I-25/I-80
Interchange Project

STAKEHOLDER SCOPING MEETING SUMMARY

May 1, 2019

Date: 5/1/2019
Subject: Stakeholder Scoping Meeting
Location: WYDOT Auditorium
Time: 11am-2pm

Agenda:
A. Introductions & Project Background
B. Project Overview
C. Environmental Assessment Process
D. Existing Conditions Update
E. 2008 Feasibility Study and Moving into NEPA
F. Stakeholder Input, Questions, Concerns
G. Next Steps

Attendees
The stakeholder meeting was attended by over 35 individuals representing various organizations and agencies including FHWA, Cheyenne MPO, City of Cheyenne, Cheyenne LEADS, Laramie County Emergency Services, F.E. Warren Air Force Base, Laramie County, UPRR, and property owners.

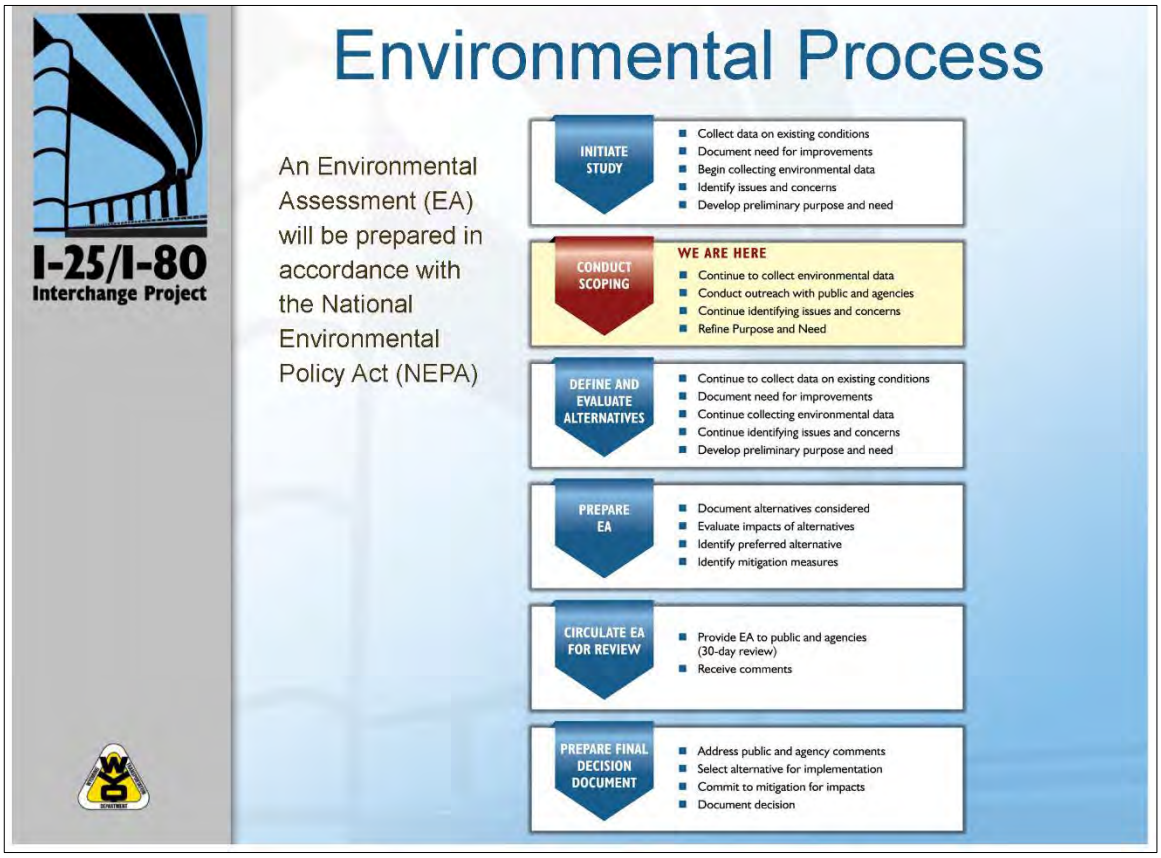
Introduction and Project Background
Introductions were provided by the meeting attendees and Andrea Allen welcomed the group. Tim Eversoll reviewed the agenda and the purpose of the meeting. The Feasibility Study is now 10 years old and we need to reengage this group as part of reviewing how the area has changed. We also need to evaluate and validate the decisions that were made as part of the 2008 Feasibility Study.

Project Overview
Tim Eversoll showed the project area graphic to the group. This project includes Phase 1 and 2 from the feasibility study (I-80/I-25 interchange the Lincolnway Interchange). Tim reviewed the project background and inclusion of the project in these previous studies:

- I-25/I-80 interchange improvements identified in multiple Cheyenne MPO plans
- 2008: WYDOT completed Feasibility Study
- 2018: WYDOT completed I-80 Corridor Study
- 2018: WYDOT completed Reconnaissance Report

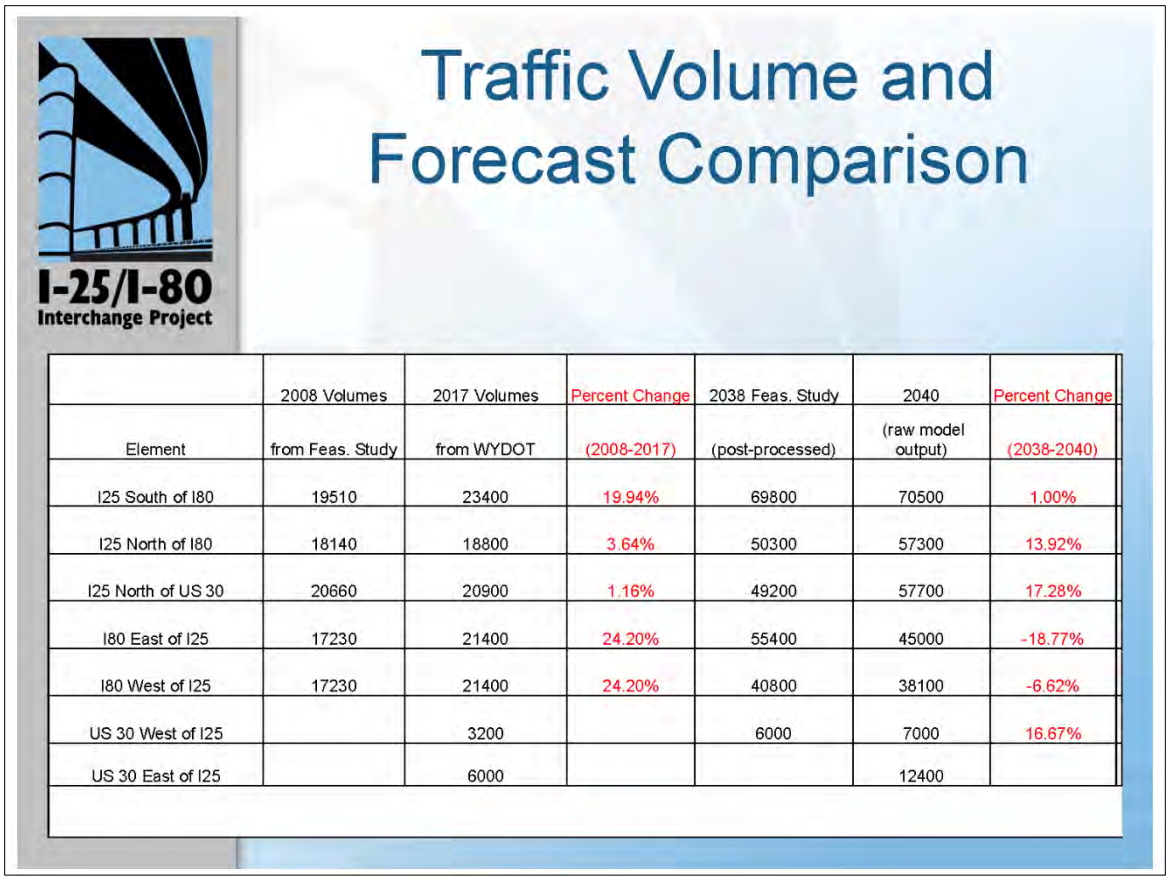
In 2019, WYDOT initiated this Design and Environmental Project. Tim reviewed the project scope and primary deliverables included in the project contract. The project will complete 60% grading plans for Phases I and II, and a NEPA Environmental Assessment/decision document. The project website is now live (www.i25i80.com) and will be one of the tools we will use to engage and inform the public.

