



Central 70 Project

Design Build Institute of America, Regional Conference

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May 12, 2017

Central to Communities, Commerce, Connections and Colorado



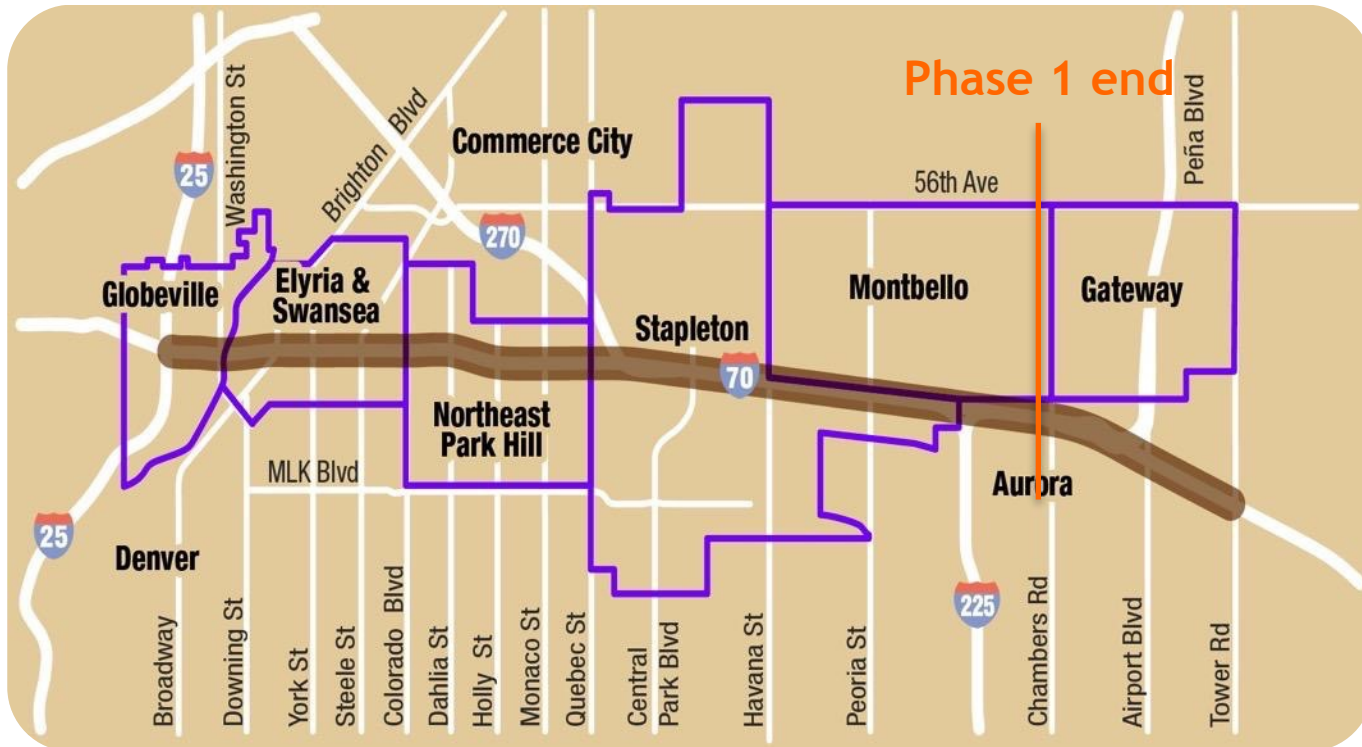


Project Location

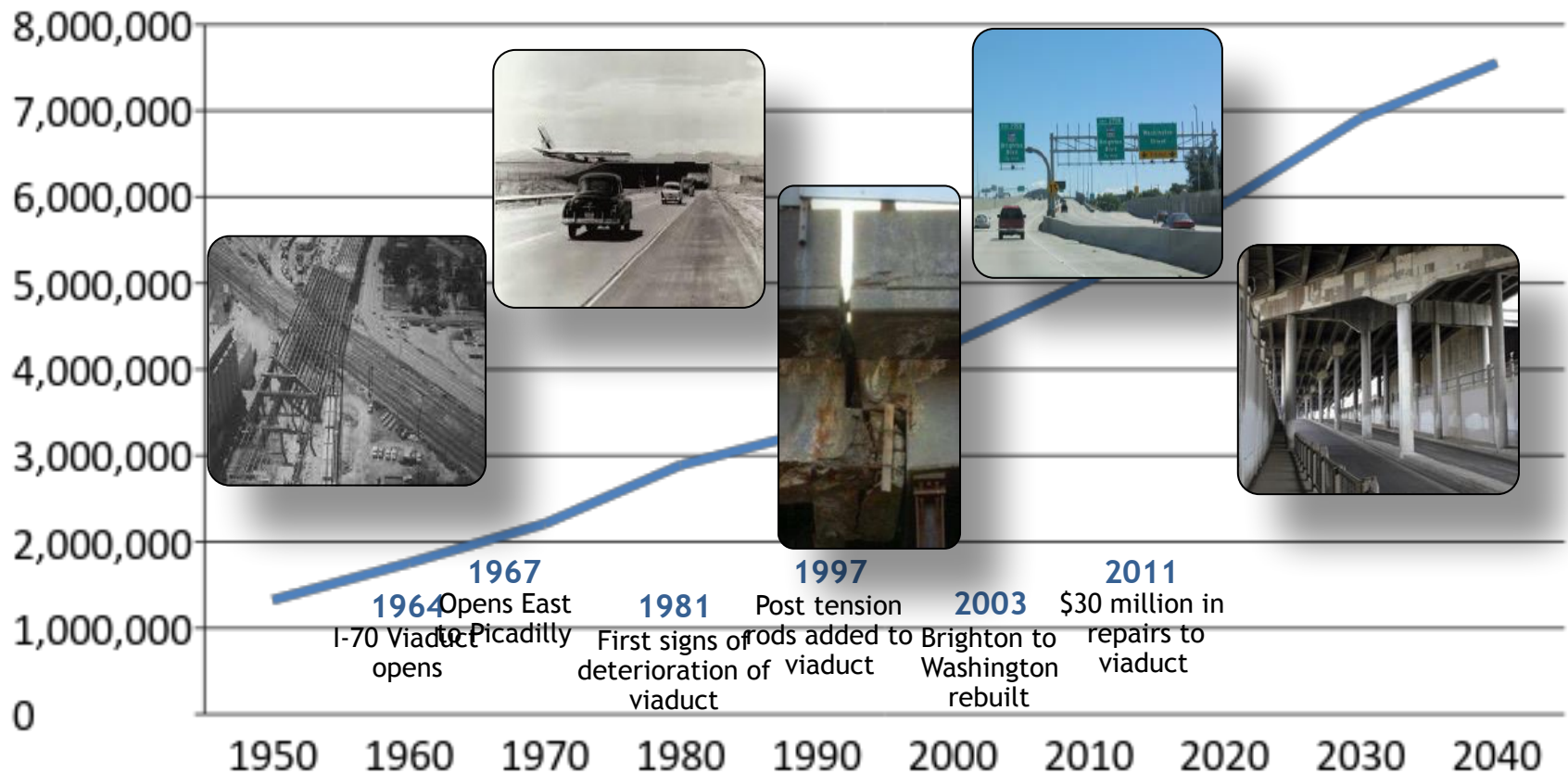


Project Location

- 12 miles between I-25 and Tower Road
 - Phase 1 between I-25 and just west of Chambers Road



Colorado population and I-70 East history



The Viaduct

- Opened to traffic in 1964
- Brighton to I-25: \$60M project replaced and rebuilt this section of viaduct and interstate in 2003
- Approx. \$30M in repairs to remaining structure in 2011
 - Early repairs starting to fail



Congestion and Growth Ahead

- I-70 is an industrial hub
 - Approx. 1,200 businesses employing 22,000 people
- Many of region's largest manufacturing and distribution plants
 - Safeway
 - UPS
 - Pepsi
 - Eagle Claw
 - Purina
 - Manna Pro



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Snapshot of the Corridor in 2035

- Population to grow by 42 percent
- Employment to increase by 58 percent
- Build out of major corridor projects: National Western Center, Gaylord, Stapleton, Aerotropolis
- Traffic to increase to up to 270,000 vehicles daily
- Congestion to increase to 12 hours (half the day) without I-70 improvements

Project History

2003: Began Environmental Impact Statement (EIS)

- Over 90 alternatives considered in early stages of EIS

2008: Draft EIS Published

- No clear support for any alternative

