

NORTH I-25
EIS



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WELCOME

to the
North I-25 Final EIS
Public Hearing



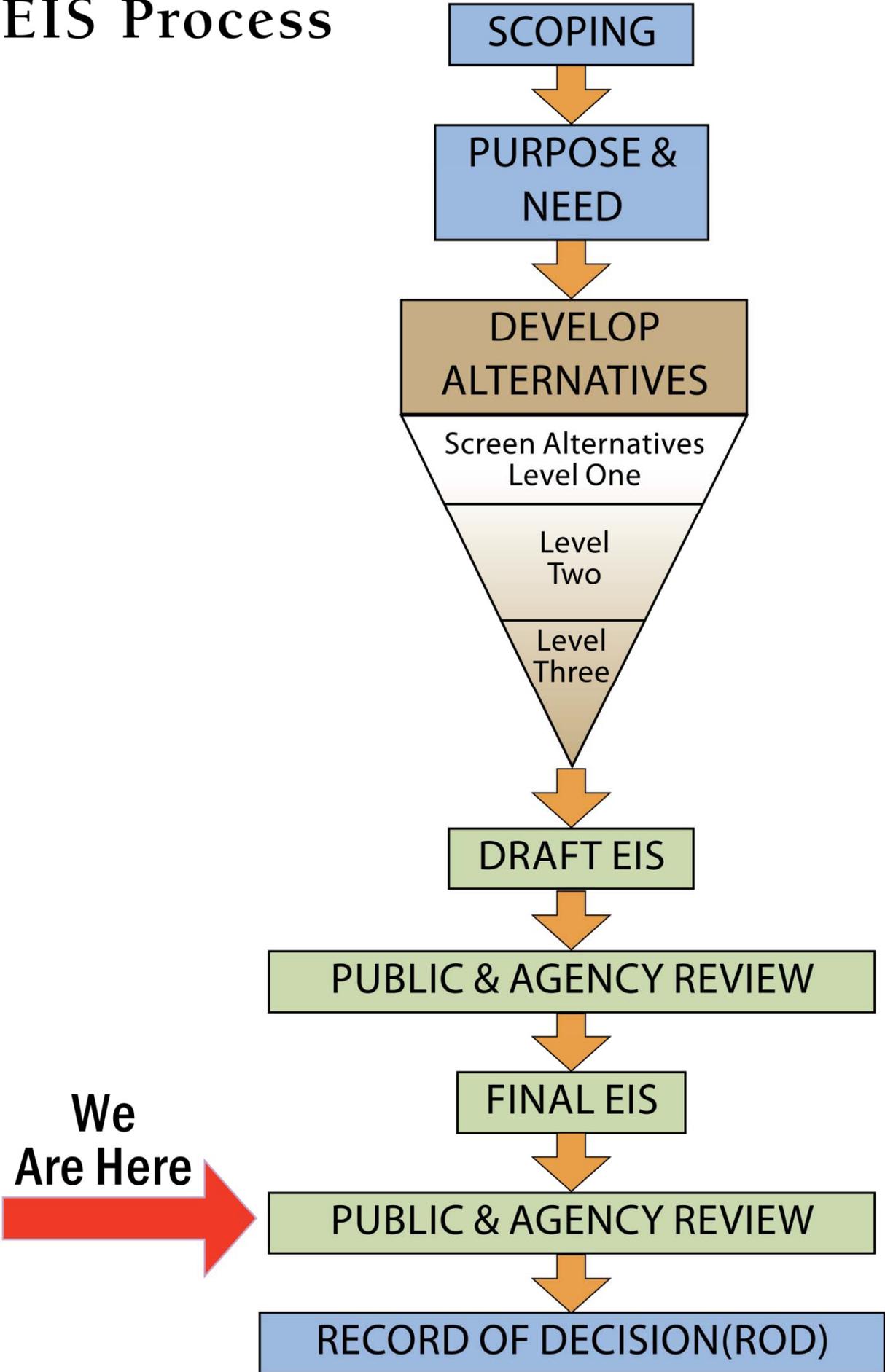
North I-25 EIS

Lead Agencies

- Federal Highway Administration (FHWA)
- Colorado Department of Transportation (CDOT)



EIS Process



Purpose & Need

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● PURPOSE

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.

