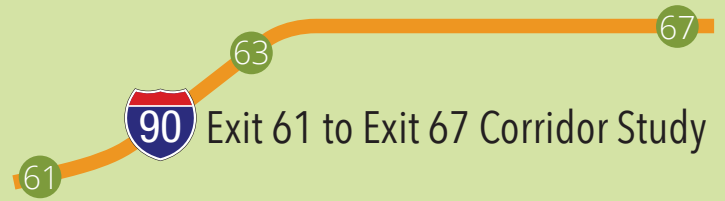


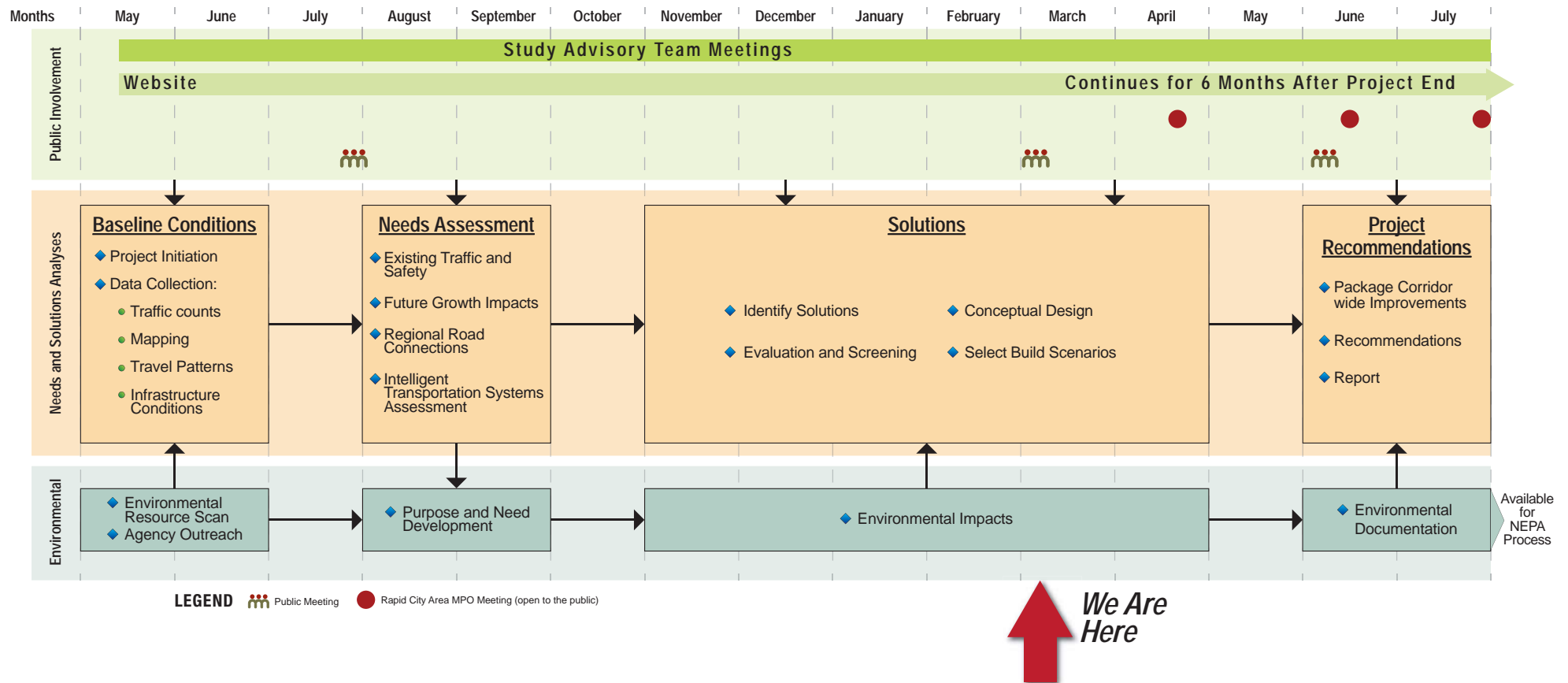
WELCOME



Please provide your views and ideas through discussions with study team members, and written comment sheets, and keep up to date with the project through: www.i90corridor61to67.com



Schedule/Work Plan



Study Area & Project Goals & Needs

Study Goals:

Complete a list of transportation issues and needs facing the I-90 corridor within the study area

Develop feasible solutions to address those issues and needs that meet current design standards and/or traffic level of service expectations under both the current and predicted future traffic conditions while promoting a livable community that will enhance the economic and social well-being of all users of the corridor.

Two primary areas of need will be investigated in this study.

1. I-90 Corridor Capacity

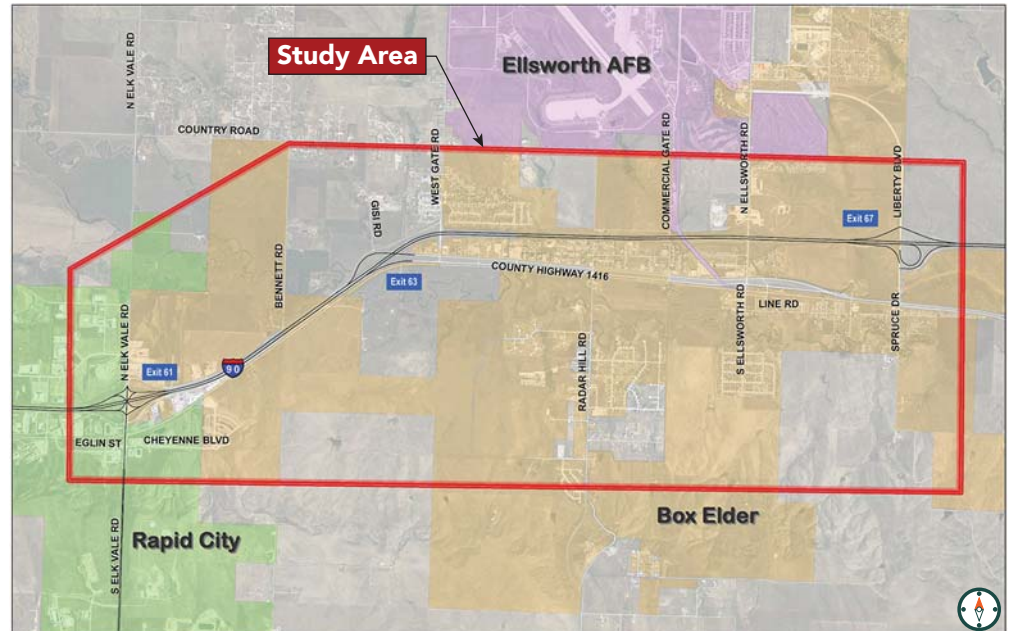
The need for I-90 and the surrounding roadway network to provide acceptable traffic operations and safety now and into the long range future.

Traffic counts, forecasts and analyses may support:

- The need for an additional travel lane along I-90 for all or part of the study corridor
- The need for particular regional roadway network improvements to accommodate vehicle-trips and support I-90
- The need for other multimodal mobility enhancements

2. Interchange Access

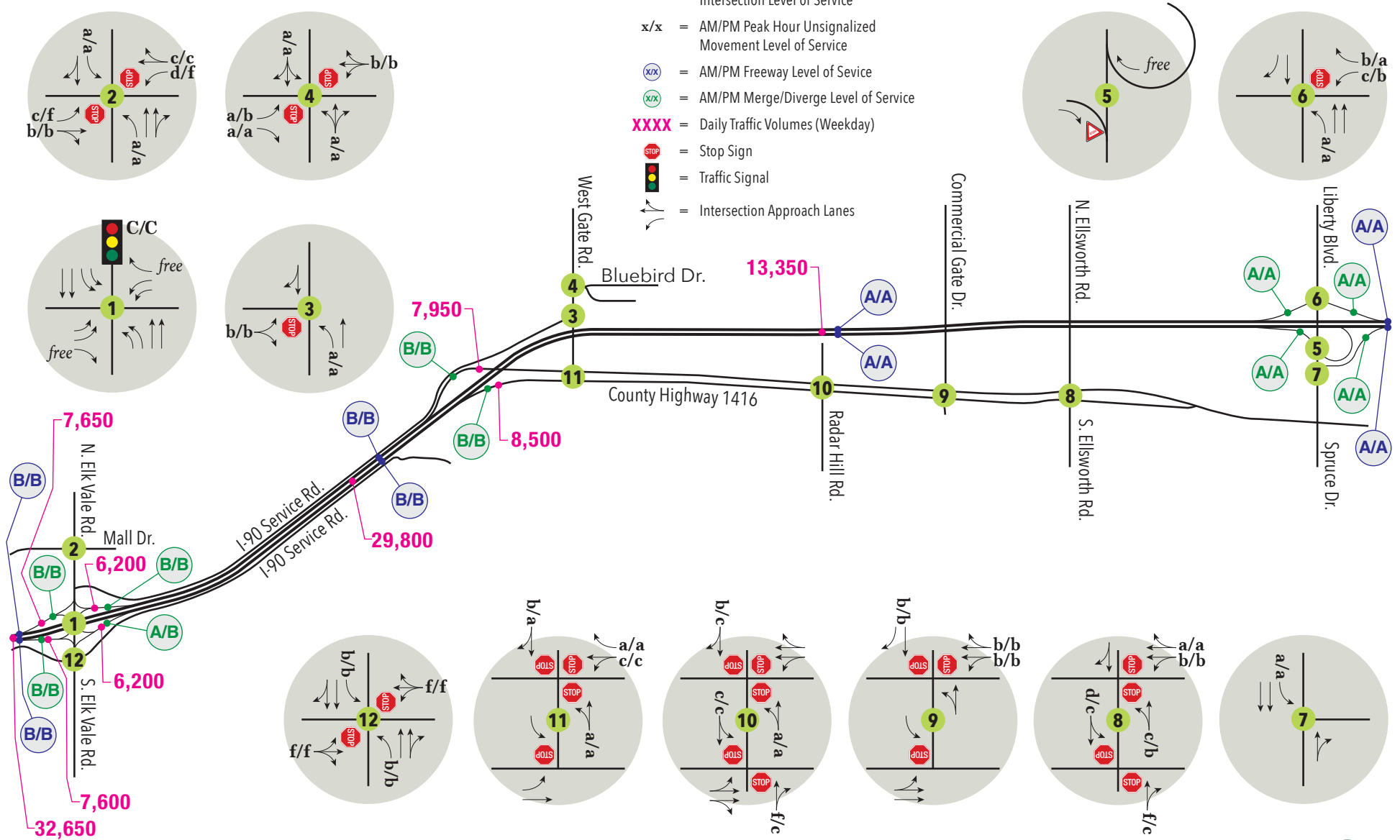
The current half movement interchange provides only for movements to and from the west, not in compliance with current Federal Highway Administration (FHWA) policy requiring that service interchanges provide for all movements. The study will investigate options to bring Exit 63 into compliance with FHWA policy.



