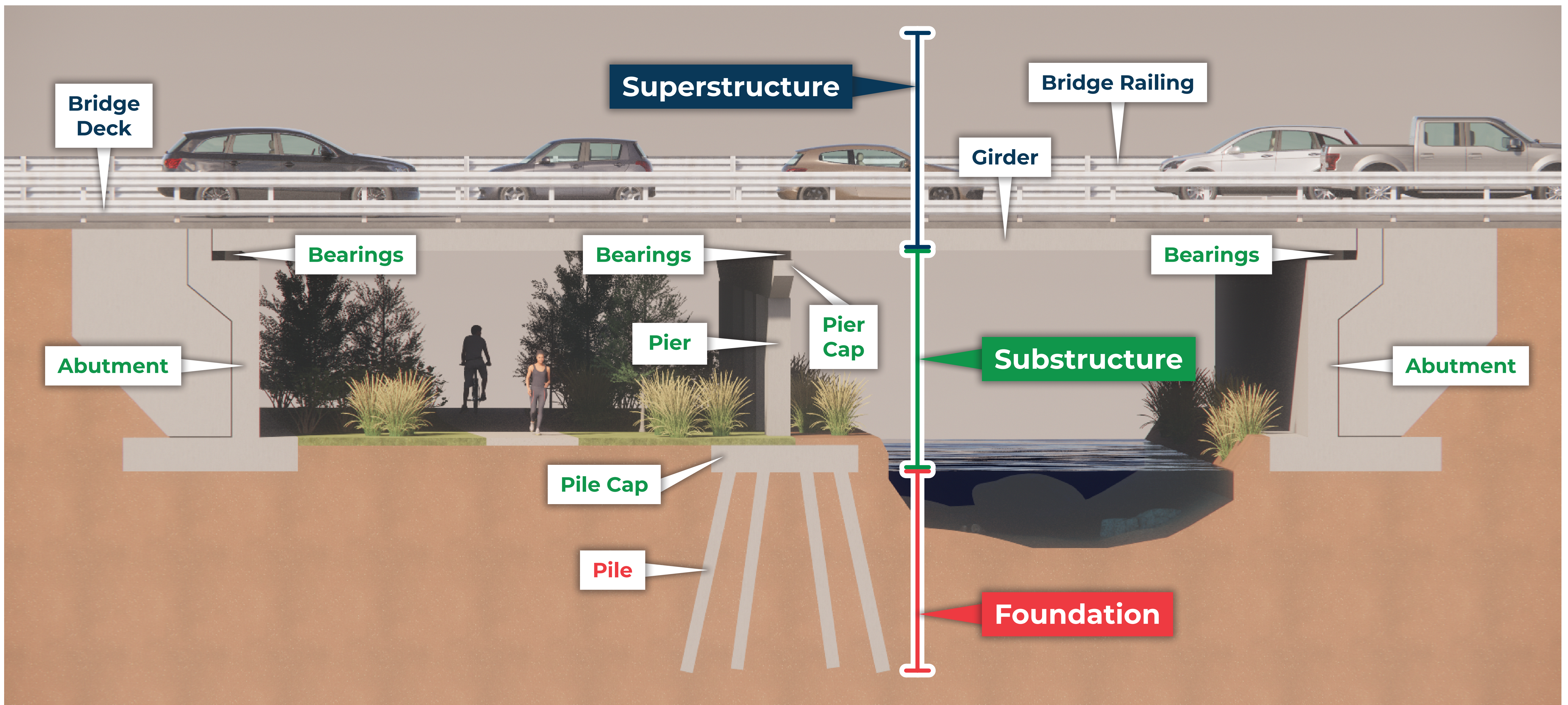


## ▶ PARTS OF A BRIDGE



### SUPERSTRUCTURE

This is the part of the bridge located above the bridge bearings.

- Parts of the superstructure include the bridge deck, railing and girder.

### SUBSTRUCTURE

This is the portion of the bridge that supports the bridge superstructure and distributes the load to the bridge foundation.

- Parts of the substructure include the bearings which are used to support and transfer superstructure loads into the substructure. Bearings are designed to accommodate horizontal or rotational movement due to things like ambient temperature change.

### FOUNDATION

This is the portion of the bridge located at or below the existing ground and is used to distribute the loads of the bridge into the ground.

- Piles are driven deep into the ground to help provide bridge support.

