

FY 2011 Safe Routes to School

"A" List Projects are prioritized projects for \$1.7 million

"B" List Projects are prioritized projects for \$2.5 million (2010 obligation limit)

Non-Infrastructure Applications:

| # | Non-Infrastructure (24 applications) | Project Name | Funding Requested | Funding Awarded | Region | TPR or MPO | | |
|----|---|--|----------------------|--------------------|--------|---------------|-------------------|-------------------|
| 7 | City of Loveland | T-n-T Tuesdays ES Educational/Encouragement Program | \$23,030 | \$23,030 | 4 | MPO | "A" List Projects | |
| 32 | PTO - PEAK (Montclair School of Acc | Montclair Safety Project | \$12,172 | \$12,172 | 6 | MPO | | |
| 25 | City of Durango | Safe & Active Kids SRTS Implementation Project | \$24,763 | \$24,763 | 5 | TPR | | |
| 17 | Denver Public Schools | DPS Comprehensive Safe Routes to School Program | \$54,650 | \$54,650 | 6 | MPO | | |
| 18 | Cherry Creek School District | SRTS Cherry Creek School District | \$36,040 | \$36,040 | 1 | MPO | | |
| 22 | City of Grand Junction | Grand Junction SRTS Program | \$37,810 | \$37,810 | 3 | MPO | | |
| 40 | Calhan School District | The ball is rolling... let's keep it going! Calhan Schools | \$18,300 | \$18,300 | 2 | TPR | | |
| 33 | City of Boulder | Crossing Crusaders Encouragement/ Education | \$68,035 | \$68,035 | 4 | MPO | | |
| 48 | City of Fort Collins | Fort Collins SRTS | \$99,800 | \$99,800 | 4 | MPO | | |
| 5 | West Metro Fire Protection District | Getting to School Safely | \$29,900 | \$29,900 | 1, 6 | MPO | | |
| 4 | Englewood School District | SRTS Englewood Elementary Schools | \$49,915 | \$49,915 | 1 | MPO | | |
| 24 | Adams County School District 14 | Adams County School District 14 SRTS | \$31,530 | \$31,530 | 6 | MPO | | |
| 21 | Littleton Public Schools | SRTS for Littleton Public Schools | \$47,090 | \$47,090 | 6 | MPO | | "B" List Projects |
| 41 | City of Longmont | SRTS - St. Vrain Valley School District | \$74,690 | \$74,690 | 4 | MPO | | |
| 19 | Jefferson County Public Schools | Jeffco Students Move to School | \$59,460 | \$59,460 | 1 | MPO | | |
| 13 | Boulder Valley School District | BLVD BLAST Bicycling Education Program | \$50,000 | \$50,000 | 4 | MPO | | |
| 20 | Adams 12 Five Star School District | Adams 12 Five Star Schools SRTS | \$51,370 | \$51,370 | 6 | MPO | | |
| 38 | Brighton 27J School District | Adult Crossing Guard Program | \$17,732 | | 1 | MPO | | |
| 23 | Mapleton Public Schools | Mapleton SRTS | \$31,690 | | 6 | MPO | | |
| 44 | Town of Ignacio | Ignacio and Bayfield SRTS Program | \$25,824 | | 5 | TPR | | |
| 2 | Rio Blanco County | Rio Blanco County Walking School Bus | \$41,972 | | 3 | TPR | | |
| 16 | Custer County C-1 School District | Custer County Non-Infrastructure SRTS Program | \$24,850 | | 2 | TPR | | |
| 15 | CDPHE | Mobilizing Communities for SRTS | \$180,417 | | All | BOTH | | |
| 27 | Town of Granada | Granada Walk & Bike to School Project 2011 | \$6,640 | | 2 | TPR | | |

Infrastructure Applications:

| # | Infrastructure (25 applications) | Project Name | Funding Requested | Funding Awarded | Region | TPR or MPO | | |
|----|-------------------------------------|--|----------------------|--------------------|--------|---------------|---|-------------------|
| 12 | City of Las Animas | Project BUFF (Bent County) Under Fitness Focus | \$245,425 | \$245,425 | 2 | TPR | } | "A" List Project |
| 43 | Huerfano School District RE-1 | Peakview Off-Street Hike and Bike Facility Development | \$134,871 | \$134,871 | 2 | TPR | | "B" List Project |
| 37 | City of Montrose | Pomona Elementary School Pedestrian and Bicycle Improvements | \$249,991 | | 3 | TPR | | |
| 36 | Town of Pagosa Springs | Pagosa Springs Elementary School SRTS Sidewalk Infrastructure Project | \$243,626 | | 5 | TPR | | |
| 46 | Town of Platteville | Platteville Student Sidewalk | \$185,941 | | 4 | TPR | | |
| 31 | Town of Carbondale | Meadowood Trail | \$95,878 | | 3 | TPR | | |
| 1 | Soroco School District | South Routt Safe Routes to School Project | \$237,632 | | 3 | TPR | | |
| 47 | Eagle County | Edwards Area Walk and Bike to School | \$244,986 | | 3 | TPR | | |
| 3 | Town of Estes Park | Brodie Avenue Sidewalk 2010 | \$243,639 | | 4 | TPR | | |
| 26 | Town of Granada | Granada Safe Sidewalk Project | \$249,979 | | 2 | TPR | | |
| 8 | City of Loveland | Truscott Elementary Sidewalk and Curb Extensions | \$85,880 | \$85,880 | 4 | MPO | } | "A" List Projects |
| 34 | Mapleton Public Schools | Welby Montessori - 78th Avenue Project | \$198,319 | \$198,319 | 6 | MPO | | |
| 35 | City of Lafayette | City of Lafayette Schools Infrastructure Project | \$159,140 | \$159,140 | 4 | MPO | | |
| 42 | City of Fort Collins | Fort Collins SRTS - Bike Rack Pilot Program | \$50,176 | \$50,176 | 4 | MPO | | |
| 50 | City of Colorado Springs | Edison Elementary School Ped/Bike Access Improvements - Phase II | \$249,453 | \$234,453* | 2 | MPO | | |
| 9 | City of Arvada | Van Arsdale Elementary School Bike Lanes and Sidewalk Addition | \$146,113 | \$146,113 | 1 | MPO | | |
| 52 | City of Colorado Springs | Lincoln Elementary Ped Safety/ Access Improvement - Phase II | \$249,255 | \$231,255* | 2 | MPO | } | "B" List Projects |
| 51 | City of Colorado Springs | Midland Elementary School Pedestrian Access/Traffic Calming Improvements | \$249,924 | \$228,758* | 2 | MPO | | |
| 49 | City of Colorado Springs | Bates Elementary School Pedestrian Access Improvements | \$249,473 | | 2 | MPO | | |
| 10 | Jefferson County | Westwoods Elementary School Sidewalk addition on Quaker Street | \$238,390 | | 6 | MPO | | |
| 45 | City of Brighton | SRTS Traffic Signage Improvements Phase 1 | \$85,285 | | 6 | MPO | | |
| 11 | Jefferson County | Jeffco/NEAT Trail Completion | \$249,969 | | 1 | TPR | | |
| 14 | City of Boulder | S Boulder Rd at Manhattan Traffic Signal and Ped Improvements | \$250,000 | | 4 | MPO | | |
| 39 | City of Centennial | School Sidewalk Connections | \$119,726 | | 6 | MPO | | |
| 6 | City of Westminster | Old Wadsworth Blvd Sidewalk Improvements | \$148,195 | | 6 | MPO | | |
| 30 | Town of Castle Rock | Ped Refuge Medians - Town of Castle Rock | \$156,800 | | 1 | MPO | | |
| 28 | Town of Castle Rock | Rapid Flashing Beacons - Town of Castle Rock | \$226,600 | | 1 | MPO | | |
| 29 | Town of Castle Rock | Clear Sky Elementary Crosswalks | \$63,000 | | 1 | MPO | | |

***NOTE: Infrastructure projects 50, 51, and 52 are partially funded; applications identified ineligible activities**

| Funded "A" Projects | | TOTAL | \$1,605,450 |
|----------------------------------|-------------|--------------|--------------------|
| Non-Infrastructure | \$485,945 | | |
| Infrastructure | \$1,119,505 | | |
| Non-Infra/Total | 30% | | |
| Infra/Total | 70% | | |
| Percent Rural TPR Funding | 18% | | |
| Percent Urban Area / MPO Funding | 82% | | |

| Funded "B" Projects | | TOTAL | \$877,495 |
|----------------------------------|-----------|--------------|------------------|
| Non-Infrastructure | \$282,610 | | |
| Infrastructure | \$594,885 | | |
| Non-Infra/Total | 32% | | |
| Infra/Total | 68% | | |
| Percent Rural TPR Funding | 15% | | |
| Percent Urban Area / MPO Funding | 85% | | |

| Funded "A" and "B" Projects | | TOTAL | \$2,482,945 |
|------------------------------------|-------------|--------------|--------------------|
| Non-Infrastructure | \$768,555 | | |
| Infrastructure | \$1,714,389 | | |
| Non-Infra/Total | 31% | | |
| Infra/Total | 69% | | |
| Percent Rural TPR Funding | 17% | | |
| Percent Urban Area / MPO Funding | 83% | | |

FISCAL YEAR 2005 – 2011 SRTS ALLOCATIONS

| | 2006* | 2007 | 2008 | 2009 | 2010 | 2011 | TOTAL | % |
|-----------|--------------|-------------|-------------|-------------|-------------|-------------|--------------|----------|
| MPOS | \$1,371,930 | \$1,207,303 | \$932,808 | \$1,238,025 | \$1,563,262 | \$2,060,844 | \$8,374,172 | 77% |
| TPRs | \$504,174 | \$81,967 | \$541,003 | \$499,403 | \$496,128 | \$422,101 | \$2,544,776 | 23% |
| | \$1,876,104 | \$1,289,270 | \$1,473,811 | \$1,737,428 | \$2,059,390 | \$2,482,945 | \$10,918,948 | |
| INFRA | \$1,456,434 | \$996,326 | \$1,198,208 | \$1,347,176 | \$1,457,403 | \$1,713,232 | \$8,168,779 | 75% |
| NON-INFRA | \$419,670 | \$292,944 | \$275,603 | \$390,252 | \$601,987 | \$769,713 | \$2,750,169 | 25% |
| | \$1,876,104 | \$1,289,270 | \$1,473,811 | \$1,737,428 | \$2,059,390 | \$2,482,945 | \$10,918,948 | |

*Years 2005 and 2006 were combined for one distribution.

