TIGER III CDOT Pre-Application Form

i. **Project Title:** Interstate 70 Mountain Corridor: Active Traffic Management (ATM) System Implementation (Mt. Vernon Canyon)

ii. **Short Project Description:** This project would be consistent with the "non-infrastructure component" portion of the I-70 Mountain Corridor EIS preferred Alternative. This project would consist of an Active Traffic Management System (ATM) for reducing congestion and maximizing throughput in one of the most heavily travelled sections of I-70; from Chief Hosa to Golden/Morrison (Mile Posts 253-259) eastbound, an area with continuous downhill grades of up to 6 percent. Specifically, ATM alternatives which include - but are not limited to - speed harmonization, queue warning, temporary ("hard") shoulder running, and dynamic truck restriction. Variable Speed Limit per lane and Incident Lane Restriction messaging would be employed individually or in combination to actively manage traffic to improve safety, and increase trip reliability.

Currently, the speed limits on this downhill (6%) segment of the interstate are posted variably between trucks and regulars vehicles. Truck speed limit is posted at 35 MPH whereas regular vehicles are 55MPH. For years, motorists have complained and claimed inappropriate speed limits. However, due to safety reasons potential unsafe "speed differential", the current posted static speed limits remain.

CDOT's ultimate goals are the safe free-flow speeds and increased levels of service in the I-70 Corridor. As the TRB notes, "All of these strategies center on the theme of getting more out of facilities already in place."

This first phase implementation project would remove the currently static speed limit signs and replace them with a series of dynamic full-color, full matrix overhead gantries, spaced approximately one half to one mile apart in the eastbound (downhill) direction at the final approach to the Denver metropolitan area from Mount Vernon Canyon. These overhead gantries would be operated by the Colorado Transportation Management Center (CTMC) and assign a specific speed limit and use restriction for each of the three lanes, based on external factors (e.g., congestion, inclement weather, slow moving freight trucks weaving with fast moving passenger vehicles). In addition, the matrices could immediately warn travelers of approaching bottleneck points, traffic incidents, work zones, or other real-time highway conditions.

iii. **Project Application Selection Criteria**:

a. Long Term Outcomes:
    i. Safety and Mobility improvements
b. Job Creation and Economic Stimulus

iv. **Total Project Cost:**$6.0M

v. **Project TIGER III Request Amount:**$3.0M

vi. **Project TIGER III CDOT Match Amount (source):** Colorado FASTER Safety (Senate Bill 09-108) funding

vii. **Project type:** Interstate Highway

viii. **Whether the project is requesting a TIGER II TIFIA Payment:** No

ix. **Type of jurisdiction where the project is located (urban or rural):** Rural (Jefferson County, Colorado)

x. **NEPA Status of Project:** A recent and similar overhead dynamic messaging system project in the I-70 Mountain Corridor was cleared through a Categorical Exclusion process. This project would also be

cleared under a CatEx. CDOT is committed to conducting the Context Sensitive Solutions (CSS) process for this traffic and safety implementation project.