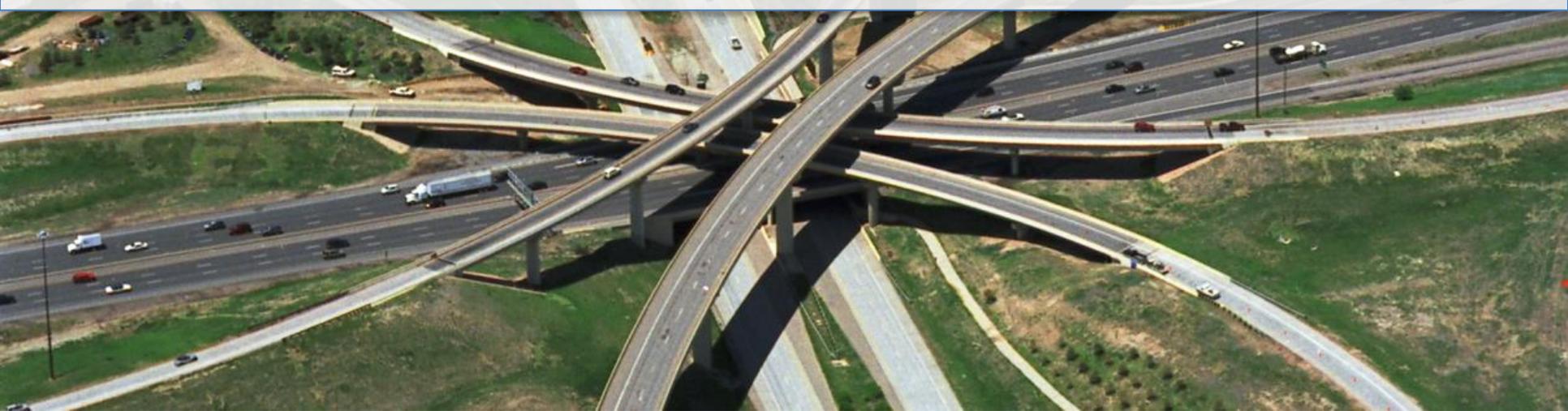




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C-470
Reverse Trade Fair
June 19, 2015

EXPRESS
LINES | **C**
470



Agenda

1. C-470 Design-Build Goals
2. Scope Overview
3. Design-Build Procurement Schedule Update
4. Finance Details
5. Facility Access
6. Areas of Innovation
7. DBE & OJT Goals





C-470 Design-Build Goals

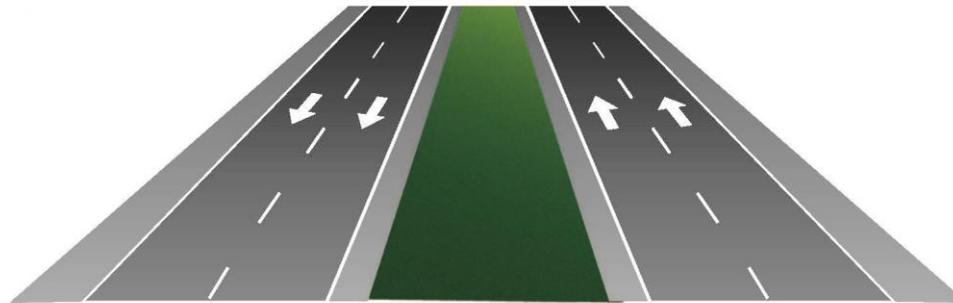
C-470 Prioritized Goals

- 1. Optimize traffic operations on C-470 within the project budget.**
 - Once operational, optimize trip reliability in the tolled express lanes by maintaining a 45 mph minimum operating speed.
 - Preserve the existing general purpose lanes by providing improvements that enable them to operate at levels better than the no-action condition.
- 2. Optimize scope of improvements within the project budget.**
- 3. Optimize Operating and Life-Cycle Maintenance costs.**
- 4. Minimize impacts to the traveling public during project construction and future construction.**
- 5. Achieve the following project milestones:**
 - Expenditure of \$100M RAMP funding by December 31, 2017
 - Work cooperatively with the E-470 Public Highway Authority on the planning, installation, and testing of tolling infrastructure, culminating in the Tolling Final Acceptance Test starting on the date listed in the contract.