Colorado legislation requires the allocation of funds in proportion to the geographic distribution of K-8 student population. This equates to allocating 77% of the funds to urban areas and 23% to rural areas based upon 2005-2007 American Community Survey data. CDOT averages this across funding years to assure that all selected projects are fully funded rather than awarding partial funding to a project to meet the percentages exactly each year.

2011 SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE

- Terry Jones, CO Dept. of Education, Educator Representative
- Tracey Holmberg R.N., Health One, Parent Representative
- Al Brody, Pikes Peak Area Bikeways Coalition, Bicyclist Representative
- Kyle Legleiter, CO Dept. of Public Health and Environment, Pedestrian Representative
- Deputy David Gabel, Adams County Sherriff's Office, Law Enforcement Representative
- Janet Hruby, City of Steamboat Springs, TPR Representative
- Liza Marron, LiveWell Alamosa, TPR Representative
- David Averill, North Front Range MPO, MPO Representative
- Stacey Mascarenas, Grand Valley MPO, MPO Representative

TIMELINE

| | |
|----------------|---|
| August 2010 | Applications available online |
| Aug/Sep 2010 | Application Sessions held around state |
| Dec. 3rd, 2010 | Applications due to CDOT |
| December 2010 | Applications distributed for review and scoring of projects & CDOT regions for comments |
| Feb 24th, 2011 | Advisory Committee selected projects |
| Mar 17, 2011 | Selected projects recommended to the Transportation Commission for approval |
| Mar/April 2011 | Applicants notified |
| Spring 2011 | Projects placed in the TIP and/or STIP |
| June 2011 | Grantee contract/reimbursement training |
| July 1st 2011 | Projects contracted |
| Nov 1st, 2011 | All NEPA requirements must be completed |
| Jul 31, 2013 | Last date for project completion |

NOTE: Dates are subject to change



OVERVIEW MARCH CBE BOARD
WORKSHOP & REGULAR MEETINGS

STATEWIDE TRANSPORTATION ADVISORY COMMITTEE APRIL 2011

Colorado Bridge Enterprise

4/15/2011

Bridge Enterprise Update

2

- Approved resolution appointing Don Hunt as new BE Executive Director
- Presented an Extended March BOD Workshop
 - ▣ Addressed ability to accelerate \$300M bond program
 - ▣ Provided an I-70 Viaduct update including financial considerations and forecasted project costs
 - ▣ Overview Strategic Bridge Enterprise Program Delivery
- Current Program Initiatives
- Program Performance Metrics

4/15/2011

\$300M Bond Program Acceleration

3

- Met with Regions to discuss challenges, constraints and options to accelerate
- Evaluating staffing considerations to deliver the program
- Confirmed Regional plans reflect-base delivery
- Current plan projects spending \$300M in three years
 - ▣ Current bond program addresses 61 structures
 - ▣ 47 structures fully funded (preconstruction and construction)
 - ▣ 14 structures funded preconstruction only
 - ▣ Approximately 75% of bond dollars projected to be committed (fixed construction prices) in first 18 months
- Program commitment to explore opportunities to begin / complete construction as quick as possible

4/15/2011

I-70 Update / Financial Considerations

4

- Provided update from March 10th PACT Meeting
 - ▣ Discussion focused on current alignment alternative; some discussion about the re-alignment alternative
 - ▣ Need to move towards alignment decision as Commission considers plans for future BE funding allocations
- Provided an overview on potential EIS funding options
 - ▣ BE bond capacity or “pay-go” program
 - ▣ Retirement of TRANS Bonds debt service
 - ▣ FASTER Safety funds
 - ▣ Managed lanes revenue
 - ▣ Potential P3 opportunities
- BOD identified need for BE set-aside (timing & amount TBD)

4/15/2011

I-70 Viaduct Costs

5

- Projected viaduct total replacement costs
 - ▣ Current alignment alternative \$700M to \$900M
 - ▣ Realignment alternative \$1.4B to \$1.7B
- Current alignment alternative can be easily phased for construction
- Realignment alternative offers opportunities for fast track construction without delays to traffic
- Costs do NOT consider entire I-70 EIS recommendations (I-25 to Tower Road)

BE Background / Strategic Approach

6

- Phase I: Demonstrate Immediate Progress
- Phase II: Bond Program (June thru December 2010)
- Phase III: Strategic Program Approach – Framework for Future Execution
 - Prioritization Plan
 - Contract Delivery
 - New Policies, Processes and Procedures

Prioritization Plan

7

- Prioritization Plan
 - Right bridges & Right scope
 - Maximize available funding
 - BOD adopted new policy to Add / Remove FASTER eligible bridges
- Current summary of “poor” rated structures
 - April 2009 – 128 initial structures
 - April 2010 – 11 new eligible structures
 - April 2011 – 15 new eligible structures
- Projecting to transfer 8 structures April workshop

4/15/2011

Contract Delivery

8

- Expand Design/Build (D/B) Expertise
- Expand use of Construction Management / General Contracting (CM/GC) expertise
- Empower Innovative Contracting and Advisory Committee (ICAC) to...
 - ▣ Champion innovation and limited risk taking
 - ▣ Review delivery method selection with region staff

New Policies, Processes & Procedures

9

- Use of medium / large sized (\$20M - \$50M) combined bridge projects provides economies of scale
- Revised Policy allowing Chief Engineer budget adjustments +/- 15% (similar to other programs)
- Implement Bridge Condition Assessment Policy developed in concert with Staff Bridge (repair vs. replacement)
- Implement Project Assessment Workflow Analysis Procedure (early program assessment)
- Implement ICAC Project Delivery Selection / Risk Assessment Procedure (contract delivery identification)

Current Program Initiatives

10

- Updating CDOT (Bridge Enterprise) website
 - ▣ (www.coloradodot.info/about/bridge-enterprise)
- Continue working with ICAC and AG on streamline Design/Build and CM/GC contract templates
- Continue to investigate usage of a Rolling-Controlled Owners Insurance (ROCIP) program
- Continue to pursue programmatic agreements and clearances (overall CDOT benefit)

4/15/2011

Status Most Deficient Bridges (Regular Meeting)

11

| Status of Most Deficient Bridges | | | |
|---|-----------------|-----------------|-----------------|
| | Worst 10 | Worst 20 | Worst 30 |
| Complete | 7 | 10 | 14 |
| In Construction | 2 | 5 | 8 |
| Design Complete | 0 | 1 | 2 |
| In Design | 1 | 2 | 4 |
| Remaining | 0 | 2 | 2 |
| Total Addressed | 10 | 20 | 30 |

Two Remaining Bridges:

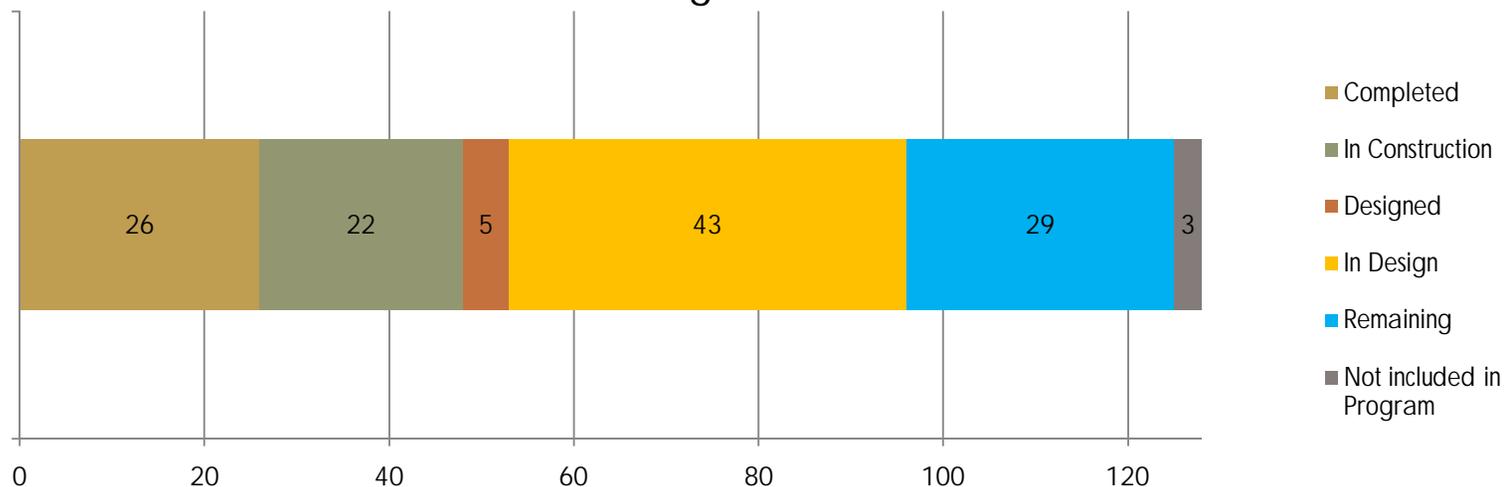
- L-18-M (R2); I-25 ML NBND over Indiana Ave - EIS/ROD 2012
- E-17-FX (R6); I-70 Viaduct

