

# Base Condition

## Existing I-70 with EB Peak Period Shoulder Lane

Base Condition includes the existing highway infrastructure including the planned improvement of the EB peak period shoulder lane from Empire to Floyd Hill. The recently completed widening of the EB Twin Tunnel is part of the peak period shoulder lane project.

### Roadway Information

Extent of Roadway Improvements	Empire to Floyd Hill
General Purpose (GP) Lane Information	Additional capacity by restriping existing pavement
Direction of Improvements	EB Only Direction
Design Speed	Match Existing
Trucks, Private Buses, BRT	Allowed in Peak Period Shoulder Lane (Always in GP Lanes)
<b>Tolling</b>	
Capacity Improvements	Dynamic priced toll for EB Peak Period Shoulder Lane
Tunnels	Dynamic priced toll as part of the EB Peak Period Shoulder Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2014 (Assumes NEPA Cat-Ex)
Construction Duration	1 year
First Year Operation	2014 - WB Tunnel / 2015 - EB PPSL
Financial Period	50 years

### Transit Information

Termini	Glenwood Springs to Denver (CDOT Bus)
Special Infrastructure	N/A
Schedule	Fall 2014
Stations	6 CDOT Bus Stations - Glenwood Springs, Eagle, Vail, Frisco, Denver (2)

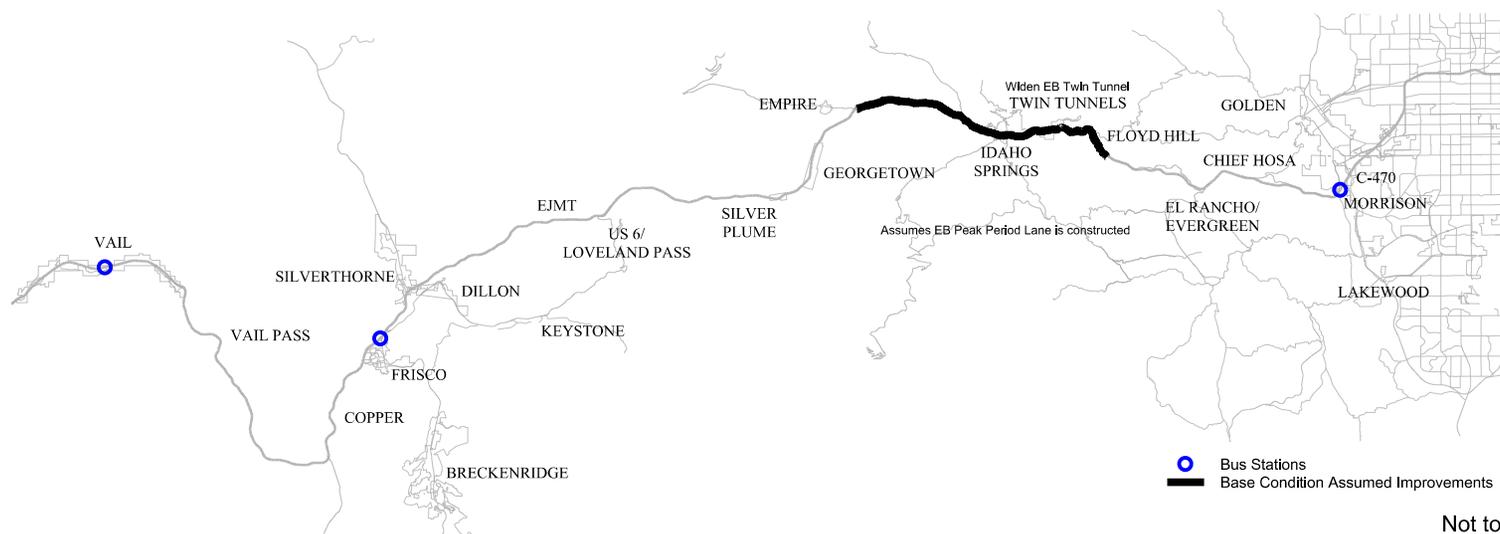
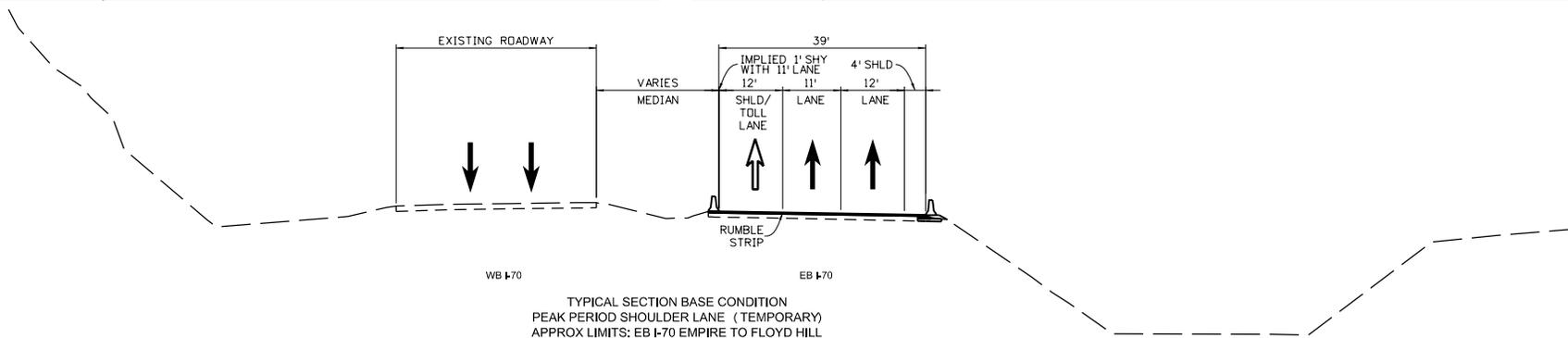
### Type

CDOT Bus	TBD by CDOT
BRT	N/A
AGS	N/A

### Special Structures

Special Structures	Existing EB Twin Tunnel Widening
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GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels



Not to Scale  
Print Date: 1/16/2014

# Alt01\_Opt01

## 2 Tolled Reversible Managed Lanes

Reversible managed lanes designed at 65 mph. The reversible managed lanes are on a separate viaduct structure from East Idaho Springs to Floyd Hill in order to maintain 65 mph design speed. General purpose (GP) lanes designed at 55 mph except from East Idaho Springs to Floyd Hill, where existing design speeds & lanes will remain.

### Roadway Information

Extent of Roadway Improvements	Silverthorne to C-470
General Purpose (GP) Lane Information	Align managed lanes with GP lanes except from E Idaho Springs to Floyd Hill
Direction of Improvements	Both directions (EB and WB)
Design Speed	65 mph Managed Lanes, 55 mph GP lanes
Trucks, Private Buses, BRT	Allowed in Managed Lanes (Always in GP Lanes)

### Tolling

Capacity Improvements	Dynamic priced toll for Reversible Managed Lanes
Tunnels	Dynamic priced toll for EJMT 3rd Bore and Twin Tunnels 3rd bore
Technology	Transponder and license plate recognition

### Schedule

Construction Start	2019 (Assumes 4 years NEPA & Procurement)
Construction Duration	4 years
First Year Operation	2023
Financial Period	50 years

### Transit Information

Termini	Vail to Denver
Special Infrastructure	Stations
Schedule	2019 - Limited Startup / 2023 - Full BRT Service
Stations	12 Total

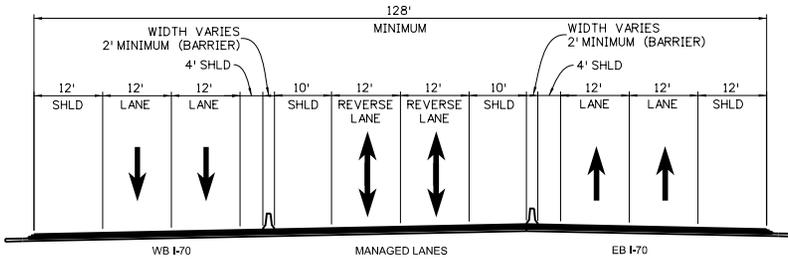
### Type

CDOT Bus	N/A
BRT	Transit option for full 50 year concession
AGS	N/A

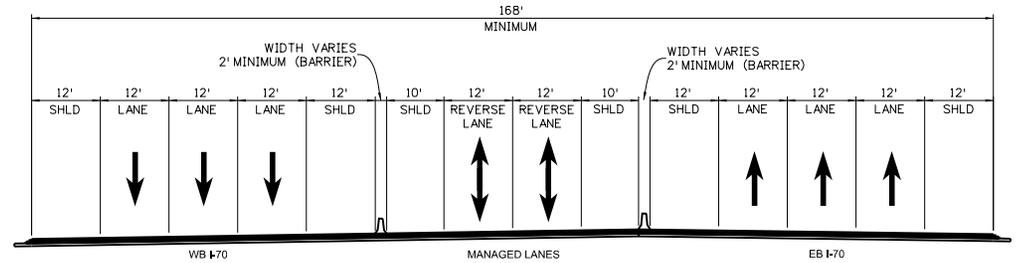
### Special Structures

Special Structures	EJMT and Twin Tunnel 3rd Bores
	Managed Lanes on Viaduct from East Idaho Springs to Floyd Hill

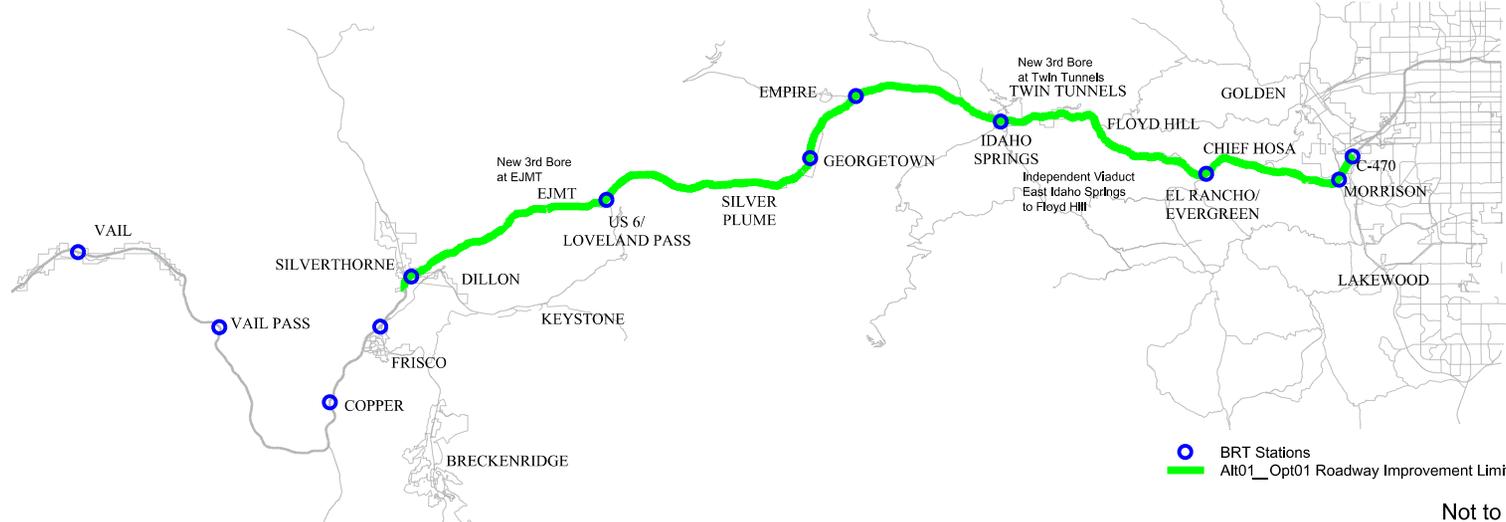
GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels



TYPICAL SECTION ALT01  
2 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 2 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: EJMT TO FLOYD HILL



TYPICAL SECTION ALT01  
2 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 3 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: SILVERTHORNE TO EJMT, FLOYD HILL TO C-470



Not to Scale  
Print Date: 1/16/2014

# Alt01\_Opt02

## 2 Tolled Reversible Managed Lanes

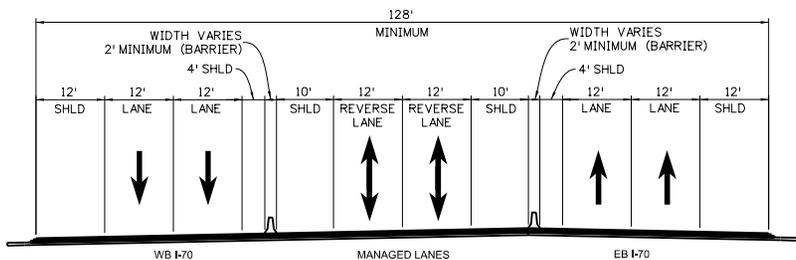
Reversible managed lanes and I-70 designed at 65 mph. This option matches Alt01\_Opt01 except from East Idaho Springs to Floyd Hill, where the reversible managed lanes and I-70 will be reconstructed to meet a 65 mph design speed.

