North I-25 Tolled Express Lanes:
US36 to 120th Ave &
SH66 to WCR38

Regional Transportation Plan Amendment
For a Colorado High Performance Transportation Enterprise
Proposed Toll Facility
Submitted to the Denver Regional Council of Governments
March 2011, pursuant to:
DRCOG Approval of tolling plans
Part 1

Information requested and process to support roadway amendment requests for the Fiscally Constrained 2035 Regional Transportation Plan.

1. Description of proposed amendment

The Colorado High Performance Transportation Enterprise (HPTE) respectfully submits this application to the Denver Regional Council of Governments (DRCOG) for approval of a toll facility amendment for Cycle 1, 2011 to the 2035 fiscally constrained Regional Transportation Plan (2035 RTP). This request has support from the Colorado Department of Transportation, RTD, Adams, Boulder, Broomfield, Denver and Weld Counties; Longmont, Mead, Northglenn, Thornton, and Westminster.

This amendment would not alter the location of roadway improvements for north I-25 as shown in the current 2035 RTP, though the project descriptions would be modified as follows:

### South I-25 Segment

<table>
<thead>
<tr>
<th>Delete current description</th>
<th>I-25: US-36 to Thornton Pkwy</th>
<th>Add two general purpose lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add new project</td>
<td>I-25: US-36 to 120th Avenue</td>
<td>Add two Tolled Express Lanes</td>
</tr>
</tbody>
</table>

### North I-25 Segment

<table>
<thead>
<tr>
<th>Delete current description</th>
<th>I-25: SH-66 to WCR 38</th>
<th>Add two general purpose lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add new project</td>
<td>I-25: SH-66 to WCR 38</td>
<td>Add two Tolled Express Lanes</td>
</tr>
<tr>
<td></td>
<td>I-25 / WCR 34</td>
<td>Reconstruct Interchange</td>
</tr>
</tbody>
</table>

The two segments described above would function as tolled express lanes (TELs) instead of general purpose lanes. The requested modification to the 2035 RTP would add tolling functions within the two lanes on North I-25 and incorporate the funds to purchase required toll equipment. Completion staging would remain in the 2025 to 2035 time frame. See Section 5 for cost details associated with this amendment.

The purpose of this project is to improve mobility and provide a sustainable alternative to congestion along North I-25. High Occupancy Vehicles (HOV) and public transit vehicles (buses, express bus) would use the tolled express lanes (TELs) free of charge while Single
Occupant Vehicles (SOV) would pay a toll to use these lanes. The mixture of SOV tolled and HOV/Transit non-tolled vehicles using the lanes would be managed through variable pricing for SOVs to maintain free flow conditions within the TELs, even during peak travel hours.

Operations of the facility will be accomplished by applying proven tolling technology and traffic engineering criteria. The buffer—separated TELs will be fully inter-operational with other tolling facilities in the region. Locations of existing tolled facilities in the region are shown in Figure 1 below. This tolling proposal is for North I-25 only, and is neither related to nor dependent upon any future tolling facilities that may be proposed by the HPTE or other entities.

Figure 1

The two proposed North I-25 TELs are shown in Figure 2.

Figure 2
Like the existing I-25 Express Tolled Lanes, the two new segments of North I-25 TELs will be continuously monitored to ensure reliable traffic flow for buses, HOV vehicles, motorcycles, and toll-paying solo drivers. The overall operations system would consist of vehicle on-board components, roadside components, central control hardware and software, and a communications backbone. An on-board vehicle transponder would allow tolling an SOV electronically. The roadside system would rely on loop detectors, variable message signs, real-time digital video cameras, toll-collection and process units, and enforcement equipment to collect traffic data, disseminate real-time travel and toll pricing information to drivers, collect tolling information electronically, and support enforcement. The central control hardware and software would monitor and operate the system and provide secure customer information and revenue management. The communications backbone would support information flow and data transmission for the system operations.

