

Drew Dix Parkway/Dillon Drive at I-25 Interchange Improvements



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Welcome to the Construction Information Session

- Thank you for attending the open house.
- No formal presentation is planned.
- Project team members are available to address your questions.
- Please fill out a comment card if you require additional information.
- Translation services available. *Servicios de traducción disponibles.*



Looking north along future I-25 east frontage road alignment at Dillon Drive



Existing Drew Dix Parkway and I-25 west frontage road intersection where a roundabout will be constructed



Future location of the I-25 east frontage road near Drew Dix Parkway



The future I-25 east frontage road alignment starts at the Dillon Drive east roundabout

Contact the Construction Team

Project Hotline: 719-472-3065

Email: pr@workzone.info

Visit: <https://www.codot.gov/projects/drewdixdillon>

Text: Text CONSTRUCT to 866-762-3640 to receive traffic alerts

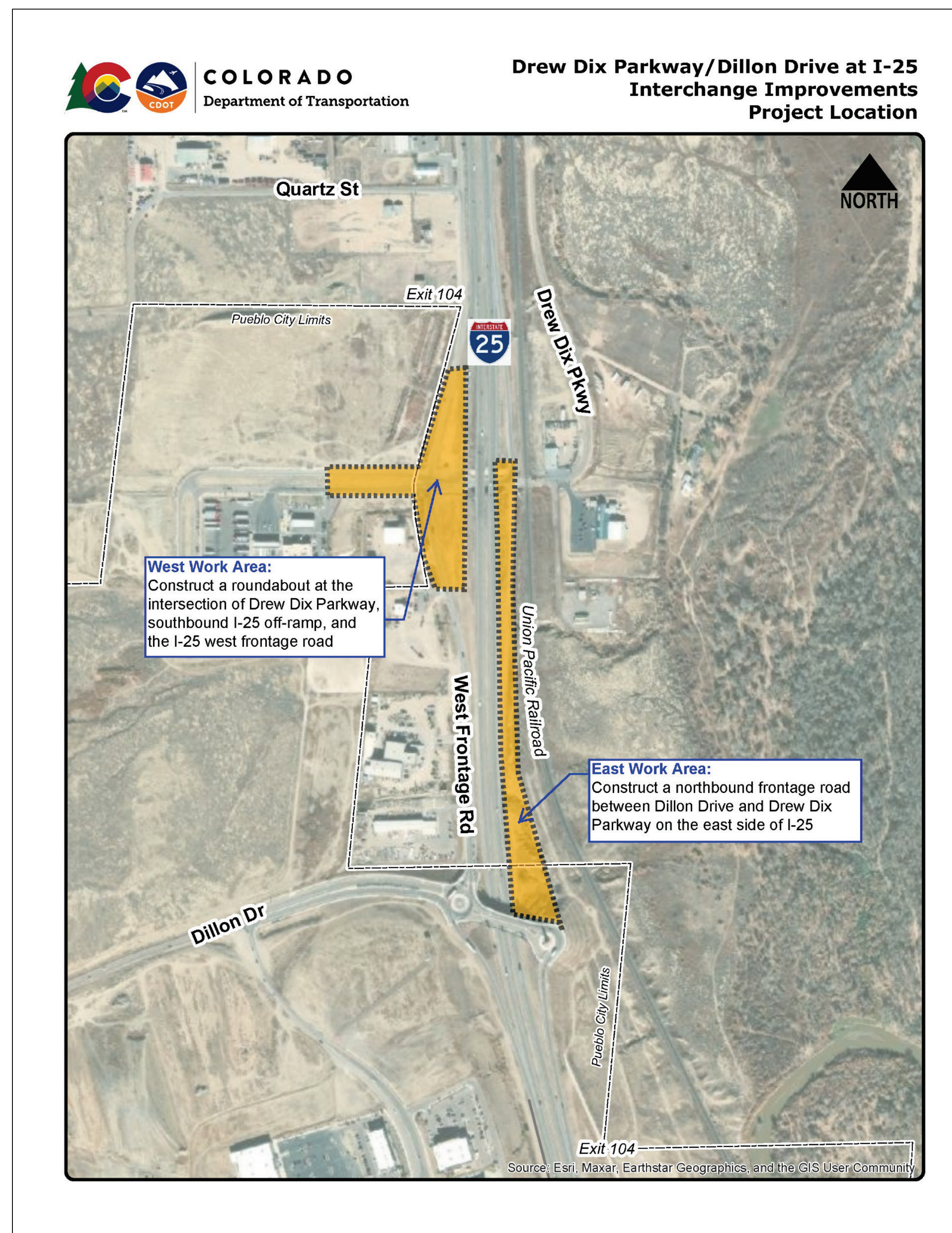
To be added to the project notification email list to future project updates, send a request to the email address above or visit the project web page.

