

Public Open House

May 26, 2015

City Auditorium

Speakers

- ⌘ Karen Rowe, CDOT Region 2 Transportation Director
- ⌘ Sallie Clark, El Paso County Commissioner
- ⌘ Kathleen Krager, City of Colorado Springs
- ⌘ Dave Watt, CDOT Project Director
- ⌘ Mark Olsen, Kraemer North America

Executive Oversight Committee

- ✧ Karen Rowe – CDOT Region 2 Director
- ✧ Randy Jenson – Federal Highway Administration
- ✧ Steve Cox – City of Colorado Springs
- ✧ Travis Easton – City of Colorado Springs
- ✧ Sallie Clark – El Paso County
- ✧ Richard Zamora – CDOT Headquarters

Project Management Team

- ↳ Doug Lollar – CDOT Program Engineer
- ↳ Dave Watt – CDOT Resident Engineer
- ↳ Lesley Mace – CDOT Project Manager
- ↳ Nabil Haddad – CDOT Innovative Contracting
- ↳ Rob MacDonald – Pikes Peak Area Council of Government
- ↳ Dahir Egal, George Jones – Federal Highway Administration
- ↳ Kathleen Krager – City of Colorado Springs
- ↳ Andre Brackin – El Paso County
- ↳ Mark Scholfield – Consultant PM
- ↳ Dave Poling – Corridor Manager
- ↳ Scott Asher – Design Development Manager
- ↳ Lisa Streisfeld – CDOT Environmental
- ↳ Robert Frei – CDOT Environmental
- ↳ Lisa Bachman – Public Involvement

Working Team Stakeholders (WTS)

- ⌘ Dave Watt - CDOT Resident Engineer
- ⌘ Lesley Mace - CDOT Project Manager
- ⌘ Susan Edmondson - Downtown Partnership, Mayor's Downtown Leadership Team
- ⌘ Keith King - City of Colorado Springs City Council
- ⌘ Bob Cope - City of Colorado Springs Economic Vitality
- ⌘ Jim Rees - Southwest Downtown Urban Renewal Authority
- ⌘ Gary Bradley - Business Stakeholder
- ⌘ Larry Small - Fountain Creek Watershed, Flood Control & Greenway District
- ⌘ David Lord - Greenway Fund
- ⌘ Welling Clark - Organization of Westside Neighbors (OWN)
- ⌘ Dave Van Ness - Old Colorado City Associates (OCCA)
- ⌘ Les Gruen - Transportation Commissioner
- ⌘ Craig Casper - Pikes Peak Area Council of Government

Aesthetics/Landscaping/Trails Technical Team

- ℵ Allen Beauchamp, Al Brody, Dave Van DerWege – Bicycle Community
- ℵ Tasha Brackin – El Paso County
- ℵ Victoria Chavez, Jennifer Irvine – El Paso County Traffic
- ℵ Stuart Coppedge – RTA Architects
- ℵ Brett Iverson – Colorado Springs Police Dept. Homeless Outreach Team
- ℵ Bill Koerner – Trails and Open Space Coalition
- ℵ Chris Lieber – City of Colorado Springs
- ℵ Connie Perry – City of Colorado Springs
- ℵ Dave Munger – Council of Neighbors and Organizations
- ℵ Elena Nunez – Colorado Springs Utilities
- ℵ Jim Rees – City of Colorado Springs Urban Renewal Authority
- ℵ Brian Risley – CRP Architects
- ℵ Nolan Schriener – Land Planner / Architect
- ℵ Jon Severson – Urban Single Track Project
- ℵ Larry Small – Fountain Creek Watershed Flood Control & Greenway District
- ℵ Kevin Shanks – THK

Project Goals

1. Maximize overall safety, capacity and operation of the interchange and the surrounding transportation network within the Project budget.
2. Complete project construction to be fully operational by fall 2017.
3. Minimize impacts and inconvenience to the community, motorists, businesses, downtown and the public during construction.
4. Achieve an aesthetically-pleasing design compatible with current and future amenities and enhancements in and around the interchange.

