

# Part 1

# Base Information

1. Project Title	SH79 and I-70 Interchange Eastbound Ramp Improvement
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Milepost 304, interchange complex
3. Project Sponsor ( <i>entity that will construct/ complete and be financially responsible for the project</i> )	Town of Bennett
4. Project Contact Person, Title, Phone Number, and Email	Trish Stiles, Town Administrator, (303) 644-3249, Ext. 1009;
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal</i>

6. What planning document(s) identifies this project?	<input type="checkbox"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a>	
	<input checked="" type="checkbox"/> Local plan:	Bennett Transportation Plan, Comprehensive Plan
	<input checked="" type="checkbox"/> Other(s):	SH 79 Planning & Environmental Linkages Study (Page 68)
<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>		

7. Identify the project's **key elements**.

<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input type="checkbox"/> Transit Other: <input type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input checked="" type="checkbox"/> Roadway Operational	<p>Grade Separation</p> <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:
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8. **Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?

The specific metro-vision related issue the Project will address is the operational breakdown of the I-70 & SH 79 interchange that connects these two key regional corridors within the regional transportation system (MV Outcome #4). Without the Project's operational improvements, safety is jeopardized for all modes, but particularly commuter, human services transportation and truck freight movements (MV Outcome #5).

The problem is the existing I-70 & SH 79 interchange eastbound off-ramp is undersized having limited geometry that results in periodic localized congestion that restricts local, regional and interstate commerce traffic movements on I-70 and SH 79. Interchange operations breakdown primarily during peak hour travel times with the most significant back-ups along the eastbound I-70 off-ramp during the PM peak. As queuing on the

eastbound off-ramp backs up onto I-70, this causes safety and operational problems for the outside I-70 eastbound travel lane. The eastbound off-ramp back-up is due to southbound SH 79 stacking from local and regional traffic on top of the interchange that are turning left onto the I-70 eastbound on-ramp. Additionally on SH 79, northbound traffic stacking occurs from the interchange to Market Place Drive on the west side of SH 79.

The stacking problem on the eastbound I-70 off-ramp prohibits turns in either direction onto SH 79, causing back-ups and delays for Morgan Community College, Havana Motor Company, and ACE Hardware students and patrons on the Arapahoe County side of I-70, as well as the development noted below on the Adams County side of I-70, further impacted by back-ups on SH 79.

Market Place Drive is the main access from SH 79 to Bennett’s westside regional commercial center (Regional Center) and Bennett Crossing on the eastside. The Regional Center houses, King Soopers, Tractor Supply Company, Love’s Truck Stop, and various smaller commercial businesses. Bennett Crossing is the Town’s planned/entitled mixed-use development and an existing Conoco convenience store (Exhibit 1 for landuse and transportation plan). Stacking traffic on northbound SH 79 prohibits southbound traffic from accessing the Conoco convenience store on the eastside of SH 79.

Once the Project is completed, the following Metro Vision objectives for Outcomes #4 and #5 will be restored:

1. Improve the interconnected multimodal I-70 and SH 79 corridors for general purpose traffic, human service transportation and freight movements (#4)
2. Maintain existing and future transportation facilities in good condition (#5); and,
3. Improve transportation system performance and reliability (#5)

**9. Define the *scope* and *specific elements* of the project.**

The Project will widen-out the interchange footprint; relocate the existing ramp intersection on top of the interchange and signalize the eastbound off-ramp. Improvements include, but not limited to, the installation of a traffic signal, earthwork, applicable environmental clearances, drainage and utilities, construction mobilization and traffic control, lighting and electrical, signage, pavement markings, paving, guardrail, design, inspection and project coordination.