The two TELs segments will be identified in the North I-25 FEIS, which will go before the Federal Highway Administration (FHWA) in March 2011 for legal sufficiency. Once legal sufficiency is determined, the public review period will begin in anticipation of a fall 2011 Record of Decision (ROD) from the FHWA.

It is important to keep in mind that this plan amendment contains information for the north section of I-25 from SH66 north to WCR38 (the northern DRCOG boundary). However, the northern TEL facility (SH 66 to WCR 38) would continue into the North Front Range Metropolitan Planning Organization area (NFRMPO). The NFRMPO 2035 Transportation Plan is in an update process, which will include similar modifications to I-25 to extend the northern TELs to SH56. Additional information regarding the NFRMPO 2035 Plan Amendment is available to aid this effort.

2. Description of benefits to be realized

The North I-25 TELs are important transportation system management tools that will improve travel conditions for a meaningful segment of the traveling public. Implementation of the two North I-25 TEL segments offers these benefits:

- Improves mobility for all travelers by providing a sustainable alternative to congestion along the corridor during peak periods.

- Provides travelers with transportation choices – carpooling, vanpooling, public transit, or paying to use tolled express lanes while driving alone.

- Allows transit vehicles, HOVs, and paying SOVs to drive at a faster speed than vehicles on congested general purpose lanes since traffic volumes on TELs are limited and maintained at Level of Service C or higher.
- Improves efficient use of any excess capacity in the Tolled Express Lanes.
- Generates an additional revenue stream for the operations and maintenance of the new North I-25 TEL facilities.
- Encourages transit, carpooling, and vanpooling as viable transportation options by providing reliable travel times and uncongested travel flow.

3. *Describe why the amendment must be made in this cycle*

   No ROD can be signed by FHWA until the project is in the fiscally constrained Regional Transportation Plan (RTP). The ROD for the North I-25 EIS is scheduled for FHWA approval in fall 2011, which is many months prior to the completion of DRCOG’s next RTP amendment cycle. Waiting for a future amendment cycle would only serve to delay the North I-25 ROD.

4. *Describe effects on other DRCOG plans. List probable restrictions on improvements to other roadways or transit facilities (due to “no-compete” clauses).*

   Pursuant to the [policy statement on tolling](#) adopted by the Colorado Transportation Commission in November 2005:

   - Any tolling decision by the CTE (body prior to HPTE) should not reduce the allocation of Transportation Commission funding to the region in which the facility or system lies.
   - Tolling revenue should not be considered when calculating the proportion of state or federal transportation funds received by a transportation planning region or CDOT region.
   - Toll facilities should not be included in the state highway inventory used for resource allocation purposes.

   Consistent with that policy, no effects are anticipated on other DRCOG plans as a result of implementing this project. The cost to purchase tolling equipment and to operate and maintain the TEL equipment would not impact resource allocation.

   A non-compete clause is not relevant to this type of tolled express lane facility and would not apply. No restrictions on other improvements from “no-compete” clauses are anticipated.

5. *Estimated project cost*

   The estimated capital cost and the annual operations/maintenance costs for the I-25 Tolled Express Lanes are outlined below. These costs assume 20% contingency factor.
The 2035 RTP currently identifies an estimated cost for the I-25 general purpose lane widening projects as follows: 1) US36 to Thornton Parkway of $183.5 million (2008 dollars), 2) SH66 to WCR 38 and interchange improvements at WCR 34 of $85 million. RTP funding previously designated to these projects would be designated to the new TEL projects. Note that because of revised design options and cost savings, the segment north of US36 can now be completed further north to 120 Avenue.

The tolling infrastructure costs associated with each project covers tolling equipment purchase and installation. Included in this cost estimate are sign bridges, variable message signs, fiber optic cable, video cameras and transponder readers. The estimate relies on assumptions and equipment needs outlined in the June 2010 North I-25 EIS Cost Estimate Review.