3/17/2011

Current Bridge Status (Regular Meeting)

12

Current Bridge Status



| Region | Completed | In Construction | Designed | In Design | Remaining | Not included in Program |
|----------------------|-----------|-----------------|----------|-----------|-----------|-------------------------|
| 1 | 1 | 1 | 0 | 4 | 6 | 0 |
| 2 | 11 | 8 | 3 | 9 | 15 | 0 |
| 3 | 1 | 1 | 0 | 5 | 3 | 0 |
| 4 | 4 | 0 | 1 | 4 | 0 | 0 |
| 5 | 1 | 2 | 0 | 2 | 0 | 0 |
| 6 | 8 | 10 | 1 | 19 | 5 | 3 |
| Total Bridges | 26 | 22 | 5 | 43 | 29 | 3 |

3/17/2011

Questions & Answers

13

Questions & Answers

4/15/2011

**Transportation Commission Resolution
March 16, 2011**

WHEREAS, in 2004, C.R.S. 43-1-1604 required the Transportation Commission of Colorado to establish and the Colorado Department of Transportation (CDOT) to administer a Safe Routes to School (SRTS) program to distribute federal funds to eligible projects that enable and encourage children K-8 to bicycle and walk to school; and

WHEREAS, in 2005, Rules outlining the Colorado SRTS program were developed by a taskforce consisting of CDOT staff, representatives of the bicycling and pedestrian community, and the Colorado Department of Health and Environment and subsequently the Rules were adopted by CDOT; and

WHEREAS, in 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established 100 percent federal funding for the SRTS program; and

WHEREAS, an annual Colorado SRTS Advisory Committee was appointed by the CDOT Executive Director to represent teachers, parents, law enforcement, pedestrians, bicyclists, and transportation advisors, as required by State statute, to develop the Colorado SRTS program, to review all applications and to recommend projects for funding; and

WHEREAS, the SRTS Advisory Committee selected projects in February 2011 to recommend to the Commission for approval;

WHEREAS, prioritized "A" and "B" lists were created due to funding uncertainties pending the SAFETEA-LU reauthorization legislation. "A" list projects totaling approximately \$1.7 million will be contracted and funded in 2011. "B" list projects totaling approximately \$800,000 will be contracted, in prioritized order only in the event additional funding beyond the \$1.7 million identified in the "A" list becomes available.

NOW THEREFORE BE IT RESOLVED, the Commission approves the Fiscal Year 2011 SRTS project list, dated March 17, 2011.

BE IT FURTHER RESOLVED, the Commission directs staff to take appropriate steps to amend the STIP, if required, and supplement the budget to be able to proceed with contract development.

NOFAs

NOFA

**Notice of Funding
Availability**

NOFA for FTA Formula Funding

NOFA from Division of Transit and Rail for 2012

- **Section 5311** – Rural area public transportation
- **Section 5310** – Capital equipment to serve the elderly & disabled throughout the state
- **Sec. 5316** – Job access, rural & small urban
- **Section 5317** – Disabled access, rural & small urban

NOFA for Section 5304

- Planning and special studies grants in 2012
- Rural areas and Statewide projects

NOFAs for Section 5309 Bus

- NOFAs expected from FTA into “boutique” grants for 2011
- Result of no Congressional earmarking
- In past earmarked to CASTA/Colorado Transit Coalition
- Open nationwide competitive
- Rural areas through CDOT application
- CASTA & CDOT preparing for process

NOFA for LCCs

- Local Coordinating Councils
- Groups that fund or need human services transportation work to improve service coordination & funding issues
- Small grants to encourage formation of these coordinating councils

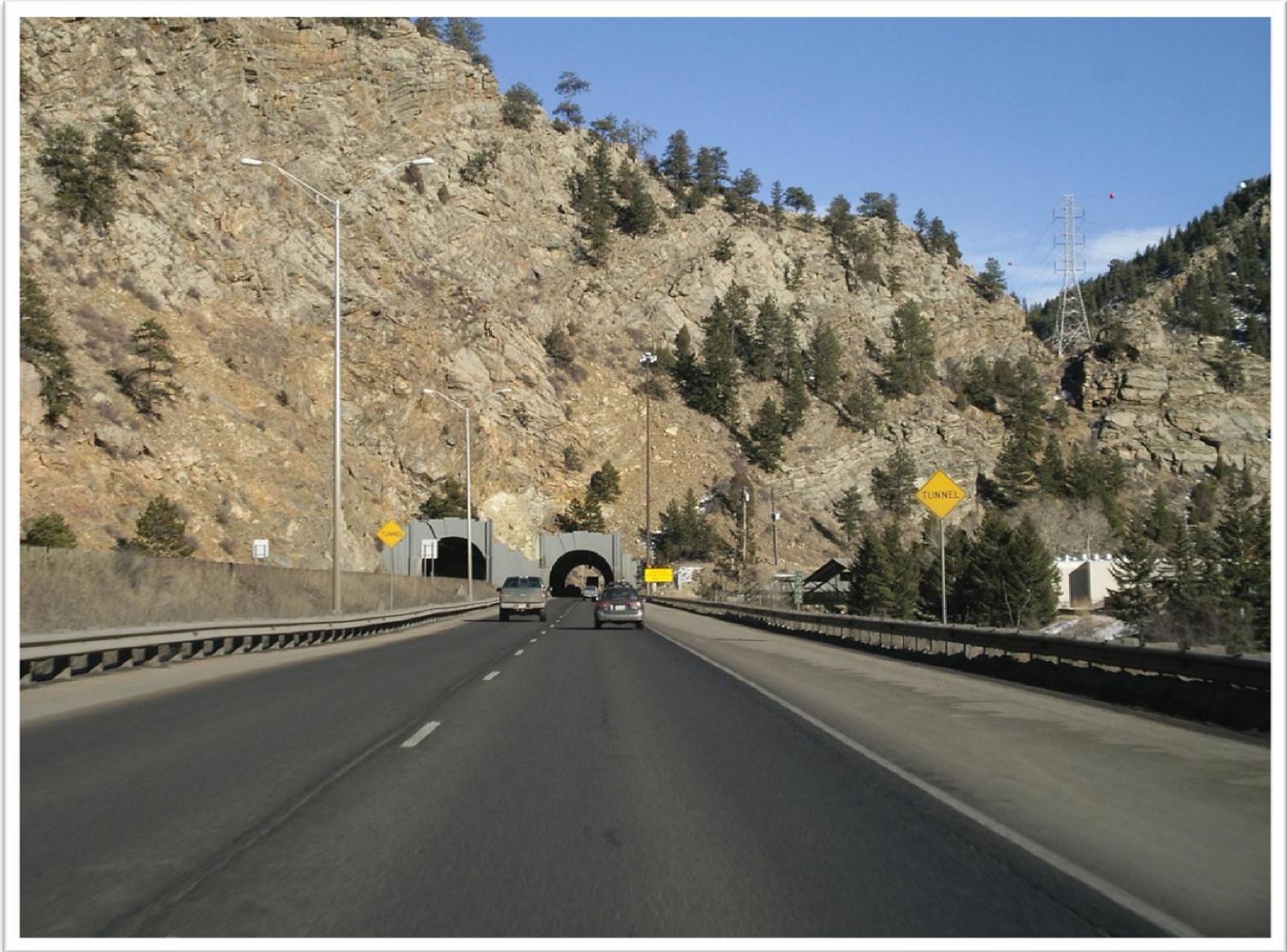
An aerial photograph of a multi-lane highway winding through a hilly, forested area. Two tunnel entrances are highlighted with white rectangular boxes. The surrounding landscape is a mix of green trees and brownish-yellow vegetation. A power line tower is visible in the lower right, and another one is in the middle left.

