



I-25 South Gap Monument to Castle Rock

ENVIRONMENTAL ASSESSMENT





The History

I-25 between Colorado Springs and Denver—in particular, the 18-mile segment between Monument and Castle Rock known as “the Gap”—has been a top concern for travelers, law enforcement, local officials, and CDOT. In a year-long Planning and Environmental Linkages (“PEL”) study, more than 100 alternatives were considered. Following thoughtful analysis, public meetings, and input, key needs emerged as primary reasons for improvements:

- **Safety** – On average, a crash occurs every day in the Gap, approximately one third involving injuries. More crashes occur on weekends when the volumes are also higher.
- **Incident Management** – Emergency response, roadway maintenance, and law enforcement in the Gap are challenging and dangerous for workers because the narrow shoulders do not provide adequate space to operate outside of traffic.
- **Delays** – Long traffic delays are increasingly common and getting longer, particularly on weekends. In 2016, there were no days without delays in the Gap.
- **Travel Reliability** – Travel times in the Gap are highly variable, ranging from approximately 20 minutes in free-flow traffic to several hours after a serious crash. With no reasonable alternate routes or other reliable travel options, drivers have little choice but to be stuck in back-ups, some of which last for hours.

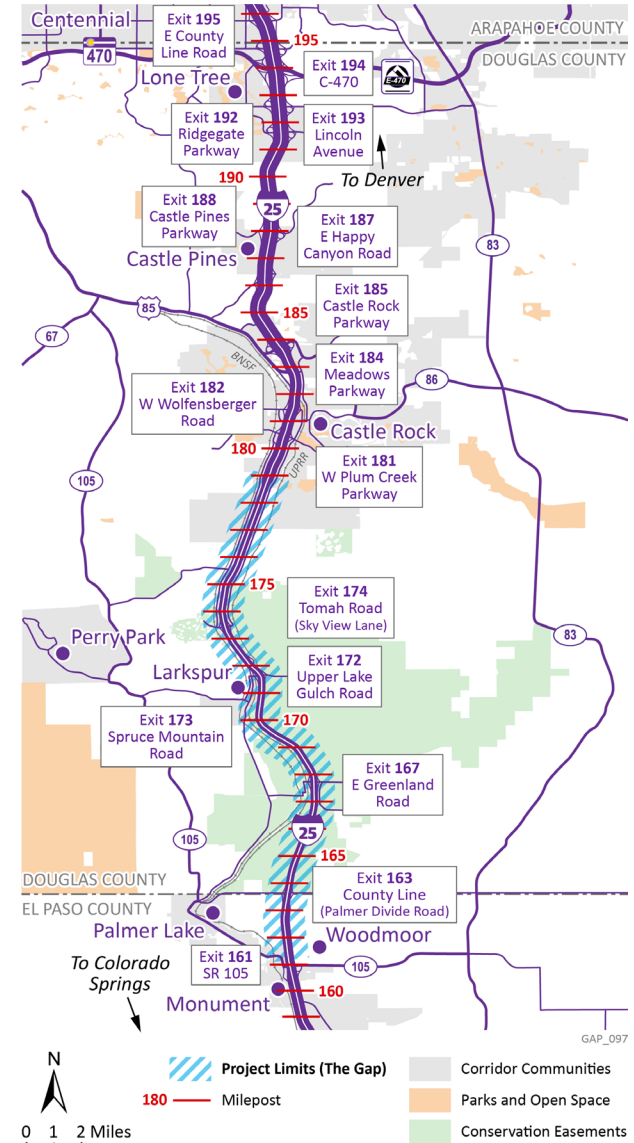


The Project

By November 2018, CDOT will be ready for construction to improve the Gap, and, with local and federal partners, has identified \$350 million to fund the project. The Gap is currently two lanes in each direction and has experienced growing congestion and a steady increase in crashes. The proposed project would improve the roadway by adding another lane in each direction, widening shoulders on the inside and outside of travel lanes, repairing or replacing bridges, adding new wildlife crossings, adding new overlay to existing lanes, and modernizing the highway with communications and power to enable advanced technology.



CDOT is committed to having the I-25 South Gap project ready for construction by November 2018. This is the fastest approach ever by CDOT for delivery of a large project.

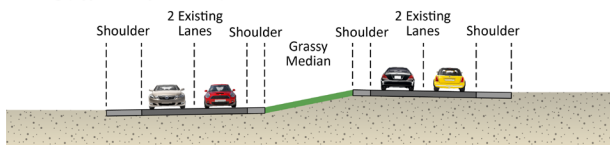


Express Lanes

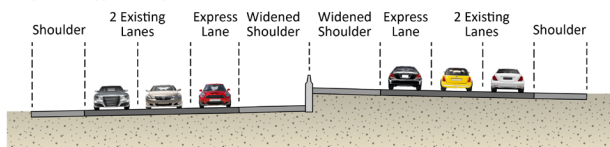
Analysis and experience show Express Lanes are likely the best option to meet project needs. Express Lanes on other major corridors have been shown to greatly improve travel reliability. An Express Lane in each direction on the Gap would offer travelers the option of a reliable and faster trip in exchange for a variable toll. The existing two lanes in each direction would remain toll free. Existing lanes would operate like a new roadway—safer and less congested due to wider shoulders and the additional express lanes.

The highway will nearly double in width with proposed improvements. Widening to the median will maximize use of CDOT right-of-way.

Existing (Typical – Split Grade)



Proposed (Typical – Split Grade)



The Environmental Assessment process will determine the outcome. While CDOT has found Express Lanes to be the best long-term solution for travel reliability on the state’s most highly traveled corridors, adding an Express Lane or general-purpose lane in each direction will be evaluated for the I-25 South Gap. Details of how the Express Lanes would operate in the corridor are being worked out and will be described in the Environmental Assessment (EA) document. Public hearings are planned for April 2018, as well as ongoing public outreach and collaboration with public officials and localities along the corridor. How to move forward will not be decided until after the EA is approved, projected to be in Spring 2018.

Budget

The identified funding for the I-25 South Gap project is **\$350 million**. Current funding sources include:

- **\$250 million** – State funds approved by Colorado Transportation Commission pending additional financial support from local and federal sources
- **\$65 million** – Federal INFRA grant from USDOT (decision expected in Spring 2018)
- **\$15 million** – El Paso County commitment from voter-approved measure
- **\$10 million** – PPRTA (Pikes Peak Rural Transportation Authority) commitment from voter-approved measure
- **\$10 million** – Douglas County approved

Project Schedule

- EA release and public hearings – **April 2018**
- EA decision document – **June 2018**
- Complete final design – **Summer 2018**
- Construction ready – **November 2018**

We want to hear from you

- Learn more about the I-25 South Gap EA project and tell us what you think at: i25gap.codot.gov
- Email the project team at: i25gap@codot.us
- Call the Project Hotline at: 719-297-5143