



I-25 South Gap Project Monument–Castle Rock

MOVING FORWARD

June 2019

Entire 18-mile project under construction this summer

All 18 miles of the I-25 South Gap project are currently under construction, marking substantial progress.

Last month, crews performed restriping and barrier setting to designate the new work zone in the middle section of the project – between Sky View Lane and Greenland Road. Construction in this area – and throughout the entire 18-mile corridor – will ramp up over the summer. **Here are some activities you can expect in the coming months:**

Between Castle Rock and Larkspur:

- Intermittent frontage road closures (daytime, overnight and long-term) for drainage work and guardrail installation
- Traffic shift between Plum Creek Parkway and Sky View Lane – traffic will be shifted to the newly constructed inside lanes so crews can work on the outside shoulders
- Traffic shift near Sky View Lane – northbound and southbound I-25 lanes will both travel on the southbound side, separated by a concrete barrier, to complete roadway and drainage work

Between Larkspur and Greenland Road

- Long-term closure of the southbound I-25 off-ramp to Upper Lake Gulch Road to accommodate ramp reconstruction
- Long-term closures of Spruce Mountain Road ramps to rebuild the bridge
- Overnight full closure of southbound I-25 to accommodate bridge demolition and reconstruction of Spruce Mountain Road
- Traffic shift north of Upper Lake Gulch where northbound and southbound I-25 motorists will travel on the same side of I-25, separated by concrete barrier

Between Greenland Road and Monument

- Various long-term closures of I-25 on- and off-ramps at County Line Road for drainage and ramp reconstruction
- Various closures, some long-term, of I-25 on- and off-ramps at Greenland Road to accommodate traffic shifts
- Greenland traffic shift: as crews rebuild this interchange to a two-lane underpass, they will shift all traffic to ride on southbound I-25, separated by a concrete barrier, while crews work in the current northbound I-25 lanes
- Extended single-lane closures on northbound and southbound I-25 in preparation for the Greenland traffic shift

Please remember to connect with the project so you are prepared before your drive and can plan your route! Sign up for emails or learn about traffic impacts at i25gap.codot.gov, or get text alerts by texting I25GAP to 21000.



CDOT launches *Whole System – Whole Safety* initiative

The Colorado Department of Transportation (CDOT) is committed to safety. In early 2019, CDOT launched its new initiative *Whole System – Whole Safety*. The program has one simple mission – to get everyone home safely. This strategy capitalizes on current and planned safety efforts that help reduce traffic deaths.



I-25 South Gap Project Monument–Castle Rock

There are numerous safety concerns along I-25 between Castle Rock and Monument, which the I-25 South Gap project will work to address. These improvements include:

- Widening shoulders outside and inside the travel lanes for vehicle pull-off and emergency response. In many sections of I-25 today, there are small shoulders, or none at all, which poses a safety concern for not only the motorist but emergency response teams as well. The addition of an extra lane will also help ease congestion, which can often be a contributing factor in incidents.
- Constructing four new wildlife crossings and installing deer fencing since wildlife-related crashes pose a major safety concern along this corridor.
- Updating aging infrastructure by repairing several bridges along the corridor.



During Work Zone Awareness Week in April, I-25 South Gap project team members signed a safety sign, showing the team's commitment to safety.

Construction team works with Renaissance Festival for smooth event

Hear ye, hear ye! M'ladies and m'lords traveling from kingdoms near and afar – knights of construction improveth the infamous Interstate 25 from the land of Castle Rock to the village of Monument during the Renaissance Festival. Yet do not despair! The knights will do the part to ensure the Festival is a tomato-smashing good time!

Knights of construction buildeth auxiliary lanes to relieveth congestion and keep carriages flowing from Sky View Lane to Spruce Mountain Road. The knights of construction also planeth to make ye day stress-free. Lane closures will not happen during festival hours.

Brave steeds and royal carriages – please do ye part and rideth at no more than 65 miles per hour. Jokers who get caught by constables exceeding posted speeds shall be pelted with tomatoes in the town square and punished with hefty fines.

