

**I-70 MOUNTAIN CORRIDOR REASSESSMENT**  
**Step 5: Documentation of the 2020 Reassessment**

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**ATTACHMENT 4**  
**Preferred Alternative Tracking Sheet**

Preferred Alternative Minimum Program of Improvements - Status of Implementation							
(The components of the Preferred Alternative Maximum Program have not been implemented and therefore are not listed)							
Line #	Preferred Alternative Item	Completion Date	Completed Actions *	Work in Progress / Ongoing**	Effectiveness Rating		Recommended Level of Effort (Step 4 Activity)
					High Effectiveness		Needs to be Initiated
					Medium Effectiveness		Continue with Current Level of Effort
					Low Effectiveness		More Effort Needed
					Mobility	Safety	Reduce Effort SPLIT: Current Level of Effort and More Effort
Non-Infrastructure Related							
1	Increased Enforcement			<p>For the MEXL, the Colorado State Patrol (CSP) increased safety enforcement in 2019 with troopers on overtime along the eastbound mountain express lane from Empire to Idaho Springs to help decrease unsafe driving behavior and increase efficiency.</p> <p>Overall, each CSP troop defines goals and objectives to reduce crashes and save lives. Troop 1A picked the lower end of I-70 as a primary targeted roadway. The troop is using a targeted saturation methodology with team operations, using multiple troopers.</p>	Unknown	Unknown	Continue with Current Level of Effort
2	Bus, van, or shuttle service in mixed traffic			<p>Ski shuttles continue to serve the corridor.</p> <p>Bustang service, which began in 2015, provides daily trips to and from corridor communities and Denver, but does not serve peak direction recreational trips at peak demand.</p> <p>Snowstang service, initially piloted in 2017, was launched in 2019 to three resorts.</p>	See separate table	Unknown	More Effort Needed

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3	Programs for improving truck movements			<p>Revisions to the traction and chain laws to improve safety and operations;</p> <p>Off-corridor staging areas for trucks during adverse weather events;</p> <p>Variable speed limits in Glenwood Canyon;</p> <p>Remote continuous flow metering at Silverthorne to improve truck traction approaching the tunnel eastbound;</p> <p>Active Corridor Management.</p> <p>Colorado Motor Carriers Association (CMCA) programs include public service announcements (PSAs) on chain awareness, providing a best practices document, and working with trucking firms that are repeat offenders.</p>	(Based on limited data and group discussion)	(Based on limited data and group discussion)	More Effort Needed
4	Driver education			<p>Gol-70.com shares news and other articles that help educate drivers on traveling through the I-70 Mountain Corridor. Topics include: Available transit and carpool services, real-time information sources, Colorado Traction Laws, Tire Checks, Move it Law, Move Over Law, Left Lane Law and Avalanche Activity. Additional outreach to travelers is done through the blog, social media, eBlasts and extensive partner outreach.</p> <p>CMCA has produced an audio guide for truckers to safely drive the I-70 Mountain Corridor, by milepost</p>	(Based on limited data and group discussion)	(Based on limited data and group discussion)	More Effort Needed

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5	Expanded use of existing transportation infrastructure in and adjacent to the corridor	Dec. 2015	<p>Eastbound Mountain Express Lane (MEXL) project opened in December 2015.</p> <p>Updated each county's Traffic Incident Management Plans</p> <p>Active corridor management has been implemented, including creation of a full-time corridor operations manager</p> <p>Ramp meters have been installed throughout much of the corridor.</p>	Westbound MEXL project under construction, opening projected for 2021.	See separate table	(Based on limited data and group discussion)	Continue with Current Level of Effort
6	Use of technology advancements and improvements to increase mobility without additional infrastructure			Technological advancements without the addition of infrastructure include: Electronic Signage, Intelligent Transportation System and Vehicle to Infrastructure (V2X) Data Ecosystem. CDOT is currently testing V2X throughout the corridor. CoTrip.org and GovDelivery/Travel Alerts have been improved in recent years.	(Based on limited data and group discussion)	(Based on limited data and group discussion)	More Effort Needed
7	Traveler information and other information technology systems			Traveler information is shared via Intelligent Transportation System; CoTrip; Variable Message Signs (VMS);CDOT Alert Texts; CDOT email alerts	(Based on limited data and group discussion)	(Based on limited data and group discussion)	More Effort Needed

