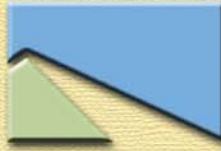


NORTH I-25
EIS



information. cooperation. transportation.

WELCOME

to the
North I-25 Final EIS
Public Hearing



Why Are We Here?

Purpose of the Final EIS Public Hearing:

- ◆ Overview of Transportation Alternatives
- ◆ Overview of Environmental Findings
- ◆ Presentation of Preferred Alternative and Phasing
- ◆ Opportunity to Comment
- ◆ Important Part of NEPA Process

Comments Accepted

Through October 3, 2011 via:

◆ Public Hearings:

- September 12 - Southwest Weld County Services Complex
- September 13 - Longmont Public Library
- September 15 - Budweiser Event Center

◆ Website:

www.coloradodot.info/projects/north-i-25-eis

◆ Mail or Fax Comments to:

Tom Anzia
Felsburg Holt & Ullevig
6300 S. Syracuse Way, Suite 600
Centennial, CO 80111
fax 303.721.0832

Project Purpose

The purpose of the project is to meet long-term travel needs between the Denver Metro Area and the rapidly growing population centers along the I 25 corridor north to the Fort Collins-Wellington area. To meet long-term travel needs, the project must improve safety, mobility and accessibility, and provide modal alternatives and interrelationships.

Need for Action

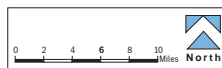
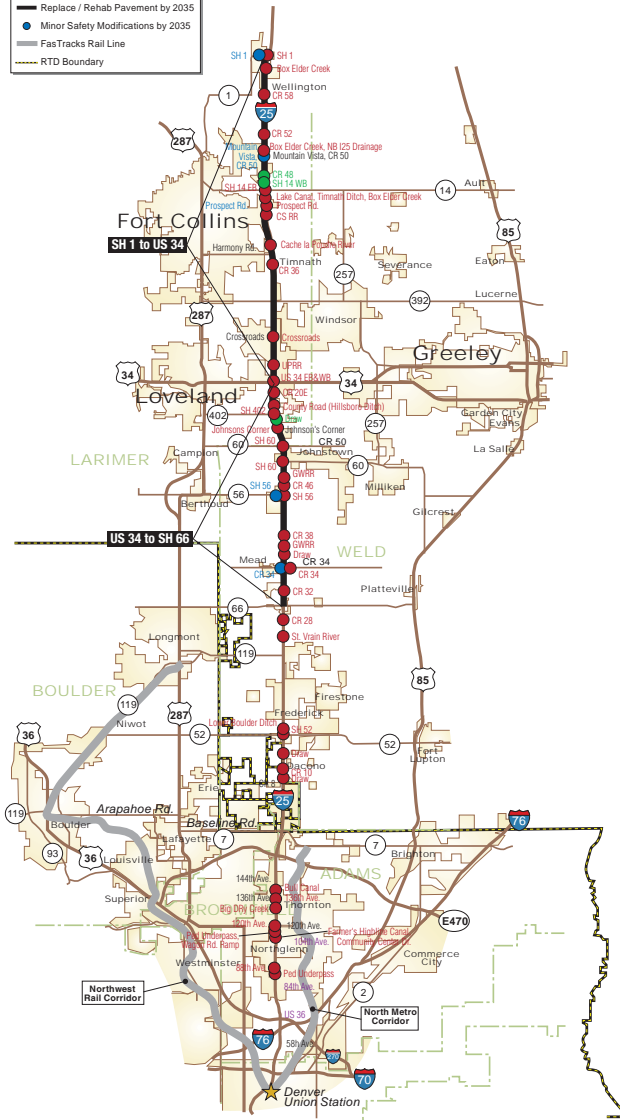
The need for the project can be summarized in the following four categories:

- ◆ Aging and functionally obsolete infrastructure
- ◆ Increased frequency and severity of crashes
- ◆ Increasing traffic congestion leading to mobility and accessibility problems
- ◆ Lack of modal alternatives

Other Alternatives Considered

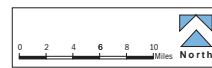
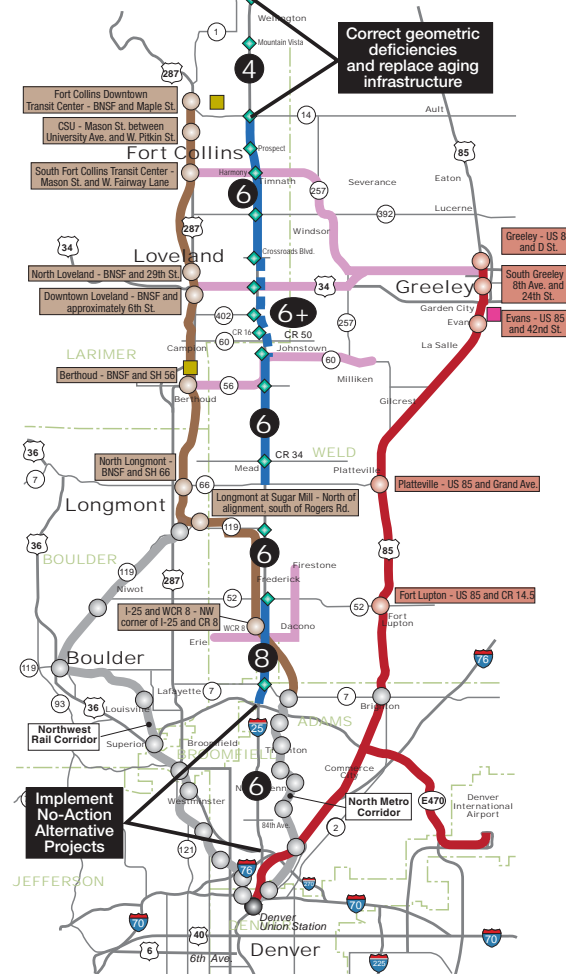
No Action

- LEGEND**
- Minor Structure Rehab by 2035
 - Major Structure Rehab by 2035
 - Replace / Rehab Pavement by 2035
 - Minor Safety Modifications by 2035
 - FasTracks Rail Line
 - RTD Boundary