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Project Overview



Project Benefits

- Improved operations and mobility between Drew Dix Parkway, Dillon Drive and I-25
- Roundabout intersection design improves safety by eliminating existing conflicts associated with two closely spaced intersections on the west side of I-25
- Completion of ultimate design concept partially constructed in 2016 as part of the Dillon Drive Interchange Project

Project Features

- New roundabout at Drew Dix Parkway, I-25 west frontage road, southbound I-25 off-ramp intersection
- Frontage road construction east of I-25 between Dillon Drive and Drew Dix Parkway including a new bridge
- Drainage improvements including a new concrete box culvert
- New sidewalk connections, lighting, signs, lane striping, and guardrail

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Construction Phasing & Schedule

West Work Area

Summary: Maintain traffic and access through the work zone by constructing the roundabout in several phases and utilizing temporary pavement.

Phase 1

Spring 2023 – Fall 2023

- Place temporary pavement and shift west frontage road traffic onto detour pavement
- Construct west frontage road, most of the roundabout, and westbound Drew Dix Parkway west of the intersection

Phase 2

Fall 2023 – Late 2023

- Place temporary pavement for the southbound I-25 ramp
- Construct southbound I-25 ramp
- Construct westbound Drew Dix Parkway east of the intersection

Phases 3 & 4

Early 2024 – Summer 2024

- Shift eastbound Drew Dix Parkway traffic to the north
- Construct eastbound Drew Dix Parkway
- Construct median islands
- Finishing work