Purpose and Benefits

- ↳ Improve Safety
- ↳ Improve Capacity
- ↳ Provide six lanes on I-25
- ↳ Improve Interchange Traffic Flow
- ↳ Improve Trail Connectivity

Project Overview

- ⌘ The \$113 million project involves rebuilding the I-25 interchange between Colorado Avenue on the north and South Nevada Avenue to the south, 8th Street on the west and the Cimarron Street bridge over Fountain Creek to the east.
- ⌘ Project will improve operations, correct existing safety and design deficiencies, and serve the anticipated short- and long-term travel demands in this area.
- ⌘ When complete, this will be a high-functioning interchange that safely handles more vehicles and enhances multi-modal travel for those using I-25, US 24/Cimarron Street and the trail system along Monument and Fountain creeks.

Project Overview

- ⌘ The project will provide:
 - ⌘ Improved interstate and interchange operations and safety
 - ⌘ Improved highway alignment, ramps, acceleration/deceleration lanes
 - ⌘ New I-25 and US 24/Cimarron Street bridge structures
 - ⌘ Improved trail connectivity and aesthetic treatment
 - ⌘ New connection between 8th Street and Cimarron Street to improve operations
- ⌘ Trail, stream and offline work will begin summer 2015 with roadway construction scheduled to begin spring 2016.
- ⌘ Operational completion is planned by fall 2017.

I-25 / Cimarron Interchange
DESIGN-BUILD PROJECT
COLORADO DEPARTMENT OF TRANSPORTATION

Mark Olsen, Kraemer North America



Meet the Contractor Team

↳ Kraemer North America:

- ✧ Tim Maloney, Executive Management Team
- ✧ Mark Olsen, Project Manager
- ✧ Kassie Watson, Construction Manager
- ✧ Stefan Hennig, Quality Manager
- ✧ Brent Bergin, Project Engineer
- ✧ Ben Garey, Project Engineer
- ✧ Rick Liburdi, Safety Manager



↳ Tsiouvaras Simmons Holderness (TSH)

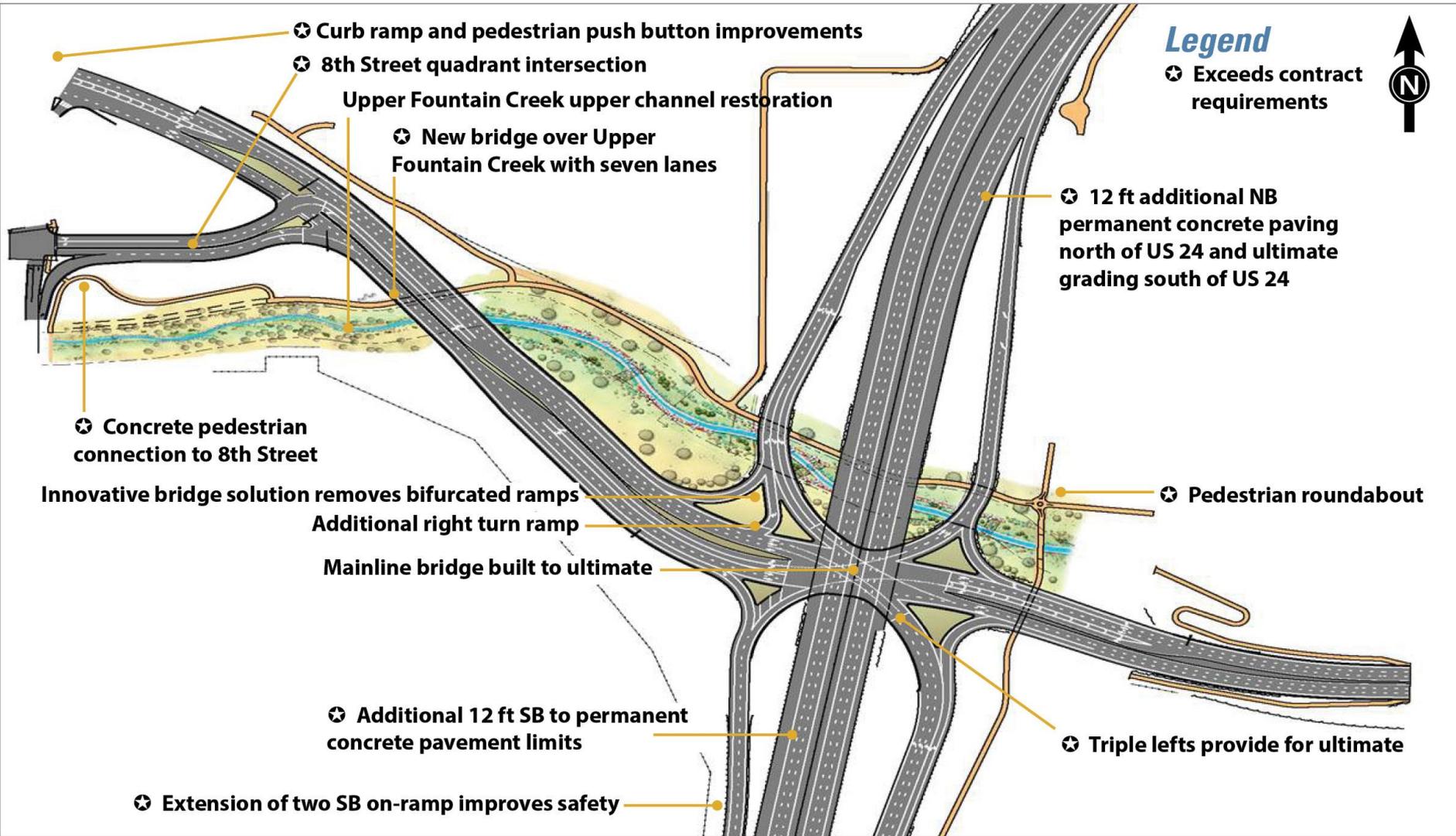
- ✧ George Tsiouvaras, Executive Management Team
- ✧ Jeff Simmons, Design Project Manager, Structures Lead
- ✧ David Woolfall, Deputy Project Manager
- ✧ George Cotton, Stream / Waterway Restoration Manager
- ✧ Brendan Carroll, Drainage and Water Quality Manager
- ✧ Alan Ross, Roadway Design Lead
- ✧ Dan Logsdon, Traffic Design Lead