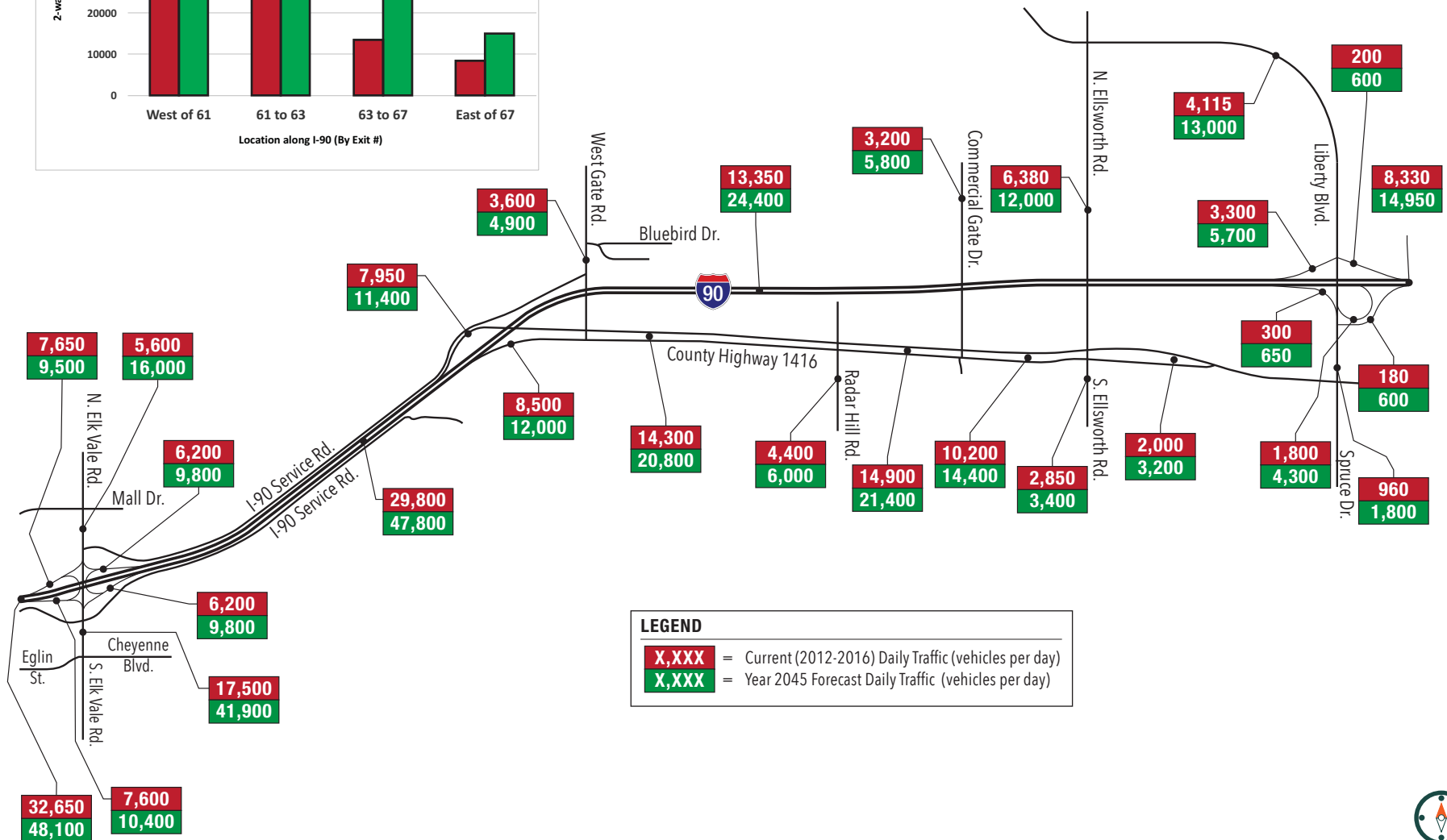
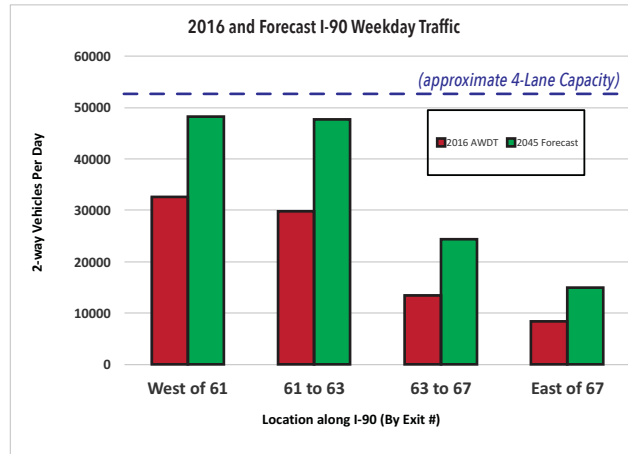
Existing Traffic Conditions

LEGEND

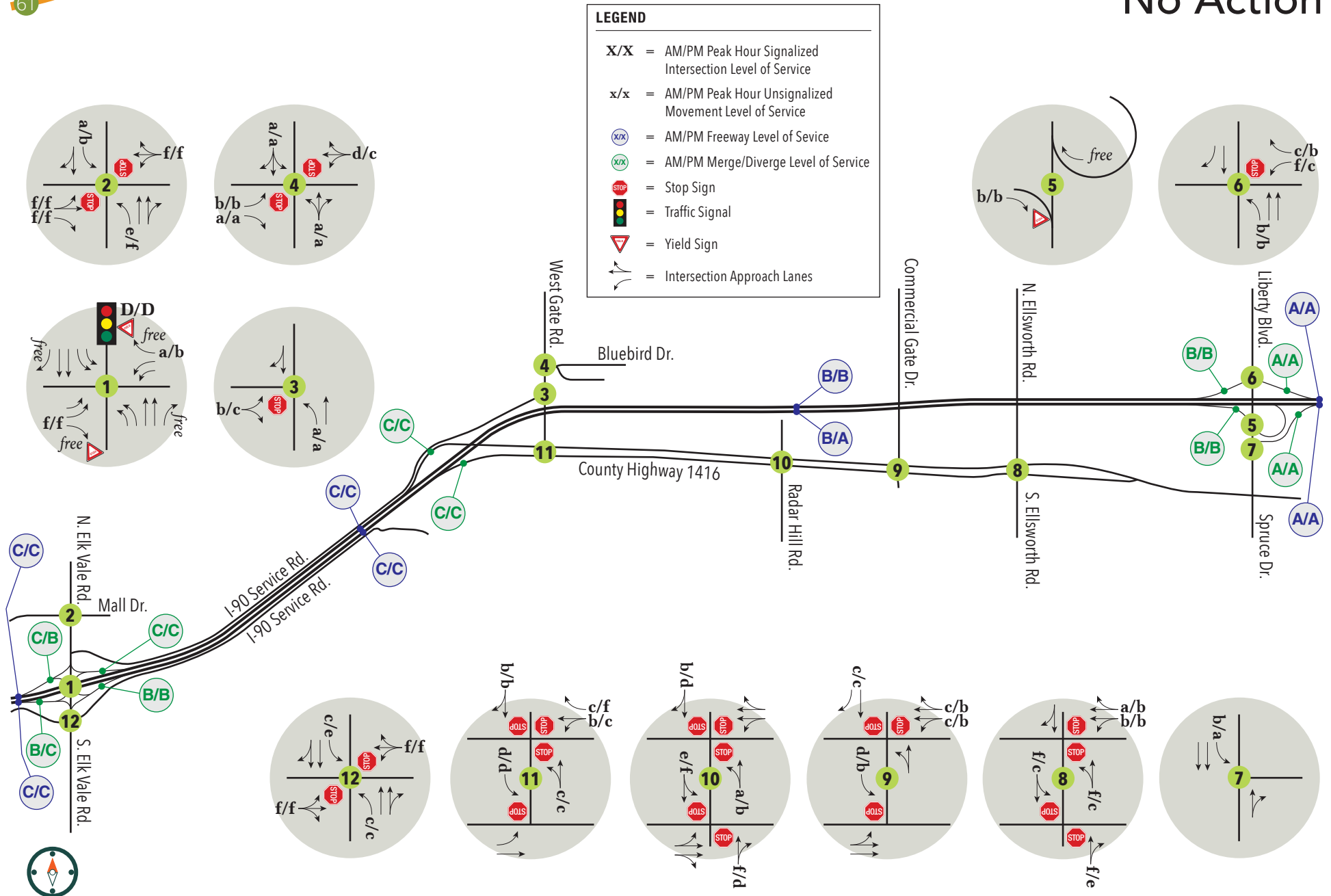
- X/X** = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x** = AM/PM Peak Hour Unsignalized Movement Level of Service
- (X/X)** = AM/PM Freeway Level of Service
- (X/X)** = AM/PM Merge/Diverge Level of Service
- XXXX** = Daily Traffic Volumes (Weekday)
- = Stop Sign
- = Traffic Signal
- = Intersection Approach Lanes