**10. What is the status of the proposed project?**

Preliminary design complete

**11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?**

Yes  No

*If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.*

**A. Project Financial Information and Funding Request**

<b>1. Total Project Cost</b>	<b>\$2,200,000</b>	
<b>2. Total amount of DRCOG Subregional Share Funding Request</b>	<b>\$650,000</b>	<b>30%</b> of total project cost
<b>3. Outside Funding Partners (other than DRCOG Subregional Share funds)</b> List each funding partner and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution</b> <b>to Overall Total</b> <b>Project Cost</b>

CDOT	\$500,000	23%
Adams County	\$300,000	14%
Bennett	\$450,000	20%
Arapahoe County	\$150,000	7%
Arapahoe Subregional Forum (Requested)	\$150,000	7%
	\$	
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, Regional, or federal)</i>	<b>\$1,550,000</b>	

<b>Funding Breakdown (year by year)*</b>						<i>*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.</i>
	FY 2020	FY 2021	FY 2022	FY 2023	Total	
Federal Funds	\$325	\$325	\$	\$	\$650	
State Funds	\$ 250	\$250	\$	\$	\$500	
Local Funds	\$525	\$525	\$	\$	\$1,050	
<b>Total Funding</b>	<b>\$1,100</b>	<b>\$1,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,200</b>	
<b>4. Phase to be Initiated</b> <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	<i>Design</i>	<i>CON</i>	<i>Choose an item</i>	<i>Choose an item</i>		

5. **By checking this box**, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.

## Part 2 Evaluation Criteria, Questions, and Scoring

### A. Subregional significance of proposed project WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.

- Why is this project important to your subregion?  
The Project is important to the subregion for three reasons: 1. Safety concerns for the I-70 travel lanes brought by vehicle stacking on the I-70 eastbound off-ramp; 2. Unsafe and unreliable operations between I-70 and SH 79 as designated hazardous materials routes; and 3. Functional deficiencies of the interchange impede regional and interstate commerce operations.
  - The outside I-70 eastbound travel lane is impacted by the backup caused by the operational deficiencies of the interchange. As historically experienced and as development continues in Adams and Arapahoe counties along I-70, the operational issues on the interchange will worsen, causing longer back-ups on the eastbound off-ramp that will further impede safe travel in this area of I-70.

2. SH 79 is the closest north-south State Highway (SH) east of the Denver Metropolitan area until SH 71 located approximately 50 miles east of Bennett in Limon, Colorado. The regional connection of SH 79 begins at I-70 and continues north through the Town of Bennett and terminates at SH 52 approximately 10 miles east of I-76 and 24 miles north of I-70. SH 79 is the first designated hazardous freight corridor east of central Denver and when combined with its northern terminus at SH 52, provides an alternative hazardous freight route around central Denver to the I-76, north I-25 and US 85 hazardous freight routes. This allows SH 79 to serve as an alternative route for the Colorado Hazard and Incident Response and Recovery Plan's, 'Emergency Support Function #10: Oil and Hazardous Substance'. The Project also complements the 2040 RTP's section for freight movements and Metro Vision's Outcome #5 as part of a strategic initiative towards, "national and regional homeland security measures" by restoring safe, secure, and reliable operations between the two hazardous material routes of I-70 and SH 79.

3. The interchange provides access for local, regional and interstate commerce traffic to Bennett's regional commercial center (Regional Center), which includes a Love's Truck Stop, King Soopers, Tractor Supply Company, and various smaller commercial establishments, which experience high volume regional sales. Love's and King Soopers are the key regional anchors drawing the majority of regional and interstate traffic. For instance, King Soopers' customer-base stretches as far as Kansas due to the lack of large retail grocery stores for the rural communities along the eastern plains. East of Commerce City/Aurora, Bennett's Love's truck stop is the last truck stop with truck parking and traveler amenities along I-70 until Limon, one hour east. Bennett's Regional Center is strategically located to accommodate long-haul truck driver needs due to two facts: 1. There is a lack of safe truck parking facilities that include amenities such as food, ATMs and driver showers along the I-70 eastern plains; and 2. There is a daily shortage of 1,000-truck parking in the Denver metro area. Bennett's Regional Center is in high demand by truckers because it provides a safe, accessible location along I-70 for drivers to take mandatory breaks regulated by the Federal Motor Carrier Safety Administration's Hours of Service (HOS) regulations. The tie between the Project and interstate commerce HOS regulations is that the breakdown of operations on the I-70 & SH 79 interchange coincides with the above-capacity issue for truck parking. This is because truck parking in the metro area are above capacity by 6:00 pm, with drivers seeking available parking as early as 4:00 pm. The Love's truck stop in Bennett is at or above capacity on a daily basis from 4:00 pm to 8:00 am the next day, anecdotally coinciding with HOS' mandatory 10-hour break after driving a consecutive 11-hour property-carrying load. The operational improvements to the interchange will help tractor-trailers get to/from parking and services in a more timely manner by eliminating the queuing back-ups at the interchange

