



WELCOME

to the

I-25 PEL: CO Springs Denver South Connection

PUBLIC MEETING

Purpose of Tonight's Meeting

- Reintroduce the Planning and Environmental Linkages (PEL) Study, which was put on hold to focus on the I-25 South Gap project (now under construction)
- Provide an update on I-25 corridor improvements being studied
- Gather input on recommendations for I-25 improvements “after the Gap” project





Study Overview

The purpose of improving I-25 is to enhance safety and improve travel reliability and mobility of I-25 between Colorado Springs and Denver South.

SAFETY

A high number of crashes occur on the corridor. The mix of users and travel speeds, along with difficult passing conditions and limited recovery areas, present special challenges. Higher than expected crashes occur due to weather, wildlife conflicts, and darkness.

RELIABILITY

Travel times in the corridor are highly variable; unexpected and unreasonably long traffic delays are increasingly common, and delays are getting worse, particularly on weekends.

MOBILITY

Physical conditions in the corridor hamper mobility. With no reasonable alternate routes or other reliable travel options, drivers have little option but to be struck in traffic in congested conditions. Maneuvering in the corridor is challenging due to the mix of vehicles and varying operating speeds, lack of passing opportunities, steady uphill grades, and narrow shoulders and medians that do not provide adequate recovery space for disabled vehicles or shelter from severe weather.

Vision

Conduct an *open and transparent* process that builds *partnerships* and provides a roadmap to implement projects 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.





Corridor Characteristics

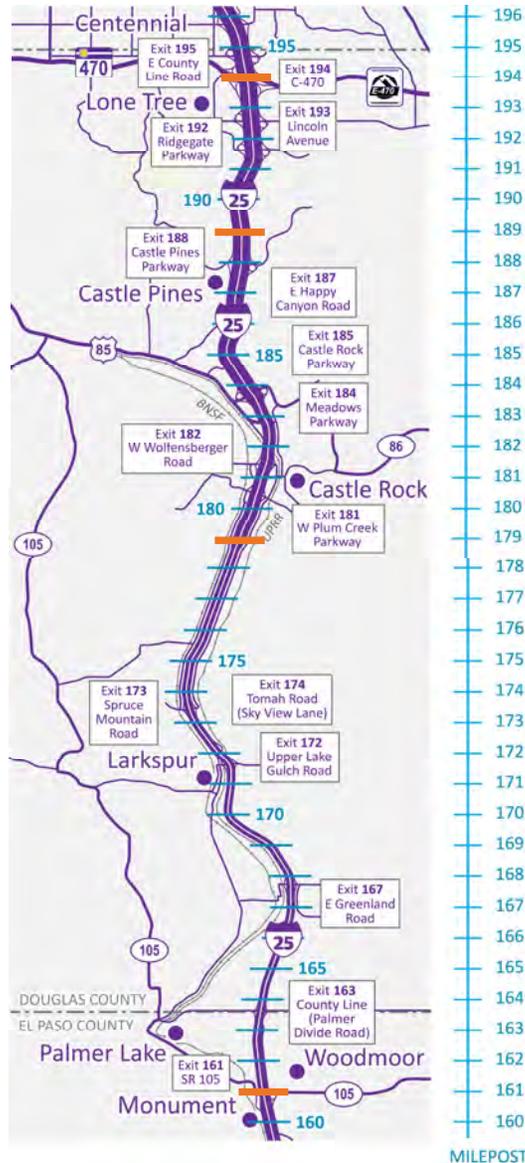
MP 161 to MP 179

Transportation Characteristics

- Two general purpose lanes each direction
- One tolled express lane in each direction (under construction)
- Wider shoulders, wildlife crossings, modified interchanges, drainage improvements under construction
- Steady gradual southbound incline
- 6 interchanges
- Truck weigh station
- 2017 Average Annual Daily Traffic (AADT): 77,000-86,000
- Trucks make up 8.4% of traffic

Environmental Characteristics

- High incidence of wildlife conflicts
- Many stream crossings, Preble's Meadow jumping mouse habitat
- Protected open space and wildlife habitat



MP 178 to MP 189

Transportation Characteristics

- Urban 6-lane
- Narrow shoulders
- 6 interchanges
- 2017 Average Annual Daily Traffic (AADT): 99,000-133,000
- Trucks make up 6.7% of traffic

Environmental Characteristics

- Developed and growing communities
- Nearby Plum Creek runs parallel to the highway and includes Preble's Meadow jumping mouse habitat
- High incidence of wildlife conflicts