### 6. Sources of funding for the tolling infrastructure components of the project

The long term financial plan for the North I-25 TELs identifies toll revenues to fully cover all capital equipment, operating, and maintenance costs. The financial viability of this proposal relies on the system to collect sufficient toll revenues to cover: 1) the acquisition and implementation of tolling equipment and 2) the annual operations and maintenance (O&M), plus enforcement costs.

Upfront funding for the toll equipment and ongoing O&M costs outlined above will likely come from a combination of:

- Toll revenues generated on the facility
- High Performance Transportation Enterprise (HPTE)
Upfront loan from CDOT to be repaid over time

The current plan is to implement the managed lanes over an extended period of time, using the revenues generated by the earliest operating segments to repay loans and to cover ongoing costs. However, this analysis presents the worst case scenario in which the HPTE would procure all of the capital equipment in a single purchase and also pay its share of the operating expenses for the managed lanes, including maintenance of the tolling equipment from day one. This analysis assumes that HPTE will pay for the toll equipment utilizing a 30-year loan from the Transportation Commission at an estimated 6.00% interest.

This worst case scenario was analyzed because at this time, it is not possible to determine the actual timing of when various segments will open and the revenue amounts that individual segments would generate. Exhibit B attached is an analysis of the financial feasibility for this project. Traffic and revenue estimates developed during the NEPA process were used along with the current traffic data and project assumptions to answer the questions:

1. How many toll-paying SOVs are required to cover annual operating costs?
2. Is there enough excess capacity projected on the managed lane to allow the number of toll-paying SOVs we need?
3. Is the number of toll-paying SOV trips we need likely to occur?

Analysis concluded that the facility could generate enough revenue to cover tolling O&M and initial capital costs of the tolling equipment as an HOV 3+ free facility. Operated as an HOV2+ free facility, the new capacity south of 120th Avenue would be entirely used by toll free vehicles during the peak periods and therefore would not generate sufficient revenue to cover the cost. See Appendix B for the detailed analysis.

7. Identify other entities that are directly impacted

CDOT has worked closely with RTD and has support from the following municipalities and Counties impacted by this plan amendment:

<table>
<thead>
<tr>
<th>Adams County</th>
<th>Boulder County</th>
<th>Broomfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver</td>
<td>Longmont</td>
<td>Mead</td>
</tr>
<tr>
<td>Northglenn</td>
<td>Thornton</td>
<td>Westminster</td>
</tr>
<tr>
<td>Weld County</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
8. **Documentation of appropriate “1601” approval must be provided**

1601 documentation, if required, will be presented to DRCOG at the appropriate time. With construction anticipated during the 2025 – 2035 timeframe, 1601 documentation is premature at this juncture.

9. **Requirements for travel and land use modeling associated with AQ conformity:**
   
   **A. Facility type, number of lanes and posted speeds**

   North I-25 currently has six general purpose lanes in the southern segment and four general purpose lanes in the northern segment. This amendment would add one buffer-separated TEL as an inside lane in each direction for both segments. The posted speed limit varies from 55 to 75 miles per hour and is not proposed to be changed at this time.

   **B. Model staging year for completion (or other staging sequences)**

   Based on available funding, it is estimated the proposed improvements will be completed in the same stage as the projects currently in the plan, which is the 2025-2035 timeframe.

   Depending on when the funding becomes available, the TEL segments may be constructed sooner or in phases, for which plan amendments will be requested.

   **C. Specific connections with the existing/planned roadway and transit network (ramps, access/egress points.)**

   The southern section of this proposal would extend I-25 Tolled Express Lanes (TELs) from US36 north for 5.5 miles to 120th Ave. The northern section includes I-25 from SH66 north for 4 miles to WCR 38, with an additional 3 miles to the north in the North Front Range MPO.

