



**COLORADO**

Department of  
Transportation



**I-25 South Gap Project  
Monument to Castle Rock  
Listening Sessions  
January/February 2018**



# I-25 South Gap Listening Sessions

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Welcome to today's session!  
We will answer the following:

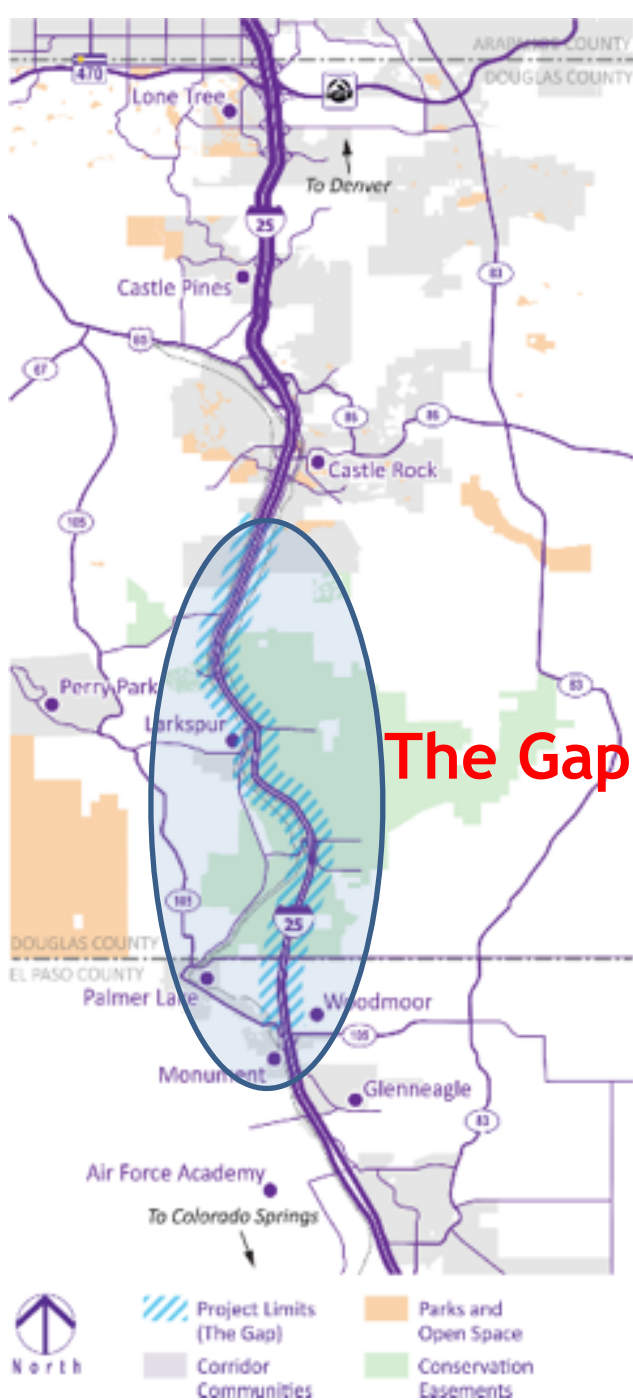
- What is the Gap?
- How does CDOT plan to improve the Gap?
- How would an Express Lane work?
- Why consider an Express Lane?
- Where is the funding coming from?
- What are the next steps?



# What is the Gap?

The Gap is an 18-mile section of I-25 south of Castle Rock to just north of Monument

- Only remaining four-lane segment of I-25 between Colorado Springs and Denver
- Links Colorado's two largest cities
- No major widening in 60 years