MP 189 to MP 194

Transportation Characteristics

- Urban 8-lane, recently widened
- 3 interchanges
- Steep grade at Surrey Ridge
- Light rail stations at Lincoln Ave, Sky Ridge, Lone Tree City Center, and RidgeGate Pkwy (under construction)
- 2017 Average Annual Daily Traffic (AADT): 133,000-196,000
- Trucks make up 5.3% of traffic

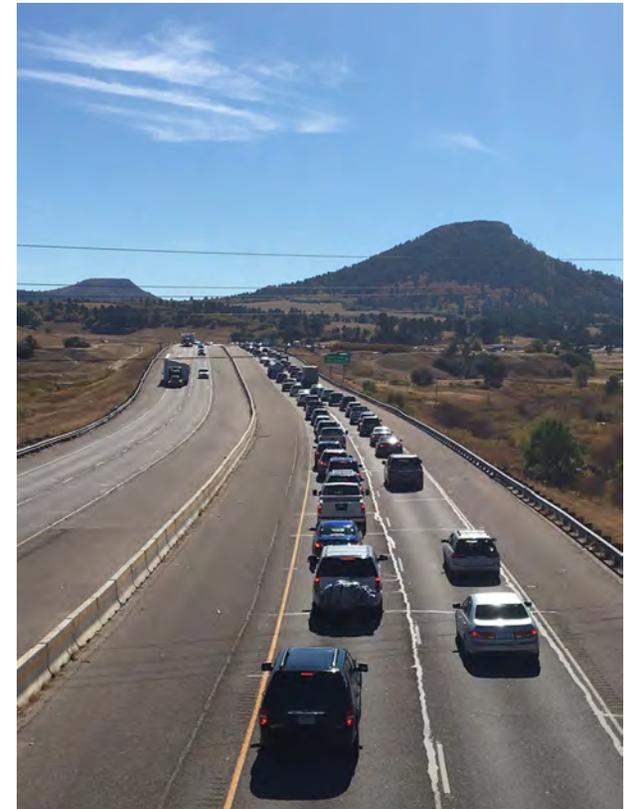
Environmental Characteristics

- Rapidly developing commercial and residential area
- High incidence of wildlife conflicts

Key PEL Study Accomplishments to Date

A Lot Has Happened So Far!

- Conducted comprehensive **corridor assessment**: infrastructure review and design criteria, environmental conditions, traffic characteristics unique to the corridor
- Developed **Purpose and Need**
- Conducted **safety assessment**
- Developed **travel demand model**, including extensive weekday and weekend traffic counts and 2040 traffic projections
- Developed suite of **potential transportation solutions** throughout the 34-mile I-25 corridor to address the biggest problems
- Developed the **I-25 Gap Project** as an early action project – construction began August 2018
- Evaluated a **range of travel lane scenarios** for traffic performance and feasibility, to determine which scenarios to carry forward as recommendations for I-25



Where We Are in the Alternatives Evaluation Process

Level 1 and 2 evaluations (conducted in 2017)

- Identify transportation needs within I-25 corridor
- Develop core concepts and supplemental elements to address I-25 needs
- Collect public and agency input and suggestions

Level 3 sensitivity analysis of I-25 corridor scenarios with Gap project in place (we are here - results presented tonight)

- Evaluate scenarios for adding a range of new capacity on I-25, with the Gap project in place, using travel demand modeling, engineering, and environmental analysis
- Make preliminary recommendations for vision and implementation
- Collect public and agency input

Level 4 evaluation (to be conducted winter/spring 2019)

- Evaluate, refine, and prioritize recommendations from Level 3
- Develop an implementation plan for developing, funding, and phasing projects
- Collect public and agency input