Typical Sections



Existing C-470
2 General Purpose Lanes in each direction





One Tolloed Express Lane (Interim)



Proposed C-470 Interim - 1 Tolloed Express Lane in each direction plus 2 General Purpose Lanes in each direction with Auxiliary Lanes (select locations)





Two Tolled Express Lane (Ultimate)



Proposed C-470 Ultimate - 2 Tolled Express Lanes in each direction plus 2 General Purpose Lanes in each direction with Auxiliary Lanes (select locations)





Interim Ramp Project Procurement Schedule

| Key Milestones | Date |
|--|--------------------------|
| Solicitation of Letters of Interests for DB Services | Complete |
| Issue Request for Qualifications | Complete |
| Submit TIFIA Letter of Interest | Complete |
| Notify Short-listed Teams | Complete - Beat Schedule |
| Issue Draft Request for Proposals | August 2015 |
| EA Decision Document | November 2015 |
| Issue Final Request for Proposals | November 2015 |
| Select Design-Build Team | March 2016 |
| Start Construction | Summer 2016 |





Finance Details

Values in \$M

| Sources | |
|---------------------------------|------------------|
| Tax-Exempt CIBs | 86,000 |
| TIFIA | 108,000 |
| CDOT - RAMP | 100,000 |
| FASTER + Local (Douglas County) | 12,000 |
| O&M Loan Proceeds | 2,000 |
| TOTAL | \$308,000 |

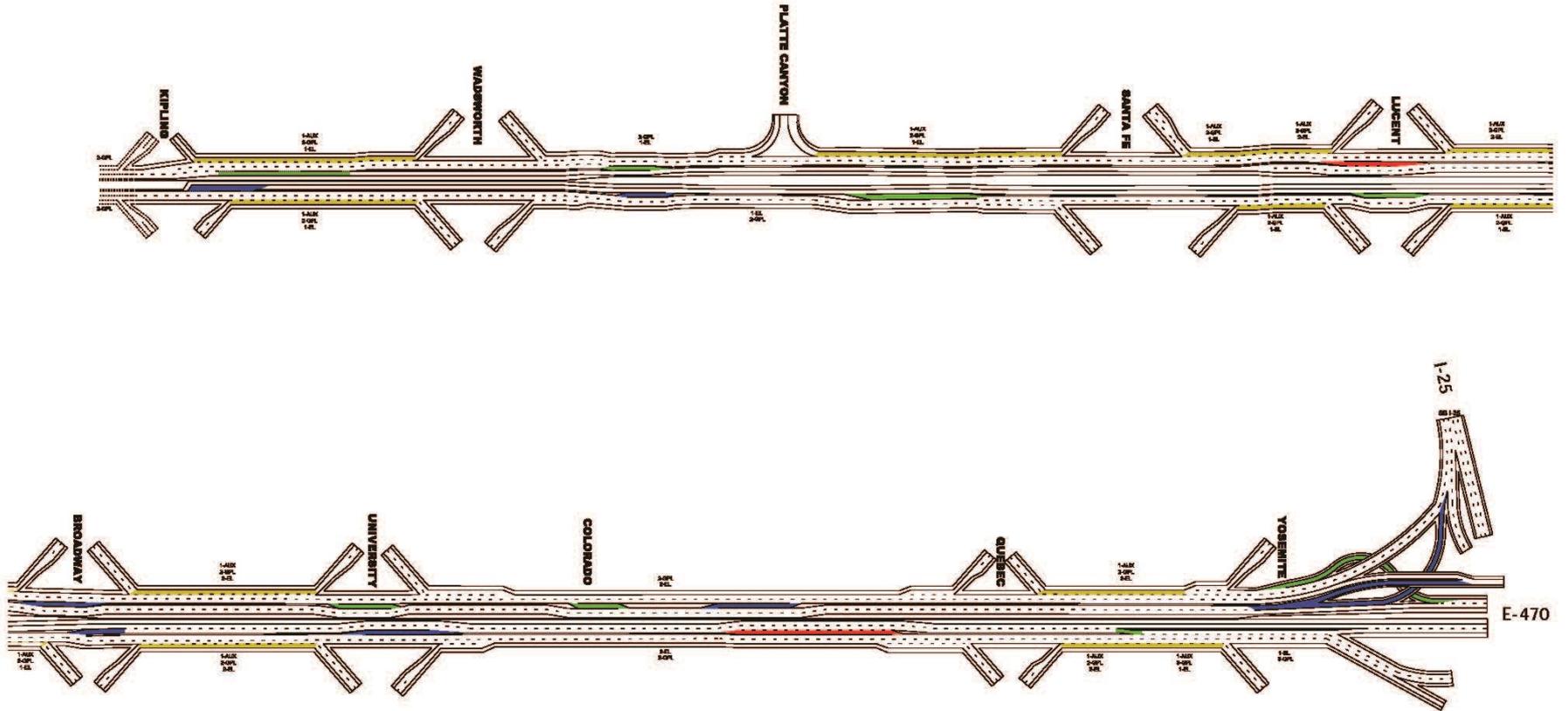
| Uses | |
|--------------------------------|------------------|
| Design & Construction | 269,000 |
| Transaction Costs ¹ | 4,000 |
| Interest During Construction | 10,000 |
| Project Reserves ² | 25,000 |
| TOTAL | \$308,000 |

¹ Includes debt issuance and related costs.