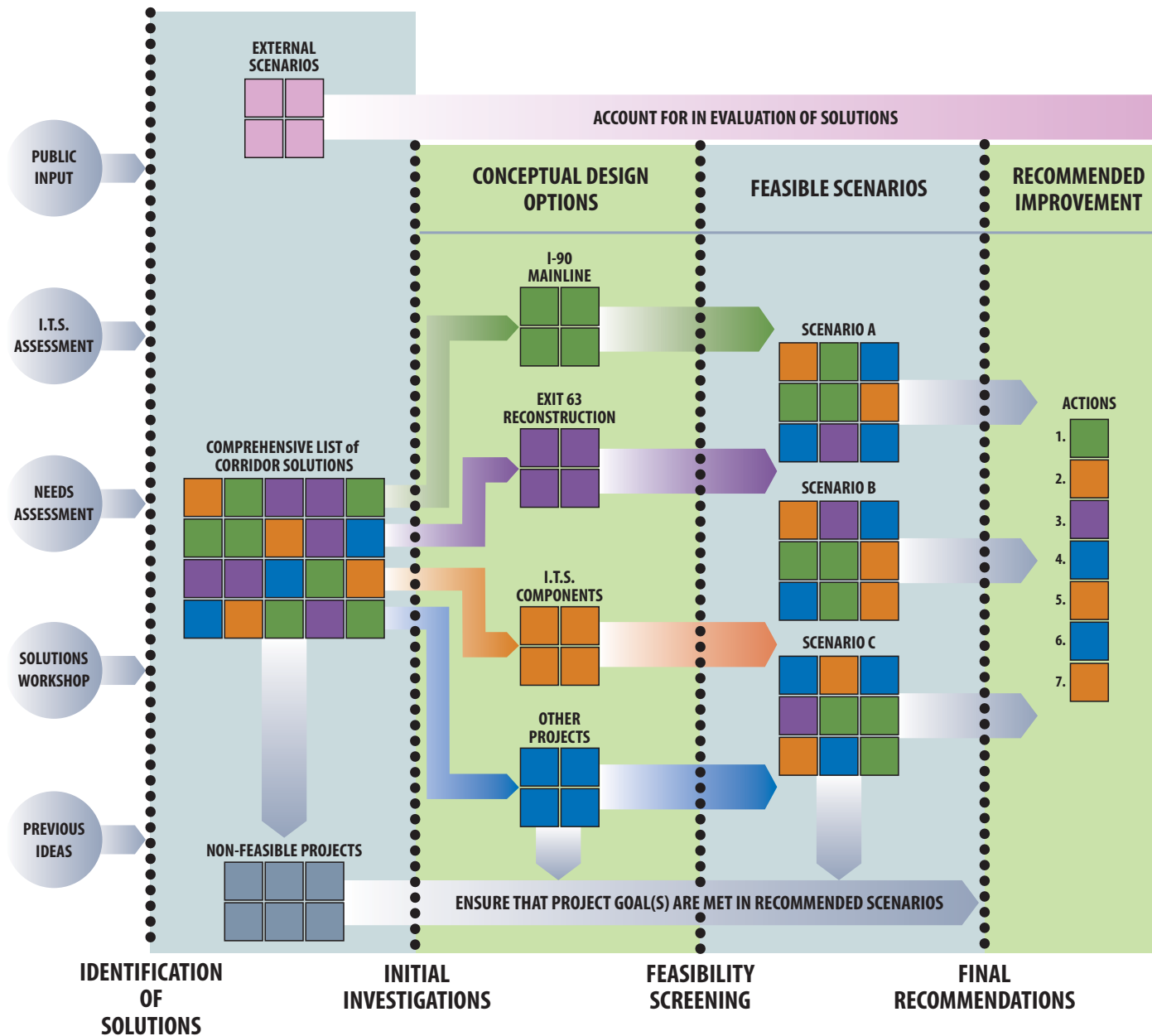
Traffic Forecasts with I-90 Column Plot vs Capacity



2045 Projected Traffic Conditions- No Action



Solutions Process



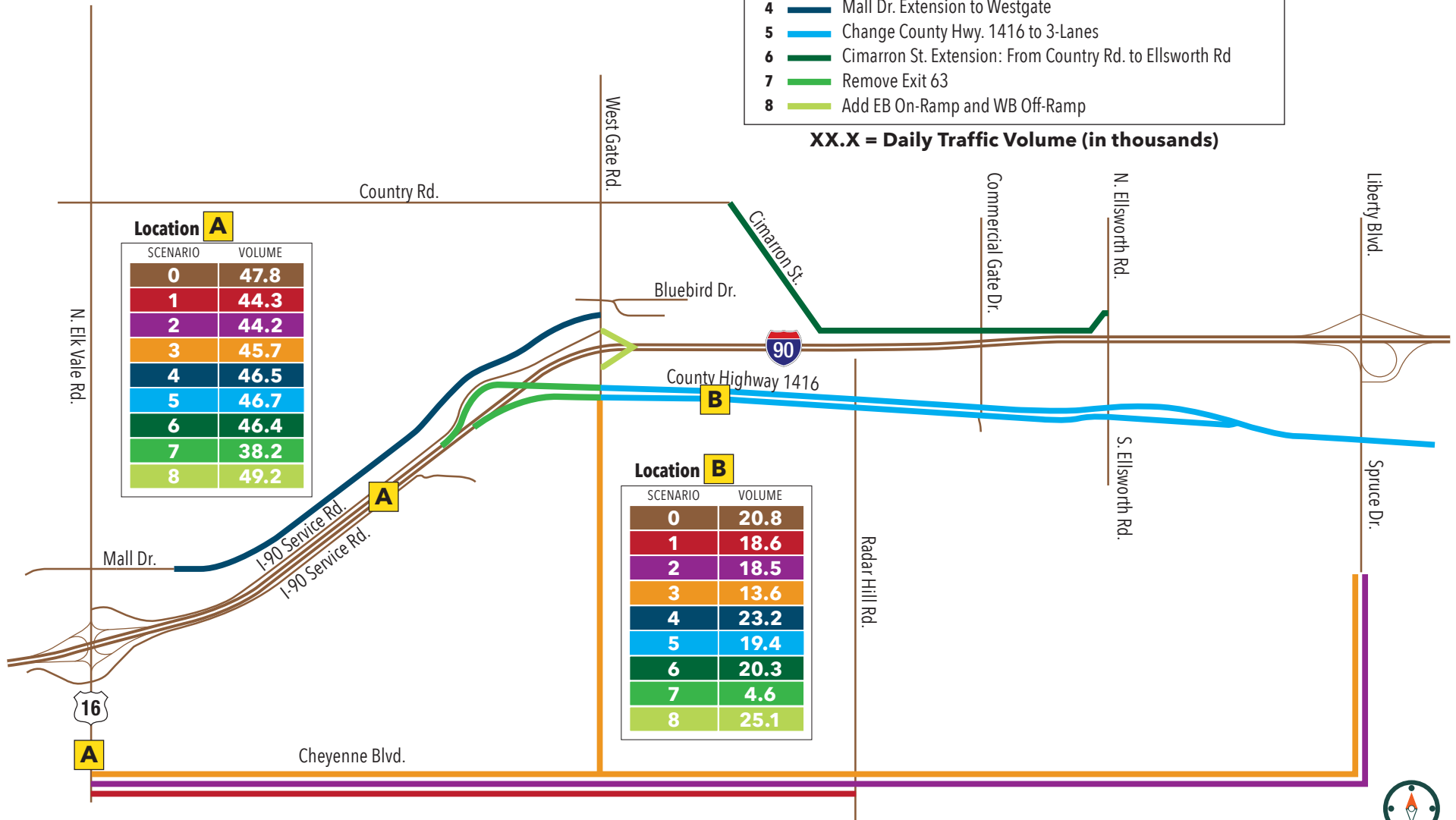
2045 External Scenario Traffic Volumes

LEGEND

SCENARIO

- 0 Base Model
- 1 Cheyenne Blvd. Connection: Elk Vale to Radar Hill
- 2 Cheyenne Blvd Connection: From Elk Vale to Liberty Blvd
- 3 Cheyenne Blvd. Connection: Elk Vale to Liberty Blvd & Westgate Extension from County Hwy. 1416 To Cheyenne Blvd.
- 4 Mall Dr. Extension to Westgate
- 5 Change County Hwy. 1416 to 3-Lanes
- 6 Cimarron St. Extension: From Country Rd. to Ellsworth Rd
- 7 Remove Exit 63
- 8 Add EB On-Ramp and WB Off-Ramp

XX.X = Daily Traffic Volume (in thousands)



