



**COLORADO**

Department of Transportation

Region 4

Regional Director's Office  
10601 W. 10th Street  
Greeley, CO 80634-9000

March 23, 2017

Ms. Terri Blackmore  
Executive Director, North Front Range MPO  
416 Canyon Avenue, Suite 300  
Fort Collins, CO 80521

Dear Ms. Blackmore,

Re: 2040 Regional Transportation Plan Amendment Request

On behalf of the Colorado Department of Transportation (CDOT), please accept this 2040 Regional Transportation Plan amendment request to expand the scope of I-25. Through regional efforts, significant new financial resources were secured to construct immediate improvements to this critical corridor.

Within the next four years, one new express lane in each direction, replacement of key bridges, reconstructed interchanges, Intelligent Transportation Systems technology, multi-modal and safety components will be constructed within the North Front Range. CDOT will employ a Design/Build contractor to expedite the design and construction of these improvements.

Future work planned for the I-25 corridor includes extension of the express lanes, reconstruction of interchanges and additional safety improvements. The attached schedule identifies adequate resources to complete future interstate components, which are included in the preferred alternatives identified in the North I-25 Final Environmental Impact States and Records of Decision, as re-evaluated.

We look forward to a timely amendment approval to the 2040 Regional Transportation Plan in order to proceed with this essential work.

Sincerely,

 for Johnny Olson

Johnny Olson, P.E.  
Region 4 Transportation Director

Attachment

JWO:KS:mbc

ec: J. Eussen / K. Schneiders  
C. Stewart  
H. Paddock / S. Rees  
File



**2040 RTP Amendment  
Request Form  
2017**



*Due to NFRMPO Staff no later than 5:00 p.m. Friday, March 24, 2017*

Requesting Agency Information		
<b>Project Sponsor Agency:</b> Colorado Department of Transportation	<b>Agency Contact:</b> <b>Johnny Olson</b>	<b>Telephone:</b> 970/ 350-2101
<b>Mailing Address:</b> 10601 West 10th Street		<b>Email Address:</b> j.olson@state.co.us
<b>City:</b> Greeley	<b>State:</b> CO	<b>ZIP Code:</b> 80634
<b>Additional Financial Sponsors (if applicable):</b> City of Fort Collins, Town of Johnstown, Larimer County, City of Loveland, Town of Timnath, Weld County		
Project Description		
<b>Project Name:</b> I25 Additional Components	<b>Jurisdiction(s):</b> Johnstown, Larimer County, Loveland, Timnath, Weld County, Windsor	
<b>Project Location (attach map of project location as well):</b> North I-25 and associated areas	<b>Project Type (Mobility, Safety, Bridge, etc.):</b> Mobility, Bridge, Safety, Operations	
<b>Project Limits (to and from):</b> US34: 95.8 - 97.2 / I25: MP 253.75 - MP 270	<b>Project Length (miles):</b> 1.5 miles / 20 miles	
<b>Is this part of an ongoing project? If so, please describe.</b> Yes. The US34 Environmental Assessment identified widening from 4 to 6 lanes in key locations within Loveland and Johnstown. Yes. The North I-25 Final Environmental Impact Statement (FEIS) studied from Denver Union Station to SH14 in Fort Collins.		
<b>Project Description:</b> Widen from 4 to 6 lanes, plus auxiliary lanes of US34, safety improvements, signing, striping. Extension of 2 Express Lanes (one each direction), reconstruction of failing pavement, replacement of appropriate structures, interchange improvements, ITS technology and operational improvements on I25		
<b>Project Phase(s), if applicable (Construction, Design, ROW, etc.):</b> Design / Utilities / Construction	<b>Fiscal Year(s) of Construction:</b> 2018-2020	
<b>Reason for Amendment request:</b> To expedite components currently included in the 2040 LRP, the project partners request that the identified components be expedited to 2020 in light of additional funds and costs savings associated with the Design/Build process		

## 2040 RTP Goals, Objectives, Performance Measures, and Targets

Indicate which MPO Performance Measure(s) the project supports. If the project does not support one of the Goals listed below, please type "N/A" in both the Performance Measure(s) and Project Impact columns.