Environmental Assessment Process
Jim Clarke walked the group though the environmental process. An Environmental Assessment will be prepared for the project. Currently, we are in the scoping phase, where we gather input and identify key issues to consider during the design and environmental processes. FHWA is the agency that issues the final decision document to complete the NEPA process. Jim discussed the 2008 Feasibility Study. Part of our current effort is to update pertinent information on the existing conditions and evaluate whether the transportation needs identified in the 2008 study are still valid in 2019.



Existing Conditions Update

Updating information on the existing conditions is focused on five major areas: roadway network, traffic, safety, land use, and environmental conditions. Jim compared the traffic volume counts and projections included in the 2008 study with counts and 2040 projects from the raw output model.



Element	2008 Volumes from Feas. Study	2017 Volumes from WYDOT	Percent Change (2008-2017)	2038 Feas. Study (post-processed)	2040 (raw model output)	Percent Change (2038-2040)
I25 South of I80	19510	23400	19.94%	69800	70500	1.00%
I25 North of I80	18140	18800	3.64%	50300	57300	13.92%
I25 North of US 30	20660	20900	1.16%	49200	57700	17.28%
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I80 West of I25	17230	21400	24.20%	40800	38100	-6.62%
US 30 West of I25		3200		6000	7000	16.67%
US 30 East of I25		6000			12400	

Traffic is similar or greater than what was evaluated during the feasibility study. The projected traffic Level of Service (LOS) for the movements around the interchange will be below LOS below C if no improvements are made. Jim presented a review of the traffic safety issues. Reducing the crash potential is a major transportation need for this interchange.

2008 Feasibility Study and Moving into NEPA

Jim presented the current purpose and need. The three main need elements include:

- Improve traffic flow and safety
- Accommodate future traffic needs, particularly heavy truck volumes
- Support local development goals outlined in regional transportation and land use plans

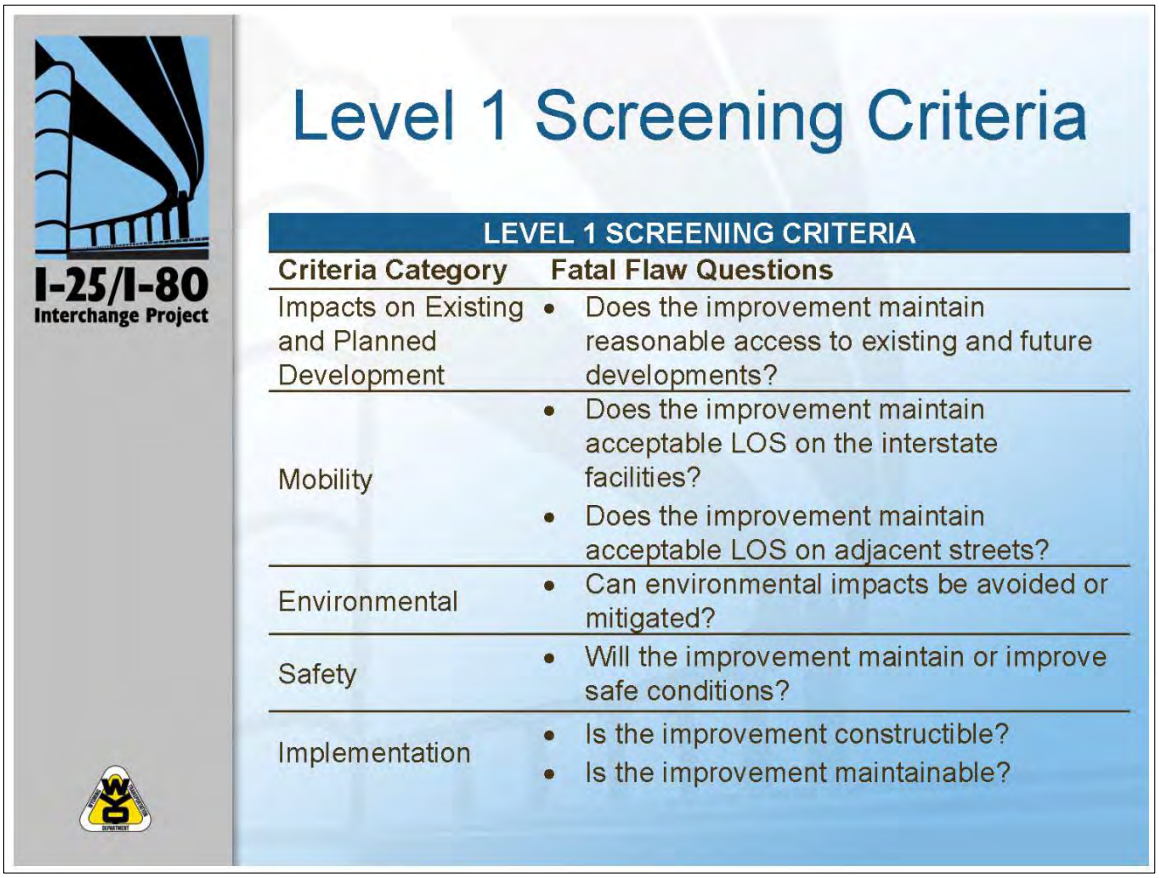
Aaron Swafford reviewed the recommended alternative from the 2008 Feasibility Study. The Recommended Alternative included larger diameter loops to improve safety. Existing traffic conditions include weaving issues moving from the mainline to Lincolnway. There are also significant weaving issues between the loops along both I-25 and I-80 mainline merge sections. This is where frequent side swipe accidents are reflected in the safety data. We're also cognizant of providing local access to the developing areas surrounding the interchange.

As a study team, we feel the purpose and need remains valid based on the existing conditions of the area.

Jim presented the existing and future land uses. There hasn't been a fundamental change in the land use in the project area. Swan Ranch PUD is one notable change. Jim provided an overview of the household and employment growth projections in the project area. Jim also walked through the other preliminary environmental data. Wetlands and floodplains exist along Clear Creek. The area has a history of hazardous materials and groundwater issues from past land uses. We will be looking at protected species habitat. Park, trails, greenways are all things we'll be doing inventories of as part of our environmental analysis. Part of the purpose of this meeting is to learn from the meeting attendees what me might not know.

The study team has determined the land use and environmental conditions remain similar to 2008. Jim asked if stakeholders had any questions or concerns regarding this finding, and no issues were presented.

Jim presented the alternatives analysis conducted in 2008. The 2008 study identified a Recommended Alternative. Screening criteria for 2008 include impacts on planned development, mobility, environmental impacts, safety, and project implementation. A two-tiered screening process was implemented. Tier 1 was a fatal flaw analysis:



Tier 2 screening included a deeper dive into the data, with quantitative comparisons:

I-25/I-80 Interchange Project

Level 2 Screening Criteria

LEVEL 2 SCREENING CRITERIA	
Impacts on Existing and Planned Development	• Is the improvement compatible with local plans (*Plan Cheyenne* and the Long-Range Transportation Plan)? (highly/somewhat/not compatible) • Can local access be reasonably maintained? (distance of out of directional travel) • What is the amount and cost of right-of-way relocated and required? (acres and cost)
Mobility	• Do the mainline, ramps, intersections and weaving segments perform at a good LOS? • Does the alternative improve mobility on local streets? (LOS) • What is the ability to meet desirable versus minimum standards for trucks? (merge length, radii, grade, truck speed)
Environmental	• Will wetlands be impacted? (acres and type of permit required) • Will parks, trails, archeology, and historical sites be impacted? (type of Section 4(f) impact and number of acres) • Are there noise and visibility impacts? (profile and proximity) • Are there any anticipated hazardous materials? (number and extent of effect on areas of potential concern)

I-25/I-80 Interchange Project

Level 2 Screening Criteria

LEVEL 2 SCREENING CRITERIA	
Safety	• Will there be a reduction in conflicts? (Acceleration/Deceleration lengths, weaving, compound curves)
Implementation	• How much will the improvement cost to construct? (2008 conceptual-level cost estimate) • Can the alternative be designed to meet standards easily? (number of design exceptions required) • Will the alternative meet operations and maintenance? (Snow storage, miles of vehicle lanes maintained, miles of elevated structure) • Can the improvement be phased to match travel demand needs and potential funding? (ability to phase—operational benefits) • Is the alternative compatible with other transportation improvements? (highly/somewhat/not compatible)

The FS screening criteria still are applicable.

