

Going with the flow now easier in Colorado Springs

The largest highway construction project in Colorado Springs' history is successfully winding down. Scheduled to finish by the end of this year, the comprehensive, \$150 million Colorado Springs Metro Interstate Expansion (COSMIX) project rebuilt interchanges, improved roadway alignment, improved storm drainage, mitigated roadway noise and expanded Interstate 25 to six full lanes through Colorado Springs, Colorado.

Rockrimmon Constructors, a CH2M HILL-led joint venture with SEMA Construction, provided design-build services to expand 12 miles of highway capacity, reconstruct 16 bridges, widen another four bridges and reconfigure two major interchanges.

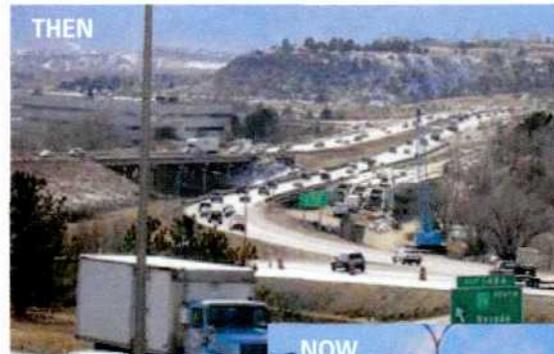
Opened in 1960 with four lanes serving just 8,500 cars a day, I-25 handled more than 110,000 vehicles per day in 2005, before the start of COSMIX. By 2020 that number is projected to be 170,000 vehicles, necessitating the much-needed improvements.

As part of the joint venture team, CH2M HILL introduced design-build highway contracting to Colorado Springs, providing innovation and flexibility to achieve project goals within a fixed budget and schedule. Splitting the project into four geographic segments, the design-build approach allowed design and construction of multiple elements concurrently, dramatically reducing the project's duration.

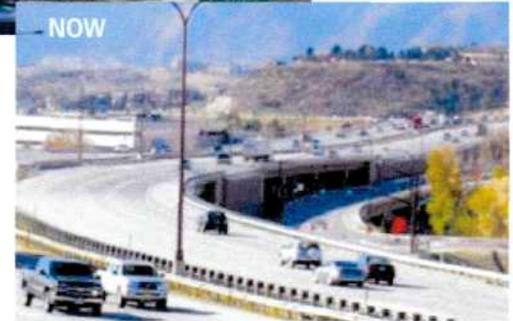
Part of the success of the project has been directly related to the team's effort at keeping I-25 open during construction. This was a major objective of both the Colorado Department of Transportation (CDOT) and Colorado Springs stakeholders. To meet this goal and to keep downtown Colorado Springs open for business, CH2M HILL developed comprehensive traffic control procedures to maintain two-lane traffic in each direction for 15 hours per day.

"We looked at several ways to stay within budget and schedule, and to keep traffic moving," said Joe Schroeder, project manager for CH2M HILL. "The project progressed 24 hours a day, seven days a week at times, and during daytime hours we shifted traffic onto ramps and frontage roads to meet our commitment to keep traffic moving. This approach has really paid off with a significantly improved I-25 corridor and a lot less congestion for Colorado Springs travelers."

Another success factor for the project has been the spirit of cooperation and partnership that existed among Rockrimmon Constructors, CDOT, the City of Colorado Springs and other agencies and major stakeholders involved in the project. The team



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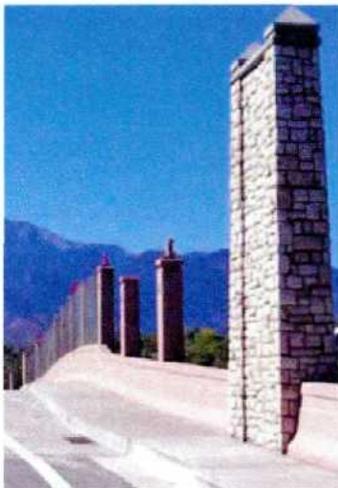
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The Rockrimmon-North Nevada Avenue Interchange before work started in January 2006 and after completion in November 2007.

established a shared office in the heart of the construction area to ensure close communications among team members.

"CDOT and Rockrimmon have done a good job of moving traffic as work went forward on mainline I-25," said Kathie Haire, principal traffic engineer for Colorado Springs. "I believe that communication between the city, CDOT and Rockrimmon has been key to the speed with which this project has progressed. We work well together as a team."

Dan Stuart, local attorney, former chairman of the Colorado Transportation Commission and former mayor of Manitou Springs, just west of Colorado Springs, said, "The execution of the COSMIX project has been almost universally praised in my contacts with people in the region. The efforts of you and your team to keep the public well informed helped this be a smooth and positive project for the entire region." 



The Bijou Bridge represents the aesthetic detail that went into the I-25 improvements. Monuments at both ends of the bridge relate to a nearby pedestrian bridge and reflect the historic feel of the area. Stone veneers also mirror the stonework along nearby Monument Creek, while railings are similar to those in downtown Colorado Springs.

COSMIX design features:

- retaining and noise abatement walls designed to match aesthetic features of Colorado Springs, such as the rock walls that border Monument Creek
- geometric shapes designed to represent downtown buildings set against the Rocky Mountains
- protection and preservation of Works Progress Administration-era (1935-1943) construction features