   The new access/egress points on the south segment will be located immediately south of 120th Avenue and near 84th Avenue, designed to minimize operational impacts to both the TELs and general purpose lanes. For the northern segment, access/egress will be provided near the SH 66 interchange. Admittance to the TELs will be limited to the specific access points using pavement markings and signage based on standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD). The new access points will accommodate traffic entering and exiting from the existing Express Lanes to improve traffic throughput and increase usage of the Express Lanes. The existing Express lane facility is a two-lane, barrier-separated, reversible operation. Both lanes flow toward downtown Denver (southbound) in the AM peak period and both out of downtown (northbound) in the PM peak period. The proposed TEL buffer-separated lanes, one in each direction, would not be reversible. A slip
ramp to/from the general purpose lanes is provided for the off-peak direction TEL traffic to enter or exit the TEL lanes.

Continuous emergency access is provided throughout the TELs.

D. Ancillary improvements committed

The construction of the north TELs from SH66 to WCR 38 necessitates interchange improvements at WCR34. The TELs cannot be fully implemented without modifying the existing structure. Costs associated with the interchange improvements are included within the project’s construction cost estimate.

E. Unique operational characteristics (if applicable): toll rates and variations by vehicle type or times; type of separation from GP lanes; time of day restrictions- hours of operation; transit routes using HOV/HOT facilities (vehicle headways, etc.)

The proposed buffer-separated tolled express lanes would operate 24 hours a day, seven days a week. The consistent hours of operation would simplify enforcement and help avoid any possible confusion or misunderstanding in using the TELs due to various toll hours. Pricing policy mirrors what is in place on the existing I-25 Express Tolled Lanes. Tolls would be charged only for the single occupant vehicles (SOVs). The fee charged in the peak hours for the southern segment of the I-25 TELs would be no less than RTD’s express bus fare – currently $4.00.

Except as noted below, all vehicles using the TELs must have two or more occupants or pay a toll. All high occupancy vehicles (HOVs), including public transit vehicles, commercial buses, private buses and vans, would be allowed to use the TELs for free. The toll rates and definition of HOV (e.g. from 2+ to 3+ or 4+) will be adjusted when necessary to maintain a Level of Service (LOS) of C. The permission for SOV access may be restricted or prohibited at future times, as necessary to ensure adequate speeds for transit and multi-occupant travel. CDOT will work DRCOG and other regional planning partners if there is a need to consider changing the definition of an HOV from two or more to three or more, and possibly four or more, depending on traffic warrants.

As prescribed by federal law, motorcyclists will be allowed to use the TELs for free. Federal law only allows hybrids in HOV/HOT lanes as long as travel speeds in the HOV/HOT lanes are not degraded. Beginning in May, 2008 owners of qualifying Hybrid Vehicles are allowed to apply for a permit to use HOV/HOT lanes, regardless of the number of occupants. Qualifying vehicles must display the required HOV exemption decal and transponder. The hybrid permit program is in effect until there is a change in federal law or the lanes become too congested requiring a policy change.
The existing North I-25 Express Toll lanes operate under a dynamic pricing model that alters the toll real-time based on actual traffic. Dynamic pricing allows real time adjustment during weekday peak hours based on traffic conditions; it will also allow the charge to vary whenever special events affect normal traffic flows (sporting events, concerts, etc.). For purposes of this application and required demand modeling, the following toll rates were used. These rates assume an agreement with RTD that the peak segmental toll rate will be no less than the equivalent bus fare. At the time that the tolling function is implemented, higher toll rates may be imposed.

**TOLL RATES BY TIME OF DAY TABLE**

<table>
<thead>
<tr>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:00 - 6:00</td>
<td>$0.50</td>
</tr>
<tr>
<td>6:00 - 6:45</td>
<td>$1.75</td>
</tr>
<tr>
<td>6:45 - 7:15</td>
<td>$2.75</td>
</tr>
<tr>
<td>7:15 - 8:15</td>
<td>$4.00</td>
</tr>
<tr>
<td>8:15 - 8:45</td>
<td>$2.75</td>
</tr>
<tr>
<td>8:45 - 10:00</td>
<td>$1.25</td>
</tr>
<tr>
<td>Noon - 3:00</td>
<td>$0.50</td>
</tr>
<tr>
<td>3:00 - 3:30</td>
<td>$1.50</td>
</tr>
<tr>
<td>3:30 - 4:30</td>
<td>$2.00</td>
</tr>
<tr>
<td>4:30 - 6:00</td>
<td>$4.00</td>
</tr>
<tr>
<td>6:00 - 7:00</td>
<td>$1.50</td>
</tr>
<tr>
<td>7:00 - 3:00a</td>
<td>$0.50</td>
</tr>
</tbody>
</table>