### Roadway Information

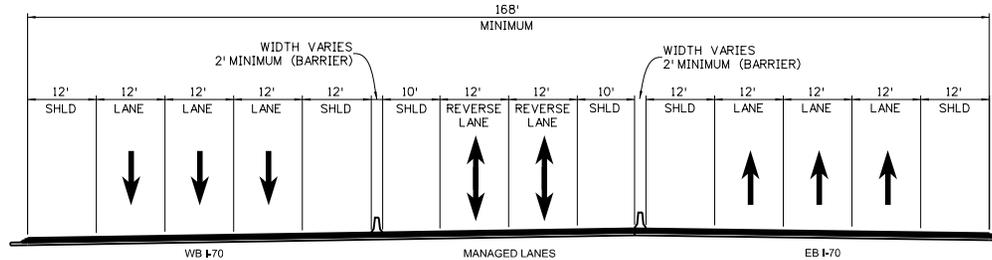
Extent of Roadway Improvements	Silverthorne to C-470
General Purpose (GP) Lane Information	Align managed lanes with GP lanes
Direction of Improvements	Both directions (EB and WB)
Design Speed	65 mph - Managed Lanes & GP Lanes
Trucks, Private Buses, BRT	Allowed in Managed Lanes (Always in GP Lanes)
<b>Tolling</b>	
Capacity Improvements	Dynamic priced toll for Reversible Managed Lanes
Tunnels	Dynamic priced toll for EJMT 3rd Bore and Twin Tunnels 3rd bore
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2019 (Assumes 4 years NEPA & Procurement)
Construction Duration	4 years
First Year Operation	2023
Financial Period	50 years

### Transit Information

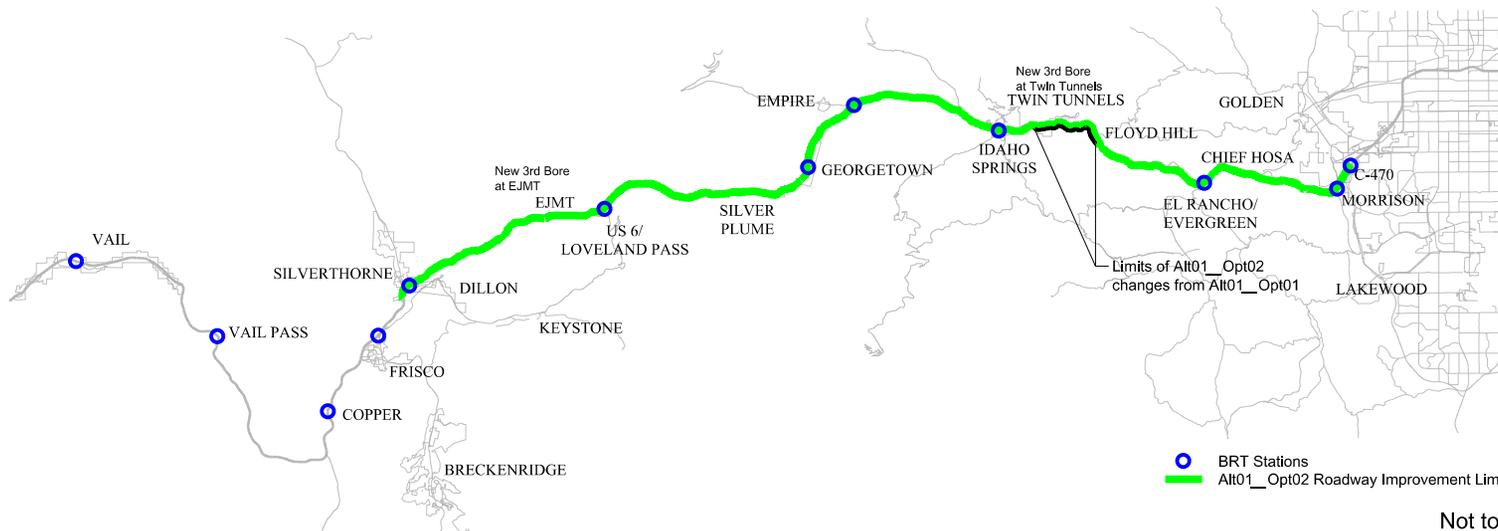
Termini	Vail to Denver
Special Infrastructure	Stations
Schedule	2019 - Limited Startup / 2023 - Full BRT Service
Stations	12 Total
<b>Type</b>	
CDOT Bus	N/A
BRT	Transit option for full 50 year concession
AGS	N/A
<b>Special Structures</b>	
Special Structures	EJMT and Twin Tunnel 3rd Bores
GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels	



TYPICAL SECTION ALT01  
2 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 2 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: EJMT TO FLOYD HILL



TYPICAL SECTION ALT01  
2 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 3 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: SILVERTHORNE TO EJMT, FLOYD HILL TO C-470



○ BRT Stations  
— Alt01\_Opt02 Roadway Improvement Limits

# Alt02\_Opt01

## 3 Tolled Reversible Managed Lanes

Reversible managed lanes designed at 65 mph. The reversible managed lanes are on a separate viaduct structure from East Idaho Springs to Floyd Hill in order to maintain 65 mph design speed. General purpose (GP) lanes designed at 55 mph except from East Idaho Springs to Floyd Hill, where existing design speeds & lanes will remain.

### Roadway Information

Extent of Roadway Improvements	Silverthorne to C-470
General Purpose (GP) Lane Information	Align managed lanes with GP lanes except from E Idaho Springs to Floyd Hill
Direction of Improvements	Both directions (EB and WB)
Design Speed	65 mph Managed Lanes, 55 mph GP lanes
Trucks, Private Buses, BRT	Allowed in Managed Lanes (Always in GP Lanes)

### Tolling

Capacity Improvements	Dynamic priced toll for Reversible Managed Lanes
Tunnels	Dynamic priced toll for EJMT 3rd Bore and Twin Tunnels 3rd bore
Technology	Transponder and license plate recognition

### Schedule

Construction Start	2019 (Assumes 4 years NEPA & Procurement)
Construction Duration	4 years
First Year Operation	2023
Financial Period	50 years

### Transit Information

Termini	Vail to Denver
Special Infrastructure	Stations
Schedule	2019 - Limited Startup / 2023 - Full BRT Service
Stations	12 Total

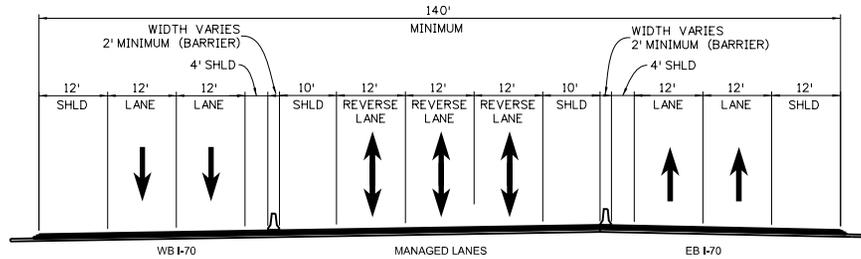
### Type

CDOT Bus	N/A
BRT	Transit option for full 50 year concession
AGS	N/A

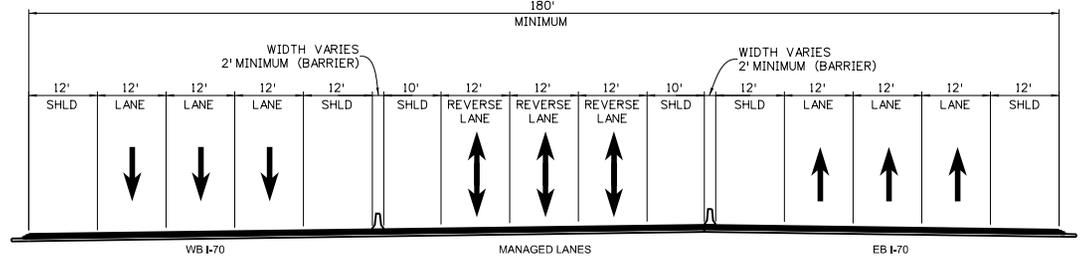
### Special Structures

Special Structures	EJMT and Twin Tunnel 3rd Bores
	Managed Lanes on Viaduct from East Idaho Springs to Floyd Hill

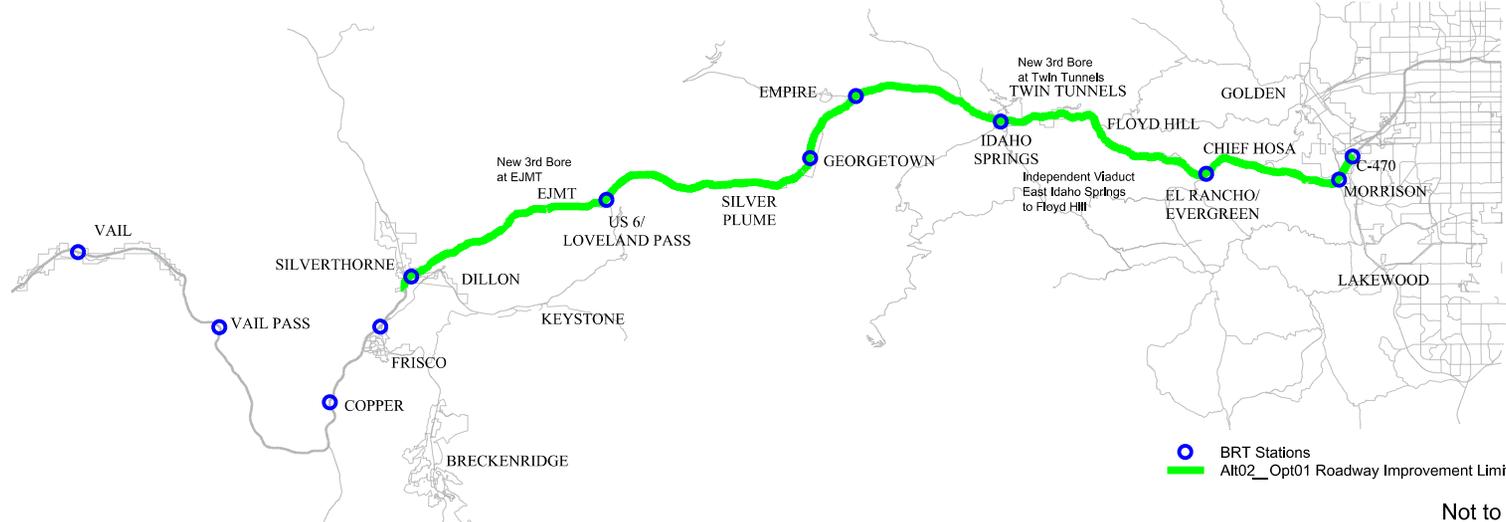
GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels



TYPICAL SECTION ALT02  
3 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 2 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: EJMT TO FLOYD HILL



TYPICAL SECTION ALT02  
3 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 3 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: SILVERTHORNE TO EJMT, FLOYD HILL TO C-470



Not to Scale  
Print Date: 1/16/2014

# Alt02\_Opt02

## 3 Tolled Reversible Managed Lanes

Reversible managed lanes and I-70 designed at 65 mph. This option matches Alt02\_Opt01 except from East Idaho Springs to Floyd Hill, where the reversible managed lanes and I-70 GP lanes will be reconstructed to meet a 65 mph design speed.