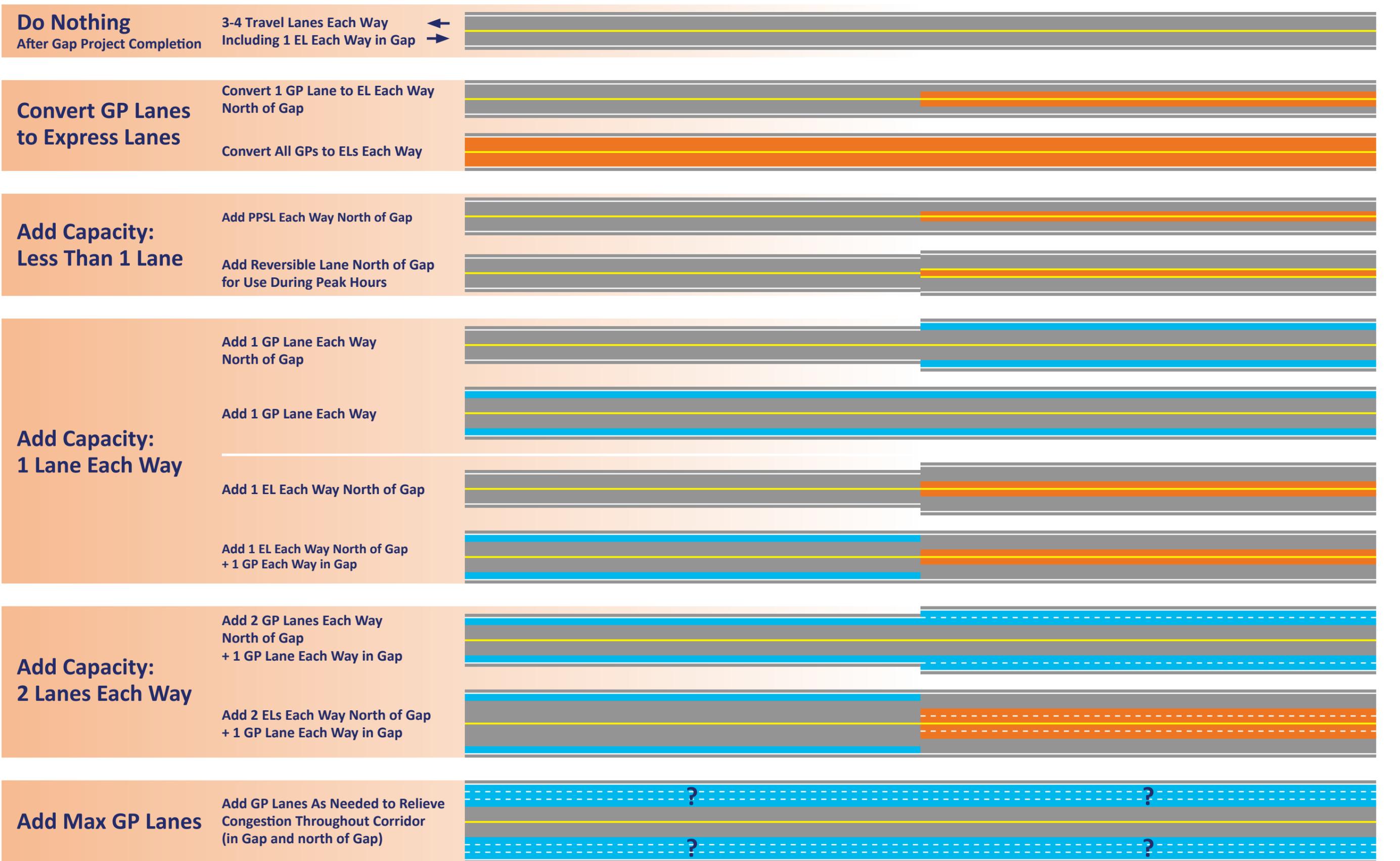


Travel Lane Scenarios Evaluated

- New Managed Lane
- New General Purpose Lane
- Existing Lanes

- GP = General Purpose
- EL = Express Lane
- PPSL = Peak Period Shoulder Lane

Monument The Gap Castle Rock Castle Pines C-470





Corridor Scenario Evaluation Summary

Evaluation criteria focused on purpose and need factors of mobility, reliability, and safety