Tunnel Visioning

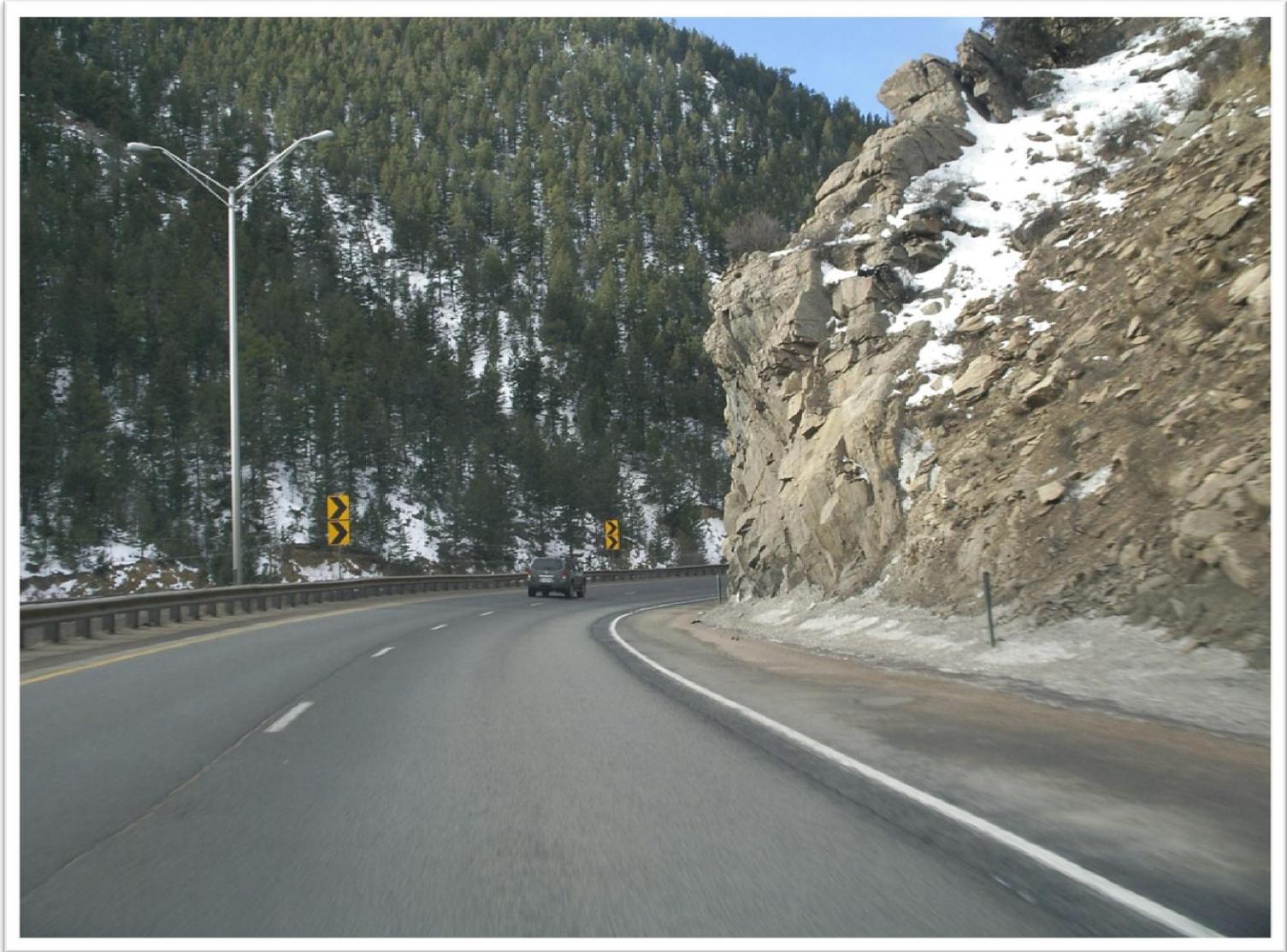
A Design workshop for the Twin Tunnels

Held February 21 through 25, 2011

Supported through attendance by 53
Corridor Stakeholders











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I-70 Mountain Corridor CSS

Partnerships Powered by Context

The Process we used

Monday 2/21

Morning:

Share History and Discuss Concerns

Afternoon:

Brainstorm Critical Measures of Success and Short Term Solutions

Tuesday 2/22

Morning:

Functional Analysis of Ideas

Afternoon:

Screen Ideas and Create Viable Concepts

Wednesday 2/23

Morning:

Technical Evaluation of Concepts

Afternoon:

Peer Review of Alternatives

Thursday 2/24

Morning:

More Technical Evaluation of Concepts

Afternoon:

Packaging the Concepts

Friday 2/25

Morning:

Conclusion and Report-out of Technical Findings

Afternoon:

Prepare Overall Recommendations and Determine Next Steps



I-70 Mountain Corridor CSS

Partnerships Powered by Context

Goal for Tunnel Visioning

Develop improvements that address near term and current mobility needs

CRITICAL SUCCESS FACTORS

or
Evaluation Criteria

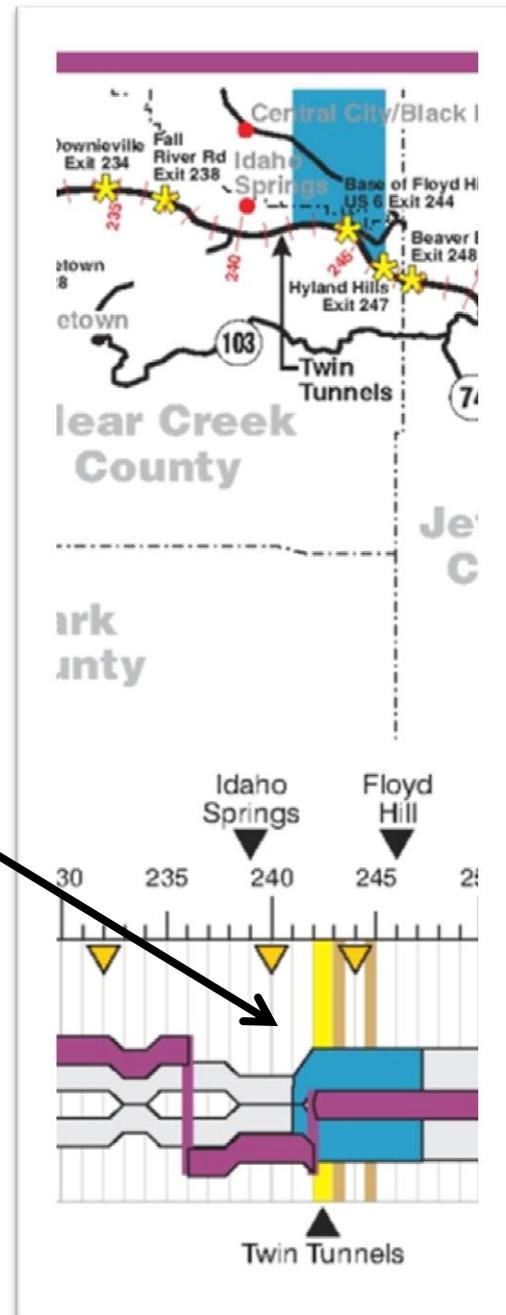
| |
|---|
| Improve Mobility |
| Compatibility with existing plans |
| Timing of Implementation |
| Capital Cost |
| Level of Environmental Change |
| Level of Economic Benefit |
| Flexibility of design and long term usability |
| Community Stakeholder acceptance |
| Attractive solution to gain funding and political support |
| Safety |
| Construction Disruption |



The Preferred Alternative

as defined in the PEIS

3 lanes from Idaho Springs to Floyd Hill



Technical Team started with elements

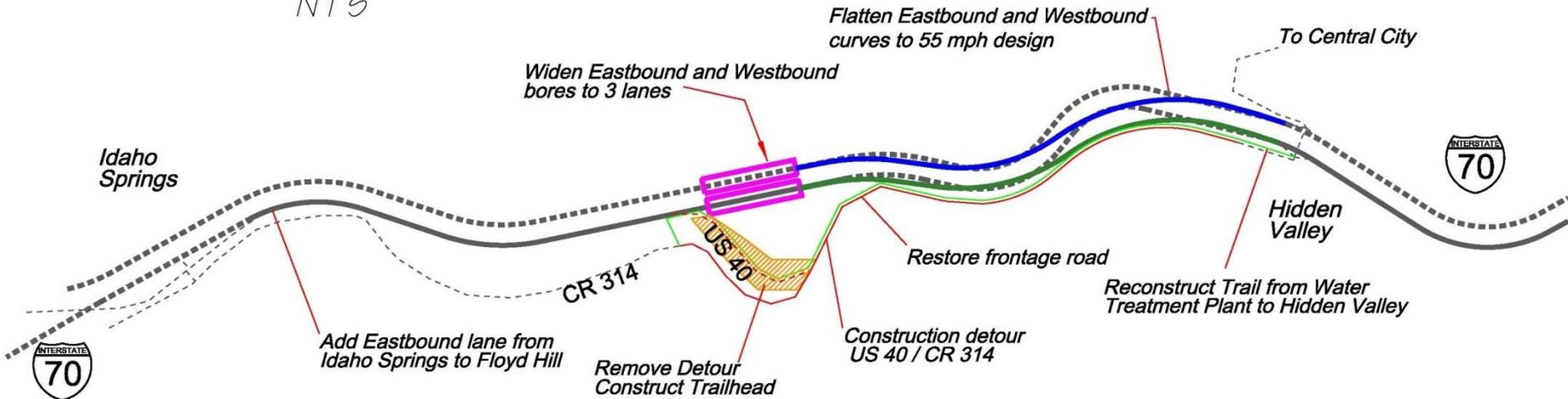
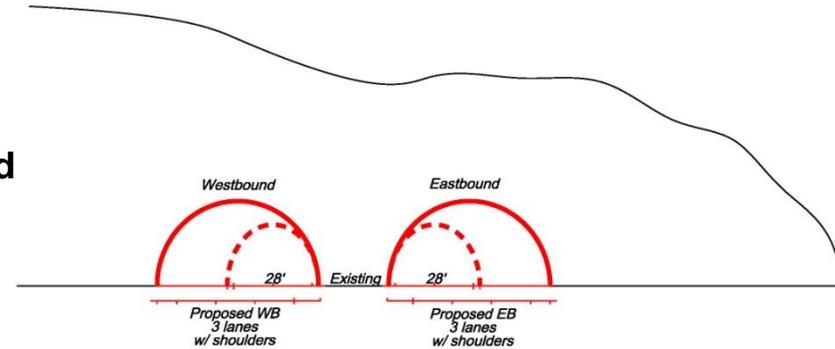
- A** -- Widen Existing EB and WB Tunnels
- B** -- Widen Existing EB Tunnel
- C** -- Construct new 3rd Tunnel
- D** -- Realign 3 EB lanes with 65 mph design
- E** -- Realign 3 EB lanes with 55 mph design
- F** -- Flatten EB and WB curves to 65mph
- G** -- Flatten EB and WB curves to 55mph
- H** -- Flatten EB 45 mph curve to 55 mph
- J** -- Hidden Valley to Floyd Hill widen to 3 EB lanes
- L** -- Add 3rd EB lane from Idaho Springs to Twin Tunnels
- M** -- Improve shoulder to provide 3 EB lanes for peak period
- O** -- Old US 40/CR 314 used for detour EB during construction
- P** -- Restore/enhance frontage road, trail and trailhead