MPO Goal	<u>Performance Measure(s)</u>	Project Impact
<b>Goal 1:</b> Foster a transportation system that supports economic development and improves residents' quality of life	"-Conforms to Air Quality Conformity-Investment in Infrastructure"	The project will improve mobility and provide a sustainable alternative to congestion on I25 and US34. High Occupancy Vehicles (HOV) and public transit vehicles (buses, express bus) would use the express lanes free of charge while Single Occupant Vehicles (SOV) would pay a toll to use these lanes. The rehabilitation and replacement of key bridges in the corridor are sound investments that will allow the final alignment of I-25 to be constructed in the near future. All of these improvements reduce vehicle idling by keeping traffic moving along these heavily traveled corridor.
<b>Goal 2:</b> Provide a transportation system that moves people and goods safely, efficiently, and reliably	Reliable travel times	Installation of express lanes, with associated operational and safety improvements throughout the project segments encourages transit, carpooling, and vanpooling as viable transportation options by providing reliable travel times and uncongested travel flow. Widening mainline US34 added needed capacity to accommodate growing traffic volumes.
<b>Goal 3:</b> Provide a multi-modal system that improves accessibility and transportation system continuity	"-Support transportation services for all including the most vulnerable and transit dependent populations. -Implement RTE, Regional Bike Plan and North I-25 EIS"	Extending the express lanes further south provides additional trip reliability to travelers who choose carpooling, vanpooling, public transit, or paying to use express lanes while driving alone. The US34 widening project includes shoulders for non-motorized users, providing a critically needed crossing of I25
<b>Goal 4:</b> Optimize operations of transportation facilities	"-Use TDM techniques to reduce congestion and optimize the system. -Implement ITS -Reduce project delivery time frame"	Carpooling / vanpooling services will be enhanced through more reliable travel times due to use of the express lane. The installation of state of the industry ITS components will aid the express lanes tolling and operations, as well as increased traveler information (travel time, ramp metering, etc). By utilizing Design / Build methodology, the project will be constructed quickly while taking advantage of contractor creativity.

How does the project support the MPO Goal(s)? (Please attach all relevant data) defined above

### Project Funding

Type (Federal, State, Local, Local Over Match, Other)	Source	Amount	Fiscal Year to be Programmed
see attached			

<b>Total Project Cost</b>	<b>\$ 0.00</b>	<b>-</b>
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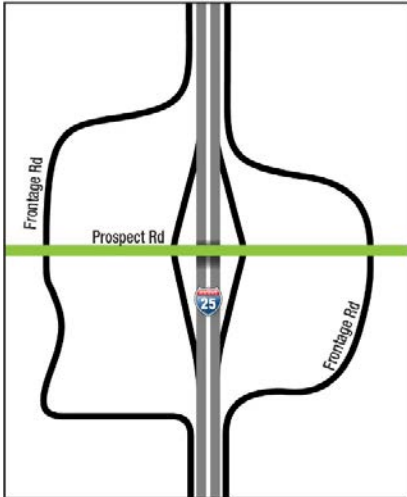
Supporting documentation attached or linked (optional):  
i.e. *Studies, Master Plans, Comprehensive Plans*

"<https://www.codot.gov/projects/north-i-25-eis><https://www.codot.gov/library/studies/us34us287lcr3EA-FONSI>"

**Submit completed form to Becky Karasko at [bkarasko@nfrmpo.org](mailto:bkarasko@nfrmpo.org) no later than 5:00 p.m. on Friday, March 24, 2017.**

## Component A: Prospect Road Interchange Reconstruction

The Colorado Department of Transportation (CDOT), the City of Fort Collins, the Town of Timnath and private developers (Partnership) are seeking to **advance** the completion year of the reconstruction of the Prospect Road / Interstate 25 (I25) Interchange in the 2040 Regional Transportation Plan to **open in 2020**.



Prospect Road is one of four interchanges along I25 in the Fort Collins area. Acting as an east/west reliever route for State Highway 14 (SH14) and Harmony Road, Prospect Road provides direct access to Colorado State University’s main and Veterinary Campuses. With the September 2017 opening of the new stadium on campus, the Prospect Road Interchange will play a greater role in serving campus events.

In 2015, Prospect Road carried 18,000 vehicles per day at the I25 Interchange on a two-lane undivided roadway. Inadequate shoulders make navigation difficult for non-motorized vehicles.

The Partnership identified a number of funding resources that would allow reconstruction of the existing structure to include a four-lane roadway with adequate shoulders and safety treatments. The new interchange is

anticipated to cover from Summit View Drive to Larimer County Road 5, 1.6 miles including additional lanes. Design and construction will be included in the I25 Design/Build Project to take advantage of economies of scale and reduced mobilization costs. As shown below, the cost of the interchange reconstruction is \$24 million, with an additional \$6.5 million identified for Urban Design elements. Proposed design elements include wall treatments similar to SH392 Interchange, plus landscaping and irrigation within the interchange footprint.