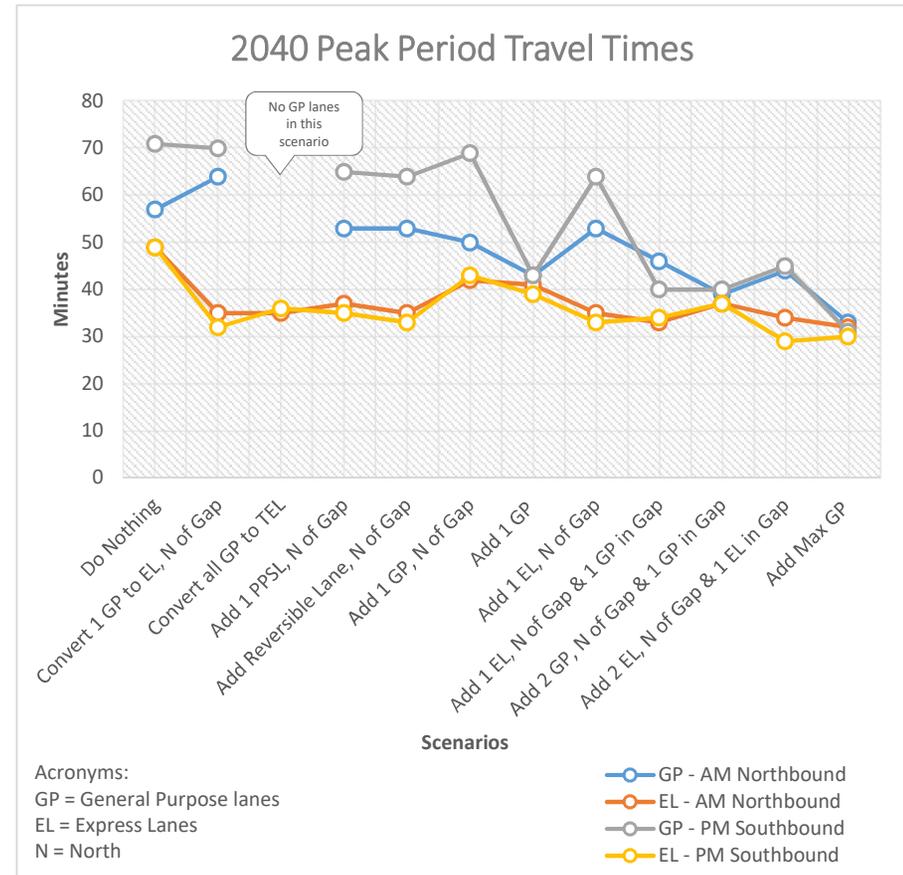
Mobility and reliability evaluation:

- Traffic modeling shows that EL scenarios provide a continuous reliable trip choice with shorter trip times than general purpose lanes; and that scenarios with only general purpose lanes result in congestion across all lanes
- Scenarios adding two lanes, regardless of operation (GP or EL), have better traffic performance; scenarios adding one lane provide near-term congestion relief and could be part of an interim solution or phasing option

Safety improved under all scenarios (except Do Nothing)

Evaluation also considered compatibility with community planning goals, engineering and maintenance constraints, and environmental impacts

- Scenarios adding more lanes require more right-of-way acquisition and have more physical impacts to surrounding frontage roads, local roadways, rail lines, buildings, recreational resources, open space, and environmental resources, such as streams and wildlife habitat. These wider footprint scenarios also have more effects on I-25 infrastructure, requiring interchanges, bridges, walls, guardrail, signs, etc. to be replaced.



CDOT's Preliminary Recommendation for I-25

CDOT's multimodal vision for I-25 includes highway, transit, and other localized improvements, and addresses critical needs to enhance safety, reduce travel delays, improve travel reliability, and expand travel choices as funding becomes available.

Highway Improvements

• **Two new travel lanes each direction** on I-25 between Monument and C-470, including:

- **One Express Lane** in each dir
 - Monument to Castle Rock (the Gap) Express Lanes (one each direction) already under construction
 - Continue Express Lanes (one each direction) from Gap to C-470 Express Lanes/E-470
- **One additional travel lane** in each dir (managed or general-purpose lane)

- Express Lane Under Construction
- Recommended Express Lane
- Recommended Additional Travel Lane (Managed or General Purpose)



Highway Recommendations



Transit Opportunities

- Enhanced regional bus (Bustang) service
 - Reliable travel in Express Lanes
 - Increased service frequency
 - New stop/service for Castle Rock
- Front Range Rail (planned not funded)
 - Service between Pueblo and Fort Collins
 - Potential first phase between north Colorado Springs (Briargate) and DEN airport

Other Localized Improvements

The PEL Study is considering and will recommend other improvements to complement the regional highway and transit vision, such as:

- Interchange improvements
- New interchanges/highway c
- New or enhanced truck f eigh sta ort of Entry, chain-up sta
- New climbing lane(s)
- New auxiliary lane(s)
- Frontage Road improvements/expansion
- New or enhanced bicycle f
- Technological/communica ovements

