

CHOOSE YOUR MOVE



US 36 EXPRESS LANES PROJECT

XPRESS

August 2014

CONTACT US

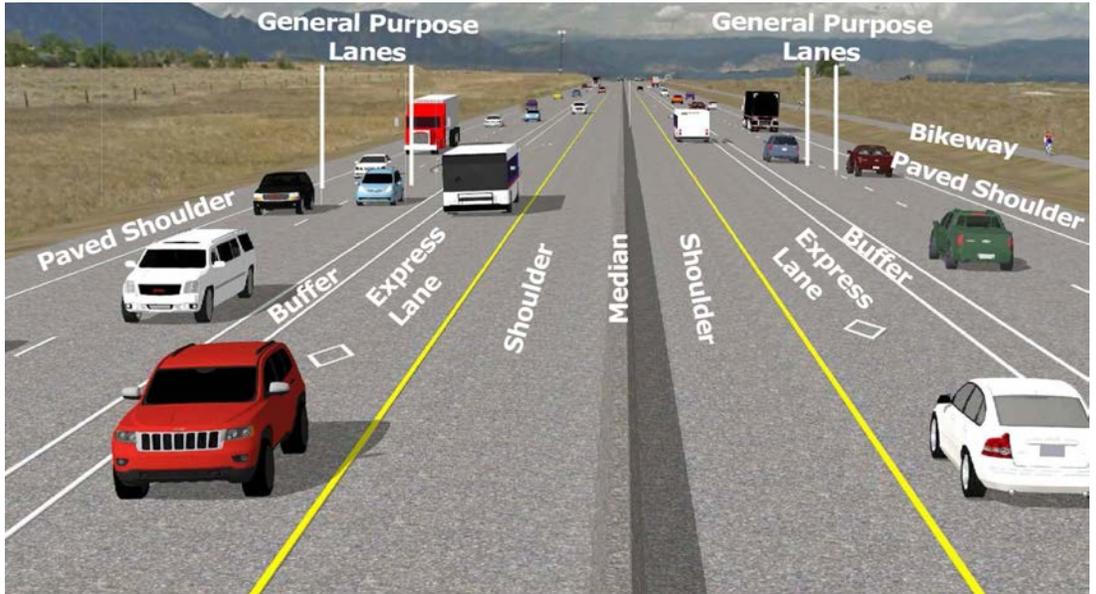
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To receive email updates during the project, click on the cell phone icon in the upper right corner. You can then subscribe to a variety of lists including "US 36 Express Lanes Project."

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Final lane configuration

FINAL CONFIGURATION OF US 36 EXPRESS LANES

The US 36 Express Lanes Project is bringing the multi-modal concept of travel closer to completion with every mile constructed. The rendering above shows a completed segment of roadway in its final configuration between South Boulder Creek to 88th Street. From left to right, each lane is dissected and the benefits of each explained below:

Paved Shoulder: Upon completion, the paved shoulder can be used by local buses, that travel ramp to ramp, during times when travel speeds in the general purpose lanes go below 35 mph to ensure that bus drivers can meet their scheduled arrival times. Currently, these paved shoulders are temporarily being used by eastbound traffic from approximately 88th Street to Sheridan Boulevard, until the remainder of the permanent pavement is complete.

General Purpose Lanes: There will be two, 12-foot, free general purpose lanes in each direction, mimicking what currently exists on the US 36 corridor.

Buffer: The 4-foot buffer will separate the general purpose lanes from the Express Lane in each direction.

Express Lane: An Express Lane will be added in each direction of US 36 for Bus Rapid Transit (BRT), High Occupancy Vehicles (HOV) and tolled vehicles. The Regional Transportation District's BRT system will have guaranteed travel times for commuters. The HOV lane will be free for vehicles with a driver and one or more passengers. However, by no later than 2017, all Express Lanes will require two passengers along with the driver. Vehicles with fewer than three people may choose to access the Express Lane for a toll, which will fluctuate depending on traffic volumes – higher during peak travel times. On average, riders can expect a \$5 toll in each direction.

Shoulder/Median: Another 12-foot, paved shoulder is being constructed between the BRT lane and the median barrier to separate eastbound and westbound traffic, and provide a safe area for cars to pull over in an emergency.

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LANE CONFIGURATION

(continued from page 1)

Bikeway: Another major component of the US 36 Express Lanes Project is the new commuter bikeway, which will run the length of the project from Westminster to Table Mesa/Foothills Parkway in Boulder. No matter where the bikeway runs, it will link to existing bike paths and trails throughout the corridor. Some additional features include:

- 12-foot-wide lanes with 2-foot-wide shoulders and a 6-inch thick concrete surface
- Way-finding signage
- Grade-separated crossings where available

During construction, this bikeway is not accessible to the traveling public.

A portion of the bikeway, up to 88th Street, will open in spring 2015, with the remaining five miles, from 88th Street to Table Mesa, opening in spring 2016.

TRANSPORTATION LEGISLATIVE REVIEW COMMITTEE TOURS US 36

The Transportation Legislative Review Committee (TLRC) toured the US 36 Express Lanes Project on Tuesday, July 15. Fifteen state senators, representatives and legislators from across Colorado met on the project to gain a more visual perspective about the construction on the US 36 Express Lanes Project. They visited the RTD pedestrian bridge at the 1STBANK Center, where CDOT Project Director Mark Gosselin explained some of the new bikeway features and the current phasing of the roadway reconstruction. At McCaslin Boulevard, Ames Granite Project Manager Ron Dukeshier provided insight on how the state's third Diverging Diamond Interchange is being built while the busy interchange is kept open and discussed future improvements being constructed for the nearby bus stations.



On site at McCaslin Boulevard

SUMMER OF CONSTRUCTION PROGRESS



Bridge construction: 60 percent complete



Pipe installation: 12.75 miles laid (75 percent complete)



Retaining wall/noise wall installation: 6.9 miles installed (70 percent complete)