



DATE: May 5, 2019

TO: Transportation Commission

FROM: Heather Paddock, R4 Central Program Engineer (Acting RTD)

SUBJECT: Approval to move forward with permanent alignment of I-25 North Express Lanes (21506)

### Purpose

Region 4 I-25 project team is requesting approval to move forward with the permanent alignment to complete Phase 1 of the I-25 North Final Environmental Impact Statement (FEIS) preferred alternative for Segments 7&8 (Johnstown to Fort Collins) Express Lanes project.

The preferred alternative in these two segments include 1 express lane, 3 general purpose lanes (3+1), and expanded Express Bus service and park-n-rides (aka Mobility Hubs) with an open center median for unidentified future multi-modal transportation systems. Phase 1 is the addition of an Express Lane and Mobility Hubs, the estimated cost is \$250M to \$310M. Phase 1 would include building the template for the additional general purpose lane, but not the lane itself.

### Action

Approval to move forward with the decision to design and build I-25 on the permanent alignment.

The actual funding commitment of \$250M to \$310M will be in the future once staff evaluates the delivery method and makes a recommendation to the executive management team (EMT). After that the EMT team will request a budget action from the Transportation Commission. Budget action timing is dependent on delivery method, therefore it could be as early as June 2019 or Winter of 2019. The bulk of the construction dollars is not needed until Q4 2020 (FY21) therefore the source of funds could change depending on legislative action and cash availability. Additionally an INFRA grant has been submitted and, if successful, the request of funds will be less the INFRA value received.

### Background

The Base project scope includes the addition of 14 miles of Express Lane (NB and SB), replacement of two I-25 bridges to pass the 100yr event, a "center loading mobility hub" for Express Bus service, six miles of pavement reconstruction and eight miles of interim "build to the middle" widening and overlay of the existing infrastructure, and two interchanges.

The decision to move forward with the permanent alignment on Segments 7&8 will allow the project team to meet the purpose and need, along with the scope identified in the FEIS and ROD. It is important to note that this preferred alignment matches the alignment recently applied for under the federal INFRA grant program. The permanent alignment provides 14 miles of pavement reconstruction, replacement of bridges, an additional interchange, and construct the interstate out of the Poudre floodplain at the Kechter Road overpass, where it currently overtops at a 25-year event requiring the interstate to be shut down. The delta between the current scope (BASE) and permanent alignment for Phase 1 FEIS scope (MIRA) is represented in the table below.

Major Infrastructure Elements	Base Project	MIRA Project
Interchanges	2	3
I-25 Bridge Replacements	2	3
Overpass Bridge Replacements	0	2
Railroad Bridge Replacements (over and under I-25)	1	3
I-25 Pavement Reconstruction	6	14
Design Exceptions	11	0



The current funding for the BASE project is summarized in the table below with 16% being funded by local agencies.

STATE ONLY FUNDS		FEDERAL AID FUNDS*		LOCAL FUNDS	
State SB-228	\$ 140,000,000	RoadX/ITS	\$ 2,600,000	Original Commitment (TIGER)	\$ 25,000,000
State Loan Funding	\$ 50,000,000	RAMP Development Funds	\$ 25,143,600	Fort Collins (Prospect)	\$ 12,000,000
Strategic Transit	\$ 10,800,000	Federal TIGER Award	\$ 15,000,000	Fort Collins (Urban)	\$ 5,000,000
State Bridge Enterprise	\$ 24,991,575	Federal Water Quality	\$ 7,347,000	Loveland (402/34)	\$ 6,000,000
FASTER	\$ 8,500,000	Resurfacing	\$ -	Johnstown (402/34)	\$ 6,000,000
		RPP	\$ 4,852,000	Weld (402/34)	\$ 1,000,000
		Walls	\$ 1,744,564	Larimer (402/34)	\$ 1,000,000
<b>STATE ONLY SUBTOTAL</b>	<b>\$ 234,291,575</b>	<b>FEDERAL SUBTOTAL</b>	<b>\$ 56,687,164</b>	<b>LOCAL SUBTOTAL</b>	<b>\$ 56,000,000</b>
*State match included in total		<b>Total Funding</b>	<b>\$ 346,978,739</b>		

The future request for \$250M - \$310M will be in addition to the BASE project. The funding is distributed into the following categories the BASE and the additional funding for MIRA is estimated to breakdown into the following categories depending on the delivery method.