# Gap is an early action project

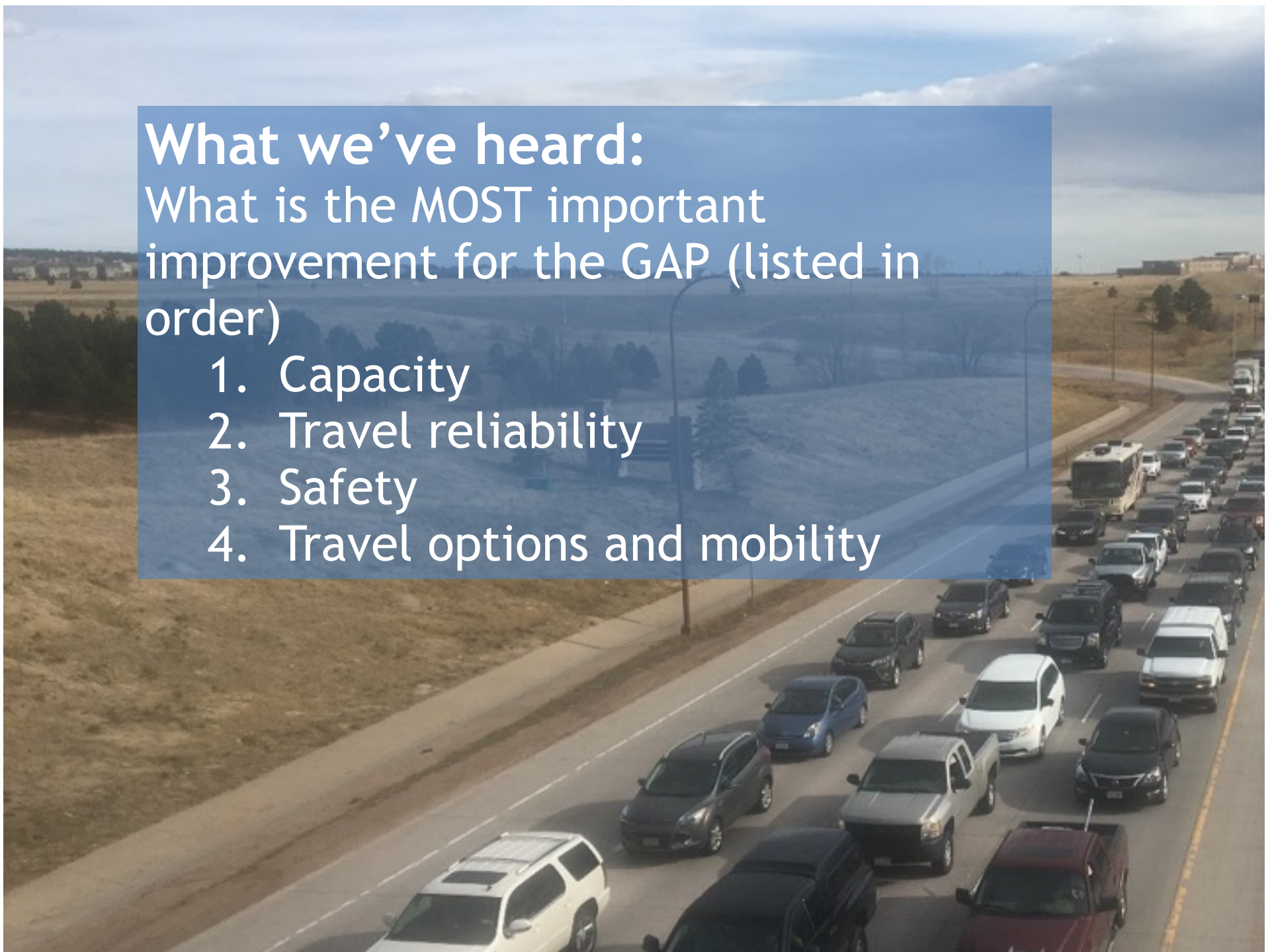
January 2017 - CDOT launches a Planning and Environmental Linkages (PEL) study for the 34-mile segment of I-25 South from Monument to C-470 - the goal is to develop a long-term vision for the corridor.

An early action project emerged for the 18-mile segment from Monument to Castle Rock called the “Gap”.

