



COLORADO
Department of
Transportation



I-25 PEL: CO Springs Denver South Connection Public Meeting

April 2017
Castle Rock & Colorado Springs



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WELCOME!



I-25: An Important Corridor to Colorado

- I-25 Links the state's two major metropolitan areas and communities between
- I-25 Is critical to the state's economic and business development
- Near-term relief is needed, supported by long-term vision
- Congestion extends from weekday to weekend and impacts business, residents, and open space recreation





The Challenge



- Interstate system in Colorado designed in 1950s, built for 1960s for population projection for 1980s at 3 million
- Current population in Colorado is 5.5 million
- Population expected to grow to more than 8 million in future



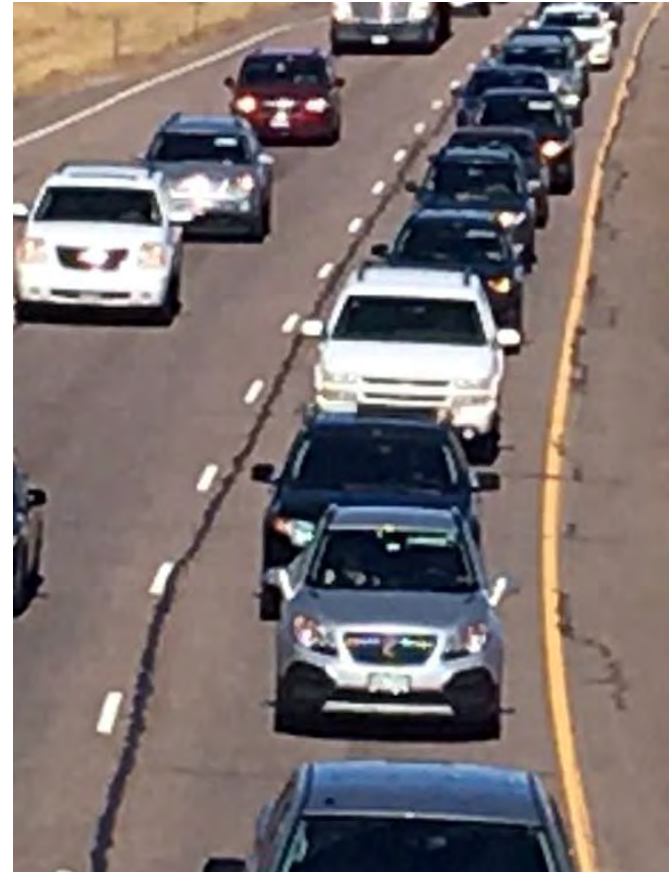
The Solution

Create a sustainable long-term vision and plan for the corridor

In January, CDOT announced plans to accelerate environmental and planning process on corridor.

Goal: Project ready for construction by summer 2019 with special attention to 18-mile area between Monument and Castle Rock, known as “The Gap.”

Construction of the early action Gap project is projected to be between \$290 and \$570 million, which needs to be identified.





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PROJECT OVERVIEW



Study Vision

Conduct an ***open and transparent*** process that builds ***partnerships*** and provides a roadmap to ***improve safety, travel reliability and mobility*** on this vital stretch of I-25, with special focus on ***advancing an early action construction project*** in the “Gap” area between Monument and Castle Rock.



Planning and Environmental Linkages Study

Planning and Environmental Linkages or PEL is a process that combines federal requirements for transportation planning and environmental clearances