## Fillmore Street Bridge Improvements and Trail Connections - I-25 to Monument Creek Project



Spalling and Cracking Deck



Tilted Girder Bearings Past Critical Angle



Cracked and Spalled Substructures

# ▶ EXISTING CONDITIONS: BRIDGES

The Monument Creek/Pikes Peak Greenway and Railroad bridges along Fillmore Street were built in the 1960s and are nearing the end of their service life. Both bridges are observing deterioration that make their replacement a priority. Issues with these bridges include:

## MONUMENT CREEK BRIDGE



Significant bearing rotations



Cracking and spalling of deck underside



Substandard bridge railing



Corrosion and/or rust on superstructure

## RAILROAD BRIDGE



Substandard vertical clearance beneath bridge



Cracking and spalling of deck underside



Substandard bridge railing



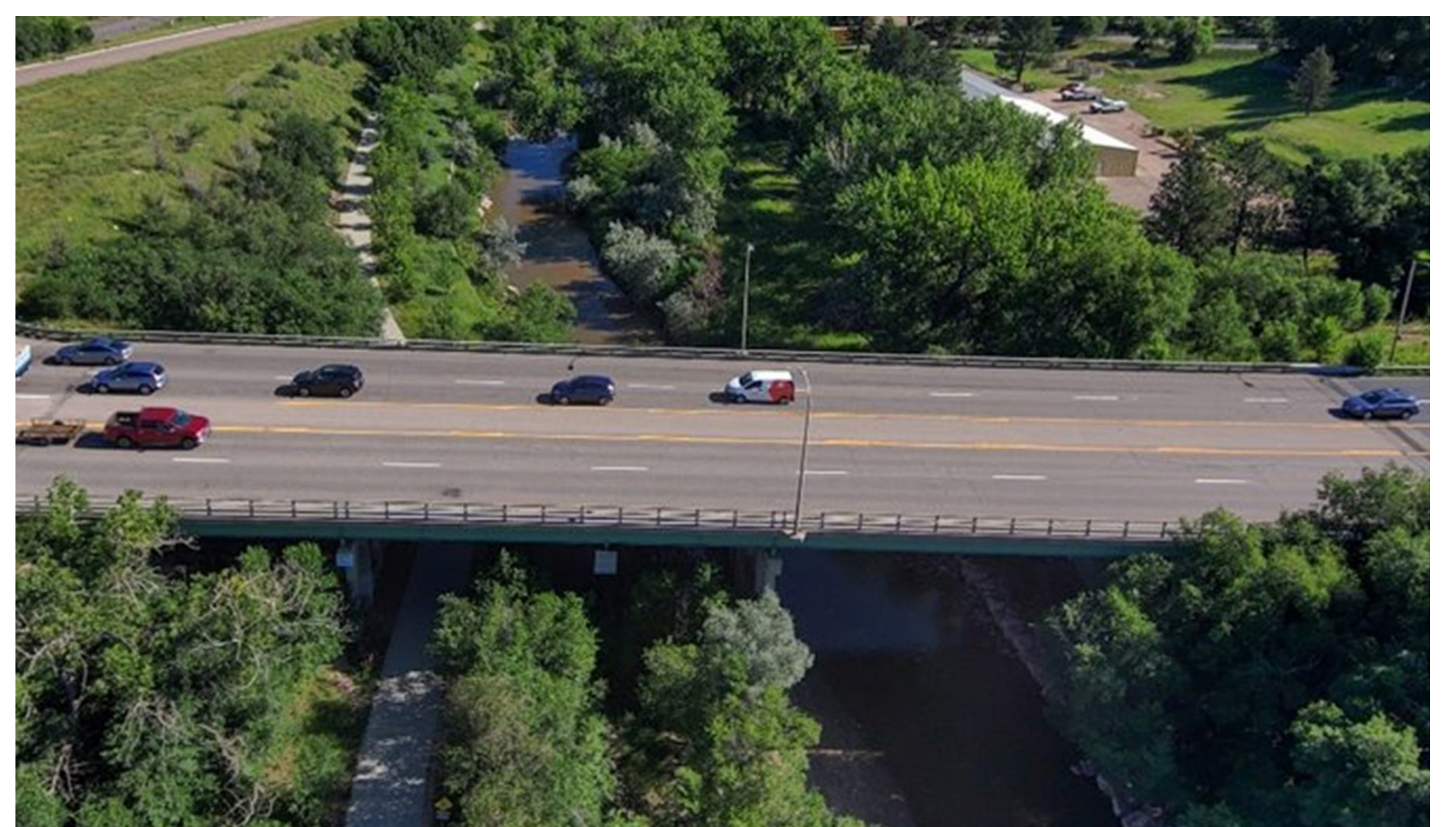
Corrosion and/or rust on superstructure

Fillmore Street Bridge Improvements and Trail Connections - I-25 to Monument Creek Project

# EXISTING CONDITIONS: ENVIRONMENTAL CONSIDERATIONS



Railroad Bridge looking north.