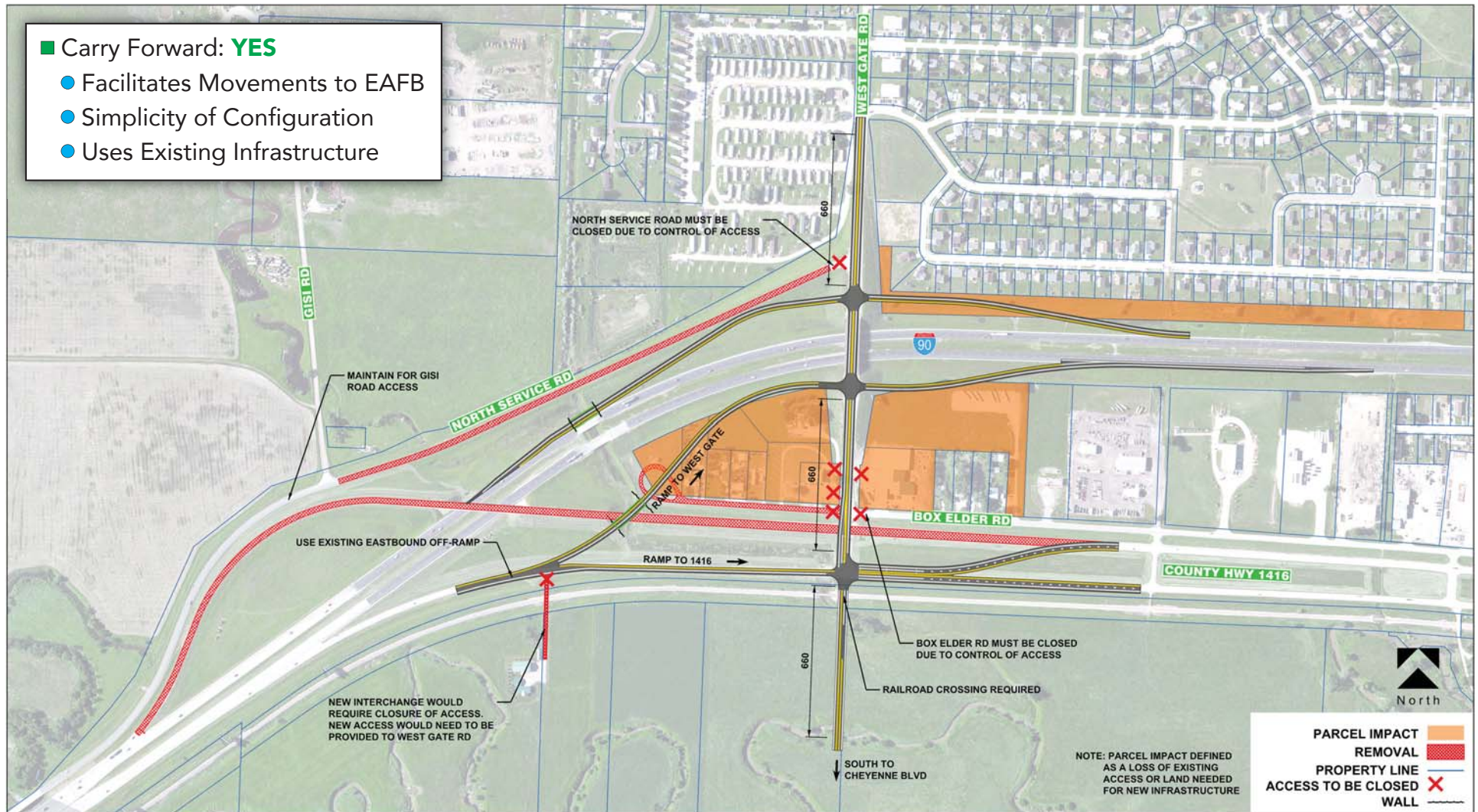
I-90 Exit 63

Alternative 1 - Interchange at West Gate



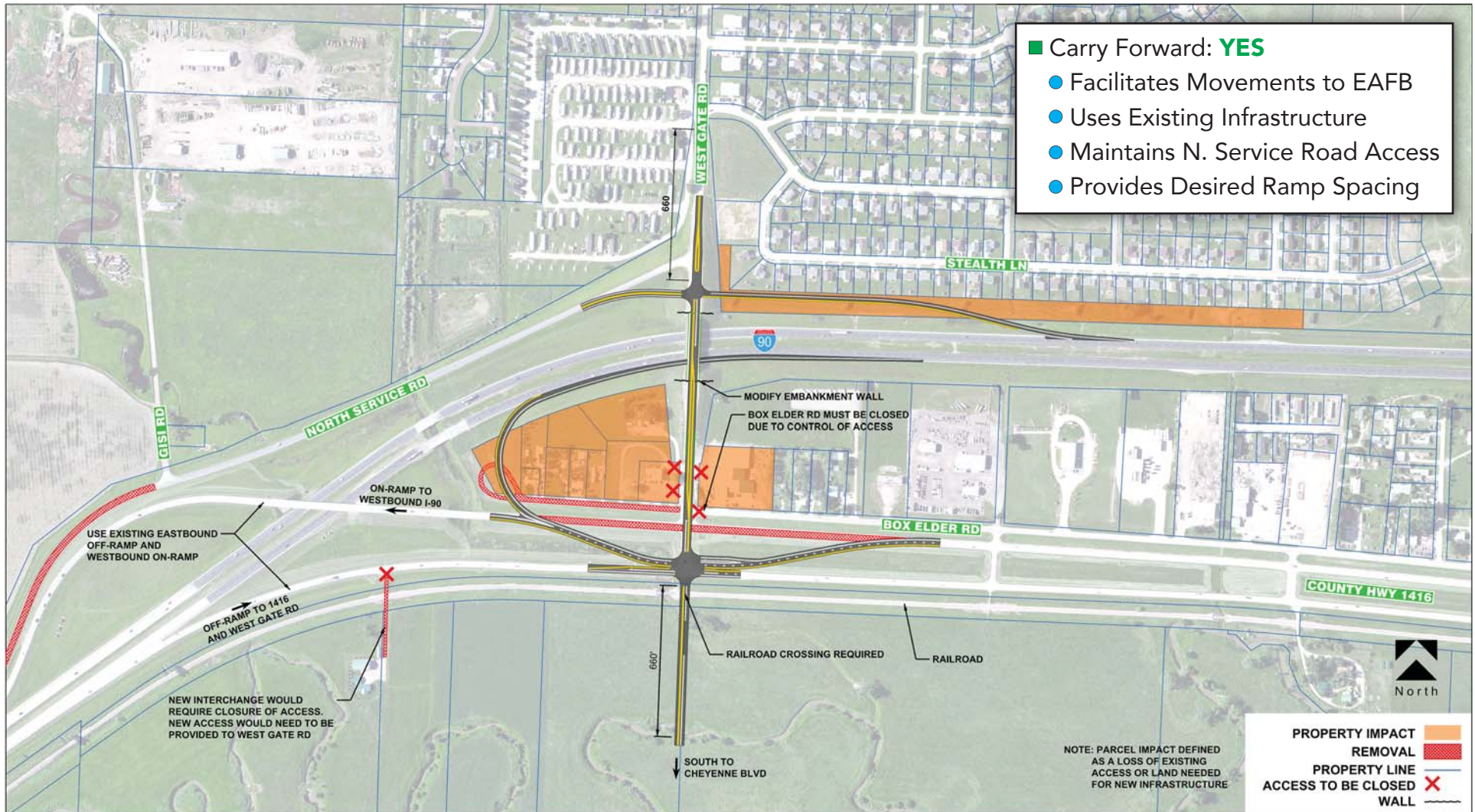
I-90 Exit 63

Alternative 2 - Interchange at West Gate Rd. with Direct Access to Eastbound 1416