The study team believes the screening criteria used in the Feasibility Study are still applicable based on today's conditions. Stakeholders expressed their agreement.

Aaron Swafford provided an overview of the Feasibility Study Alternatives. The 2008 study included a system interchange and four service level interchanges. This project includes two of those interchanges (system and service level of I-25/Lincolnway Interchange), because of their proximity to one another you can't fix one without addressing the other. Six different interchange alternatives were evaluated for the I-25/I-80 interchange. Aaron walked the group through all six system interchanges. One system alternative was eliminated during level 1 screening because it did not meet the mobility need (did not eliminate the weaving movement onto and off of I-25).

For level 2, a detailed analysis was performed for the remaining 5 alternatives, and a Recommended Alternative was selected based on its performance against the evaluation criteria.

Aaron walked through the 4 alternatives considered for the Lincolnway service level interchange. Two alternatives were eliminated from Level 1 screening because it they failed to provide full local access to I-25. For level 2, a detailed analysis was completed for the remaining two alternatives and a Recommended Alternative identified based on performance against the screening criteria.

Adjourn for lunch

Stakeholder Input, Questions, and Concerns

Comment #1 (F.E. Warren AFB): There is an effort to restore Crow Creek. Be cognizant of where the project would cross Crow Creek and any restoration efforts currently underway there.

Comment #2 (Wyoming Highway Patrol): We see a lot of side swipe crashes at this interchange. Inclement weather also contributes to the crashes. The interchange is confusing. We see confused motorists making dangerous, last second lane changes. The deceleration lanes are too short. The new ramps need to accommodate a fire truck and snow removal. We need a way to reverse directions rapidly. Currently, it's two miles between exit 10 and exit 12, which increases our response times. We need to be able to quickly go from southbound I-25 to northbound I-25.

Answer (WYDOT): All of those issues will be addressed through the design process. Incident management will be a focus area.

Comment #3 (Wyoming Highway Patrol): As you go west on I-80 past the interchange there's a sun glare problem. We've had a lot of near misses at this location. Just south of the clover there's a cut in the barrier cable, but our next turnaround isn't until just south of Lincolnway. There is a turnaround near the RR but not another turnaround on I-80 until you get to almost Roundtop Road. We do respond to crashes on the ramps, especially during inclement weather. On eastbound I-80, if there is crash there, we see people not having enough time to react and they lose traction, contributing to secondary crashes. We also see a loss of traction frequently on I-80 westbound to I-25 northbound. Troopers are out there shoveling to trying and get stuck trucks out. I-25 northbound to I-80 westbound is not as bad for vehicles losing traction. I-80 eastbound to I-25 northbound is also not as bad.

Comment #4 (WYDOT): Coming from the east, we have a fair number of crashes and the exit sign gets hit a lot. Drivers make a bunch of decisions and there a lot of weaving movement there. Going north onto I-25, people come in too hot and that exit sign gets taken out a dozen times a year.

Comment #5 (Property Owner): Why doesn't the whole interchange shift south where it won't interfere with businesses? It could also shift east of the existing interchange for the same reason. The railroad crossing at Lincolnway and Southwest Drive is also an issue when trains cross. Have you talked with the RR?

Answer (WYDOT): An important aspect of this project is phasing. Phasing allows us to control construction cost. If we were to shift the entire interchange to a new location, we'd lose our ability to phase construction at the current interchange location. Shifting the entire interchange would also increase the project costs considerably. The railroad crossing you identified is outside our project area but will take note of your comment.

Answer (Consultant Team): There are also a handful of sensitive environmental resources south of the interchange that would be impacted if the interchange was shifted. Ultimately, we need to obtain several environmental permits before we can construct this project.

Comment #6 (WYDOT): Are there any planned detours?

Answer (Consultant Team): The next step in the design process is a workshop next week. We'll be looking at traffic impacts.

Comment #7 (Cheyenne MPO): Were looking at a six month range to update the MPO traffic model. We're getting into that process now.

Comment #8 (Cheyenne LEADS): The development in Cheyenne over the last decade is consistent with what we anticipated in 2008.

Next Steps

The study team will hold a public open house on the project this evening. Barring any major concerns from the public, and based on no major stakeholders concerns regarding moving forward with the Recommended Alternative, the project team will take the Recommended Alterative from 2008 and refine and optimize it based in part on what we hear from this group. We're limited in our right-of-way discussions until NEPA is complete, but there are resources here today to help explain WYDOTs right-of-way processes.

Jim Clarke outlined the anticipated project schedule. Typically, the NEPA process is a two-year process and we're looking to wrap up our EA process by November of 2020. After we attain 60% design grading plans, the project becomes funding dependent. WYDOT is actively pursuing funding options for this project.

Welcome

I-25 / I-80 Interchange
Environmental Assessment and Preliminary Design

Stakeholder Meeting

May 1, 2019

I-25/I-80
Interchange Project

Agenda

- Introductions & project background
- Project overview
- Environmental Assessment process
- Existing conditions update
- 2008 Feasibility Study/moving into National Environmental Policy Act (NEPA)
- Stakeholder input, questions, concerns
- Next steps

Project Area

I-25/I-80
Interchange Project

I-25/I-80
Interchange Project

Project Background/Overview

- I-25/I-80 interchange improvements identified in multiple Cheyenne MPO plans
- 2008: WYDOT completed Feasibility Study
- 2018: WYDOT completed I-80 Corridor Study
- 2018: WYDOT completed Reconnaissance Report
- 2019: Design and Environmental Project initiated

I-25/I-80
Interchange Project

Project Scope

- Primary deliverables included under this contract include
  - NEPA Environmental Assessment and preparation of Decision Document
  - Public involvement coordination and communication
  - Phase I & II preliminary plans package (30%)
  - Phase I & II grading plans package (60%)
  - Supporting documentation
- Future package TBD

Project Website

http://www.i25i80.com/

Direct question about the project to:

Andrea Allen - Project Manager
andrea.allen@wyo.gov
307.777.4135

Tim Eversoll - Project Manager
tim.eversoll@jacobs.com
720.286.5137

Submit written comments about the project to:

Grace Merdick
Jacobs
9191 South Jamaica Street
Englewood, CO 80112
720.286.5147

Or email
grace.merdick@jacobs.com

Project Description

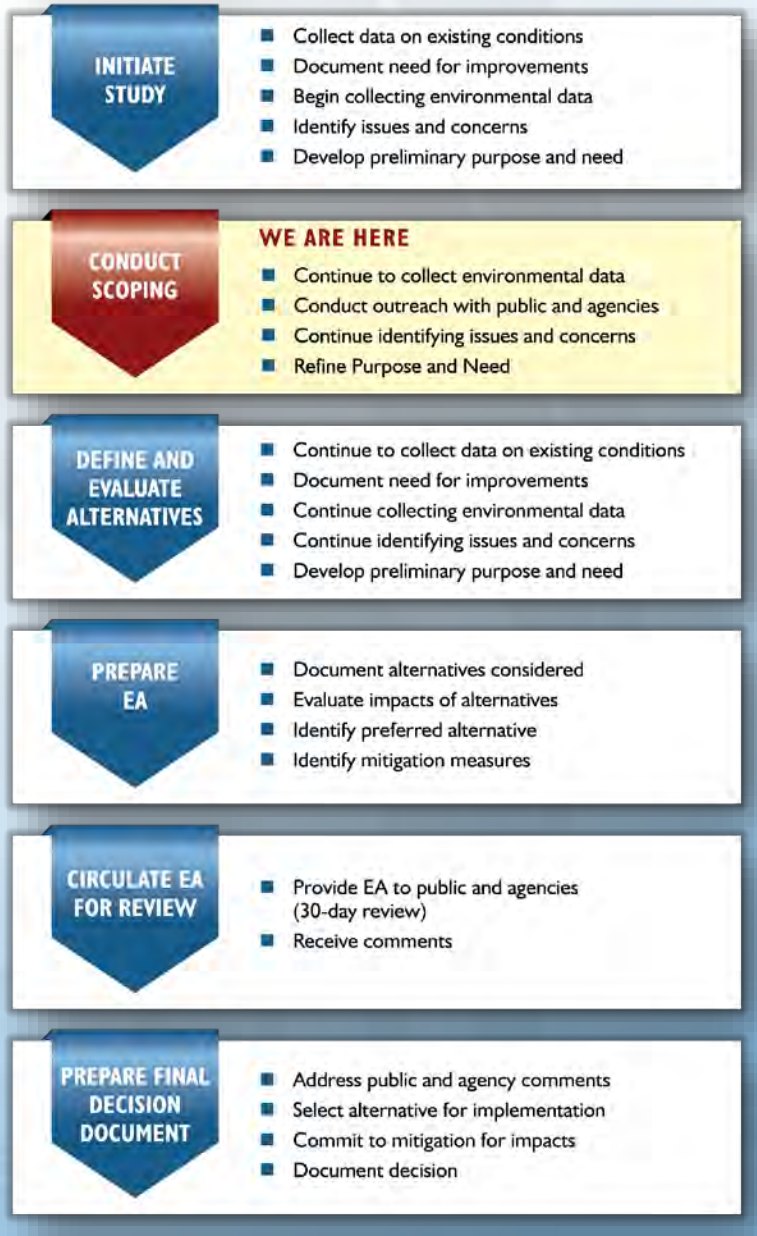
The Wyoming Department of Transportation (WYDOT) is in the preliminary stages of design to reconstruct the I-25/I-80 interchange in Cheyenne. The I-25/I-80 interchange is a transportation focal point facilitating the movement of people and goods on a local, regional, and national scale. Without any major improvements since its construction in the 1960s, the interchange needs to be brought up to current interstate safety and mobility standards.