East Work Area

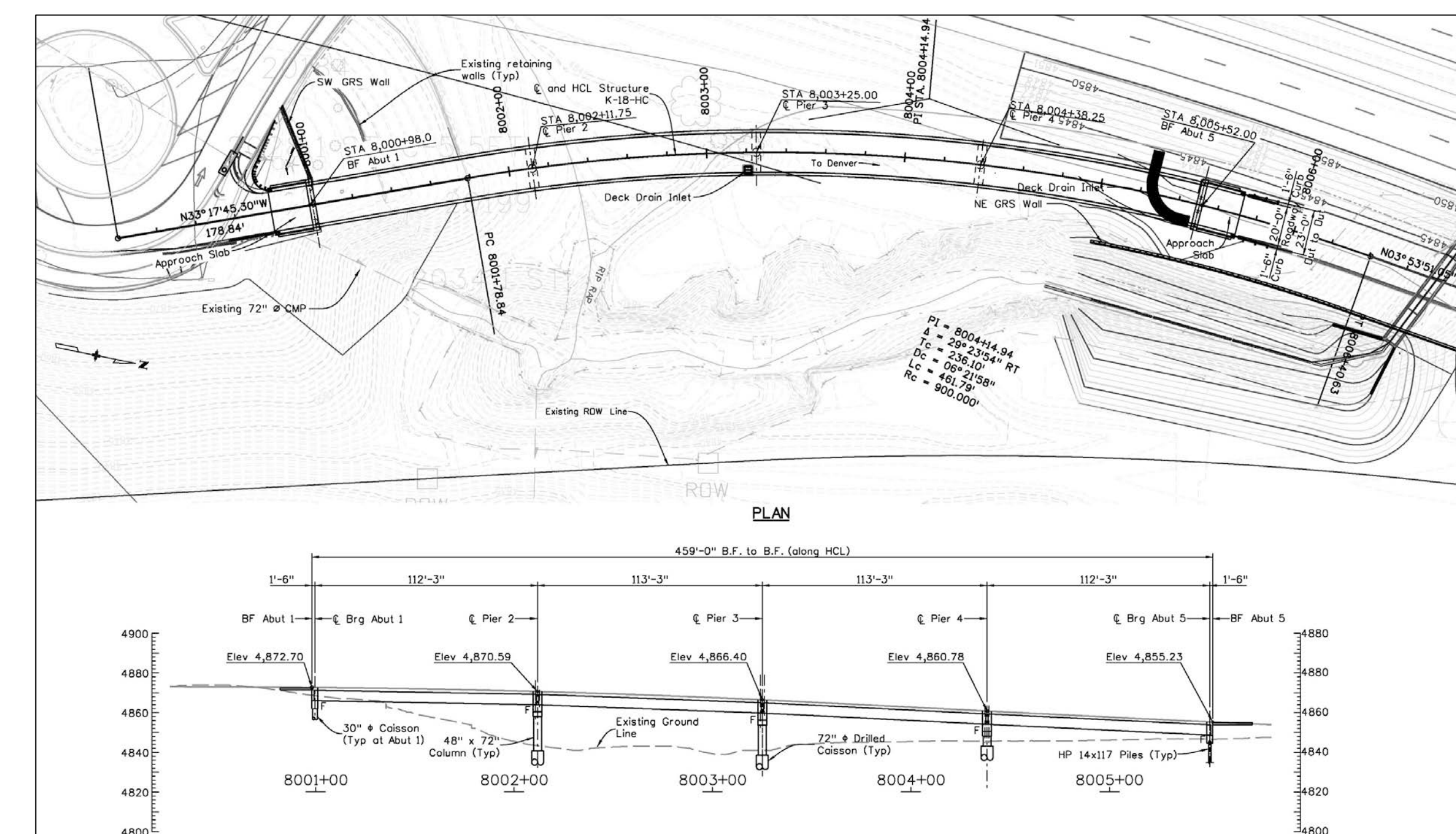
Summary: Most construction occurs away from traffic. Some traffic shifts and lane closures will be needed for intersection tie-in work. Completion anticipated in summer 2024.

General Work Sequence

- Build access road for construction
- Install box culvert
- Build bridge
- Construct retaining walls
- Prepare roadway
- Asphalt paving
- Install guardrail and lighting
- Signing and striping



Looking southwest towards the future I-25 east frontage road bridge location and tie-in at Dillon Road



The new I-25 east frontage road bridge is part of the one-way northbound connection between Dillon Drive and Drew Dix Parkway

