

**I-25 GAP (Cont. from page 1)**

The Gap, an 18-mile length of Interstate 25 that stretches from Monument, exit 161, to south of Castle Rock, mile marker 179, is a top priority for CDOT.

The project has been divided into "packages" so that construction can be-

gin in one area while design is finalized in another. Package 1, Sky View Lane and north, is scheduled to begin in September. Package 3, which includes Upper Lake Gulch Road, Spruce Mountain Road, and Plum Creek Bridge, and package 2, Greenland Road and south, will

be under active construction by summer 2019. Package 3 is the most complex because of bridge replacements and wildlife crossings. Substantial construction completion is anticipated for late 2021.

**Be a smart driver**

As with any construction, drivers must plan for delays due to slower speed limits (65 mph on the interstate and 45 mph on frontage roads), narrower lanes, increased traffic volume, and construction vehicles accessing the interstate. Two lanes of traffic will be maintained during daytime hours and peak travel times. Most lane closures will occur overnight. Courtesy patrol and incident management teams will quickly respond to impaired vehicles.

CDOT encourages all travelers to "know before you go" by staying informed about road conditions. Drivers also need to heed safety signs, drive the

speed limit, adjust travel times to accommodate delays, and allow appropriate car-length distance for safe following. Real-time information is available by texting I25GAP to 21000 for text alerts, requesting email updates via [i25gap@codot.us](mailto:i25gap@codot.us), or following @ColoradoDOT on Facebook or Twitter. General information is available through the project website, [i25gap.codot.gov](http://i25gap.codot.gov), or the project hotline, 720-745-5434.

**A hefty price**

The \$350 million I-25 South Gap Project is funded by the Colorado Department of Transportation, along with El Paso and Douglas Counties, the Pikes Peak Rural Transportation Authority, and a federal Infrastructure for Rebuilding America (INFRA) grant.

Jennifer Kaylor can be contacted at [jenniferkaylor@ocn.me](mailto:jenniferkaylor@ocn.me).



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**REHAB (cont. from page 1)**

ber was often hostile as residents questioned the new owner, their representative, and a county official and expressed their fears about the facility's location near local schools and homes. At one point a man asked for a show of hands to gauge opposition to the plans. The vast majority raised their hands to shouts of "100 percent!"

There was much anger at what many saw as a done deal. SBH, a California-based company with rehab facilities in California and Texas, had closed on its purchase of the former Ramada Inn the day before the meeting. One resident said, "This deal is done. It's in the books. You didn't give us a chance. You didn't explain anything to us." Another asked, "Why is this being held in a tiny venue the day after you close the deal?" A group

called Tri-Lakes Concerned Citizens circulated a petition during the meeting.

Attempting to address residents' concerns about the proximity of the proposed facility to schools, Chad Daugherty, SBH's CEO, stressed that it would not be a methadone clinic and would not have a pharmacy dispensing license. The response shouted from the floor was, "We don't care!" Daugherty continued to try to allay fears by emphasizing his company's stringent screening process, saying they do not take court-ordered clients, sex offenders, or criminals. He described clients as good, outstanding people and said the facility would be higher-end, providing a nice environment for clients to get clean and sober.

Daugherty's comment that local children would not be endangered by the facility was jeered by residents. He said, "I actually think that as the Ramada

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