



COLORADO

Department of
Transportation



I-25 PEL: CO Springs Denver South Connection Public Meeting

January 2017
Colorado Springs & Castle Rock



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WELCOME!



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PROJECT OVERVIEW



An Important Corridor to Colorado





An Important Corridor to Colorado

Links the state's two major metropolitan areas and communities between

Is critical to the state's economic and business development

Near-term relief is needed, supported by long-term vision

Congestion extends from weekday to weekend and impacts business, residents, and open space recreation





Study Vision

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



Planning and Environmental Linkages Study

Planning and Environmental Linkages or PEL is a process that combines federal requirements for transportation planning and environmental clearances

Will help CDOT

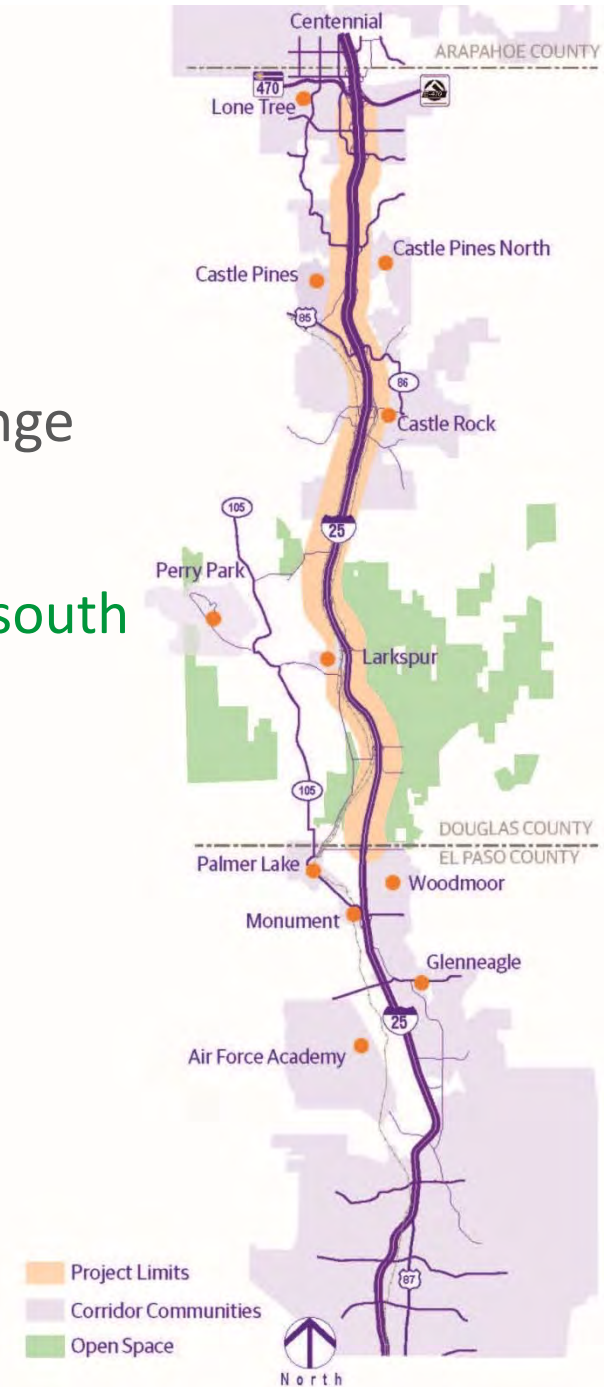
- Define and prioritize projects in the corridor
- Determine project costs, funding, financing, and delivery options
- Engage with local corridor communities, regional travelers, and other interested stakeholders
- Identify significant environmental constraints and support efficient transition through project delivery



Study Limits

Limits of potential physical improvements:

- Northern terminus at C470/E470 Interchange
- Southern terminus at Monument
 - Operational study area extends farther south