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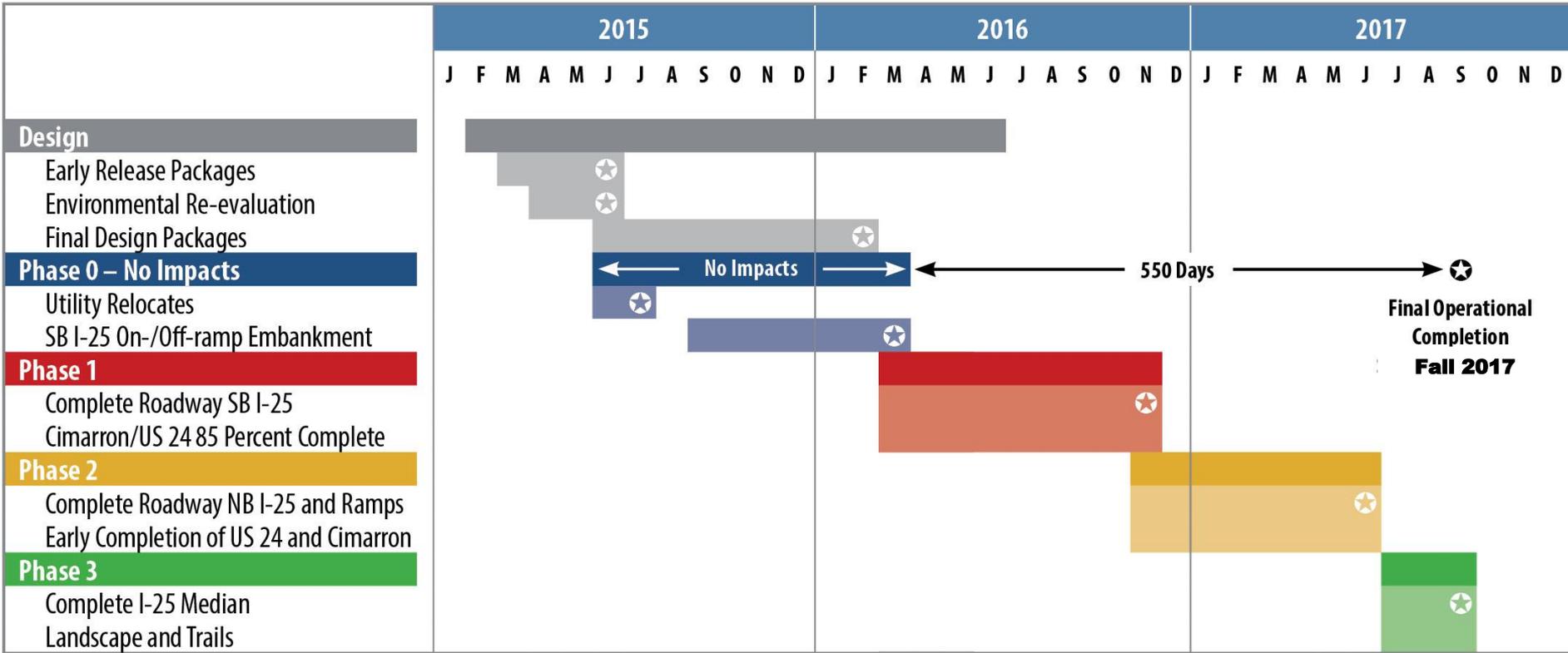
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Project Schedule