### Roadway Information

Extent of Roadway Improvements	Silverthorne to C-470
General Purpose (GP) Lane Information	Align managed lanes with GP lanes
Direction of Improvements	Both directions (EB and WB)
Design Speed	65 mph - Managed Lanes & GP Lanes
Trucks, Private Buses, BRT	Allowed in Managed Lanes (Always in GP Lanes)

### Tolling

Capacity Improvements	Dynamic priced toll for Reversible Managed Lanes
Tunnels	Dynamic priced toll for EJMT 3rd Bore and Twin Tunnels 3rd bore
Technology	Transponder and license plate recognition

### Schedule

Construction Start	2019 (Assumes 4 years NEPA & Procurement)
Construction Duration	4 years
First Year Operation	2023
Financial Period	50 years

### Transit Information

Termini	Vail to Denver
Special Infrastructure	Stations
Schedule	2019 - Limited Startup / 2023 - Full BRT Service
Stations	12 Total

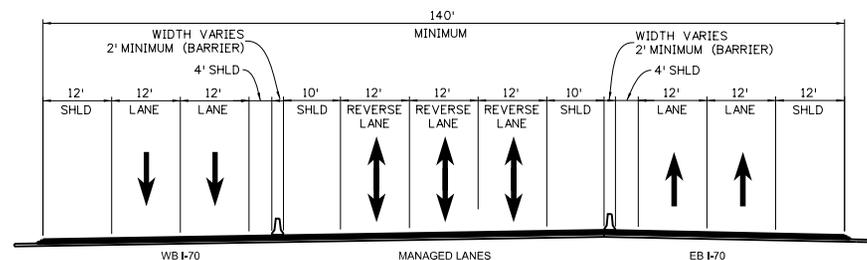
### Type

CDOT Bus	N/A
BRT	Transit option for full 50 year concession
AGS	N/A

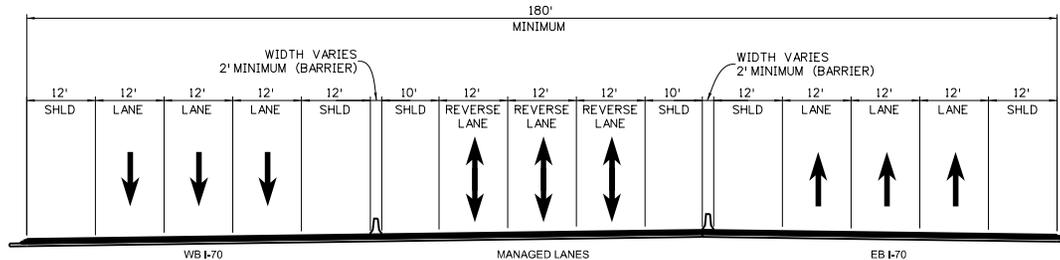
### Special Structures

Special Structures	EJMT and Twin Tunnel 3rd Bores
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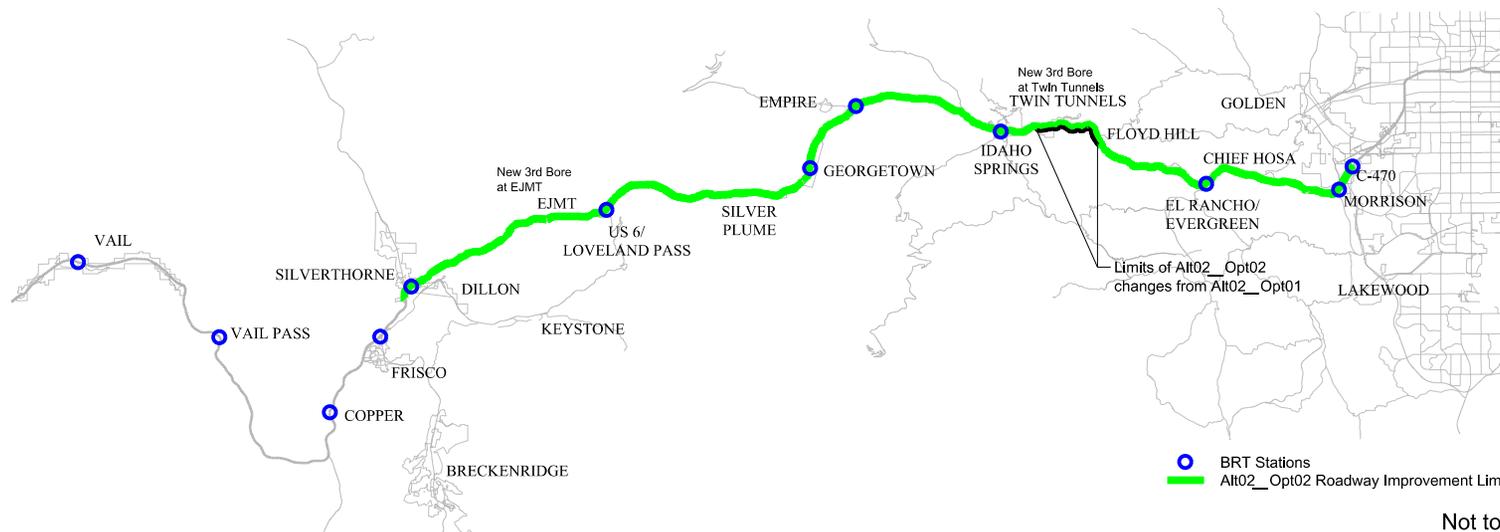
GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels



TYPICAL SECTION ALT02  
3 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 2 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: EJMT TO FLOYD HILL



TYPICAL SECTION ALT02  
3 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 3 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: SILVERTHORNE TO EJMT, FLOYD HILL TO C-470



● BRT Stations  
— Alt02\_Opt02 Roadway Improvement Limits

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# Alt02\_Opt03

## 3 Tolled Reversible Managed Lanes

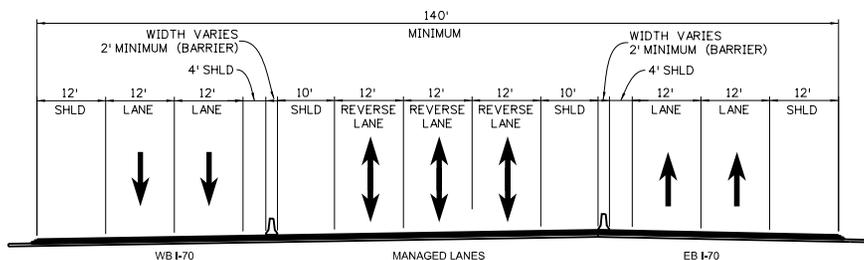
Reversible managed lanes designed at 65 mph. The reversible managed lanes are on a separate viaduct structure from West Idaho Springs to Floyd Hill to minimize impacts. General purpose (GP) lanes designed at 65 mph except from West Idaho Springs to Floyd Hill, where existing design speeds & lanes will remain. This option is similar to Alt02\_Opt01, except viaduct extends to West Idaho Springs.

### Roadway Information

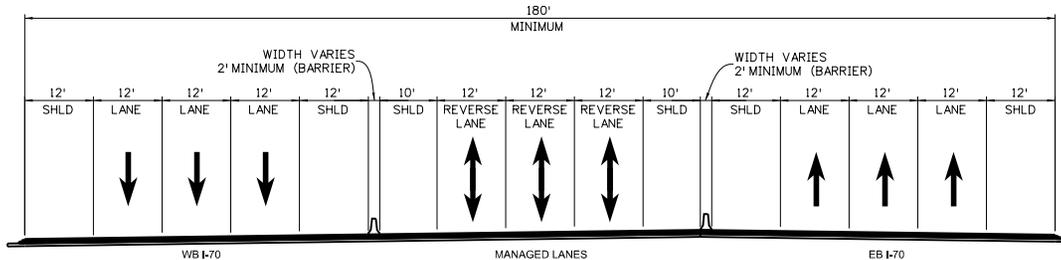
Extent of Roadway Improvements	Silverthorne to C-470
General Purpose (GP) Lane Information	Align managed lanes with GP lanes except from W Idaho Springs to Floyd Hill
Direction of Improvements	Both directions (EB and WB)
Design Speed	65 mph Managed Lanes, 55 mph GP lanes
Trucks, Private Buses, BRT	Allowed in Managed Lanes (Always in GP Lanes)
<b>Tolling</b>	
Capacity Improvements	Dynamic priced toll for Reversible Managed Lanes
Tunnels	Dynamic priced toll for EJMT 3rd Bore and Twin Tunnels 3rd bore
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2019 (Assumes 4 years NEPA & Procurement)
Construction Duration	4 years
First Year Operation	2023
Financial Period	50 years

