

## Purpose and Need Summary

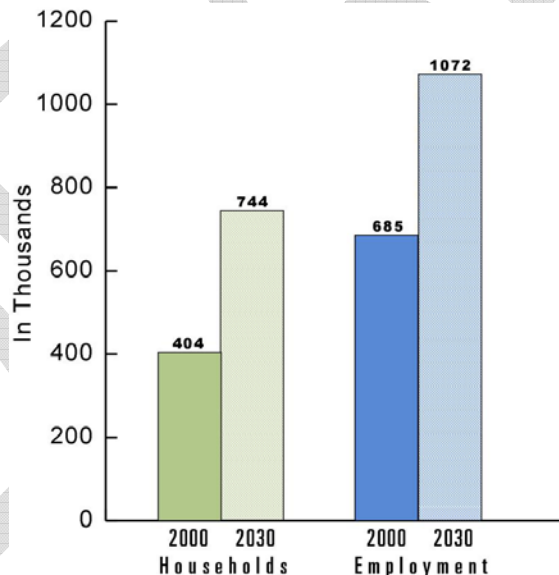
The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in cooperation with the Colorado Department of Transportation (CDOT), have initiated preparation of an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along approximately 70 miles of the I-25 corridor from the Fort Collins-Wellington area to Denver. The EIS will address regional and inter-regional movement of people, goods and services in the I-25 corridor.

The study area extends from US 287 and the Burlington Northern and Santa Fe Railway routes on the west to US 85 and the Union Pacific Railroad line on the east.

The figure below compares 2000 households and employment to projected 2030 future households and employment in the study area.

A Major Investment Study previously completed in the area called the North Front Range Transportation Alternatives Feasibility Study (TAFS) recommended a Vision Plan that included as major components an inter-regional bus service, combination general purpose/high occupancy vehicle lanes, and passenger rail service.

### ***2000 and 2030 Households and Employment in the Study Area<sup>1</sup>***



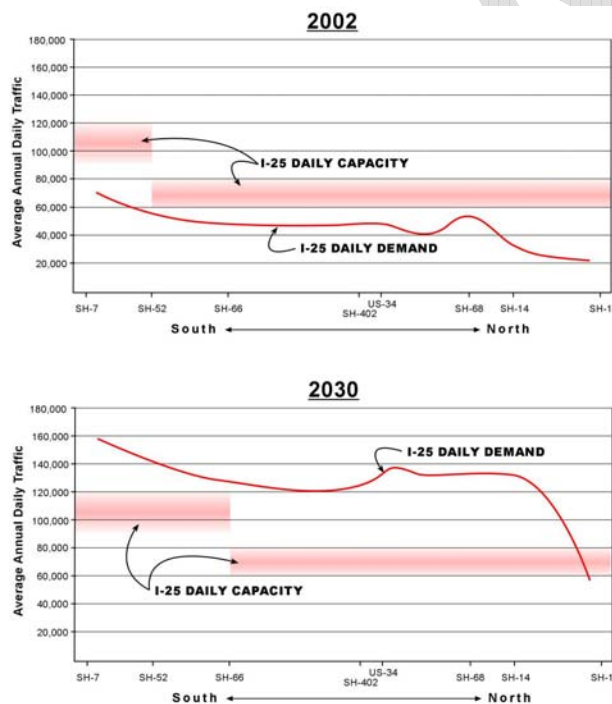
The purpose of the project is to meet long-term travel needs between the Denver metropolitan area and the rapidly growing population centers along the I-25 corridor north to the Fort Collins-Wellington area.

<sup>1</sup> Household and employment study area projections provided by the NFRMPO and DRCOG in 2004.

The project purpose can be explained through four major need categories. These are described below.

**Improve safety** - In 1991, 331 crashes were reported along I-25 between SH 7 and Wellington. In 2001, this number had more than tripled to 1,130 crashes. Over the last decade, the number of crashes along I-25 has increased, and a number of locations on I-25 currently experience less than expected safety performance when compared to other four-lane and six-lane interstate facilities in Colorado with similar traffic volumes. This, in part, can be attributed to congestion and the fact that portions of I-25 do not meet current design criteria. There is a need to reduce crashes on the portions of I-25 that have a high potential for crash reduction.

**Improve mobility and accessibility** - There is a need to accommodate transportation demands generated by population and employment growth to maintain a viable economic setting in northern Colorado. There is also a need for transportation improvements to address 2030 transportation demand that balances mobility and accessibility along the I-25 corridor.



**Replace Aging and Obsolete Highway Infrastructure - A**

number of structures along I-25 are currently structurally deficient or are expected to be so by 2030. Segments of pavement on I-25 are reaching the end of the pavement's life expectancy, and surface conditions are deteriorating rapidly. There is a need to replace the aging infrastructure along I-25.

**Provide for modal alternatives and interrelationships-** Modal alternatives are very limited in northern Colorado and between northern Colorado and the Denver metropolitan area. There is a need to increase the number of transportation choices and avoid improvements which would preclude future transportation options.

# Study Area

LEGEND

= Burlington Northern Santa Fe
  = Great Western Railroad
  = Union Pacific Railroad
  = Abandoned Railroad ROW
  = US or Interstate Highway
  = State Highway