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8	Shift passenger and freight travel demand by time of day and day of week			<p>The most popular feature of GoI70.com is the weekend travel forecast which is intended to shift passenger travel demand by time of day and day of week.</p> <p>Over 150 dining and lodging businesses along the I-70 Mountain Corridor offer deals to encourage drivers to avoid peak travel times. Examples include: \$2 tacos from 4-6pm on Saturdays and Sundays at Twist; 20% off activities at Lawson Adventure Park Saturday &amp; Sunday 4pm- close.</p>	(Based on limited data and group discussion)	(Based on limited data and group discussion)	More Effort Needed
9	Convert day trips to overnight stays			<p>GoI70.com Peak Time Deals worked with the lodging community to create Sunday Night Stay promotions. These are posted on the Peak Time Deals and promoted frequently through GoI70 blogs, eBlasts, social posts and stakeholder outreach. Examples include: \$125 Sunday night at the Sitzmark Lodge in Vail; 20% off a Sunday night stay at the Wedgewood Lodge in Breckenridge</p>	(Based on limited data and group discussion)	(Based on limited data and group discussion)	Continue with Current Level of Effort

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10	Convert single occupancy vehicle commuters to high occupancy travel and/or public transportation			Transit promotion incentives include traveling in groups to receive discounted fares. Resorts are offering incentives to carpool by promoting reduced or free parking as well as discounted lift tickets for groups that travel together. For example, Keystone, Breckenridge, Copper Mountain and Arapahoe Basin have carpool parking incentive programs, offering discounted parking, close-in parking or discounted lift tickets. Summit express airport shuttle offers a savings of \$12 per person Transit promotion incentives include traveling in groups to receive discounted fares. Resorts are offering incentives to carpool by promoting reduced or free parking as well as discounted lift tickets for groups that travel together. For example, Keystone, Breckenridge, Copper Mountain and Arapahoe Basin have carpool parking incentive programs, offering discounted parking, close-in parking or discounted lift tickets. Summit express airport shuttle offers a savings of \$12 per person when traveling with 3 or more passengers.	(Based on limited data and group discussion)	(Based on limited data and group discussion)	More Effort Needed
11	Implement transit promotion incentives			Transit promotion incentives include traveling in groups to receive discounted fares. Resorts are incentivizing carpooling by offering reduced or free parking as well as discounted lift tickets. Summit Express airport shuttle offers a savings of \$12 per person when traveling with 3 or more passengers. For example, Loveland Ski Area and Arapahoe Basin offered lift ticket discounts for Front Range Ski Bus riders. Arapahoe Basin offered food and beverage vouchers for Snowstang riders. Some airport shuttles offer discounts through Go170 Peak Time Deals.	(Based on limited data and group discussion)	(Based on limited data and group discussion)	More Effort Needed

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12	Other transportation demand management measures to be determined			<p>I-70 Coalition frequently communicates transportation demand management messages and strategies with partners who are encouraged to 'share' with their network and customers. Partners include resorts, local government public information officers (PIOs), Information/Welcome Centers, resort associations, property managers, lodging sector, destination marketing organizations and chambers of commerce.</p> <p>I-70 Coalition created and piloted the Why Drive? Campaign in coordination with the lodging sector to promote transportation alternatives to mountain visitors.</p> <p>Since 2012, I-70 Coalition has undertaken a bi-annual research study program. These surveys inform how existing travel resources and programs are being received and utilized by the traveling public and how they might be improved.</p>	(Based on limited data and group discussion)	(Based on limited data and group discussion)	More Effort Needed
<b>Advanced Guideway System</b>							
13	Feasibility of high speed rail passenger service			AGS Feasibility Study (August 2014)	Incomplete	Incomplete	More Effort Needed
a	Potential station locations and local land use considerations			AGS Feasibility Study (August 2014)	Incomplete	Incomplete	More Effort Needed
b	Transit governance authority			AGS Feasibility Study (August 2014)	Incomplete	Incomplete	SPLIT: Current Level of Effort and More Effort Needed
c	Alignment			AGS Feasibility Study (August 2014)	Incomplete	Incomplete	
d	Technology			AGS Feasibility Study (August 2014)	Incomplete	Incomplete	More Effort Needed
e	Termini			AGS Feasibility Study (August 2014)	Incomplete	Incomplete	SPLIT: Current Level of Effort and More Effort Needed
f	Funding requirements and sources			AGS Feasibility Study (August 2014)	Incomplete	Incomplete	