Building Packages

| | CP1 | CP2 | CP3 | CP4 | CP5 | CP6 | CP7 |
|---------------------------------|---------------------------------------|-----|-----|-----|-----|-----|-----|
| Widen EB & WB Tunnels | X | | X | | | | |
| Widen EB Tunnel | | X | | X | | | |
| Construct 3 rd Lane | | | | | | | X |
| Realign EB w/ 65 mph | | | | | | X | |
| Realign EB w/55 mph | | | | | X | | |
| Flatten EB & WB to 65 mph | | | X | X | | | |
| Flatten EB & WB to 55 mph | X | | | | | | |
| Flatten EB 45 mph curve | | X | | | | | X |
| 3 rd Lane – HV to FH | X | X | X | X | X | X | X |
| 3 rd Lane – IS to HV | X | X | X | X | X | X | X |
| Improve shoulders | Optional CP1, CP2, CP3 and CP4 | | | | | | |
| US40 for detour | X | X | X | X | | | |
| Restore FR, trail, trailhead | X | X | X | X | | | |

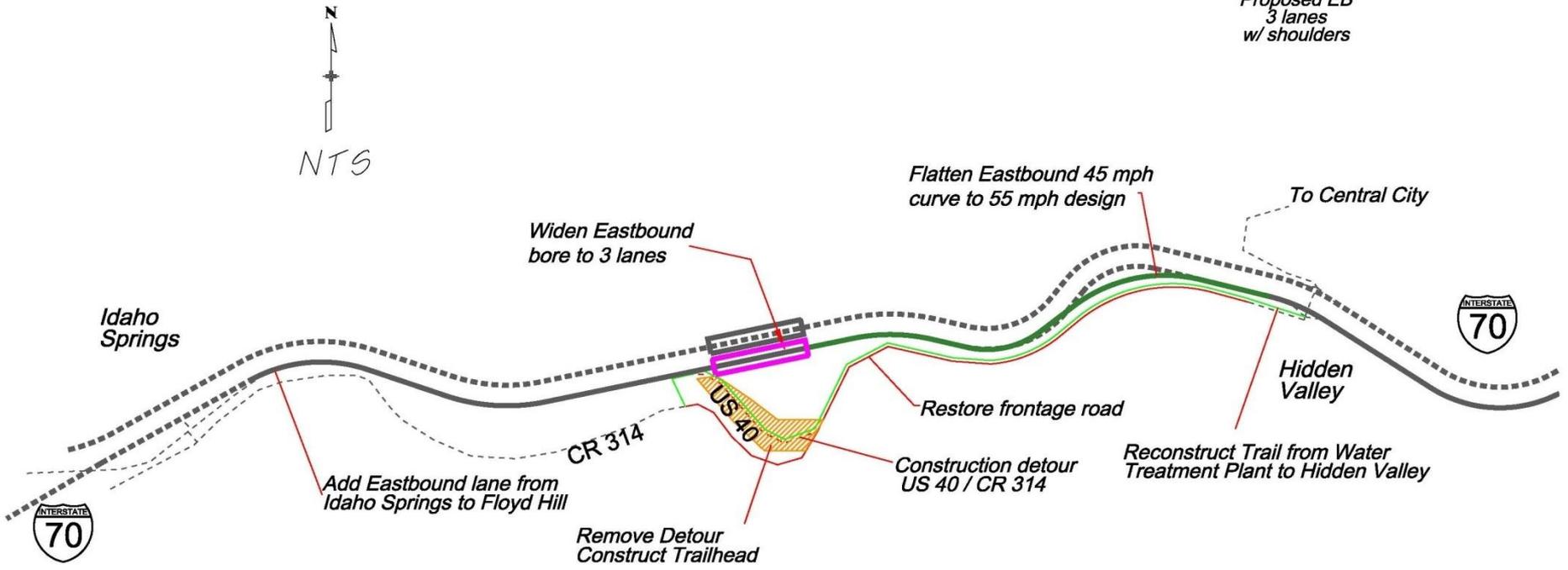
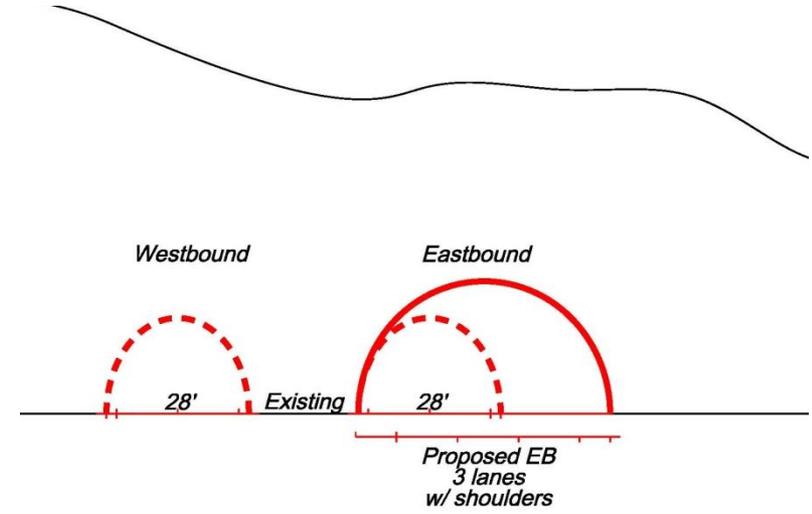
Concept Package 1

- Construct a detour on US40 and CR 314.
- Widen the EB and WB Tunnels
- Flatten EB and WB curves to 55 mph
- Add 3rd lane from Idaho Springs to Floyd Hill
- Restore/ Enhance Frontage Road, trail and trailhead



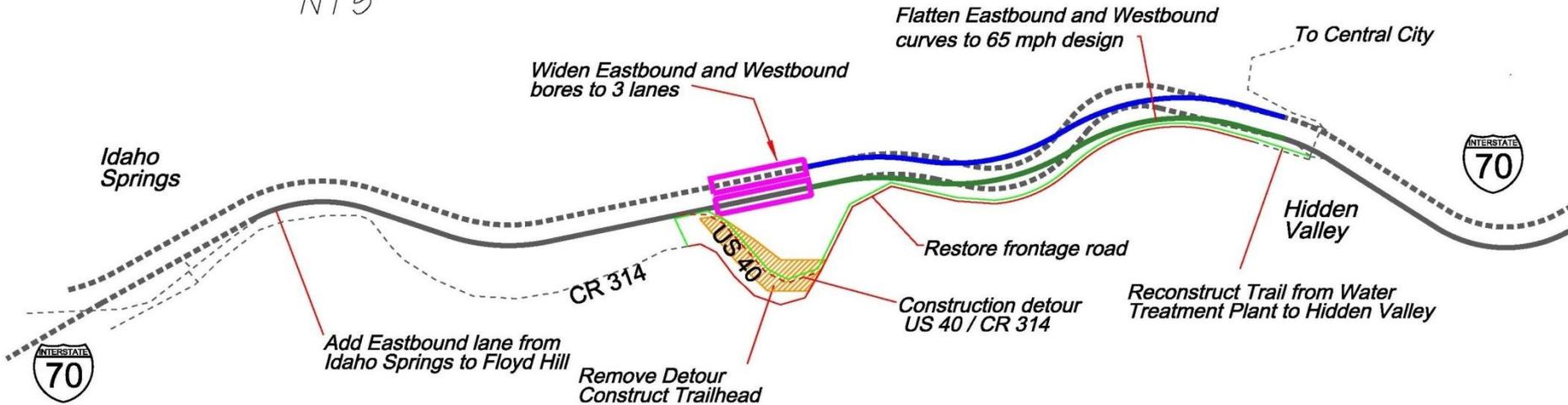
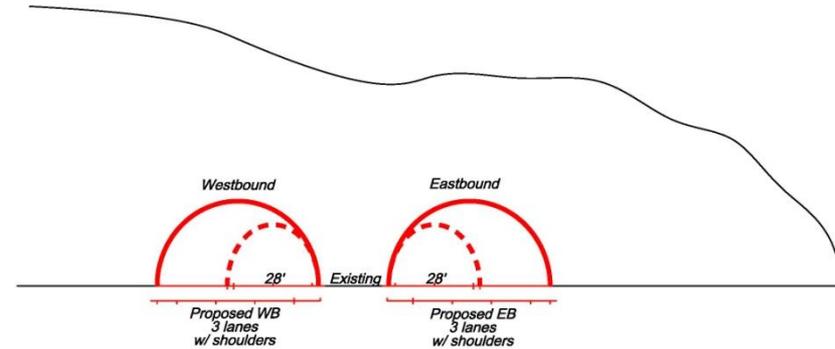
Concept Package 2

