

C. 3/4 Movement Access

In this analysis, both a right-in/right-out and a 3/4 movement site access have been analyzed. In both the short term and long term scenarios, the outbound right turns experience similar levels of service regardless of the access type. The 3/4 movement access does have the additional inbound left turns and as such the sight distance available for this turn movement and the turn lane needs have been analyzed to determine if a 3/4 movement access is feasible.

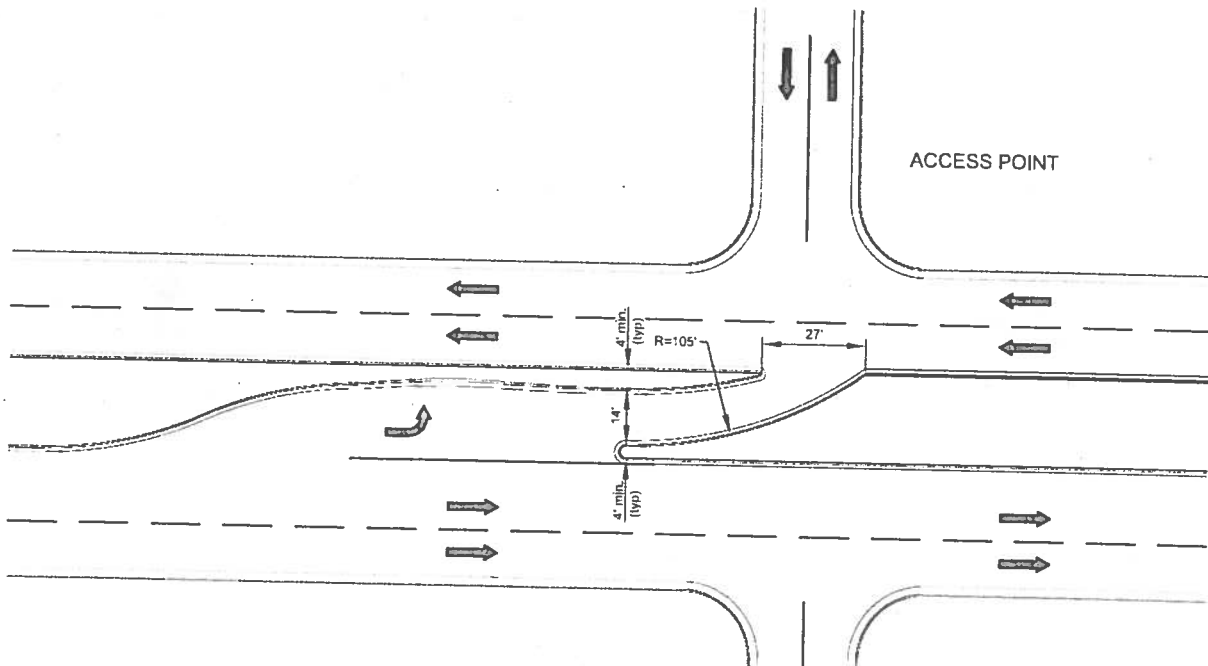
Sight Distance

Based on the City of Colorado Springs design standards, the sight distance required for a 40 mph road is 445 feet. The sight distance at this intersection for the inbound left-turning vehicles was measured to exceed 700 feet. As such, the intersection meets the sight distance criteria for speed of the roadway.

Inbound Left Turn Auxiliary Lane

Figure 8 shows the City's standard design for 3/4 access points. As shown, this design requires a median width of 22 feet, but City Engineering has indicated that a median width of 17 feet from back of curb to back of curb would be sufficient width for a 3/4 access. Field measurements show the existing median to be 16-19 feet in width which may be sufficient to accommodate a left turn lane.

Figure 8. 3/4 Access Median Design



DORMITORY PROJECT

Regarding the **BATES SCHOOL PROPERTY**, there are many costly and hazardous concerns that your **DORMITORY PROJECT** that exceed the concerns of student parking and access that were brought up at the meeting January 5.

SINGLE, MANDATORY AUTO ACCESS (Right-turn Entrance, Right-turn Exit) from the site onto **Austin Bluffs Parkway** will require:

An additional acceleration lane into Austin Bluffs right-of-way. This makes it necessary to:

- Move the existing wall and barriers for doing so.
- Grade the earth to meet the roadway above.
- Build a new lane about 500 feet long.
- Provide a barrier between the new lane and the existing road.
- Provide a stop light for entering the Parkway.
- Provide retaining walls as necessary to maintain the existing roadway.

An additional deceleration lane from Austin Bluffs into the site.

