

Table 8 and 9: Highway-Transit Partnership

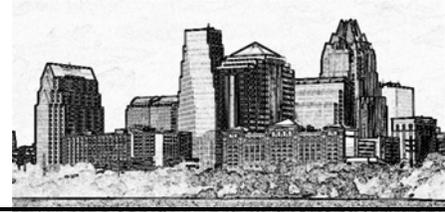
JIM BUMANGLAG

Jim Bumanglag is a BS Civil Engineering graduate of Colorado State University, and has been a Professional Engineer with the Colorado Department of Transportation for 25 years. He has designed and managed various transportation projects in the Denver Metro area, including the I-76 corridor tie between I-70 to I-25, and the I-25/US-36/I-270 interchange. His background includes Environmental and Transportation Planning. He has been on the Transportation Expansion (T-REX) Project since 1996 while it was in the Major investment study phase, was the Project Manager for the Preliminary Engineering and Environmental Impact Statement phase of T-REX, and currently serves as the Technical Services Leader involving traffic, environmental, right-of-way, utilities, and maintenance disciplines. He is also on faculty at Metropolitan State College of Denver, teaching Highway Engineering.

ROBERT OSTERMILLER

Robert Ostermiller grew-up in Oregon, but decided to move to Colorado for better skiing after completing degrees in Civil Engineering and Business. He is a registered Professional Engineer and has 21 years of experience in project and program management of engineering projects. This experience includes three of the largest transportation programs undertaken in Colorado: I-70 through Glenwood Canyon; the North I-25 Corridor; and the Transportation Expansion (T-REX) project in southern Denver; where he is currently Project Manager for Carter & Burgess.

He has worked and lived 9 years overseas in such countries as Kuwait, United Arab Emirates, Thailand, Philippines, Korea, China, Cambodia, and Indonesia. Three years of this overseas experience was spent with the Asian Development Bank, providing administration and supervision of a series of projects throughout southeast Asia.



T-REX (Southeast Corridor)

The Transportation Expansion (T-REX) Project is a \$1.67 billion venture that is transforming the way people in the metro Denver area travel along the southeast corridor of Interstates 25 and 225. T-REX is a five-year design-build project that is adding 19 miles of light rail and improving 17 miles of highway through southeast Denver, Aurora, Greenwood Village, Centennial and Lone Tree.

The unprecedented project is the result of a unique collaboration between the Colorado Department of Transportation, the Regional Transportation District, which is responsible for transit service in the metro Denver area, the Federal Highway Administration and the Federal Transit Administration.

T-REX construction began in fall 2001 and construction is scheduled to be complete in September 2006. Light rail service along the Southeast Corridor will begin in late 2006.

T-REX will:

- Add 19 miles of double-track light rail connecting to the existing system
Build 13 stations with park-n-Rides at 12 of the stations
- Add 34 light rail vehicles to RTD's fleet
- Construct a new light rail maintenance facility in Englewood

On I-25 T-REX will:

- Add one through lane in each direction from Logan Street to I-225 (for a total of four lanes each way)
- Add two through lanes in each direction from I-225 to the C470/E470 interchange (for a total of five lanes each way)

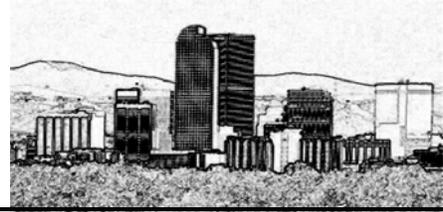
On I-225 T-REX will:

- Add one through lane in each direction from Parker Road in Aurora to I-25 (for a total of three lanes each way)

T-REX will also

- Reconstruct eight interchanges, including I-25/I-225
- Reconstruct and widen numerous bridges
- Improve drainage
- Enhance safety
- Add and improve shoulders
- Improve ramps and acceleration/deceleration lanes

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T-REX is the next generation of transportation projects. By combining light rail, highway, bike, pedestrian and other transit options, we're using a multi-modal approach to address some of the traffic problems. The multi-agency cooperation between the Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and local jurisdictions creates an effective and efficient partnership.

When all of these agencies worked together, they realized this complex project needed innovative approaches. That's why they picked design-build. It allows the project to begin construction while completing design. It sounds difficult, but design-build allows for flexibility and creativity in support of the project goals, which are:

- Minimize inconvenience to the public
- Stay within the project's \$1.67 billion budget
- Design and construct a quality project
- Complete the project on or before June 2008*

Did you notice that we put the community first? That was no accident. While cost, schedule and quality are all very important -they are meaningless if the project brings the metro area to its knees. There's no denying that construction activity affects traffic, but we're doing our best to make it as painless as possible.

Good news! Our contractor's aggressive approach to the project schedule means we'll be done by the end of 2006 - that's 22 months ahead of the original schedule!

<http://www.trexproject.com/>