2011: Year-long Community Committee Process (the “PACT”)

- Formed to select a preferred alternative; process failed

2012: Second review of alternatives

- Led to development of Partial Cover Lowered Alternative

2014: Supplemental Draft EIS

2016: Final EIS

January 2017: Record of Decision

- 200+ community meetings
 - Block, small group, corridor-wide
- 3 Telephone Town Halls
- Surveys of Swansea Elementary parents
- Door-to-door outreach to residents
- Attendance at dozens of community events, church fairs and school events
- Project Office
- Thousands of informational flyers
- Bilingual website, flyers and full translation at all mtgs

Phase 1 Project Overview

- Adding one additional Express Lane in each direction
 - Restriping from I-25 to Brighton Boulevard
 - Complete reconstruction between Brighton Boulevard to I-270
 - Widening from I-270 to Chambers Road
- Removing the 50-year-old viaduct and lowering the interstate
- Constructing new 4-acre cover over the interstate





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Project Support

- City of Denver
- Denver City Council--Proclamation of Support
- DIA
- City of Commerce City
- Adams County
- Denver Metro Chamber of Commerce
- VISIT Denver
- National Western Center
- Downtown Denver Partnership
- Aurora Chamber of Commerce
- Northern Area Transportation Alliance

Opinion

Editorial: CDOT shows civic vision with I-70 plan in Denver

The plan to demolish a viaduct in a low-income area of Denver and move the highway underground is worth the added cost.