Weekend tolls and major holidays are presumed to use the off-peak rate, but as already noted; tolls may be adjusted on specific weekends during major events. This flexibility ensures smooth traffic flow in the TELs.

CDOT will own, operate and maintain the future TELs. Because this plan amendment extends the existing North I-25 Express Tolled Lanes, tolling customer service and revenue management will be contracted out. In addition to assuring interoperability requirements are met, contracting out these services will take advantage of efficiencies from operations now in place for other toll facilities such as E-470 and the Northwest Parkway. It is presently presumed that the Colorado State Patrol will be responsible for enforcement.

F. **Relation to the UGB/A (reviewed by DRCOG staff and discussed with sponsor)**

The TELs are consistent with the DRCOG Metro Vision 2035 Plan. They are compatible with the land use and transportation elements at the regional level and include the multi-modal
improvements consistent with the Vision multi-modal corridor concept for North I-25. The North I-25 TELs fall entirely within the DRCOG Urban Growth Boundary.
Part 2

As a supplement to the information above, five additional categories must be addressed for toll amendment submittals to the DRCOG 2035 RTP. Those items are operation, technology, project feasibility, project financing and other federally required information.

1. **Toll Facility Operation** – all items listed under Part #1 – information requested and process to support roadway amendments requests for the Fiscally Constrained 2035 RTP will be addressed.

   See Part 1, Section 9 C-E above.

2. **Technology** – DRCOG will assume that the system will use transponders (no stopping to pay cash) and will be interoperable with E-470, the existing I-25 Express Tolled Lanes and the Northwest Parkway unless stated otherwise in the plan amendment submittal.

   The assumptions above are true. Since this project extends the existing I-25 Express Toll Lanes, seamless integration of equipment is a must. Technology employed by the existing I-25 Express Toll Lanes will be used for the North I-25 TELs.

3. **Project Feasibility** –

   Summarize technical feasibility including the context for the project and the implementation opportunities and constraints at the planning level of information and provide planning level information for facility usage.

   The project scope associated with this plan amendment is to repurpose the functionality of the current project from the 2035 RTP to add planned North I-25 general purpose lanes. The amendment as described for two segments of TELs is part of the Recommended Preferred Alternative for the North I-25 EIS and has gone through technical, cost, and environmental reviews. Technical feasibility for the two segments of TELs and the project extension has been demonstrated through the I-25 EIS. The corridor received extensive review, as outlined on the CDOT website at http://staging.coloradodot.info/projects/north-i-25-eis

   Some Right-of-Way acquisition is anticipated to extend the south TELs to 120th Ave. It is anticipated that a similar amount of Right-of-Way is needed for the TELs as the General Purpose Lanes. CDOT will purchase and install toll collection equipment and operate these lanes as tolled express lanes. We do
not anticipate any constraints in installing the necessary equipment. HPTE will utilize proven technology, processes and organizational arrangements to operate this facility, building off of the success of the existing North I-25 Express Toll Lanes.

The North I-25 EIS modeling is projecting 35,000 vehicles / day utilizing the south facility and 25,000 vehicles / day using the north facility at full build-out.

4. Project Financing – the following will be provided:
   - Capital costs for the project with major components and key assumptions including inflation and contingencies.

   Part 1, section 5 identifies capital costs for roadway and tolling infrastructure. The capital cost for the tolling equipment is outlined in section 5 and assumes a 20% contingency factor. No inflation assumptions on the cost of capital equipment were used. While capital, operating and maintenance costs will likely rise over time, the toll rates imposed will also be adjusted over time and are assumed to offset any increased costs due to inflation.