## What we've heard:

What is the MOST important improvement for the GAP (listed in order)

1. Capacity
2. Travel reliability
3. Safety
4. Travel options and mobility





# What best meets project needs

<b>New Lane Options</b> Northbound and Southbound	<b>Safety</b> Reduce crashes, improve infrastructure deficiencies	<b>Mobility</b> Travel options, consistency with goals and future travel, diversion to local roads	<b>Reliability</b> Improve travel times, reduce delays, Improve predictability of travel times	<b>Incident Management</b> Improve response times and safety for workers and disabled vehicles
1 General Purpose Lane	Good	Fair	Fair	Good
1 Express Lane	Good	Good	Good	Good
1 Peak Period Shoulder Lane	Fair	Fair	Good	Fair
2+ Lane Combinations*	Good	Good	Good	Good

Wider shoulders are a necessary component for all of the base lane alternatives, and many of the safety and incident management benefits of all of the options are derived from shoulder improvements.



# Travel Time Comparison

## I-25 South Gap operating concepts year by year average speeds - southbound weekday peak

Year	2 GP		3 GP			2 GP + Express Lane		
	GP	GP	GP	GP	GP	EL	GP	GP
2021	52	52	67	67	67	69	62	62
2022	50	50	65	65	65	68	61	61
2023	48	48	64	64	64	67	60	60
2024	46	46	62	62	62	66	58	58
2025	45	45	61	61	61	65	57	57
2026	43	43	59	59	59	64	55	55
2027	41	41	57	57	57	63	54	54
2028	39	39	56	56	56	62	53	53
2029	38	38	54	54	54	61	51	51
2030	36	36	52	52	52	60	50	50
2031	34	34	51	51	51	59	48	48
2032	32	32	49	49	49	58	47	47
2033	30	30	48	48	48	57	46	46
2034	29	29	46	46	46	56	44	44
2035	27	27	44	44	44	55	43	43
2036	25	25	43	43	43	54	41	41
2037	23	23	41	41	41	52	40	40
2038	22	22	40	40	40	51	39	39
2039	20	20	38	38	38	50	37	37
2040	18	18	36	36	36	49	36	36

No lane added - performance declines as seen in red

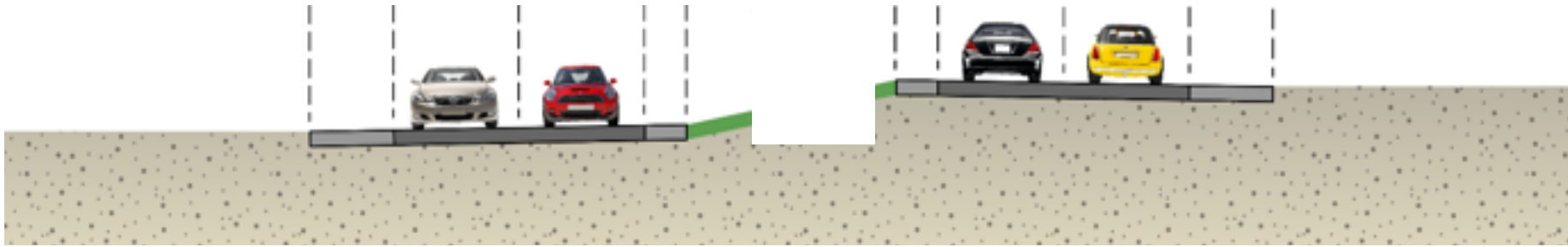
General Purpose Lane added in each direction - performance increases as seen in green and then declines in yellow and orange - no sustainable option for a reliable trip and high travel speeds only in the first couple of years

Express Lane added in each direction - motorists have an option for a reliable trip from day one to year 20. Continues to outperform other scenarios, balancing overall improvements across the system

