

# WELCOME

to the

## HPTE I-70 Mountain Express Lane Public Meeting

The Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE) welcome you to learn more about the I-70 Mountain Express Lane and the proposed toll rates for the lane, as well as how to use the lane when it opens.

Agenda for tonight's meeting:

**Open House: 6 – 6:30 p.m.**

**Brief presentation: 6:30 p.m.**

**Open House immediately following**

## THANK YOU

for taking the time to get involved.

# EXPRESS LANES | I-70 MTN



Visit [expresslanes.codot.gov](http://expresslanes.codot.gov) for more information.



**COLORADO**  
Department of  
Transportation

# I-70 MOUNTAIN EXPRESS LANE OVERVIEW

**Project Boundaries:** Empire Junction to Idaho Springs

**Project Cost:** \$72 Million

## **Project Elements**

The Peak Period Shoulder Lane (PPSL) project is part of the Colorado Department of Transportation's (CDOT) comprehensive plan to improve travel in the I-70 Mountain Corridor by upgrading 13-miles of eastbound I-70 to create a wide shoulder that will operate as an Express Lane during peak travel periods.

The project will:

- Reconstruct the SH 103 bridge to help ease on- and off-ramp congestion and modernize the structure.
- Utilize dynamic toll pricing to keep traffic moving in the Express Lane. Prices will lower to encourage drivers to use the lane, and rise as the lane reaches capacity.
- Reduce travel time by nearly half from the Eisenhower/Johnson Memorial Tunnels to the top of Floyd Hill, resulting in an average of 30 minutes saved in travel time.
- Provide drivers with the choice of a new, more reliable travel lane.
- Avoid overbuilding I-70 by using the shoulder as a third lane during peak times.
- Enhance recent Twin Tunnels (Veterans Memorial Tunnels) improvements.
- Allow for faster speeds in all the lanes, decreasing overall travel time.

## **Next Steps**

- Complete Exit 240/SH 103 Bridge
- Complete Exit 241 Interchange
- Install signage and test
- Complete paving and re-striping (please check with joy and see if this is actually a next step)
- Open toll lane by 2015/2016 ski season

## HOW IS THE PROJECT BEING FUNDED?

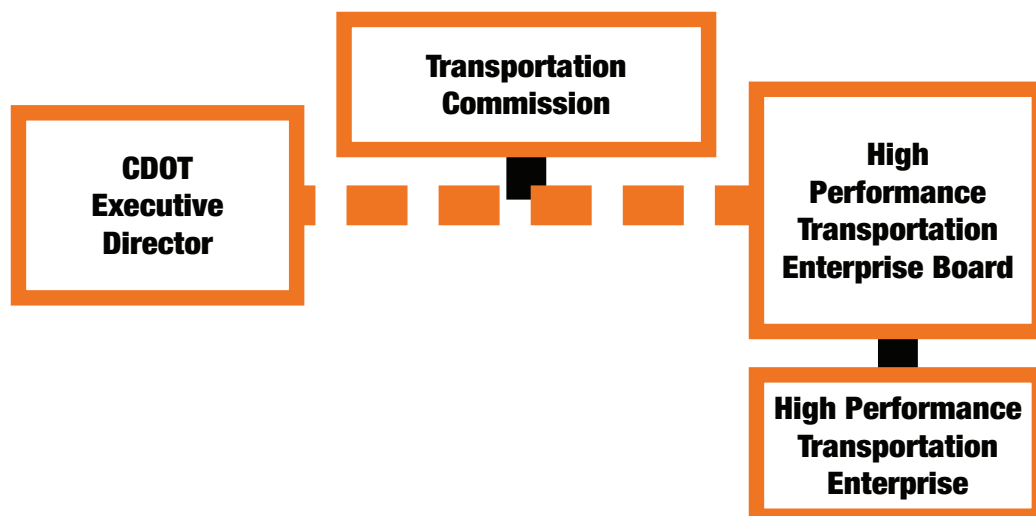
- *Project cost: \$72 million*
- The I-70 Mountain Express Lane is being funded partly through CDOT funds as well as a \$25 million, commercial loan and related agreements to fill the funding gap to complete the I-70 eastbound Peak Period Shoulder Lane.
- The loan has an interest rate of 2.79% and will be repaid through toll revenues.
- CDOT will collect the toll revenues, which will be used to help repay the loan and Operations and Maintenance costs.