### Transit Information

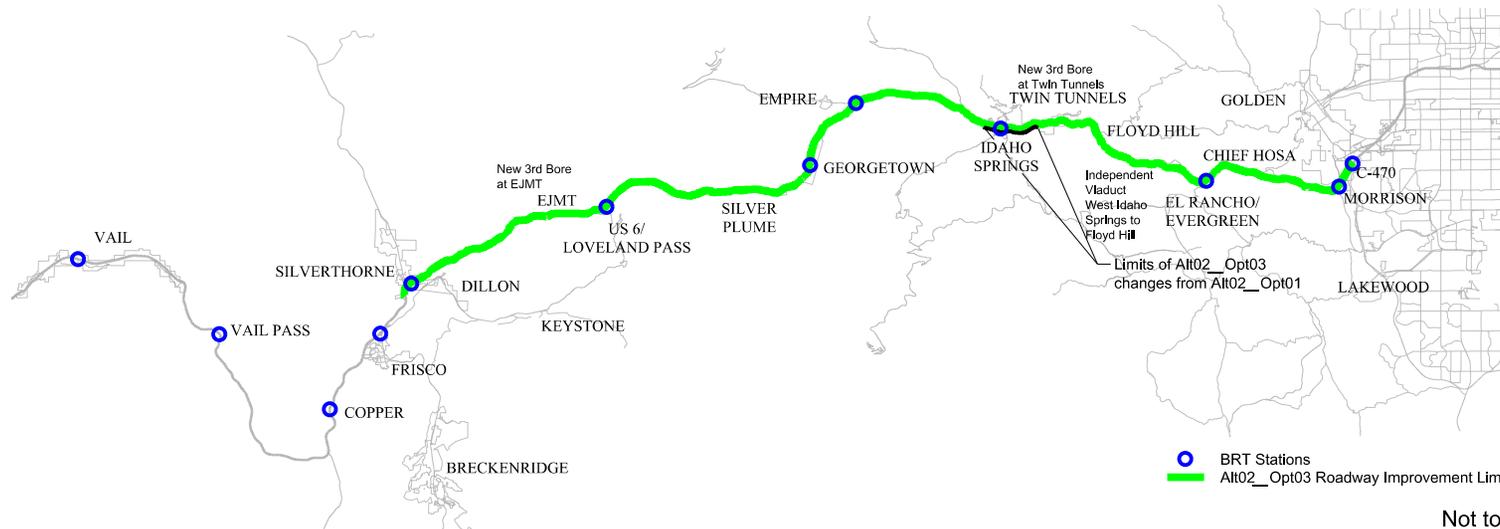
Termini	Vail to Denver
Special Infrastructure	Stations
Schedule	2019 - Limited Startup / 2023 - Full BRT Service
Stations	12 Total
<b>Type</b>	
CDOT Bus	N/A
BRT	Transit option for full 50 year concession
AGS	N/A
<b>Special Structures</b>	
Special Structures	EJMT and Twin Tunnel 3rd Bores
	Managed Lanes on Viaduct from West Idaho Springs to Floyd Hill
GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels	



TYPICAL SECTION ALT02  
3 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 2 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: EJMT TO FLOYD HILL



TYPICAL SECTION ALT02  
3 TOLLED REVERSIBLE MANAGED LANES  
EXISTING 3 GENERAL PURPOSE LANES EB & WB I-70  
APPROX LIMITS: SILVERTHORNE TO EJMT, FLOYD HILL TO C-470



Not to Scale  
Print Date: 1/16/2014

# Alt03\_Opt01

## Minimum Program per PEIS

Minimum program per PEIS with 55 mph design speed including a 3rd bore at EJMT. Minimum program is generally localized auxiliary lane improvements.

### Roadway Information

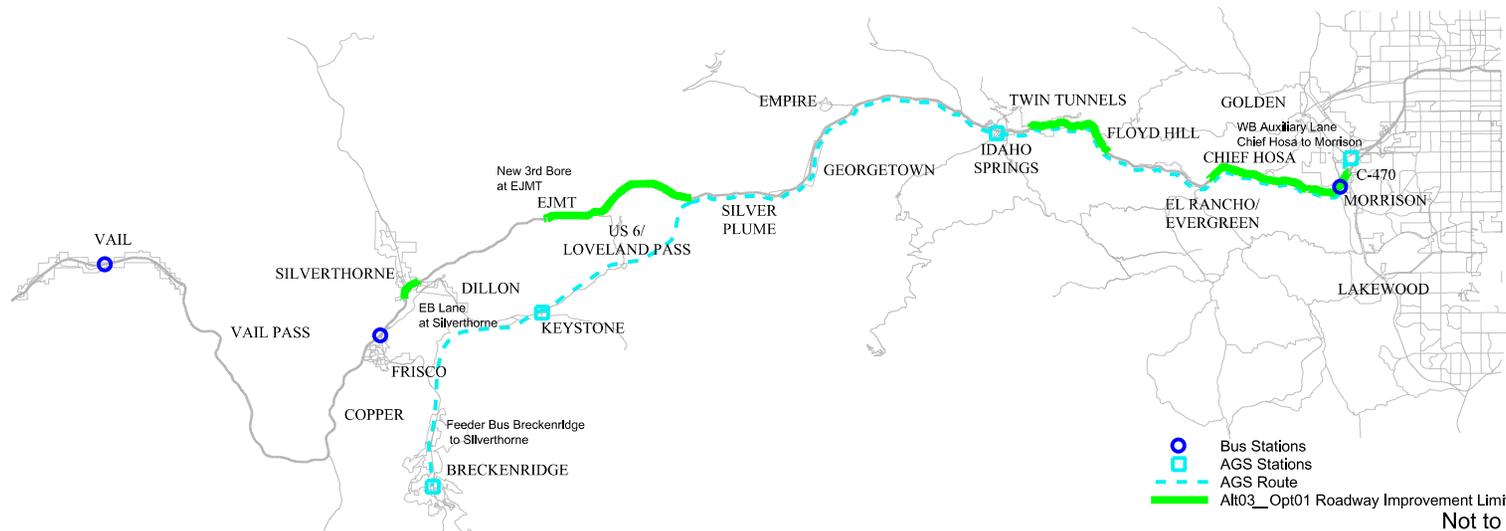
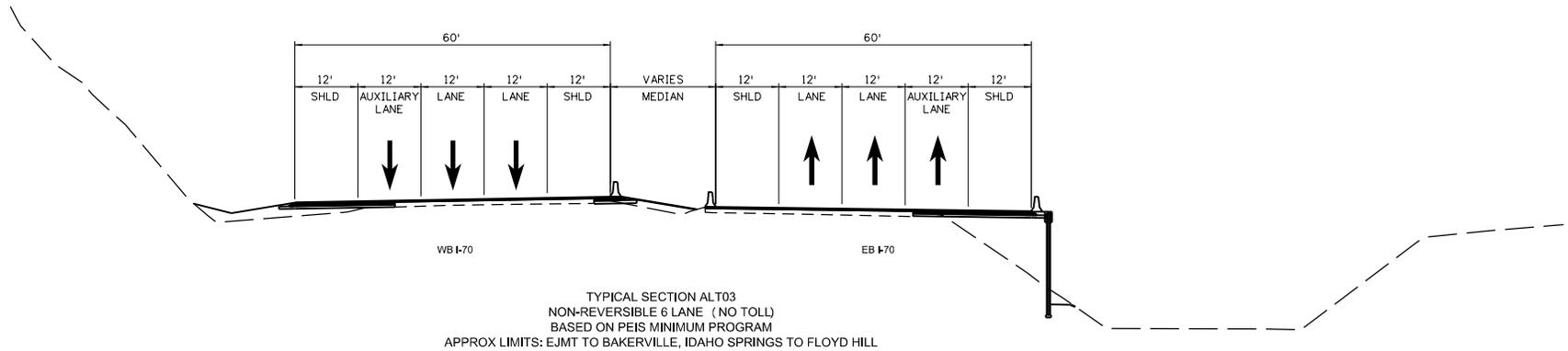
Extent of Roadway Improvements	EJMT to Floyd Hill
General Purpose (GP) Lane Information	Auxiliary lanes added at localized areas between interchanges
Direction of Improvements	Both directions (EB and WB)
Design Speed	55 mph
Trucks, Private Buses, BRT	Allowed in GP Lanes and auxiliary lanes
<b>Tolling</b>	
Capacity Improvements	No toll for auxiliary lanes
Tunnels	Dynamic priced toll for EJMT 3rd Bore and Twin Tunnels 3rd Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2018 (Assumes 3 years NEPA)
Construction Duration	3 years
First Year Operation	2021
Financial Period	50 years

### Transit Information

Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System: None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations
<b>Type</b>	
CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

### Special Structures

Special Structures	EJMT 3rd Bore
<p>GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs</p>	



Not to Scale  
Print Date: 1/16/2014

# Alt03\_Opt02

## Minimum Program per PEIS

Minimum program per PEIS with 65 mph design speed including a 3rd bore at EJMT. Minimum program is generally localized auxiliary lane improvements.

### Roadway Information

Extent of Roadway Improvements	EJMT to Floyd Hill
General Purpose (GP) Lane Information	Auxiliary lanes added at localized areas between interchanges
Direction of Improvements	Both directions (EB and WB)
Design Speed	65 mph
Trucks, Private Buses, BRT	Allowed in GP Lanes and auxiliary lanes
<b>Tolling</b>	
Capacity Improvements	No toll for auxiliary lanes
Tunnels	Dynamic priced toll for EJMT 3rd Bore, New & Twin Tunnels 3rd Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2018 (Assumes 3 years NEPA)
Construction Duration	3 years
First Year Operation	2021
Financial Period	50 years

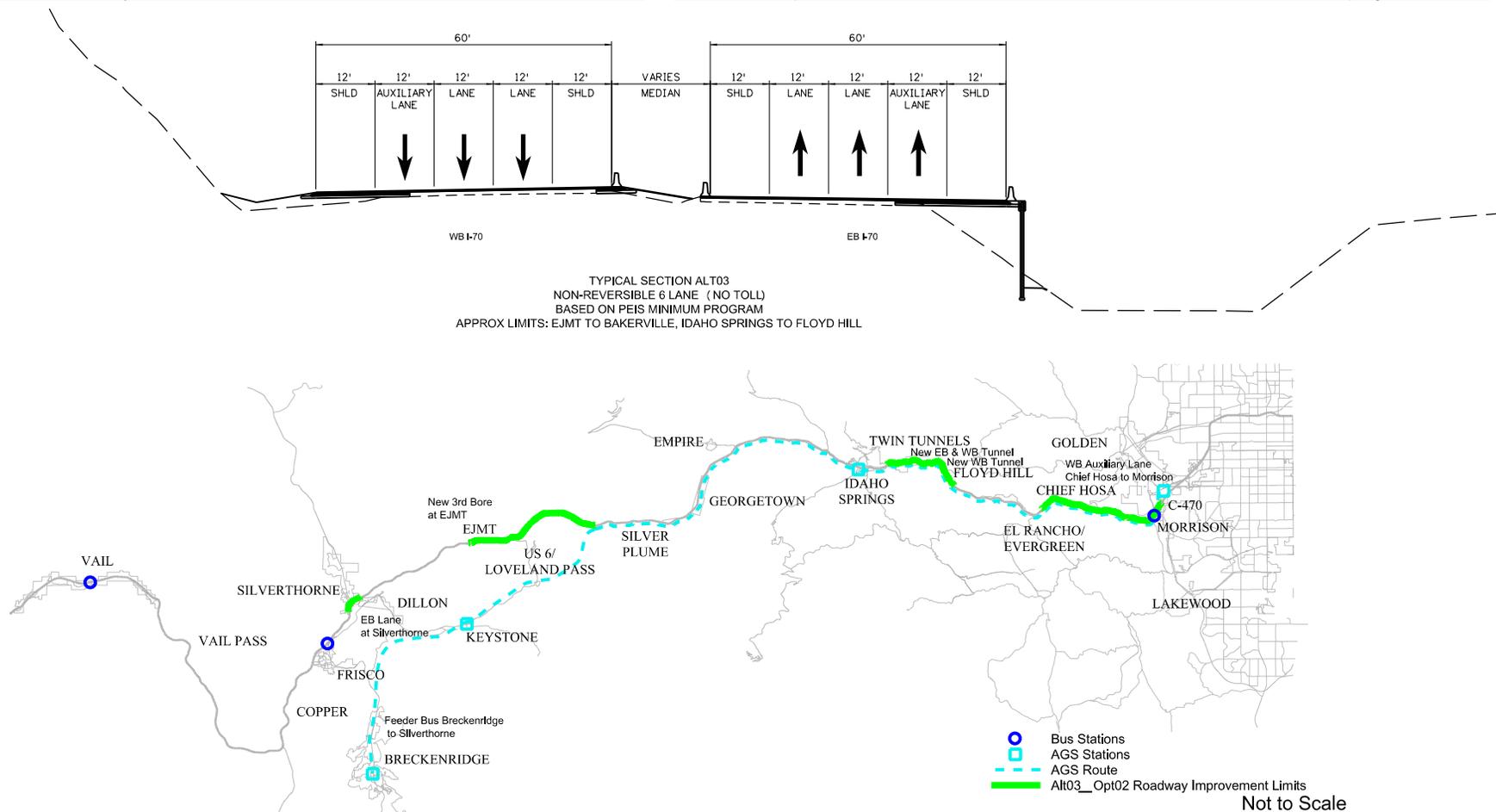
### Transit Information

Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System; None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations
<b>Type</b>	
CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

### Special Structures

Special Structures	EJMT 3rd Bore
	New EB & WB Tunnel at Hidden Valley, New WB Tunnel near SH 6

GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs



# Alt03\_Opt03

## Minimum Program per PEIS

Minimum program per PEIS with 55 mph design speed without a 3rd bore at EJMT. Minimum program is generally localized auxiliary lane improvements. Option is similar to Alt03\_Opt01 without 3rd Bore EJMT.