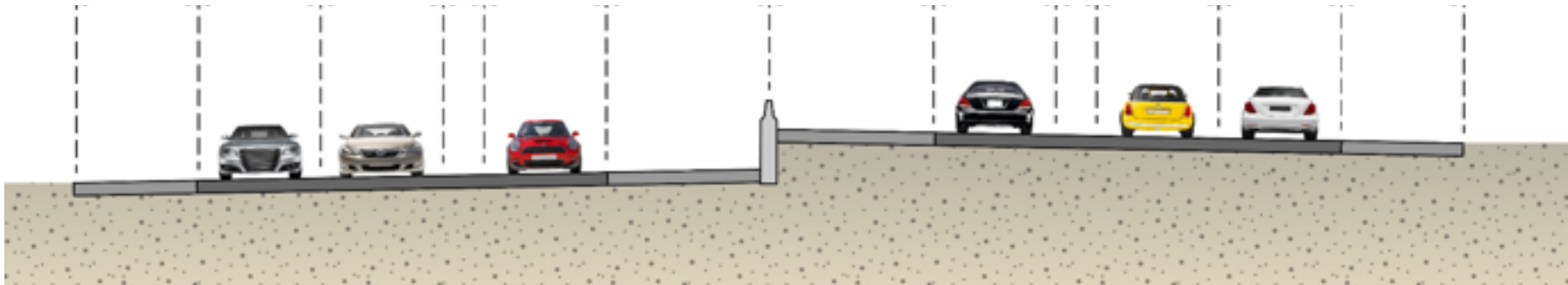


# How does CDOT plan to improve Gap?

Before



After

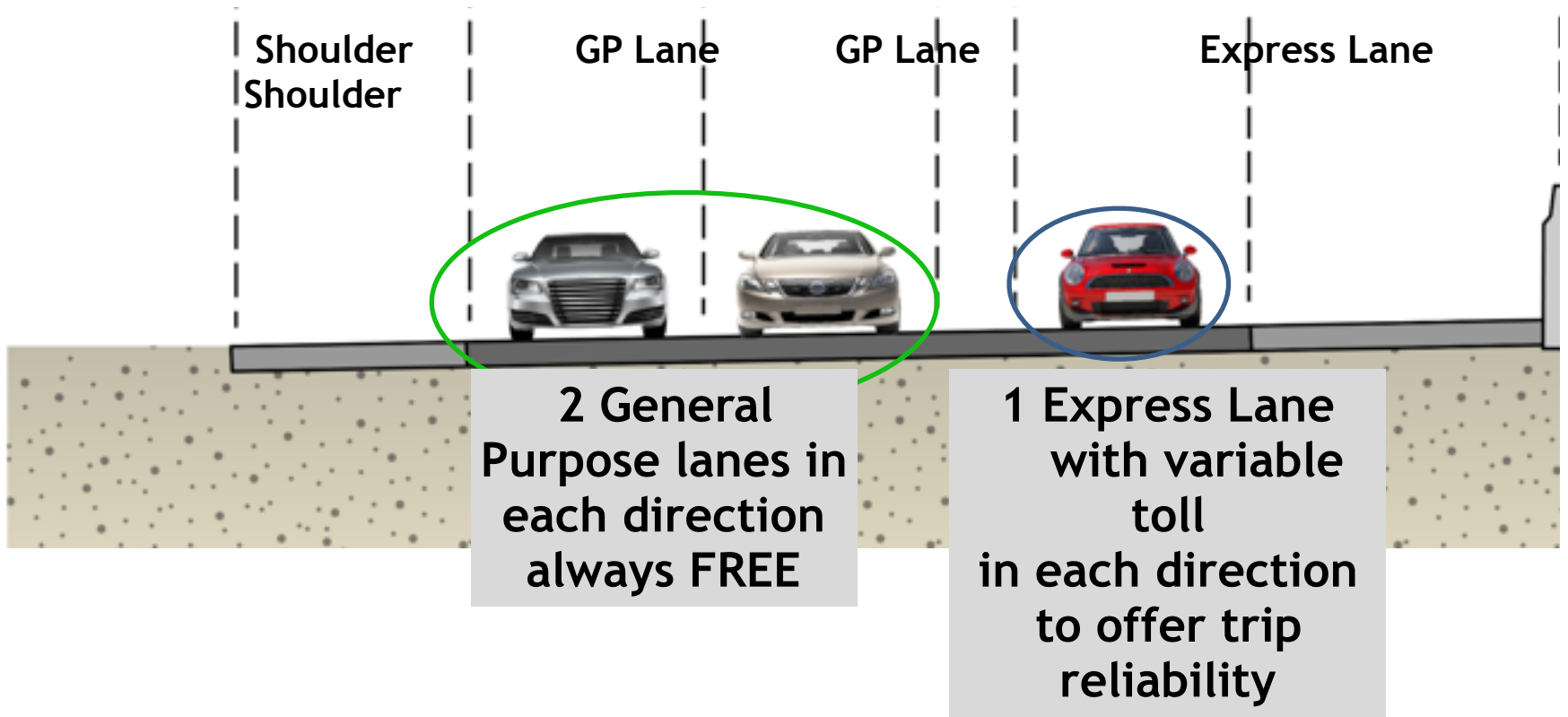


**Capacity:** Nearly double the pavement in the corridor





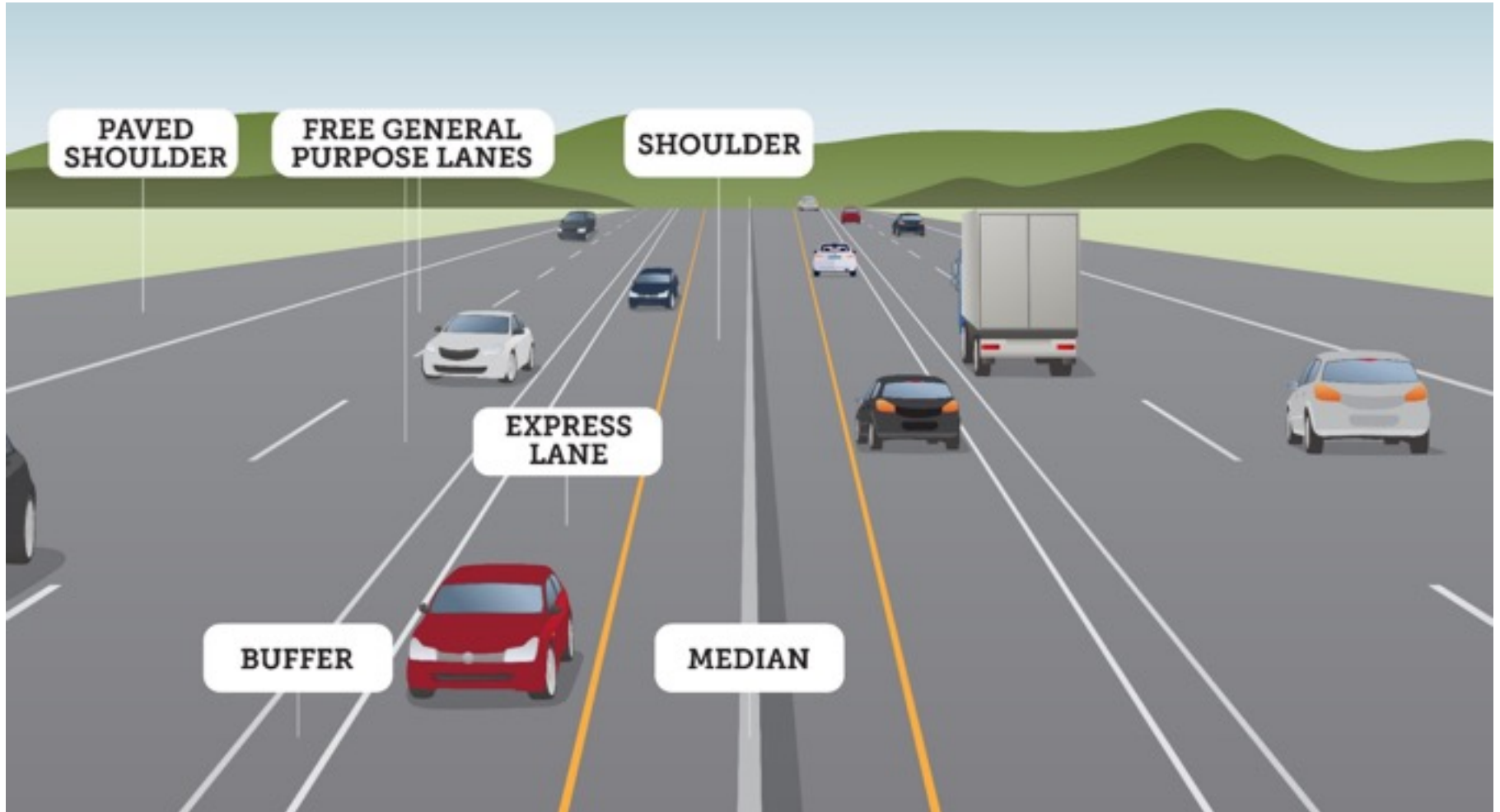
# A closer look



**Travel Reliability: Express Lanes**



# How would an Express Lane work?



**Safety, mobility:** Express Lanes, wider shoulders



# Why consider an Express Lane?



Colorado can't build itself out of congestion anymore



# Express Lanes in Colorado

- US 36
- I-25 Central & North
- I-70 Mountain
- Coming Soon:
  - C-470, I-25 North from Johnstown to Fort Collins
  - Central 70





# US 36 Express Lanes



Travel times up to 29% faster across all lanes, compared to travel times before improvements





# I-70 Mountain Corridor



Up to 52% in reduced travel times across all lanes, compared to travel times before improvements