	BASE*	MIRA*
Design	\$6.5M	\$13M - \$25M
Utilities	\$4.5M	\$7.6M
ROW	\$19.5M	\$15.0M
Construction contract	\$268.5M	\$184M – 282M
CE/Indirects/FA	\$47.0M	\$33M - \$49M
<b>TOTAL</b>	<b>\$347.0M</b>	<b>\$250M - \$310M</b>

\*Values have been rounded

**Other Details**

The FEIS for I-25 from Union Station to Wellington began in 2004 and was signed in 2011. Since 2011, 6 Records of Decision (ROD’s) have been signed and design and construction has begun on 7 of the 9 segments.

In 2016, Segment 7&8 from SH402 to SH14 (14 miles) was the successful recipient of TIGER funds. CDOT was successful in the award of TIGER funds due to the significant Local and Private Sector (\$25M) and State (\$117M) commitments and the significant benefits of improved/new intermodal travel options along the project limits. Additionally, the project leveraged an HPTE loan (\$50M - additional State funds) to meet the match dollars required to build 14 miles of infrastructure. The 14 mile project limit was set based on heaviest volume on the corridor, severity of accidents, failing infrastructure, resiliency, encompassment of adjacent Local and Private Sector partner contributions, and length of Express Lane required to pay back the HPTE loan. This 14 mile stretch lead to difficult decisions and ultimately concessions to build an interim configuration, instead of the Phase 1 Preferred Alternative. This is represented below in Figure 2 showing areas where, due to insufficient funding, the project team had to expand to the middle and overlay existing pavement verses replacing the aging infrastructure and preserving the center median for future multimodal solutions. The concession to build an interim configuration with the current project meant that a future project would be required to meet the requirements of the FEIS preferred alternative.

In December of 2017, the Segment 7&8 project was awarded to the Kraemer/IHC Joint Venture Team. The project went through a nine-month competitive bid process and three-month Best and Final Offer (BAFO) with the shortlisted three firms. There were nine proposers that submitted Statements of Qualifications; CDOT shortlisted three firms and Kraemer/IHC won based on criteria for best value including price proposal.

In March of 2019, an INFRA grant requesting \$100M was submitted which leveraged \$109M that was added to the project since the award of TIGER funding, \$31M of that being Local funding. Figure 2 represents those scoping elements identified in the INFRA grant and those additional elements necessary to complete the Phase 1 FEIS (MIRA). The project team is still waiting to hear on a successful award of INFRA funds.