² Includes debt service, O&M, lifecycle, and ramp-up reserves, plus a pre-funded account for O&M expenditures.



Access to the Facility



Ingress

From these locations vehicles may enter the tolled express lanes from the general purpose lanes

Egress

From these locations vehicles may exit the tolled express lanes to the general purpose lanes

Combined Ingress / Egress

From these locations vehicles may enter or exit the tolled express lanes to/from the general purpose lanes

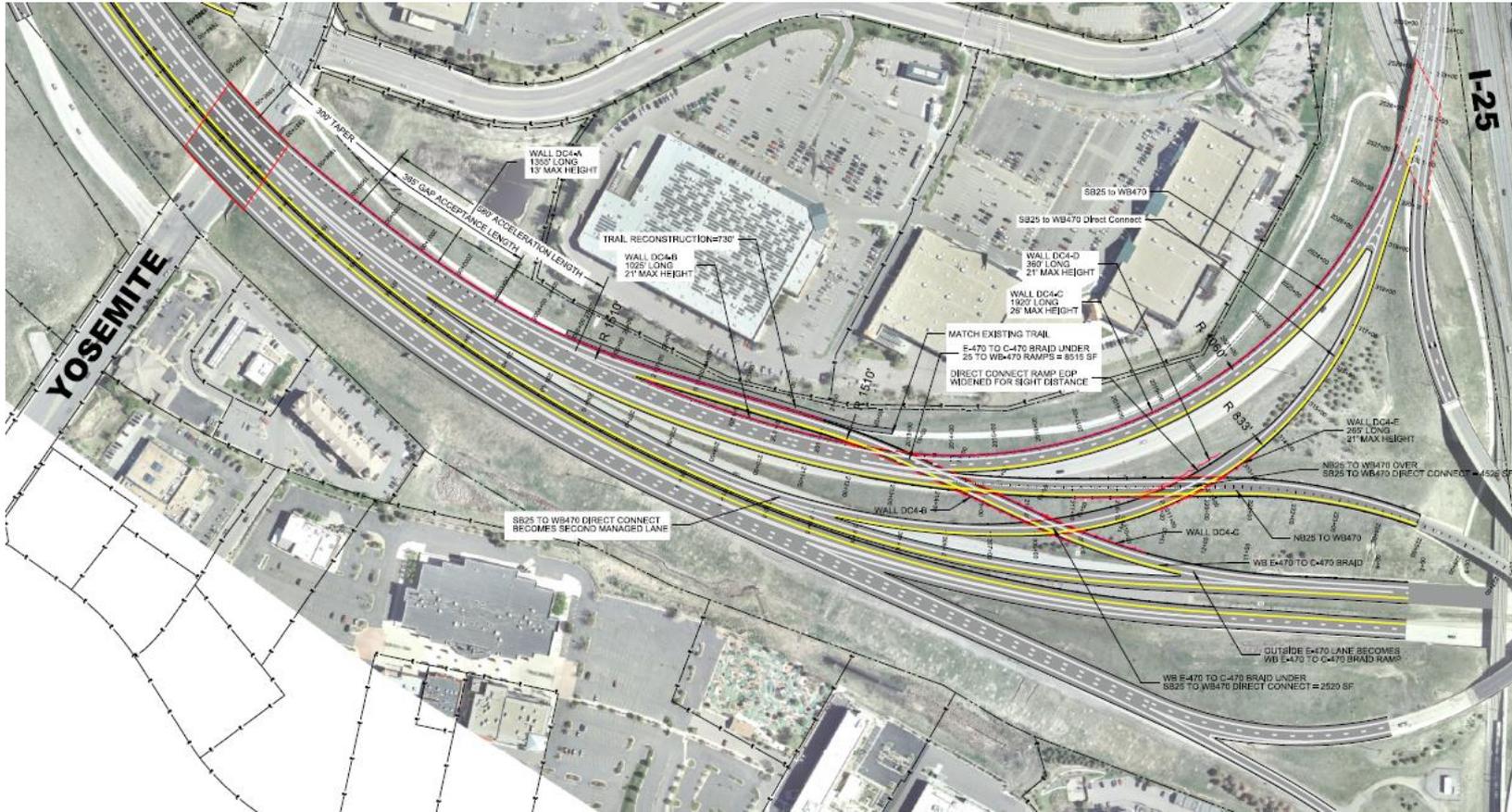
Auxiliary Lanes

Additional lanes that are continuous from one interchange on-ramp to the next interchange off-ramp