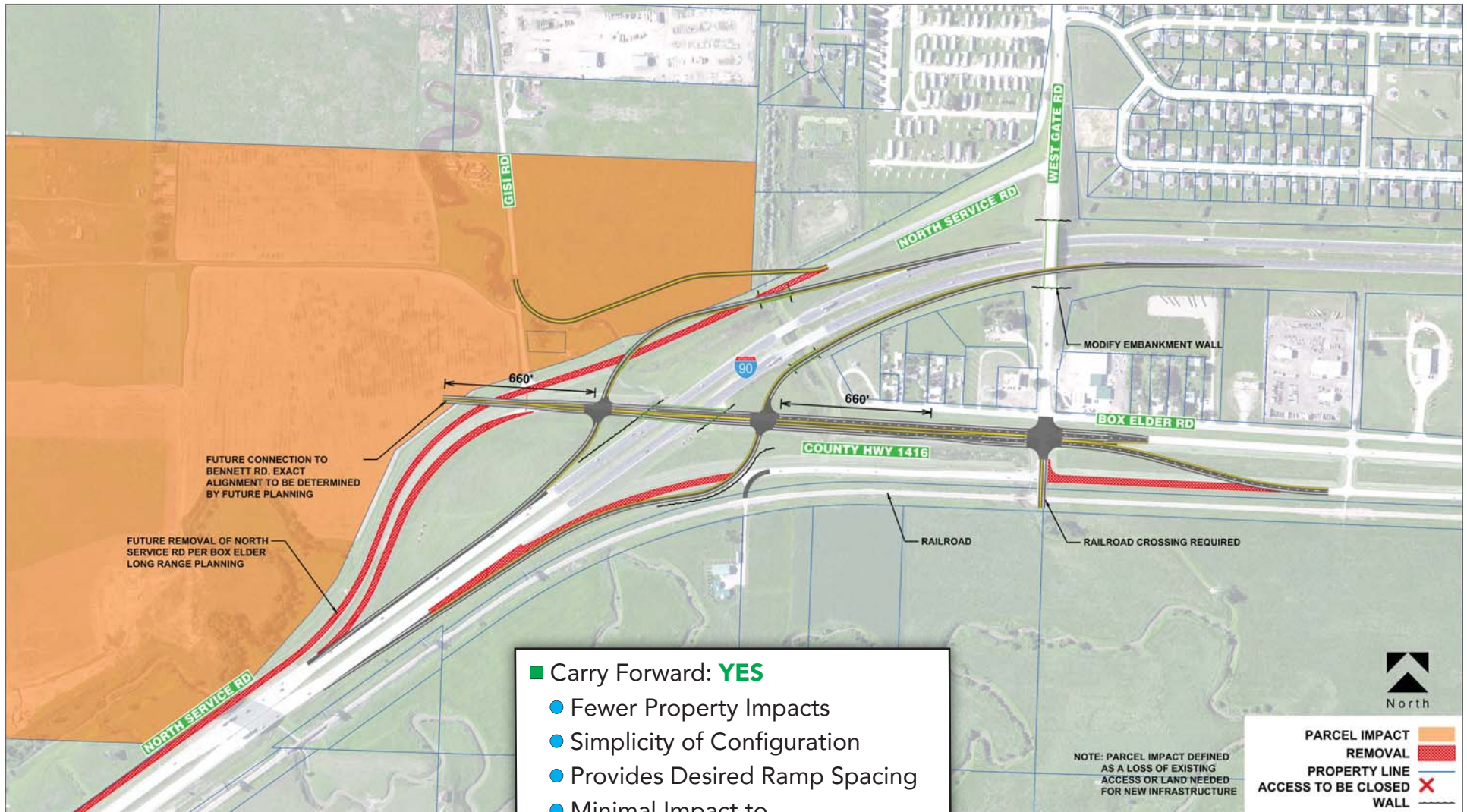
I-90 Exit 63

Alternative 3 - Interchange at West Gate Rd. with Existing West Ramps and New East Ramps

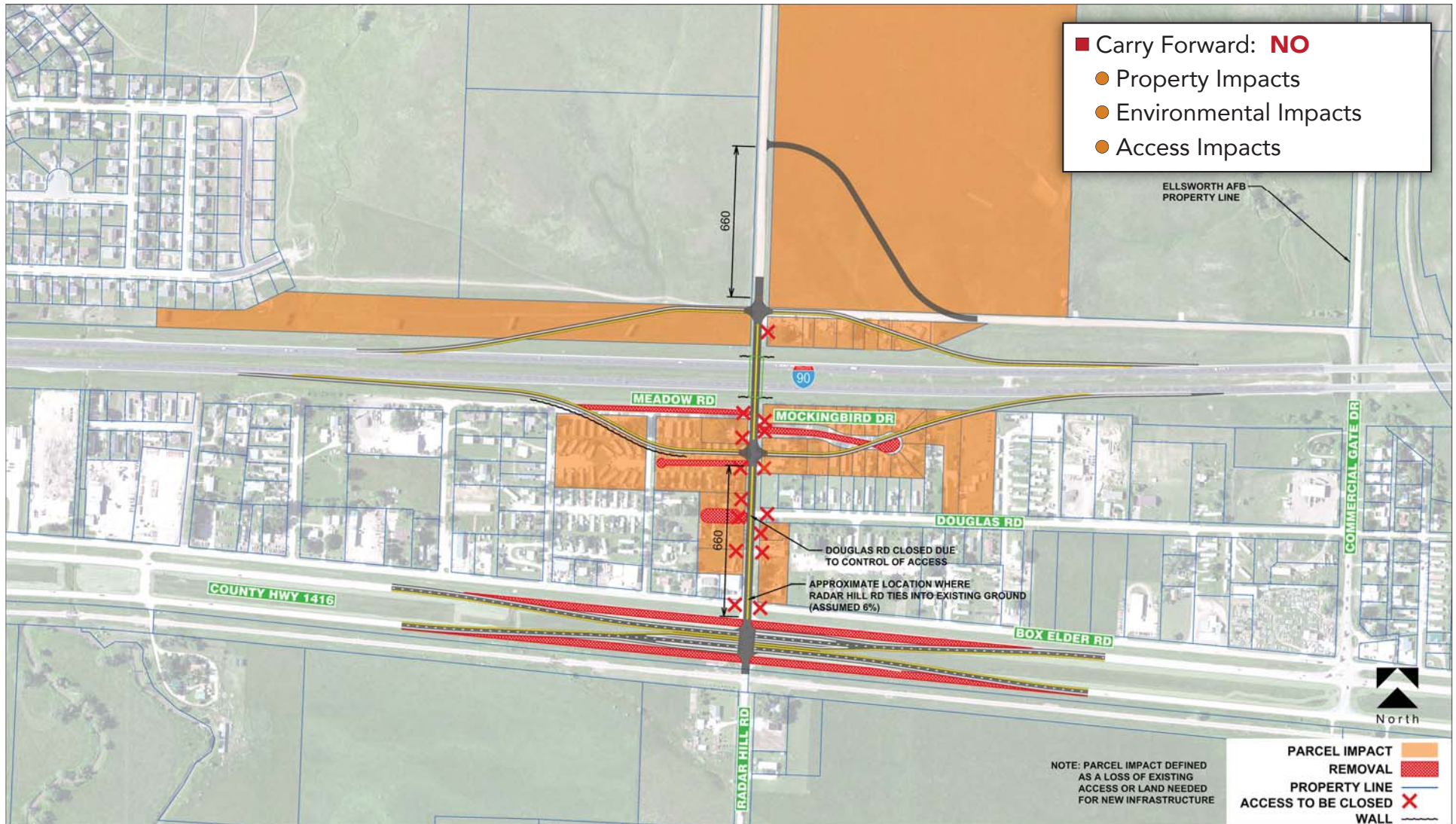


I-90 Exit 63

Alternative 4 - Diamond Interchange at Highway 1416

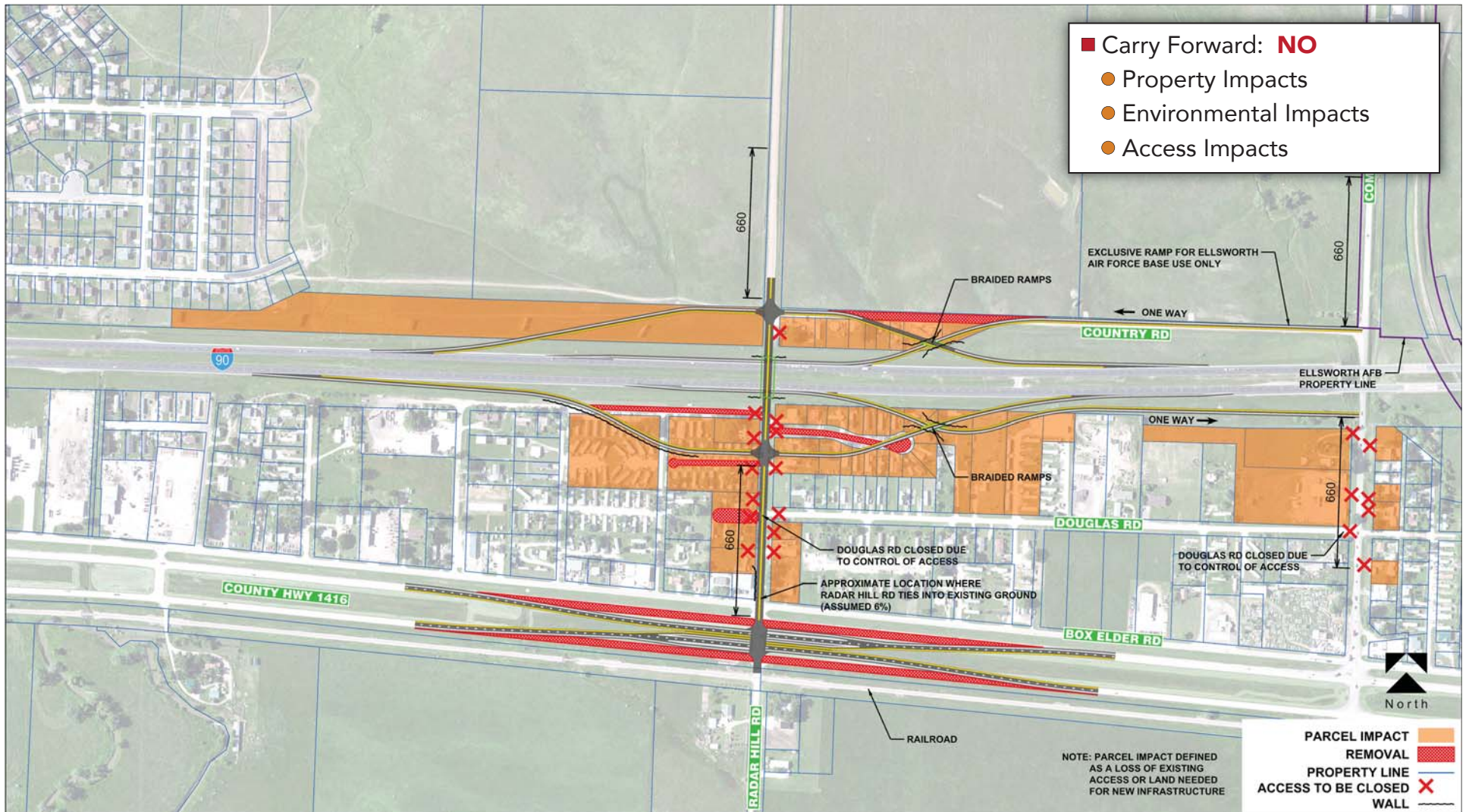


I-90 Exit 65 Alternative 5 - Interchange at Radar Hill Rd.