Figure 1: Corridor Map

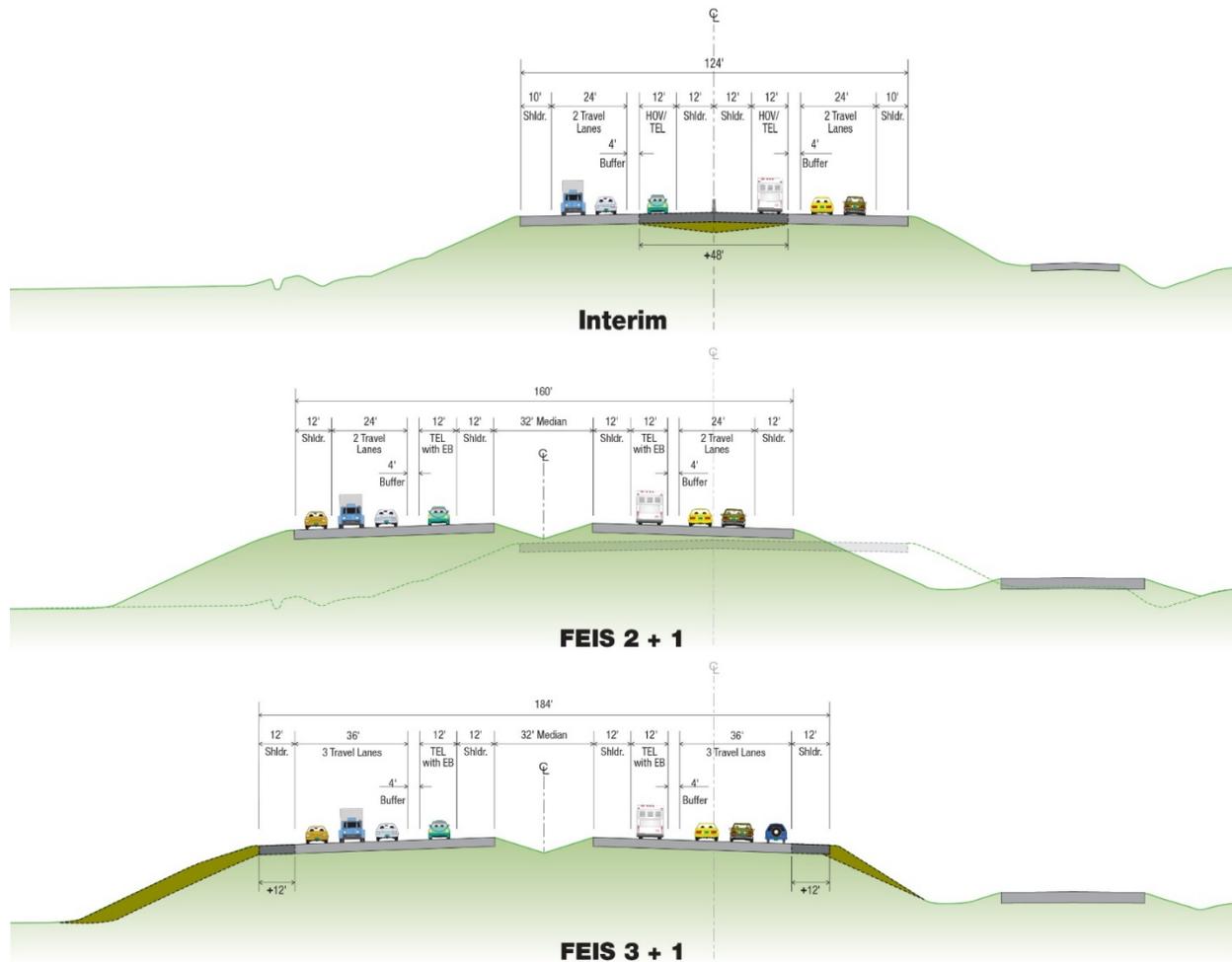


Figure 2: Comparison of Interim Typical to FEIS Typical Section

**Key Benefits**

There are four key benefits for funding the \$250M today: 1) it will eliminate all design exceptions providing a safer facility (this includes full shoulders, vertical clearances for bridges, adequate acceleration lengths, and elevating I-25 out of the floodplain); 2) it preserves the median for future multi-modal solutions; 3) it replaces aging infrastructure (built in 1960's) and provides a permanent pavement with a 30-year lifecycle reducing maintenance costs; and, 4) saves the taxpayers significant funds if built today versus deferring to the future.



By constructing today it will save the taxpayers ~\$105M in interim construction costs and an additional ~\$180M in capital costs that would be required to complete the Phase 1 work assuming it starts construction in 10 years (2029). This equates to ~\$285M construction savings if built and funded today. Additionally, a benefit cost analysis was ran to show the benefits between investing \$250M to \$310M today verses \$430M in 2029. The total undiscounted benefits are \$552M broken into the following categories:

- \$466M Travel Time Saving
- \$57M User Costs
- \$18M Safety Benefits
- \$12M Emission Savings

### Next Steps

Upon approval of the Transportation Commission, the project team will work closely with EMT, FHWA, Procurement Staff and the Attorney General's on the best delivery method to execute the additional work necessary to put I-25 on the permanent alignment. The project team will then return to Transportation Commission to request a formal budget action for the North Express Lanes project.



**Resolution # TC-19-05-XX**

Approve the North I-25 (Segments 7 & 8/SH402 to SH14) project team to move forward with the permanent EIS alignment and reserving a Transportation Commission commitment of up to \$310M.

**Approved by the Transportation Commission on (Insert Date).**

**WHEREAS**, the permanent EIS alignment has been on-record in the North I-25 Environmental Impact Statement (EIS) since 2001; and

**WHEREAS**, CDOT has applied for \$100M INFRA grant for this EIS alignment, leveraging local and state commitment of funds; and

**WHEREAS**, building to the permanent alignment eliminates design exceptions, allows for construction of full shoulders, provides adequate vertical clearances for bridges and adequate acceleration lengths, and elevates I-25 out of the floodplain; and

**WHEREAS**, construction of the permanent alignment preserves the median for future multi-modal solutions and preserves all right-of-way required for implementation of the preferred alternative; and

**WHEREAS**, replacing aging infrastructure (built in the 1960's) and providing a permanent pavement section with a 30-year lifecycle will reduce long-term maintenance costs; and

**WHEREAS**, allowing for construction of the permanent alignment saves the taxpayers significant funds if built today verses deferring to the future; and

**WHEREAS**, local and private commitments to the I-25 corridor make up 16% of the project cost in a significantly beneficial partnership to CDOT and the residents of Northern Colorado; and

**NOW THEREFORE BE IT RESOLVED**, that the Transportation Commission approves the project to move forward with the permanent alignment with a commitment of providing future available funds up to \$310M, with anything less than \$310M being returned to the Transportation Commission for distribution to other priority projects.

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

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Date