● NEEDS

- Safety Concerns
- Aging Infrastructure
- Mobility & Accessibility
- Modal Alternatives

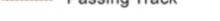
Developing the Preferred Alternative

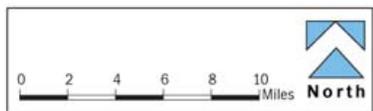
- Evaluation of the No-Action Alternative, Package A and Package B in the Draft EIS
- Public and agency comments on Draft EIS considered
- Collaborative decision making process to achieve broad community support
- Reached consensus among the 45 communities and agencies



Preferred Alternative

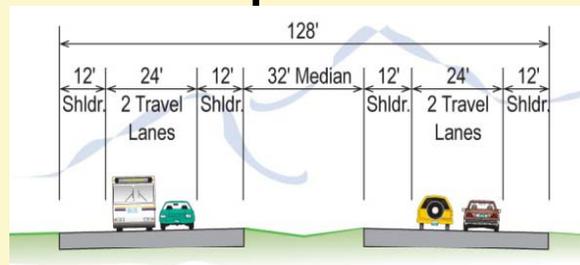
LEGEND

- | | |
|--|--|
|  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 | |

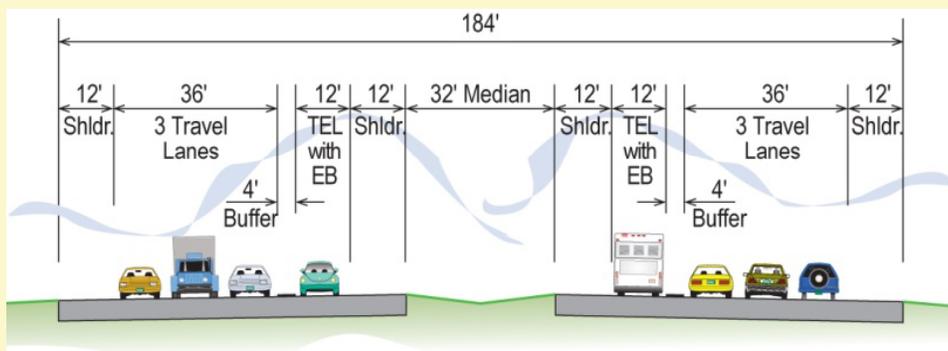


Preferred Alternative

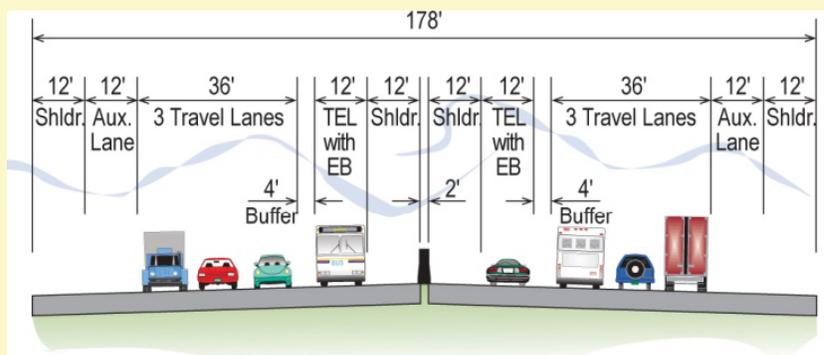
I-25 General Purpose Lanes and Tolled Express Lanes



SH 1 to SH 14



SH 14 to SH 7



SH 7 to US 36



Preferred Alternative

Commuter Rail

- 9 stations
- Single track with passing track
- Operating plan
 - Every 30 minutes during AM and PM peak periods
 - Every 60 minutes during off peak
 - Hours of operation: 4 AM to 1:30 AM
- Maintenance facility in Berthoud
- Feeder bus service provided to commuter rail stations



Preferred Alternative

Express Bus

- 13 stations
- Operating Plan
 - 8 buses per hour peak period
 - 7 to downtown Denver
 - 1 to DIA
 - 2 buses per hour off peak
 - 1 to downtown Denver
 - 1 to DIA
- Maintenance facility in Greeley



Preferred Alternative

Commuter Bus

- 5 stations
- Operating plan
 - 60 minutes off-peak service
- Maintenance facility in Greeley