### Roadway Information

Extent of Roadway Improvements	EJMT to Floyd Hill
General Purpose (GP) Lane Information	Auxiliary lanes added at localized areas between interchanges
Direction of Improvements	Both directions (EB and WB)
Design Speed	55 mph
Trucks, Private Buses, BRT	Allowed in GP Lanes and auxiliary lanes
<b>Tolling</b>	
Capacity Improvements	No toll for auxiliary lanes
Tunnels	Dynamic priced toll for Twin Tunnels 3rd Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2018 (Assumes 3 years NEPA)
Construction Duration	3 years
First Year Operation	2021
Financial Period	50 years

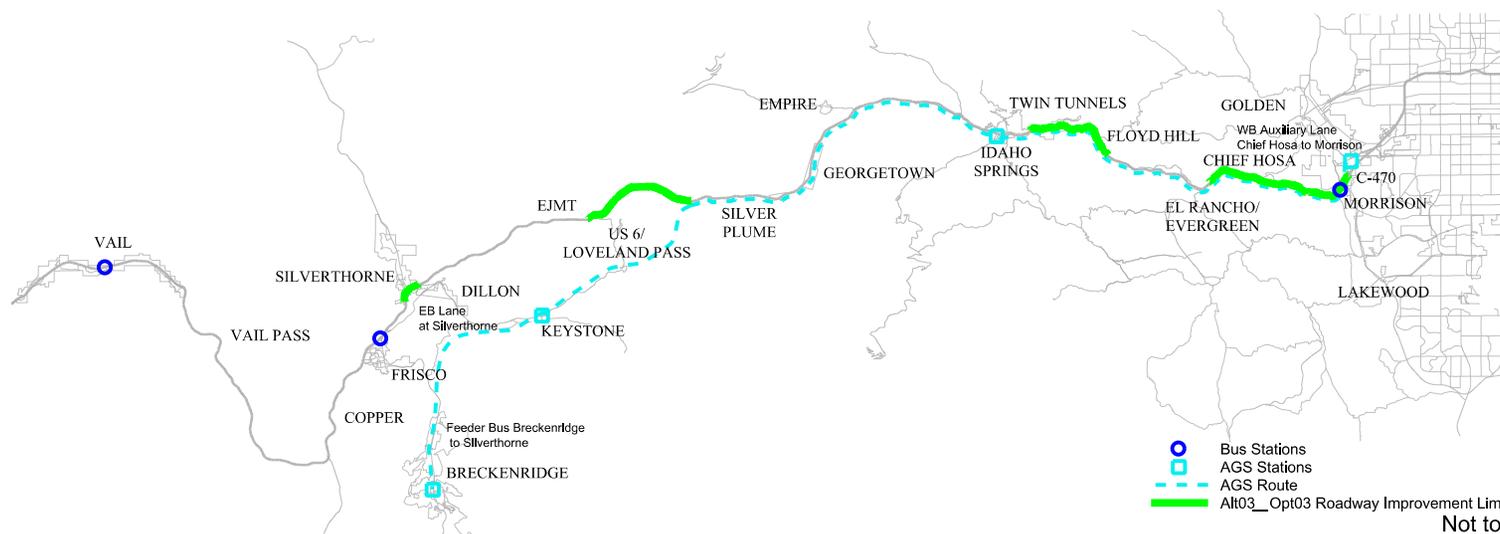
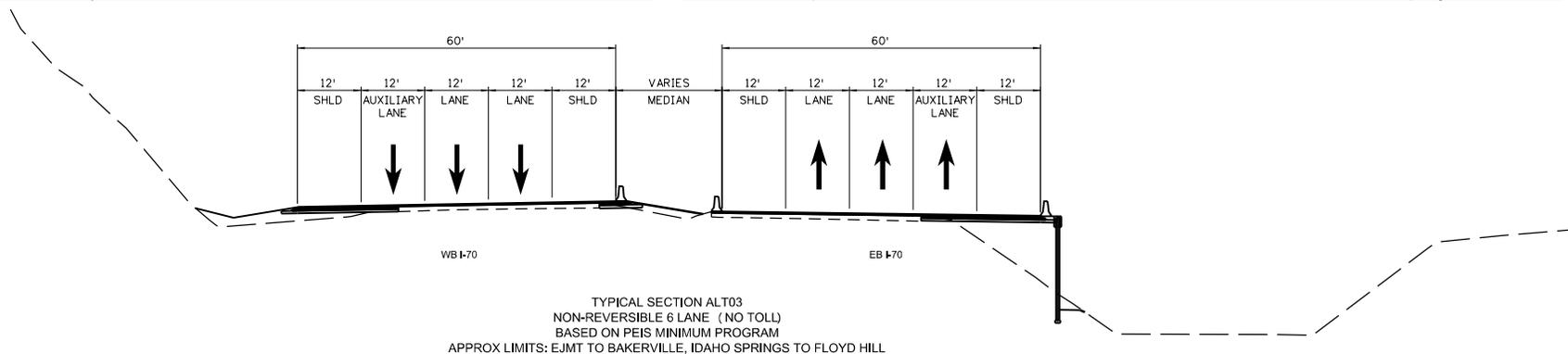
### Transit Information

Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System; None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations
<b>Type</b>	
CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

### Special Structures

Special Structures	

GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs



# Alt03\_Opt04

## Minimum Program per PEIS

Minimum program per PEIS with 65 mph design speed without a 3rd bore at EJMT. Minimum program is generally localized auxiliary lane improvements. Option is similar to Alt03\_Opt02 without 3rd Bore EJMT.

### Roadway Information

Extent of Roadway Improvements	EJMT to Floyd Hill
General Purpose (GP) Lane Information	Auxiliary lanes added at localized areas between interchanges
Direction of Improvements	Both directions (EB and WB)
Design Speed	65 mph
Trucks, Private Buses, BRT	Allowed in GP Lanes and auxiliary lanes
<b>Tolling</b>	
Capacity Improvements	No toll for auxiliary lanes
Tunnels	Dynamic priced toll for New & Twin Tunnels 3rd Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2018 (Assumes 3 years NEPA)
Construction Duration	3 years
First Year Operation	2021
Financial Period	50 years

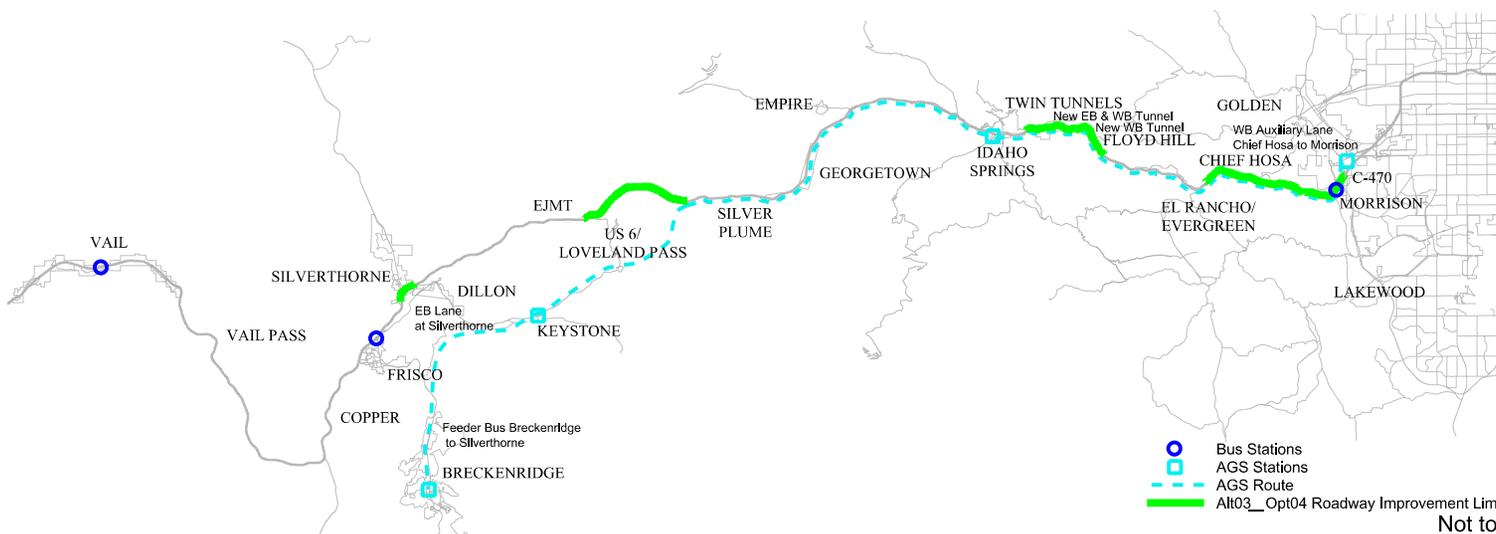
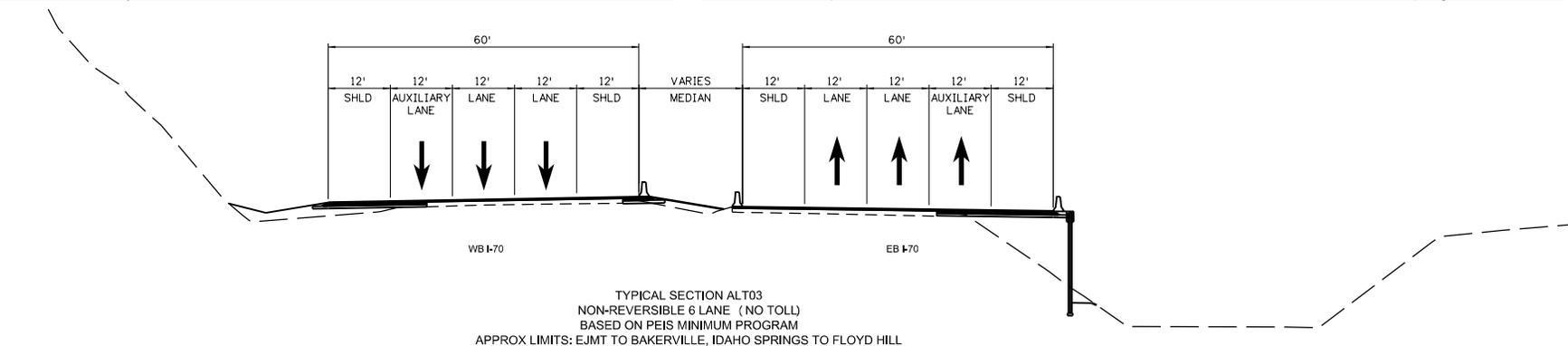
### Transit Information

Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System: None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations
<b>Type</b>	
CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

### Special Structures

Special Structures	New EB & WB Tunnel at Hidden Valley, New WB Tunnel near SH 6
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GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs



Not to Scale  
Print Date: 1/16/2014

# Alt04\_Opt01

## Maximum Program per PEIS

Maximum program per PEIS with 55 mph design speed including a 3rd bore at EJMT. Maximum program includes one additional non-reversible tolled lane (EB & WB) between EJMT and Floyd Hill.