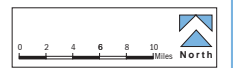
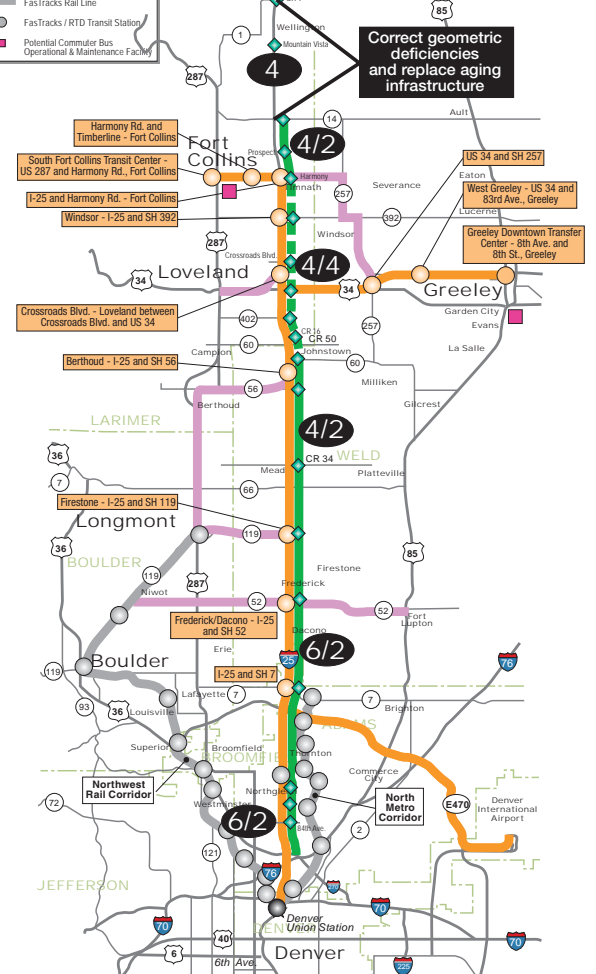
Package A

- LEGEND**
- 1 New General Purpose Lane (GPL) in Each Direction
 - 1 New General Purpose Lane (GPL) + Auxiliary Lane in Each Direction
 - Commuter Rail (CR)
 - Commuter Bus (CB) Service on US 85
 - Feeder Bus Service
 - Interchange Upgrades
 - Number of Lanes
 - Commuter Bus Station / Stop
 - Commuter Rail Station
 - FasTracks Rail Line
 - FasTracks / RTD Transit Station
 - Potential Commuter Rail Operational & Maintenance Facility
 - Potential Commuter Bus Operational & Maintenance Facility



Package B

- LEGEND**
- 1 Buffer-Separated Tolled Express Lane (TEL) in Each Direction
 - 2 Barrier-Separated Tolled Express Lanes (TEL) in Each Direction
 - Bus Rapid Transit (BRT) Route (Uses TELs on I-25)
 - Feeder Bus Service
 - Interchange Upgrades
 - Number of Lanes: General Purpose/Tolled Express Lanes
 - Bus Rapid Transit Station
 - FasTracks Rail Line
 - FasTracks / RTD Transit Station
 - Potential Commuter Bus Operational & Maintenance Facility



Preferred Alternative and Typical Cross Sections

LEGEND

	Tolled Express Lanes		Express Bus Transit Station
	General Purpose Lanes		Commuter Bus Transit Station
	Express Bus		Commuter Rail Transit Station
	Commuter Bus		Carpool Lots
	Commuter Rail		Commuter Rail Operational & Maintenance Facility
	Passing Track		Commuter Bus Operational & Maintenance Facility
	Feeder Bus Service		FasTracks Rail Line
	Interchange Reconstruction		FasTracks / RTD Transit Station
	Number of Lanes: General Purpose/ Tolled Express		

TRANSIT STATION LOCATIONS

Commuter Rail

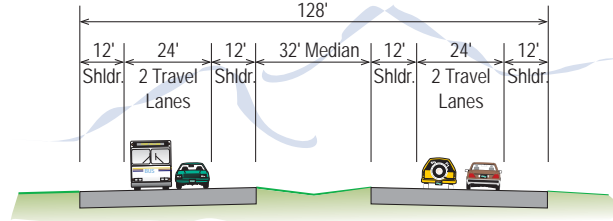
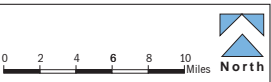
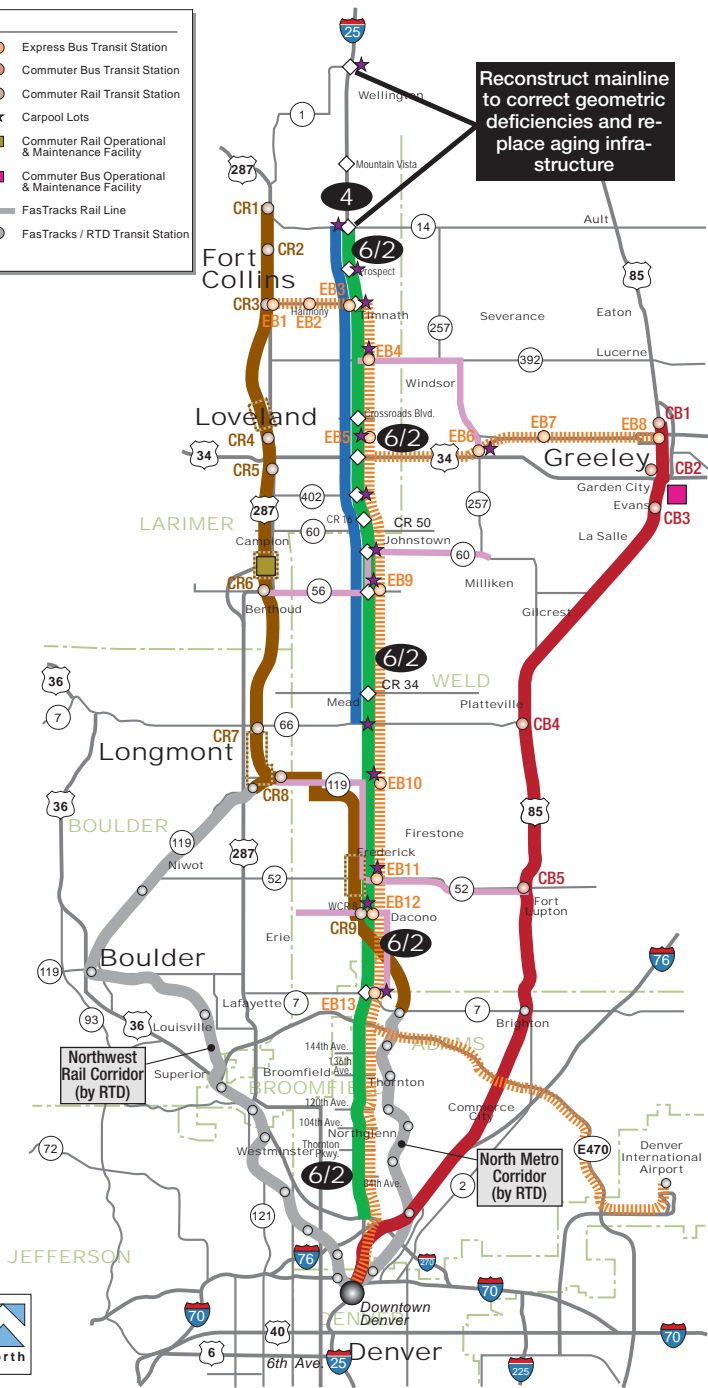
- CR1 Fort Collins Downtown Transit Center - BNSF and Maple St.
- CR2 CSU - BNSF between University Ave. and W. Pitkin St.
- CR3 South Fort Collins Transit Center - US 297 and Harmony Rd.
- CR4 North Loveland - BNSF and 29th St.
- CR5 Downtown Loveland - BNSF and approximately 6th St.
- CR6 Berthoud - BNSF and SH 56
- CR7 North Longmont - BNSF and SH 66
- CR8 Longmont - Sugar Mill, south of Rogers Rd.
- CR9 Erie - I-25 and CR 8
- CR9 FasTracks Rail Stations to Downtown Denver

