



Review of Existing Studies in US24 West Corridor

Study Name I-25 Mode Feasibility Alternatives Analysis (MFAA)	Study Author Wilson & Company, Doug Eberhart (WCI)
Study Sponsor CDOT Region 2 – Dick Annand, James Flohr	Study Date December 2000
Study Area and Purpose of Study Interstate 25 corridor was studied from Pueblo County Line to Douglas County Line, resulting in improvements recommended between South Academy Boulevard (milepost 135) and the Monument interchange (milepost 161). Purpose was to identify and evaluate alternatives to relieve existing and future traffic congestion on Interstate 25.	
Key Points of Study 1. Increased capacity is needed, and would be most effective as widening on I-25 (not other modes or other corridors) 2. The Proposed Action, needed by 2025, is 8 lanes between US24 Bypass (MLK) and Briargate, 6 lanes from there to South Academy, and 6 lanes from Briargate to Monument. Lanes 7-8 will be HOV-only during peak periods, but open to general traffic the rest of the day.	
Relevance to US24 West project I-25 does, of course, connect to US24 near downtown Colorado Springs, and their connection is very important to the regional transportation network. Various configurations for the I-25/US24 interchange were considered and evaluated, leading to selection of a proposed configuration. This was done based on 2025 traffic forecasts, prior to adoption of the PPACG 2030 plan. There were numerous public meetings to discuss the alternatives, and documentation of those meetings is available from Wilson & Company. This I-25 MFAA assumed that any rail alternatives in the corridor would utilize the existing freight rail right-of-way that is located to the east of I-25. HOV lanes on I-25 were proposed in the MFAA and cleared in the I-25 EA. The analysis for HOV lanes suggest that they are marginally viable on I-25. Using the same logic, HOV lanes are not likely to be viable on roadways that carry less traffic, such as US 24.	
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