- Construct a detour on US40 and CR 314.
- Widen the EB Tunnel
- Flatten the 45 mph curve to 55 mph design
- A 3rd EB lane from the Idaho Springs of Floyd Hill,
- Restore/ Enhance the Frontage Road the trail and trailhead



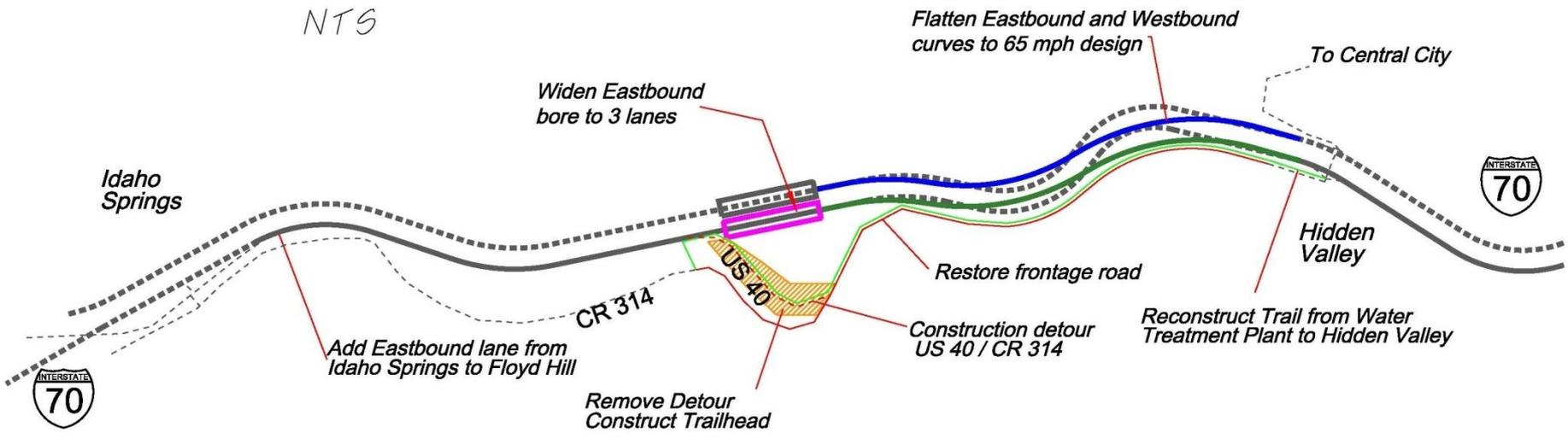
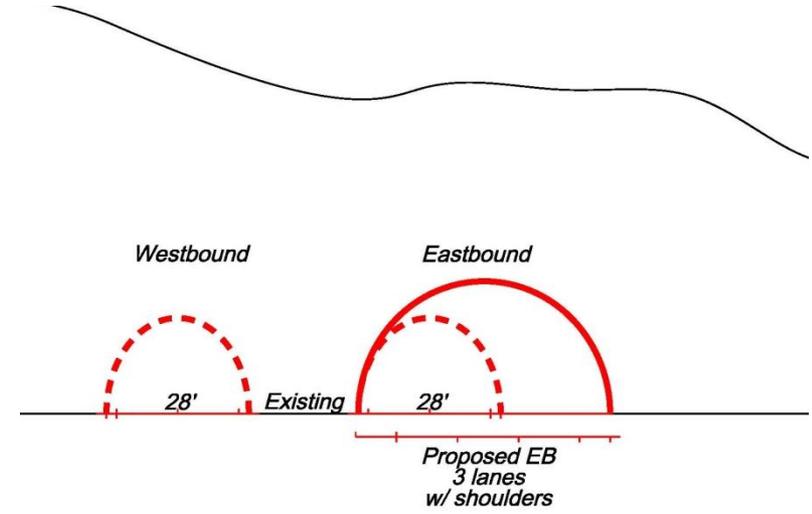
Concept Package 3

- Construct a detour on US40 and CR 314
- Widen the EB and WB Tunnels
- Flatten the EB and WB curves to 65 mph
- Add a 3rd lane from Idaho Springs to Floyd Hill
- Restore/ Enhance the Frontage Road, trail and trailhead



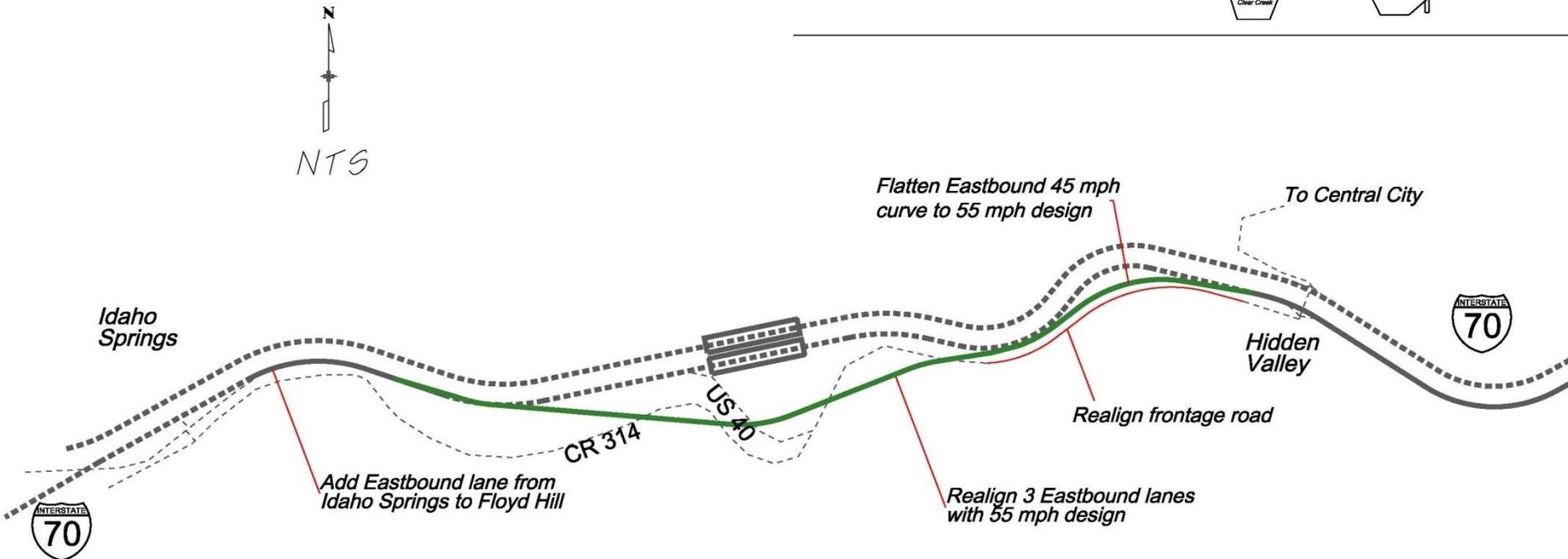
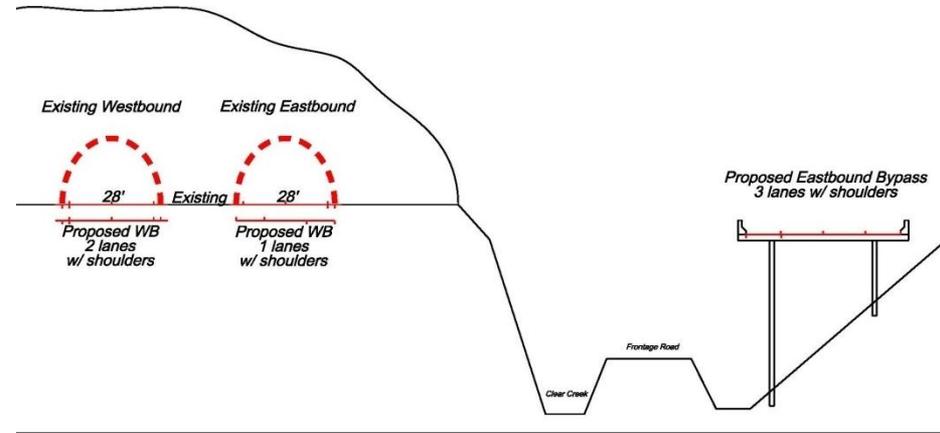
Concept Package 4

- Construct a detour on US40 and CR314
- Widen the EB tunnel
- Flatten the EB and WB curves to 65 mph
- Add a 3rd lane from Idaho Springs to Floyd Hill
- Restore/ Enhance the Frontage Road, trail and trailhead



