



## *Review of Existing Studies in US24 West Corridor*

<b>Study Name</b> Gold Hill Mesa Traffic Impact Study	<b>Study Author</b> Matrix Design Group
<b>Study Sponsor</b> Ersh, LLC for CDOT Colorado Springs Traffic Engineering	<b>Study Date</b> April 2003
<b>Study Area and Purpose of Study</b>  Study area: US 24 from I-25 to 31 <sup>st</sup> Street; Colorado Avenue to the North; Gold Camp Road to the South.  Purpose: Define the Gold Hill Mesa development program, quantify the transportation activity generated by proposed site and recommend infrastructure and management solutions to mitigate technical, procedural and financial impacts.	
<b>Key Points of Study</b>  <ol style="list-style-type: none"> <li>1. Existing intersections in US 24 study area operate at level of service F in both peak hours and have poor progression.</li> <li>2. Future intersections in US 24 study area projected to operate at level of service F in both peak hours with background traffic. Additional development traffic exacerbates the problem.</li> <li>3. Recommends adding a full movement signalized intersection at 14<sup>th</sup> Street to service the development.</li> <li>4. Recommends widening 21<sup>st</sup> Street south of US 24 to accommodate development generated traffic.</li> <li>5. Projects a growth rate of 3.5% per year for traffic along US 24.</li> <li>6. Recommends capacity and intersection improvements to accommodate background traffic along the length of US 24 east of 31<sup>st</sup> Street.</li> <li>7. States that Colorado Springs' Intermodal Plan recommends improvements along US 24 for transit and bike/pedestrian; assumes these improvements and reduces trips generated accordingly.</li> </ol>	
<b>Relevance to US24 West project</b>  The existing and projected traffic volumes will be a resource for the travel demand modeling and volume projection process.  Analysis needs to incorporate the development generated traffic volumes when analyzing intersection/ interchange configurations and operations.  States the improvements required for the background traffic alone will also accommodate the development generated traffic volumes with the exception of a second northbound left turn lane at the I-25 NB ramps intersection and the proposed 14 <sup>th</sup> Street signalized intersection (needed in 2016).	
<b>Review by</b> Jacqueline Dowds Bennett	<b>Review date</b> January 16, 2005