

# 2020–2023 Transportation Improvement Program (TIP) Adams County Subregional Share Project Application Form

## APPLICATION OVERVIEW

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The **Subregional Share Call for Projects** will **open on January 2, 2019**, with applications **due no later than 3 p.m. on February 27, 2019** to [your subregional forum](#).

- To be eligible to submit, at least one person from your agency must have attended one of the mandatory TIP training workshops (held August 8 and August 16) or a supplemental training held on September 14.
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than January 7, with CDOT/RTD providing a response no later than February 8. The form can be found [here](#).
- Any applications submitted by regional or similar agencies (TMA's), or municipalities crossing multiple subregions, must be submitted through the subregional forum based on where the majority of the project is located.
- Data to help the sponsor fill out the application, *especially Part 4*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to [tcottrell@drcog.org](mailto:tcottrell@drcog.org) no later than February 6, 2019.
- The application must be affirmed by either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for preparing the 2020-2023 TIP***, which can be found online [here](#).

## APPLICATION FORM OUTLINE

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The 2020-2023 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), additional considerations (Part 3), and *data calculation estimates* (Part 4). DRCOG staff will review each forum's submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

### Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

## Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant's responses in Part 2.

**Scoring Methodology:** Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

### Section A. Subregional Significance of Proposed Projects ..... 40%

<b>High</b>	The project will significantly address a clearly demonstrated major subregional problem and benefit people and businesses from multiple subregions.
<b>Medium</b>	The project will either moderately address a major problem or significantly address a moderate-level subregional problem.
<b>Low</b>	The project will address a minor subregional problem.

### Section B. Metro Vision TIP Focus Areas ..... 30%

<b>High</b>	The project will <b>significantly improve</b> the safety and/or security, <b>significantly increase</b> the reliability of the transportation network, and benefit a <b>large number and variety</b> of users (including vulnerable populations*).
<b>Medium</b>	The project will <b>moderately improve</b> the safety and/or security, <b>moderately increase</b> the reliability of the transportation network, and benefit a <b>moderate number and variety</b> of users (including vulnerable populations*).
<b>Low</b>	The project will <b>minimally improve</b> the safety and/or security, <b>minimally increase</b> the reliability of the transportation network, and benefit a <b>limited number and variety</b> of users (including vulnerable populations*).

*\*Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

### Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives ..... 20%

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region's residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

<b>High</b>	The project will <b>significantly</b> address Metro Vision transportation-related objectives and is determined to be in the <b>top third</b> of applications based on the magnitude of benefits.
<b>Medium</b>	The project will <b>moderately</b> address Metro Vision transportation-related objectives and is determined to be in the <b>middle third</b> of applications based on the magnitude of benefits.
<b>Low</b>	The project will <b>slightly or not at all</b> address Metro Vision transportation-related objectives and is determined to be in the <b>bottom third</b> of applications based on the magnitude of benefits.

### Section D. Leveraging of non-Subregional Share funds ("overmatch") ..... 10%

Scores are assigned based on the percent of outside funding sources (non-Subregional Share).

% of Outside Funding (non-Subregional Share)	<b>High</b>	60% and above
	<b>Medium</b>	30-59%
	<b>Low</b>	29% and below

### **Part 3 | Additional Considerations**

The 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.

### **Part 4 | Project Data – Calculations and Estimates**

Based on the applicant's project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 4 is not scored, and the quantitative responses should be used to back-up the applicant's qualitative narrative.

## Part 1

## Base Information

1. Project Title	Interstate 270 Corridor Environmental Assessment		
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Interstate 270 from approximately Interstate 25 to Interstate 70. See Attachment 1 and Attachment 1.b for a map of the geographic area.		
3. Project Sponsor ( <i>entity that will construct/ complete and be financially responsible for the project</i> )	Adams County		
4. Project Contact Person, Title, Phone Number, and Email	Melanie Sloan, Senior Transportation and Mobility Planner, Adams County <a href="mailto:msloan@adcovog.org">msloan@adcovog.org</a> , 720.523.6851		
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 checked="" type="checkbox"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a>		
	<input checked="" type="checkbox"/> Local plan:	Imagine Adams County Transportation Plan, 2012	
	<input checked="" type="checkbox"/> Other(s):	North Metropolitan Industrial Area Connectivity Study CDOT 10-Year Development Program 2040 Colorado Statewide Transportation Plan	
	<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>		
7. Identify the project's <b>key elements</b> .			
<input checked="" type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input type="checkbox"/> Transit Other: <input checked="" type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input checked="" type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input checked="" type="checkbox"/> Roadway Operational		Grade Separation <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input checked="" type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input checked="" type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input checked="" type="checkbox"/> Study <input checked="" type="checkbox"/> Design <input checked="" type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:	
8. <b>Problem Statement</b>	What specific Metro Vision-related subregional problem/issue will the transportation project address?  The Interstate 270 Corridor Environmental Assessment project (I-270 project) will support the 2040 MVRTP goals of A Connected Multimodal Region and a Vibrant Regional Economy through the study and development of designs for future construction on and to the 5.4 mile I-270 corridor (identified as a DRCOG fiscally constrained major roadway) and connecting interstates, regional roadways, employment centers,		

neighborhoods and regional trails through the identification of improvements to known safety, reliability, and operational concerns for moving people and goods along this corridor.

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

The I-270 project will complete a National Environmental Policy Act process (consistent with CDOT's environmental assessment template) and complete preliminary designs to address identified safety, reliability and operational issues along the functionally obsolete, congested 5.4-mile Interstate 270 corridor. Considerations of the study and design process will include managed lanes, improvements along and to connections to the South Platte River Trail, interchange improvements, among others.

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

The I-270 corridor has been identified for roadway improvements in the 2040 MVRTP. The Fiscally Constrained MVRTP identified the corridor for CDOT-controlled regional funding in 2035-2040 to construct roadway segment improvements and managed lanes.

Over the past several years, the Central 70 project has consumed the region's attention and funding, suspending the I-270 project's status in regional transportation planning and implementation efforts. With that project in construction, attention has returned to this important, regional corridor.

