



Corridor Study Update

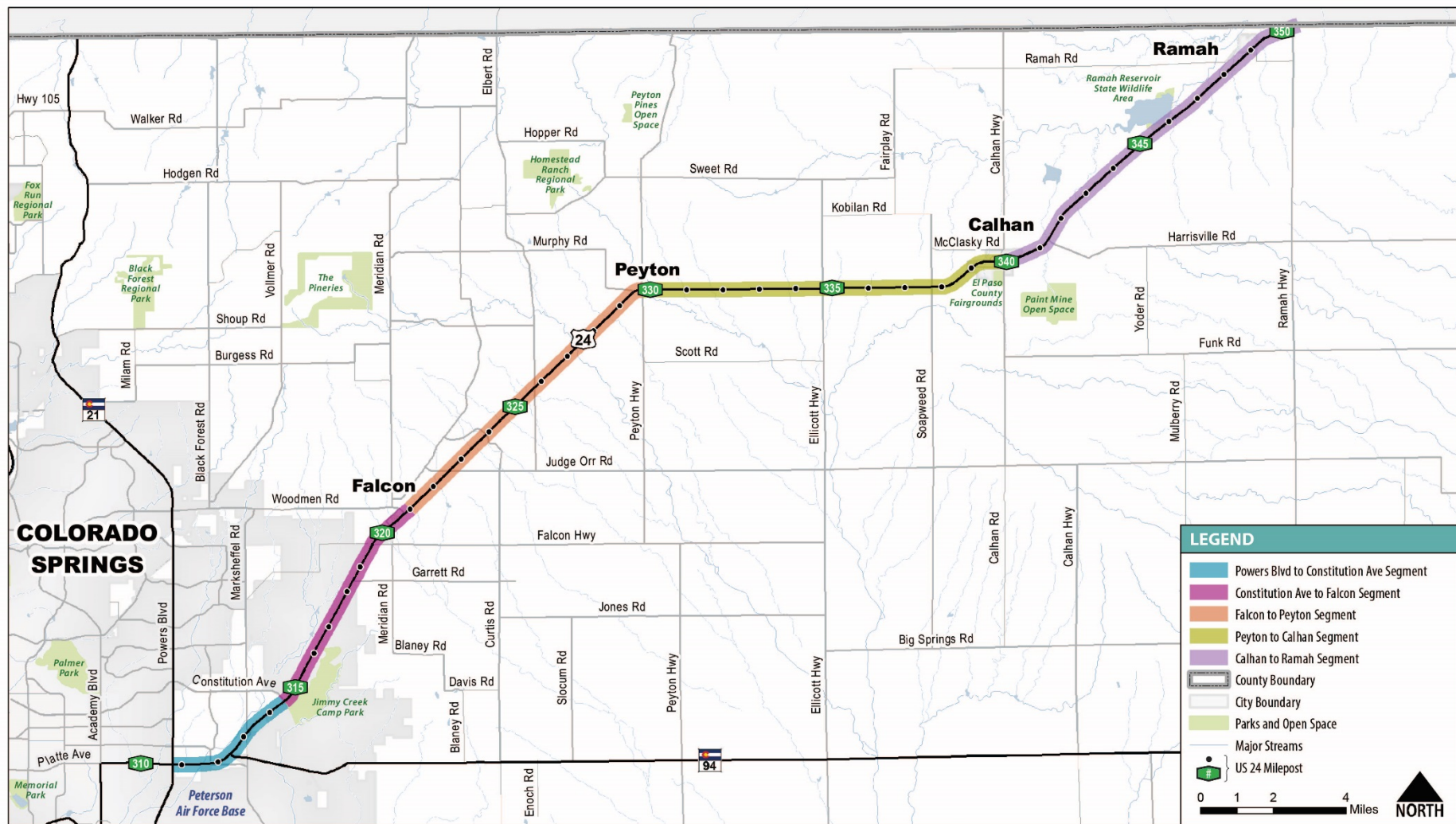
Calhan Town Hall

December 6, 2016

US 24 Planning and Environmental Linkages Study



Study Area



LEGEND

- Powers Blvd to Constitution Ave Segment
- Constitution Ave to Falcon Segment
- Falcon to Peyton Segment
- Peyton to Calhan Segment
- Calhan to Ramah Segment
- County Boundary
- City Boundary
- Parks and Open Space
- Major Streams
- US 24 Milepost