Commuter Bus

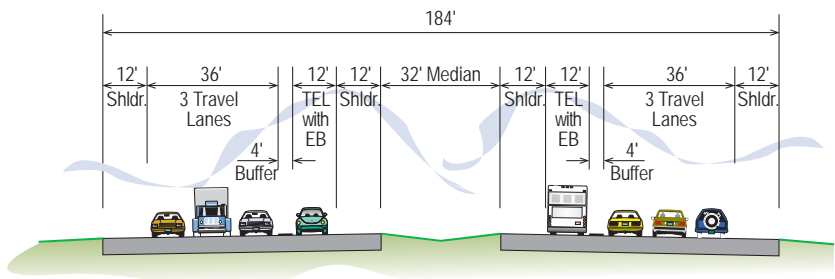
- CB1 Greeley - US 85 and D St.
- CB2 South Greeley - 8th Ave. and 24th St.
- CB3 Evans - US 85 and 42nd St.
- CB4 Platteville - US 85 and Grand Ave.
- CB5 Fort Lupton - US 85 and CR 14.5
- Brighton - US 85 and SH 7
- Commerce City - 72nd and Colorado

Express Bus

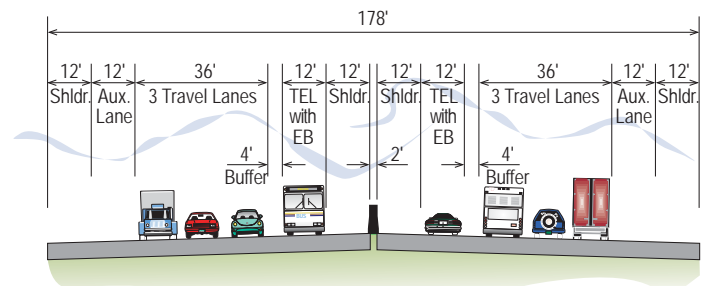
- EB1 South Fort Collins Transit Center - US 287 and Harmony Rd.
- EB2 Timberline - Harmony Rd. and Timberline
- EB3 East Fort Collins - I-25 and Harmony Rd.
- EB4 Windsor - I-25 and SH 392
- EB5 Crossroads - Loveland between Crossroads Blvd. and US 34
- EB6 West Greeley - US 34 and SH 257
- EB7 Greeley - US 34 and 83rd Ave.
- EB8 Greeley Downtown Transfer Center - 8th Ave. and 8th St.
- EB9 Berthoud - I-25 and SH 56
- EB10 Firestone - I-25 and SH 119
- EB11 Frederick/Dacono - I-25 and SH 52
- EB12 Erie - I-25 and CR 8
- EB13 Broomfield - I-25 and SH 7
- DIA



**SH 1 to SH 14
(4 General Purpose Lanes)**



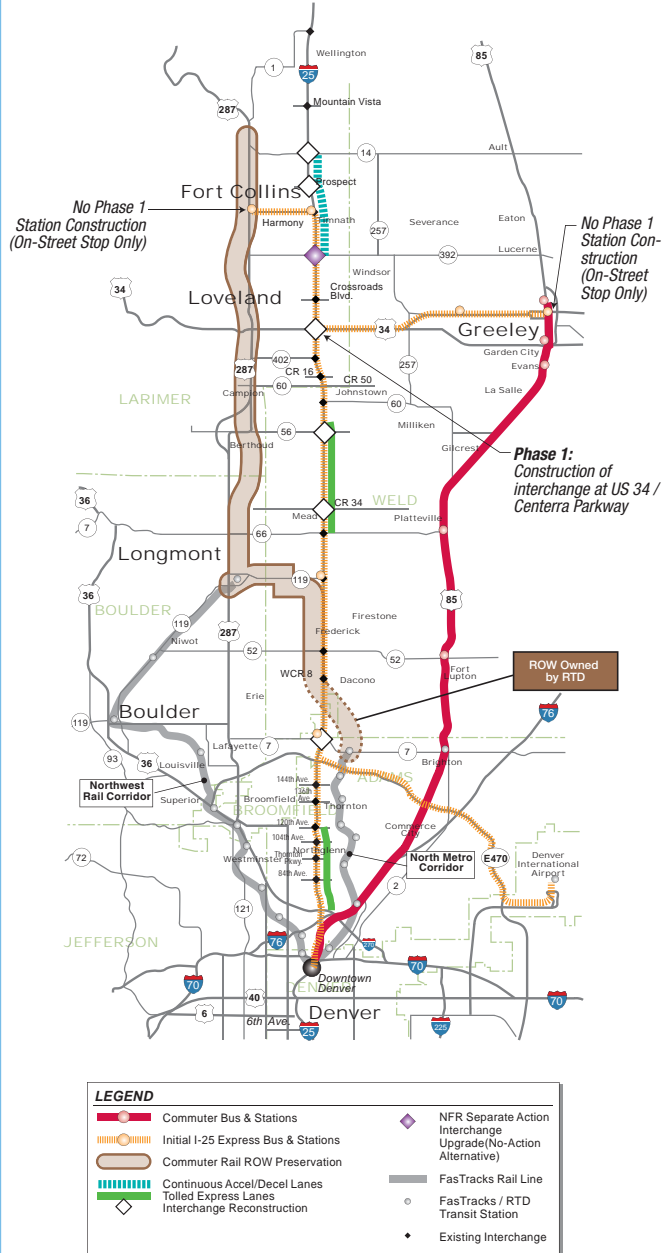
**SH 14 to SH 7
(Tolled Express Lanes - Buffer Separated)**