An Inter-Governmental Agreement (IGA) between CDOT and the HPTE is in place, resulting in completion of a topographical survey and system-level traffic analysis of I-270, valued at \$900,000, with Adams County providing \$300,000 of those funds (see Attachment 2).

CDOT recently completed a Planning and Environmental Linkages (PEL) study of I-270 and Vasquez Boulevard, including its interchange with I-270. Commerce City is advancing a sub-regional TIP application for immediate improvements to the interchange of these two facilities. Improvements of that project would be completed in such a way that would not conflict with improvements identified through this I-270 project.

The Sand Creek Regional Greenway Trail, Denver Segment (2016), set forth improvements along the regional Sand Creek trail to the boundary between the City and County of Denver and Commerce City in Adams County, east of the I-270 corridor.

The I-270 Environmental Assessment project is the first step towards realizing these planned and potential improvements.

**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

**1. Total Project Cost**

**\$5.3 million**

<b>2. Total amount of DRCOG Subregional Share Funding Request</b>	<b>\$1,800,000</b>	<b>34.0%</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>
Adams County	\$2,500,000	47.1%
City of Commerce City	\$1,000,000	18.9%
	\$	
	\$	
	\$	
	\$	
<b>Total amount of funding provided by other funding partners</b> (private, local, state, Regional, or federal)	<b>\$3,500,000</b>	<b>66.0%</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>					
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b>Federal Funds</b>	\$1,800,000		\$	\$	<b>\$0</b>
<b>State Funds</b>	\$	\$	\$	\$	<b>\$0</b>
<b>Local Funds</b>	\$1,750,000	\$1,750,000	\$	\$	<b>\$0</b>
<b>Total Funding</b>	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>4. Phase to be Initiated</b> Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Study	Design	Choose an item	Choose an item	
<b>5. By checking this box,</b> 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.					
					<input type="checkbox"/>

## 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?

I-270 is a critical component of the region's transportation network, is identified as a regional roadway in the 2040 MVRTP and is included in that report's Fiscally Constrained project list, and is identified as a Primary Highway in the CDOT State Highway Freight Plan.

It is a 5.4-mile long controlled-access interstate highway with two through lanes in each direction that are separated by a depressed median.

It serves as the inner beltway, providing a direct connection to Colorado's only north/south (I-25) and east/west (I-70) interstates. These two interstates will soon incorporate managed lanes, leaving I-270 as a non-managed lane connection between the two.

I-270 corridor plays a critical role in public safety operations, serving as a regional evacuation and hazardous material route.

When initially built, I-270 created access barriers for adjacent vulnerable populations as well as industrial-residential conflicts: these remain today. These barriers inhibit residents' access to the nearby regional Sand Creek and South Platte trails and their access to employment and commercial areas, such as grocery stores. The project area crosses severely depressed census tracts: seven Environmental Justice (EJ) traffic analysis zones are located in the project area, one of which is "minority-concentrated," two are "low-income concentrated;" four are both "low-income and minority-concentrated (See Part 3).

Today, 84,120 individuals live or work within 1-mile of the I-270 corridor; a number that is expected to grow 20 percent by 2040 (See Part 3). The Colorado State Demography Office projects that between 2018 and 2050, population growth will be greater than 200,000 people in each county: Adams and neighboring Denver and Arapahoe counties. The demographer's office also forecasts total job growth between 2017 and 2040 will be greater than 100,000 in neighboring Arapahoe County and between 20,001 and 100,000 jobs in Adams and Denver counties. The three counties of Adams, Arapahoe and Denver are served by I-270 and its interstate connections and provide one another with over 40% of each county's commuting employees. (See Attachments 3, 4 and 5).

I-270 sees daily traffic volumes of 103,000 vehicles per day (vpd) west of the Vasquez Boulevard interchange and approximately 91,000 vpd east of that interchange. By 2040, I-270 is projected to serve nearly 420,000 vehicle trips per day with a truck modal split of nearly 17% daily truck traffic equaling more than 70,000 trucks per day. Today, truck traffic represents 11% of daily travel volumes on I-270, equaling 12,100 trucks per day. For comparison, a typical roadway sees about 2% of its volume as freight/trucks (See Attachments 6 and 7).

Built in the 1960s, the majority of structures, pavement, and drainage within the project area is in poor condition and reaching the end of its useful service life. Facilities built in this era typically used design principles for shorter trucks and lower volumes of freight vehicles than current conditions, creating roadway and interchange designs that are functionally obsolete due to narrower lanes, tighter turning radii and other geometric constraints at interchanges, as well as missing on- and off-ramps.

Functionally, I-270 experiences a three-hour congestion window - nearly three times that of any interstate in the region, and it is projected to reach four-hours of delay by 2040 if no improvements are made to the corridor (See Part 3 and Attachment 8). The 2040 MVRTP Fiscally Constrained plan identifies I-270 as having one of the highest congestion costs to freight businesses in the region, with a majority of the corridor costing greater than \$3,000/mile (See Attachment 9).

The age, poor condition, and congestion results in fatal crash rates along the corridor that are higher than the state average. From 2013 – 2017, there were 1,036 reported crashes on the I-270 corridor, five of which were fatalities and 40% of which resulted in injury (421). Most of the crashes were rear-end collisions (815) or sideswipes (261). This high number of rear end accidents is likely due to the condition and congestion along the corridor (See Part 3 and Attachments 10 and 11).

Finally, I-270 is the only Colorado interstate that has not benefitted from comprehensive planning or improvements in the last decade. The Fiscally Constrained MVRTP identified the corridor for CDOT-controlled regional funding in 2035-2040 to construct roadway segment improvements and managed lanes. This project is the first step towards that goal.

- Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?

The I-270 Corridor crosses unincorporated Adams County, Commerce City and the City & County of Denver. The corridor also provides connections to Arvada, Westminster and Federal Heights to the west and Thornton to north via connecting state and interstate highways.

Congestion reduction would improve air quality and reduce greenhouse gas emissions and considerations of the project will include improvements and connections to the adjacent Sand Creek trail and nearby South Platte trail, benefiting the residents of adjacent communities in unincorporated Adams County, Commerce City and the City & County of Denver.

Improved freight and commuter movements would also benefit numerous municipalities along U.S. 85 (Commerce City, City & County of Denver, Brighton) and U.S. 36 (Westminster, Broomfield, Louisville, Superior, and Boulder) through connections with these two interstates.

- Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?

Origin and destination data indicates the majority of daily trips within I-270 are vehicles passing through the corridor to reach destinations on U.S. 36, Interstate 70, or Vasquez Boulevard. Employees commute from Adams, Arapahoe and Denver counties to each other county at a significant rate, with I-270 providing connections between them.

As the region's inner beltway and rural to urban connection, the I-270 project benefits the subregions of Arapahoe, Broomfield, Boulder, Denver, Jefferson and Weld counties, and the cities and suburbs within those counties.



Congestion reduction identified through this project would also support the economic vitality of the metropolitan area by enabling global competitiveness, productivity and efficiency of businesses, as identified in DRCOG's freight planning efforts.

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

The I-270 project will complete a National Environmental Policy Act process consistent with CDOT's environmental assessment template and complete preliminary designs to address identified issues along the functionally obsolete, crash-prone and congested 5.4-mile Interstate 270 corridor. The I-270 project will produce a long-term corridor solution and design process, with managed lanes, technology and other congestion mitigation strategies; provisions for safe and efficient connections to regional pedestrian and bicycle trails; and improvements to the mainline and 6 interchanges along the corridor, included in the study's considerations, among others. Project improvements, identified in the 2040 Fiscally Constrained MV RTP for CDOT-controlled regional funding in 2035-2040, to address known crash, safety, efficiency and congestion problems on the corridor cannot be funded or constructed without first completing this environmental assessment.

- 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?

The I-270 project will study and develop designs for the 5.4 mile corridor that will address current levels of congestion and vehicle hours of delay, provide safety improvements to reduce the number of crashes, including fatal crashes, improve the existing operational issues for truck traffic, prepare for the population and employment growth of the Adams County subregion and economically linked subregions of Arapahoe, Denver, Jefferson and Boulder counties, provide improved, safer access to pedestrian and bicycle trail systems within the project area, and explore the potential for managed lanes to address the projected increased travel volumes while providing reliable travel times.

Maintaining a vibrant economy depends upon the region's ability to work together toward the following outcomes:

1. All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
2. Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

To obtain these outcomes requires that transportation system improvements that improve the flow of people, goods and services, be funded; that local and regional transportation services improve personal mobility, housing and employment access, as well as independence and well-being, especially for those with mobility obstacles or impairments; and that underserved populations and those negatively impacted by prior transportation decisions receive at least a proportionate share of transportation benefits relative to the entire regional population. These MetroVision strategies will be part of the I-270 project study and ultimately realized through improvements of this corridor.

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

The I-270 project will study and identify opportunities to remove the barrier effect the interstate has to nearby Sand Creek and South Platte regional trails for those walking and biking.

Crash, safety, efficiency and congestion improvements identified through the project will ultimately support vehicle and freight movements along the corridor—as well as support current and potential

expansion of the successful Flatiron Flyer, which serves the US36 corridor, the Peoria/Smith transit station and Denver International Airport, and vehicle access to nearby N-line commuter rail stations and park-and-rides. The consideration of managed lanes in the assessment will also support different travel modes through providing reliable travel times.

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

This project builds on long standing partnerships with and the support of CDOT and Commerce City, through which over half of the I-270 corridor travels. Several CDOT studies of the corridor are ongoing or completed CDOT. The Denver and Boulder subregions politically recognize the benefit of an improved I-270 corridor, which will begins with the completion of the environmental assessment (Attachment 12).

## 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)**.

The project area has long-standing challenges, including creating barriers for residents and employees to access commercial areas, grocery stores and other goods and services, and conflicts between industrial and residential uses. These occur within severely depressed census tracts: seven Environmental Justice (EJ) traffic analysis zones are located in the project area, one of which is “minority-concentrated,” two are “low-income concentrated;” four are both “low-income and minority-concentrated (See Part 3).

An example of the barrier I-270 creates is experienced by residents of the Globeville, Elyria and Swansea neighborhoods, who travel by car to obtain food, goods and services at the commercial area at Vasquez Boulevard/60th Avenue. Residents cannot access these necessary goods and services closer to home because they do not exist in their neighborhoods. Man-made and natural barriers to pedestrian and bicycle facilities (including the nearby Sand Creek and South Platte regional trails) allow for no safer, more comfortable route to this area than by car.

Providing reasonable travel options through safer and more reliable travel times, support of convenient and reliable public transportation, and safer pedestrian and bicycle facilities to individuals who do not own vehicles is a critical factor to ensuring access to jobs and the ability to participate in the same quality of life as the general population.

Long-term corridor improvements could enhance existing, proposed and new multimodal routes providing increased active transportation options and the potential for better health outcomes of these residents.

Ultimately, the project provides an opportunity to correct many of the problems caused by the original interstate construction.

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

I-270 is a critical regional asset that serves as a direct connection between I-25 and I-70, is a CDOT Primary Highway in the state’s Highway Freight Plan, is a route for the Flatiron Flyer regional bus service, which

serves the US36 corridor, the Peoria/Smith transit station and Denver International Airport, serves as an official hazardous material route for the region, and serves as a regional evacuation route.

Travel reliability on I-270 impacts vehicular, freight, and transit operations, safety and efficiency (including for emergency responders) both on the corridor and on the local street network at the interchanges (See Part 3). The current three-hours of delay, and projection of four-hours of delay in 2040, severely inhibits the corridor's reliability today and in a future of projected growth within the project area (in both population and employment). Without improvements, this future demand will exacerbate the current levels of congestion and place more of a burden on the local street network as drivers divert their route from I-270.

Identifying a long-term solution for the I-270 Corridor will allow reliable trip times, balancing increased travel demand in a sustainable manner.

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

The 50-year-old highway has many design deficiencies and is generally in poor condition. 75% of the I-270 corridor has an asphalt surface, the majority of which is severely cracked and worn. The remaining 25% has a concrete surface in fairly good condition. A 1,000-foot segment of the interstate was built over a municipal solid waste landfill and is seeing secondary compression settlement. In some areas, the settlements ranch from 16.5 to 33 inches, resulting in undulating distress areas with "roller coaster" type sections (See Attachment 13).