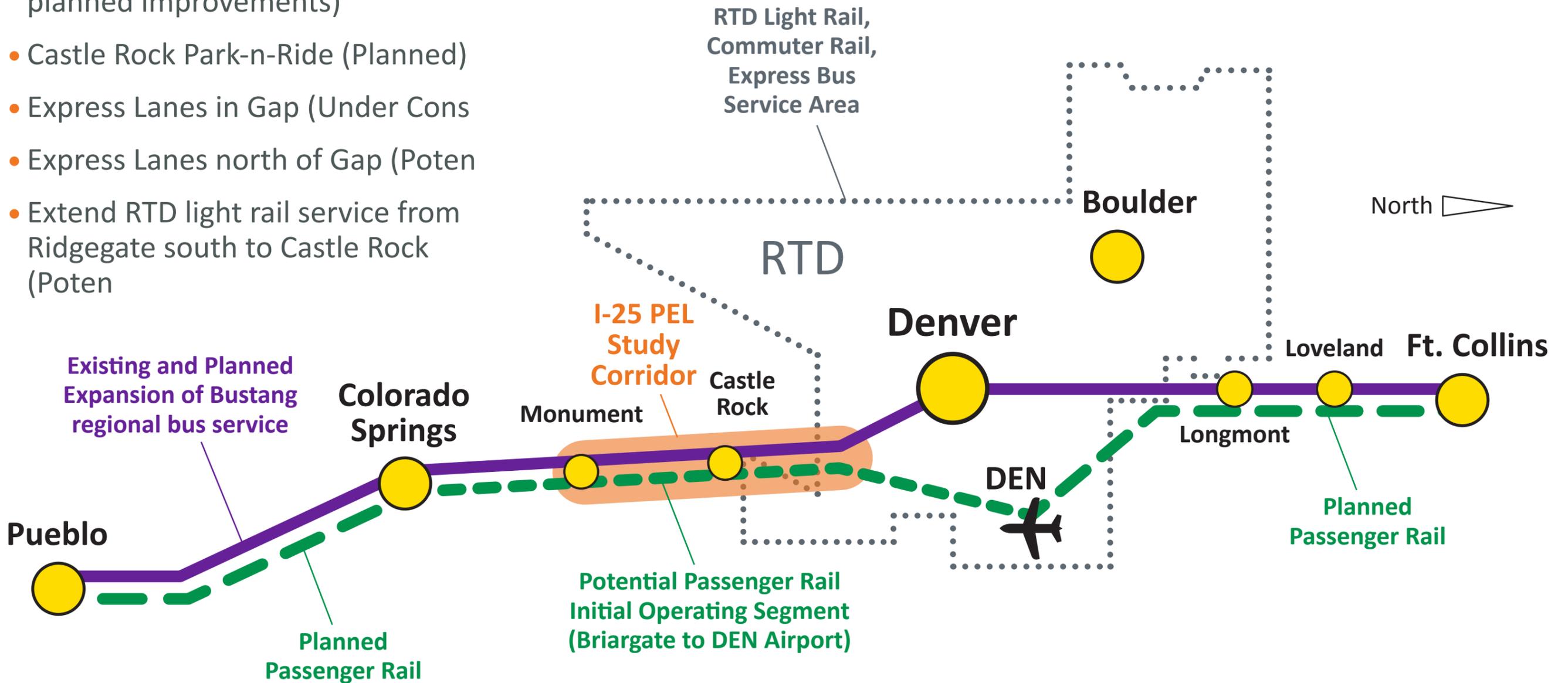


The PEL Study will consider implementation priorities, phasing, and timing. What do you think?