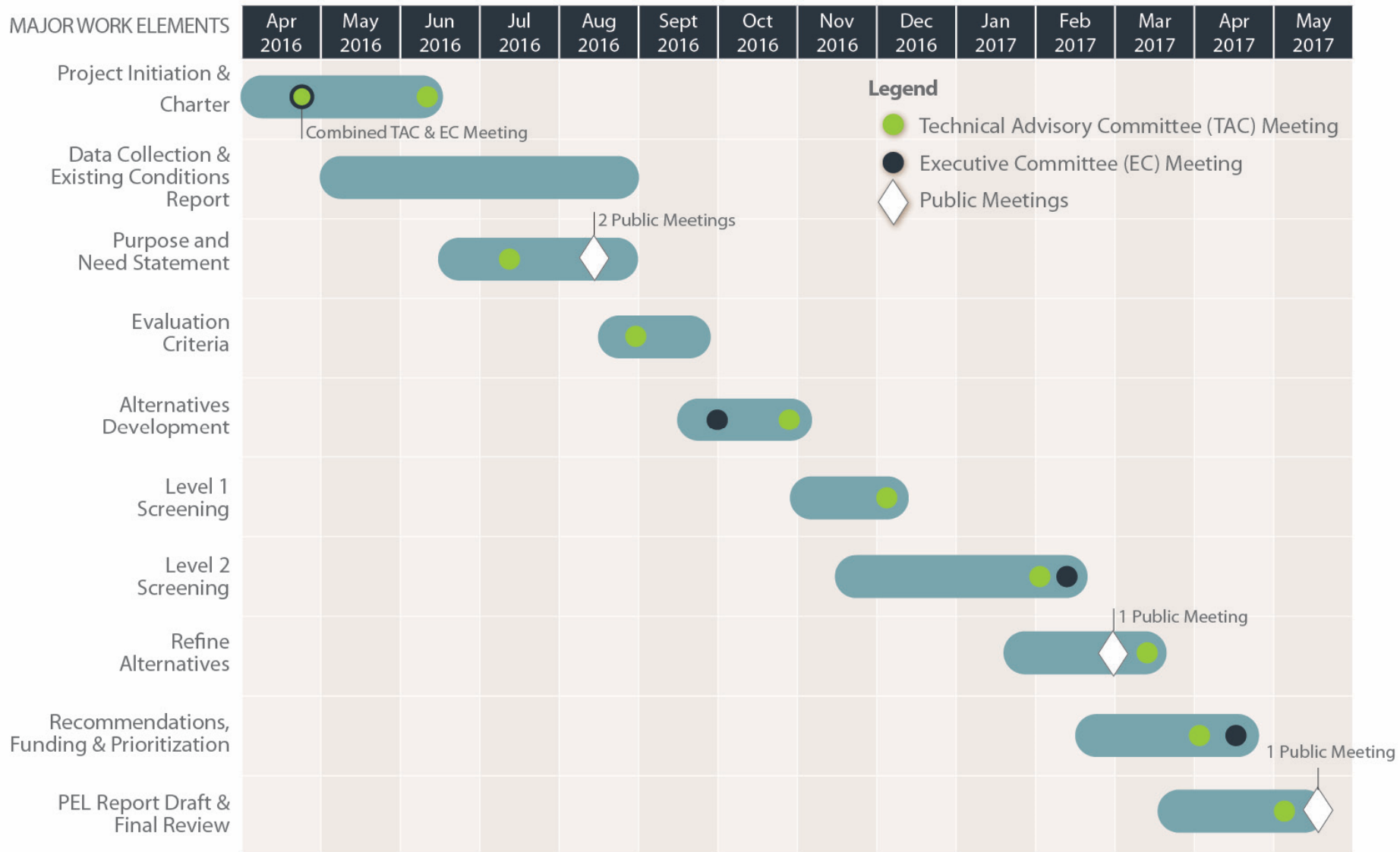
0 1 2 4 Miles **NORTH**

Planning and Environmental Linkages (PEL) Study

- FHWA and CDOT PEL process includes:
 - › Public outreach
 - › Direct involvement with local governments and community groups
 - › Coordination with environmental resource agencies
 - › Documentation to National Environmental Policy Act (NEPA) standards
 - › Documentation for FHWA concurrence



Schedule



Agency Coordination

- Technical Advisory Committee
 - › Provides input on key decision points (10 meetings)
 - CDOT
 - FHWA
 - El Paso County
 - Town of Ramah
 - Town of Calhan
 - City of Colorado Springs
 - Pikes Peak Area Council of Governments (PPACG)
- Executive Committee
 - › Briefings for elected officials and high-level staff (4 meetings)
- Resource Agency Coordination
 - › 3 contact points



Public Involvement

- Three public meetings:
 - › Meeting #1 (Falcon and Peyton) – August 2016
 - Introduced study
 - Presented corridor conditions and issues
 - Gathered feedback on issues and needs
 - › Meeting #2 – February/March 2017
 - Present draft results of alternatives evaluation
 - › Meeting #3 – May 2017
 - Present draft study recommendations



Public Involvement

- Individual stakeholder meetings
- Project website:

www.codot.gov/projects/us-24-pel-study



Project Purpose and Need

- The purpose of transportation improvements recommended by this study are to:
 - › Improve regional and local mobility,
 - › improve existing and future corridor and intersection operations, and
 - › enhance safety
- for all users along existing US 24 from Powers Boulevard to Ramah Road.