A total of 12 bridge structures are in the corridor; nine are rated as good and three are rated as fair or poor. The majority of the structures between I-70 and I-76 are functionally obsolete and nearing the end of their useful life

Within the corridor, there are three system interchanges (I-70, I-76, an I-25/U.S. 36) and three service interchanges (Quebec Street, U.S. 85/Vasquez Boulevard, and York Street). Many of the interchanges in the corridor are missing ramps, which requires traffic to take a more circuitous route to access the interstate. Additionally, the high number of interchanges along the corridor increases the potential for crashes due to poor designs and weaving movements as drivers seek to maneuver across travel lanes and interstate on-and off-ramps.

The age, poor condition, and congestion results in fatal crash rates along the corridor that are higher than the state average. From 2013 – 2017, there were 1,036 reported crashes on the I-270 corridor, five of which were fatalities and 40% of which resulted in injury (421). Most of the crashes were rear-end collisions (815) or sideswipes (261). This high number of rear end accidents is likely due to the condition and congestion along the corridor.

This project is the first step toward realizing a safer and more secure travel route for all types of users across a broad range of transportation demands. Improvements to this corridor would also provide additional, reliable regional emergency responder, critical evacuation and safer hazardous material routes.

**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.*

<a href="#">MV objective 2</a>	<b>Contain urban development in locations designated for urban growth and services.</b>	
<b>1.</b> 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?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Describe, <i>including supporting quantitative analysis</i></p> <p>Despite known issues and a lack of prior public investment, the entire project area continues to be a core economic driver and significant employment.</p> <p>Key regional industry sectors (Wholesale Trade, Manufacturing, Transport and Warehousing, Construction) make up nearly 65 percent of the total jobs in the area. The Metro North Chamber of Commerce notes these companies rely heavily on inter-and intrastate corridor travel and DRCOG’s freight planning determined that “the majority of freight movement in the Denver region occurs via commercial vehicles such as trucks and vans across the entire roadway system.”</p> <p>Today, 84,120 individuals live or work within 1-mile of the I-270 corridor; a number that is expected to grow 20 percent by 2040 (See Part 3). The Colorado State Demography Office projects that between 2018 and 2050, population growth will be greater than 200,000 people in Adams County and the neighboring economically linked subregions of Denver and Arapahoe counties. The demographer’s office also forecasts total job growth between 2017 and 2040 will be greater than 100,000 in neighboring Arapahoe County and between 20,001 and 100,000 jobs in Adams and Denver counties.</p> <p>The I-270 corridor serves a high concentration of wholesale trade &amp; warehousing firms, which makes up 8.1% of jobs within Adams’ County, 2.5% within Arapahoe County and 5.6% within the City and County of Denver (See Attachment 14). The state demographer’s office documented this sector grew by over 20,000 employees between 2008 and 2017 (See Attachment 15). I-270 has a concentration of wholesale trade and warehousing firms along and adjacent to its corridor (See Attachment 16).</p> <p>Right-of-way along the I-270 corridor varies, but is generally 300-feet wide. It is a 5.4-mile long controlled-access interstate highway with two through lanes in each direction that are separated by a depressed median.</p> <p>This project assumes the existing right-of-way would be adequate to accommodate any improvements identified through the project, including widening, if necessary, by using the existing median. The study will evaluate this assumption.</p>		
<a href="#">MV objective 3</a>	<b>Increase housing and employment in urban centers.</b>	
<b>2.</b> Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Describe, <i>including supporting quantitative analysis</i></p> <p>DRCOG’s Workforce Commuting Patterns found 88 percent of Commerce City’s 67,437 workers commute to their jobs from outside of the community, many of which rely on I-270 and Vasquez Boulevard. The State Demographers Office Community Profiles for Adams, Arapahoe and Denver counties found that these three economically linked subregions provide at least 40% of each of their in-commuting employees.</p> <p>Each of these counties are served by I-270 and its interstate connections and the nearby Sand Creek and South Platte regional pedestrian and bicycle trails.</p>		

The intent of the project is to facilitate development adjacent to and within existing residential, commercial and industrial areas of the Denver region’s Urban Growth Boundary/Area (See Attachment 17 and Attachment 18):

- Over half of the I-270 corridor is in Commerce City adjacent to the greatest concentration of original industry and residences
  - Much of the housing was built before the construction of I-270, and has or is being zoned for industrial use.
  - Local land use plans have been amended to reduce the patchwork of land uses and zoning to improve cohesiveness of neighborhoods and industrial districts.
  - The Mile High Greyhound Park redevelopment will be a mixed-use area with residential, retail, commercial, civic and educational spaces, creating 1,454 jobs adjacent to the I-270 and US 85 interchange, within the Adams County Enterprise Zone.
- About one-third of the corridor is in a predominantly industrial area of Adams County
  - Collaboration between businesses and non-governmental organizations are in place to implement economic development directly related to job creation or preservation, and to promote nonprofit or governmentally funded community development projects within or near to the project corridor.
  - Victory Crossing Development is a 900-acre site adjacent to the Dick’s Sporting Goods Park and within the Adams County Enterprise Zone. At final development, Victory Crossing will provide up to 1.5 million square feet of mixed-use development and a National Wildlife Refuge Center that will attract over 50,000 visitors per year. To date, the site has seen more than \$100,000,000 of private investment and nearly 1 million visitors annually.
- Sixteen-percent of the corridor is in the City and County of Denver
  - Here, land use transitions from industrial to mixed use (residential, commercial and employment centers).
  - The former Stapleton International Airport is being redeveloped to include between 30,000 and 35,000 jobs, just south and east of the Adams County Enterprise Zone and is less than a mile from the interstate.
  - The National Western Center will redevelop the former National Western Stock show space into a 250-acre National Western Center Campus which will provide food, entertainment, event and education spaces and activities. This development is just south of the Adams County Enterprise Zone adjacent to the South Platte River.

I-270 is a critical connection for these planned developments.

The Sand Creek Regional Greenway Trail, Denver Segment (2016) set forth improvements along the regional Sand Creek trail to the boundary between the City and County of Denver and Commerce City in Adams County, east of the I-270 corridor. Also, regional Bus Rapid Transit Service and improved connections to the N-Line will enhance transportation connections (Part 3).