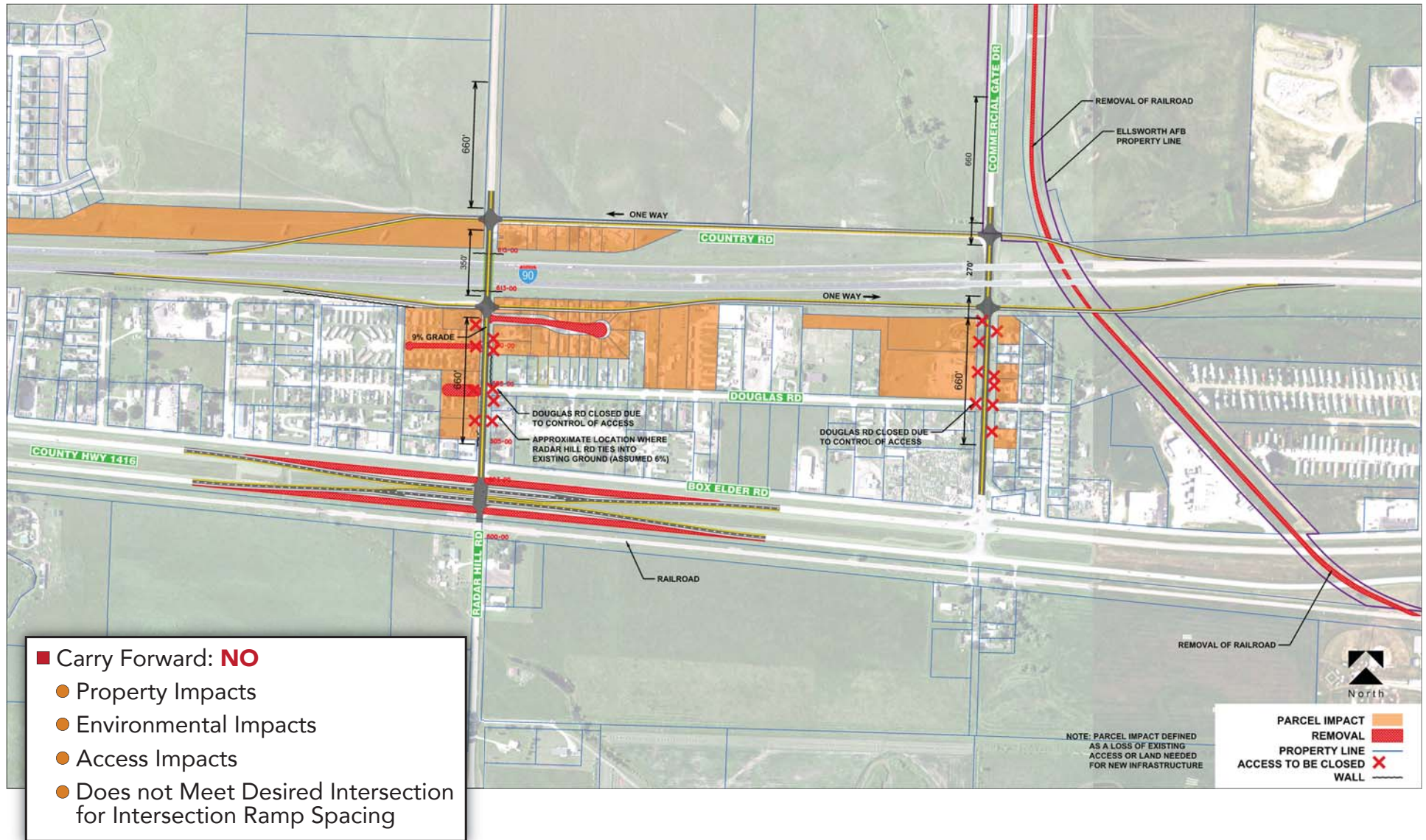
I-90 Exit 65

Alternative 6 - Interchange at Radar Hill Rd. with Braided Ramps to Commercial Gate Rd.



I-90 Exit 65

Alternative 7 - Split Tight Diamond with Radar Hill Rd. and Commercial Gate Dr.