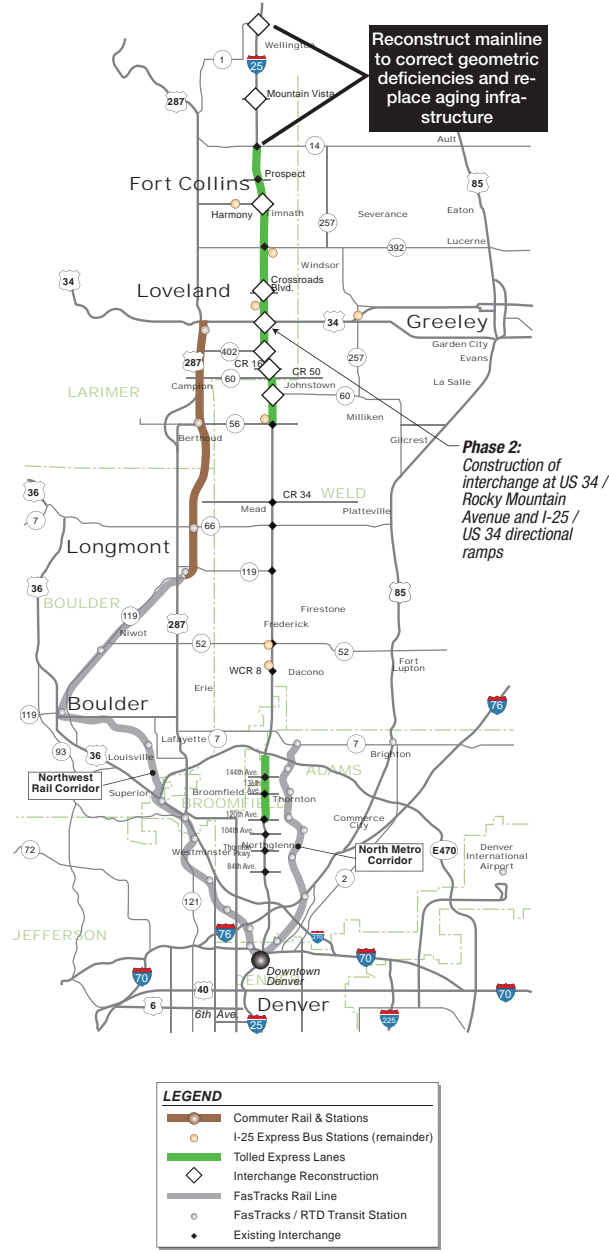
**SH 7 to US 36
(Tolled Express Lanes - Buffer Separated with Auxiliary Lanes)**

Preferred Alternative Phasing

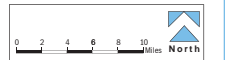
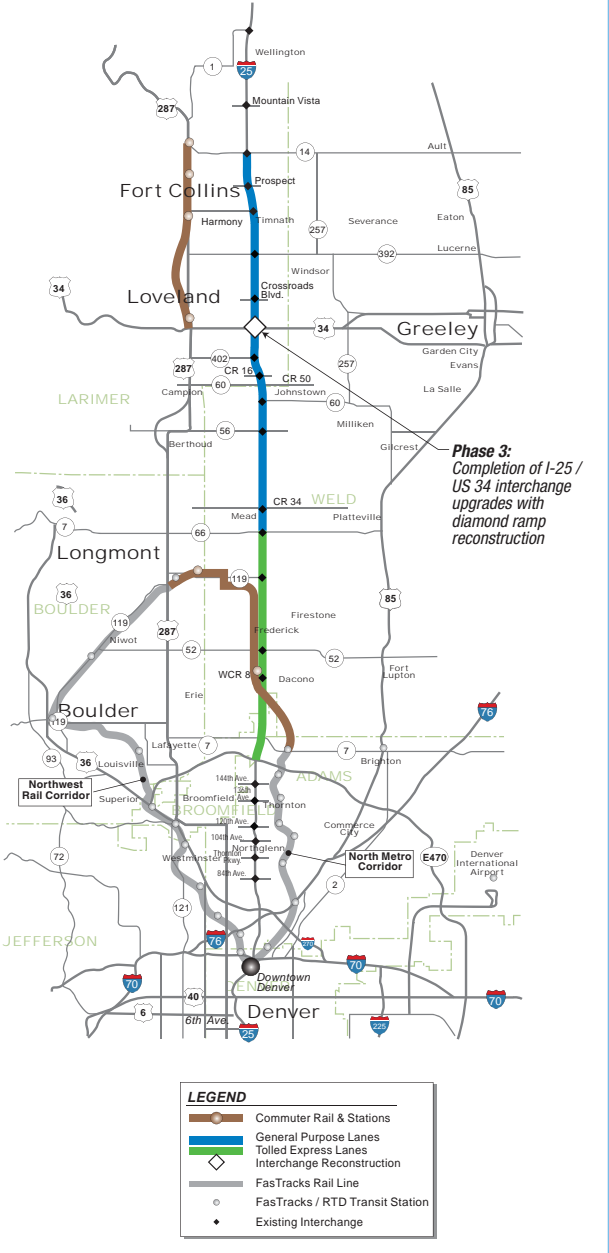
Phase 1 (Anticipated Record of Decision)