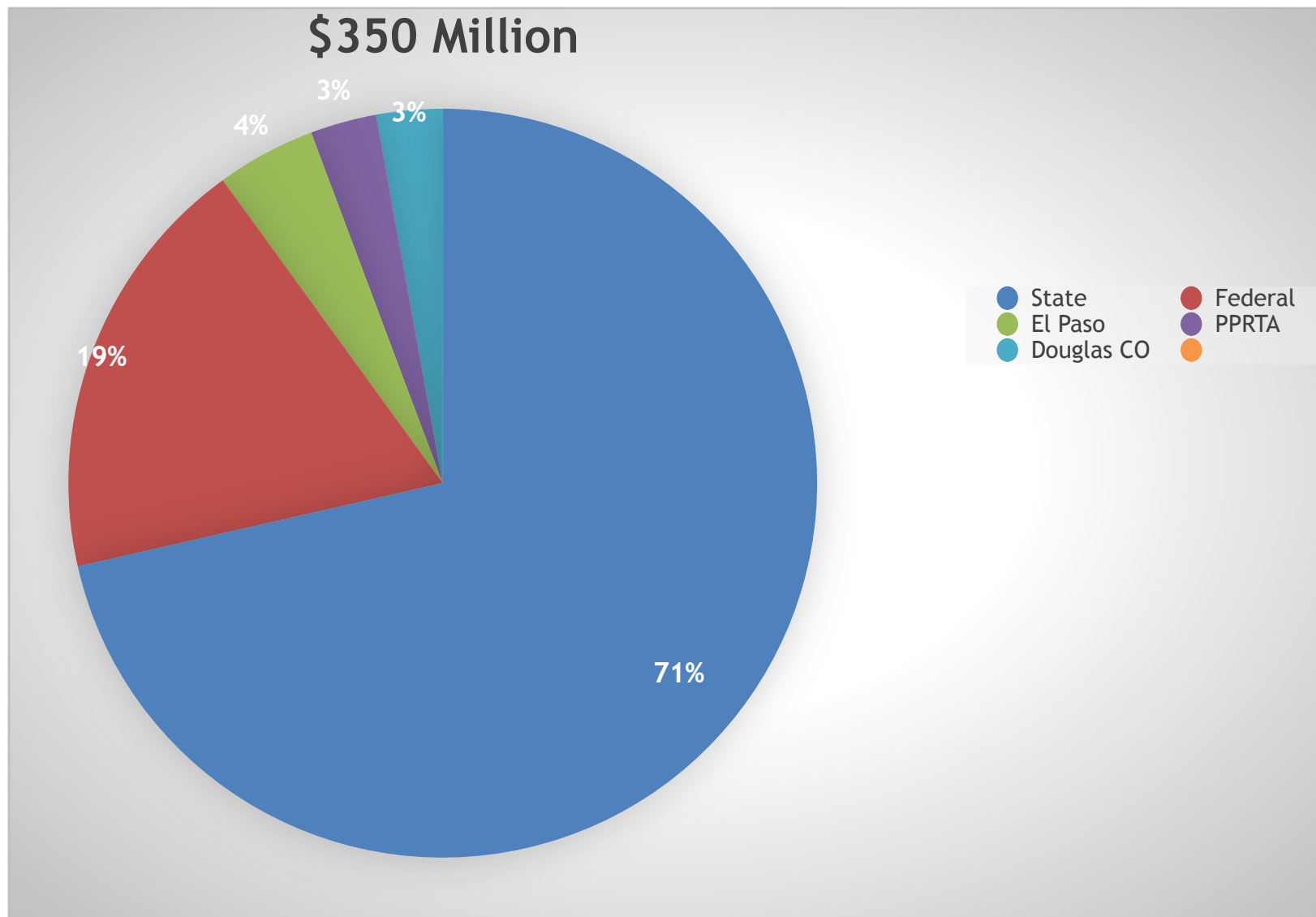


## Express Lanes are **not**:

- Toll roads where every driver must pay to use any of the lanes. **Express Lanes are a choice and always offered adjacent to the free general purpose lanes.**
- “Lexus Lanes.” **Experience shows most users choose Express Lanes when trip reliability is most critical.**
- Owned by privately-held companies. **CDOT always owns the road.**