- Build a new earth ramp for the descending access lane.
- Build retaining walls for the existing Parkway lanes.
- Build a new lane about 700 feet long
- Build retaining walls for the new descending lane.
- Build security walls along the site side of the descending lane.
- Provide a barrier between the site's Entrance/Exit lanes.

STUDENT ACCESS TO THE CAMPUS must be assured to maintain access to the opposite side of Austin Bluffs Parkway by a fence which prevents students from crossing the Parkway except at the signaled crossing.

EXTENSIVE WRECKING AND GRADING must be done to rid the site of so much debris, such as concrete, masonry, wall panels, glass, wood, and roofing.

EXTEND THE "NO-PARKING ZONING ALONG THE NEIGHBORHOOD STREETS to prevent students from parking because of the inconvenience of access to stores, facilities and parks not easily accessible south and west of the Parkway.

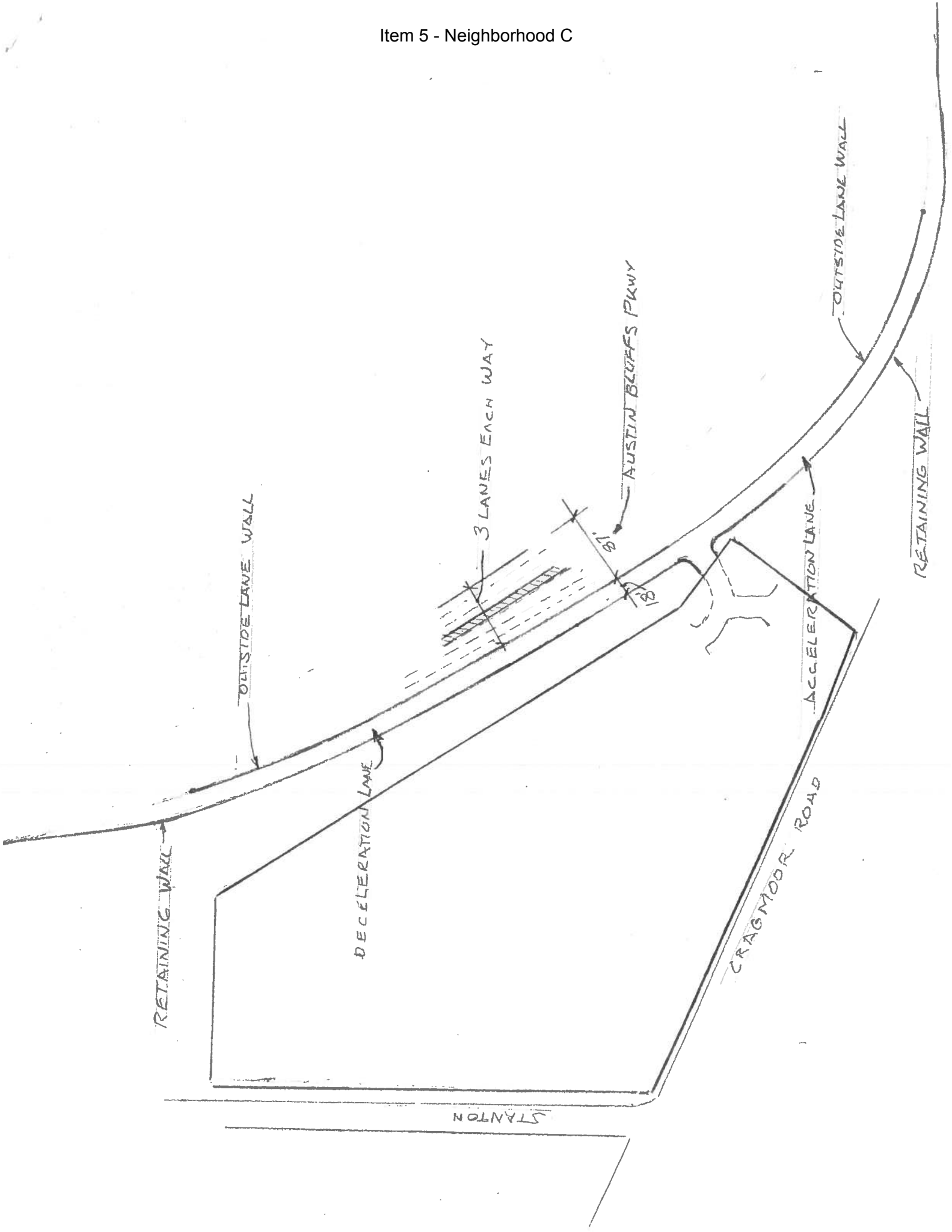
LARGER LAND AREA COULD PROVIDE PARKING without the parking structure by providing canopied parking structures for more cars, in lieu of the costly parking facility now required. And the existing roads would provide direct access to the college as well as to the frequented eating, drinking and commercial facilities with optional choices of prime transportation routes with little concern for access thereto.