The intent of the I-270 project will be to evaluate and recommend improvements and/or connections to these networks and to make crash, safety, efficiency and congestion improvements, where appropriate, for improved travel for all modes.

[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*

As discussed previously, Adams, Arapahoe and the City and County of Denver are economically linked subregions that share connecting interstates, regional roadways, employment centers, employees and regional trails and their users. Identifying a long-term solution for the I-270 corridor, its interchanges and the conditions of and connections to nearby pedestrian and bicycle facilities, will allow safer and more reliable and efficient travel and trip times across the region for people, goods and services.

[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*

The Denver region is designated as an ozone non-attainment area. The transportation sector is the second largest contributor to greenhouse gas emissions in Colorado, accounting for 28 percent of Colorado's gross emissions. Given the current three hour congestion window and percentage of truck trips, reducing congestion and idling times will have a significant environmental benefit. The potential for system improvements along the corridor, including managed lanes, support and enhancement of regional bus rapid transit and the potential for improved connections to nearby regional trails, could help reduce future oil consumption, and greenhouse gas, carbon monoxide, and particulate matter emissions through less idling during congestion and increased transportation options.

[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*

The award-winning 14-mile long Sand Creek Regional Greenway Trail runs parallel to I-270 and intersects with the 18-mile long regional South Platte River Trail between Brighton Boulevard and US-76. The I-270 project will assess and design improvements to the condition of and connections to these regional trails, where needed, for the benefit of residents east of the interstate, employees commuting to jobs within the project area, and regional trail users.

Dedicated safe pedestrian and bicycle connections will improve the safety of vulnerable populations in their daily lives and when accessing shopping centers at 60th Avenue and Vasquez Boulevard, such as residents from the Globeville, Elyria and Swansea neighborhoods who rely on this commercial area to obtain food, goods and services.

[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*

Improved, safer access pedestrian and bicycle facilities and access to nearby regional trails will provide residents with active transportation options and the health benefits experienced from them.



<a href="#">MV objective 13</a>		<b>Improve access to opportunity.</b>	
<b>7.</b> Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Describe, <i>including supporting quantitative analysis</i>			
<p>Within one-quarter mile of the I-270 project area, the population is 70% minority and 20% of the population lives in poverty. These rates are double the state average: 34% and 10 percent, respectively. Seven Environmental Justice (EJ) traffic analysis zones are located in the project area, one of which is “minority-concentrated,” two of which are “low-income concentrated,” and four of which are both “low-income and minority-concentrated.” Access to personal vehicles is typically lower and reliance on public transportation and pedestrian and bicycle facilities is typically higher within these zones.</p> <p>This project provides an opportunity to improve travel and mobility for these various residents. Long-term corridor improvements can enhance existing, proposed and new transportation connections as well as provide an opportunity to correct many of the problems caused by the original interstate construction.</p>			
<a href="#">MV objective 14</a>		<b>Improve the region’s competitive position.</b>	
<b>8.</b> Will this project help support and contribute to the growth of the subregion’s economic health and vitality?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Describe, <i>including supporting quantitative analysis</i>			
<p>Improving I-270 is critical to the economic health and vitality of the Adams County subregion, including Commerce city, because it serves as a vital commercial and commuter connection. Additionally, I-270, through its support of and connection to the economically linked subregions of Arapahoe, Denver, Jefferson and Boulder counties, serves as a vital commercial and commuter connection to the region and beyond.</p> <p>CDOT identifies I-270 as a Primary Highway in its State Highway Freight Plan. Currently, average vehicles per day (vpd) on I-270 is 103,000 west of Vasquez Boulevard and approximately 91,000 vpd east of that interchange. By 2040, vpd on I-270 is projected to reach nearly 420,000. Today, freight trucks account for 11% of vpd; in 2040, freight trucks are projected to represent 17% of vpd, a 55% increase.</p> <p>The DRCOG Freight Planning factors recognize that ensuring a reliable, safe and efficient roadway supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency, and increases the accessibility and mobility options available to people and for freight. High levels of congestion slow truck operations and increase the cost of moving freight, which is ultimately passed on to consumers through higher prices.</p> <p>The I-270 project will study and develop designs to support and enhance freight trucks on this corridor in support of the metropolitan region’s economic health and vitality.</p>			
<b>D. Project Leveraging</b>			<b>WEIGHT   10%</b>
<b>9.</b> What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	66%	60%+ outside funding sources ..... High 30-59% .....Medium 29% and below .....Low	

## 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?
- Is this project a suburban connector?
- Does the project address a gap in existing service?
- Is this the logical next step of a project?
- Is the project construction ready?

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

## Part 4 Project Data Worksheet – Calculations and Estimates

*(Complete all subsections applicable to the project)*

### A. Transit Use

1. Current ridership weekday boardings	1,044
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	38,501	45,619	84,120
2040	51,820	53,223	105,043

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 {#6 x 9 miles}. (= 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	38,501	45,619	84,120
2040	51,820	53,223	105,043

### Bicycle Use Calculations

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.  
(Example: **{#3 X 50%}** or other percent, if justified)

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: **{#5 X 30%}** or other percent, if justified)

0

0

7. = Number of SOV trips reduced per day (#5 - #6)

0

0

8. Enter the value of **{#7 x 2 miles}**. (= 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)

1,016

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	38,501	45,619	84,120
2040	51,820	53,223	105,043

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	5,229
	2. Minority persons	15,021
	3. Low-Income households	3,627
	4. Linguistically-challenged persons	6,125
	5. Individuals with disabilities	6,334
	6. Households without a motor vehicle	2,119
	7. Children ages 6-17	11,716
	8. Health service facilities served by project	22

E. Travel Delay <i>(Operational and Congestion Reduction)</i>	
Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. <i>DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.</i>	
1. Current ADT (average daily traffic volume) on applicable segments	110,000

2. 2040 ADT estimate	419,919
3. Current weekday vehicle hours of delay (VHD) (before project)	3

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of {#3 - #4} = Reduced VHD	0
6. Enter value of {#5 X 1.4} = <b>Reduced person hours of delay</b> (Value higher than 1.4 due to high transit ridership must be justified by sponsor)	0
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). If applicable, denote unique travel time reduction for certain types of vehicles	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 (CRF) or accident modification factor (AMF) practices ( <i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i> ).
Fatal crashes	5	
Serious Injury crashes	313	
Other Injury crashes	421	
Property Damage Only crashes	1,036	
2. Estimated reduction in crashes <u>applicable to the project scope</u> ( <i>per the five-year period used above</i> )		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

## 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	Poor
2. Describe current pavement issues and how the project will address them.	