Evaluation of the Preferred Alternative



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Transportation Findings

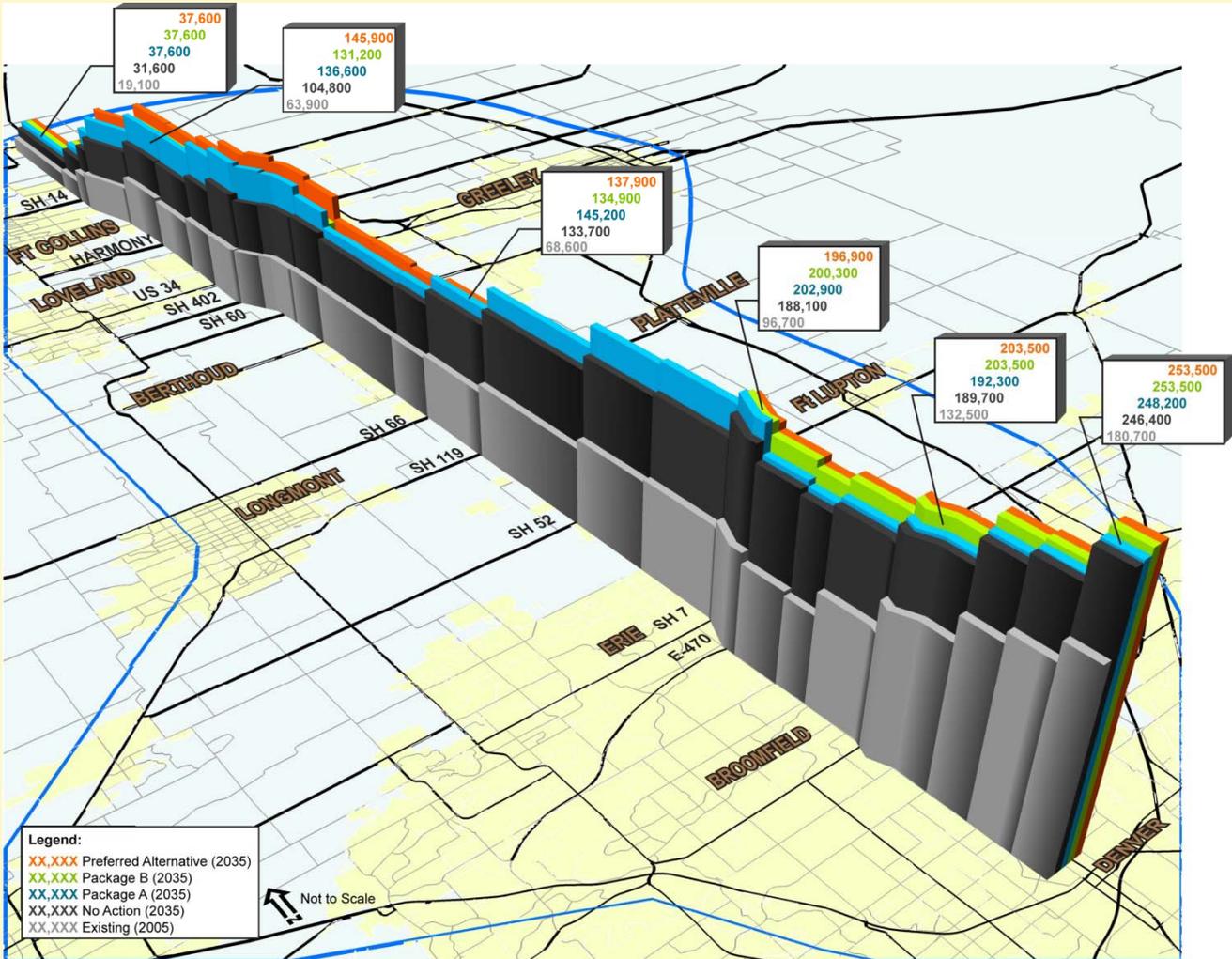


