



PACT Meeting

June 9, 2011



Presentation Topics

- Define managed lanes
 - Define roles and process for making decisions on managed lanes
 - Describe managed lane characteristics
 - Describe differences between alternatives
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- **Managed lane definition**
 - An emerging tolling strategy that manages congestion and provides an alternative to continued expansion of highway lanes

- **Roles**
 - **CDOT:** Performs analysis and makes decision
 - **FHWA:** Approves managed lanes on the facility
 - **PACT:** Provide comments on decision

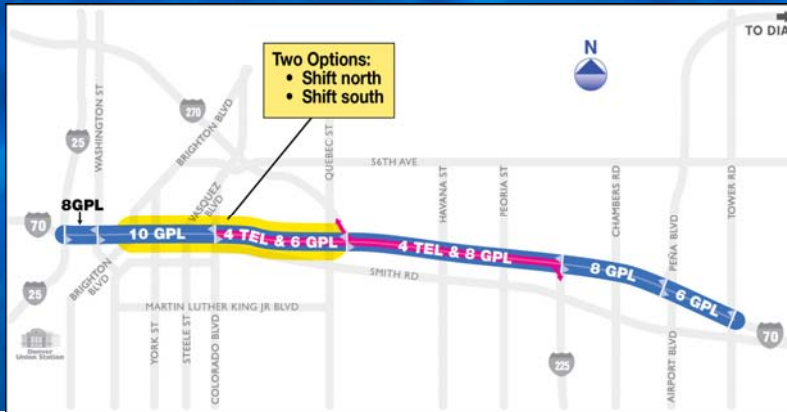
► Process

- PACT determines alignment
- CDOT develops traffic and revenue forecasts
- CDOT/HPTE decides on feasibility of managed lanes for I-70 East
- CDOT analyzes traffic impacts
- CDOT/FHWA report results in the FEIS

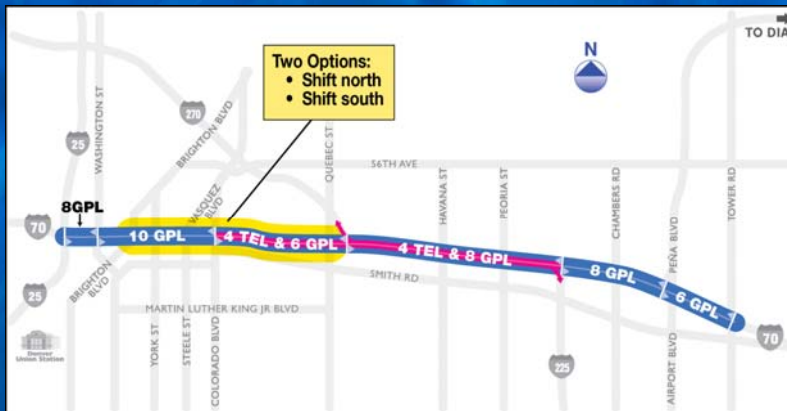
► Managed lanes

- As a congestion management strategy, are more sustainable than continually adding general purpose lanes
- Provides users a choice to make a free-flow trip to save time when desired
- Provides reliable travel time for buses, taxis, or other scheduled transportation services
- Provides some ability to pay for a portion of the operation and maintenance

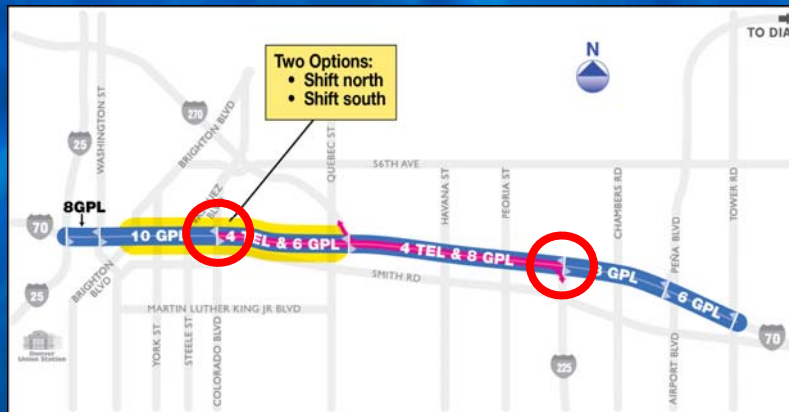
- Included on the Current Alignment from Colorado Boulevard to I-225



- Managed lanes are not currently included from Brighton to Colorado Boulevard



- One point entrance and exit



- Managed lane concept includes two barrier separated lanes in each direction



- Typical width: 224 feet

- ▶ Compared to general purpose lane alternatives



- ▶ Typical width: 192 feet (difference of 32 feet)

- ▶ General purpose lanes vs managed lanes
 - No change in residential property impacts
 - Increase in business property impacts due to slight increase in width
 - North: 52 properties (increase of 4)
 - South: 53 properties (increase of 7)
 - Potential for traffic to divert to local street network
 - Cost (2009 dollars)
 - Current alignment \$1,478 to \$1,663 M
 - Current alignment with managed lanes \$1,658 to \$1,843 M

► Questions?