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?  
This project benefits the interstate trucking industry, including, oversized loads, and oil and gas movements, as well as residents, retail customers in Arapahoe, Adams, Washington, Yuma counties in Colorado, and the rural communities on the western edge of Kansas who use the interchange to access the Town of Bennett's goods and services. Please refer to letters of support from King Soopers, Bennett's Recreation Center, South Havana Motor Company, Front Range Airport, Love's Truck Stop and Morgan Community College for a good sampling of the beneficiaries of the Project.

3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?  
Yes, primarily Adams and Arapahoe counties, but also Jefferson and Weld Counties in the Denver metro area as well as Washington and Yuma.  
For instance, on the Arapahoe County side of the interchange, ACE Hardware, 30% of Morgan Community College's students and 75% of Havana Motor Company's customers access the interchange for business. 30% of King Sooper's customers come from Arapahoe County, with 5% (presumed rural I-70 workers) coming from both Denver and Jefferson Counties respectively. Additionally, another 3% of King Soopers customers travel from Weld County.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Part 1, #8)?

The Project will create necessary traffic gaps for trucks to safely turn left onto northbound SH 79 from the eastbound I-70 off-ramp, thereby alleviating any backups into I-70 travel lanes. Additionally, the Project will create gaps for southbound SH 79 traffic to turn left into local businesses on the east side of SH 79.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

As noted above in #4, the project will provide gaps in traffic that will allow southbound SH 79 travelers to turn left into existing businesses on the eastside of SH 79 and northbound SH 79 travelers to safely and more efficiently exit the interstate. Restoring access along the eastern side of SH 79 will ensure Bennett's local businesses do not experience opportunity loss, but remain strong and economically viable as part of the local economy. This operational Project will help sustain local options for residents in Bennett, Strasburg and Watkins who prefer smaller retail stores over the Regional Center. The Project also ensures truck freight and vehicular traffic are safely and efficiently moved off the interstate for utilization of existing and future planned mixed-use development phases for the Regional Center on both sides of side of SH 79.

6. How will connectivity to different travel modes be improved by the proposed project?

Via Mobility provides human service transportation to the rural town centers, including Bennett, along the I-70 plains corridor. Their vehicles, along with school buses and emergency responders who must use the interchange to provide services to their respective large service areas, all experience the operational breakdown of the interchange during transport. Reliable and safe travel time for these critical service providers will be restored with the Project improvements.

7. Describe funding and/or project partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.

With the Regional Center's customer-base reaching into Arapahoe County, as well as Morgan Community College, Havana Motor Company and ACE Hardware physically located on the south side of I-70 in Arapahoe County, a funding contribution of \$150,000 is being requested from the Arapahoe subregion, with Arapahoe County already committed in principle to \$150,000. The Town also has commitments in principle from Adams County and CDOT and itself is contributing \$450,000, which is 15% of the Town's annual general fund budget.

## B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**.

According to DRCOG, there are 497 persons over the age of 65; 968 children between the ages of 6-17; 797 minorities; 128 low-income households and 365 individuals with disabilities within 2 miles of the Project. With the closest health services east on I-70 in Lincoln County, or west to Aurora via I-225, good access to/from the interchange is imperative for Bennett-Watkins Fire Rescue and Via Mobility. Below we highlight Via's Human Service Transportation for low income and person's with disabilities needing access from the interchange:

Human service transportation to and from the Town of Bennett is conducted via private transportation by personal vehicle trips made by our vulnerable populations and by limited transit provided by Via Mobility. Via's primary trips are health related to medical facilities in the metro area using I-70 as the primary travel route, and

must use the interchange for trips. This is why the Project's improvements are so crucial, because our vulnerable populations need better travel time reliability and safer driving conditions, especially in life-critical situations.