Key Completion Date ★

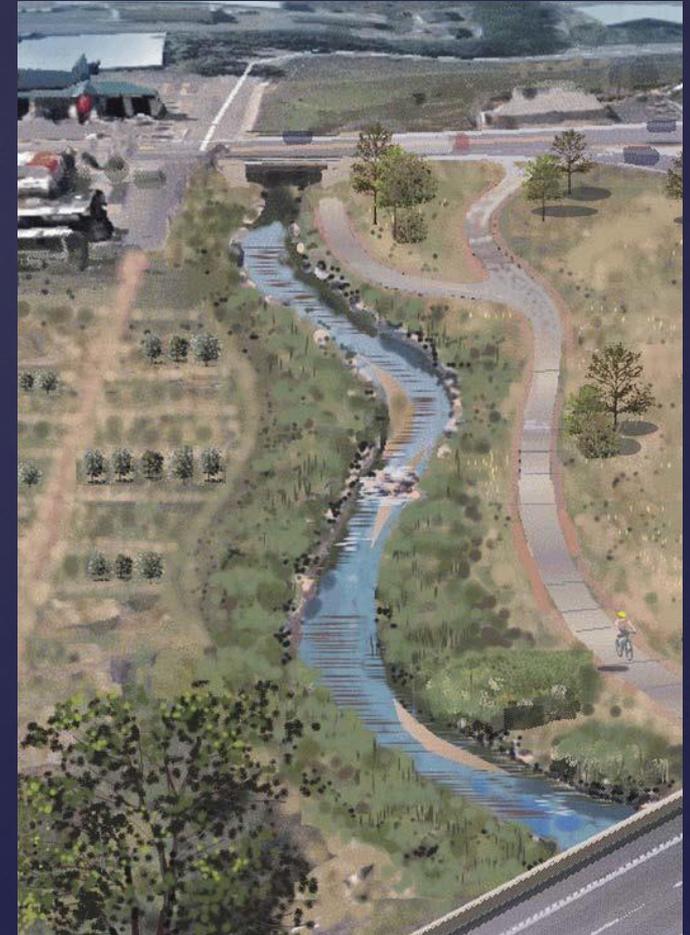
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Stream and Trail Enhancements

- Reconstruction of approximately 2,100 feet of Upper Fountain Creek, enhancing stream habitat
- Bicycle roundabout where Fountain and Monument creeks meet, improving safety, connectivity and aesthetics



Schedule of Trail Impacts

- Midland Trail/I-25 Underpass
 - Closes permanently this summer
 - New alignment re-opens in Phase 3 of the project - approximately June 2017
- Bear Creek Trail
 - Closes for approximately three months beginning late summer 2015
- Pikes Peak Greenway Trail
 - Timeframe of potential closures is to be determined
 - Either the east or west side of the trail will remain open throughout construction – there will never be any extended full closures of both directions of this trail

We will provide clearly marked detours for any trail closures.