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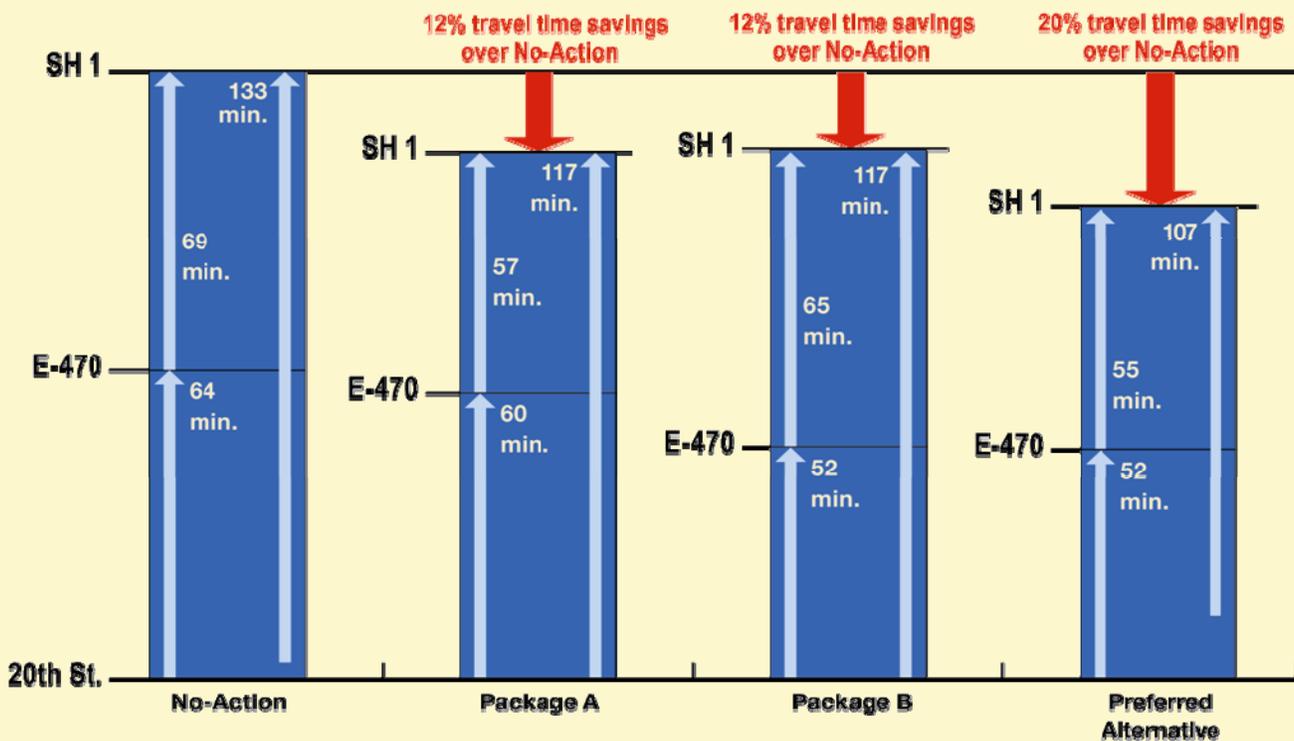
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Daily Traffic Volume Comparison