   - Operation and maintenance add-ons – costs that are in addition to normal O&M – and inflation assumptions:

   All costs for operating and maintaining the toll equipment are included in the estimate provided in Part 1, section 5. As noted above, no inflation is assumed.

   - Financial assumptions including non-traditional financing sources and innovative financing.

   This amendment does not assume any non-traditional funding sources. The proposal does assume the worst case scenario that the HPTE must purchase all tolling equipment upfront and that CDOT will fund the roadway infrastructure. Actual implementation may involve partnerships with other entities.

   - Identification of public sector financial responsibility if revenue is not sufficient to meet annual costs after toll facility if built and operating.

   There is little risk to the public sector associated with this project. This project is based on the minimal additional costs associated with toll
equipment acquisition and revenues generated by the existing I-25 Express Tolled Lanes. If revenues were insufficient, the HPTE and CDOT would be responsible for any uncovered costs and would likely modify the facility to require HOV 2 vehicles to pay a toll.

- **Identification of how excess revenues would be spent in the (same) corridor.**

Excess revenues from the two I-25 TEL segments would be used to pay for the costs associated with operations, maintenance and improvements to the corridor, regardless of mode.

- **Relationship to a system, if applicable.**

The North I-25 TELs as proposed are found within the North I-25 Environmental Impact Statement (FEIS) which covers I-25 from Denver Union Station to Fort Collins. The TEL segments are identified in the Recommended Preferred Alternative of the EIS, which evaluated the transportation system as a whole.

The North I-25 TELs operations and policies will align with Colorado’s existing toll facilities on I-25 in Denver, E-470 and the Northwest Parkway. Future toll facilities on US36 will also be compatible in terms of operations, maintenance, equipment and governance.

5. **Any other federally required information.**

None known of at the time of plan amendment submittal.

6. **Other information to be provided --**

*A summary of the environmental examinations and other studies completed to date and those anticipated in the future with key milestones and timeline.*

The components of this plan amendment request are part of the preferred alternative being studied in the North I-25 Final EIS. The Final EIS is anticipated in be released for public review in mid-2011 with a goal of reaching a Record of Decision in late 2011. Key environmental impacts and mitigation for this part of the preferred alternative are summarized below, based on information to be included in the Final EIS.

**Social Conditions**
Implementation of tolled express lanes (TELs) would affect residences and business in the I-25 corridor. These effects could include property acquisition for right-of-way, interference with traffic flows during construction, and positive effects such as increased mobility and reduced travel times. Mitigation of the impacts during construction will include a traffic maintenance plan, advanced notice to emergency service providers, local schools, homeowners associations, and the general public.

Right-of-Way

Property acquisition for right-of-way will require relocation several partial property acquisitions. All acquisition needed for this project would fully comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Air Quality

Air emissions associated with improvements identified in the North I-25 Final EIS would be slightly greater than those anticipated under the No-Action Alternative because vehicle miles of travel would be expected to increase. These emissions in 2035 would however, be lower than existing levels for all pollutants and in all alternatives. Exceedances of air quality standards are not anticipated.

Noise and Vibration

Traffic noise impacts would occur with the implementation of the TELs, but only slightly more than what is expected to occur without the implementation of the TELs.

New traffic noise barriers are recommended for the following locations along I-25 between US 36 to 120th Avenue:

- Stone Mountain Apartments
- Greens of Northglenn
- Badding Reservoir extension
- Brittany Ridge extension

Water Resources

Implementing TELs in both locations requires the addition of impervious surface, which can lead to water quality impacts. A combination of mitigation measures consisting of permanent structural, nonstructural, and temporary construction best management practices (BMPs) will be implemented in the project area, in compliance with the Clean Water Act and requirements from CDOT’s and other municipalities’ MS4 permits. Permanent BMPs will include water collection and
passive treatment of stormwater, which is currently being directly discharged into existing water systems.