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Proposed Trail Detours

Midland Trail
Detour:

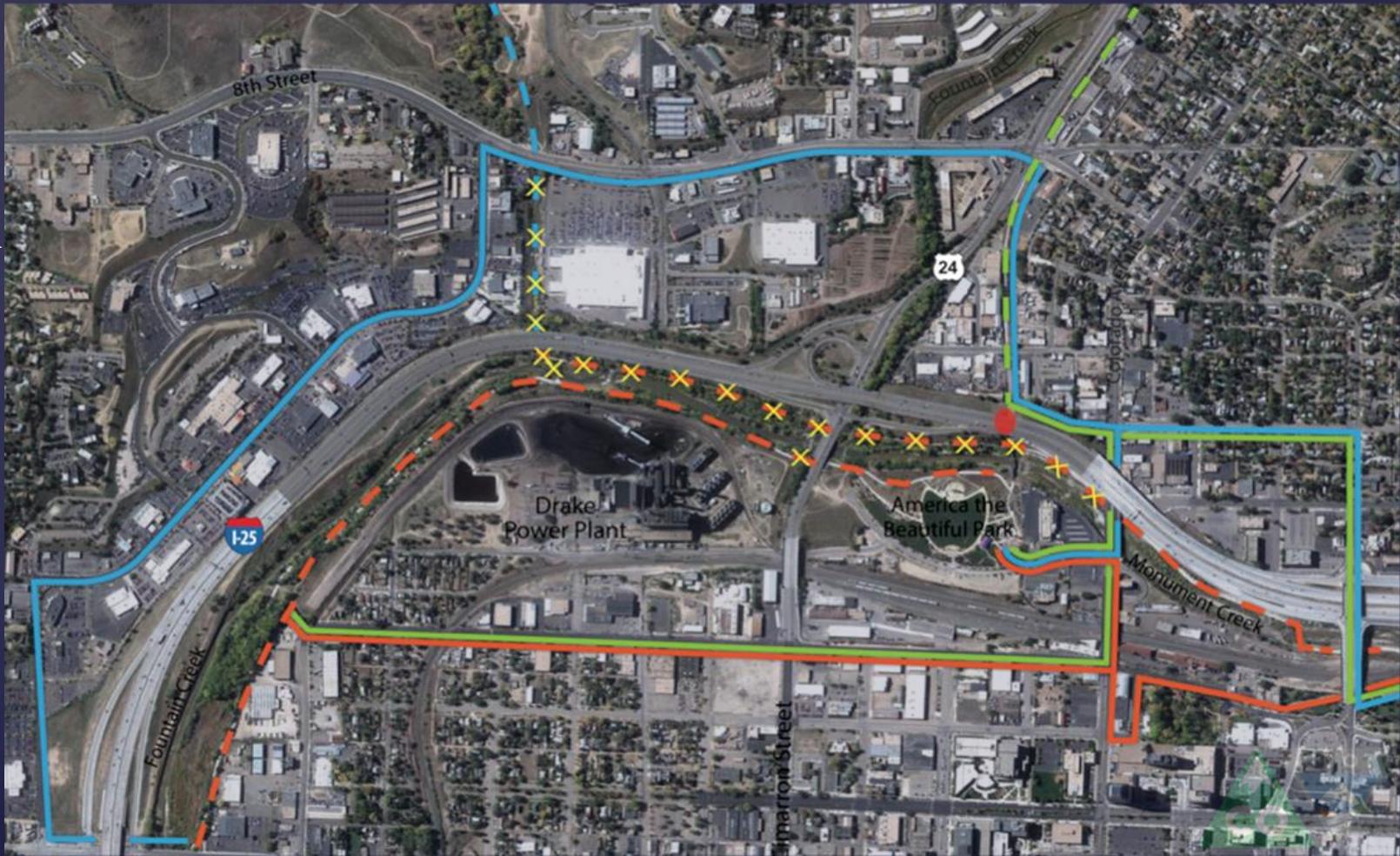
- Green

Bear Creek Trail
Detour:

- Blue

Pikes Peak
Greenway Trail
Detour:

- Orange



Aesthetics

- Project stakeholders spent tremendous time and effort preparing the detailed architecture requirements for this project, which will be incorporated.



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8th Street and Cimarron Street Connection



<https://www.youtube.com/watch?v=6ZNtV3Aflr>

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Information Stations

- Station 1: Project Overview
- Station 2: Aesthetics
- Station 3: Traffic Management
- Station 4: Trails/Creeks
- Station 5: 8th and Cimarron Connection