75% of the I-270 corridor has an asphalt surface, the majority of which is severely cracked and worn. The remaining 25% has a concrete surface in fairly good condition. A 1,000-foot segment of the interstate was built over a municipal solid waste landfill and is seeing secondary compression settlement. In some areas, the settlements range from 16.5 to 33 inches, resulting in undulating distress areas with “roller coaster” type sections. This project will identify a solution for implementation consistent with the National Environmental Policy Act.

3. Average Daily User Volume

110,000

#### **Bicycle/Pedestrian/Other Facility**

4. Current bicycle/pedestrian/other facility condition

Poor

5. Describe current condition issues and how the project will address them.

There are numerous man - and natural-made barriers for access to and crossing of I-270 in addition to freight-vehicle-pedestrian conflicts that prohibit safe access. The project will identify improvements to be implemented when funding becomes available to address the known and to be identified barriers and conflicts.

6. Average Daily User Volume

0

## **H. Bridge Improvements**

1. Current bridge structural condition from CDOT

A total of 12 structures are in the corridor; nine are rated as good while three structures are related as fair/poor. The majority of the structures between I-70 and I-76 are functionally obsolete and nearing the end of their useful life.

E-17-WZ: Good

E-17-AT: Fair

E-17-ZZ: Good

E-17-CB: Good

E-17-IO: Good

E-17-IN: Good

E-17-IK: Good

E-17-IJ: Good

E-17-MU: Good

E-17-ID: Fair

E-17-IE: Fair

E-17-IC: Poor

2. Describe current condition issues and how the project will address them.

The I-270 project will identify solutions for addressing bridge conditions consistent with the National Environmental Policy Act.

3. Other functional obsolescence issues to be addressed by project

The interchanges in the I-270 corridor, when constructed in the 1960s, were designed for shorter trucks and lower volumes of freight vehicles than current conditions, with roadway and interchange designs that are functionally obsolete due to narrower lanes, tighter turning radii and other geometric constraints at interchanges, as well as missing on- and off-ramps. These combine to increase crash potential and often redirects drivers to take a more circuitous route to access the interstate. The most notable is at the I-270 and Vasquez Boulevard interchange. This interchange is a 1960's urban cloverleaf – except that it is missing the northbound to eastbound movement. It is recognized by DRCOG as one of 18 regional bottlenecks due to the high percentage of truck traffic, seven on- and off-ramps within 900 feet, substandard interchange configuration, tight turning radii on the interchange ramps reduce

the efficiency of merging traffic, and the high number of vehicle weaving movements increase the potential for crashes.

4. Average Daily User Volume over bridge

264,100

### 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? *If yes, describe scale of expected increase*

☐ Yes ☒ No

TBD

2. Negative impact on vulnerable populations

Inaction has a negative consequence by increasing travel-related congestion (to 4 hours/day) and perpetuating unsafe situations along the functionally obsolete project area.

3. Other:

# Interstate 270 Corridor Environmental Assessment

## ADCOG Subregional Forum Additional Considerations

- 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?

Interstate I-270 is the metropolitan region's inner beltway and rural to urban connector. The project will identify long-term corridor solutions to improve this vital regional transportation link for the benefit of communities of all sizes. Data from DRCOG's Workforce Community Patterns and the Colorado State Demography Office's Adams County Community Profile finds 88% of Commerce City's workers and 133,851 of employees working in Adams County commute from outside of those jurisdictions' boundaries. These employees may utilize I-270 from small communities.

- Is this project a suburban connector?

Improvements identified through the I-270 Environmental Assessment project will directly and indirectly benefit numerous suburbs including Aurora, Brighton, Broomfield, and Commerce City, Louisville, Superior, and Westminster, through an improved connection to the suburban serving interstates, US 36 and I-70.

- Does the project address a gap in existing service?

No.

- Is this the logical next step of a project?