**2. Describe how the project will increase reliability of existing multimodal transportation network.**

As noted above, Via Mobility provides human service transportation to and from the Town of Bennett as the primary non-SOV use through the interchange. Additionally the interchange provides access to Bennett's Parks and Recreation facilities as well local trails located in downtown Bennett. In fact, based on the Parks & Recreational District's data, 60% of their 405 members reside in Adams County with 40% coming from Arapahoe County. Patrons consistently travel to Bennett's recreational and open space amenities from as far as Aurora because they prefer the Rec Center's facilities over those in their own communities. During the summertime, the Rec Center has an average 20 walk-ins daily, with most coming from outside the District service area along the I-70 corridor. The Project's improvements will ensure better travel time reliability and safer driving conditions for both human service and recreational trips through the interchange complex.

**3. Describe how the project will improve transportation safety and security.**

The Project will improve safety on I-70 by alleviating the stacking problem, which creates potential collisions on the I-70 eastbound off-ramp that backs up into the I-70 travel lanes, proactively mitigating fatality-related incidents. For instance, 30-75% of King Soopers, Bennett Recreation District, Morgan Community College and Havana Motor Company's patrons/users come from the I-70 corridor west of Bennett. Without the Project's improvements, stacking problems on the interchange prohibit these businesses and the College students from freely turning onto SH 79; potentially reducing their personal safety and the safety of all the variety of stacked-vehicles waiting on the eastbound off-ramp to turn.

Additionally, the Project's operational improvements will ensure hazardous materials using SH 79 are not delayed on the interchange, thereby decreasing potential conflicts between hazardous material haulers and other traffic delayed on the congested interchange.

**C. Consistency & Contributions to Transportation-focused Metro Vision Objectives**

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#)

**Contain urban development in locations designated for urban growth and services.**

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

Yes  No

Describe, including supporting quantitative analysis

Yes, this is an operational improvement to existing infrastructure that will serve both existing and future Regional Center growth plans. The Project is considered a 'first phase' of the larger SH 79 improvement plan to address the immediate operational and safety issues for I-70 and SH 79 connectivity that has steadily worsened over the past six years. Future SH 79 plans will address local and regional access issues along SH 79 that adhere to an Access Control Plan (ACP), and approved Planning and Environmental Linkages (PEL) Study in conjunction with CDOT. With this immediate Project, coupled with the ACP and PEL improvements, Bennett's vision for a viable, compact rural mixed-use Town Center will balance local businesses and residential needs with regional and commercial uses including a hotel, additional restaurants and services to accommodate interstate and regional traffic. Future phases of the Plan include first signalizing the westbound off-ramp, and then eventually the reconstruction of the interchange per the PEL, as well as a realigned SH 79 through the compact rural mixed use development that includes detached bike and pedestrian facilities that connect the entire Town Center. Please also refer to additional information regarding 'Bennett Crossing' in MV Objective 3 below.

[MV objective 3](#) **Increase housing and employment in urban centers.**

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?  Yes  No

Describe, including supporting quantitative analysis

Yes, expansion of the Regional Center will include a wide range of uses that will foster employment opportunities, services and housing while preserving a rural lifestyle on the outskirts of Metro Denver. The development will include detached bike & pedestrian facilities adjacent to SH 79 and throughout the development on the local street system.

In fact, when the Town Board of Trustees approved ‘Bennett Crossing’ with PD Zoning in 2015, which is the Town’s framework for mixed-use development, it was based on this vision: “Local communities combined with regional influences from I-70 provide opportunity for development of highway retail and commercial uses. The wide range of uses will combine employment opportunities, services and housing while preserving a rural lifestyle on the outskirts of MetroDenver. (Exhibit 1)” On Exhibit 1, note the planned-for ‘HDR’, or “High Density Residential, the planned regional trail system, including a detached 10-foot trail along the new realigned SH 79 through the development; plus 125 acres for multi-family, senior housing and single family dwellings including a 260-unit development started in 2016. The first phase of Bennett Crossing proactively built the north half of the future realigned SH 79.