The process will help CDOT

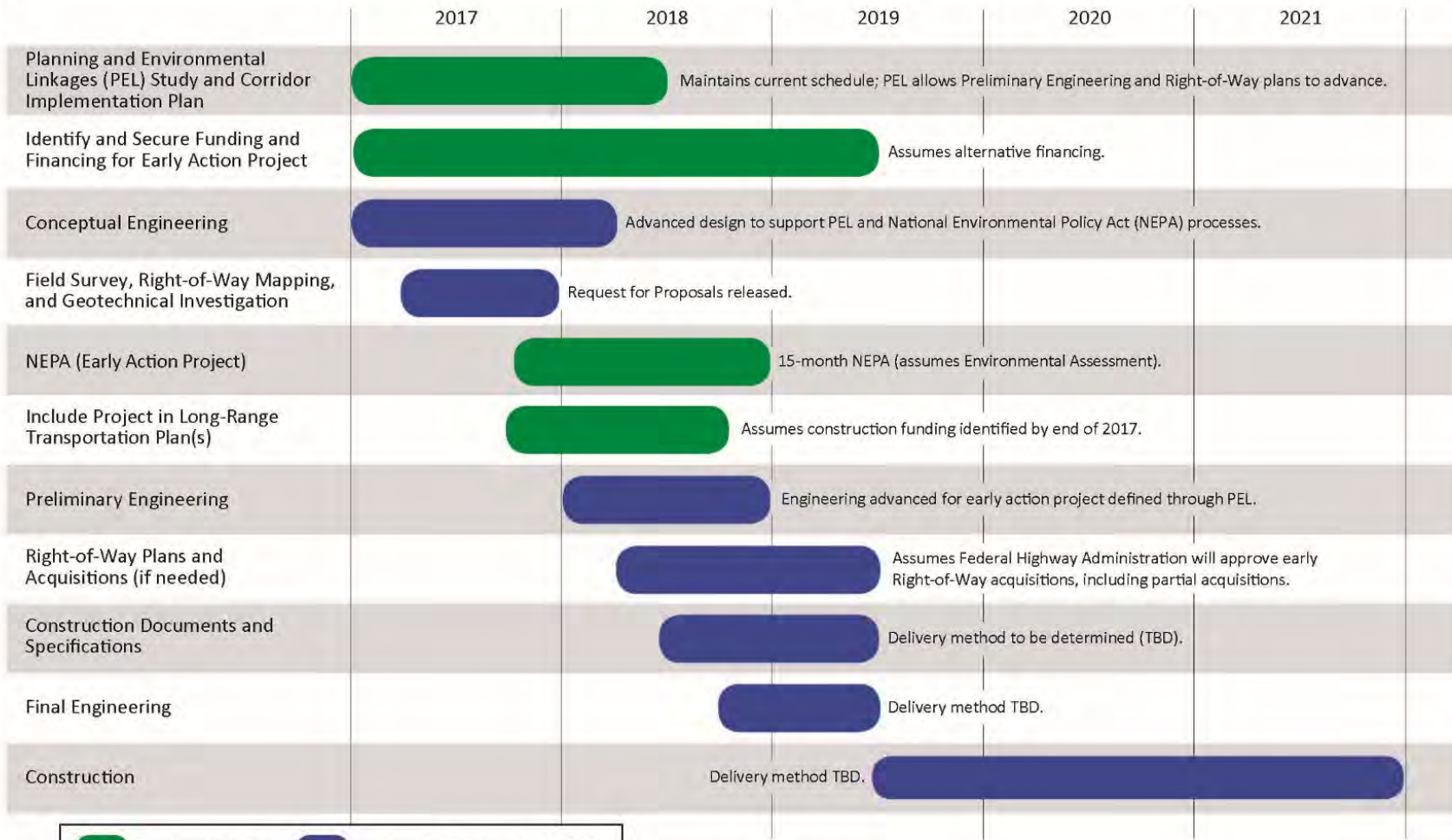
- Define and prioritize projects in the corridor
- Determine project costs, funding, financing, and delivery options
- Engage with local corridor communities, regional travelers, and other interested stakeholders
- Identify significant environmental constraints and support efficient transition through project delivery



Schedule to Construction if Funding is Identified

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High Level Schedule for Delivery of Early Action Project



■ Planning Activities
 ■ Engineering/Construction Activities



Advancing Engineering and Environmental Studies but...

