

NEVADA / ROCKRIMMON INTERCHANGE

WIDEN I-25 TO 3 LANES IN EACH DIRECTION

- ★ RECONSTRUCT ROCKRIMMON BOULEVARD AND MARK DABLING BOULEVARD
- ★ RECONSTRUCT NORTH INTERCHANGE RAMPS AT GARDEN OF THE GODS ROAD
- ★ FULL WIDTH SUPERSTRUCTURES I-25 MAINLINE BRIDGES
- ★ FULL WIDTH INSIDE SHOULDERS FOR ENTIRE LENGTH OF SEGMENT
- ① NOISE WALL MITIGATION PULPIT ROCK NEIGHBORHOOD
- ② 6-LANE ROADWAY DIRECTLY EXPANDABLE TO PROPOSED FUTURE 8-LANE TYPICAL SECTION 12-FOOT WIDTH INSIDE SHOULDER ADAPTABLE AS FUTURE HOV LANE
- ③ CONCRETE BOX EXTENSIONS AT SOUTH ROCKRIMMON CREEK, NORTH ROCKRIMMON CREEK AND PULPIT ROCK CREEK
- ④ FAST TRACK CONSTRUCTION METHODS AT CRITICAL TRAFFIC CONNECTIONS - MINIMIZE IMPACTS TO TRAVELING PUBLIC
- ⑤ EARLY CONSTRUCTION PHASING FOR MARK DABLING BLVD - MINIMIZE DURATION FOR RECONSTRUCTION IMPACTS

- ACC-11** CONCRETE BOX CULVERT FOR CORPORATE DRIVE EXTENSION - COST SAVING ALTERNATIVE TO BRIDGE STRUCTURE
-IMPROVES STREAM FLOW HYDRAULICS AND MINIMIZES IMPACTS TO FLOODPLAIN HABITAT
- ACC-28** COST EFFECTIVE MSE WALL AT BRIDGE ABUTMENTS
-REDUCES LENGTH AND COST OF BRIDGE NEEDS, ALLOWING CONSTRUCTION FUNDS TO BE ALLOCATED TO OTHER KEY ELEMENTS
- ACC-29** TENSIONED CABLE SYSTEM FOR MEDIAN SECTION OF MAINLINE
- COST EFFECTIVE INSTALLATION AND BETTER LONG TERM MAINTENANCE
- ACC-34** AESTHETICALLY SENSITIVE SURFACE TREATMENTS FOR HIGH VISIBLE MSE RETAINING WALLS
- ACC-35** LIGHT WEIGHT FILL OVER EXISTING CONCRETE STRUCTURES
- MAINTAIN EXISTING STRUCTURE AND AVOIDS EXPENSIVE COSTS OF RELOCATION
- ACC-45** SEPARATE BRIDGE STRUCTURES OVER MONUMENT CREEK AND NEVADA AVENUE
- SIMPLER STRUCTURE DESIGN - MORE COST EFFECTIVE FOR LONG TERM MAINTENANCE NEEDS

LEGEND

- CONCRETE
- ASPHALT
- BRIDGE / STRUCTURE
- EXISTING BRIDGE
- EXISTING ROW
- PROPOSED ROW, TEMPORARY/PERMANENT EASEMENTS
- RETAINING WALL
- NOISEWALL