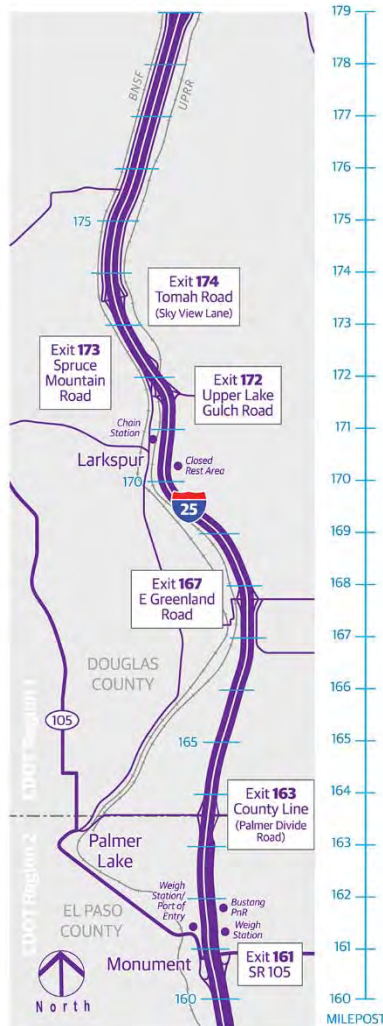


PEL Study Segments: Monument to C470

Segment 1

MP 161 to MP 179: The Gap

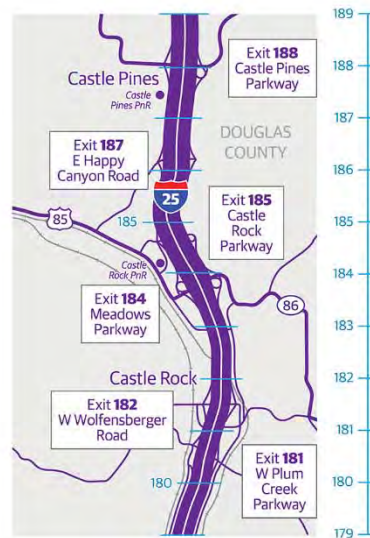
- Rural 4 lane
- Stable land use, large open space areas
- Steady climbing grades southbound (more than 1,000 feet elevation gain)
- Narrow shoulders
- Varied topography with hills, steep slopes, and vertically offset travel lanes (northbound is higher than southbound)
- 6 interchanges, mostly original (1960s)
- Existing (2015) Annual Average Daily Traffic: 64,000 to 68,000
- Percent of trucks: 5.8 to 6.6



Segment 2

MP 179 to MP 189: Castle Rock to Castle Pines

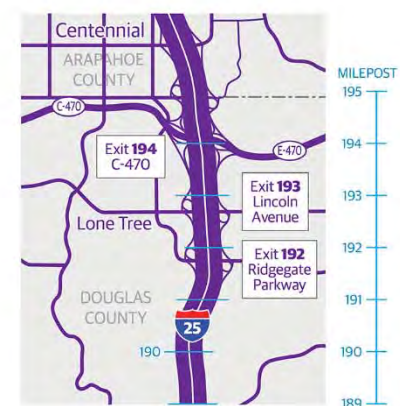
- Urban 6 lane
- Narrow shoulders
- Developed and growing communities
- 6 interchanges
- Existing (2015) Annual Average Daily Traffic: 99,000 to 121,000
- Percent of trucks: 5.1 to 5.5



Segment 3

MP 189 to 194: Denver South

- Urban 8 lane, recently widened
- Rapidly developing commercial and residential area
- 3 interchanges
- Existing (2015) Annual Average Daily Traffic: 126,000 to 178,000
- Percent of trucks: 4.8 to 7.2





Why the “Gap”?

- Area of focus for public, agencies, and elected officials
 - 18-mile bottleneck of two lanes
 - Safety, travel delays, and operational challenges