### *Additional Funding Sources to complete Prospect Road Interchange Reconstruction*

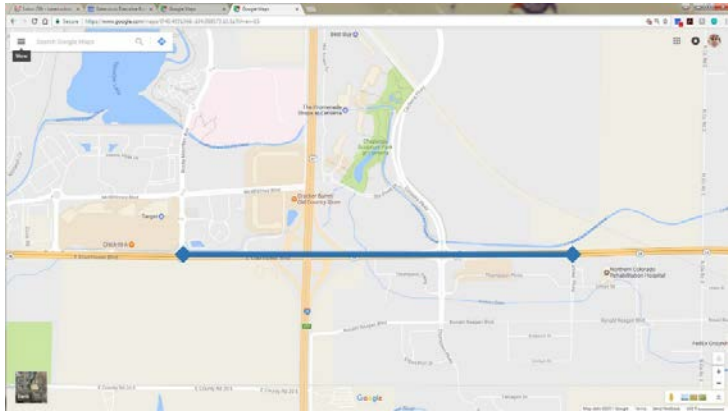
<i>Provider</i>	In millions				<b>Sub-Total</b>
	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	
<i>Local Agencies</i>	4	4	4		12.0
<i>Private Developers</i>	2	2	2.5		6.5
<i>Colorado DOT</i>	6	6	0		12.0
<i>Totals</i>	12	12	6.5		\$30.5

This component was not included in the prior 2040 Plan Amendment Request because of on-going negotiations to expedite the project, and identify adequate funding resources.

## Component B: US34 Widening: I25 to Larimer Parkway (LCR3E)

CDOT is seeking to **advance the widening** of US Highway 34 (US34) from four lanes to six lanes from I25 to Larimer Parkway (Larimer County Road 3E), which is already identified in the 2040 Regional Transportation Plan, to be **open in 2020**.

US34 is a congested, four-lane road providing connections between Loveland, Johnstown, Windsor and Greeley. The roadway provides access to key retail districts, medical facilities, and employment opportunities and serves as the gateway to Rocky Mountain National Park. Identified on the National Highway System, US34 is also a designated freight corridor for Colorado's Freight network.



The 2040 Regional Transportation Plan describes the Vision for US34 as increased mobility, while maintaining the system and safety. In 2015, 52,000 vehicles per day traveled within the project area, included 2,200 trucks bringing goods into and out of the North Front Range region. Volume-to-capacity ratio for the project area ranges from 0.75 to 1, indicating the roadway operates at or near congestion.

Inadequate shoulders force non-motorized users to navigate to other crossings over I25.

In the US34: I25 to US85 Corridor Optimization Study, widening from four lanes to six lanes was identified as the highest priority project. Recently, CDOT identified funding resources to widen US34 from Rocky Mountain Avenue to Larimer Parkway (LCR3E), from four to six lanes with standard shoulders, including bridge widening over I25 and safety treatments. A plan amendment is requested to expedite the I25 to Larimer Parkway for an additional 1.0 miles. This would bring the entire construction area into the 2020 Opening Year within the existing plan. The estimated cost of the widening is \$12 million.

### *Additional Funding Sources to Complete US34: Widening from Rocky Mountain Avenue to Larimer Parkway*

<i><b>Provider</b></i>	<b>In millions</b>				
	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>Sub-Total</b>
<i>FASTER Safety</i>				4.0	4.0
<i>Surface Treatment</i>				6.6	6.6
<i>State Highway Funds</i>				1.4	1.4
<i>Totals</i>				12.0	\$12.0

There is on-going discussion about the best construction method for this component. CDOT retains the right to include this work under the I25 Design/Build contract or to construct it using the traditional Design/Bid/Build approach.

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## Component C: Additional Requested Elements

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CDOT is seeking to **advance** the completion year of the Additional Requested Elements (AREs) identified below, which are identified in the 2040 Regional Transportation Plan, to be **open in 2020**.

The North I25, SH 14 to SH 402 project expands I-25 with the addition of an Express Lane. This project is a result of the convergence of local funding partners, a federal grant, traditional highway funding and innovative contracting.

The project is using the innovative contracting method known as Design/Build, which is a best-value contracting mechanism that awards innovation and efficiency.