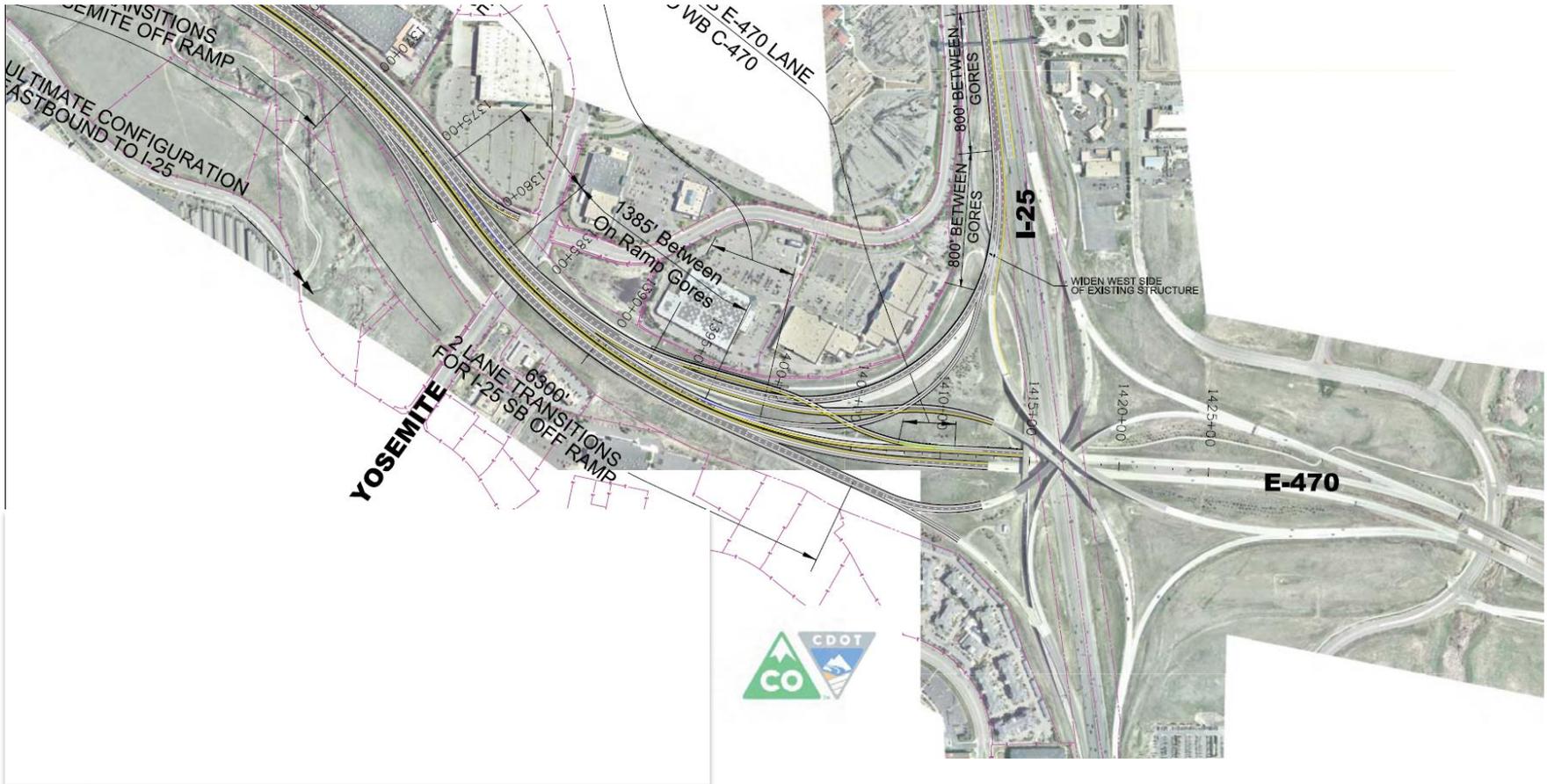


Areas of Innovation





Areas of Innovation - Cont.





Areas of Innovation - Cont.

Process to Determine: Additional Requested Element (ARE) Feasibility, and Feasible ARE Prioritization

C-470 Express Lanes Project

Example: Express Tolloed Lane (ETL) capacity expansion - Extending the proposed eastbound ETL from just west of the Platte River Bridge to Wadsworth. [To illustrate this example, consider assumed values for additional net toll proceeds from a projected increase in toll revenue as measured against the additional infrastructure costs associated with extending the facility]:

$$\text{Value of ETL expansion} = *NPV_{\text{additional toll revenue}} - ARE_{\text{construction cost}}$$

$$\text{Value of ETL expansion} = *\$20,000,000 - \$13,000,000 = \$7,000,000$$





DBE and OJT Goals



DBE goals:

- Design elements 10%
- Construction elements 12%

OJT goal:

- 20,000 hours (this is for skilled crafts only)





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Questions?

For additional information:

<http://www.coloradodot.info/projects/c470ExpressLanes>

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