The project purpose is to improve safety, provide higher speed movements, and reconstruct the interchange in phases. The first phase would involve the I-80 eastbound to I-25 northbound flyover ramp and construction of the east side of the I-25/I-80 Interchange, the second phase would involve the I-80 westbound to I-25 southbound flyover ramp and construction of the west side of the I-25/I-80 Interchange.

I-25/I-80
Interchange Project

Environmental Process

An Environmental Assessment (EA) will be prepared in accordance with the National Environmental Policy Act (NEPA)



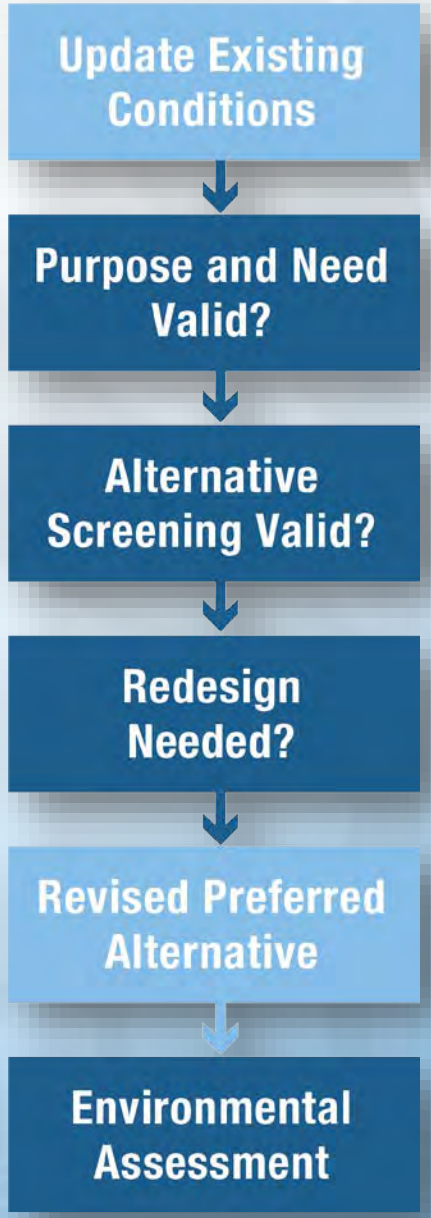
I-25/I-80
Interchange Project

Feasibility Study Provided NEPA Groundwork

- Linking Planning and NEPA approach
- Purpose and Need Statement
- Environmental resources evaluated
- Alternatives developed
  - » Two level of screening performed
- Agency and public involvement
- Proposed NEPA document
- *Plan Cheyenne* Transportation Master Plan Update

I-25/I-80
Interchange Project

I-80/I-25 EA Process



I-25/I-80
Interchange Project

Existing Conditions Update

- Roadway network
- Traffic
- Safety
- Land use
- Environmental conditions/constraints

I-25/I-80
Interchange Project

Traffic Volume and Forecast Comparison

Element	2008 Volumes from Feas. Study	2017 Volumes from WYDOT	Percent Change (2008-2017)	2038 Feas. Study (post-processed)	2040 (raw model output)	Percent Change (2038-2040)
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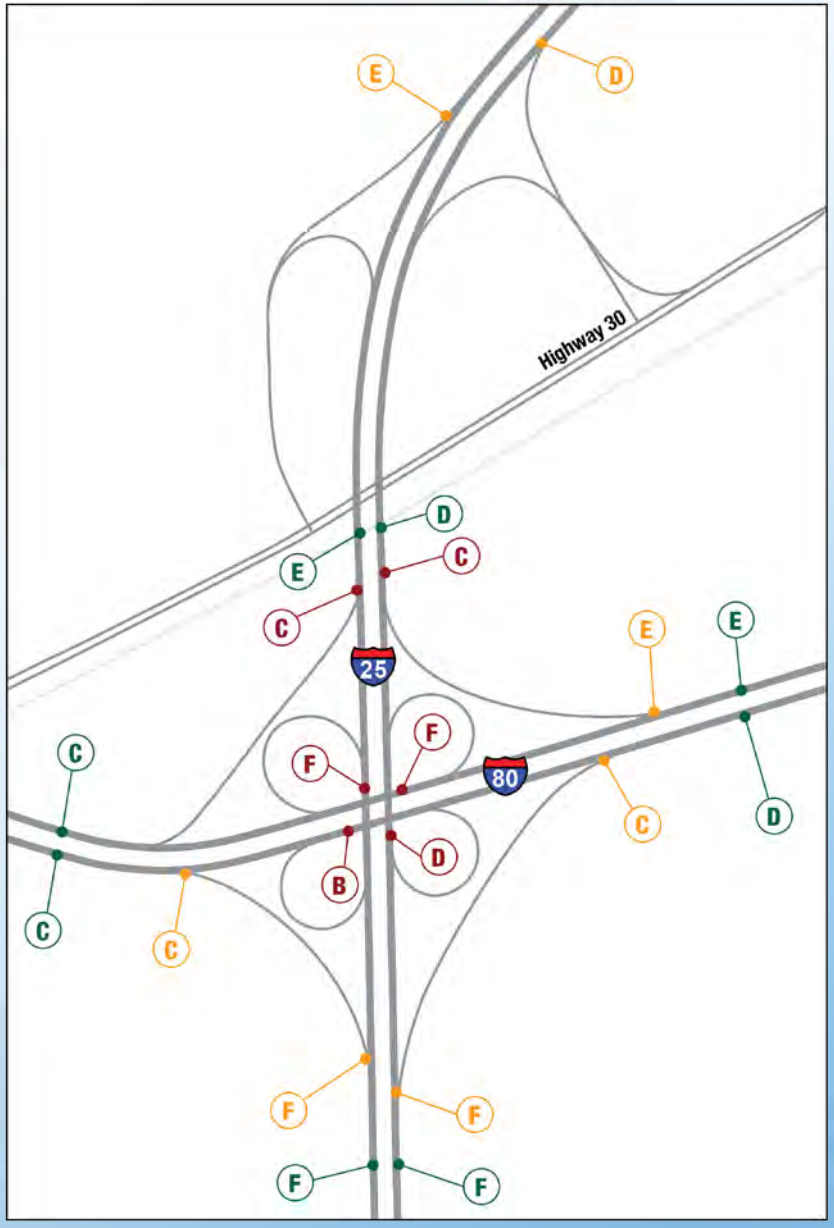
I-25/I-80
Interchange Project

Interchange Capacity Issues

Legend:
Projected 2038
Level of Service (LOS)

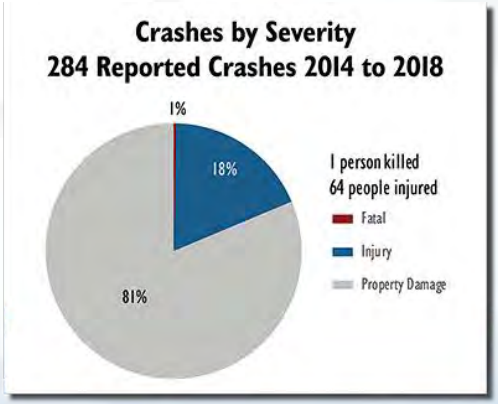
- Weave LOS
- Merge/Diverge LOS
- Freeway LOS