[MV objective 4](#) **Improve or expand the region’s multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services?  Yes  No

Describe, including supporting quantitative analysis

[MV objective 6a](#) **Improve air quality and reduce greenhouse gas emissions.**

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?  Yes  No

Describe, including supporting quantitative analysis

Yes, the Project will reduce ground-level ozone by alleviating the congested stacking problem on the interchange.

[MV objective 7b](#) **Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region’s open space assets?  Yes  No

Describe, including supporting quantitative analysis

[MV objective 10](#) **Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles?  Yes  No  
 Describe, including supporting quantitative analysis

Yes, the Project will provide and restore safe travel reliability to and from the Bennett Parks & Recreation facility, human service transportation to/from the Denver Metro area, the Regional Center where King Soopers provides a wide variety of healthy food choices and for emergency response providers. Additionally, the Project provides safer and more operationally efficient access to regional multi-modal initiatives the Town co-hosts such as the 'Pedal the Plains' annual bike tour, which is an annual 3-day event celebrating the agricultural roots and frontier heritage of the Eastern Plains of Colorado, and Bennett Days, which is a farmers' market festival with a variety of intergenerational activities to support Bennett's healthy quality of life initiatives.

[MV objective 13](#) **Improve access to opportunity.**

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities?  Yes  No  
 Describe, including supporting quantitative analysis

Yes, the Project enhances access to opportunity by improving the flow of people, goods and services within and through the region. It will ensure safer and more reliable travel times for emergency response providers, human services trips, school bus trips for students outside Bennett-proper; and freer-flowing goods movement through the interchange.

[MV objective 14](#) **Improve the region's competitive position.**

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality?  Yes  No  
 Describe, including supporting quantitative analysis

The Regional Center is a primary economic generator for the Town and surrounding communities by providing the closest services and amenities for the eastern I-70 plains area. Without improvements to the interchange, business patrons may elect to travel elsewhere, bypassing the interchange and Bennett's Regional Center and local businesses, stymieing economic vitality for the area.

Town revenue is primarily derived from sales tax. Failure of the Regional Center would economically devastate Bennett's ability to continue providing the high-level of quality services it's citizens and businesses have come to expect.

**D. Project Leveraging**

**WEIGHT 10%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	70%	60%+ outside funding sources ..... High 30-59% .....Medium 29% and below .....Low
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**Part 3 Additional Considerations**



The ADCOG Subregional Forum has established five additional considerations to guide project selection within the subregional process. These considerations may be used by the ADCOG Subregional Forum in the project evaluation process in combination with the above listed criteria. The five additional considerations are:

- Does the project benefit a small community, which for this process is defined as a community with a population of less than 50,000 people?
  - Yes, the Project benefits multiple small communities including the Town of Bennett with a population of 2,488. Another example is from Morgan Community College, located on the south side of I-70 in Arapahoe County, students frequently travel back-and-forth over the interchange to the Regional Center for food, gas and other amenities. The top 7 communities the College draws its student base from include Denver and these small communities: Bennett – 104; Brighton – 11; Byers – 33; Deer Trail – 20; Strasburg – 109; and Watkins – 14.
- Is this project a suburban connector?
  - This project is a rural connector as the primary access for both the eastern plains rural communities as well as metro Denver customers to the businesses and services in Bennett. Examples include:
    - Referring to Bennett’s Recreation Center’s letter of support and information provided in Section B-2 above, 40% of patrons travel from Arapahoe County, with the majority from Aurora.
    - Referring to South Havana Motor Company’s letter of support, 75% of their business comes from the Denver metro area.
    - Referring to the King Soopers letter of support the metro region’s customers that use the interchange to access the store (DRCOG Subregions listed):
 

1. 30% Adams County	5. 3% Weld
2. 30% Arapahoe County	6. 2.5% Douglas
3. 5% Denver	7. 1% Boulder
4. 5% Jefferson County	8. 0.5% Broomfield
    - Regarding vulnerable populations, Via Mobility provides over 450 human service trips per week along the rural I-70 plains, including Bennett. Referring to the ‘Vulnerable Populations’ Section in Part 4 of the application, reviewers will note that within 2 miles of the Project almost 500 persons over the age of 65 reside in the area; 365 persons with disabilities; 128 low-income households; 63 linguistically challenged; and 797 minority person. Note the absence of health service facilities. This is why it is crucial for Via Mobility (and emergency services) to have safe and efficient access to-and-from the interchange to serve the rural communities along the I-70 eastern plans.
- Does the project address a gap in existing service? No
- Is this the logical next step of a project? Yes
- Is the project construction ready? CDOT has prepared a comprehensive preliminary design and anticipates starting construction in FY 2020.