### Roadway Information

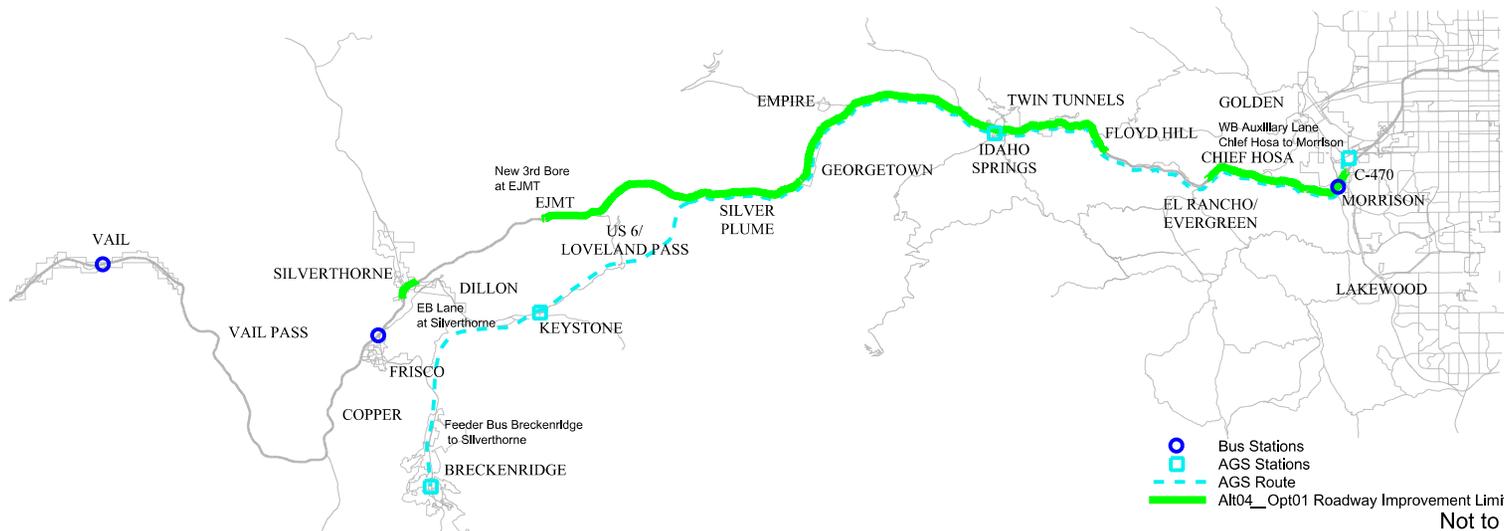
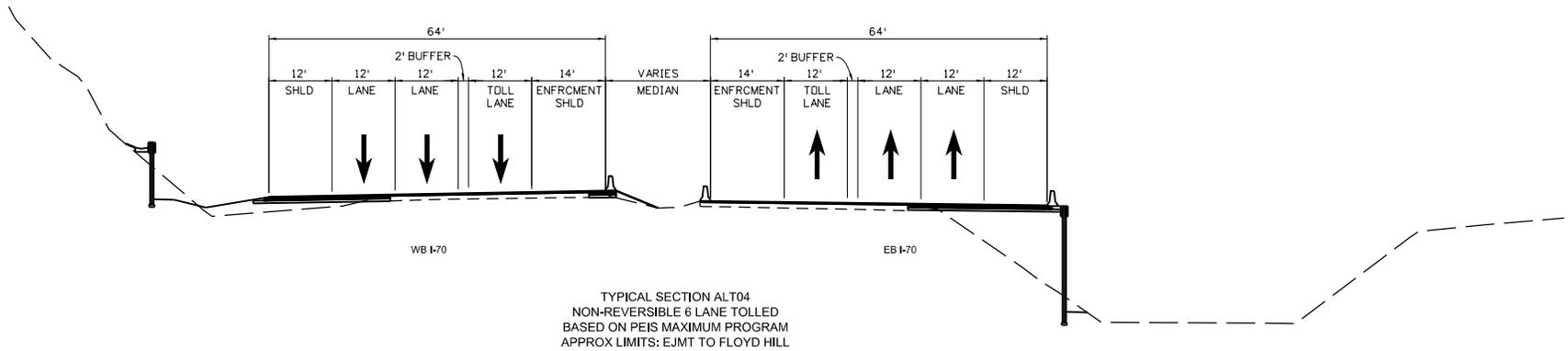
Extent of Roadway Improvements	EJMT to Floyd Hill
General Purpose (GP) Lane Information	Additional capacity by widening existing (Non-reversible)
Direction of Improvements	Both directions (EB and WB)
Design Speed	55 mph
Trucks, Private Buses, BRT	Allowed in Toll Lane (Always in GP Lanes)
<b>Tolling</b>	
Capacity Improvements	Dynamic priced toll for 3rd toll lane
Tunnels	Dynamic priced toll for EJMT 3rd Bore and Twin Tunnels 3rd Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2018 (Assumes 3 years NEPA)
Construction Duration	4 years
First Year Operation	2022
Financial Period	50 years

### Transit Information

Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System; None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations
<b>Type</b>	
CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

### Special Structures

Special Structures	EJMT 3rd Bore
GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs	



# Alt04\_Opt02

## Maximum Program per PEIS

Maximum program per PEIS with 65 mph design speed including a 3rd bore at EJMT. Maximum program includes one additional non-reversible tolled lane (EB & WB) between EJMT and Floyd Hill.

### Roadway Information

Extent of Roadway Improvements	EJMT to Floyd Hill
General Purpose (GP) Lane Information	Additional capacity by widening existing
Direction of Improvements	Both directions (EB and WB)
Design Speed	65 mph
Trucks, Private Buses, BRT	Allowed in Toll Lane (Always in GP Lanes)
<b>Tolling</b>	
Capacity Improvements	Dynamic priced toll for 3rd toll lane
Tunnels	Dynamic priced toll for EJMT 3rd Bore and New & Twin Tunnels 3rd Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2018 (Assumes 3 years NEPA)
Construction Duration	4 years
First Year Operation	2022
Financial Period	50 years

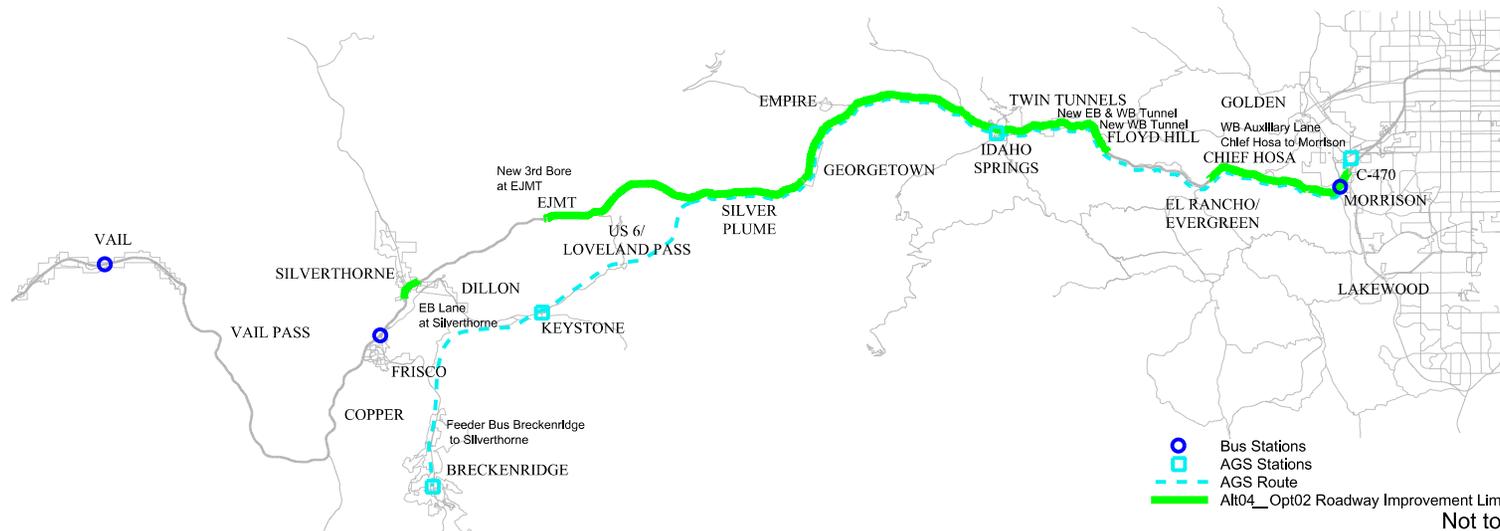
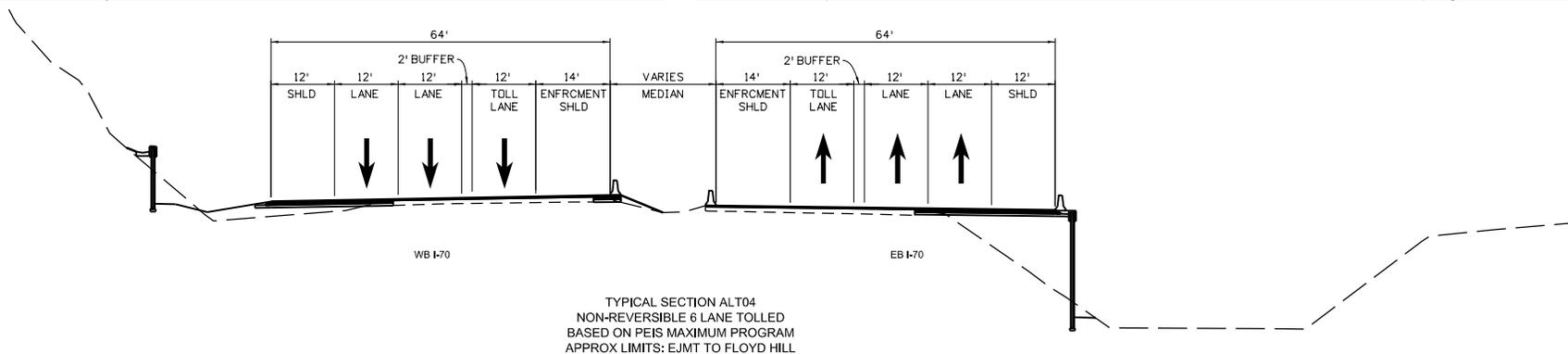
### Transit Information

Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System; None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations
<b>Type</b>	
CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

### Special Structures

Special Structures	EJMT 3rd Bore
	New EB & WB Tunnel at Hidden Valley, New WB Tunnel near SH 6

GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs



- Bus Stations
- AGS Stations
- - - AGS Route
- Alt04\_Opt02 Roadway Improvement Limits

Not to Scale  
Print Date: 1/16/2014

# Alt05\_Opt01

## Permanent Peak Period Shoulder Lane

Widen the existing roadway to accommodate one additional left side managed lane (EB & WB) for use during peak times, during non-peak times operates as a standard shoulder. Provide full width shoulder on right side.

