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
1964: I-70 Viaduct opens
1967: Opens East to Picadilly
1981: First signs of deterioration of viaduct
1997: Post tension rods added to viaduct
2003: Brighton to Washington rebuilt
2011: $30 million in repairs to viaduct
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
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
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
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

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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
Art!
Where we are now

Environmental Impact Statement (EIS)

- Supplemental Draft EIS
  - August 2014

- Final EIS
  - January 2016

- Record of Decision
  - January 2017

Project Delivery

- Request for Qualifications
  - March 2015

- Draft Request for Proposals
  - September 2015
  - February 2016
  - June 2016
  - October 2016

- Final Request for Proposals
  - March 2017

- Developer Selection

Public Outreach

Construction Start

central70.codot.gov | 303.757.9413
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

Central to Communities, Commerce, Connections and Colorado