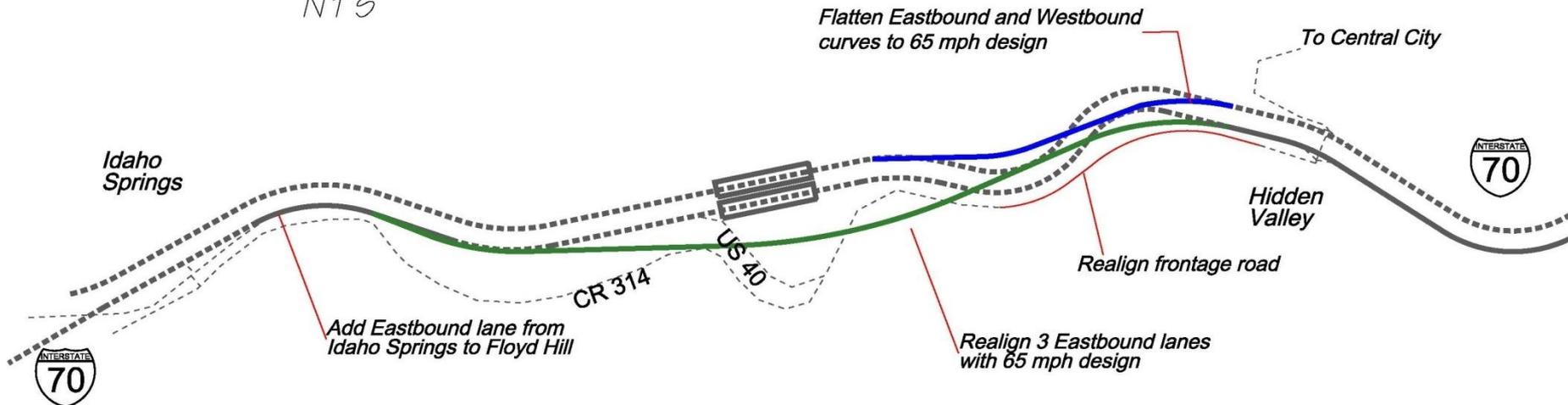
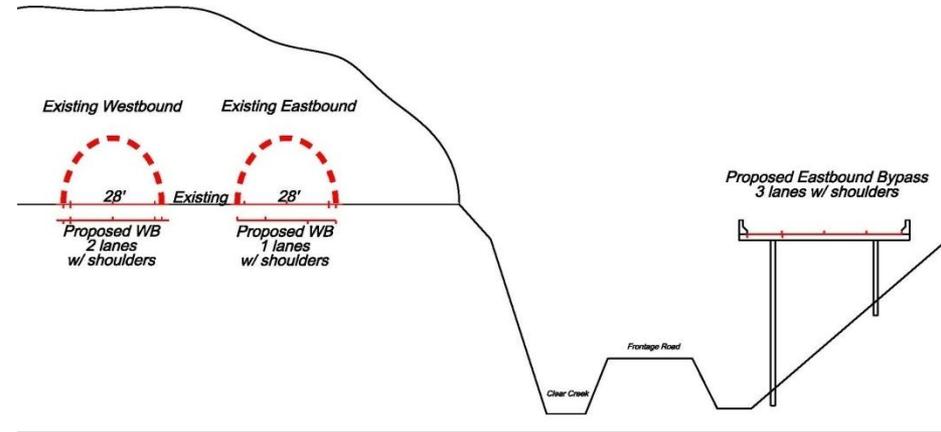
Concept Package 5

- Realign 3 EB lanes south of existing I-70 on a viaduct with a 55 mph design
- WB lanes remain in existing location
- Could use the existing EB tunnel for WB lanes
- Add a 3rd lane from Idaho Springs to Floyd Hill



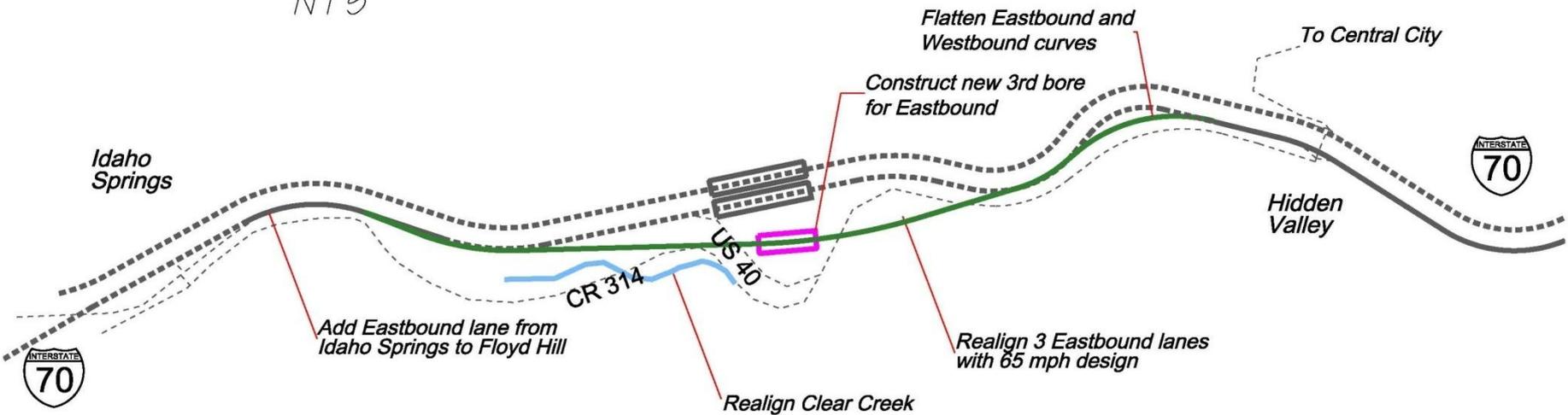
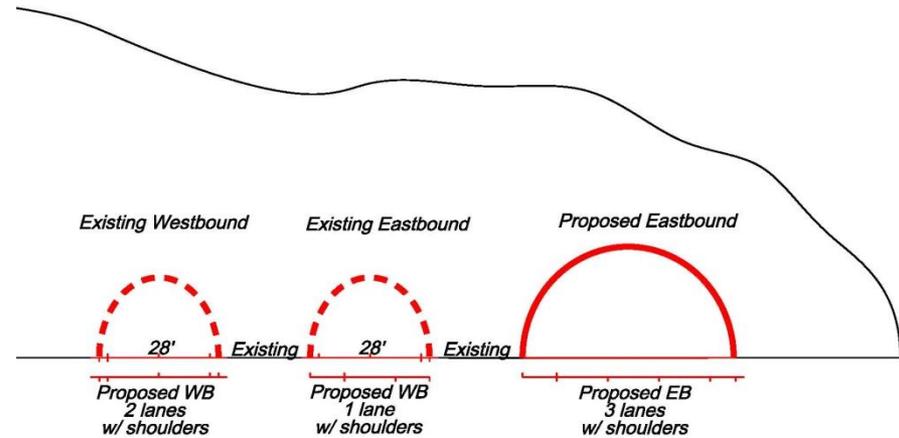
Concept Package 6

- Realign 3 EB lanes on a viaduct south of the existing I-70 with a 65 mph design
- Rework to the WB lanes for 65 mph design
- Could use the existing EB tunnel for WB lanes
- Add a 3rd lane from Idaho Springs to Floyd Hill



Concept Package 7

- Construct a new 3rd tunnel for EB lanes
- WB lanes remain in existing location
- Could use the existing EB tunnel for WB lanes
- Flatten EB 45 mph curve to 55 mph
- Add a 3rd lane from Idaho Springs to Floyd Hill



This Concept Package is the design analyzed in the PEIS as the Preferred Alternative

Evaluating Concept Packages

| | Costs | CP1 | CP2 | CP3 | CP4 | CP5 | CP6 | CP7 |
|---------------------------------|--------|---|--------|--------|--------|--------|-------|--------|
| Widen EB & WB Tunnels | \$50 | \$50 | | \$50 | | | | |
| Widen EB Tunnel | \$25 | | \$25 | | \$25 | | | |
| Construct 3 rd Lane | \$57 | | | | | | | \$57 |
| Realign EB w/ 65 mph | \$80 | | | | | | \$80 | |
| Realign EB w/55 mph | \$58.8 | | | | | \$58.8 | | |
| Flatten EB & WB to 65 mph | \$40.6 | | | \$40.6 | \$40.6 | | | |
| Flatten EB & WB to 55 mph | \$35.8 | \$35.8 | | | | | | |
| Flatten EB 45 mph curve | \$14.6 | | \$14.6 | | | | | \$14.6 |
| 3 rd Lane – HV to FH | \$3.8 | \$3.8 | \$3.8 | \$3.8 | \$3.8 | \$3.8 | \$3.8 | \$3.8 |
| 3 rd Lane – IS to HV | \$3.4 | \$3.4 | \$3.4 | \$3.4 | \$3.4 | \$3.4 | \$3.4 | \$3.4 |
| Improve shoulders | | Optional Feature for CP1, CP2, CP3 and CP4. Cost not included | | | | | | |
| US40 for detour | \$2.4 | \$2.4 | \$2.4 | \$2.4 | \$2.4 | | | |
| Restore FR, trail, trailhead | \$4.6 | \$4.6 | \$4.6 | \$4.6 | \$4.6 | | | |