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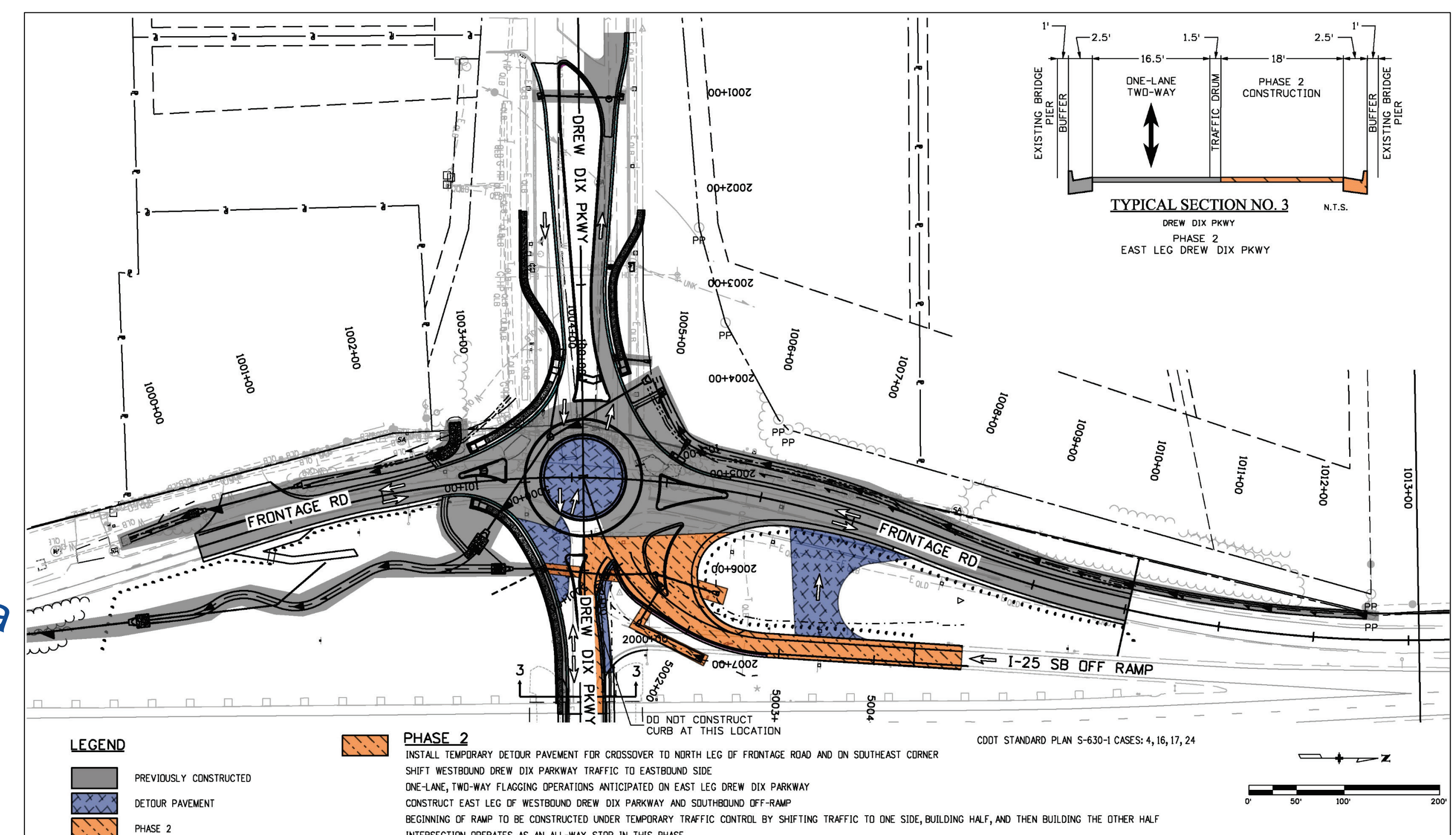