With the Design/Build process, CDOT can increase the competitiveness among the bidders and expand the scope of the project without increasing the set total budget. The Design/Build bidders have the opportunity to add additional elements, beyond the base case, into their proposal for the same total price. The submitted proposals are objectively scored, with additional points awarded to proposals that include any AREs.

The AREs for the North I25 project are defined in the Request for Proposal. While it is unknown at this time which, if any, AREs will become part of the project, it is necessary to be prepared for this possibility based on the rapid time frame under which the selected Design/Build team must proceed. One of the ARE's, the reconstruction of I25/ SH402 interchange, has a contribution of local funding and a right-of-way donation included when it is able to move forward.

Therefore, CDOT is requesting an amendment to the 2040 Regional Transportation Plan to include the additional funding sources for the I25/SH402 interchange and the advancement of the AREs to open in 2020.

The AREs include the following:

- Reconstruction of I25 / SH402 Interchange to FEIS alignment
- Extension of the express lanes from milepost (MP) 255.2 south to MP 253.7, a distance of 1.5 miles
- Reconstruction of the I25 mainline bridges over the Big Thompson River
- Reconstruction of the Frontage Road bridges over the Big Thompson River
- Reconstruction of Larimer County Road 20 bridge over I25
- Reconstruction of the Great Western Railway Bridge over I25

### *Additional Funding Sources to Construct SH402 Interchange at I25 to FEIS Preferred Alternative*

	In millions				
<i><b>Provider</b></i>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>Sub-Total</b>
<i>Local Agencies</i>	7	7			14.0
<i>ROW Donation</i>		2			2.0
<i>Totals</i>	7	9			\$16.0

**North I-25 Plan Amendment to NFR MPO: SH56 to SH14  
Revenues by Fund Source**

2040 Plan Timeframes

<i>Fund Source (millions)</i>	<b>FY17</b>	<b>FY18</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22-25</b>	<b>FY26-30</b>	<b>FY31-35</b>	<b>FY36-40</b>	<i>Fund Source</i>
RPP- NFR						\$ 8	\$ 10	\$ 10	\$ 10	RPP- NFR
RPP I25 Design	\$ 4.9					\$ 5	\$ 6	\$ 6	\$ 6	RPP I25 Design
FASTER Safety						\$ 11	\$ 14	\$ 14	\$ 14	FASTER Safety
Tolling Revenue						\$ -	\$ 5	\$ 25	\$ 25	Tolling Revenue
Surface Treatment						\$ 40	\$ 50	\$ 50	\$ 50	Surface Treatment
RAMP	\$ 4.0					\$ -	\$ -	\$ -	\$ -	RAMP
TC Contingency	\$ 6.5	\$ 38.0	\$ 60.0	\$ 37.0		\$ -	\$ -	\$ -	\$ -	TC Contingency
Loan (HPTE)				\$ 18.0	\$ 32.0	\$ -	\$ -	\$ -	\$ -	Loan (HPTE)
Strategic Transit		\$ 5.0				\$ -	\$ 41	\$ -	\$ -	Strategic Transit
RoadX		\$ 2.0				\$ -	\$ -	\$ -	\$ -	RoadX
Freight						\$ 15	\$ 15	\$ 15	\$ 15	Freight
Local	\$ 5.0	\$ 15.0	\$ 16.5	\$ 21.0		\$ -	\$ -	\$ -	\$ -	Local
TIGER Award		\$ 15.0				\$ -	\$ -	\$ -	\$ -	TIGER Award
Water Quality		\$ 2.0	\$ 2.0	\$ 3.3		\$ -	\$ -	\$ -	\$ -	Water Quality
Bridge Enterprise				\$ 6.0		\$ -	\$ -	\$ -	\$ -	Bridge Enterprise
Strategic Funds						\$ -	\$ 64	\$ -	\$ -	Strategic Funds
Flexible Funds - RTP						\$ -	\$ 22	\$ -	\$ -	Flexible Funds - RTP
Loveland \$ (I25 / US34)						\$ -	\$ 15	\$ -	\$ -	Loveland \$ (I25 / US34)
STP-Metro / CMAQ						\$ 5	\$ 15	\$ -	\$ -	STP-Metro / CMAQ
	<b>\$ 20.4</b>	<b>\$ 77.0</b>	<b>\$ 78.5</b>	<b>\$ 85.3</b>	<b>\$ 32.0</b>	<b>\$ 83.9</b>	<b>\$ 256.5</b>	<b>\$ 119.9</b>	<b>\$ 119.9</b>	<b>\$ 873.4</b>
	\$ 20.4			TIP	\$ 272.8					