PRELIMINARY COST ESTIMATES

\$100

\$55

\$105

\$80

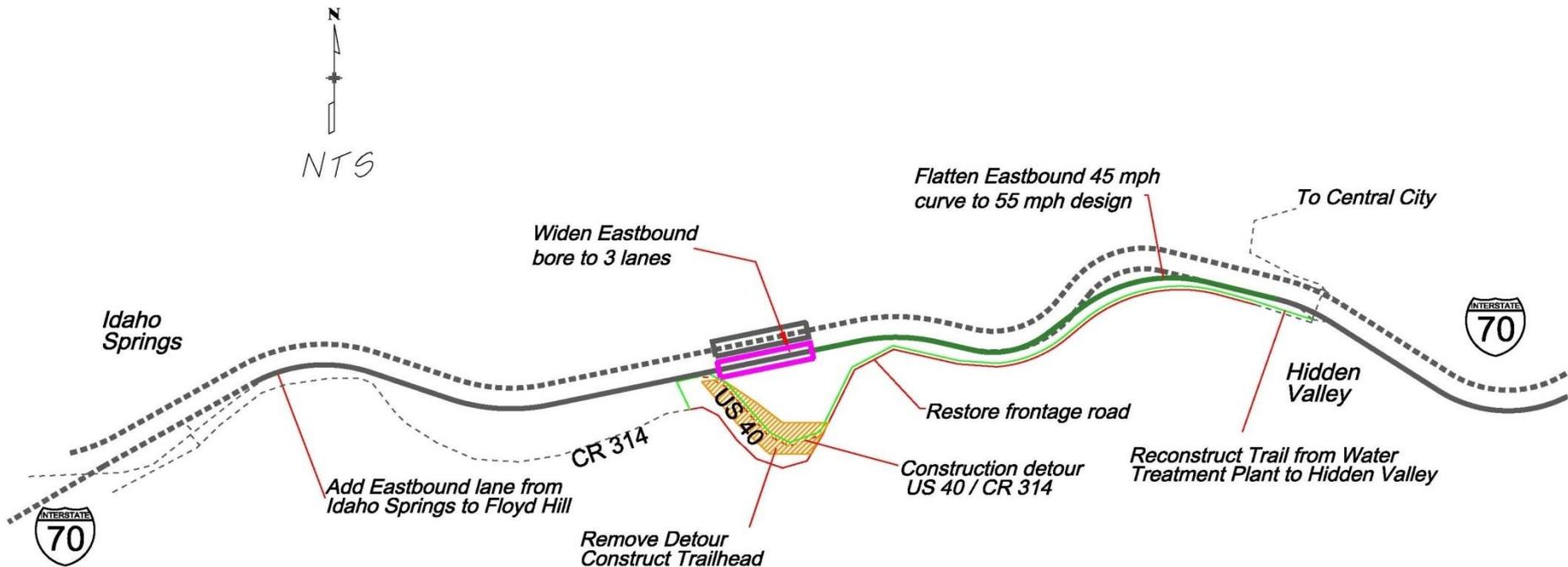
\$65

\$85

\$75

The Recommendation

Concept Package 2 Widen EB Tunnel/Fix 45 mph EB Curve



The Recommendation

| | Costs | CP1 | CP2 | CP3 | CP4 | CP5 | CP6 | CP7 |
|---------------------------------|--------|--------|--------|--------|--------|--------|-------|--------|
| Widen EB & WB Tunnels | \$50 | \$50 | | \$50 | | | | |
| Widen EB Tunnel | \$25 | | \$25 | | \$25 | | | |
| Construct 3 rd Lane | \$57 | | | | | | | \$57 |
| Realign EB w/ 65 mph | \$80 | | | | | | \$80 | |
| Realign EB w/55 mph | \$58.8 | | | | | \$58.8 | | |
| Flatten EB & WB to 65 mph | \$40.6 | | | \$40.6 | \$40.6 | | | |
| Flatten EB & WB to 55 mph | \$35.8 | \$35.8 | | | | | | |
| Flatten EB 45 mph curve | \$14.6 | | \$14.6 | | | | | \$14.6 |
| 3 rd Lane – HV to FH | \$3.8 | \$3.8 | \$3.8 | \$3.8 | \$3.8 | \$3.8 | \$3.8 | \$3.8 |
| 3 rd Lane – IS to HV | \$3.4 | \$3.4 | \$3.4 | \$3.4 | \$3.4 | \$3.4 | \$3.4 | \$3.4 |
| Improve shoulders | | Option | | | | | | |
| US40 for detour | \$2.4 | \$2.4 | \$2.4 | \$2.4 | \$2.4 | | | |
| Restore FR, trail, trailhead | \$4.6 | \$4.6 | \$4.6 | \$4.6 | \$4.6 | | | |
| PRELIMINARY COST ESTIMATES | | \$100 | \$55 | \$105 | \$80 | \$65 | \$85 | \$75 |

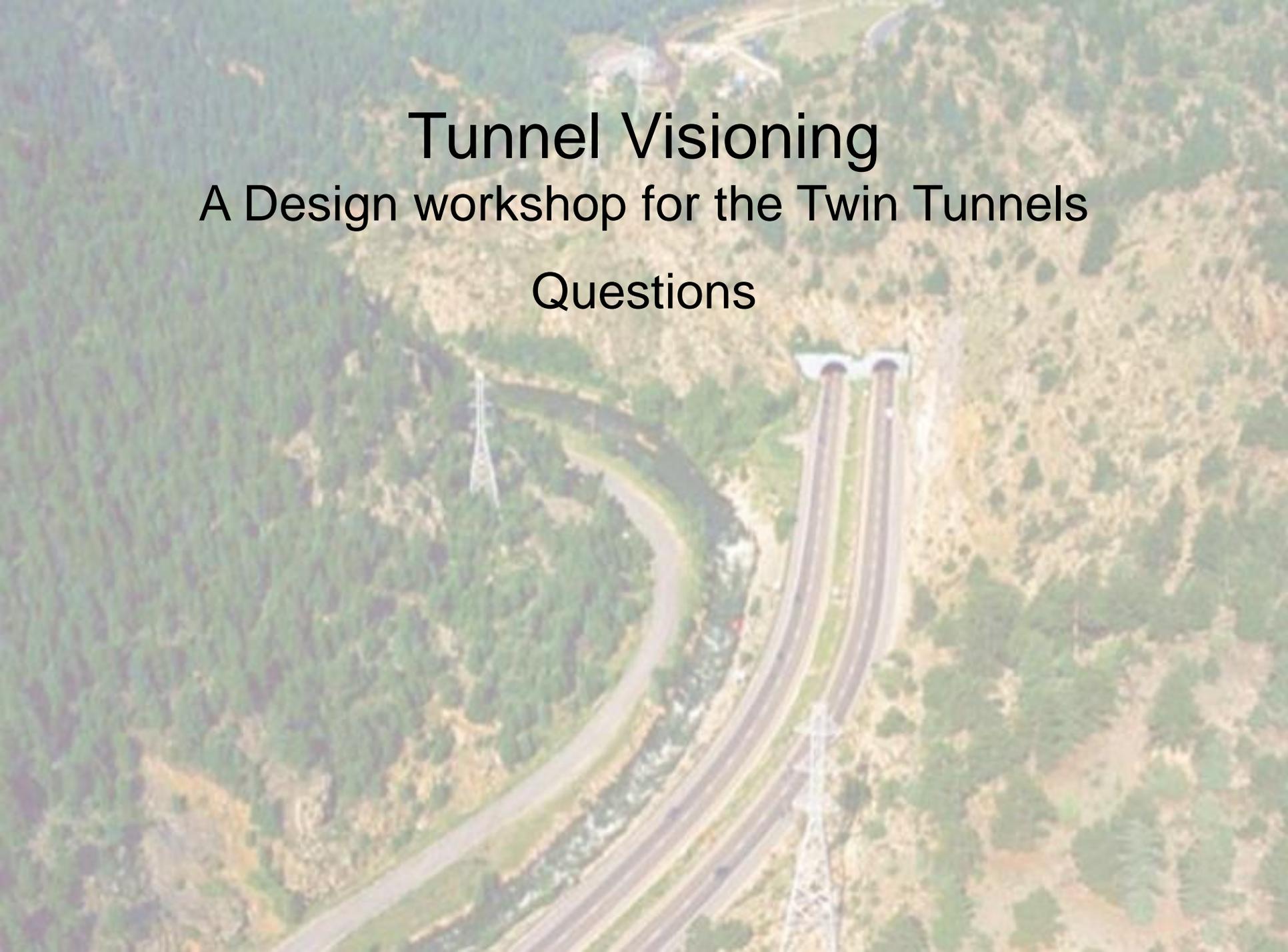
Variations to be considered

In addition to the elements outlined in Concept Package 2, the following variations should be considered

- Eliminate 45 mph curve reconstruction
- Don't build 3rd lane – use shoulder for peak period EB lane
- Don't build 3rd lane or reconstruct 45 mph curve
- Reconstruct all the curves to 55 mph design
- Reconstruct all the curves to 65 mph design
- Add WB cross-over to accommodate peak periods westbound with reversible lane

Next Steps

- Present to the Transportation Commission
- Initiate Tier 2 Documents
 - Determine the level of document needed
 - Begin the historic consultation
 - Begin the 4(f) analysis
- Develop a Funding Plan
- Establish an information exchange among the stakeholders
 - Form the Project Leadership Team

An aerial photograph of a multi-lane highway cutting through a dense forest. Two large, circular tunnel entrances are visible on the right side of the road. A power line tower stands near the center of the image, and another is visible in the lower right. The terrain is hilly and covered in green trees.

Tunnel Visioning

A Design workshop for the Twin Tunnels

Questions