Plan ye time! It may taketh 15 to 30 extra minutes to get to the festival in case of backed up carriages or jousting collisions on the corridor.

We thank thee for your patience! Huzzah!



To get to the Renaissance Festival this summer, drivers will be able to use this far right lane/shoulder to travel between Sky View Lane and Spruce Mountain Road.

The basics of bridges

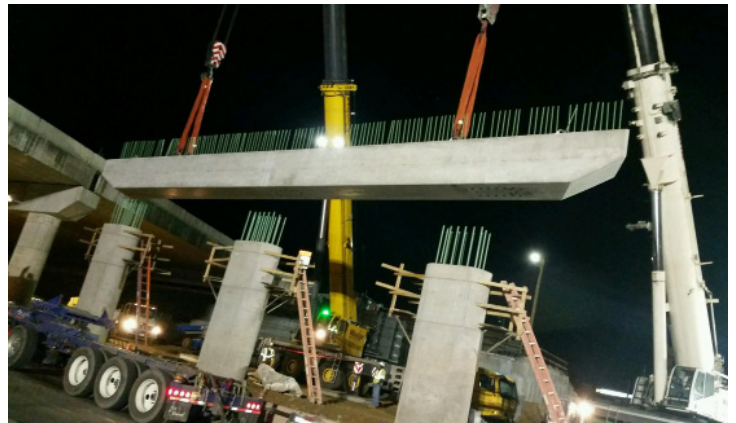
Four bridges will be reconstructed as part of the I-25 South Gap project, requiring various traffic impacts to keep motorists safe. The first impact will be related to Greenland Road, where crews are replacing the single-lane underpass with a two-lane underpass and reconstructed interchange. This massive reconstruction will require significant traffic shifts and long-term ramp closures.

There is more than meets the eye when it comes to building a bridge. Here are 10 simplified steps to reconstructing a bridge:

1. Safely demolish part of the old structure in pieces, not all at one time.
2. Place new foundation supports (also called pile driving) into the ground.
3. Construct abutments (sides of bridges where it meets the rest of the road).
4. Excavate or drill the holes for where the future bridge columns or piers will be constructed.
5. Set the rebar cage in the new hole and pour concrete, forming the new column (portion below ground is the caisson, portion above the ground is the pier or column).
6. Once bridge columns are constructed, set or pour the pier cap on top of bridge columns/piers.
7. Construct temporary bridge supports, called falsework.
8. Set girders or bridge beams. These are the horizontal support of a structure. These can weigh upwards of 50,000 pounds each and are typically cast into form before being transported to installation site.
9. Set deck panels which fit between each girder.
10. Pour the concrete bridge deck and wait for it to cure before falsework is removed.

Photos (from top):

Kraemer North America crews demolished the bridge at Arapahoe Road over Interstate 25 as part of that bridge reconstruction project in 2017. Pile driving as RTD's Southeast Rail Extension (SERE) project in Lone Tree. Crews place a pier cap as part of the Arapahoe Road project. Girder work as part of the SERE project.



I-25 South Gap project is setting records

The 18-mile I-25 South Gap project corridor is the longest construction zone in Colorado. From initial study to funding and construction start, the delivery of this project is the fastest in CDOT history.

Here are four other project facts:

- To replace all existing asphalt and add a new lane in each direction, an estimated 850,000 tons of asphalt will be used. That's equal to the weight of about 106,250 African elephants.
- Construction crews will install more than 30 miles of wildlife fencing and construct four wildlife underpasses to increase safety for both motorists and animals along the corridor.
- Four bridges will be reconstructed and on- and off-ramps will be extended.
- Smart work zone technology provides up-to-date traffic information for the safety of those driving the corridor. CDOT's first on-site traffic operations center coordinates this advanced communications technology.



Find a cure for the common commute with Bustang, I-25 MyWay



Are you an I-25 South Gap commuter watching construction ramp up to full speed? Stop worrying ...the Denver Regional Council of Governments has a cure!

