

## 11.0 CONCLUSIONS

Based on the initial capacity analysis of the C-470 corridor, only the eastern segment from Kipling Parkway to I-25 showed a potential for developing express lanes within the planning horizon year 2025. A detailed analysis of the eastern segment showed that a financially feasible express lane facility could be developed. The final alternative shown in Figure 11.1 proposes a four-lane barrier-separated express lane facility constructed inside the general purpose lane facility from Kipling Parkway to I-25. The C-470 express lanes are expected to be able to support a bond issue of approximately of 70 to 80 percent of the capital construction cost after payment of financing, O&M, and capital reserve costs. If certain strategies to leverage toll revenues are found to be within TABOR enterprise guidelines and employed by the CTE, the project feasibility could increase to as high as 99 percent. As the CTE targets a 70 percent feasibility measure, it is believed that the C-470 express lanes could pass a more rigorous investment grade T&R test if the concept were to advance to that stage. Potential strategies and funding sources needed to make up the remaining funding were identified in Chapter 10.

### 11.1 PHASING PLAN

The analysis of this study has shown that only the eastern segment from Kipling Parkway to I-25 has the potential to be financially feasible within the 2025 planning horizon. Therefore, this 12.5-mile section should be the first to be implemented. Implementation of express lanes in other segments will be dependant on several factors including traffic growth, capacity of existing highway segments, development of other corridors, and a contiguous beltway around Denver. Possible phasing schemes have been developed to serve as planning documents for potential expansion of the first phase into a larger C-470 system.

A potential phasing plan for constructing express lanes on C-470 as shown in Figure 11.1 could be sequenced as follows:

- Phase 1 - Kipling Parkway to I-25
- Phase 2 - Bowles Avenue to I-70
- Phase 3 - Kipling Parkway to Bowles Avenue

**Figure 11.1**  
**Proposed Final Alternative**