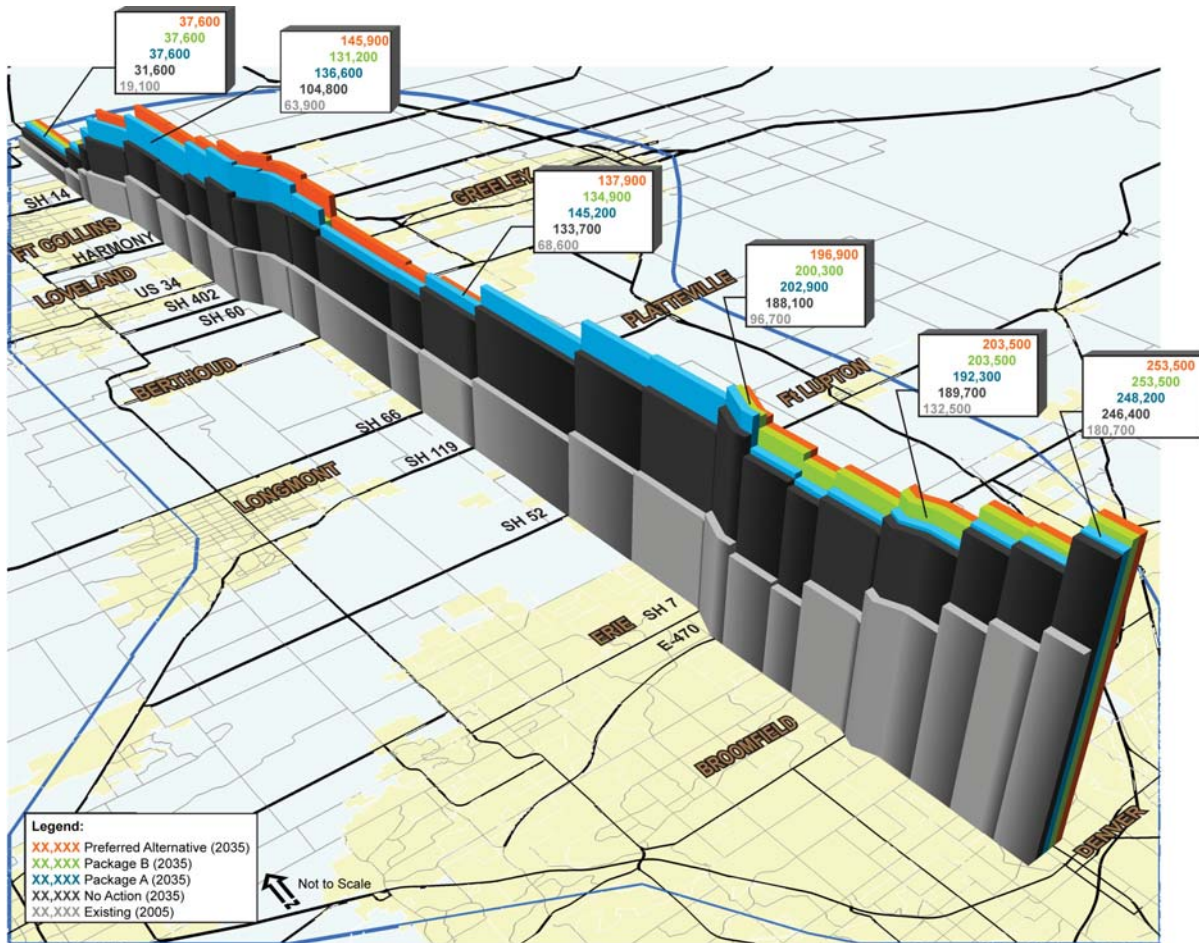
Phase 2



Phase 3

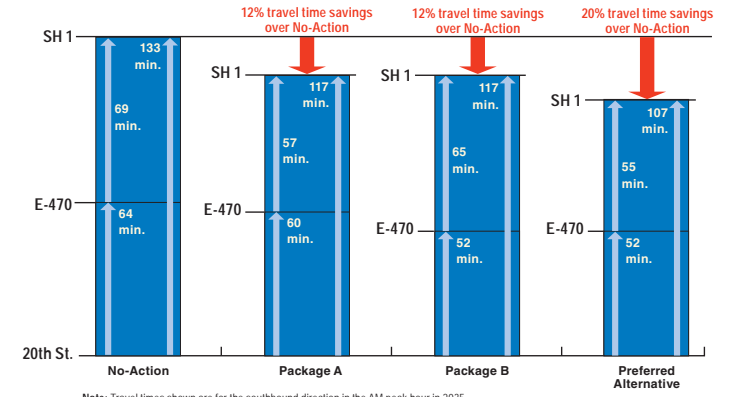


I-25 Daily Traffic Volume



I-25 Travel Time General Purpose Lanes

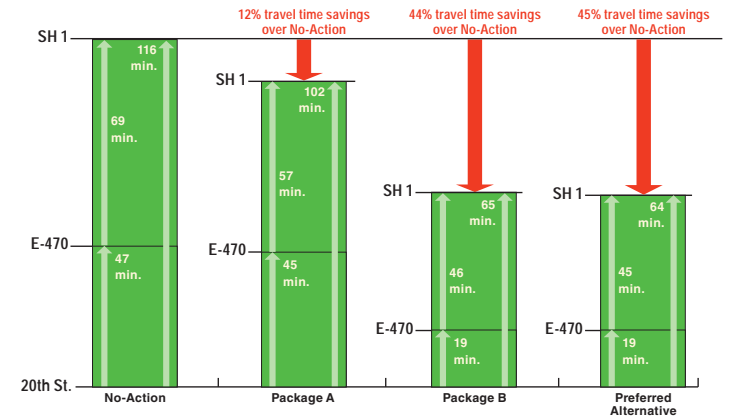
SH 1 to 20th Street



Note: Travel times shown are for the southbound direction in the AM peak hour in 2035 and do not include any highway access or egress time.
 Source: North I-25 Travel Demand Forecast Model Run.

I-25 Travel Time Tolled Express Lanes

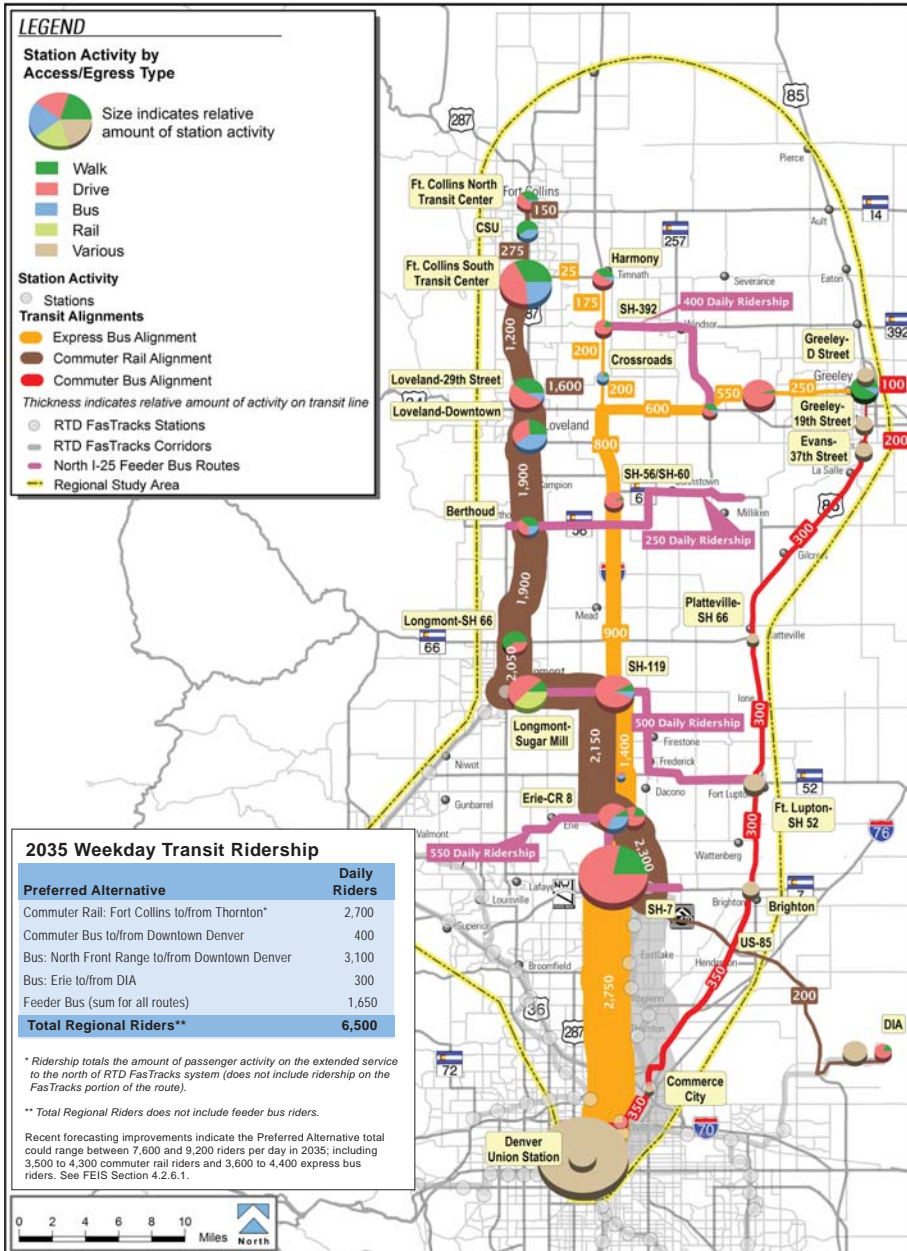
SH 1 to 20th Street



Note: Travel times shown are for the southbound direction in the AM peak hour in 2035 and do not include any highway access or egress time.
 Source: North I-25 Travel Demand Forecast Model Run.