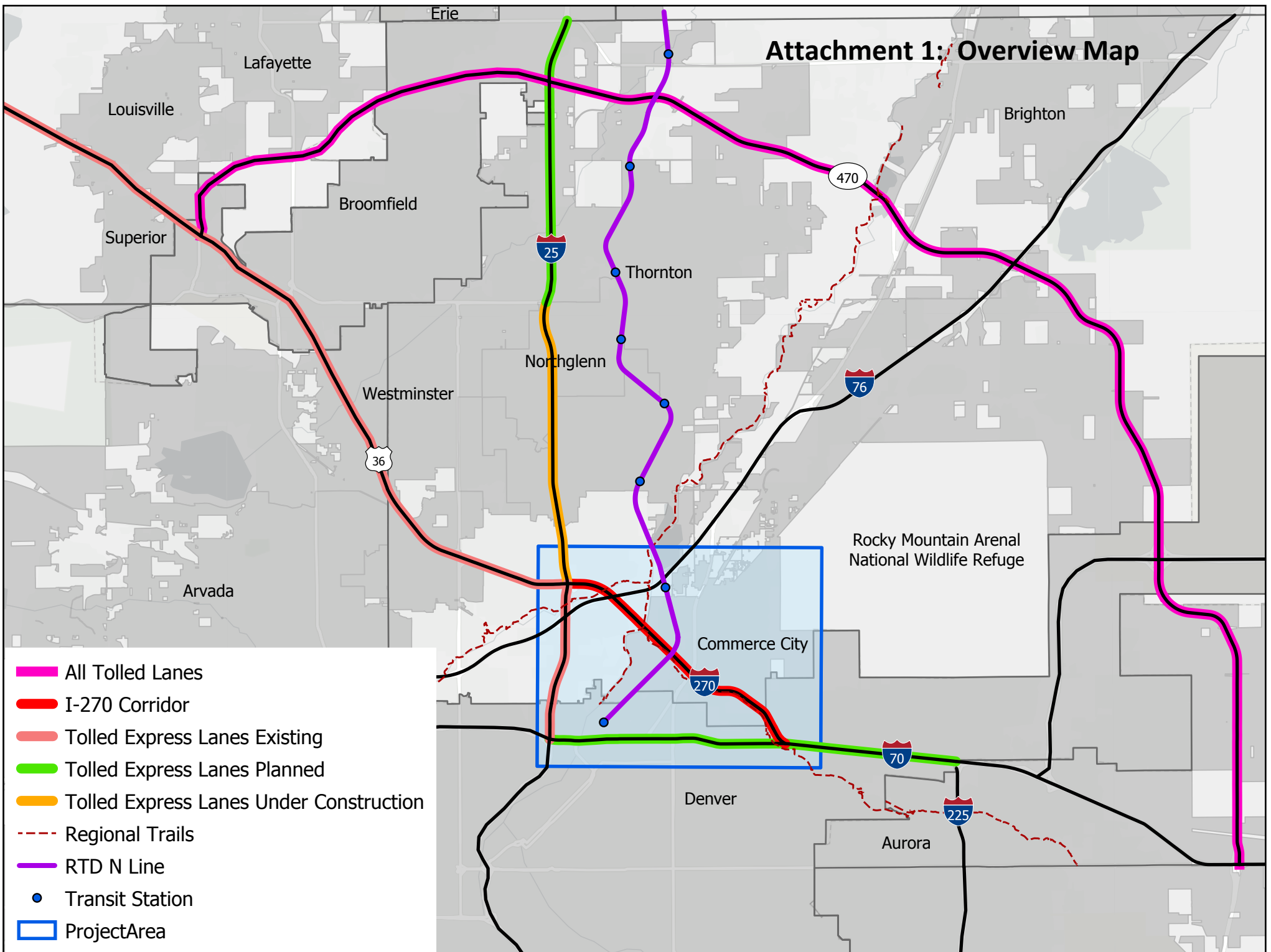
This is the logical next step in the process of creating a safer and more efficient regional travel route for all types of users, including freight and commuter movements. CDOT, in partnership with Adams County and HPTA through an intergovernmental agreement, is currently completing a topographical survey and system-level traffic analysis of I-270, valued at \$900,000, with Adams County providing \$300,000 of those funds. These are the precursors to this project's environmental assessment and preliminary designs. Additionally, CDOT recently completed a Planning and Environmental Linkages (PEL) study of I-270 and Vasquez Boulevard, including its interchange with I-270. Improvements of that project would be completed in such a way that would not conflict with improvements identified through this I-270 project. The Sand Creek Regional Greenway Trail, Denver Segment (2016), set forth improvements along the regional Sand Creek trail to the boundary between the City and County of Denver and Commerce City in Adams County, east of the I-270 corridor.

The I-270 project will identify long-term corridor solutions to improve this vital corridor and transportation assets. These will be prioritized and constructed, when additional funding become available.

- Is the project construction ready?

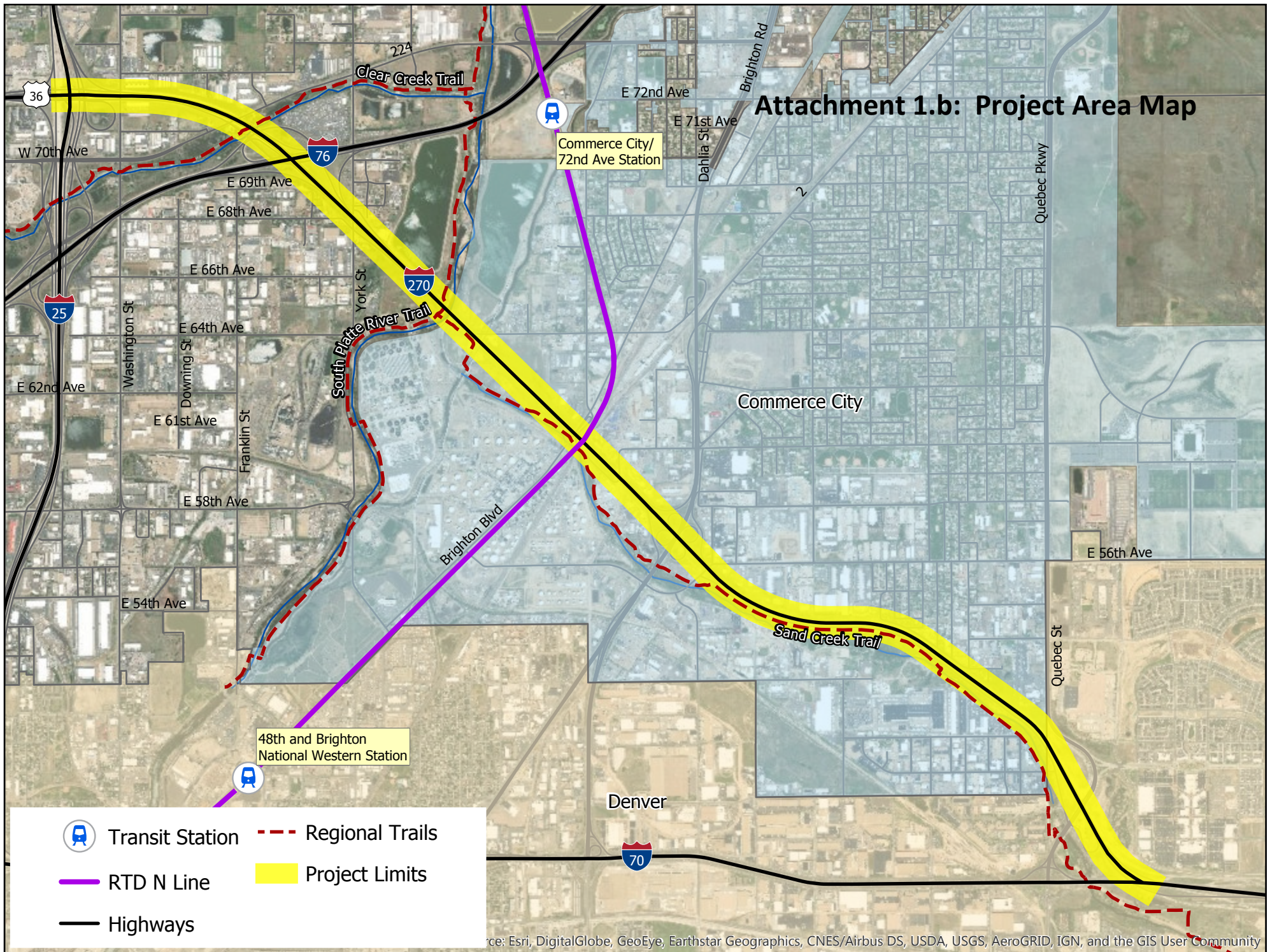
This funding request is to complete a study in preparation for construction. The project is ready to be initiated should it receive subregional TIP funding.

