High Forest Ranch primarily due to the extremely low noise levels--the quiet and lack of road noise. I am also concerned about safety to people and wildlife with increased speeds and increased volume. Hodgen is currently a rural/residential area with continued residential growth which is poor mix for increased truck traffic. I recommend using / designating alternate truck routes which exist on roadways currently designed to handle weight/volume of trucks expected elsewhere in the County.

I would like to take the opportunity to make recommendations for improving the current conditions on Hodgen as follows: request:

- Mandate prohibition of engine brakes the entire length of the corridor.
- Decrease speed limit to 50 MPH maximum along corridor.
- Increased El Paso County Sheriff presence to strictly enforce speed limits.
- Design wildlife crossings
- Do not designate Baptist Road extension as a truck route after completion

Again, I oppose designation of Hodgen as a truck route and object to any improvements that would increase vehicle volume, speeds and related noise.

Sincerely,
Gary Maher
16189 Forest Light Drive
Colorado Springs, CO 80908

Message from "PETER STEPHANIE OHLIN" <spohlin@msn.com> on Thu, 7 Jun 2007 21:28:38 -----
----- 0600-

<John McCarty" <JohnMcCarty@elpasoco.com" :To
<Andre Brackin" <AndreBrackin@elpasoco.com" :cc
Truck Route :Subject

Dear John and Andre,

Hodgen is currently a rural/residential area with continued residential growth which is poor mix for increased truck traffic. I believe this should not have been designated without full community input.

Please feel free to contact me at 719-488-6893

Peter Ohlin
Concerned Homeowner

----- Message from "Roger D Jeter" <rdjeter@cpm-solutions.com> on Thu, 7 Jun 2007 17:12:03 -0600 -----

"John McCarty" <JohnMcCarty@elpasoco.com>, "Andre Brackin" <AndreBrackin@elpasoco.com> :To
Hodgen Road Modifications :Subject
:t

I just learned of the proposed expansion of Hodgen Rd into a major truck route.

I am highly opposed to this activity, and my family of 6, all voters, are also highly opposed.

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Thanks,

Roger D. Jeter
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10 June 2007

Mr. John McCarty
Mr. Andre Brackin
Highway Advisory Commission
3275 Akers Rd
Colorado Springs, CO 80922

Dear Messrs. McCarty and Brackin,

We are writing to voice our concern over the proposed Hodgen Road corridor expansion and request that you reconsider this proposal.

We bought our house in the High Forest Ranch development two years ago mainly due to the location, serenity and wildlife that presently exists in the area. We have been following the county of El Paso and their plans concerning the Hodgen Road corridor. Additionally, our Homeowners Association has been actively involved in the proposed plans.

We urge you and your committee to reconsider your proposal for the following:

- First and foremost, we are concerned that this proposed plan was not vetted properly throughout the community and that we were never made aware of the original designation of Hodgen Road as a truck route.

- The proposed development of Hodgen road will certainly contribute to an increase of through traffic, especially heavy truck traffic, which will have a direct impact on the rural atmosphere of that area. The primary impacts of speed, noise, and safety (for humans and wildlife) will be exacerbated by this heavy truck traffic.

- An existing corridor already exists that can suffice for heavy truck traffic, and that is the Powers/Woodman road. Once the Briargate/Stapleton Boulevard extension is completed, that too will provide an alternate corridor for this traffic.

- One of the development goals for the northern part of the county for the past 30 years has been to maximize the amount of quiet rural residential land use. This corridor extension will encourage high speed heavy truck traffic which directly conflicts with the above developmental goal.

- the use of Hodgen Road as a through truck route directly conflicts with the Black Forest Preservation Plan (BFPP) which gives definition to Black Forest being designated as a rural residential community. Approximately one third of the proposed corridor bisects the "Timbered Area" as referred to in the BFPP. The BFPP transportation policy specifically discusses the routing of high density traffic in order to "...Discourage unnecessary traffic through the forested and low density residential areas by providing alternative alignments and, where appropriate, incorporating designs which limit through traffic movements."

Additionally, we request that you further improve current conditions on Hodgen road by:

- NOT designating the Baptist Road extension as a truck route after completion
- PROHIBITING the use of Jake Brakes the entire length of Hodgen Road
- INCREASING the presence of the El Paso County Sheriff to enforce speed limits and REDUCING the speed limit to 45 MPH along the corridor
- posting signs with weight and axle limits for trucks using Hodgen Road

Thank you and the council for consideration as we strive to keep the rural residential areas of Colorado Springs and Black Forest just that...rural residential.

Sincerely,

//signed//
Bill and Diane Murphy
3925 Canopy Ct
Colorado Springs, CO 80908

Alissa Werre

From: Alissa Werre
Sent: Monday, May 14, 2007 1:15 PM
To: 'Earl.Wallace@walltech.com'
Subject: RE: Eastonville Road to Elbert Road construction start date

Mr. and Mrs. Wallace,

You can assume that the road will require 100' of right of way, with 50' of it extending on to your property. There may be additional grading beyond the proposed right of way to be encompassed by a permanent or temporary easement. The extent of the grading is still unknown as the corridor is still in the planning stage, and there has not been any design.

Alissa

"Much of life can never be explained but only witnessed."

-----Original Message-----

From: Earl Wallace [mailto:Earl.Wallace@walltech.com]
Sent: Thursday, May 10, 2007 3:38 PM
To: Alissa Werre
Subject: RE: Eastonville Road to Elbert Road construction start date

Thanks for the info!

We have been planting trees on the North side of the property and since they are about a year old, we'll probably go ahead and move them back so they are about 60' from the property line so they'll be safe when you do decide to come thru. Think we should move them back even more?

Take Care,
Earl and Kathy Wallace

> -----Original Message-----

> From: Alissa Werre [mailto:AlissaWerre@elpasoco.com] > Sent: Thursday, May 10, 2007 2:09 PM > To: Earl.Wallace@walltech.com > Subject: RE: Eastonville Road to Elbert Road construction start date > > Mr. and Mrs. Wallace, > > We do not have the funding for the extension of Hodgen Rd from > Eastonville Rd to Elbert Rd within the current budget. The improvements > to Hodgen will be limited to safety improvements in specific locations > where there is the greatest benefit for the cost. Because the extension > does not involve safety improvements to existing, it is the lowest > priority. I do not know the timeframe for the extension, but 10 to 15 > years from now would be a good guess. A completely separate process > will be necessary to get funding in the future. I would anticipate that > you will not be approached for any land purchase until that time.
> However, if you wish to plan for the unknown future timeframe, you may > use the planning documents as a tool, as they will be used by future > designers.
>
> I hope this is helpful. If you hear any conflicting information, please > don't hesitate to ask

Alissa Werre

From: Alissa Werre
Sent: Monday, May 14, 2007 12:51 PM
To: 'Earl.Wallace@walltech.com'
Subject: RE: Clouding the Title?

After the land is purchased.

Alissa

"Much of life can never be explained but only witnessed."

-----Original Message-----

From: Earl Wallace [mailto:Earl.Wallace@walltech.com]
Sent: Saturday, May 12, 2007 11:02 AM
To: Alissa Werre
Subject: Clouding the Title?

Alissa,

Will their be a entry on our deed about this road expansion, or is that only done after the land is purchased?

Take Care,
Earl and Kathy Wallace