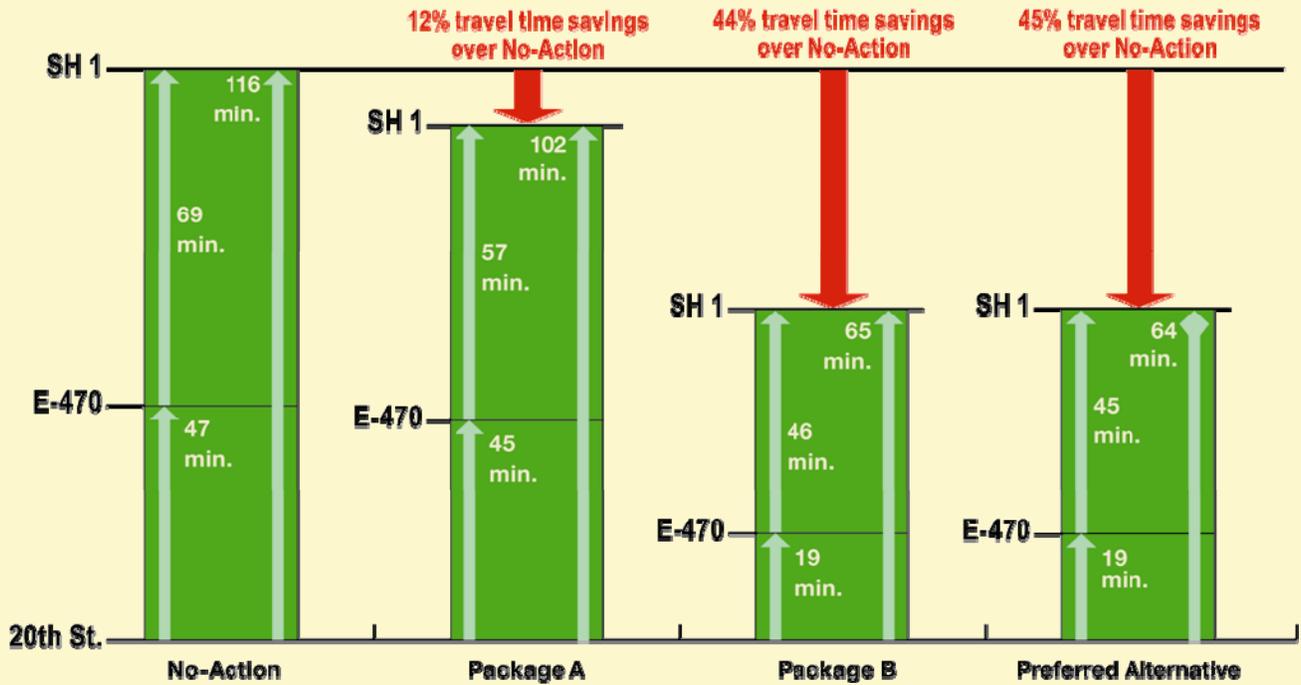


Mobility and Accessibility

I-25 General Purpose Lane Travel Time Comparison

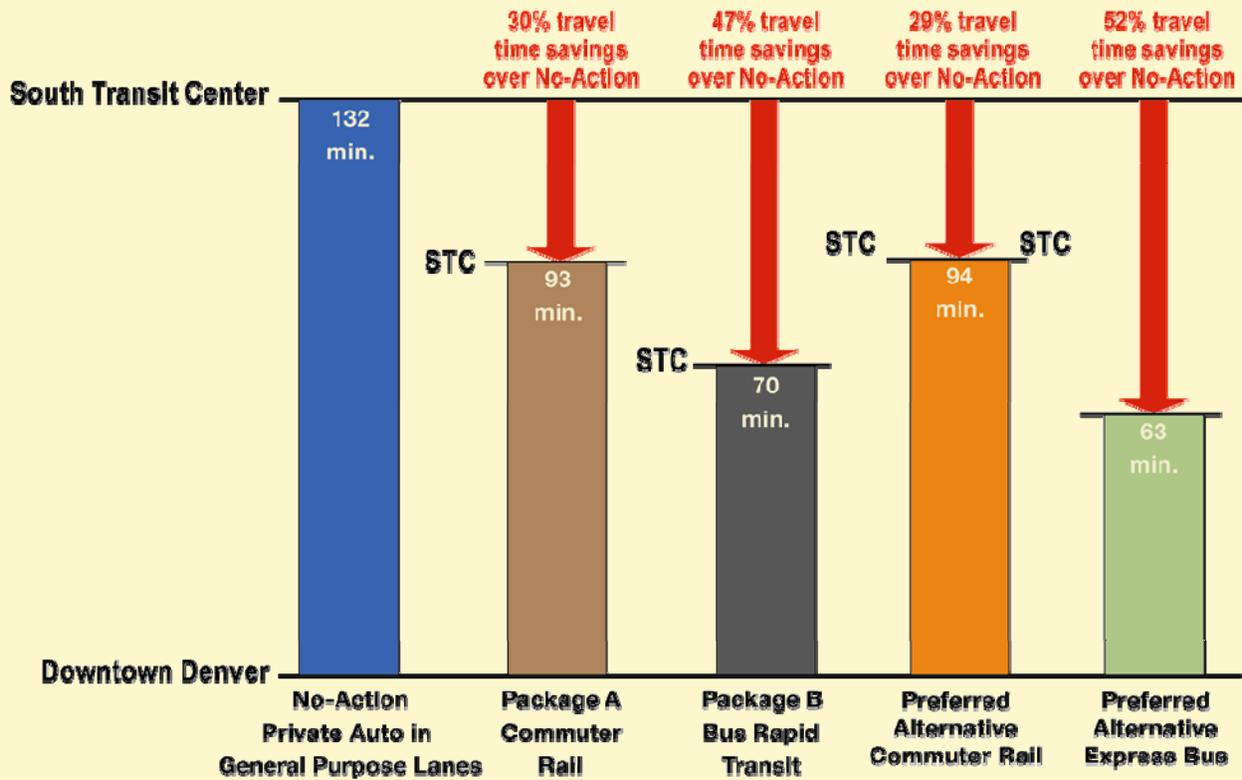


Tolled Express Lane Travel Time Comparison



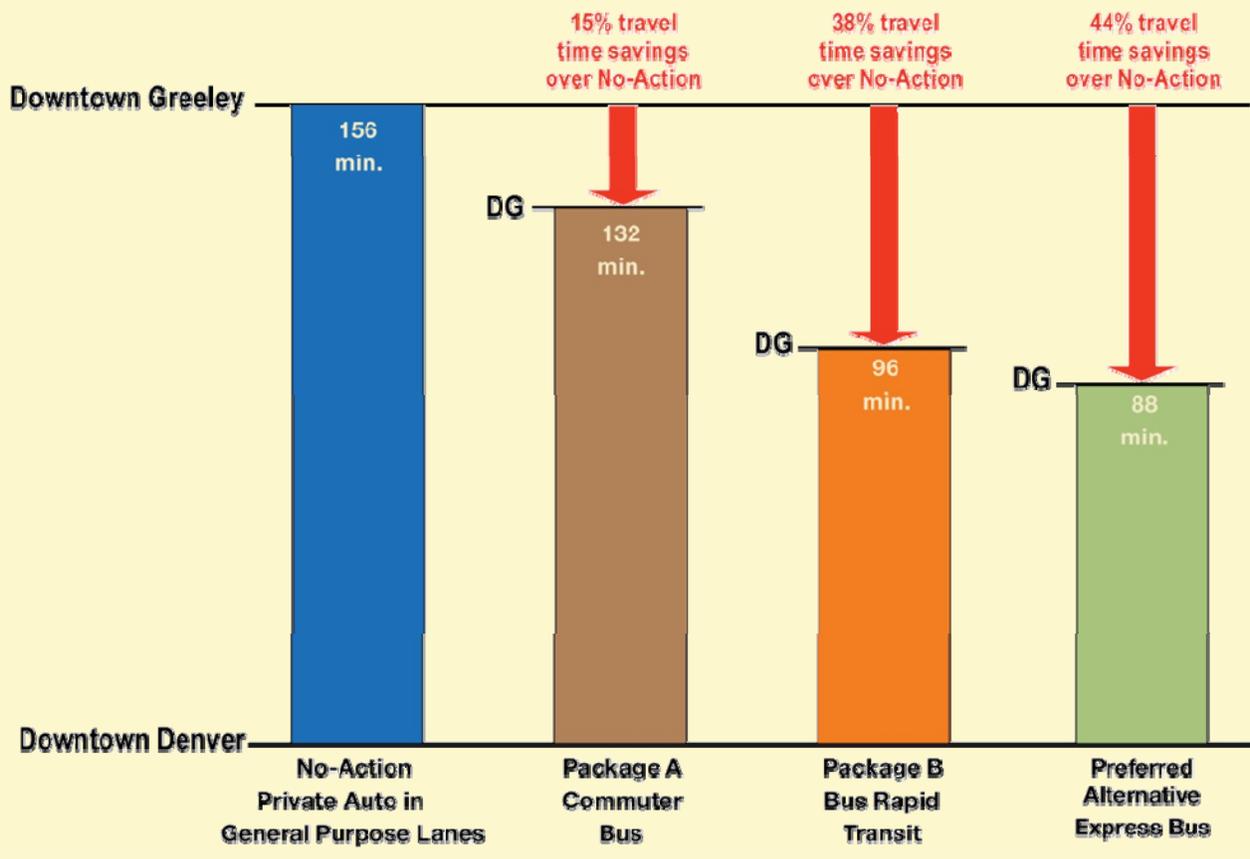
Transit Travel Time Comparison

Fort Collins to Denver



Transit Travel Time Comparison

Greeley to Denver



Modal Alternatives

	Package A	Package B	Preferred Alternative
Modal Options	-Auto -Commuter Bus -Commuter Rail	- Auto - Carpool/ Vanpool - Bus Rapid Transit	- Auto - Carpool/ Vanpool - Express Bus -Commuter Bus -Commuter Rail
Ridership	5,850	6,800	6,500



Infrastructure

- 94 new structures with the Preferred Alternative
- 87 new structures with Package A
- 94 new structures with Package B
- All of the alternatives would replace pavement that has exceeded its useful life



Safety

	No Action	Package A	Package B	Preferred Alternative
Annual Crashes	3,975	4,238	4,061	4,399
Crashes/ VMT	1.41	1.33	1.32	1.37
Arterial VMT (million miles)	35.74	35.10	35.45	35.07
Transit Safety (annual injuries)	NA	8	24	11



Environmental Findings



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Preferred Alternative Environmental Impacts

- Least impact to key natural resources
 - Wetlands
 - Preble's meadow jumping mouse
- Impact to residential areas in Longmont
 - More than Package B but there are clear mobility benefits