# Where is the funding coming from?







# What are the next steps?

## Under way - Environmental Assessment (EA)

- A “no build” alternative (baseline study)
- A new travel lane:
  - Adding a general purpose lane in each direction
  - Adding an Express Lane in each direction
- Both options would have improved safety and roadway surface
  - Widened shoulders for incident response
  - Wildlife crossings and fencing
- Existing GP lanes unchanged - stay free



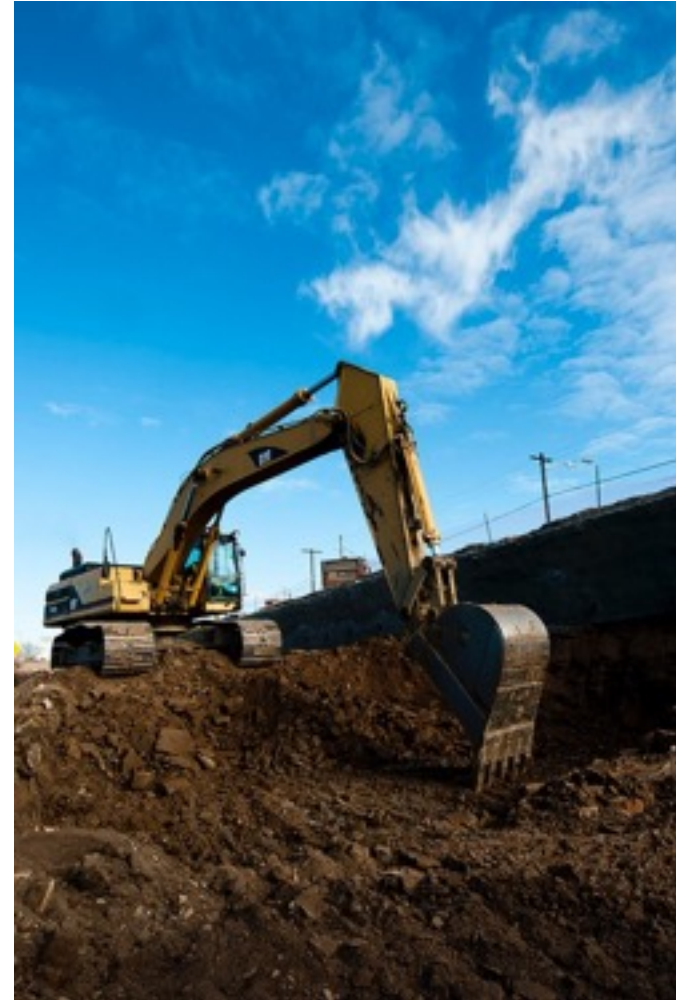
# What are the next steps?