Wetlands

Wetlands and waters of the U.S. would be impacted by implementing TELs, which would require mitigation. CDOT is applying for an Individual Clean Water Act Section 404 Permit for all of the impacts identified in the Final EIS. Mitigation would be provided for all wetland impacts in compliance with provisions of the Clean Water Act and requirements of Executive Order 11990 and will be specified in the Section 404 Permit.

Floodplains

Impacts would occur to 100-year floodplains situated along the corridors. All floodplain impacts, including the consideration of the current level of development, would be mitigated in accordance with Executive Order 11988, 23 Code of Federal Regulations (CFR) 650, and local regulations.

Wildlife

Marginal wildlife and aquatic species habitat would be affected by the implementation of the TELs from US 36 to 120th Avenue. Wildlife and aquatic species habitat would be affected by the implementation of the TELs from SH 66 to CR 38. Impacts would be mitigated to the extent possible and would include revegetation with native species, consultation with the Colorado Division of Wildlife, and use of techniques to limit the spread of noxious weeds. No impacts to threatened or endangered species are expected from implementing the TELs. However, some impacts could occur to bald eagle foraging habitat and black tailed prairie dog colonies. All impacts will be mitigated.

Historic Preservation

Implementation of the TELs would result in no effects or no adverse effects to historic resources; therefore, no mitigation is required.

Hazardous Materials

Construction of the TELs has the potential to encounter hazardous materials due to sites with existing contamination. A Materials Management Plan, as required by Section 250.03 of the CDOT Standard Specifications for Road and Bridge Construction, will be prepared for areas with known soil and groundwater contamination.
Parks and Recreation

There are four existing and proposed parks or recreational properties along the I-25 corridor between US 36 and 120th Avenue. The implementation of TELs in this segment would not result in impacts to these facilities and therefore, no mitigation is required.

*CDOT maintains a commitment to follow the CDOT environmental stewardship guide during project development including the identification of impacts and mitigation measures.*

All impacts will be addressed in the North I-25 FEIS, being completed consistent with the Environmental Stewardship Guide and all NEPA requirements.

*A summary of consultation with local governments completed to date, with issues and resolution; a plan for future additional consultation with local governments during project development and the relationship of the project to local transportation plans.*

A highly collaborative process was undertaken for the North I-25 EIS TAC/RCC. See also Appendix A – the Preferred Alternatives that came out of discussions with involved agencies.

*Assistance to DRCOG staff with response to public comment as needed.*

HPTE staff and CDOT staff are available to assist DRCOG staff with response to public comment as needed.
Appendix A – the Preferred Alternatives
Appendix B – 2009 Cost and Revenue Calculations for RTP Amendments
### Table 2009 Cost and Revenue Calculations for RTP Amendments

#### HOV2+ SCENARIO

<table>
<thead>
<tr>
<th>Project</th>
<th>Portion of I-25</th>
<th>Region</th>
<th>Miles</th>
<th>Percentage</th>
<th>Gross Toll Revenue</th>
<th>Toll Collection</th>
<th>Enforcement</th>
<th>Total</th>
<th>Annual O and M</th>
<th>Net Toll Revenue Available For Debt Service</th>
<th>Total Capital</th>
<th>Annualized Capital (6% at 30yrs)</th>
<th>Capital Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 US 36 to 120th Avenue</td>
<td>DRCOG</td>
<td>5.5</td>
<td>43%</td>
<td>$ 517,000</td>
<td>$25,000</td>
<td>$ 90,000</td>
<td>$ 815,000</td>
<td>$ (298,000)</td>
<td>$1,865,000</td>
<td>$135,399</td>
<td>$ (433,399)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 SH 66 to CR 38</td>
<td>DRCOG</td>
<td>4.0</td>
<td>31%</td>
<td>$760,000</td>
<td>$527,000</td>
<td>$66,000</td>
<td>$ 593,000</td>
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<td>$1,357,000</td>
<td>$98,518</td>
<td>$68,482</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 CR 38 to SH 56</td>
<td>NFRMPO</td>
<td>3.3</td>
<td>26%</td>
<td>$627,000</td>
<td>$434,000</td>
<td>$55,000</td>
<td>$ 489,000</td>
<td>$ 138,000</td>
<td>$1,119,000</td>
<td>$81,239</td>
<td>$56,761</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>12.8</strong></td>
<td><strong>100%</strong></td>
<td><strong>$1,904,000</strong></td>
<td><strong>$1,685,000</strong></td>
<td><strong>$210,000</strong></td>
<td><strong>$1,895,000</strong></td>
<td><strong>$9,000</strong></td>
<td><strong>$4,341,000</strong></td>
<td><strong>$315,157</strong></td>
<td><strong>$ (308,157)</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### HOV3+ SCENARIO

