



Since you asked....

Follow-up to some of the questions and comments we've heard recently.

“The expressway and the freeway options are too big.”

- If we were only looking at expanding the highway to accommodate *today's* traffic volumes it would still require an additional lane in each direction. So looking at traffic projections for the year 2030 — as required by the Federal Highway Administration (FHWA) — means capacity improvements are definitely needed for the highway to perform at the required level of service (LOS).
- In both build alternatives the additional through lanes fit within the current right-of-way (ROW) that CDOT owns. Some of the design options for interchanges and intersections fall outside of the current ROW boundaries.
- The current roadway opened in 1964 and we're planning for the year 2030. That's a 66-year span in which there have been virtually no capacity improvements on this segment of US 24.

“What about a three-lane expressway?”

- CDOT and the consultant team are analyzing the expressway option with six lanes instead of eight lanes between I-25 and 21st St. and an intersection at 21st St. The analysis will be finished within the next couple of months.
- One of the design options for the expressway alternative includes an interchange at 21st St. instead of an intersection. With that design change, there could be three lanes in each direction from there to I-25 instead of four in each direction. An interchange also eliminates the need for left turn lanes at 21st St., so the overall size of the roadway at that point could be smaller.

“Where's the traffic growth coming from?”

- Traffic in corridor study area is forecast by PPACG to increase approximately 2% annually between today and 2030.
- This increase results from growth in surrounding areas, growth in trips entering the corridor from points west and east, and additional traffic from the Gold Hill Mesa development.

“How many homes and businesses will you need to buy?”

- It's still too early to tell how many, if any, homes and businesses would need to be acquired with either of the build alternatives. The final road alignment and intersection or interchange options are critical in determining that and we won't be at that point for a few more months.

“What type of access would the freeway provide?”

- The freeway option provides access to surrounding neighborhoods and business districts from interchanges at Manitou Ave., 31st, 21st and 8th streets.
- Depending on the final design options selected, there is also the potential for other access — such as right in/right out — at Ridge Rd., 26th and somewhere between 21st and 8th streets.

“Can you mix and match elements from each alternative?”

- Some of the design options work for both the expressway and freeway alternatives.
- As long as the design options fit within the design guidelines, roadway speed limit and operations standards they can be combined in different configurations. For example, an interchange at 21st St. is possible with either the expressway or freeway alternative.