Project Purpose and Need

- Transportation improvements are needed to address:
 - › Regional and Local Mobility
 - Drivers along the US 24 corridor experience delays, queues, and reduced speeds today. Congestion is expected to worsen by 2040 with longer delays, slower speeds, and unreliable travel times, as well as new areas of congestion.
 - › Traffic Operational Issues
 - Traffic operations are inadequate with frequent interruptions in traffic flow due to intersection operations, geometric characteristics, and driver maneuvers.
 - › Safety Concerns
 - There are safety concerns with vehicular crashes related to congestion, intersection conflicts, and lack of recovery area.



Project Goals

- Additional goals of the improvements are to:
 - › Support local and regional plans
 - › Avoid and minimize environmental impacts
 - › Balance mobility and access for existing and future land and economic development
 - › Accommodate growth in freight transport
 - › Complement local community surroundings
 - › Accommodate multimodal connections
 - › Preserve the existing transportation system

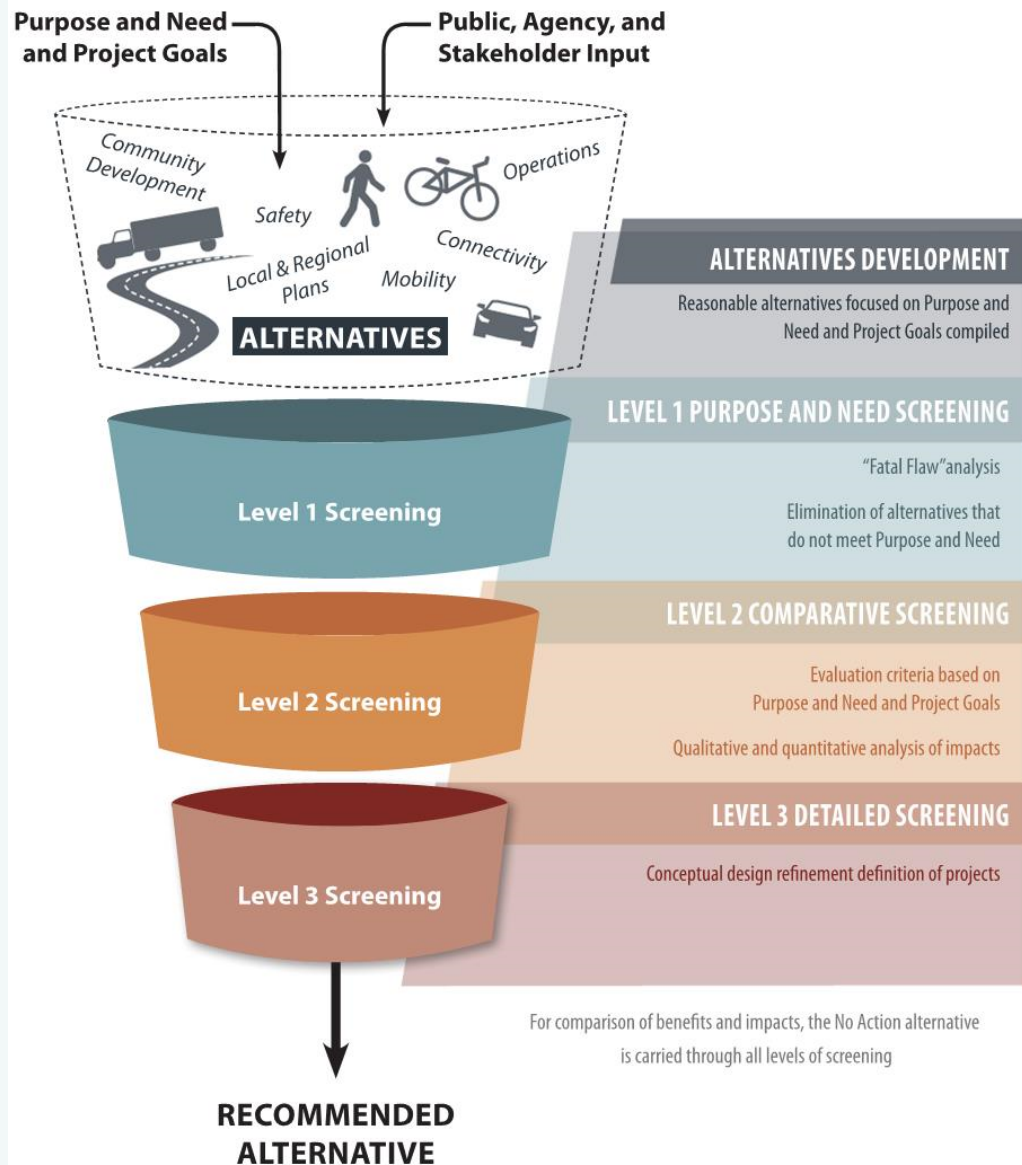


Alternatives Development

- Develop reasonable concepts focused on addressing the Purpose and Need and Project Goals
- Concepts categorized by:
 - Highway cross-section
 - Intersection
 - Multimodal elements
 - Corridor management
 - Technology
- Consider existing and forecasted conditions
- Use input from:
 - Agency staff
 - Public – meetings and comments received
 - Project team



Alternatives Development and Evaluation



Level 1 Screening

- Qualitative evaluation to eliminate fatally flawed alternatives and those that do not meet the Purpose and Need
- Evaluation criteria:
 - › Regional and Local Mobility
 - Does the alternative reduce delays, travel time, and/or speed impacts experienced along US 24 during peak travel periods?
 - › Traffic Operations
 - Does the alternative improve existing and future traffic operations along US 24?
 - › Safety Concerns
 - Does the alternative provide safety improvements along US 24?



Level 1 Screening – Highway & Intersection

- Powers Blvd to Constitution Ave Segment
 - › Highway
 - Five lanes with reversible lane
 - Four lanes with peak period shoulder lanes
 - Separated express lanes
 - Widening to 6 and 8 lanes
 - › Intersection
 - At-grade intersection improvements
 - Grade-separated interchange



Level 1 Screening – Highway & Intersection

- Constitution Ave to Falcon (Woodmen Rd) Segment
 - › Highway
 - Four lanes with continuous accel/decel lanes
 - Five lanes with reversible lane
 - Four lanes with peak period shoulder lanes
 - Separated express lanes
 - Widening to 6 lanes
 - Wildlife crossings
 - › Intersection
 - At-grade intersection improvements
 - Roundabout