Identifying **Construction Funding** is critical



Initial cost estimates range from \$290 million to \$570 million for widening the Gap only



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YOUR ROLE TONIGHT



Project Coordination





Public Participation Critical

- Your input, combined with technical analysis will drive final recommendation
- Tonight is the second in series of several, planned public meetings
- At the first series of meetings we solicited input on challenges
- Tonight we will focus on alternatives





MEETING FORMAT

STATIONS

Study Background & Purpose

Purpose & Need

Costs & Funding

Alternatives

- Evaluation Process
- Roadway Elements
- Transit Elements
- Operational Elements
- Wildlife Passage
- Segment-by-Segment Plots in Center of Room

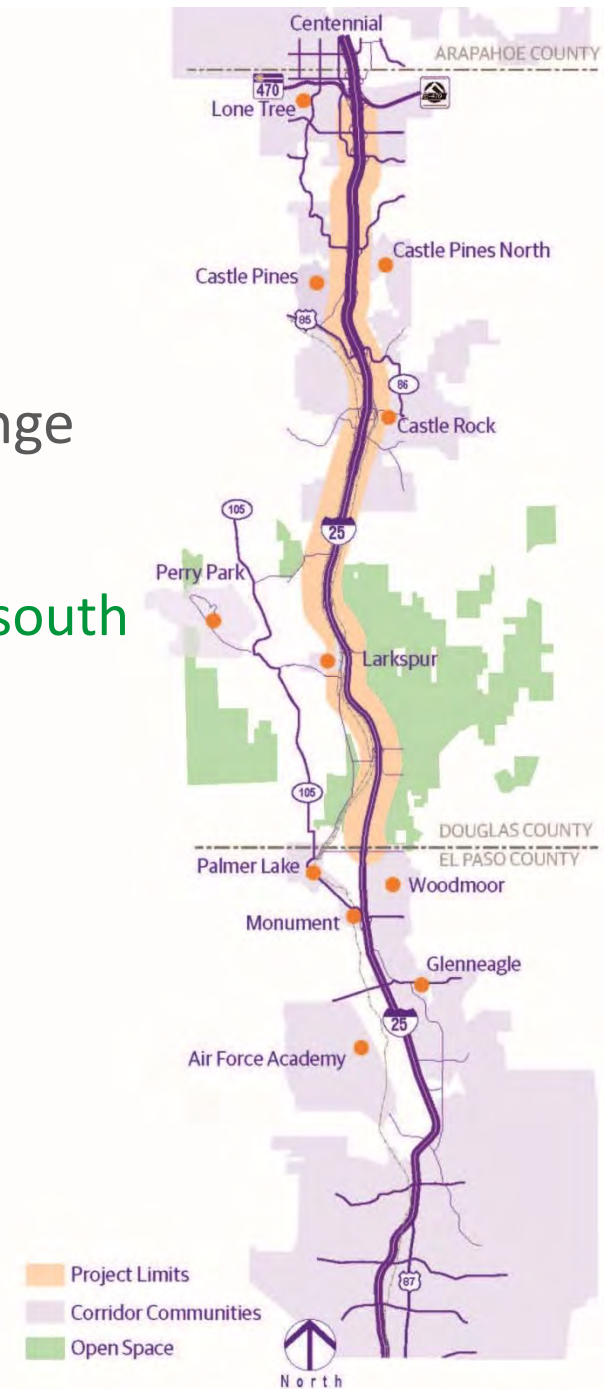
Comment Station



Study Limits

Limits of potential physical improvements:

- Northern terminus at C470/E470 Interchange
- Southern terminus at Monument
 - Operational study area extends farther south



