



NorthLink

THE NORTH I-25 ENVIRONMENTAL IMPACT STATEMENT – STUDYING
FUTURE TRANSPORTATION IMPROVEMENTS ALONG THE I-25 CORRIDOR
FROM THE FORT COLLINS/WELLINGTON AREA TO DENVER.

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Purpose and Need

A critical part of framing the issues under study for the North I-25 EIS is developing a Purpose and Need statement. Purpose and Need identifies the needs and frames the search for solutions to address those needs. It is used as a benchmark to screen possible transportation alternatives.

It is vitally important that a Purpose and Need statement accurately describe the challenges related to the transportation system in the region. It ensures that the issues and current conditions identified in the study area are fully addressed by the alternatives selected during the EIS process.



A draft Purpose and Need statement has been developed for the North I-25 EIS. The Purpose and Need for the action currently states the following:

Project Purpose

The purpose of the project is to improve mobility of persons, goods, services and information between the Denver metropolitan area and population centers along the I-25 corridor north to the Fort Collins/Wellington area.



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We Hear You

At deadline for printing this newsletter, the North I-25 EIS Project Team has collected nearly 1,000 comments from the public. These comments have been collected at our first round of open houses in February 2004, through our Web site, via phone, e-mail and standard mail, as well as comments voiced during our recent meetings with small groups such as chambers of commerce, Rotaries and Lion's Clubs.

Including a rail component as the preferred alternative is popular in Fort Collins, while those who submitted comments from the Greeley area tend to indicate their preference for improvements to be made on US 85 to help alleviate congestion on I-25. Some people across the study area indicated they would prefer an alternative that includes a rail component and/or expands the local bus service.

It is critical to note that public comment, while important, is part of a larger process that is considered in determining the preferred alternative. In this situation, each comment is not considered a vote, but an indicator of which alternatives the public is likely to support.

Lastly, we want to remind you that we will accept public comment throughout the entire EIS process and look forward to hearing your thoughts on what alternatives you support. You can let your voice be heard by participating in our open house meetings in late-June and early-July, visiting our Web site to contribute electronically, sending us a letter or reaching us by phone.

Boiling it Down – Alternatives Development and Screening

The alternatives development and screening process starts with a broad range of alternatives and conducts increasingly detailed evaluations of the alternatives to refine and narrow the list of alternatives to a preferred option that best addresses the issues identified in the Purpose and Need.

The initial list of alternatives will encompass a broad range of potential transportation improvements throughout the project study area. Potential improvements include but are not limited to passenger rail, highway widening, bus transit, and congestion management measures. In addition, a “no action” alternative will be included. The “no action” alternative will include improvements that have not yet been built, but for which funding identified over the next three to five years. This is the baseline to which all other potential improvements will be compared.

The three steps of the screening process will be:

Level 1) Initial Screening – The initial list of potential transportation improvement alternatives will be qualitatively assessed to identify “fatal flaws.” Critical concerns will include non-responsiveness to the project’s Purpose and Need, likelihood for irresolvable environmental impacts, and excessive complexity or cost.

Level 2) Comparative Screening – Alternatives that are advanced from the initial screening will be further developed for comparison on a more quantitative level. At this level, screening criteria will include more quantifiable measures of mobility, safety, environmental impacts, costs and other implementation issues.

Level 3) Detailed Screening – At this level the remaining alternatives (probably packages of improvements) will be refined in greater detail and will be assessed with a larger number of criteria.

The final evaluation will identify a preferred alternative that will be recommended as part of the Draft Environmental Impact Statement.



Purpose and Need *(continued from cover)*

Need for Action

The need for transportation improvements along the corridor can be summarized as follows:

Economic Growth Demands

1. Continued growth pressures are causing potential right of way along the I-25 corridor to increase dramatically in cost.
2. Access to existing and planned activity centers along the I-25 corridor is limited.

Modal Alternatives and Interrelationships

3. Optional travel modes for trips between Northern Colorado to Denver are limited.
4. Demand for the movement of goods in the region is increasing.

Capacity Needs

5. Portions of the I-25 corridor are currently experiencing congestion.
6. Even with the improvements currently committed, the capacity of the I-25 corridor will be inadequate to meet the needs of future traffic projections.

Safety Concerns

7. The number and severity of accidents along the I-25 corridor have increased over the last decade.
8. Several segments of I-25 experience more accidents than would be expected when compared to comparable facilities.

Aging Infrastructure

9. Many bridges and drainage structures in the North I-25 corridor are approaching the end of their life expectancy.
10. Segments of pavement on I-25 are reaching the end of their life expectancy, and surface conditions are deteriorating rapidly.
11. Several major drainage structures do not provide the hydraulic capacity required by current design criteria.

To view the entire document, including details related to the points above, please log on to our Web site at www.cdof.info/northi25eis/ to download a copy.

As always, we're looking for comments from the public to help us make the best recommendation to address the future transportation needs of Northern Colorado. Comments can be submitted through the above Web site.



Contact Us

North I-25 EIS Project Office

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We'll Come to You

Are you a member of a group, such as a chamber of commerce or Rotary who feels your friends and colleagues would enjoy learning more about the North I-25 EIS? If so, call the project office at (970) 352-5455 or (303) 779-3384 to set up a time for us to make a presentation, answer your questions and record your feedback. Morning, noon or night, we really look forward to meeting with your group.



Imagine the Possibilities

Many of you attended the previous round of open houses for the North I-25 EIS and gave us your opinions on the best solutions to the transportation challenges facing Northern Colorado.

Now we need your help again. You are invited to the next series of open houses where you can help us ensure the alternatives we're developing are the best ones for your community.

If you haven't yet given your opinion, we extend a special invitation to do just that. This is the time to join the dialogue.

Tuesday, June 22

Open house: 4– 7 p.m.
Project Presentation: 5:30 p.m.
Evans Recreation Center
Multipurpose Room
1100 37th St.
Evans

Thursday, June 24

Open house: 4– 7 p.m.
Project Presentation: 5:30 p.m.
Loveland Museum/Gallery
Auditorium
503 N. Lincoln Ave.
Loveland

Tuesday, June 29

Open house: 4– 7 p.m.
Project Presentation: 5:30 p.m.
Margaret W. Carpenter
Recreation Center
Room A
11151 Colorado Blvd.
Thornton

Thursday, July 1

Open house: 4– 7 p.m.
Project Presentation: 5:30 p.m.
Lincoln Center
Columbine Room
417 W. Magnolia
Fort Collins

CDOT Engineering Office
2207 E. Hwy. 402
Loveland, CO 80537

CONNECTIONS