**To review the documents, go to [www.coloradohpte.com](http://www.coloradohpte.com).**



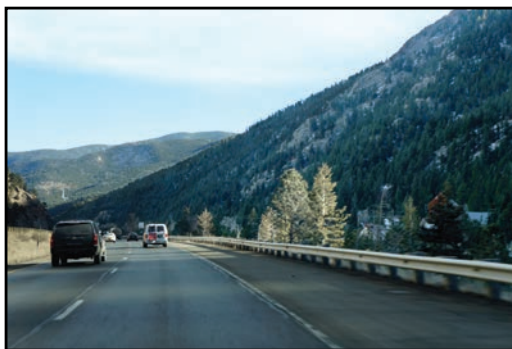
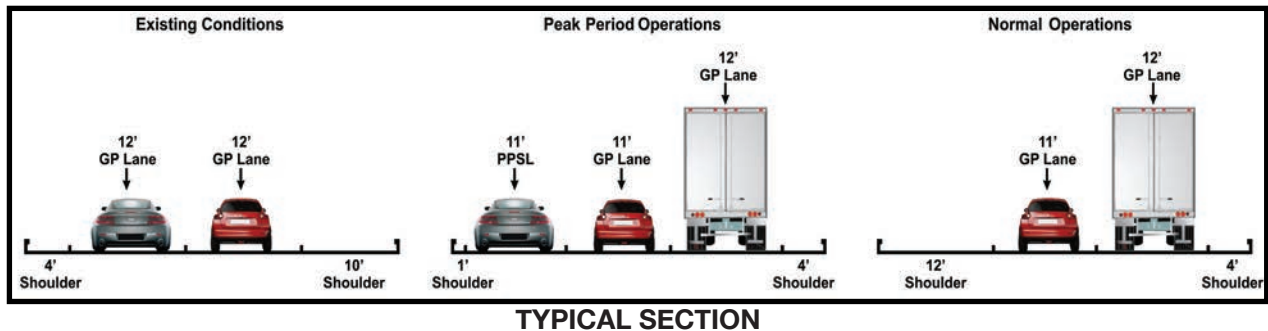
## ABOUT THE HPTE

- The High Performance Transportation Enterprise (HPTE) pursues innovative means of more efficiently financing important transportation projects
- HPTE operates as a government-owned business within CDOT and has its own board of directors
- Innovative means of financing projects include, but are not limited to:
  - Public-private partnerships
  - Operating agreements
  - User fee-based project financing
  - Annual performance payment agreements



## EXPRESS LANE OPERATIONS

- The I-70 Mountain Express Lane is being built to handle 750-900 vehicles per hour with speeds of approximately 45 mph.
- Each general purpose lane can accommodate 1,000 vehicles per hour at 50 mph.
- Once the general purpose lanes reach 2,500 vehicles per hour, the speed can drop to 20 mph.
- At 3,000 vehicles per hour, traffic is stop and go.
- Moving 750-900 vehicles per hour to an Express Lane helps congestion in the general purpose lanes.



