

Highway 105 Frequently Asked Questions

Where does the project start and end?

The study is 5 miles long and runs from I-25 east to SH 83.

When did El Paso County get responsibility for Highway 105 from CDOT?

El Paso County took over responsibility for Highway 105 from the Colorado Department of Transportation (CDOT) in 2008 as a part of a larger package swapping out several roads. El Paso County is now responsible for operations and maintenance of the road. The park and ride at I-25 and Woodmoor Drive is still the responsibility of CDOT.

Who is deciding what should be done?

While El Paso County will make the final decision, the process has been open and will be well documented. Residents, business owners, and other interested stakeholders provided input through the public open houses held during the corridor planning and conceptual design phase. The proposed improvements developed for Highway 105 have considered the identified concerns and, to the degree practicable, incorporated into the recommended improvements with the overall goal to improve mobility and safety.

Will my property be impacted?

It is too early in the process to know what impacts will occur or where they will occur. This study has developed, analyzed, and selected improvements for Highway 105 to respond to project needs and avoid or minimize impacts. It is probable that in certain stretches of the highway, additional ROW may be required to accommodate improvements such as shoulders, auxiliary lanes, utility relocations, drainage facilities, etc. Improvements under consideration and their potential impacts will be shared as preliminary design progresses.

How many lanes will Highway 105 be?

The Major Transportation Corridors Plan (MTCP 2004) identifies Highway 105 as a 4-lane principal arterial. The corridor study examined a wide range of improvements to Highway 105 including: laneage requirements (travel lanes, shoulders and auxiliary lanes), drainage improvements, signalization and traffic control, improvements to other adjacent roadways, and relocation of existing utilities. The Corridor study recommended that the area west of Lake Woodmoor Drive be 4 lanes and the area east of Lake Woodmoor Drive be 2 lanes with shoulders and auxiliary lanes as required. These recommendations will be further developed during the preliminary design phase. The Corridor Preservation Plan identifies the recommended improvements along the corridor.

Will there be a bicycle or pedestrian path?

El Paso County considered all types of travel on Highway 105 including bicycle and foot travel. The Corridor Preservation Plan identifies locations of recommended sidewalks and shoulder improvements to accommodate bicycle traffic along the corridor.

Where are crashes on Highway 105?

Crash data available from CDOT during the Corridor Study phase indicates that most crashes happen at intersections and are often rear end collisions. See website Issues Map for more detail of accident locations.

It's difficult to see vehicles stopped to turn; will this be addressed?

Yes, there are numerous areas with hills and curves with poor sight distance. The Corridor Preservation Plan identifies safety and sight distance improvements along the corridor including modifications to horizontal and vertical alignments.

Can traffic lights be put in and timed sequentially?

Traffic signals need to meet traffic signal warrants to justify implementation. Roundabouts are also viable alternatives for those intersections that do not meet signal warrants. Intersection control will be further evaluated during the preliminary design phase. The Corridor Preservation Plan identifies recommended improvements at each of the intersections along the corridor including potential locations for traffic signal improvements and/or roundabouts.

Can trucks be forced to use County Line Road?

El Paso County does not have designated truck routes, and cannot force trucks to use or avoid a particular roadway. The team is aware of concerns expressed about trucks utilizing Highway 105 to bypass the weigh station on I-25 and has discussed this concern with CDOT as well.

Can noise levels be reduced?

The County does not have noise ordinance applicable to Highway 105. Existing and future noise levels were studied for both the existing 2-lane facility and potential improvements. The noise study utilized established FHWA and CDOT Abatement Criteria as the basis for evaluation of potential noise impacts, and determined that noise impacts do not meet the criteria to warrant mitigation. The noise study is available on the website.

Highway 105 is a residential community and shouldn't become a thru corridor; are other roads being considered?

Highway 105 is an existing corridor between SH 83 and I-25. It is not the only existing "corridor" between these two highways since other existing roads, such as Baptist Road and County Line Road, also connect these two highways. Each of these roads can be considered as a corridor. In fact, the County has completed or planned projects on both of these other corridors. Consideration of the surrounding environment continues to be a part of the decision/recommendation process on which improvements will be made.

Can the speed limit be changed?

The recommendation from the Corridor Preservation Plan is not to increase speed limits but to leave the existing posted speed of 45 mph along the urban portion of the corridor (west of Lake Woodmoor Drive), and 50 mph along the rural portion of the corridor (east of Lake Woodmoor Drive).

Is there money for the project? How much will it cost?

The Highway 105 improvements are included as part of the Pikes Peak Rural Transportation Authority capital funding program from 2005 to 2015. \$18 million dollars have been budgeted for these improvements. In addition El Paso County will receive \$4.6 million in federal funds for Project Segment A for Improvements between I-25 interchange and Lake Woodmoor Drive.

When will construction start? How long will it last?

Final design of the first Project segment (from I-25 interchange to Lake Woodmoor Drive) is scheduled to commence in Summer of 2016 and construction is tentatively planned for 2017. The phasing and construction of future projects has not yet been determined, but will be evaluated as part of the ongoing preliminary design.