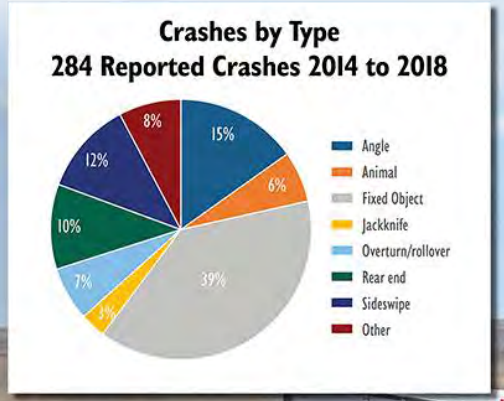
N
not to scale

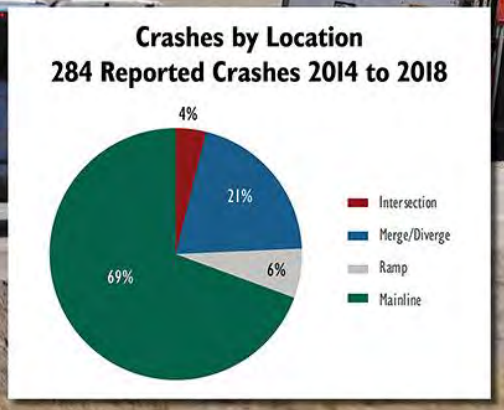


I-25/I-80
Interchange Project

Traffic Safety Issues







WYOMING SAFETY INDEX RATINGS		
I-25	Northbound	4[a]
	Southbound	4[b]
I-80	Eastbound	2[a]
	Westbound	4[a]

Safety Index Rating: There are four rating levels that indicate how a segment's score compares to the statewide distribution for the same Facility Type.

1 - No reported Crashes
2 - Fewer Critical/total crashes than average
3 - More Critical OR more total crashes than average
4 - More Critical AND more total crashes than average

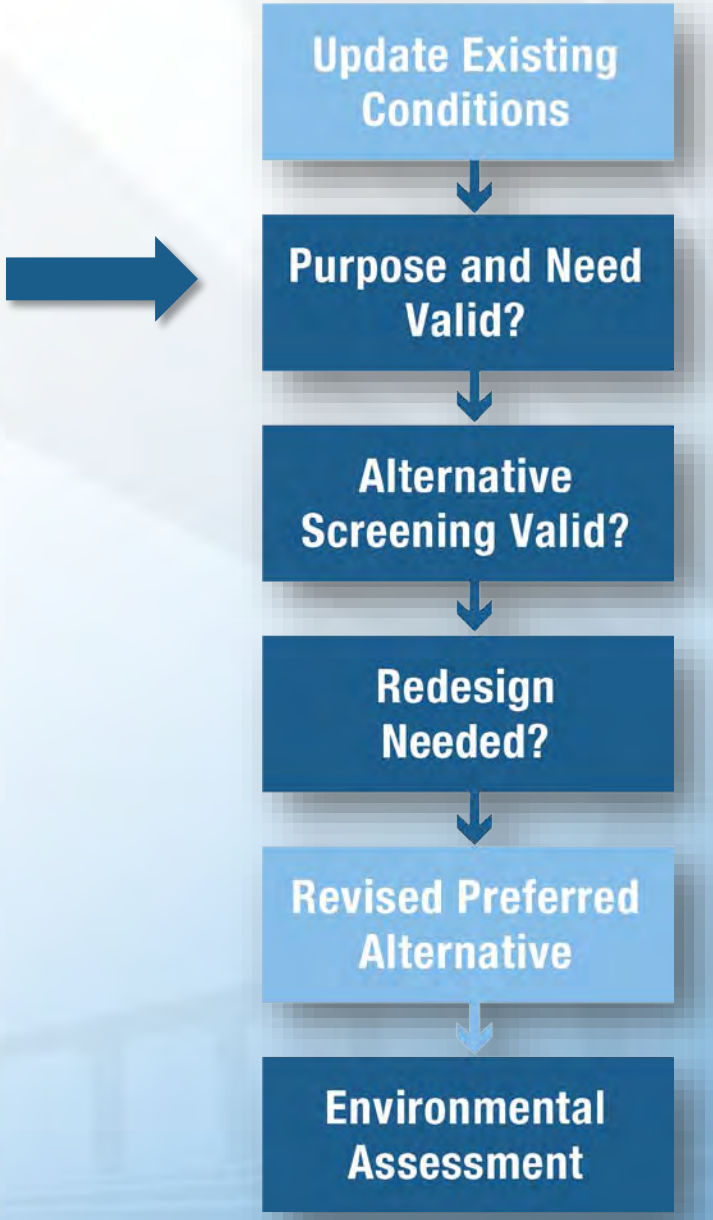
Rating Based on Recorded Crashes from:

a - 2013 to 2017
b - 2014 to 2018

Source: WYDOT Highway Safety Segment Reports

I-25/I-80
Interchange Project

I-80/I-25 EA Process



I-25/I-80
Interchange Project

Purpose and Need

The purpose of the I-25/I-80 Interchange Project is to:

- Improve traffic flow and safety
- Accommodate future traffic needs, particularly heavy truck volumes
- Support local development goals outlined in regional transportation and land use plans

I-25/I-80
Interchange Project

Purpose and Need

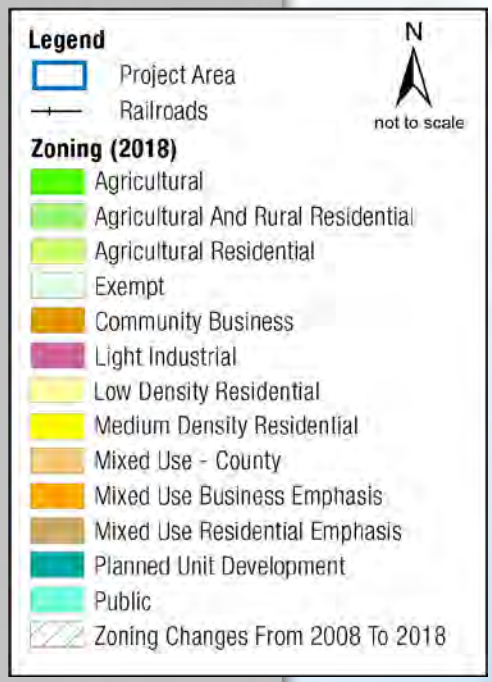
Specific transportation needs include:

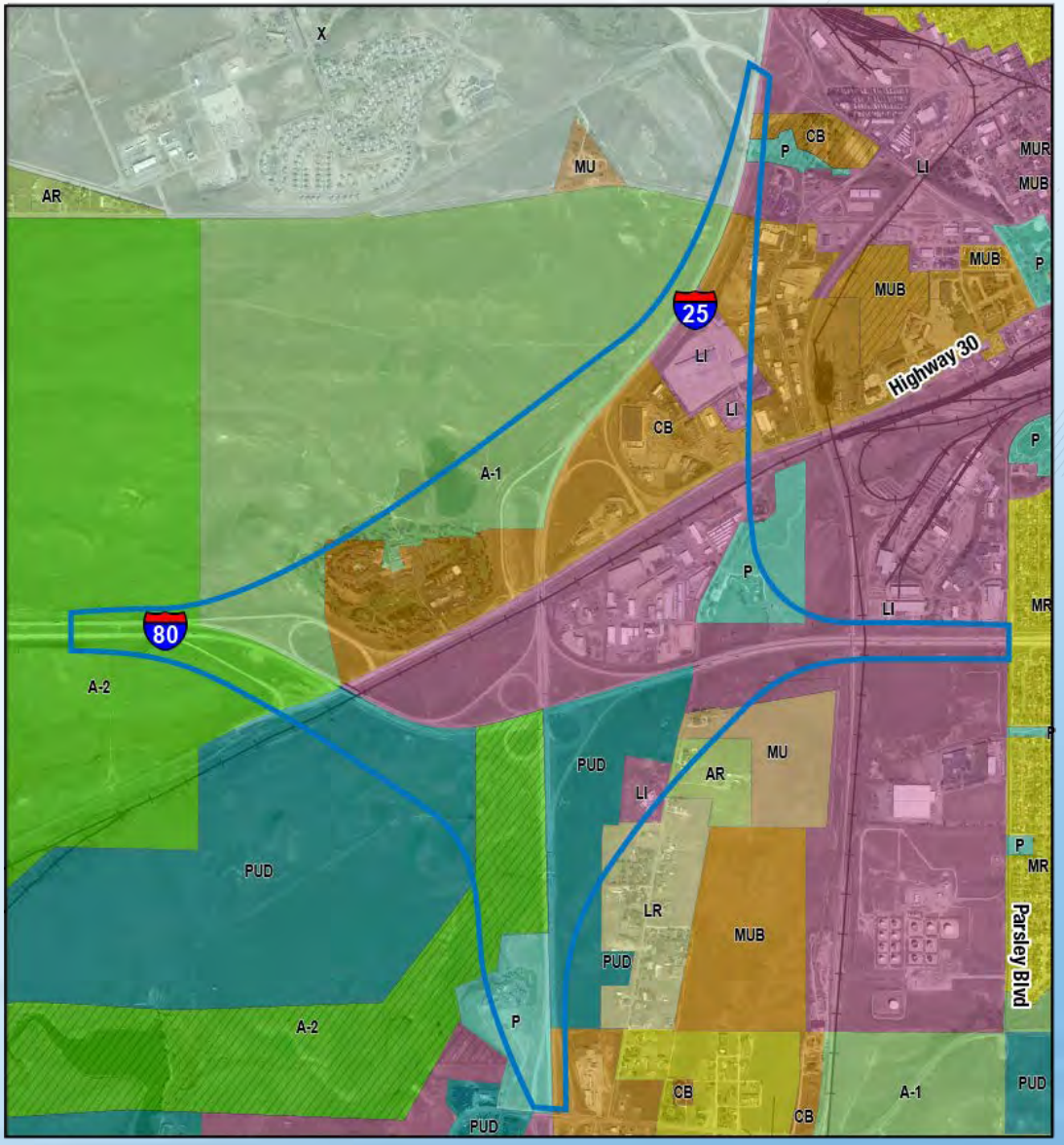
- Reduce deficiencies that contribute to crashes
  - Acceleration and deceleration lengths for highway exits and entrances are inadequate
  - Weaving conflicts exist between loop ramps
  - Ramp curvature is tight
  - Steep grades are difficult for trucks to maneuver
- Improve traffic operations
  - Traffic is expected to nearly double throughout the study area
  - As traffic volumes increase some roadways will become congested and operate at poor levels of service

Purpose and Need remains valid based on updated conditions

Land Use/Zoning

I-25/I-80
Interchange Project

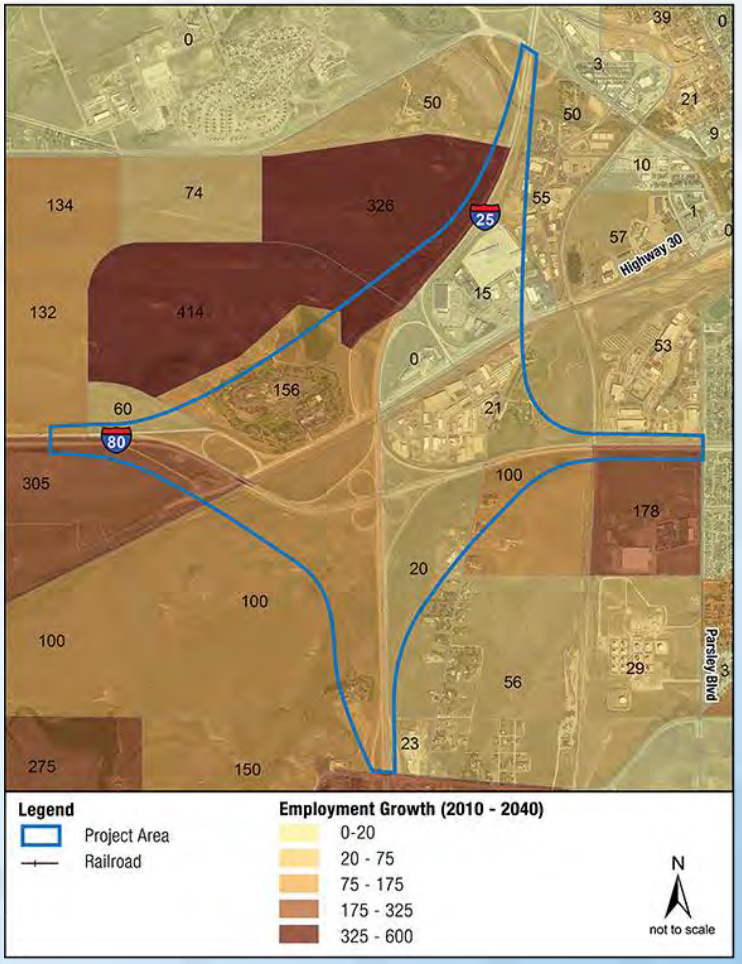




I-25/I-80
Interchange Project

Projected Growth*

Employment Growth (2010 - 2040)



Household Growth (2010 - 2040)

** Projections from current Cheyenne MPO 2040 model. Model currently undergoing updates.*

Environmental Resources

I-25/I-80
Interchange Project

Legend

- Project Area
- Railroads
- Impaired Stream
- Stream/Creek
- Waterbody
- Preliminary Wetland Boundary
- 100-yr Flood Zone
- Parks and Open Space
- Planned Unit Development
- Prime Farmland
- Historic Districts
- Historic Property
- Hazardous Material Site
- Greenway
- Future Greenway

N

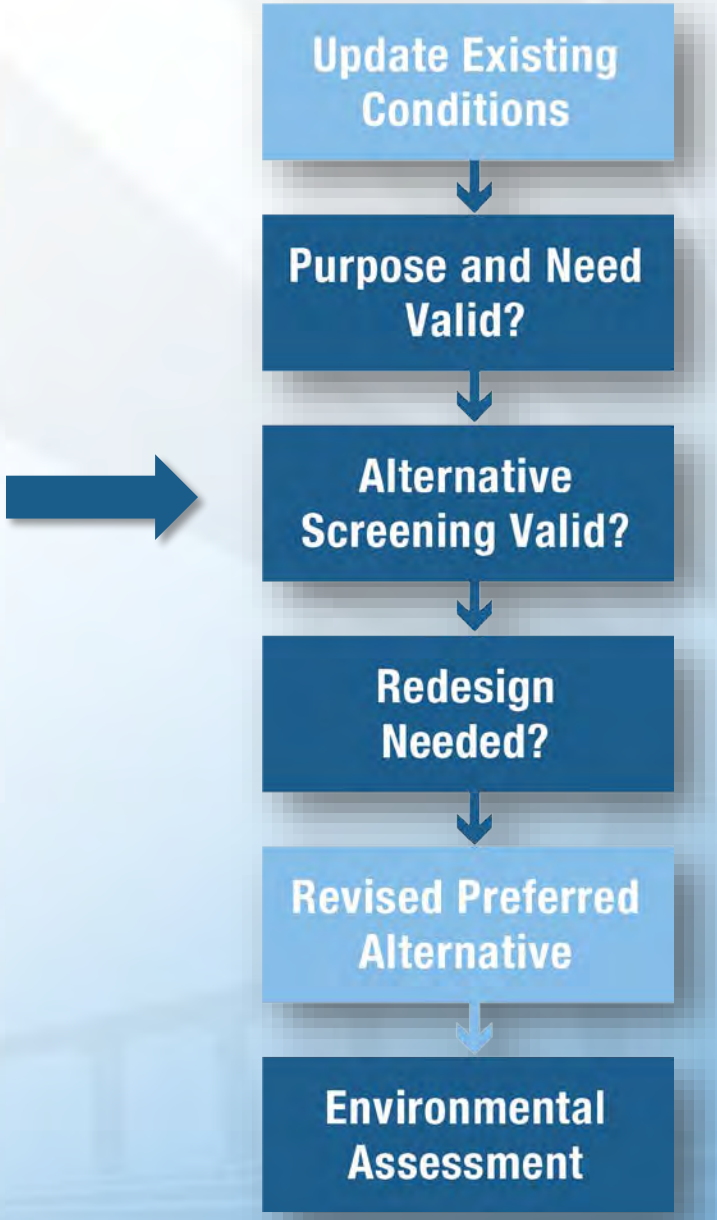
not to scale

Protected Species: *Study Area located within the Area of Influence for the Colorado Butterfly Plant, Platte River Species, and Preble's Meadow Jumping Mouse.*