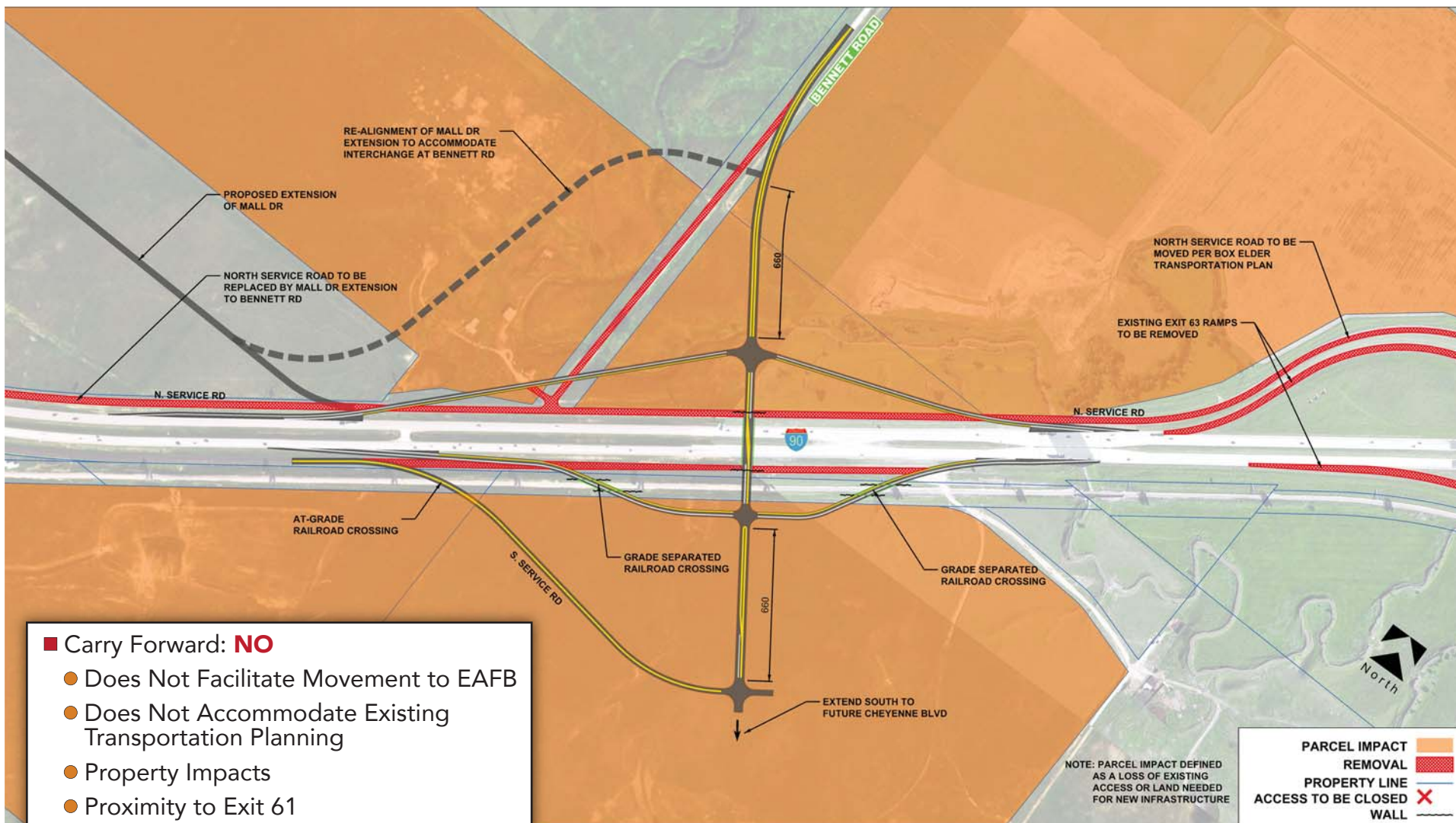


I-90 Exit 65



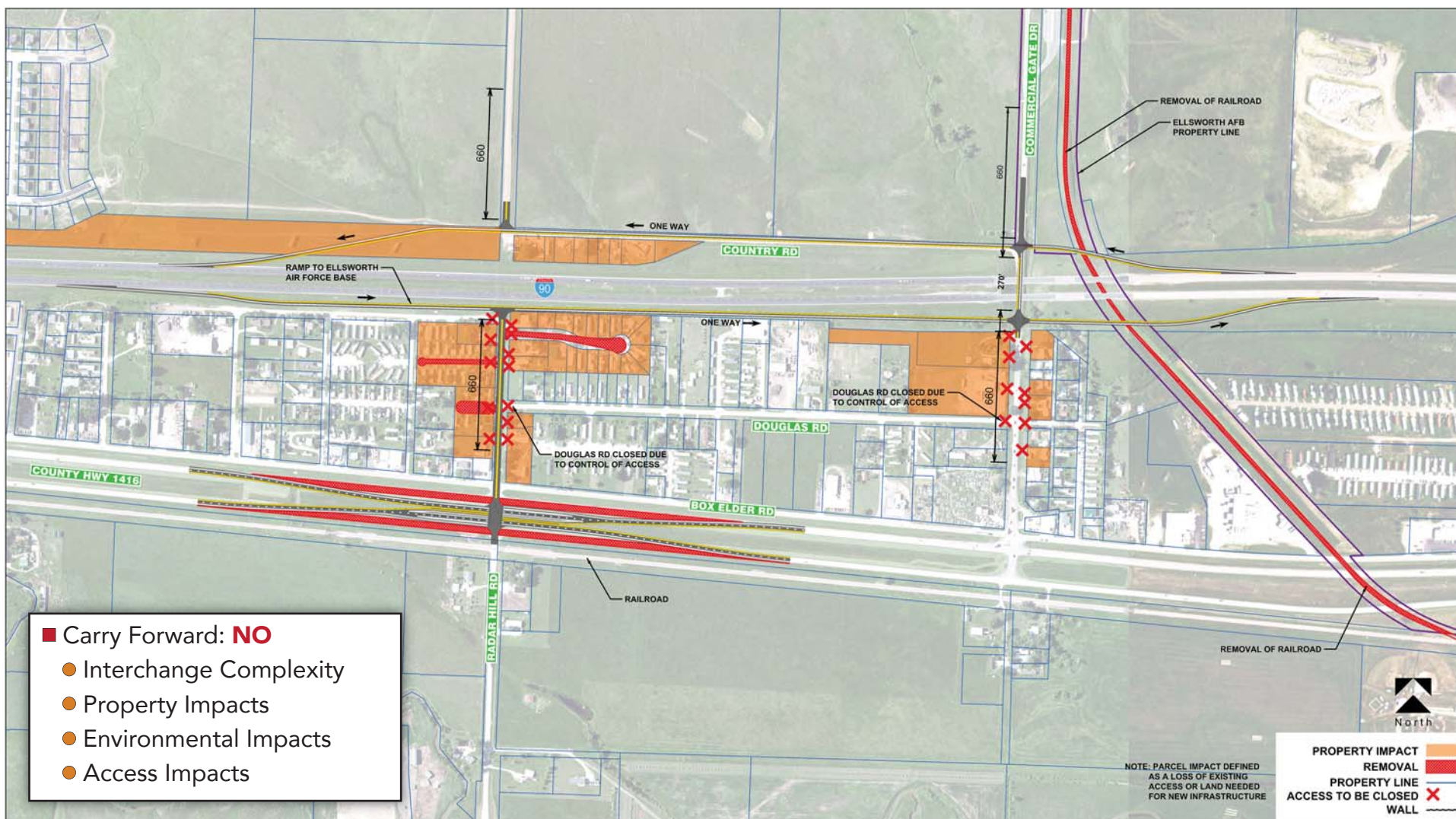
- Property Impacts
- Environmental Impacts
- Access Impacts
- Does Not Meet Desired Intersection Ramp Spacing
- Interchange Complexity

I-90 Exit 62 Alternative 9 - Interchange at Bennett Rd.



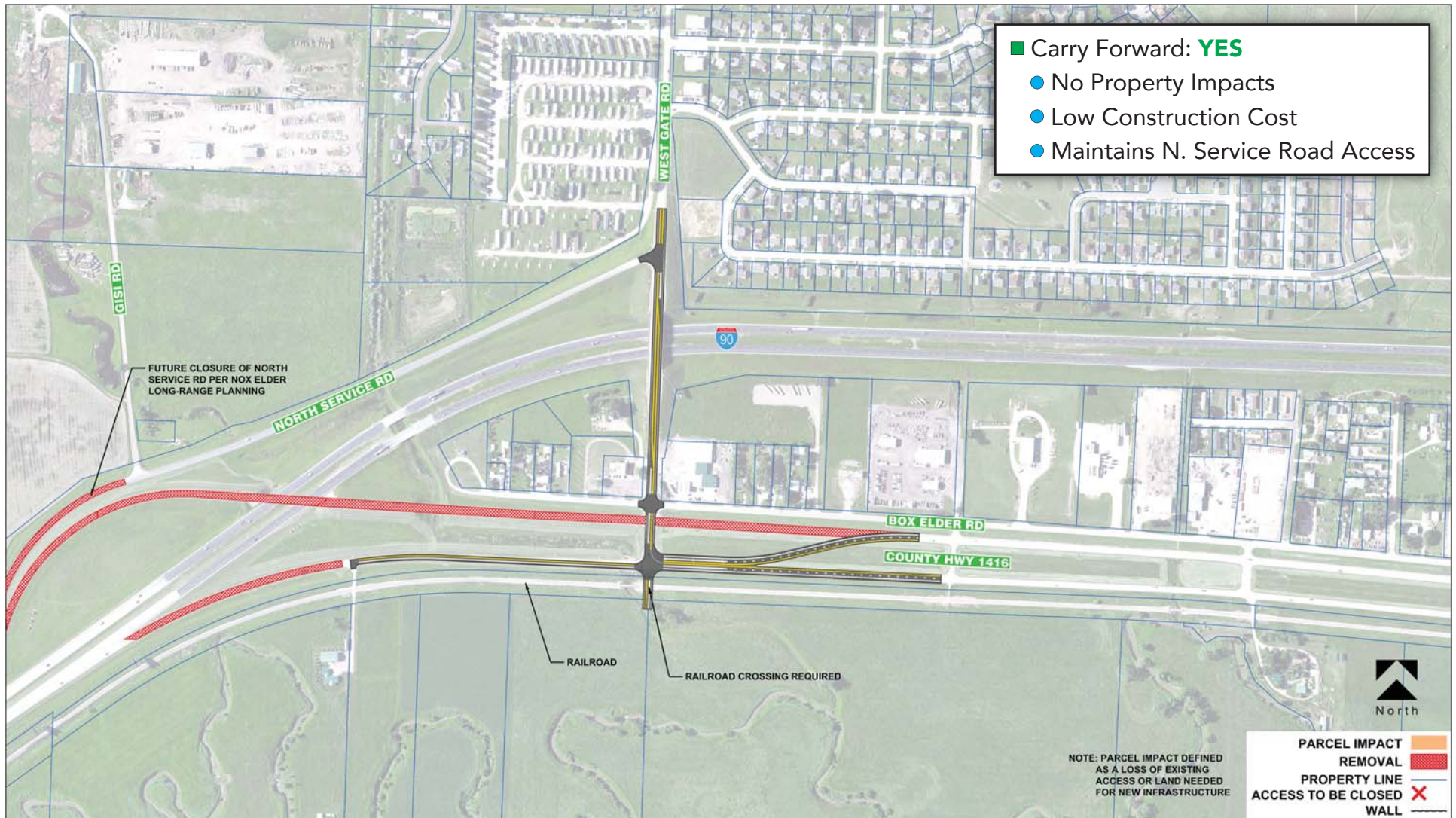
- Carry Forward: **NO**
- Does Not Facilitate Movement to EAFB
- Does Not Accommodate Existing Transportation Planning
- Property Impacts
- Proximity to Exit 61
- Lack of Connectivity to Existing Transportation Network

I-90 Exit 65 Alternative 10 - Split Diamond Interchange at Radar Hill Rd.



I-90 Exit 63

Alternative 11 - Exit 63 Removal at County Hwy 1416



I-90 Exit 63 Interchange Alternatives Evaluation

Has the fewest impacts to property

Best accommodates current Long-Range planning efforts

Alternatives at Westgate are most compatible with EAFB and Box Elder Land Planning