The I-25 MyWay program is a partnership between CDOT and DRCOG, to provide opportunities and incentives for drivers to try shared commuting options. These shared commute options aim to improve safety and reduce traffic congestion by saving you the money and stress of driving alone every day:

Bustang offers flat-rate pricing for the South Line from Colorado Springs to downtown Denver and the new Denver Tech Center Line. Buses include complimentary Wi-Fi, USB/power outlets, a restroom, luggage bays, bike racks, and ADA accessibility features.

The new Denver Tech Center Line runs on weekdays, twice in the morning from Colorado Springs and twice back to Colorado Springs in the afternoon, stopping at marked locations between Arapahoe Road and Belleview Avenue. One-way tickets are \$9. New riders can request a free round-trip ticket online at i25myway.org.

Vanpools give commuters access to a vehicle for up to 15 people, complete with insurance, maintenance and fuel, all for a low monthly rate. Riders split the costs, saving money and keeping stress levels low. Our program offers \$200 off the first month for new vanpools. Find out more about vanpooling at i25myway.org.

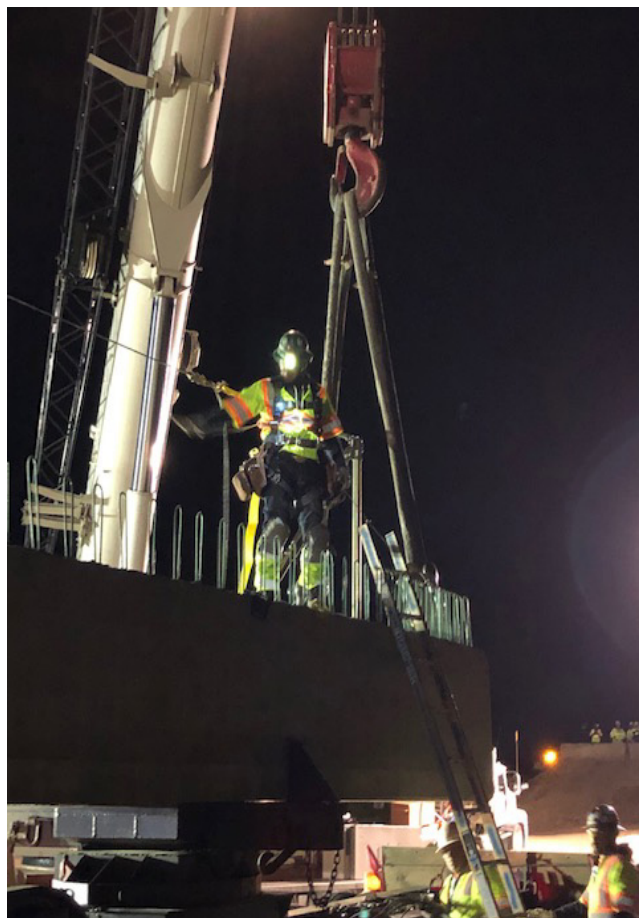
Carpool options connect commuters with nearby co-workers, friends and neighbors. For commuters with smaller groups or variable schedules, carpooling cuts costs and travel time. Form a carpool through mywaytogo.org or download the Waze Carpool app to schedule a carpool ride on-demand. Carpoolers are eligible for prizes once registered and tracking trips. We can also work with employers to help employees find commuters who will share the ride.

Email i25myway@drcog.org or visit i25myway.org.

I-25 South Gap in photos



Follow us on Facebook for more photos of the project in action, @I25GapProject.



Clockwise from top left:

Crews work with a caisson. Overnight, bridge work. Concrete is used for walls that will ultimately separate northbound and southbound I-25. The first girder placement occurred this month for a new wildlife crossing near Monument. In June, crews adjusted the Plum Creek Parkway interchange along southbound I-25 so that two lanes must exit; this moves the merge point out of the construction zone and, therefore, increases safety.