Existing and Planned Front Range Transit Service

Supporting Elements for Bustang Iden

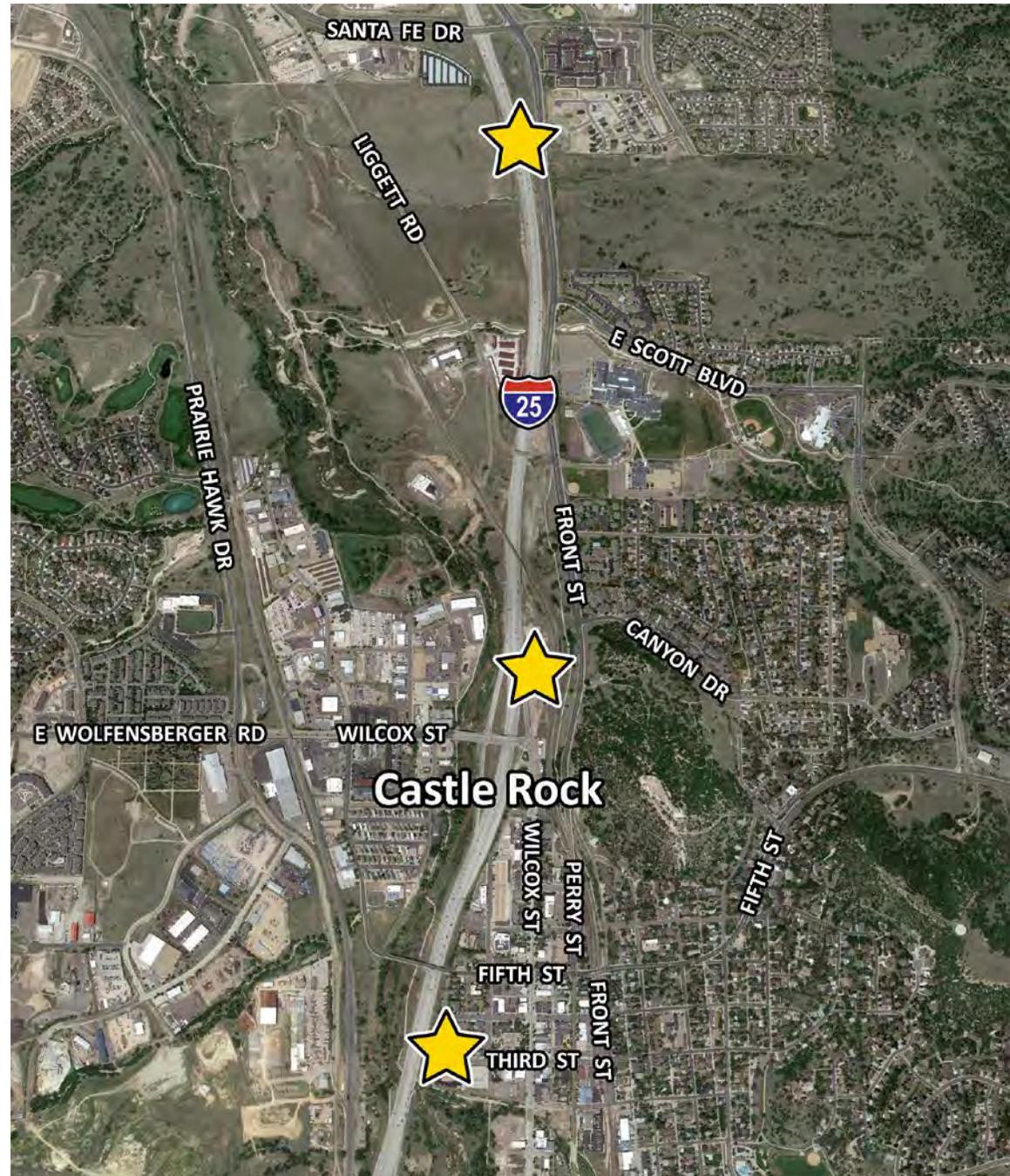
- Monument Park-n-Ride (Exis planned improvements)
- Castle Rock Park-n-Ride (Planned)
- Express Lanes in Gap (Under Cons
- Express Lanes north of Gap (Poten
- Extend RTD light rail service from Ridgeway south to Castle Rock (Poten



Potential Castle Rock Express Bus Transit Station Locations

CDOT, Douglas County, and Castle Rock are discussing potential express bus transit station locations, shown as yellow stars on the map.

- The PEL will not identify a preferred location, but will identify pros and cons of each location.
- Additional elements to be studied in future projects include:
 - Parking (surface, structure)
 - Station configuration
 - Required interchange modifications
 - Access changes
 - Ability to connect to future passenger rail service
 - Ability to phase station development



Next Steps

- Consider public input on the scenarios and preliminary recommendations presented tonight
- Evaluate, refine, and prioritize alternatives based on their ability to solve the biggest problems on I-25, in combination with potential future transit solutions
- Develop an implementation plan for developing, funding, and phasing projects
- Request public feedback on implementation plan
- Finalize PEL Study in Spring 2019

