

General Purpose Lanes

While both action alternatives provide a transportation system that accommodates an expected increase in the intensity and duration of forecasted congestion and have virtually the same amount of social and environmental impacts, the general purpose lanes alternative currently cannot be financed and implemented in a reasonable timeframe. Therefore, based on this information and after careful consideration, the Colorado Department of Transportation and the Federal Highway Administration did not identify the general purpose lanes alternative as the preferred alternative.

Costs

- Capital cost of \$195M (2005 dollars) for the general purpose lanes alternative includes:
 - design, right-of-way, and construction to add 4 general purpose lanes to 4 existing general purpose lanes
 - modifications to several arterial intersections for operational improvements
 - rehabilitation of existing general purpose lanes
- Capital cost of \$60M (2005 dollars) for Santa Fe Interchange includes:
 - design, right-of-way, and reconstruction of Santa Fe Interchange

Funding

- no funding for the general purpose lanes alternative currently exists
- full funding for Santa Fe Interchange needs to be identified (currently \$5M is secured for design, and right-of-way acquisition)
- possibilities:
 - local city and county governments are looking into the potential of creating a Regional Transportation Authority which would collect additional taxes in order to pay for the implementation of this alternative including the Santa Fe Interchange, as well as other improvements around the region