EXISTING VIEW: EASTBOUND  
(WEST OF IDAHO SPRINGS)



PROPOSED VIEW: EASTBOUND  
(WEST OF IDAHO SPRINGS)

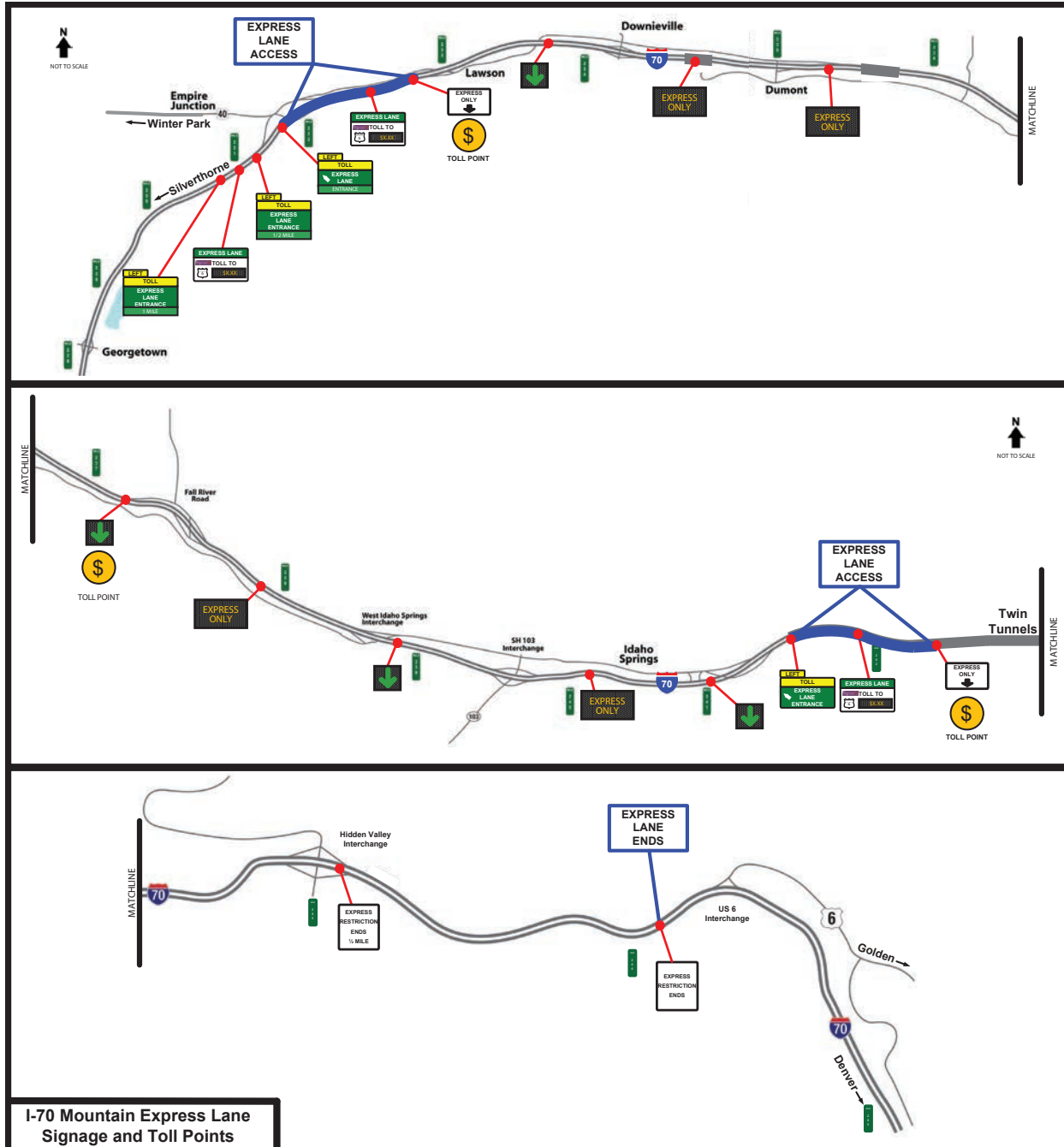
## RULES OF THE ROAD

- The Express Lane operates eastbound only, on the inside shoulder.
- Drivers from eastbound traffic on I-70 East and from US 40 can enter the lanes at the Empire Junction and will stay in the lane for the 13-mile trip.
- Vehicles with more than two axles, buses or trailers cannot use the lane.
- There will not be an HOV/carpool component to the I-70 Mountain Express Lane meaning any vehicle traveling in the lane will be subject to a toll regardless of the number of occupants in the vehicle. Carpoolers, motorcycles and hybrids will pay a toll.