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g	Transit ridership			AGS Feasibility Study (August 2014), Interregional Connectivity Study (January 2014), & Economic Impact of High-Speed Transit in the Mountain Corridor (July 2019)	Incomplete	Incomplete	More Effort Needed
h	Potential system owner/operator				Incomplete	Incomplete	More Effort Needed
i	Interface with existing and future transit systems			AGS Feasibility Study (August 2014) & Interregional Connectivity Study (January 2014)	Incomplete	Incomplete	More Effort Needed
j	Role of an Advanced Guideway System in freight delivery both in and through the corridor				Incomplete	Incomplete	More Effort Needed
14	Functioning AGS				Incomplete	Incomplete	More Effort Needed
<b>Highway Improvements</b>							
<b>Specific Highway improvements</b>							
15	6 lane component from Floyd Hill through the Twin Tunnels (MP 243 to MP247) including a bike trail and frontage roads from Idaho Springs to Hidden Valley and Hidden Valley to US 6	Dec. 2014, Sept 2015, and TBD	Eastbound tunnel widened to 3 lanes; Westbound tunnel was widened to accommodate three lanes in the future; Frontage road and bike trail between Game Check area and Hidden Valley.	Environmental Assessment and preliminary engineering is underway for westbound I-70 from east of the Floyd Hill/Beaver Brook Exit (248) to Idaho Springs Exit (241)  A Categorical Exclusion is underway for improvements to CR 314 between the Game Check trailhead and the City of Idaho Springs baseball fields.	See separate table	See separate table	More Effort Needed
16	Empire Junction (US 40 and I-70) interchange improvements (MP 232)				Incomplete	Incomplete	Continue with Current Level of Effort

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17	Eastbound auxiliary lane from Eisenhower-Johnson Memorial Tunnels to Herman Gulch (MP 215 - MP 218)	2016	The auxiliary lane ends at approximately 217.5, a half mile west of the Herman Gulch Interchange. The Project did not extend entirely to Herman Gulch to limit environmental impacts. CE agreement on project limits.		Unknown	See separate table	Continue with Current Level of Effort
18	Westbound auxiliary lane from Bakerville to Eisenhower-Johnson Memorial Tunnels (MP 215 to MP 221)				Incomplete	Incomplete	More Effort Needed
<b>Other Highway Improvements</b>							
19	Truck operation improvements, such as pullouts, parking, and chain stations	2015, 2016, and In Progress	The completed eastbound PPSL project constructed two pull outs for emergency refuge in December 2015. East Vail chain station was expanded in 2016.	7 new safety pullouts will be constructed as part of the westbound PPSL project. 5 new pullouts will be constructed in the westbound direction and 2 new pullouts in the eastbound direction.	(Based on limited data and group discussion)	(Based on limited data and group discussion)	Continue with Current Level of Effort
20	Safety improvements west of Wolcott	2013	Super-elevation curve correction through Wolcott		Unknown	See separate table	Continue with Current Level of Effort
21	Safety and capacity improvements in Dowd Canyon	2019	Eastbound on-ramp plus taper has been extended by approximately 500' as a safety improvement.	Planning has started; currently on hold pending the results of a Bridge Enterprise inspection project. CDOT Region 3 will reassess the project in early 2020.	Incomplete	Incomplete	Continue with Current Level of Effort

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<b>Interchange Improvements at:</b>							
22	Glenwood Springs (MP 116)	Dec. 2018	Interchange improvements were constructed as part of the Grand Avenue Bridge (GAB) Project. Interchange improvements include: Lengthened on/off ramps, increased vehicle storage, new signals, new pedestrian underpass, and a new configuration of the interchange for the newly realigned Grand Avenue bridge		(Based on limited data and group discussion)	Unknown	Continue with Current Level of Effort
23	Gypsum (MP 140)				Incomplete	Incomplete	Continue with Current Level of Effort
24	Eagle County Airport				Incomplete	Incomplete	Continue with Current Level of Effort
25	Wolcott (MP 157)				Incomplete	Incomplete	Continue with Current Level of Effort
26	Eagle and Spur Road (MP 147)	2015	Roundabouts were incorporated into the interchange to remove the traffic lights. Also a pedestrian bridge over I-70 was installed, pedestrian circulation in general was improved, and better access from a park-and-ride to a bus stop which was improved for safety.		Unknown	Unknown	Continue with Current Level of Effort

