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HIGHWAY 24 ALTERNATIVES TO BE PRESENTED AT  
NOVEMBER 10<sup>TH</sup> PUBLIC OPEN HOUSE

Colorado Springs, CO – The Colorado Department of Transportation (CDOT) will present alternatives for US 24 West at a public open house on Thursday, November 10, 2005 from 5:00 p.m. to 8:00 p.m. at the West Center for Intergenerational Learning, 25 North 20<sup>th</sup> St. CDOT is asking citizens to come and review the three alternatives and provide their comments and opinions.

“This is one of the major milestones in the planning process,” said Dave Watt, CDOT Resident Engineer on the US 24 West project. “We’ve taken the goals, issues, ideas and potential solutions gathered at previous public meetings and developed these alternatives, so we’d really love to have the public come back and give us their opinions.”

The first alternative is the mandatory “no-build” alternative required by the National Environmental Policy Act (NEPA). This alternative includes the existing roadway, plus any projects that have already been approved for funding along the corridor. The other two alternatives utilize the best of the nine potential solutions that were presented at the last public meeting to form two distinct options for the corridor.

The *Midland Expressway* alternative emphasizes access to local neighborhoods and destinations between I-25 and the east Manitou Avenue exit. It would continue to provide regional travel to and from the mountains, but would give preference to local traffic with lower speeds on the mainline.

The expressway alternative would predominantly use at-grade intersections, but grade-separated interchanges would be needed at two cross-street locations.

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A transit service package is included in this alternative with express bus service for the commuter market and existing bus service or a future historic trolley for the local and tourist markets. The alternative will be designed to accommodate transit, where possible, and preserve the ability to implement future transit service options. Bike and pedestrian facilities, extensions, or improvements would be provided to meet localized corridor needs.

The third alternative is referred to as the *US 24 Freeway* and emphasizes regional mobility between Colorado Springs and the mountains. It would serve local traffic from grade-separated interchanges and would give preference to regional travel with higher speeds on the mainline. This freeway alternative would provide a high-capacity, free-flow facility.

Access to the freeway and local destinations would be entirely from grade-separated interchanges between I-25 and Manitou Avenue. The transit package for this alternative would be the same as in the Midland Expressway alternative.

“This corridor is unique in that it’s truly a transition point between the city and the mountains,” added Watt. “It also provides direct access to several neighborhoods and business districts, so the challenges are obvious. These alternatives each emphasize different approaches while still meeting the needs of all stakeholders.”

Other items to be covered at the meeting include the Level 3 screening criteria by which the alternatives will be analyzed. A class titled “Traffic 101” that will provide information on the traffic issues along the corridor, plus how those issues are studied.

The next public meeting after this one will present the design options for intersections and interchanges as well as other elements along the corridor. For information on meetings leading up to this point, visit the project website at [www.us24west.com](http://www.us24west.com). With comments or questions, call 719-477-4970.

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