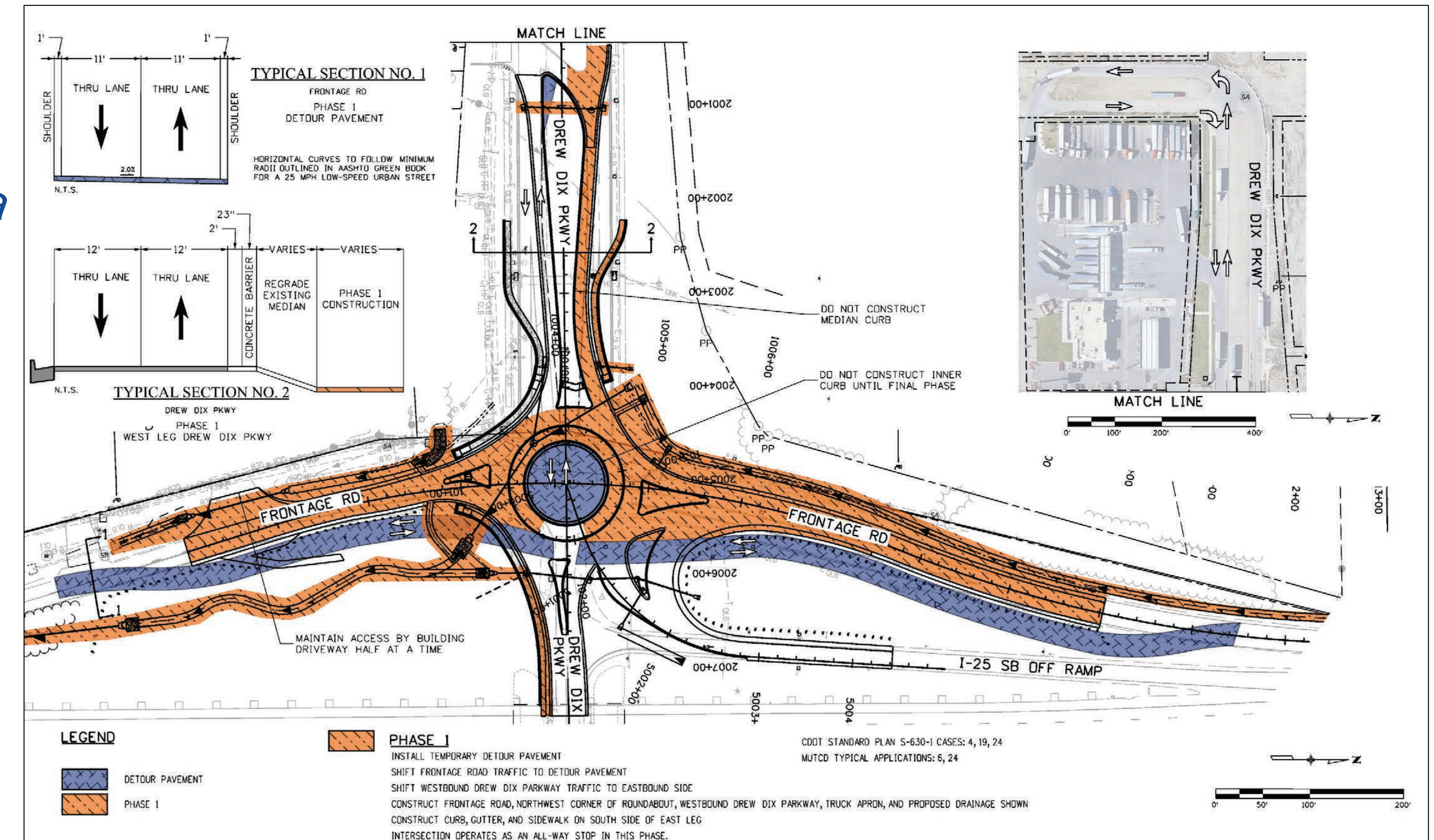
Traffic Impacts