### Roadway Information

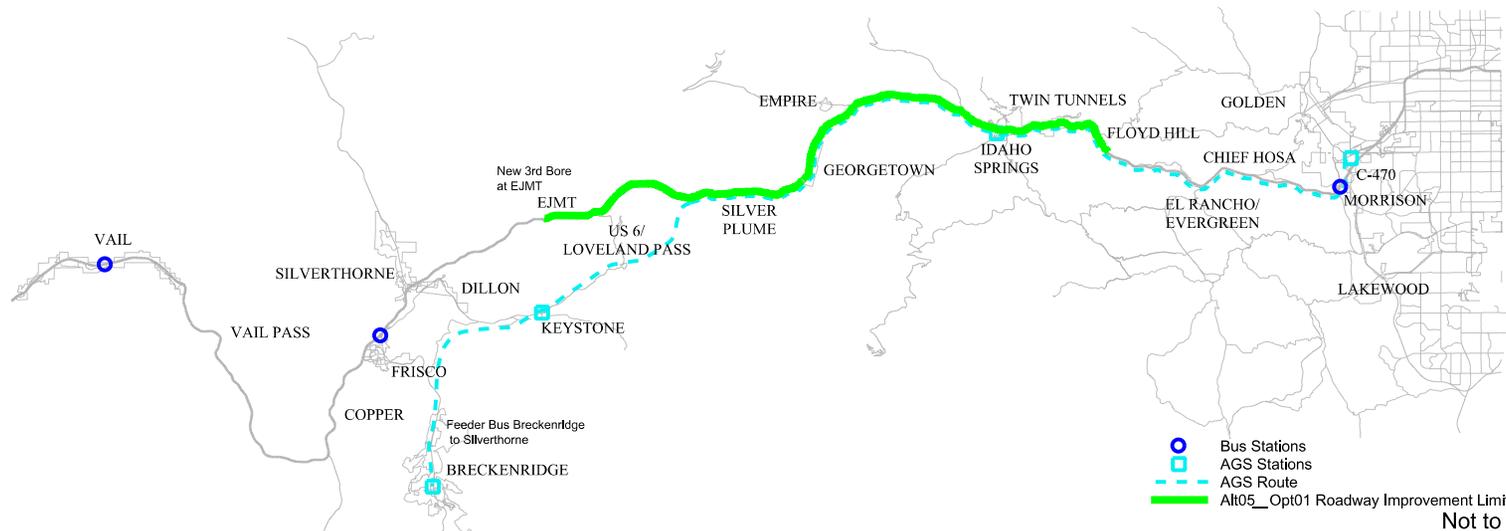
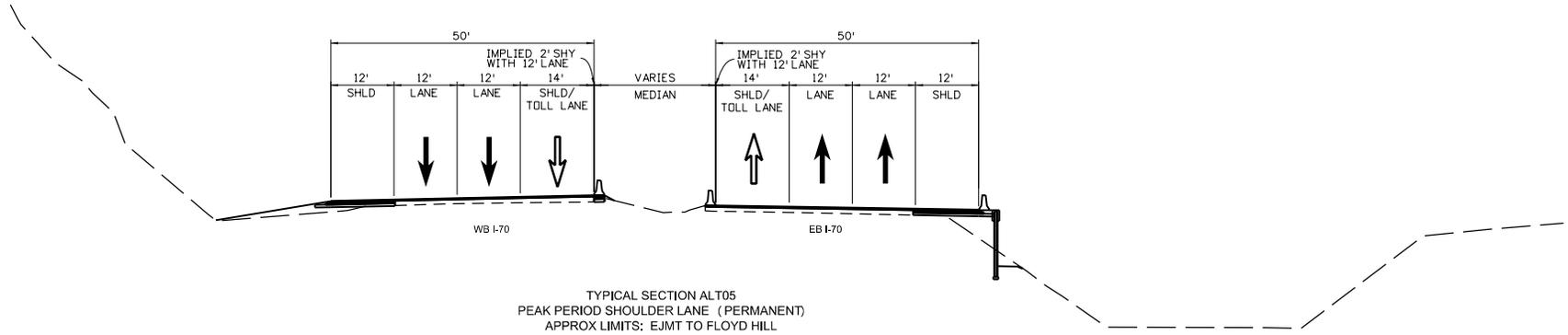
Extent of Roadway Improvements	EJMT to Floyd Hill
General Purpose (GP) Lane Information	Additional capacity by widening existing
Direction of Improvements	Both directions (EB and WB)
Design Speed	Match Existing
Trucks, Private Buses, BRT	Allowed in Peak Period Lane (Always in GP Lanes)
<b>Tolling</b>	
Capacity Improvements	Dynamic priced toll for EB & WB Peak Period Shoulder Lanes
Tunnels	Dynamic priced toll for EJMT 3rd Bore and Twin Tunnels 3rd Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2019 (Assumes 4 years NEPA)
Construction Duration	4 years
First Year Operation	2023
Financial Period	50 years

### Transit Information

Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System; None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations
<b>Type</b>	
CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

### Special Structures

Special Structures	EJMT 3rd Bore
GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs	



# Alt05\_Opt01

## Permanent Peak Period Shoulder Lane

Widen the existing roadway to accommodate one additional left side managed lane (EB & WB) for use during peak times, during non-peak times operates as a standard shoulder. Provide full width shoulder on right side.

### Roadway Information

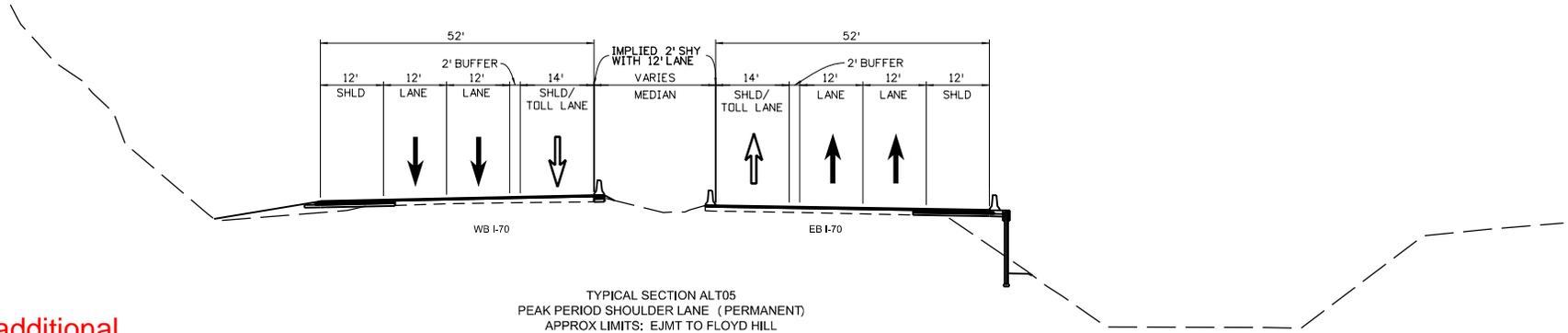
Extent of Roadway Improvements	EJMT to Floyd Hill
General Purpose (GP) Lane Information	Additional capacity by widening existing
Direction of Improvements	Both directions (EB and WB)
Design Speed	Match Existing
Trucks, Private Buses, BRT	Allowed in Peak Period Lane (Always in GP Lanes)
<b>Tolling</b>	
Capacity Improvements	Dynamic priced toll for EB & WB Peak Period Shoulder Lanes
Tunnels	Dynamic priced toll for EJMT 3rd Bore and Twin Tunnels 3rd Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2019 (Assumes 4 years NEPA)
Construction Duration	4 years
First Year Operation	2023
Financial Period	50 years

### Transit Information

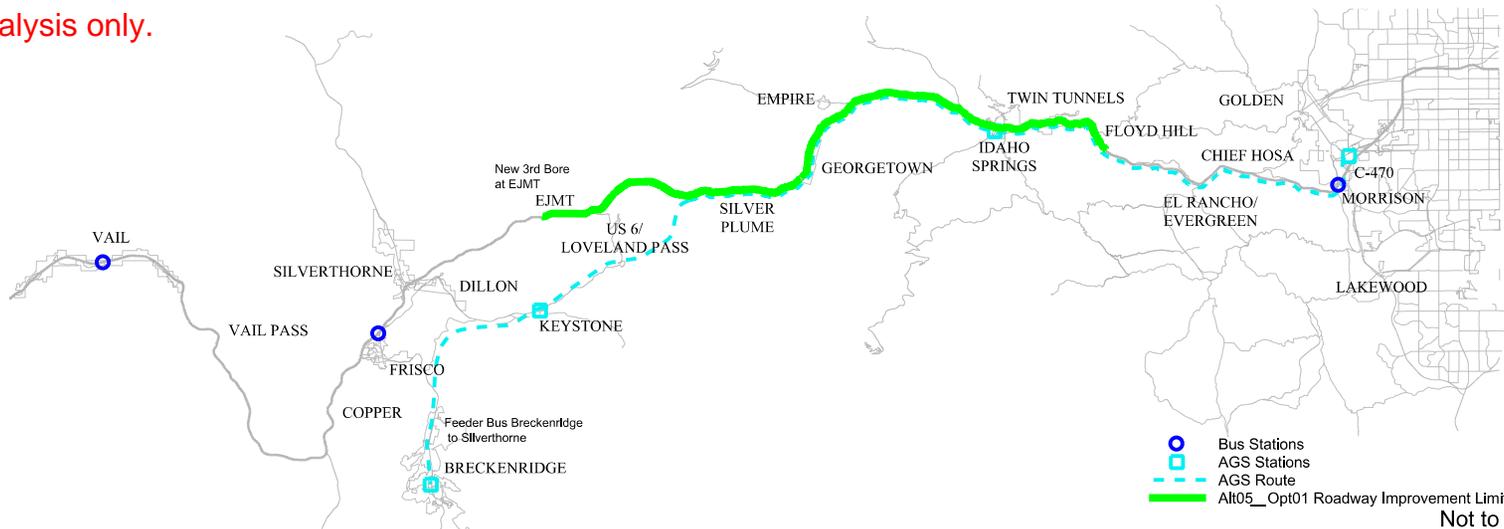
Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System: None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations
<b>Type</b>	
CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

### Special Structures

Special Structures	EJMT 3rd Bore
GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs	



Note: Includes additional 2' buffer, used for sensitivity analysis only.



○ Bus Stations  
□ AGS Stations  
--- AGS Route  
--- Alt05\_Opt01 Roadway Improvement Limits

Not to Scale  
Print Date: 5/27/2014

# Alt05\_Opt02

## Permanent Peak Period Shoulder Lane

Widen the existing roadway to accommodate one additional left side managed lane (EB & WB) for use during peak times, during non-peak times operates as a standard shoulder. Provide full width shoulder on right side.