Public Hearing and EA review - April/May 2018

EA Decision Document - May/June 2018

Complete Final Design - Fall 2018

Construction Begins - November 2018 or sooner





# How can you get more information?

- Website/survey [i25gap.codot.gov](http://i25gap.codot.gov)
- Project e-mail [i25gap@codot.us](mailto:i25gap@codot.us)
- Project hotline 719 297 5143
- Listening sessions through mid-February
- Telephone Town Halls in late February
- EA public hearings in the spring





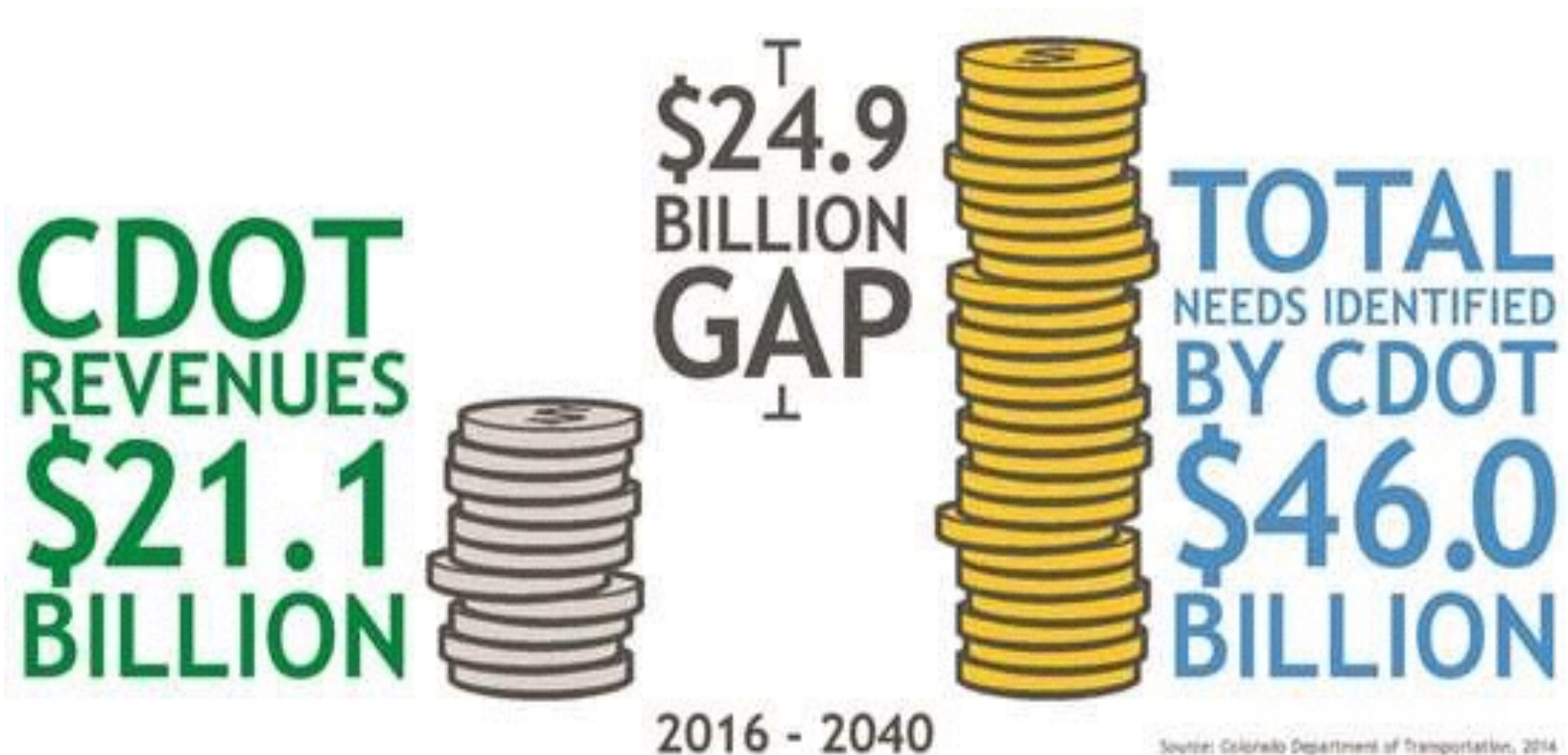
**Additional slides if needed**





# Funding gap

\$1 billion annual shortfall





# Funding gap