 - Less than Package A



Preferred Alternative Environmental Impacts

- Least overall harm to historic properties and parks
- Land Use Goals
 - More supportive than Package B
- Mitigation
 - Appropriate mitigation identified to address impacts
 - Wetland mitigation is being developed at St. Vrain State Park



Cost and Funding



Capital Costs

(2009 dollars)

- Preferred Alternative: \$2.178 billion
 - \$141 M: Express Bus
 - \$12 M: US 85 Commuter Bus
 - \$649 M: Commuter Rail
 - \$1.403B: I-25 TEL/GP
- Funding
 - Based on current sources
 - \$688.4 million between now and 2035



Identification of Phasing



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Phasing Plan

- Current funding is not sufficient to implement the entire project
- Collaborative decision making process
- Numerous phasing plans evaluated
- Consensus was reached on a 3-phase plan
- Projects in Phase 2 or Phase 3 could be moved up if funding becomes available



Phase 1



LEGEND			
	Commuter Bus & Stations		NFR Separate Action Interchange Upgrade (No-Action Alternative)
	Initial I-25 Express Bus & Stations		FastTracks Rail Line
	Commuter Rail ROW Preservation		FastTracks / RTD Transit Station
	Commuter Rail/Express Lines		
	National Express Lines		
	Interchange Reconstruction		

Next Steps

- Prepare Record of Decision (ROD) including responses to public comments