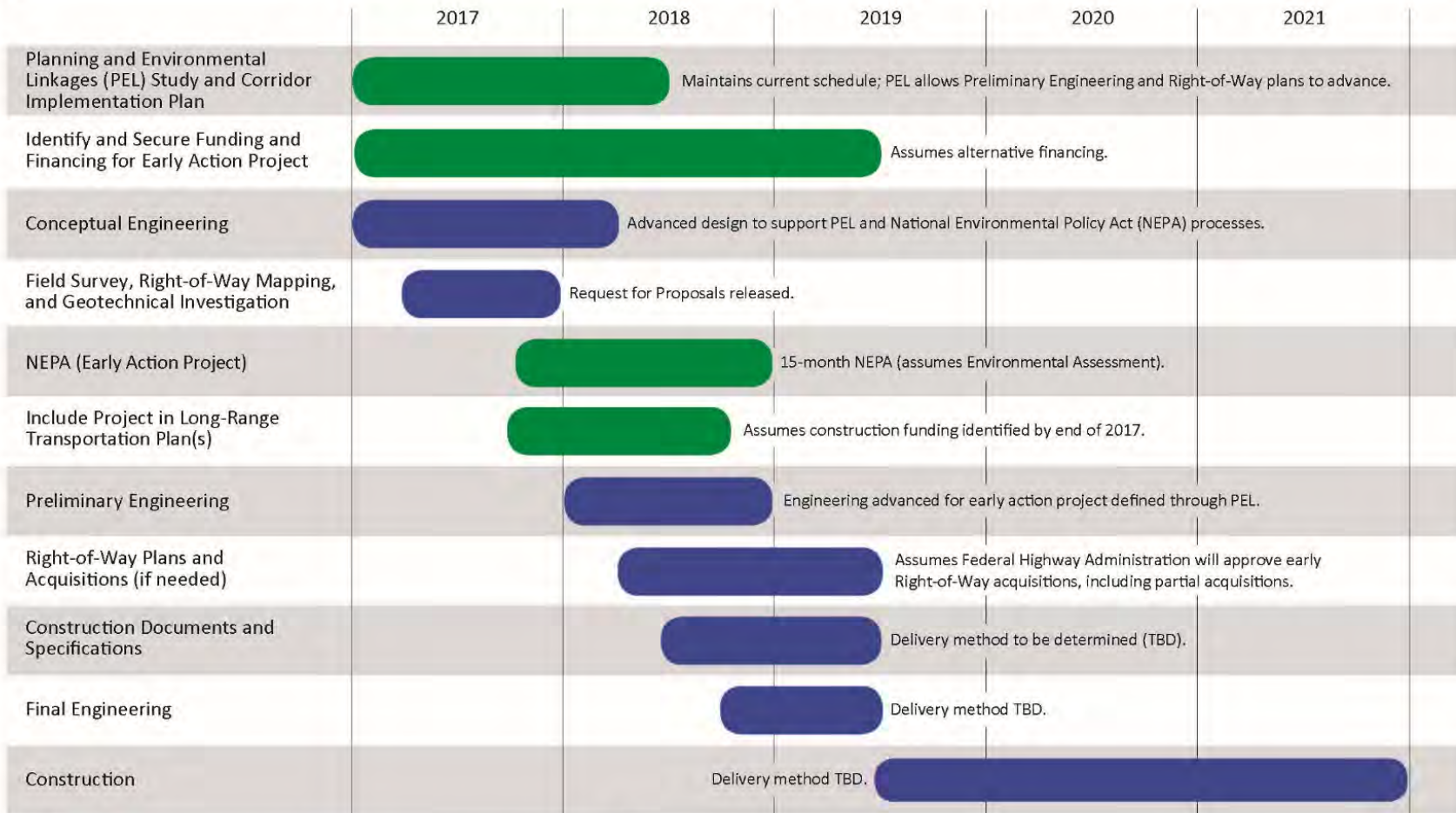




Commitment to Advance Early Action Project

I-25 PEL: CO Springs Denver South Connection

High Level Schedule for Delivery of Early Action Project



■ Planning Activities
 ■ Engineering/Construction Activities



PEL, NEPA, and Engineering Activities

Advancing Engineering and Environmental Studies but...

Identifying **Construction Funding** is critical



\$400 to \$500 million for widening Gap only



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YOUR ROLE TONIGHT



Project Coordination





Meeting Format

Corridor aerial maps
in the center of the room

STATIONS
Project Background
PEL Process
Engineering & Infrastructure
Travel Reliability & Mobility
Safety
Environmental
Funding & Financing
How to Get/Stay Involved
Public Comments



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THANK YOU!