## HOURS OF OPERATION

- The I-70 Mountain Express Lane will only operate during periods of peak travel.
- The lane is limited to 72 days a year and will primarily operate on weekends and holidays.
- Signage will indicate if the Express Lane is open. If a toll price is shown, the lane is open.
- Toll prices will also be posted on [cotrip.org](http://cotrip.org).
- During snowstorms, CDOT may close the express lane until conditions improve.

## EXPRESS LANE SIGNAGE



I-70 Mountain Express Lane Signage and Toll Points

## COLORADO'S EXPRESS LANES



### WHERE ARE THEY?

Express Lanes currently exist on I-25 from downtown Denver to US 36, are being constructed on US 36 to Boulder, I-25 North to 120th Avenue, and on I-70 West in the mountains. Additionally, Express Lanes are being considered on I-70 East toward the airport, and potentially on C-470.

# WHAT ARE THE PROPOSED TOLL RATES ON THE I-70 MOUNTAIN EXPRESS LANE?

- Below are examples of proposed tolls for I-70 Mountain Express Lane.
- The toll pricing is designed to balance traffic volume in the Express Lane and provide more reliable travel times.

## *Typical Volume Example*

	<b>ExpressToll Rate</b>	<b>License Plate Toll Rate</b>
Morning and early afternoon	\$3 (base rate)	TBD
Afternoon	\$8	TBD
Mid-Afternoon	\$9	TBD
Late-Afternoon	\$10	TBD
Evening	\$5	TBD

## *Higher Volume Example*

	<b>ExpressToll Rate</b>	<b>License Plate Toll Rate</b>
Morning and early afternoon	\$3 (base rate)	TBD
Afternoon	\$10	TBD
Mid-Afternoon	\$15	TBD
Late-Afternoon	\$5	TBD
Evening	\$4	TBD

# HOW WILL THE TOLLS WORK?

## *How are tolls collected?*

- All tolls are collected electronically through an ExpressToll account and pass, or through a License Plate Toll (LPT).
- ExpressToll account and passes save money every trip.
- Drivers who choose to pay through a LPT will pay the toll plus a surcharge to process the license plate. A bill will be sent to the registered vehicle owner and it will be higher than if you have an ExpressToll account.

## *How are the toll prices determined?*

- Express Lane will use a responsive pricing system in which tolls can change in price depending on the number of vehicles traveling in the corridor.
- As traffic increases, the toll price will increase to help keep travelers moving on the Express Lane.
- Overhead Variable Message Signs are updated on the highway in real-time and show exactly what the toll rate is at that time, so the driver can know exactly how much they'll be charged.

# HOW WILL THE TOLLS WORK?

## Get a Pass to use all Colorado Express Lanes

All motorists traveling on the I-70 Mountain Express Lane – including motorcycles, carpoolers and hybrids – will pay a toll in the Express Lane. Drivers who want to pay the toll without additional surcharges need a pass and an ExpressToll account.

Visit [expresstoll.com](http://expresstoll.com), or call 303-537-3470 to get yours today!

## How will the tolls work on the I-70 Mountain Express Lane?

- A switchable HOV transponder –in toll mode- or a sticker tag can be used on the I-70 Mountain Express Lane.
- High-Occupancy Vehicles (HOV), motorcycles and hybrids will not travel for free.
- An ExpressToll customer service representative can help you decide which pass is best for you, based on your particular needs and where you travel on Colorado's Express Lanes.