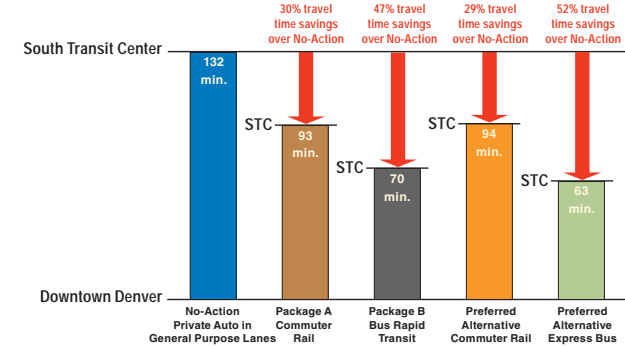
Transit Ridership

Preferred Alternative 2035 Station-to-Station Daily Ridership



Transit Travel Time Fort Collins to Denver

South Transit Center to Downtown Denver

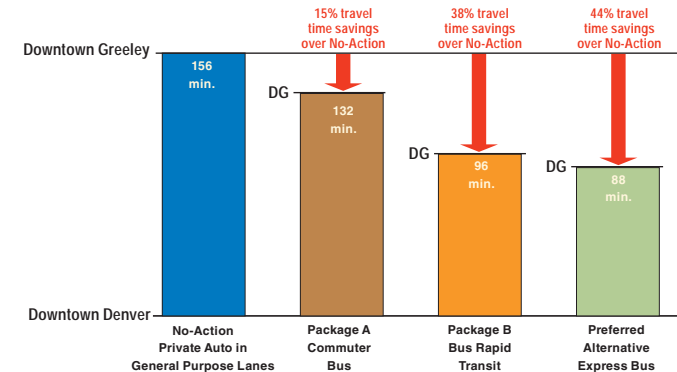


Note: No-Action travel times shown are for the southbound direction in the AM peak hour in 2035. Travel times include travel on Harmony Road from the proposed site of the South Transit Center to I-25 and from the 20th Street exit to downtown Denver. Transit times are in-vehicle times only with no access/egress, transfer, or wait times. In 2035, it will be possible to use transit for this trip using different services in the No-Action; the estimated travel time is 159 minutes.

Source: North I-25 Travel Demand Forecast Model Runs.

Transit Travel Time Greeley to Denver

Downtown Greeley to Downtown Denver



Note: No-Action and Package B travel times shown are for the southbound direction in the AM peak hour in 2035. Travel times include travel on US 34 from the proposed site of the downtown Greeley transit center to I-25 and from the 20th Street exit to downtown Denver. Transit times are in-vehicle times only with no access/egress, transfer, or wait times.

Source: North I-25 Travel Demand Forecast Model Runs.

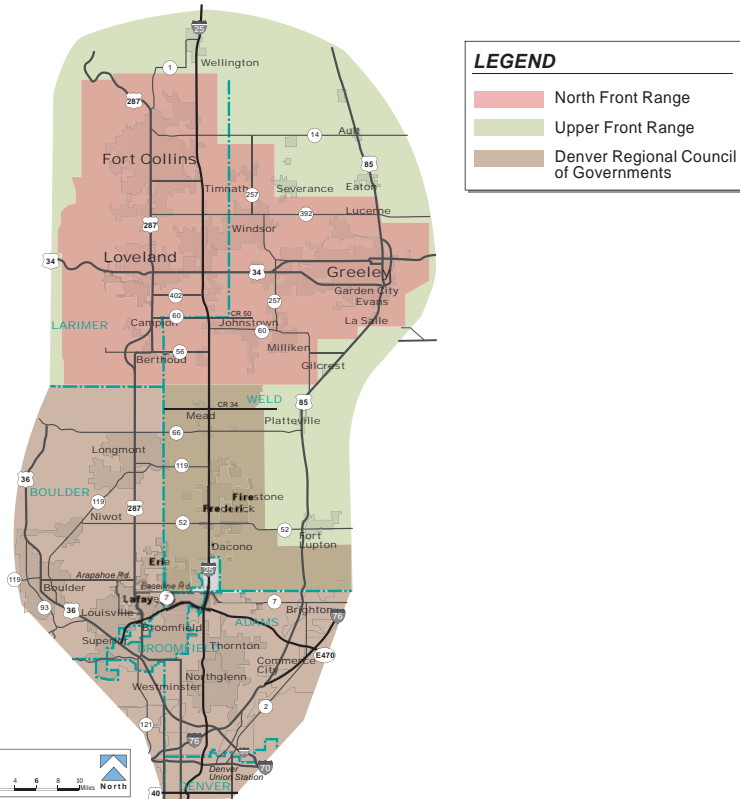
Funding, Revenues and Project Costs

Estimated Available Funding 2008 (2009 Dollars in Millions)

Denver Regional Council of Governments	North Front Range Metropolitan Planning Organization	Upper Front Range Transportation Planning Region	Total
\$324.8	\$357.4	\$6.3	\$688.4

Capital Cost Estimates of Packages and Percent Funding (2009 Dollars in Millions)

	Lanes on I-25	US 85 Commuter Bus	Commuter Rail	Express Bus	BRT	Total	% of Capital Funded
Preferred Alternative	\$1,403	NA	\$649	\$126	NA	\$2,178	32%
Package A	\$1,096	\$18	\$848	NA	NA	\$1,963	24%
Package B	\$1,589	NA	NA	NA	\$126	\$1,715	40%



Operating and Maintenance Costs (2009 Dollars in Millions)

	Preferred Alternative	Package A	Package B
Transit	\$40.9	\$38.3	\$12.2
Highway (over no action)	\$4.95	\$0.92	\$4.56

Annual Transit Fare Revenues and Highway Toll Revenues (2009 Dollars in Millions)

	Preferred Alternative	Package A	Package B
Transit Fare Revenues	\$7.12	\$8.30	\$5.53
Highway Toll Revenues -HOV 2+ (2 occupants)/ -HOV 3+ (3 occupants)	\$2.79/ \$10.52	N/A/ N/A	\$4.53/ Not Analyzed

