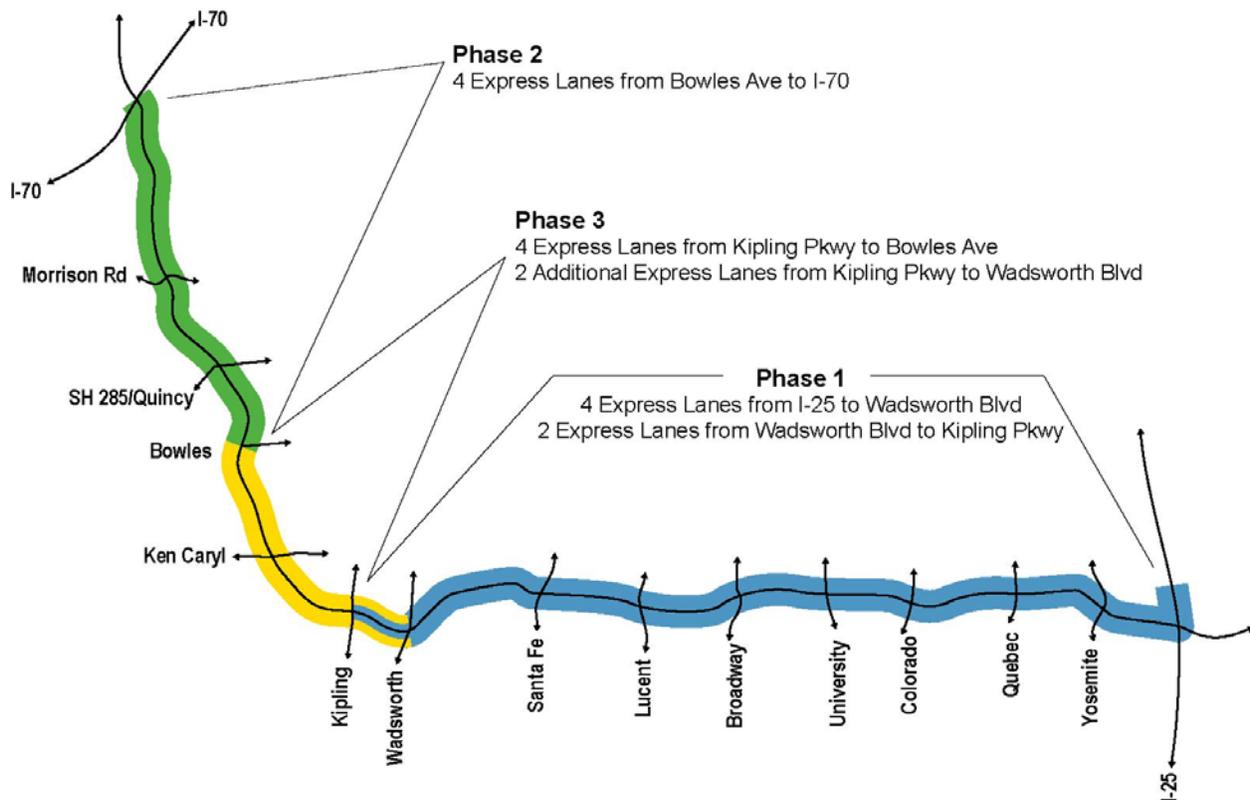


Figure 11.2
Potential Phasing Plan



Phase 1 would construct a four-lane barrier-separated express lane facility between Wadsworth Boulevard and I-25. A single lane in each direction, buffer-separated, would be constructed from Kipling Parkway to Wadsworth Boulevard.

Implementation is dependent on the alternative being selected as the preferred alternative in the C-470 EA and on obtaining a FONSI. Section 11.2, describes the steps necessary for the C-470 express lanes to advance to reality.

Phase 2 would construct a four-lane barrier-separated express lane facility from Bowles Avenue to I-70. Consideration should be given to constructing two express lanes from Bowles Avenue to Morrison Road initially as a short-term solution, due to the anticipated congestion in that segment.

Based on a continued 1.5 percent annual growth rate beyond 2025, Phase 2 could be warranted as early as 2030. This more aggressive growth scenario represents the earliest tolls would be warranted. Using a less conservative growth rate of 1 percent, this section would not be worth considering for express lanes until around 2040. It is

anticipated that a two-lane alternative could be warranted in this segment within 15 years if the CTE wished to pursue this type of facility.

Phase 3 is questionable from a warrant standpoint, but if warranted, would construct two express lanes in each direction from Kipling Parkway to Bowles Avenue. Two additional express lanes would be constructed from Kipling Parkway to Wadsworth Boulevard, to complete the four-lane facility from I-25 to I-70.

Based on a continued 1.5 percent annual growth rate beyond 2025, Phase 3 could be warranted by 2050. This more aggressive growth scenario represents the earliest tolls would be warranted. Using a less conservative growth rate of 1 percent, this segment would not be worth considering until around 2070.

These estimates assume existing laneage and capacity. With the corridor approaching full build out at 2010, the anticipated growth rate beyond 2025 would be expected to be more consistent with the conservative 1 percent rate. This analysis assumes a preferred four-lane barrier-separated section due to the reliability and safety benefits.

Based on the on timing of phased implementation, much of the corridor will likely not be feasible for some time. One strategy that the CTE has been investigating to accelerate implementation is a regional toll system concept. Under this concept, tollways in the Denver region could be physically connected to one other; this is important not only from a system connectivity perspective but also from a funding perspective. The CTE has envisioned a system toll concept in which toll revenue from other more successful toll corridors is leveraged to assist adjacent corridors that may need additional funding. Even if express lanes in corridors other than C-470 are not implemented, it is conceivable that the eastern segment could supplement the other less feasible western and southwestern sections. Should such a concept be further developed and advanced, it is possible that Phases 2 and 3 could be accelerated.

11.2 IMPLEMENTATION STEPS

11.2.1 Carry Express Lanes Alternative Forward into EA

The initial step in implementing Phase 1 is to carry the alternative forward into the C-470 EA for consideration with other alternatives. If the C-470 express lane alternative is chosen as the preferred alternative and a FONSI is determined, the funding package for the alternative would then be developed.

11.2.2 Complete Funding Package

CTE must complete the funding package and identify the source of all funds to pay for 100 percent of the project costs. Sources must meet TABOR/Enterprise guidelines, and supplemental funding must go through the regional planning process, as appropriate.

11.2.3 Amend RTP to Include Express Lanes Alternative

After the funding package is completed, the C-470 express lane alternative must be amended into the DRCOG RTP. This process would require that a funding source be identified, all affected parties issue support for the project, air quality standards are met, and the DRCOG board members approve of the project.

11.2.4 Issue Design Build Contract

Under a pre-development agreement between the CTE and F&F Infrastructure for constructing express lanes along C-470, F&F Infrastructure has the first right of refusal to design and construct the facility. A design-build contract would be used to minimize the design and construction timeline allowing for an earlier facility opening date.

11.2.5 T&R Study

Before issuing bonds, either the CTE or the design-build contractor would complete an investment grade T&R Study. This study is often referred as a Finance Grade or Investment Grade study. This analysis is specifically intended to be sufficiently detailed and comprehensive to possibly be used in support of project financing. It is anticipated that it would take between 6 and 12 months to perform the T&R study, including procuring the consultant and reviewing period.

11.2.6 Bonding

Once the T&R Study is completed, the detailed financial plan, bond rating, and bond sales would be completed. This process is anticipated to take more than 12 months to complete. It is assumed that the CTE would issue the bonds necessary for construction.

11.2.7 Construction

Once bonds are issued, construction could begin.

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