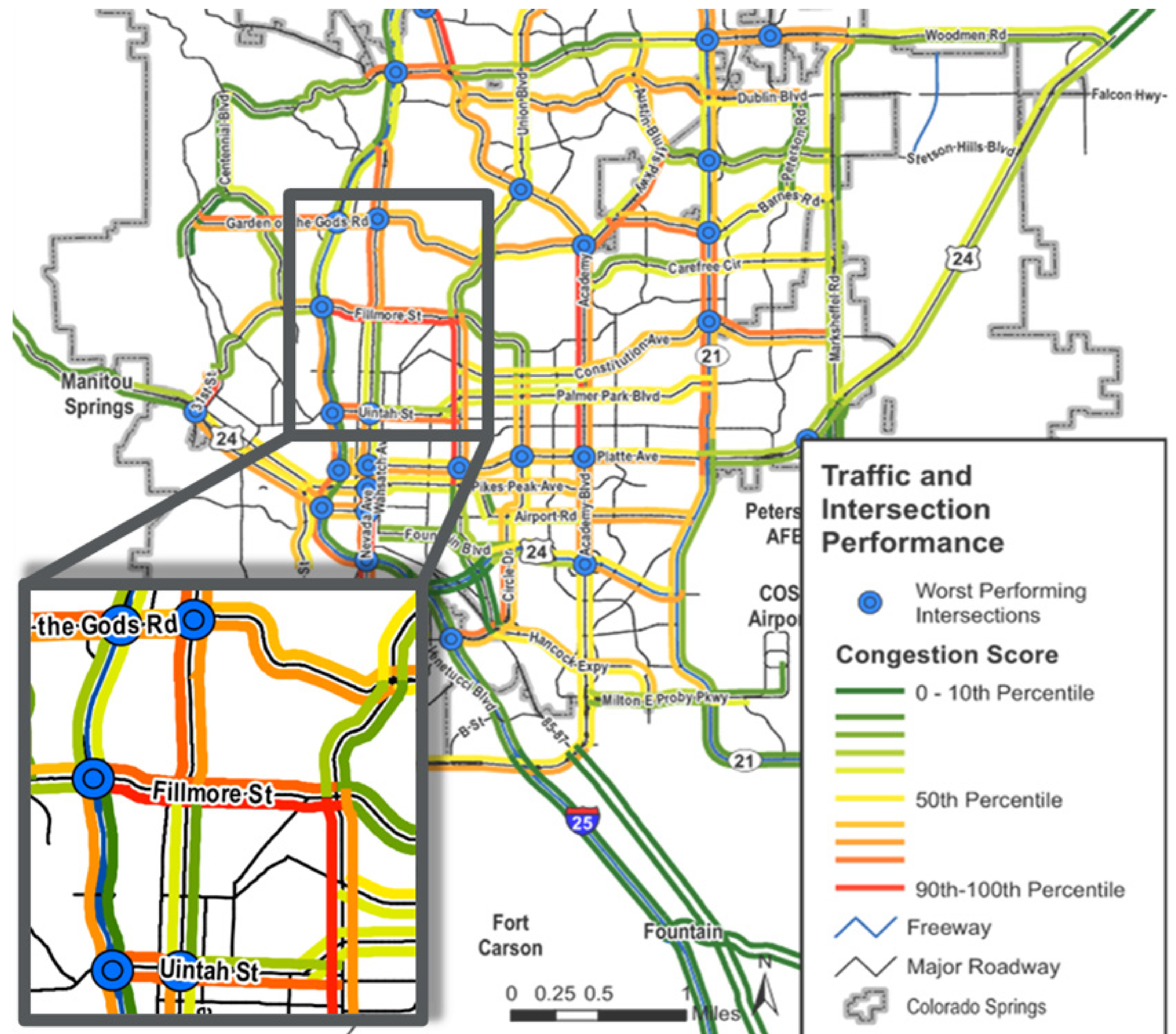
Monument Creek Bridge looking north.

# EXISTING CONDITIONS: TRAFFIC, SAFETY & MULTIMODAL

## EXISTING TRAFFIC CONDITIONS

- This segment of Fillmore Street is within the top 10% of worst performing streets in Colorado Springs when evaluating congestion.
- Fillmore Street within the study area has a planning capacity of approximately 37,000 vehicles per day, currently this segment is seeing around 34,000 vehicles per day. It is predicted that with it's current 4 lane configuration, this segment of Fillmore Street will reach capacity by 2033.

## PROJECT AREA TRAFFIC AND INTERSECTION PERFORMANCE



ConnectCOS 2019

## EXISTING SAFETY CONDITIONS

- Fillmore Street within the study area has had approximately 100 crash incidents within the past 5 years, amounting to approximately 20 per year.
- Most crash incidents were rear end or turning vehicle crashes, indicating congestion issues.

## MISSING SIDEWALK ALONG NORTH SIDE OF FILLMORE STREET



## EXISTING MULTIMODAL FACILITIES

- Non-compliant sidewalk is provided along the south side of Fillmore Street, with no sidewalk present on the north side within the study limits.
- No connection from Fillmore Street to the Pikes Peak Greenway Trail currently exists.
- There are no bicycle facilities along Fillmore Street within the study limits.