N/A = Not applicable

Cost per Trip (2009 Dollars)

	No Action	Package A	Package B	Preferred
Commuter Rail	N/A	\$43.50	N/A	\$72.37
Commuter Bus	N/A	\$11.39	N/A	\$26.24
BRT	N/A	N/A	\$7.24	N/A
Express Bus	N/A	N/A	N/A	\$13.32
I-25 Lanes	\$0.04	\$0.34	\$0.49	\$0.41
Total without Cost of Private Auto	\$0.04	\$0.68	\$0.54	\$0.73
Private Auto O and M	\$4.43	\$4.62	\$4.58	\$4.45
I-25 Lanes	\$4.47	\$4.96	\$5.07	\$4.85
Total with Cost of Private Auto	\$4.47	\$5.26	\$5.08	\$5.14

N/A=Not Applicable

Transportation Findings

Summary of I-25 Operation Evaluation

EVALUATION FACTOR	NO-ACTION	PACKAGE A	PACKAGE B	Preferred Alternative
TRAVEL TIME (minutes)				
General Purpose Lanes - SH 1 to 20th Street	133	117	117 ✓	107 ✓
Tolled Express Lanes - SH 1 to 20th Street	116	102	65 ✓	64 ✓
MAINLINE I-25 at LOS E or F (miles)				
AM Peak Hour	56	16	30	11 ✓
PM Peak Hour	75	44	45	17 ✓
MERGE/DIVERGE LOCATIONS at LOS E or F				
AM Peak Hour	58	30	34	13 ✓
PM Peak Hour	64	34	52	26 ✓
INTERCHANGES at LOS E or F				
AM Peak Hour	20	3	2	1 ✓
PM Peak Hour	26	6 ✓	6 ✓	6 ✓
Annual Crashes on I-25 (predicted)	3,975 ✓	4,238	4,061	4,399
Crashes per VMT on I-25	1.41	1.33	1.32 ✓	1.37

Summary Transit Operation Evaluation

EVALUATION FACTOR	NO-ACTION	PACKAGE A	PACKAGE B	Preferred Alternative
RIDERSHIP (daily riders)				
On Commuter Services	0	5,850	6,800 ✓	6,500
Special Event Weekday	N/A	225 to 475	225 to 450	250 to 500 ✓
Special Event Weekend	N/A	650 to 1,200	550 to 1,075	700 to 1,250 ✓
MARKET TRANSIT SHARE (percent)				
Commuters to Denver Living North of SH 66	<1%	55% ✓	45%	50%
TRAVEL TIME (minutes)				
South Transit Center to Downtown Denver	132 (in GPLs) 159 (via FLEX)	93	70	94 (via CR) 63 (via EB) ✓
Downtown Greeley to Downtown Denver	156 (in GPLs)	132	96	88 ✓

✓ Indicates Package with the Best Evaluation Factor Value NA = Not Applicable

LOS = Level of Service GPL = General Purpose Lane CR = Commuter Rail EB = Express Bus

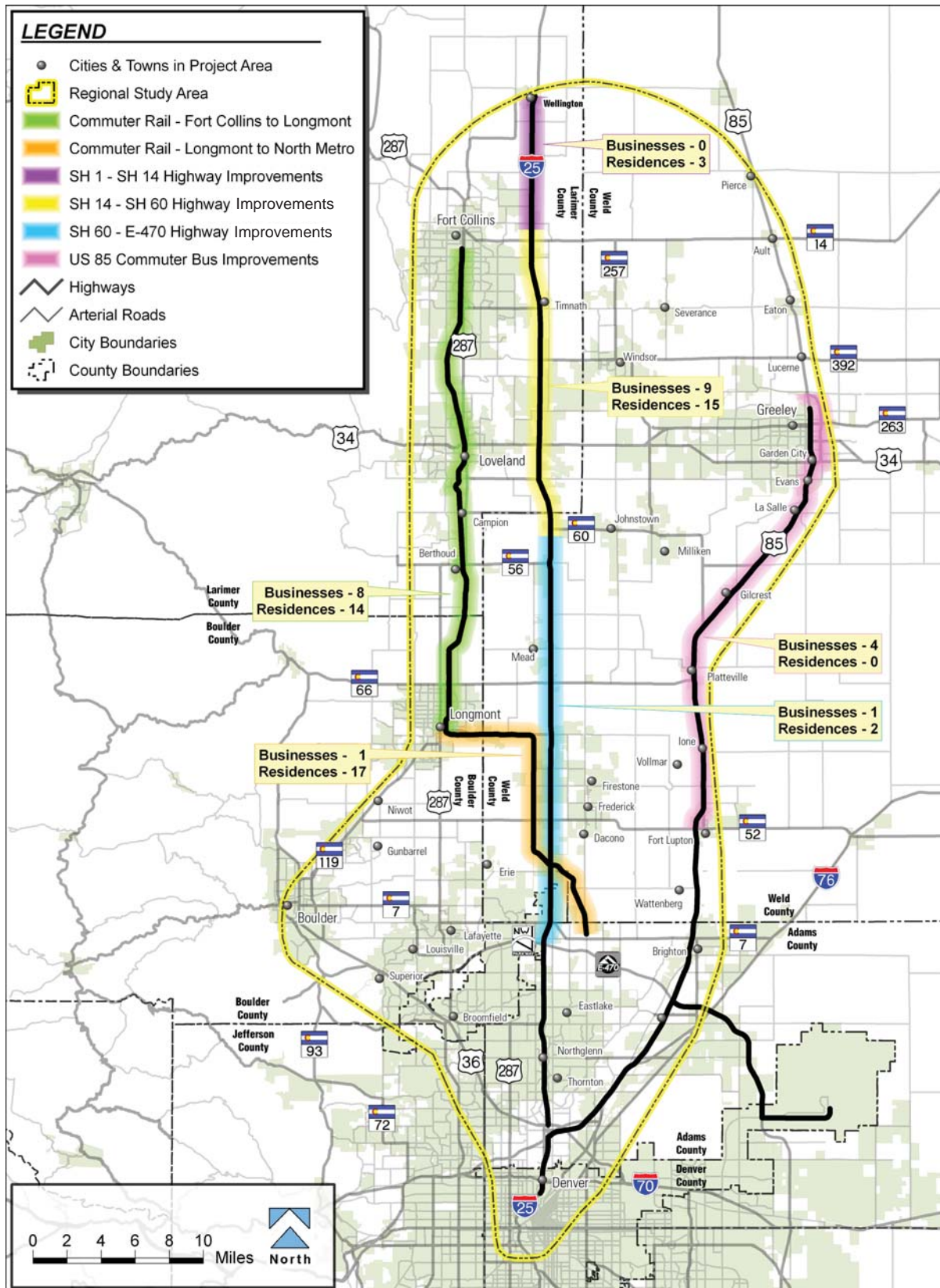
Safety Summary

Package A, Package B, and the Preferred Alternative would improve safety conditions for the traveling public, when compared to the No-Action Alternative. Safety improvements would come in the form of:

- ◆ Replacing functionally obsolete I-25 infrastructure
- ◆ Upgrading existing at-grade crossings for commuter rail
- ◆ Providing an alternative transportation mode that is safer than highway travel
- ◆ Improving highway geometry

Right-of-Way

Preferred Alternative Relocations



Traffic Noise Mitigation

◆ Noise barriers have been identified for traffic noise mitigation at six locations.

