



I-25 SOUTH GAP FREQUENTLY ASKED QUESTIONS

Are you going to build an Express Lane to fix the I-25 South Gap?

Probably. Although federal law will not let us predetermine what solution will be selected, building an Express Lane would be the best way to make sure that the Gap doesn't end up like T-REX, and that everyone in the corridor will be guaranteed a reliable travel time well into the future.

What kind of Express Lane would you build in the Gap?

We aren't sure yet. We're almost finished with a traffic revenue study and survey that will tell us more about what kind of Express Lane options would fit the community's needs.

How much will the toll be if you build an Express Lane in the Gap?

Once the traffic and revenue study and survey are finished, we will be better able to provide an estimate of expected pricing. The data will be used to set toll rates appropriately. Toll price is set to have the right number of vehicles in the Express Lane to provide a reliable travel time. For comparison, right now the Express Lane rate (with a pass) during rush hour on I-25 North: US 36 to 120th is \$3.00 to travel the 6-mile stretch. For the 16 mile Gap project we expect that the per mile toll rate will be less than the per mile rate on I-25.

When will you have the results of the traffic and revenue study and survey?

We will have the results later this spring.

Will the Express Lanes pay for any of the construction of the Gap project?

We don't think so. Once we complete the traffic and revenue study and survey, we will have a better idea of whether we can borrow money today (to be re-paid by future tolls) to contribute to the construction of the project.

Is it true that the INFRA grant requires that the Gap be built with an Express Lane?

It's not required, but it helps the chances of getting the grant. The FHWA will score applications higher that have a revenue stream to help pay for ongoing maintenance and operations (like an Express Lane).

Compare travel times with an Express Lane to a regular free lane in the Gap:

Building an Express Lane provides a sustainable reliable, shorter trip twenty years after construction. That level of trip reliability can not be provided over the long term by adding a general purpose lane.

How will Express Lanes work on this corridor?

An Express Lane would be built in each direction next to the two general purpose lanes. Motorists would always have the choice to take the general purpose lanes for free or, when needed, take the Express Lane for a more reliable trip in exchange for a variable toll.

How will the tolls work on the Express Lanes?

Should motorists take the Express Lane, they would pay a variable toll. It would go up during peak travel times and down during off-peak times to keep the lane congestion free so a reliable trip is offered.

Are you talking about tolling all lanes?

No, Express Lanes are a choice for drivers in addition to the free general-purpose lanes.

Will toll proceeds be applied back to the corridor?

By law, toll revenues must go back into the I-25 South Gap corridor and will help to offset the long-term costs of maintenance and operations of the Express Lanes.

Won't the private sector profit from the tolls?

No. This project is not a public-private partnership and is being built and managed by CDOT with proceeds going back into the corridor.

Why not make the new lane a general purpose lane?

A key project need as determined by analysis and public input is travel reliability. A new general purpose lane would not provide the sustainable travel reliability as an Express Lane would. We've also learned from projects such as I-25 T-REX in Denver that additional lanes are eventually overcome by traffic with no reliable trip offered. This would likely happen on the Gap if a general purpose lane were added. Experience of Express Lane facilities in Colorado and



evaluation of more than 100 alternatives for the I-25 South corridor, including the Gap, show adding an Express Lane is likely the best option to provide travel reliability over the short- and long-term. Travel times across all lanes would improve as experienced with other Express Lanes in the state.

Why not build a fourth lane?

That option was evaluated but there is not the funding to build a fourth lane nor the need for one at this time. The proposed combination of adding an Express Lane, widening the shoulders, improving wildlife crossings and making other critical safety improvements is a reasonable solution to ease traffic flow, particularly during the peak travel times, and provide for a safer highway over the next several years.

Can toll revenues be used to construct a fourth lane?

Toll revenue collected along the corridor will be reinvested back into the corridor to cover ongoing operations and maintenance costs. It is unlikely that toll revenue collected would exceed these ongoing costs.

Will the toll sunset?

No, because the purpose of the tolls is for congestion mitigation and to allow a reliable travel time in the Express Lane. Further, the toll proceeds can be applied to ongoing maintenance needs in the corridor.

What if there is an accident in the corridor? Will tolls be forgiven?

Yes, if there is an incident in the corridor, the Express Lane can be used to help divert traffic and return flow to normal. CDOT currently does this on its other Express Lane corridors and finds that the added capacity of the Express Lane allows the corridor to recover much faster than normally.

Will buses be allowed in the Express Lane? Can carpoolers use the lane for free?

Express Lanes offer better mobility options, including reliable travel times for buses and are free to vehicles with three or more people.

Aren't Express Lanes simply an option for those who can afford to use them?

No. Experience has shown motorists use Express Lanes when trip reliability is most critical, such as picking up a child from day care, or going to the airport.

Why is our region being penalized with the potential application of an Express Lane?

There are currently several corridors that have Express Lanes, with more to come. Express Lanes add critical capacity quickly, sustainable trip reliability and bring relief to entire corridors now and into the future as our population nearly doubles in the next 20 years. Also, Express Lanes' toll revenue collected helps to offset the costs of these projects as CDOT has declining revenue funds.

Is there any chance that the additional lane can be a general purpose lane?

For over a year, CDOT has been following a federally required process to study and evaluate, including public involvement, alternatives to improve I-25 South Gap. We are conducting an Environmental Assessment that is further evaluating making the extra lane an Express Lane or general purpose lane. Analysis and experience show that an Express Lane would likely best meet project needs.

Where can I get more information or get involved?

Go to i25gap.CODOT.gov for latest information on the project and upcoming meetings, email the project team at i25gap@codot.us or call the hotline at 719-297-5143.