### Roadway Information

Extent of Roadway Improvements	Empire to top of Floyd Hill
General Purpose (GP) Lane Information	Additional capacity by widening existing
Direction of Improvements	Both directions (EB and WB)
Design Speed	Match Existing
Trucks, Private Buses, BRT	Allowed in Peak Period Lane (Always in GP Lanes)
<b>Tolling</b>	
Capacity Improvements	Dynamic priced toll for EB & WB Peak Period Shoulder Lanes
Tunnels	Dynamic priced toll for Twin Tunnels 3rd Lane
Technology	Transponder and license plate recognition
<b>Schedule</b>	
Construction Start	2019 (Assumes 4 years NEPA)
Construction Duration	4 years
First Year Operation	2023
Financial Period	50 years

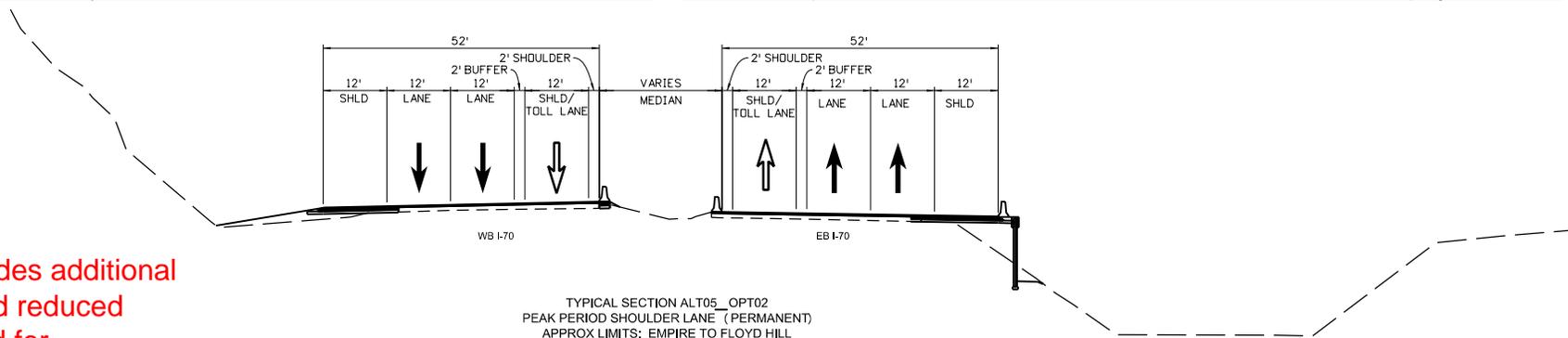
### Transit Information

Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System: None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations
<b>Type</b>	
CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

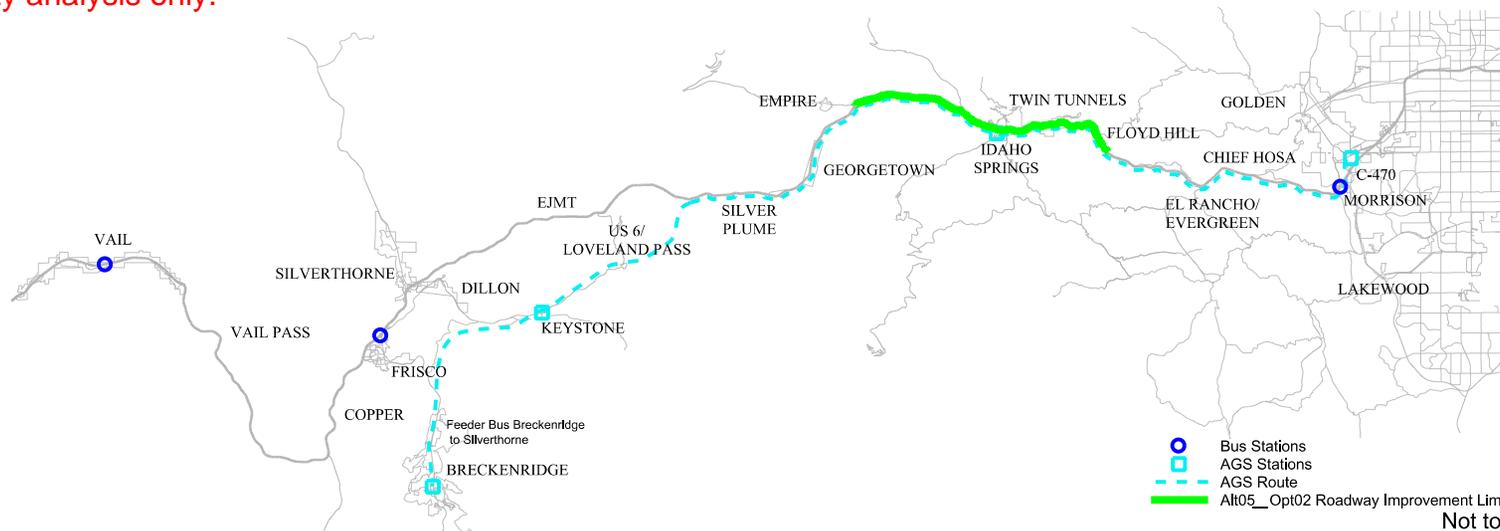
### Special Structures

Special Structures	

GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs



Note: Includes additional 2' buffer and reduced length, used for sensitivity analysis only.



Not to Scale  
Print Date: 5/2/2014

# Alt06\_Opt01

## Temporary Peak Period Shoulder Lane

Using the existing roadway, accommodate one additional WB left side managed lane for use during peak times; during non-peak times operates as a standard shoulder. No twelve foot wide shoulders are available during peak periods. During non-peak periods, twelve foot breakdown shoulder is on left side instead of right. Construction of WB peak period lane from Empire to Floyd Hill only. (This alternative assumes EB direction peak period lane from Empire to Floyd Hill is constructed.)

### Roadway Information

Extent of Roadway Improvements	Empire to Floyd Hill
General Purpose (GP) Lane Information	Additional capacity by restriping existing
Direction of Improvements	WB Only Direction
Design Speed	Match Existing
Trucks, Private Buses, BRT	Allowed in Peak Period Lane (Always in GP Lanes)

### Tolling

Capacity Improvements	Dynamic priced toll for EB & WB Peak Period Shoulder Lanes
Tunnels	Dynamic priced toll for Twin Tunnels 3rd Lanes
Technology	Transponder and license plate recognition

### Schedule

Construction Start	2016 (Assumes 1.5 years NEPA)
Construction Duration	3 years
First Year Operation	2019
Financial Period	50 years

### Transit Information

Termini	Silverthorne-Denver, Service to GWS (CDOT Bus), Breckenridge-Denver (AGS)
Special Infrastructure	AGS System; None for CDOT Bus
Schedule	Fall 2014 - CDOT Bus / After 2035 - AGS
Stations	6 CDOT Bus Stations - GWS, Eagle, Vail, Frisco, Denver (2); 5 AGS Stations

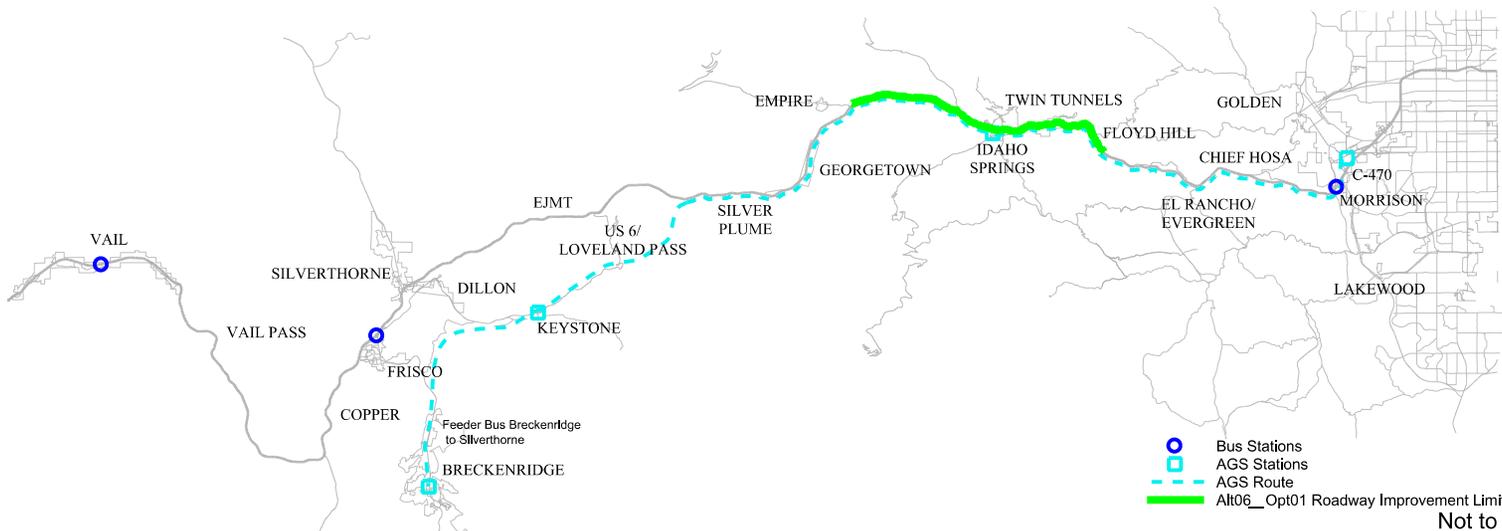
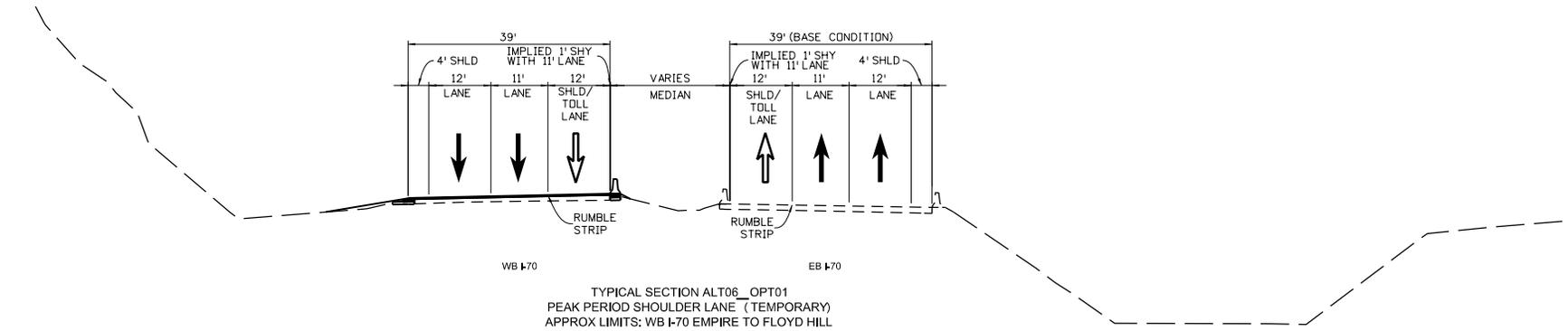
### Type

CDOT Bus	TBD by CDOT
BRT	N/A
AGS	In operation after 2035

### Special Structures

Special Structures	
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GP = General Purpose Lane EJMT = Eisenhower Johnson Memorial Tunnels GWS = Glenwood Springs



Not to Scale  
Print Date: 1/16/2014