

FACT SHEET

North I-25 Environmental Impact Statement

Wellington to Denver

August 2011

UPCOMING PUBLIC HEARINGS

The Colorado Department of Transportation will host three public hearings in September to gather feedback on the Final Environmental Impact Statement. All meetings will take place from 4:30 p.m. to 7 p.m. with a brief presentation at 5:30 p.m. and an opportunity to comment publicly.

September 12, 2011- Southwest Weld County Building: 4209 Weld County Road 24 1/2 (I-25 exit #240)

September 13, 2011- Longmont Public Library: 409 4th Avenue in Longmont

September 15, 2011- The Ranch (Budweiser Events Center): 5290 Arena Circle (I-25 exit #259)

Project Overview

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is completing an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along approximately 60 miles of the I-25 corridor from the Fort Collins-Wellington area to Denver. The EIS addresses regional and inter-regional movement of people, goods and services along I-25.



Preferred Alternative

Over the past year, CDOT has been working closely with FHWA and local agencies to identify a preferred alternative. With guidance from public comments submitted on the Draft Environmental Impact Statement (DEIS) and an extensive collaborative effort, a preferred alternative has been identified which will include the following elements:

- General Purpose Lanes – one new general purpose lane in each direction of I-25 between SH 66 and SH 14.
- Tolerated Express Lanes (TEL) – one buffer-separated TEL in each direction of I-25 from the existing HOV/Express Toll lanes at approximately 84th Avenue north to SH 14.

- Interchanges - 13 I-25 interchanges will be upgraded.
- Express Bus – Express bus with 13 stations along I-25, US 34 and Harmony Road with service from Fort Collins and Greeley to downtown Denver and DIA.
- Commuter Rail – Commuter rail service with nine stations connecting Fort Collins to Longmont using the Burlington Northern Santa Fe Railroad right-of-way, generally paralleling SH 119 then County Road 7 and tying into FasTracks North Metro line in Thornton, providing service to downtown Denver. Passengers may also connect to the FasTracks Northwest line in Longmont, which will travel to Boulder.
- Commuter Bus – Commuter bus service with eight stations along US 85 connecting Greeley to downtown Denver.
- Congestion Management- Improvements include accommodations for ridesharing, carpools and van-pools, along with additional bicycle and pedestrian facilities. In addition, signal timing, ramp metering on I-25 and signage will also be improved.

Frequently Asked Questions

Q. When will we have an opportunity to review the Final EIS?

A. The North I-25 Final EIS will be available for public review and comment for a 30-day period from mid-August to mid-September. During this time, the public hearings listed above will be held to gather feedback.

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Q. What does the Final EIS include?

A. The Final EIS includes a detailed evaluation of the three build alternatives including Package A, Package B and the Preferred Alternative. A phased approach for implementation of the Preferred Alternative will also be included. The Preferred Alternative and Phase 1 are shown on the project website at <http://www.coloradodot.info/projects/north-i-25-eis>

Q. What is a Record of Decision (ROD)?

A. The Record of Decision for North I-25 is a document that will describe the transportation improvements that have been selected by CDOT and FHWA for the first phase of implementation.

Q. What is the North I-25 ROD expected to include?

A. A final decision on what to include in the North I-25 ROD will be made after the Final EIS public comment period. It is currently anticipated that Phase 1, as identified in the Final EIS, will be selected for implementation in the ROD.

Q. When will the North I-25 ROD be completed?

A. The ROD is expected to be signed by CDOT and FHWA in Fall 2011.

Q. When will construction begin?

A. To accommodate current funding limitations, CDOT and FHWA anticipate constructing the improvements in phases over time. CDOT is already moving forward with preliminary design of two northern sections of I-25 improvements. At this time, construction funding has not been identified.

Staying Informed

For the latest information about the project, visit <http://www.coloradodot.info/projects/north-i-25-eis>

