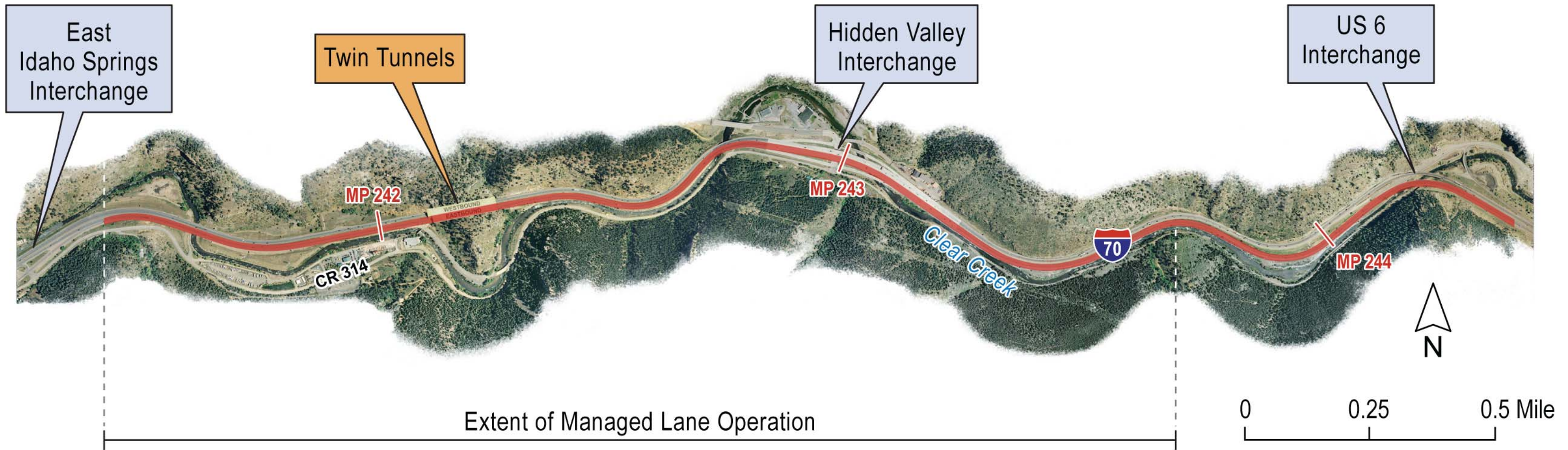


Operating Scenarios

Proposed Action - Overview



How could the new third lane operate?

Under the Managed Lane Operating Scenario

- The third lane would function as general purpose lane most times of day/week
- A user fee would be charged for the third lane during peak travel periods to maintain reliable travel time

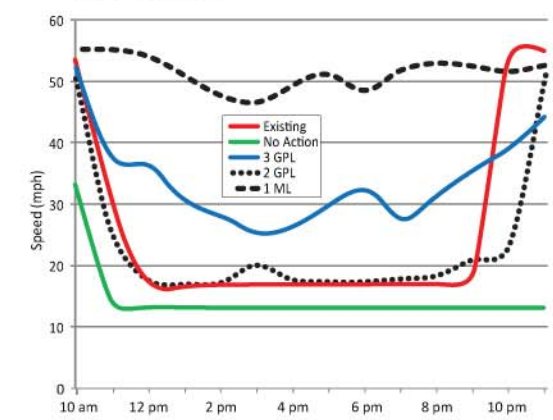
Under the General Purpose Lanes Operating Scenario

- The third lane would function as a general purpose lane at all times

What are the advantages of the Managed Lane Operating Scenario?

- Travel speeds in the Managed Lane would exceed 45 mph over 95% of the time
- Emergency vehicles could use the managed lane to respond to accidents
- Allows CDOT to operate a longer distance managed lane as part of future projects

2035 Eastbound Speeds through the Twin Tunnels



3 GPL = 3 General Purpose lanes operating scenario
 2 GPL = 2 general purpose lanes under Managed Lane operating scenario
 1 ML = 1 managed lane under Managed Lane operating scenario