Land use and environmental conditions remain similar to those documented in the Feasibility Study

I-25/I-80
Interchange Project

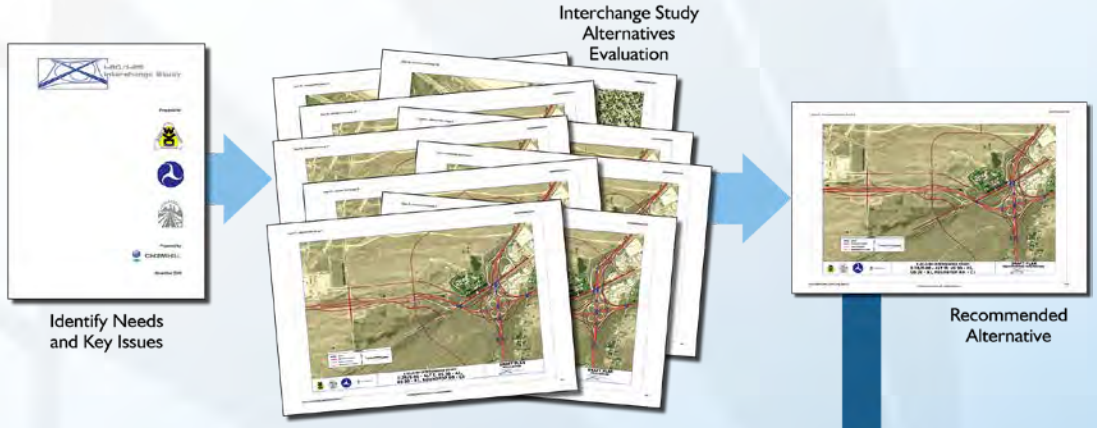
I-80/I-25 EA Process



Alternatives Review Process

I-25/I-80
Interchange Project

I-25/I80 INTERCHANGE STUDY
(PREVIOUS STUDY)



- In 2008, WYDOT completed a study for the I-25/I-80 interchange to identify safety, traffic, and environmental issues
- The Interchange Study included a robust evaluation of potential interchange improvements, ultimately identifying a recommended solution to address local and regional needs

Validate Interchange Study
WE ARE HERE

I-25/I-80 INTERCHANGE PROJECT
(CURRENT STUDY)

- The project team will revisit the Interchange Study alternatives based on updated traffic, land use, and environmental conditions, refining the alternatives to be evaluated in the Environmental Assessment.

I-25/I-80
Interchange Project

Screening Criteria

- Impacts on existing and planned development
- Mobility
- Environmental
- Safety
- Implementation

I-25/I-80
Interchange Project

Level 1 Screening Criteria

LEVEL 1 SCREENING CRITERIA	
Criteria Category	**Fatal Flaw Questions**
Impacts on Existing and Planned Development	• Does the improvement maintain reasonable access to existing and future developments?
Mobility	• Does the improvement maintain acceptable LOS on the interstate facilities? • Does the improvement maintain acceptable LOS on adjacent streets?
Environmental	• Can environmental impacts be avoided or mitigated?
Safety	• Will the improvement maintain or improve safe conditions?
Implementation	• Is the improvement constructible? • Is the improvement maintainable?

I-25/I-80
Interchange Project

Level 2 Screening Criteria

LEVEL 2 SCREENING CRITERIA	
Impacts on Existing and Planned Development	• Is the improvement compatible with local plans (*Plan Cheyenne* and the Long-Range Transportation Plan)? (highly/somewhat/not compatible) • Can local access be reasonably maintained? (distance of out of directional travel) • What is the amount and cost of right-of-way relocated and required? (acres and cost)
Mobility	• Do the mainline, ramps, intersections and weaving segments perform at a good LOS? • Does the alternative improve mobility on local streets? (LOS) • What is the ability to meet desirable versus minimum standards for trucks? (merge length, radii, grade, truck speed)
Environmental	• Will wetlands be impacted? (acres and type of permit required) • Will parks, trails, archeology, and historical sites be impacted? (type of Section 4(f) impact and number of acres) • Are there noise and visibility impacts? (profile and proximity) • Are there any anticipated hazardous materials? (number and extent of effect on areas of potential concern)

Level 2 Screening Criteria

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Safety	• Will there be a reduction in conflicts? (Acceleration/Deceleration lengths, weaving, compound curves)
Implementation	• How much will the improvement cost to construct? (2008 conceptual-level cost estimate) • Can the alternative be designed to meet standards easily? (number of design exceptions required) • Will the alternative meet operations and maintenance? (Snow storage, miles of vehicle lanes maintained, miles of elevated structure) • Can the improvement be phased to match travel demand needs and potential funding? (ability to phase—operational benefits) • Is the alternative compatible with other transportation improvements? (highly/somewhat/not compatible)

The FS screening criteria still are applicable.

I-25/I-80
Interchange Project

Feasibility Study Alternatives

The project team developed initial design concepts for each of the study area interchanges:

- **I-25 and I-80 - (Alternatives I, II, III, IV, etc)**
- **I-25 and Lincolnway (Alternatives A1, A2, etc.)**
- *I-80 and Lincolnway - (Alternatives B1, B2, etc.)*
- *I-80 and Roundtop Road - (Alternatives C1, C2, etc.)*
- *I-25 and Missile Drive - (Alternatives D1, D2, etc.)*

Results of Level 1 Screening I-25/I-80

I-25/I-80 Interchange Project

Category	Criteria	System Alternatives						
		No Action	I	II	III	IV	V	VI
								
Impacts on Existing and Planned Development	Does the improvement maintain reasonable access to existing and future developments?	Does not meet existing or future mobility needs or address current safety issues	Yes	Yes	Yes	Yes	Yes	Yes
Mobility	Does the improvement maintain acceptable LOS on the interstate facilities?		Yes	Yes	Yes	Yes	No	Yes
	Does the improvement maintain acceptable LOS on adjacent streets?		Yes*	Yes*	Yes*	Yes*	Yes*	Yes*
Environmental	Can environmental impacts created by the improvement be avoided or mitigated?		Yes	Yes	Yes	Yes	Yes	Yes
Safety	Will the improvement maintain or improve safe conditions?		Yes	Yes	Yes	Yes	Yes	Yes
Implementation	Is the improvement constructible?		Yes	Yes	Yes	Yes	Yes	Yes
	Is the improvement maintainable?		Yes	Yes	Yes	Yes	Yes	Yes

Results of Level 1 Screening I-25/LincolnWay

Category	Criteria	Service Interchange A Alternatives				
		No Action	A1	A2	A3	A4
						
Impacts on Existing and Planned Development	Does the improvement maintain reasonable access to existing and future developments?	Does not meet existing or future mobility needs or address current safety issues	No	Yes	Yes	No
Mobility	Does the improvement maintain acceptable LOS on the interstate facilities?		Yes	Yes	Yes	Yes
	Does the improvement maintain acceptable LOS on adjacent streets?		Yes	Yes	Yes	Yes
Environmental	Can environmental impacts created by the improvement be avoided or mitigated?		Yes	Yes	Yes	Yes
Safety	Will the improvement maintain or improve safe conditions?		Yes	Yes	Yes	Yes
Implementation	Is the improvement constructible?		Yes	Yes	Yes	Yes
	Is the improvement maintainable?		Yes	Yes	Yes	Yes

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Results of Level 2 Screening I-25/I-80

