Build the Best. ***Be the Best.***

FLATIRON

I-25 Reconstruction

A HOCHTIEF Company

Owner
Colorado Department of Transportation

Location
Longmont, CO

Value
$38,000,000

Market
Transportation – Highways, Roads, & Interchanges

Start - Completion Dates
9/2006 – 11/2008

- Widening 4.8 miles of I-25 from two to three lanes
- Reconstruction of the East and West Frontage roads
- Replacement of a box culvert with a pair of 130-foot-long precast box girder bridges
- Recycling existing concrete pavement for aggregate base course

Project Description

Interstate 25 is the only major route that runs between downtown Denver and northern Colorado. It also connects northern Colorado to Wyoming and Montana. This I-25 reconstruction was part of the larger program, known as the North 40, and involved widening a 4.8-mile stretch of the interstate from State Highway 52 (in the south) to State Highway 119 (in the north) from two lanes to three lanes in each direction.

According to the Colorado Department of Transportation, the North 40 transportation improvement project was one of its 28 statewide Strategic Transportation Projects, or projects that are funded in part through the TRANS bill (Transportation Revenue Anticipation Notes). This is the second project along I-25 to be commissioned as part of this larger North 40 scheme.

In addition to widening the interstate, this project included drainage improvements, two bridge overpasses, and the reconstruction of the east and west frontage roads. Major work includes approximately 200,000 cubic yards of embankment, 750,000 tons of stabilizing road base, and installation of 23,000 linear feet of reinforced concrete pipe and four siphons.

Flatiron also replaced an existing box culvert with a pair of 130-foot-long precast box girder bridges. This bridge improved travel beneath the interstate, providing safer passage for motorists by accommodating much a much wider under crossing. Relocation of intersections near the bridge improved sight distances to enable safer turning.

Flatiron used a “green” construction process. Existing concrete pavement crushed on-site was recycled and used for the aggregate base course. This reduced the export of pavement to landfills meaning less transportation of materials and less emissions and impacts on local roads.

Company Role
Flatiron was the prime contractor.