Posted: 05/03/2012 01:00:00 AM MDT
Updated: 05/03/2012 08:14:32 AM MDT

By The Denver Post



Funding the Project

- \$1.2B
 - \$850M Colorado Bridge Enterprise
 - \$180M SB228
 - \$50M Denver Regional Council of Governments
 - \$37M City of Denver

Statewide Economic Benefits

By 2040:

- \$12.4B in direct transportation benefits travel time, safety and logistics
- \$8.8B in economic activity added to the Colorado economy
- Thousands of direct and indirect jobs

Public-Private Partnership for I-70 East

- A Public-Private Partnership (P3) is a partnership between CDOT and a private sector company - in the case of I-70 East, the Developer - to build a large project
- Pursuing a Design Build Finance Operate and Maintain (DBFOM) delivery model
- In a DBFOM, the Developer:
 - Finances some or all of the capital cost of the project
 - Is responsible for designing, building, financing, operating, maintaining and rehabilitating the roadway over a long period of time
- CDOT maintains ownership
- In exchange for the developer keeping the project in compliance with performance standards, CDOT makes payments to Developer, following project completion

The Shortlist

Team	Equity Members	Lead Contractors	Lead Engineers	Lead Operators
Front Range Mobility Group	   	  	 	  
Kiewit/Meridiam Partners	 		  	
5280 Connectors	 	 		 
I-70 Mile High Partners		 	  	

Project Commitments

- Funding for affordable housing development and fresh food access
- Home improvements for homes closest to project area
- Air quality monitoring and emission controls on construction equipment
- Local hiring and workforce development



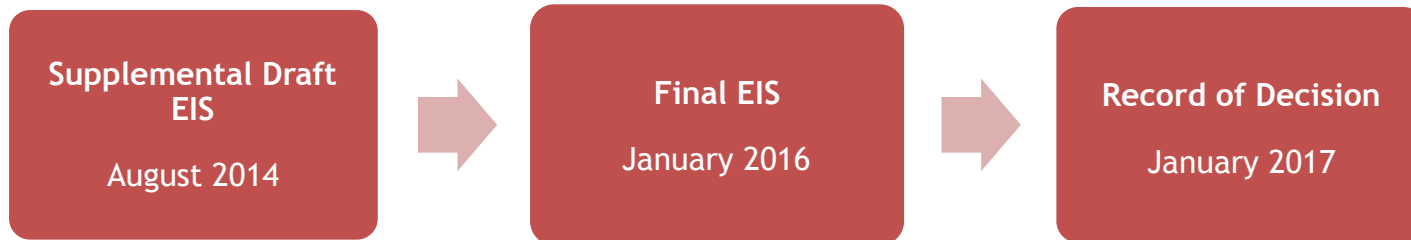
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Where we are now

Environmental Impact Statement (EIS)



Project Delivery



Public Outreach

What's Next for Procurement?

- ☒ First Draft RFP: September 2015
- ☒ Final EIS: Jan. 15, 2016
- ☒ Second Draft RFP: February 2016
- ☒ Third Draft RFP: June 2016
- ☒ Fourth RFP: October 2016
- ☒ Final RFP: March 2017
- ☐ Selection: Summer 2017
- ☐ Financial Close: Fall 2017
- ☐ Construction Start: 2018

Local Hire & Workforce Development

- Local Hire
 - Received \$400,000 grant to focus on local hiring on neighborhoods adjacent to I-70
 - Requires contractors to hire a certain percentage of their workforce from neighborhoods near I-70
- Workforce Development Programs in place
 - On-the-job Training
 - Partnering with local schools
- DBE / ESB Outreach and Goals
 - DBE Design: 11.6%
 - DBE Construction: 12.5%
 - ESB: 3%

Project Observations:

- Short List
 - 3 vs 4 teams
- Stipend
 - Be Willing to add \$\$\$
- Alternate Technical Concepts
 - Talk with your staff design groups
- Iterative Legal/Financial & Technical Process
 - Lengthy RFP process did have some benefits
- Risk Optimization
 - Understand the leadership of both Owner and Developer



Contact Us

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Questions

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