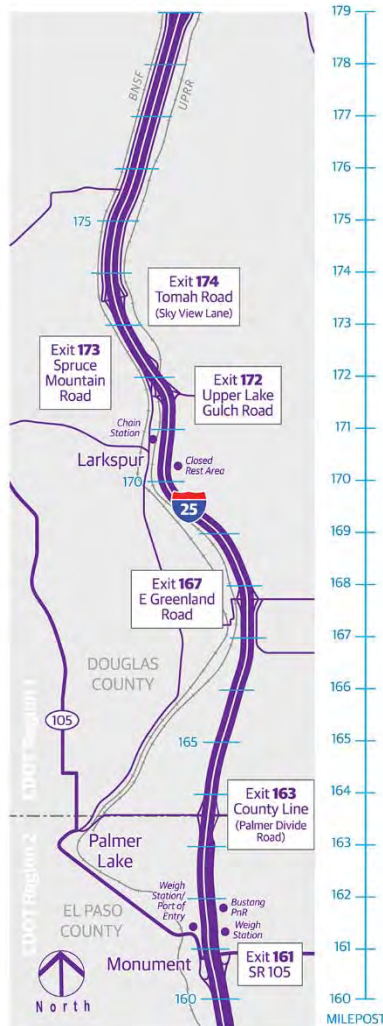


PEL Study Segments: Monument to C470

Segment 1

MP 161 to MP 179: The Gap

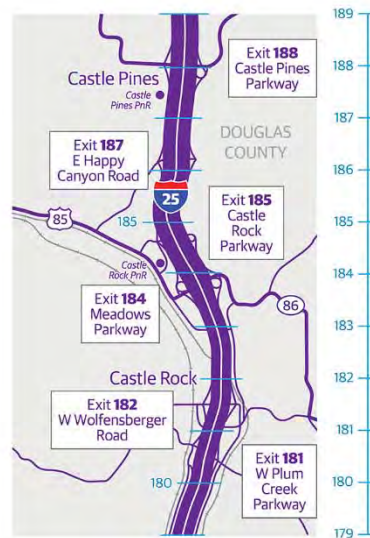
- Rural 4 lane
- Stable land use, large open space areas
- Steady climbing grades southbound (more than 1,000 feet elevation gain)
- Narrow shoulders
- Varied topography with hills, steep slopes, and vertically offset travel lanes (northbound is higher than southbound)
- 6 interchanges, mostly original (1960s)
- Existing (2015) Annual Average Daily Traffic: 64,000 to 68,000
- Percent of trucks: 5.8 to 6.6



Segment 2

MP 179 to MP 189: Castle Rock to Castle Pines

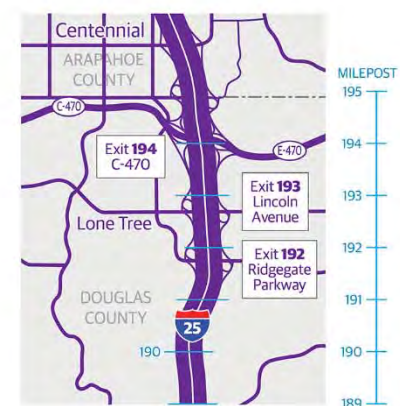
- Urban 6 lane
- Narrow shoulders
- Developed and growing communities
- 6 interchanges
- Existing (2015) Annual Average Daily Traffic: 99,000 to 121,000
- Percent of trucks: 5.1 to 5.5



Segment 3

MP 189 to 194: Denver South

- Urban 8 lane, recently widened
- Rapidly developing commercial and residential area
- 3 interchanges
- Existing (2015) Annual Average Daily Traffic: 126,000 to 178,000
- Percent of trucks: 4.8 to 7.2





Challenges Identified in the first Public Meeting

Comments received from online survey

- 92 percent said most problems with travel occur in the 2-lane Gap area
- Second most issues identified in the Denver South area – north of Castle Pines
- Most respondents identified weekday commuting to/from Colorado Springs
- Weekend travel also common



Alternatives: What you told us in January

- Increase highway capacity – at least three lanes each direction
- Improve interchanges and local road access
- Reconfigure / connect frontage roads
- Consider effects to alternate routes (SH 83, SH 105, US 85, traffic diverting to local roads)
- Reduce/enforce speed limits
- Consider multimodal improvements – rail and bicycle
- Reopen rest areas
- Improve information on variable message signs



Alternatives

The goal of alternatives

- Improve safety and reduce crashes
- Improve travel times and reliability
- Improve mobility for local and regional travel

Alternatives elements presented tonight are the range of options we will consider.

We want your input: What did we miss?



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THANK YOU!



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<https://www.codot.gov/projects/I25COSDEN>