The attached material sent herewith is a suggestion of how and where this **DORMITORY** can be sited to avoid the above events, reduce costs, a place for students to park, convenient access to stores, etc, and convenient access to the **UCCS CAMPUS** and alternate routes of travel.

Sincerely yours,

George Tackels, PE

Item 5 - Neighborhood C



P181

Item 5 - Neighborhood B2

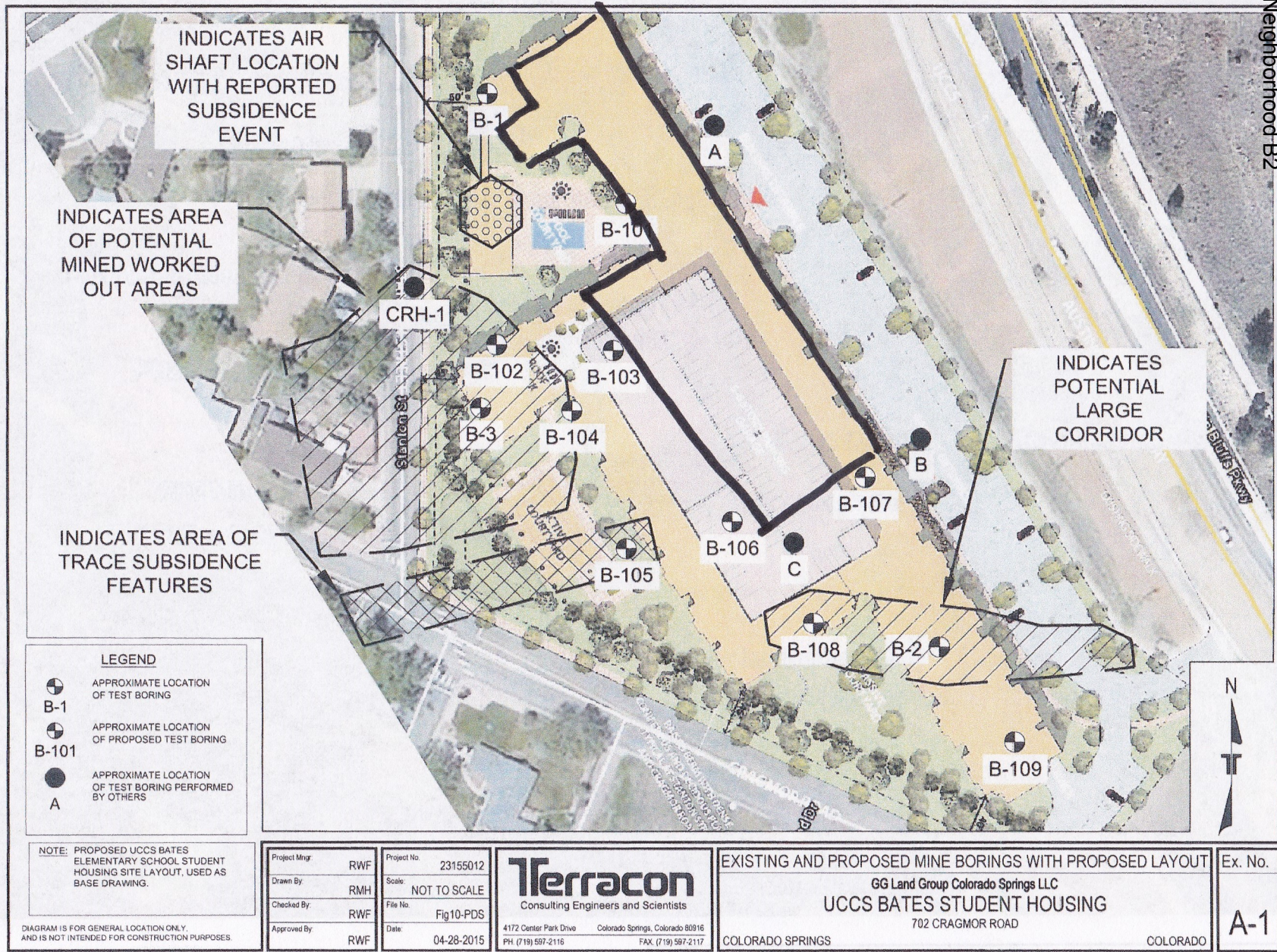


FIGURE 9