Applicants should provide an attachment to the application to address these additional considerations.

<b>Part 4</b>	<b>Project Data Worksheet – Calculations and Estimates</b> <i>(Complete all subsections applicable to the project)</i>
<b>A. Transit Use</b>	
1. Current ridership weekday boardings	457
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	0	0
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	0	0
7. Enter the value of <b>{#6 x 9 miles}</b> . (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

## B. Bicycle Use

1. Current weekday bicyclists	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. <i>(Example: {#3 X 50%} or other percent, if justified)</i>	0	0

5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> ) (or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of <b>{#7 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

### C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: <b>{#3 X 50%}</b> ) (or other percent, if justified)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> ) (or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
12. Enter the value of <b>{#7 x .4 miles}</b> . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		

10. If different values other than the suggested are used, please explain here:

## D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	497
2. Minority persons	797	
3. Low-Income households	128	
4. Linguistically-challenged persons	63	
5. Individuals with disabilities	365	
6. Households without a motor vehicle	N/A	
7. Children ages 6-17	968	
8. Health service facilities served by project	0	

## E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	7650
2. 2040 ADT estimate	11,800
3. Current weekday vehicle hours of delay (VHD) (before project)	0.047

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0.0045
5. Enter value of <b>{#3 - #4}</b> = Reduced VHD	0.0425
6. Enter value of <b>{#5 X 1.4}</b> = <b>Reduced person hours of delay</b> <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0.0595
7. <b>After project peak hour congested average travel time reduction</b> per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	
9. If different values other than the suggested are used, please explain here:	

## F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians <i>(most recent 5-year period of data)</i>	Sponsor must use industry accepted crash reduction factors
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<b>Fatal</b> crashes	0	(CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
<b>Serious Injury</b> crashes	2	
<b>Other Injury</b> crashes	0	
<b>Property Damage Only</b> crashes	13	
<b>2. Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)</b>		
<b>Fatal</b> crashes reduced	0	
<b>Serious Injury</b> crashes reduced	1	
<b>Other Injury</b> crashes reduced	0	
<b>Property Damage Only</b> crashes reduced	7	

## G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.  
Applicants will rate as: Excellent, Good, Fair, or Poor

### Roadway Pavement

1. Current roadway pavement condition	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	3,490

### Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	0

## H. Bridge Improvements

1. Current bridge structural condition from CDOT 57.8
2. Describe current condition issues and how the project will address them.  The eastbound off-ramp is undersized having limited geometry. The Project will widen out the interchange footprint; relocate the existing ramp intersection on top of the interchange and signalize the eastbound off-ramp. Construction improvements also include, but not limited to, the installation of a traffic signal, earthwork, drainage and utilities, lighting and electrical, signage and pavement markings, paving and guardrail.
3. Other functional obsolescence issues to be addressed by project

4. Average Daily User Volume over bridge	7,390
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**I. Other Beneficial Variables** *(identified and calculated by the sponsor)*

1.	
2.	
3.	

**J. Disbenefits or Negative Impacts** *(identified and calculated by the sponsor)*

1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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2. Negative impact on vulnerable populations
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3. Other:
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For Part I Section A, funding breakdown, Town and CDOT wish to complete design and environmental in FY 2020  
 For Part 3, Section A, Transit ridership are from VIA Mobility's service from January 2018 through August 31, 2018  
 For Part 3, Section D, data represents 2-mile buffer data provided by DRCOG  
 Please see attached letters of support representing the regional-reach of the service and program providers accessing the interchange.