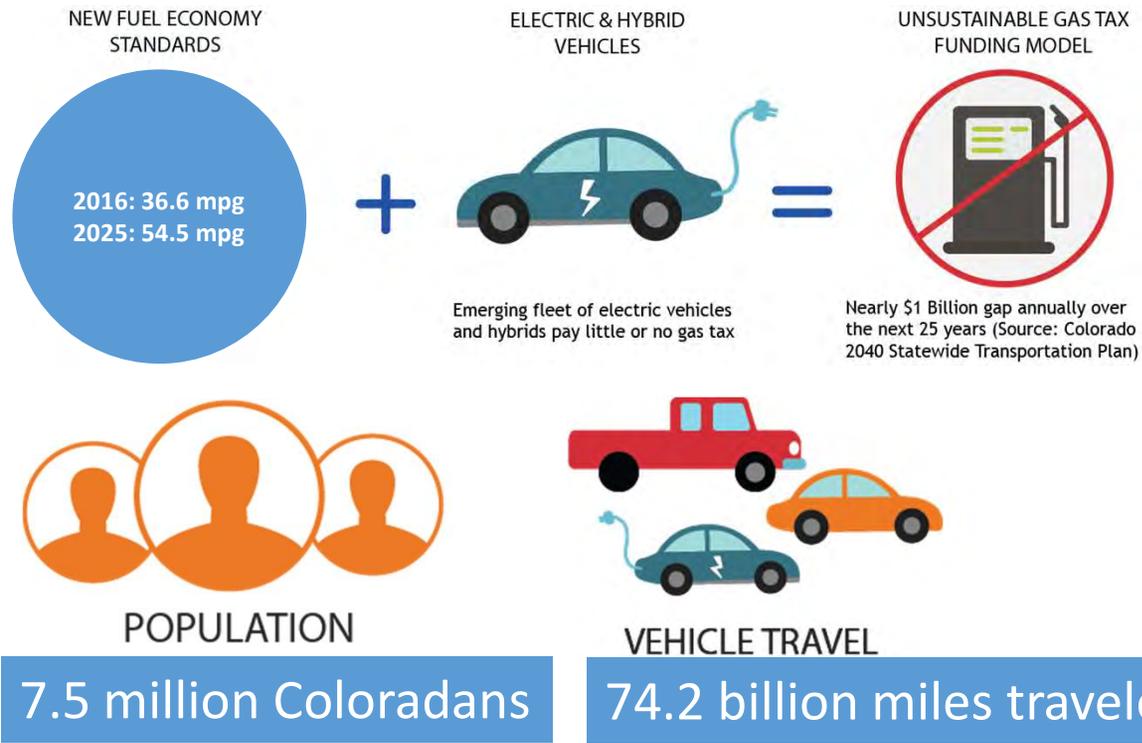


THE STATE OF TRANSPORTATION IN COLORADO

With increased vehicle fuel efficiency resulting in less gas tax revenues, increased population and vehicle miles traveled creating more wear and tear on the roads, and declining purchasing power of gas tax revenues (fixed since 1991), **CDOT is facing a \$25 billion funding gap over the next 25 years.**

Increased fuel efficiency = less gas tax revenues

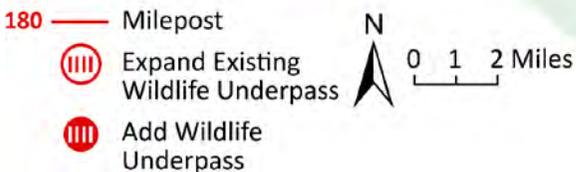
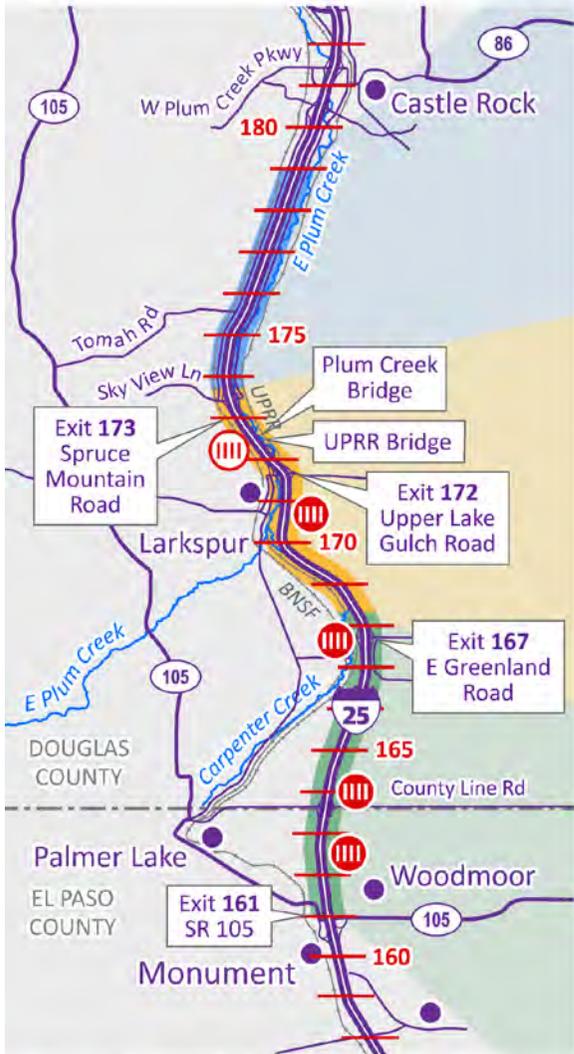
Millions more people and billions more vehicle miles on Colorado roads by 2040