 - Grade-separated interchange



Level 1 Screening – Highway & Intersection

- Falcon (Woodmen Rd) to Peyton Segment
 - › Highway
 - Two lanes with turn lanes
 - Two lanes with new passing lanes
 - Widening to 4 lanes
 - Shoulder widening
 - Vertical and horizontal alignment modifications
 - Wildlife crossings
 - › Intersection
 - At-grade intersection improvements
 - Roundabout
 - Grade-separated interchange



Level 1 Screening – Highway & Intersection

- Peyton to Calhan Segment
 - › Highway
 - Two lanes with turn lanes
 - Two lanes with new passing lanes
 - Two lanes with raised median (in Calhan)
 - Shoulder widening
 - Vertical and horizontal alignment modifications
 - Wildlife crossings
 - › Intersection
 - At-grade intersection improvements
 - Roundabout



Level 1 Screening – Highway & Intersection

- Calhan to Ramah Segment
 - › Highway
 - Two lanes with turn lanes
 - Two lanes with new passing lanes
 - Shoulder widening
 - Vertical and horizontal alignment modifications
 - Wildlife crossings
 - › Intersection
 - At-grade intersection improvements



Level 1 Screening – Multimodal Elements

- Improved crossings at traffic signals
 - › West of Peyton
- Pedestrian/bicyclist grade separation of US 24
- Separated multi-use path/Rock Island Trail improvements
- Bicycle lane/shoulder on US 24
- Improved transit service
 - › West of Falcon
- New sidewalk (in Calhan)



Level 1 Screening – Corridor Management

- Travel Demand Management strategies
 - › West of Falcon
- Incident Management Plan
- Freight management strategies
- Enhanced Intersection/Destination Signage
 - › East of Peyton



Level 1 Screening – Technology

- Enhanced traffic signal detection
- Adaptive signal control
- Queue warning system
- Variable Message Signs
- Dynamic speed limits
- Road/weather information systems
- Weather management technologies
- Enhanced lane markings
- Wildlife detection and alert systems



Level 2 Comparative Screening

- Package concepts together to define corridor segment alternatives
- Identify potential impacts and benefits using evaluation criteria:
 - › Traffic operations
 - › Safety
 - › Community
 - › Environmental resources
 - › Multimodal connectivity
 - › Implementability
- Compare alternatives to identify which best meet the Purpose and Need and Project Goals



Level 3 Detailed Screening

- Conceptual design to minimize impacts and optimize safety and operational benefits
- More quantitative analysis of potential benefits and impacts
- Identify recommendations for transportation improvements



Provide Comments

- Do you agree with the concepts being considered?
- What things should the project team be considering as the alternatives are further developed and screened?
- For more information, or to leave a comment:

www.codot.gov/projects/us-24-pel-study