<table>
<thead>
<tr>
<th>Project</th>
<th>Portion of I-25</th>
<th>Region</th>
<th>Miles</th>
<th>Percentage</th>
<th>Gross Toll Revenue</th>
<th>Toll Collection</th>
<th>Enforcement</th>
<th>Total</th>
<th>Annual O and M</th>
<th>Net Toll Revenue Available For Debt Service</th>
<th>Total Capital</th>
<th>Annualized Capital (6% at 30yrs)</th>
<th>Capital Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 US 36 to 120th Avenue</td>
<td>DRCOG</td>
<td>5.5</td>
<td>43%</td>
<td>$2,686,000</td>
<td>$953,000</td>
<td>$90,000</td>
<td>$ 1,043,000</td>
<td>$ 1,643,000</td>
<td>$1,865,000</td>
<td>$135,399</td>
<td>$1,507,601</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 SH 66 to CR 38</td>
<td>DRCOG</td>
<td>4.0</td>
<td>31%</td>
<td>$1,977,000</td>
<td>$694,000</td>
<td>$66,000</td>
<td>$ 760,000</td>
<td>$ 1,217,000</td>
<td>$1,357,000</td>
<td>$98,518</td>
<td>$1,118,482</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 CR 38 to SH 56</td>
<td>NFRMPO</td>
<td>3.3</td>
<td>26%</td>
<td>$1,631,000</td>
<td>$572,000</td>
<td>$55,000</td>
<td>$ 627,000</td>
<td>$ 1,004,000</td>
<td>$1,119,000</td>
<td>$81,239</td>
<td>$922,761</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>12.8</strong></td>
<td><strong>100%</strong></td>
<td><strong>$ 6,294,000</strong></td>
<td><strong>$2,220,000</strong></td>
<td><strong>$210,000</strong></td>
<td><strong>$2,430,000</strong></td>
<td><strong>$3,864,000</strong></td>
<td><strong>$4,341,000</strong></td>
<td><strong>$315,157</strong></td>
<td><strong>$3,548,843</strong></td>
<td></td>
</tr>
</tbody>
</table>
Appendix C – 2009 Segment Cost Calculations by Phase for RTP Amendments
### 2009 Segment Cost Calculations by Phase for RTP Amendments

#### US 36 to 120\textsuperscript{th} Ave.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$102.708 million</td>
</tr>
<tr>
<td>Utilities</td>
<td>$4.725 million</td>
</tr>
<tr>
<td>Engineering</td>
<td>$26.498 million</td>
</tr>
<tr>
<td>ROW</td>
<td>$5.62 million</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td><strong>$139.551 million</strong></td>
</tr>
</tbody>
</table>

#### SH 66 to WCR 38

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$63.937 million</td>
</tr>
<tr>
<td>Utilities</td>
<td>$2.941 million</td>
</tr>
<tr>
<td>Engineering</td>
<td>$16.495 million</td>
</tr>
<tr>
<td>ROW</td>
<td>$3.64 million</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td><strong>$87.013 million</strong></td>
</tr>
</tbody>
</table>