Category	Criteria	System Alternatives					
		No Action	I	II	III	IV	VI
							
Implementation	*How much will the improvement cost to construct?* (2008 conceptual-level cost estimate)	$0 (N/A)[3]	$151M (Poor)	$129M (Fair)	$142M (Fair)	$160M (Poor)	$109M[4] (Good)
	Can the alternative be designed to meet standards easily? (Number of design exceptions required)	N/A	1: Spacing to College (Fair)	1: Spacing to College (Fair)	1: Spacing to College (Fair)	1: Spacing to College (Fair)	1: Spacing to College (Fair)
	What is the ability to meet operations and maintenance? (Snow storage, miles of vehicle lanes maintained, miles of elevated structure)	Reference to Improvement (N/A)[3]	Veh. Lns. 21.5mi Elev. Str.[2] 1.7mi (Fair)	Veh. Lns. 21.0mi Elev. Str.[2] 1.4mi (Good)	Veh. Lns. 21.4mi Elev. Str.[2] 1.9mi (Poor)	Veh. Lns. 22.0mi Elev. Str.[2] 2.0mi (Poor)	Veh. Lns. 21.8mi Elev. Str.[2] 1.1mi (Good)
	Can the improvement be phased to match travel demand needs and potential funding? (Ability to phase – operational benefits)	Reference to Improvement (N/A)[3]	Minimum $28M (WB-SB Flyover) Desirable $37M (EB-NB Flyover w/ E-A2) (Fair)	Minimum $27M (WB-SB Flyover) Desirable $37M (EB-NB Flyover w/ E-A2) (Fair)	Minimum $37M (EB-NB & WB-SB Flyover) Desirable $46M (EB-NB & WB-SB Flyover w/ E-A2) (Poor)	Minimum $23M (EB-NB Flyover) Desirable $23M (EB-NB Flyover) (Fair)	Minimum $13M (EB-CD) Desirable $13M (EB-CD) (Good)
	Is there compatibility with other transportation improvements? (Highly/somewhat/not compatible)	Does not meet safety needs (N/A)[3]	Somewhat[1] (Fair)	Somewhat[1] (Fair)	Somewhat[1] (Fair)	Somewhat[1] (Fair)	Somewhat[1] (Fair)
	Overall Summary	**N/A**	**Fair**	**Fair**	**Poor**	**Poor**	**Good**

Results of Level 2 Screening I-25/I-80

I-25/I-80 Interchange Project

COMPARISON OF I-25/I-80 INTERCHANGE ALTERNATIVES					
Category	**Alternatives**				
	I	**II**	**III**	**IV**	**VI**
Impacts on Existing and Planned Development	Fair	Good	Fair	Poor	Good
Mobility	Fair	Fair	Fair	Good	Poor
Environmental	Poor	Good	Good	Poor	Fair
Safety	Good	Good	Good	Good	Fair
Implementation	Fair	Fair	Poor	Poor	Good
Rating Summary	**4th**	**1st**	**2nd/3rd**	**5th**	**2nd/3rd**

I-25/I-80
Interchange Project

Results of Level 2 Screening I-25/LincolnWay

Category	Criteria	Service Interchange A Alternatives		
		No Action	A2	A3
				
Implementation	*How much will the improvement cost to construct?* (2008 conceptual-level cost estimate)	$0 (N/A)[1]	$34.7M (Fair)	$35M (Fair)
	Can the alternative be designed to meet standards easily? (Number of design exceptions required)	N/A	Yes (0) (Good)	Yes (0) (Good)
	What is the ability to meet operations and maintenance? (Snow storage, miles of vehicle lanes maintained, miles of elevated structure)	Reference to Improvement (N/A)[1]	Veh. Lns. 1.85mi Elev. Str. 0.22mi (Fair)	Veh. Lns. 3.37mi Elev. Str. 0.17mi (Fair)
	Can the improvement be phased to match travel demand needs and potential funding? (Ability to phase – operational benefits)	Reference to Improvement (N/A)[1]	Desirable $34.7M (Full) (Fair)	Desirable $35M (Full) (Fair)
	What is the compatibility with other transportation improvements? (Highly/somewhat/not compatible)	Does not meet Current Criteria, No Future Access (N/A)[1]	Highly (Good)	Highly (Good)
	Overall Summary	**N/A**	**Fair**	**Fair**

[1] No-action alternative is for comparative purposes only and does not meet operational requirements

Results of Level 2 Screening I-25/Lincolnway

I-25/I-80 Interchange Project

COMPARISON OF I-25/LINCOLNWAY INTERCHANGE ALTERNATIVES					
Category	**Alternatives**				
	A2	**A3**			
Impacts on Existing and Planned Development	Fair	Poor			
Mobility	Good	Good			
Environmental	Good	Good			
Safety	Fair	Fair			
Implementation	Fair	Fair			
Rating Summary	**1st**	**2nd**			

I-25/I-80
Interchange Project

What we want to hear from you...

I-25/I-80
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Questions?

I-25/I-80
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Next Steps

Early 2020	Preliminary Design Plans
Summer 2020	EA Public Comment Period
Fall/Winter 2020	Complete EA Process
2021/2022	Final Design Plans

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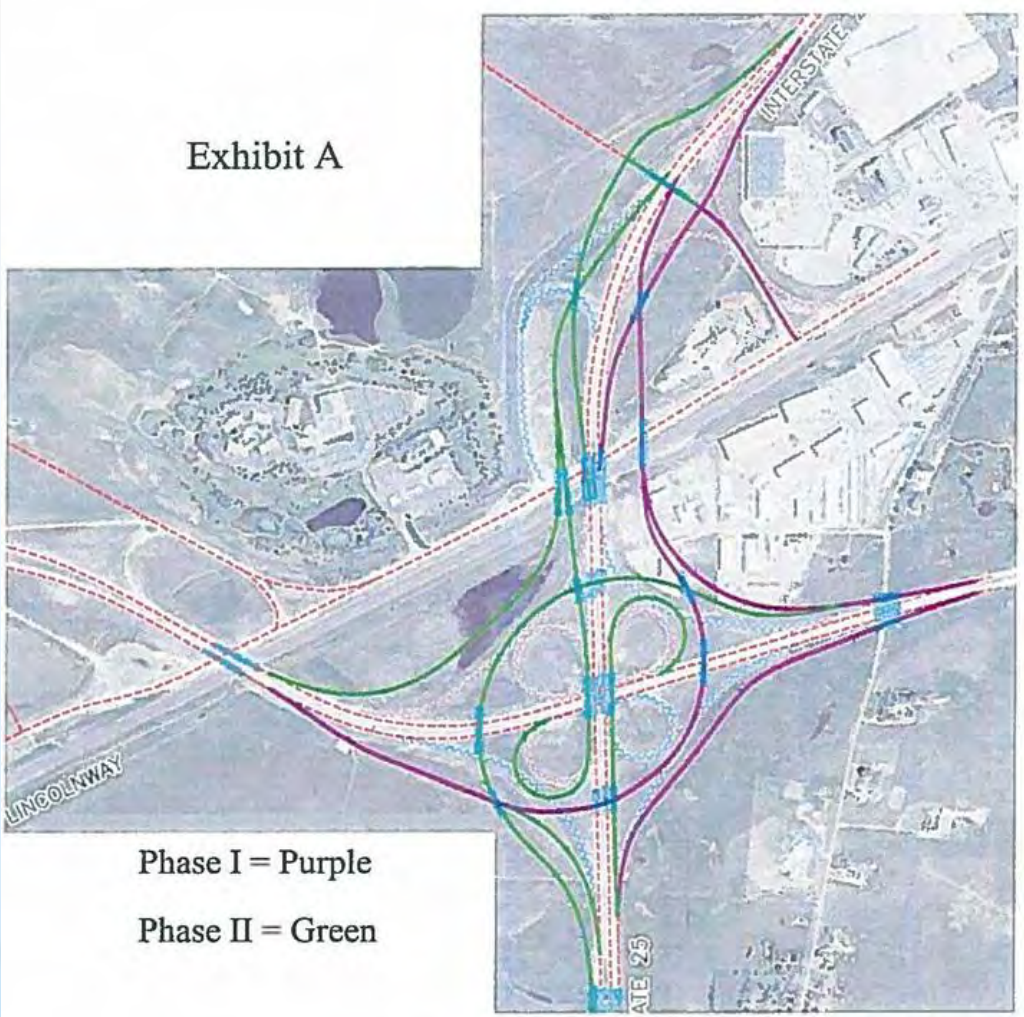
Thank you

I-25/I-80
Interchange Project

Misc Other Slides



I-25/I-80 Interchange E.A Project : Stakeholder Scoping Meeting Sign-in May 1, 2019

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I-25/I-80 Interchange E.A Project : Stakeholder Scoping Meeting Sign-in May 1, 2019

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I-25/I-80 Interchange E.A Project : Stakeholder Scoping Meeting Sign-in May 1, 2019

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I-25/I-80 Interchange E.A Project : Stakeholder Scoping Meeting Sign-in May 1, 2019

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