Input from Adjacent Residents is Desired:

- Please provide input at this time if you live or own residential property directly adjacent to any of these recommended noise barriers.
- At the time of final design, CDOT will seek additional input from residents and owners of residential properties benefiting (defined as 5 dbA or greater decrease in noise level) from each specific noise wall.

1. Recommended Noise Barrier Near Wellington



2. Recommended Noise Barrier Near Mountain Range Shadows



3. Recommended Noise Barrier Near Thorncreek Village



4. Recommended Noise Barriers Near Community Center Drive



5. Recommended Noise Barrier Near Badding Reservoir

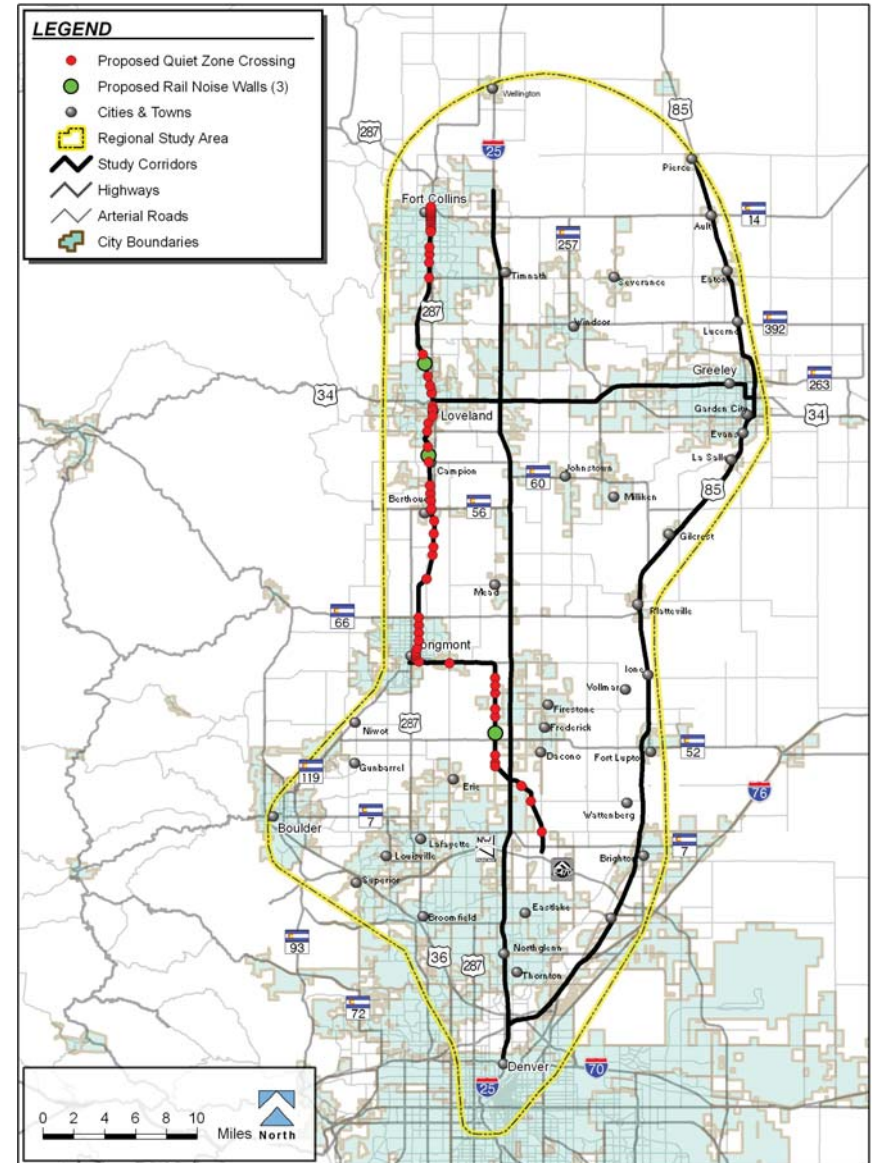


6. Recommended Noise Barrier Near Brittany Ridge



Commuter Rail Noise Mitigation

- ◆ Quiet zones are the preferred mitigation, and require local agency action for implementation
- ◆ Noise barriers have been identified for commuter rail noise mitigation at three locations.



Parks, Trails, Wildlife Refuges

Section 4(f) De Minimis Impact

FHWA is considering making a de minimis finding in accordance with 23 CFR 774.5 (b)(2)(i). Please let us know if you have any comments on the effects this project would have on the attributes, features, and activities that occur in Arapaho Bend Natural Area, Little Thompson River Corridor, Sandstone Ranch, Railroad Alignment Trail, 120th Ave. Transit Station Underpass, Farmers Highline Canal Trail, or Niver Creek Open Space/Niver Creek Trail.

Arapaho Bend Natural Area Preferred Alternative Use



Little Thompson River Corridor Preferred Alternative Use



Sandstone Ranch Preferred Alternative Use



Railroad Alignment (21st to SH 66) Trail Preferred Alternative Use



120th Ave. Transit Station Underpass Preferred Alternative Use



Farmers Highline Canal Trail Preferred Alternative Use



Niver Creek Open Space/Niver Creek Trail Preferred Alternative Use



Next Steps

- ◆ **Prepare Record of Decision (ROD) including responses to public comments on the Final EIS**
- ◆ **ROD will be available on the project website:**
www.coloradodot.info/projects/north-i-25-eis
- ◆ **Continue coordination with communities through design efforts**
- ◆ **Current design projects include:**
 - ◆ SH 56 to SH 66
 - ◆ SH 392 to SH 14
 - ◆ Fort Lupton park and ride
 - ◆ Evans park and ride

Implementation Steps for Future Project Phases

Project Identification

Projects will be identified through the CDOT and TPR planning process considering:

- ◆ The Preferred Alternative and previous phases
- ◆ Priorities at that time
- ◆ Funding availability

Project Approval

- ◆ Air Quality conformity to be established through RTP amendment
- ◆ Environmental re-evaluation, as appropriate
- ◆ Public involvement, as appropriate
- ◆ Record of Decision

Project Implementation

- ◆ Design
- ◆ Right-of-Way
- ◆ Construction

Abbreviations:

TPR = Transportation Planning Region (North Front Range, Upper Front Range, Denver Regional Council of Governments)

RTP = Regional Transportation Plan