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27	Edwards and Spur Road (MP 163)	2011-Phase 1, 2020-Phase 2	Phase 1 of the project—completed in 2011—made improvements to the northern half of the Spur Road, including four new roundabouts and improved connections with the I-70 on- and off-ramps.	Phase 2 is currently underway and includes design improvements to the southern half of the Edwards Spur Road - a distance of approximately 0.4 miles. Phase 2 included improved safety features such as widening roads and bridges, improved sight distances at intersections. The project added refuge islands large enough to accommodate bicycles and trailers at the roundabout. It also added Rectangular Rapid Flashing Beacons for crosswalks at the roundabout. For recreation use, the project added separated pedestrian trails and bridges as well as added bike lanes to the roadway system.	Unknown	See separate table	Continue with Current Level of Effort
28	Avon (MP 167)				Incomplete	Incomplete	Continue with Current Level of Effort
29	Minturn (MP 171)	Fall 2019	Eastbound on-ramp plus taper has been extended by approximately 500' as a safety improvement.	Planning has started; currently on hold pending the results of a Bridge Enterprise inspection project. CDOT Region 3 will reassess the project in early 2020.	Unknown	Unknown	Continue with Current Level of Effort
30	Vail West (MP 173)/Simba Run				Incomplete	Incomplete	Continue with Current Level of Effort
31	Vail (MP 176)				Incomplete	Incomplete	Continue with Current Level of Effort
32	Vail East (MP 180)				Incomplete	Incomplete	Continue with Current Level of Effort
33	Vail Pass (East Shrine Pass Road - MP 190)				Incomplete	Incomplete	Continue with Current Level of Effort
34	Copper Mountain (MP 195)				Incomplete	Incomplete	Continue with Current Level of Effort
35	Frisco / Main Street (MP 201)				Incomplete	Incomplete	Continue with Current Level of Effort
36	Frisco / SH9 (MP 203)			Currently working on traffic analysis, operational analysis and design concepts	Incomplete	Incomplete	Continue with Current Level of Effort

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37	Silverthorne (MP 205)			I-70 Silverthorne/Dillon Interchange Study has been completed	Incomplete	Incomplete	Continue with Current Level of Effort
38	Loveland Pass (MP 216)				Incomplete	Incomplete	Continue with Current Level of Effort
39	Georgetown (MP 228)	2012	Added roundabout serving interchange access road		Unknown	Unknown	Continue with Current Level of Effort
40	Downieville (MP 234)				Incomplete	Incomplete	Continue with Current Level of Effort
41	Fall River Road (MP 238)				Incomplete	Incomplete	Continue with Current Level of Effort
42	Base of Floyd Hill / US 6 (MP 244)			Element of the Floyd Hill Project - Environmental Assessment in Progress	Incomplete	Incomplete	SPLIT: Current Level of Effort and More Effort Needed
43	Hyland Hills (MP 247)			Element of the Floyd Hill Project - Environmental Assessment in Progress	Incomplete	Incomplete	
44	Beaver Brook (MP 248)			Element of the Floyd Hill Project - Environmental Assessment in Progress	Incomplete	Incomplete	Continue with Current Level of Effort
45	Evergreen Parkway / SH 74 (MP 252)				Incomplete	Incomplete	Continue with Current Level of Effort
46	Lookout Mountain (MP 256)				Incomplete	Incomplete	Continue with Current Level of Effort
47	Morrison (MP 259)				Incomplete	Incomplete	Continue with Current Level of Effort
<b>Auxiliary lanes</b>							
48	Avon to Post blvd. (Exit 168)				Incomplete	Incomplete	Continue with Current Level of Effort
49	West side of Vail Pass (eastbound and westbound)			Environmental Assessment and conceptual design for safety improvements are underway. Design and construction can follow as funding becomes available.	Incomplete	Incomplete	Continue with Current Level of Effort
50	Frisco to Silverthorne (eastbound)			Currently working on traffic analysis, operational analysis and design concepts. Roadway and feasibility studies are underway as well as environmental research.	Incomplete	Incomplete	Continue with Current Level of Effort

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51	Morrison to Chief Hosa (westbound)				Incomplete	Incomplete	SPLIT: Current Level of Effort and More Effort Needed
			*Completed refers to a project that has been finished with a completion date	**In progress refers to a project that is in planning or construction			