Declining purchasing power: Colorado's gas tax has been fixed for more than 25 years. A 1991 dollar is worth about 56 cents in 2017, lowering CDOT's purchasing power by 44 percent.



What is the construction plan for the I-25 Gap Project?



PACKAGE 1 Started Fall 2018

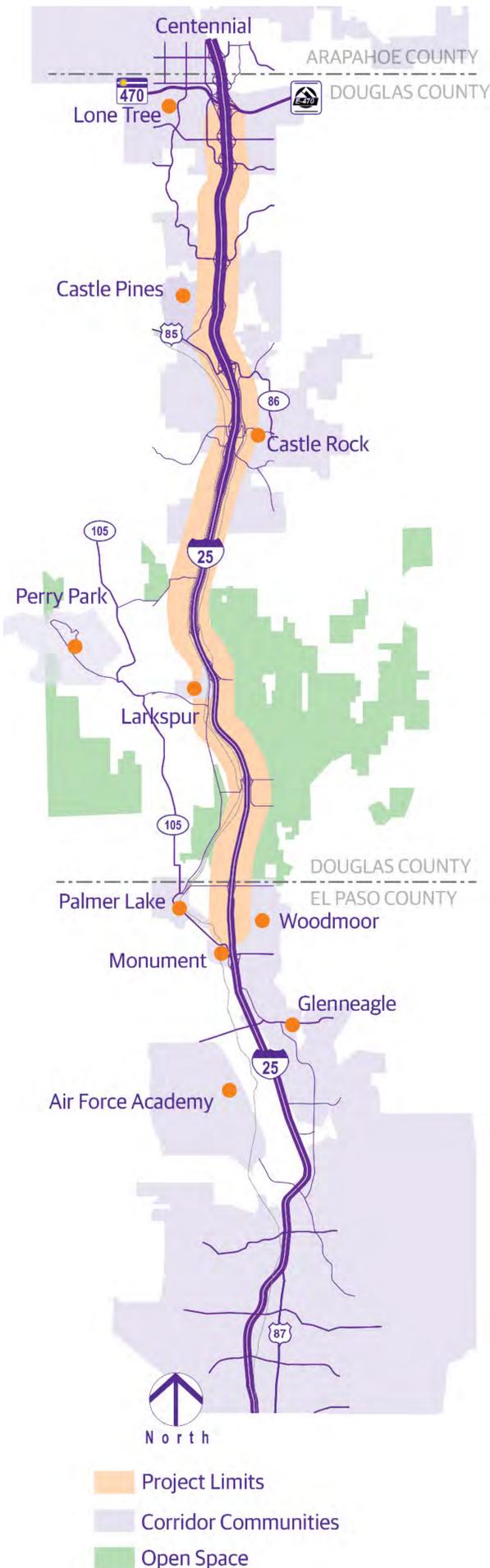
Sky View Lane North – The first phase of this package includes work in the exiting median, such as grading, paving, and installation of permanent center barriers. The second phase will shift traffic to the newly constructed center of the roadway so that paving can occur on the outside sections. The third phase will shift traffic back to the outside to complete the final paving and striping.

PACKAGE 3 Starting Summer 2019

Middle Segment – This is the most complex work package and includes bridge replacements at Upper Lake Gulch Road, Spruce Mountain Road, and Plum Creek, along with five wildlife crossings.

PACKAGE 2 Starting Early 2019

Greenland Road South – This package includes raising I-25 to accommodate the wildlife undercrossing north of Greenland Road, replacing the single-lane box culvert at Greenland Road with a two-lane bridge, and flattening the vertical curves approaching Greenland Road.



COLORADO
Department of Transportation

I-25 PEL: CO Springs Denver South Connection

PUBLIC MEETING Comments

WE WANT TO HEAR FROM YOU:
 Fill out a comment form, talk to our staff here tonight, and/or participate in the online survey at one of the computer stations or on the project website.

Project website: www.codot.gov/projects/I25COSDEN