Travel expectations during construction:

- ✓ Maintain safe work zone
- ✓ Always provide access to adjacent properties
- ✓ Accommodate truck turning movements
- ✓ Minimize need for oversized vehicle restrictions, communicate any restrictions in advance
- ✓ Temporary pavement and traffic shifts will help maintain traffic during construction
- ✓ Occasional night and weekend work may be necessary
- ✓ Actively communicate ongoing construction activities and impacts
- ✓ Weekly traffic impact updates will be available on the project web page
- ✓ Text CONSTRUCT to 866-762-3640 to receive traffic alerts

Phase 1
West Work Area
Proposed Traffic Control

Phase 2
West Work Area
Proposed Traffic Control

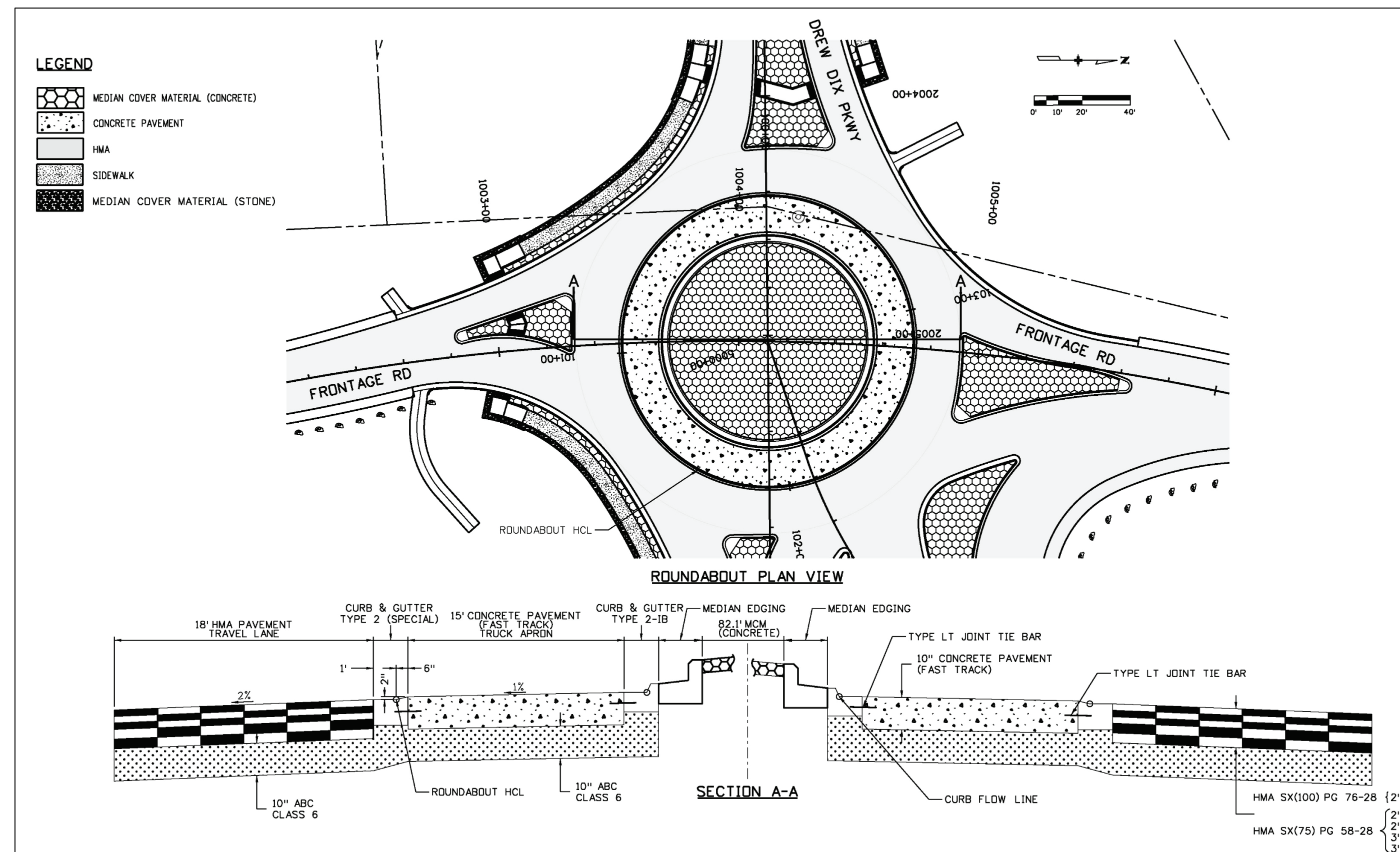


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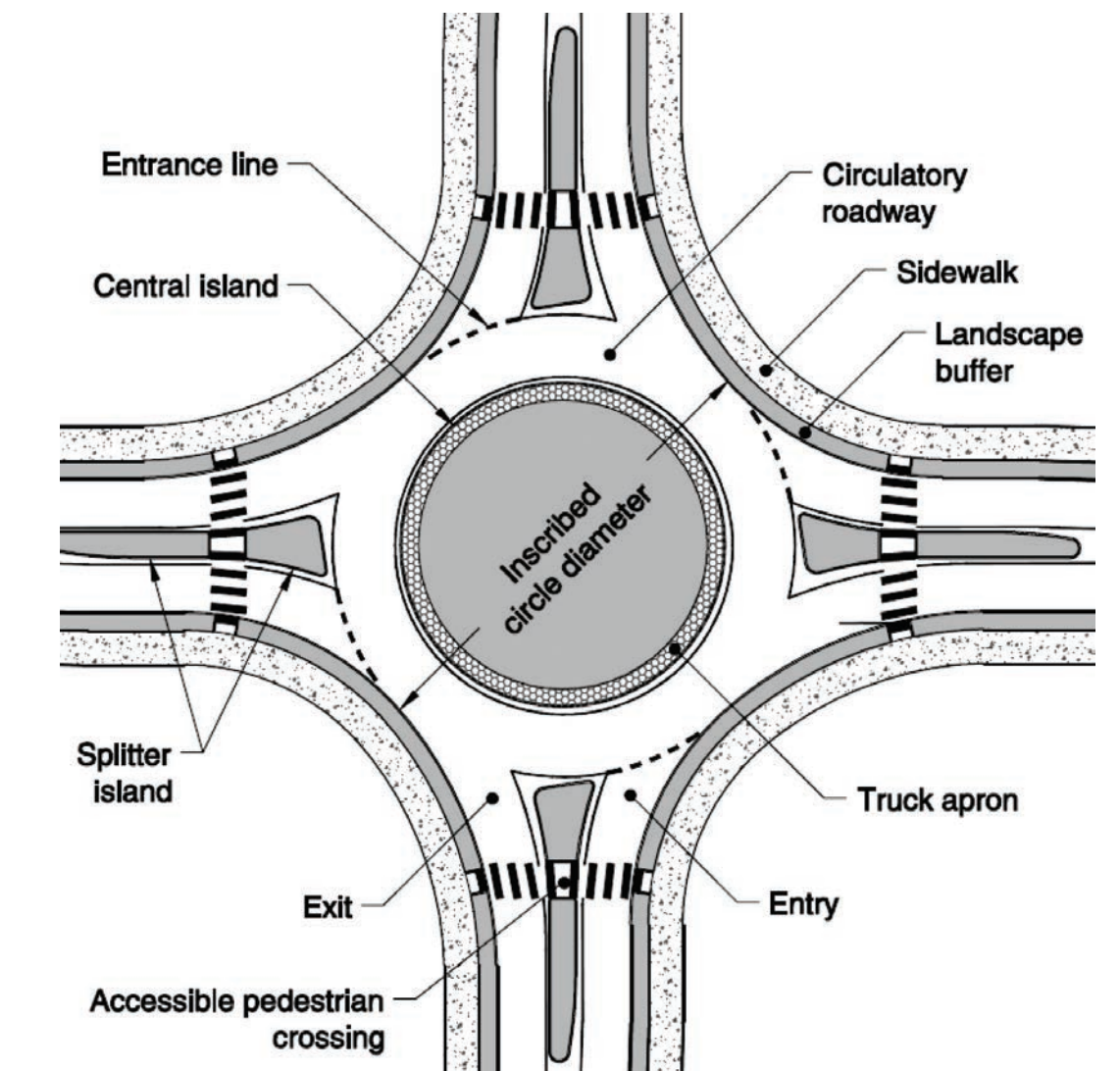


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The roundabout was designed with commercial vehicles in mind. The diameter of the new roundabout is 160 feet, which is about 30 feet larger than the current roundabouts at Dillon Drive.



Existing roundabout at Dillon Drive and the I-25 west frontage road



Typical roundabout design features

Roundabout Basics

- A roundabout is a circular intersection where vehicles travel counterclockwise around a central island
- Roundabouts feature a central island, a circulatory roadway, and splitter islands on each approach
- Roundabouts rely upon two basic and important operating principles:
 1. Speed reduction at the entry and through the intersection
 2. The yield-at-entry rule, which requires traffic entering the intersection to yield to traffic already in the roundabout

Roundabout Benefits

- Fewer conflict points typically result in fewer collisions with less severity
- Over half of vehicle-to-vehicle points of conflict associated with typical intersections are eliminated with a roundabout
- Roundabouts are designed to reduce vehicle speeds at intersections
- Lower speeds lessen crash severity
- Roundabouts allow continuous free flow of vehicles and bicycles resulting in less noise, air pollution, and travel delay

Source: NCHRP. NCHRP 672, Roundabouts: An Informational Guide, 2nd ed. (NCHRP Guide 2), Transportation Research Board, National Academy Press, Washington D.C., 2010.