



## *I-70 Mountain Express Lane Fact Sheet*

### **Project Boundaries**

- Empire Junction to Idaho Springs

### **Schedule**

- Fall 2014 - summer 2015 - Shoulder improvements
- Spring/summer 2015 - Reconstruction of Exit 241
- Summer/fall 2015 - Signage installation and testing
- By 2015/2016 ski season - I-70 Mountain Express Lane opens

### **Project Cost**

- \$72 million

### **Project Elements**

The Peak Period Shoulder Lane (PPSL) project is part of the Colorado Department of Transportation's (CDOT) comprehensive plan to improve travel in the I-70 Mountain Corridor by upgrading 13-miles of eastbound I-70 to create a wide shoulder that will operate as an Express Lane during peak travel periods.

### **The project will:**

- Reconstruct the SH 103 bridge to help ease on- and off-ramp congestion and modernize the structure.
- Utilize dynamic toll pricing to keep traffic moving in the Express Lane. Prices will lower to encourage drivers to use the lane, and rise as the lane reaches capacity.
- Reduce travel time by nearly half from the Eisenhower/Johnson Memorial Tunnels to the top of Floyd Hill, resulting in an average of 30 minutes saved in travel time.
- Provide drivers with the choice of a new, more reliable travel lane.
- Avoid overbuilding I-70 by using the shoulder as a third lane during peak times.
- Enhance recent Twin Tunnels (Veterans Memorial Tunnels) improvements.
- Allow for faster speeds in all the lanes, decreasing overall travel time.