Best utilizes existing infrastructure

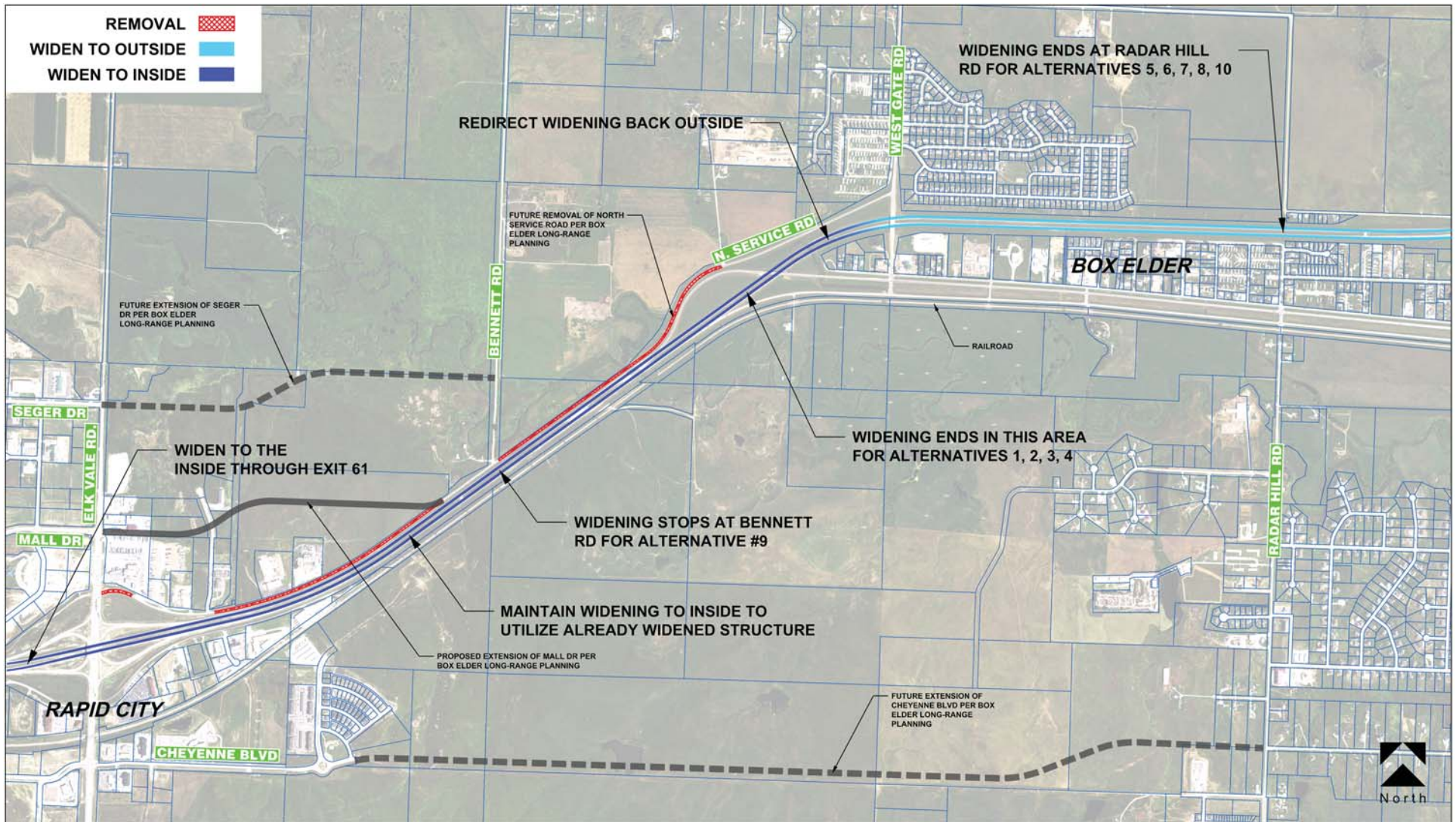
EXIST 63 INTERCHANGE RECONSTRUCTION ALTERNATIVES	ADDRESS THE NEED FOR THE PROJECT	APZ CONFLICTS	ENVIRONMENTAL IMPACTS	PRIVATE PROPERTY AND ROW	FACILITATES MOVEMENTS TO AND FROM EAFB	ACCOMMODATES TRANSPORTATION APPROVED PLANS	CONSTRUCT-ABILITY	CONSTRUCTION COSTS	COMPATIBILITY WITH JULUS	CONNECTIVITY WITH EXISTING ROAD NETWORK	SIMPLICITY OF INTERCHANGE CONFIGURATION	DESIGN CRITERIA	CONTROL OF ACCESS	Carry Forward?
	1	2	3	4	5	6	7	8	9	10	11	12	13	
The No Action Alternative	↓	↑	↑	↑	↑	↓	↑	↑	↑	↗	→	↗	↑	●
Alternative 1 - Interchange at Westgate	↑	↑	→	↗	↗	→	↗	↗	↑	↗	↑	→	→	●
Alternative 2 - Interchange at Westgate with Direct Access to EB 1416	↑	↑	→	→	↗	→	↗	↗	↑	↗	↗	→	→	●
Alternative 3 - Interchange at Westgate Rd. with Existing West Ramps and New East Ramps	↑	↑	→	→	↑	↑	↗	↗	↑	↑	→	↗	↗	●
Alternative 4 - Interchange at Highway 1416	↑	↑	↗	↑	→	↗	→	↗	↑	↗	↑	↑	↑	●
Alternative 5 - Interchange at Radar Hill Road	↑	↑	↓	↓	↗	→	→	↗	↗	→	↑	↑	↗	●
Alternative 6 - Interchange at Radar Hill Rd. with Braided Ramps to Commercial Dr.	↑	↑	↓	↓	↑	→	↗	↓	↗	→	↗	↑	↓	●
Alternative 7 - Split Interchange with Radar Hill Rd. and Commercial Dr.	↑	→	↓	↗	↑	→	↗	↓	→	↗	↗	↓	↗	●
Alternative 8 - Split Diamond with Radar Hill Rd. and Commercial Dr. with Exclusive EAFB Ramps	↑	→	↓	↓	↑	→	↗	↓	→	↗	→	→	→	●
Alternative 9 - Interchange at Bennett Road	↑	↑	↗	↗	↓	↓	↗	→	↑	↗	↑	↑	↑	●
Alternative 10 - Split Diamond Interchange at Commercial Dr	↑	→	↗	↗	↗	→	↗	↗	→	→	↗	→	↓	●
Alternative 11 - Remove Exit 63 Interchange	→	↑	↑	↑	↓	↓	↑	↑	↑	↓	→	↑	↑	●

Alternatives have most impacts on low income and minority populations

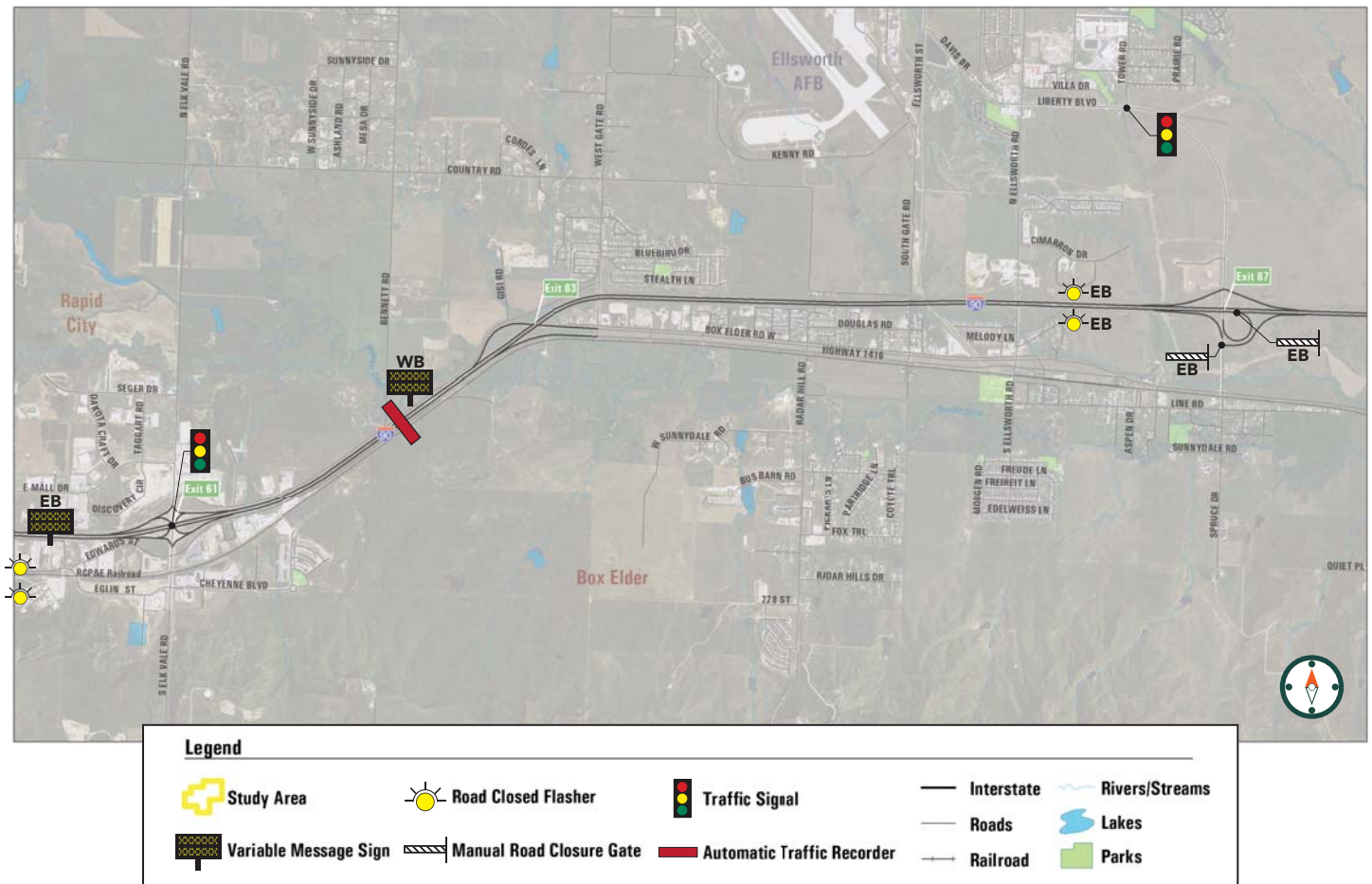
Alternatives at Radar Hill Road have highest construction costs

LEGEND	
↓	Point Value = 0 <i>Least meets criterion</i>
↗	Point Value = 1
→	Point Value = 2
↖	Point Value = 3
↑	Point Value = 4 <i>Best meets criterion</i>

I-90 Widening



Current ITS Devices



Potential I-90 Corridor ITS Solutions and Benefits

ITS Solution	Description	Goal/Potential Benefits
1 Roadway condition warning/anti-icing for existing WB Exit 63 on- ramp to I-90	Uses sensors and signs and/or sprayers to reduce crash risk	Improve safety
2 Intersection conflict warning for County Highway 1416 intersections	Uses detection and flashers to alert drivers approaching conflicting traffic	Improve safety
3 Remotely operated "intelligent" gates	Allows current manual closure gates to be operated remotely	Improve safety and staff efficiency
4 Additional vehicle detection and surveillance on I-90	Allows data collection and monitoring of "trouble" spots, reducing response time and improving awareness	Improve mobility and efficiency
5 Fiber optic "trunk" along I-90 to connect devices to unify communications	Enables reliable communications and full-motion video. Places all devices on one high performance network	Improve mobility and efficiency
6 Control software to unify DMS, CCTV, detection and other operations	Enables monitoring, data collection and control from a single interface. Reduces training time and IT workload	Improve efficiency
7 Variable speed limit signs (VSL)	Uses active signs to display speed limits that vary based on conditions	Improves safety