- 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



Public Comment

- Public Review
 - Through October 3rd
 - Hardcopy available at 26 locations
- Public Hearing
 - Sept 12 - Southwest Weld County
 - Sept 13 – Longmont Public Library
 - Sept 15 – The Ranch - Loveland(I-25 & US 34)
- Web Access
 - Throughout review period



EIS Public Review Locations

- Berthoud Town Hall
- Brighton City Hall
- CDOT Headquarters
- CDOT Region 4, Headquarters
- CDOT Region 4, Boulder Residency
- CDOT Region 4, Loveland Residency
- Dacono City Hall
- Erie Town Hall
- FHWA Colorado Division Office
- Firestone Town Hall
- Fort Collin City Building

- Frederick Town Hall
- Greeley City Building
- Greeley Lincoln Park Library
- Johnstown Town Hall
- Larimer County Building
- Longmont Civic Center
- Longmont Library
- Loveland City Hall
- Loveland Library
- Mead Town Hall
- Milliken Town Hall
- Northglenn City Hall
- Poudre River Main Library
- Thornton City Hall
- Weld County Building



Comments

- Name
- Address
- Comment – In 3 minutes or less



Public Comments

- To provide comments after this hearing, please send your comments to:

Mail: North I-25 Project Team
c/o Tom Anzia
North I-25 EIS
6300 South Syracuse Way, Suite 600
Centennial, CO 80211

Website:

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



Thank you!



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