## Attachment 1: Overview Map





## Attachment 1.b: Project Area Map



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



# Attachment 2: Executed IGA for I-270

OLA #: 331001848  
Routing #: 19-HA1-XC-00020

(Local \$CDOTWRK)  
PROJECT: (22854)

REGION: 1 (DZ)

## CONTRACT

**THIS CONTRACT**, executed this 21st day of November, 2018 by and between the State of Colorado, for the use and benefit of the Colorado Department of Transportation ("State" or "CDOT") and ADAMS COUNTY GOVERNMENT, 4430 SO ADAMS CNTY PKWY, BRIGHTON, Colorado, 80601-8212, CDOT Vendor #: 0002000055 ("Local Agency"), and the State and the Local Agency together shall be referred to as the "Parties."

## **RECITALS**

1. Required approval, clearance and coordination have been accomplished from and with appropriate agencies..
2. Section 43-2-102 and 103, C.R.S require the State to maintain state highways (including where such highways extend through a city or an incorporated town), and 43-2-135 describes certain specific responsibilities of the State and affected local entities (respectively) with respect to state highways that are also part of a local street system;
3. The Local Agency has estimated the contribution and is prepared to provide the funding required for their contribution toward the Project, as evidenced by an appropriate ordinance or resolution duly passed and adopted by the authorized representatives of the Local Agency, which expressly authorizes the Local Agency to enter into this agreement and to expend its funds for the Contribution
4. The Local Agency has funds available and desires to provide 100% of the funding for the Work.
5. This contract is executed under the authority of §§ 29-1-203, 43-1-110; 43-1-116, 43-2-101(4)(c) and 43-2-144, C.R.S. and **Exhibit B**.
6. The parties hereto desire to agree upon the division of responsibilities with regard to the project.

## **THE PARTIES NOW AGREE THAT:**

### **Section 1. Scope of Work**

The work under this Contract shall consist of Collect topographical survey of the I-270 corridor up to the limits of CDOT ROW to support preliminary design efforts and a planned Environmental Assessment (EA). Survey data will be provided in CDOT standard Microstation format, and the Local Agency shall provide their Contribution toward the Project, in Adams County, Colorado. I-270 corridor up to the limits of CDOT ROW, Colorado, as more specifically described in **Exhibit A**.

### **Section 2. Order of Precedence**

In the event of conflicts or inconsistencies between this Contract and its exhibits, such conflicts or inconsistencies shall be resolved by reference to the documents in the following order of priority:

1. This Contract
2. **Exhibit A** (Scope of Work)
3. Other Exhibits in descending order of their attachment.

### **Section 3. Term**

This agreement shall be effective upon approval of the CDOT Chief Engineer or designee. The term of this agreement shall continue through the completion and final acceptance of the Project by the State, FHWA and the Local Agency, or five (5) years from date of execution, whichever occurs first.

#### Section 4. Project Funding Provisions

- A. The Local Agency has estimated the total cost of the Contribution and is prepared to provide its funding, as evidenced by the signing of this Contract, which expressly authorizes the Local Agency the authority to expend its Contribution toward the Project.
- B. The contribution is estimated to be \$300,000.00.
- C. **The maximum amount payable by the Local Agency under this contract shall be \$300,000.00** unless such amount is increased by an appropriate written modification to this contract executed by the Parties hereto before any increased cost is incurred
- D. The Parties hereto agree that this contract is contingent upon all funds designated for the project herein being made available from state sources, as applicable. Should these sources fail to provide necessary funds as agreed upon herein, the contract may be terminated by either party, provided that any party terminating its interest and obligations herein shall not be relieved of any obligations which existed prior to the effective date of such termination or which may occur as a result of such termination..

#### Section 5. Project Payment Provisions

- A. The Local Agency will reimburse the State for incurred costs relative to the project following the Local Agency's review and approval of such charges, subject to the terms and conditions of this agreement.
- B. If the Local Agency is to be billed for CDOT incurred costs, the billing procedure shall be as follows:
  - 1. Upon receipt of each bill from the State, the Local Agency will remit to the State the amount billed no later than 60 days after receipt of each bill. Should the Local Agency fail to pay moneys due the State within 60 days of demand or within such other period as may be agreed between the parties hereto, the Local Agency agrees that, at the request of the State, the State Treasurer may withhold an equal amount from future apportionment due the Local Agency from the Highway Users Tax Fund and to pay such funds directly to the State. Interim funds, until the State is reimbursed, shall be payable from the State Highway Supplementary Fund (400).
  - 2. If the Local Agency fails to make timely payment to the State as required by this section (within 60 days after the date of each bill), the Local Agency shall pay interest to the State at a rate of one percent per month on the amount of the payment which was not made in a timely manner, until the billing is paid in full. The interest shall accrue for the period from the required payment date to the date on which payment is made.
- C. The State will prepare and submit to the Local Agency, no more than monthly, charges for costs incurred relative to the project. The State's invoices shall include a description of the amounts of services performed, the dates of performance and the amounts and description of reimbursable expenses. The invoices will be prepared in accordance with the State's standard policies, procedures and standardized billing format.

#### Section 6. State and Local Agency Commitments

The Scope of Work (**Exhibit A**) describes the work to be performed.

- A. Design [if applicable]
  - 1. If the work includes preliminary design or final design (the "Construction Plans"), or design work sheets, or special provisions and estimates (collectively referred to as the "Plans"), the State shall comply with the following requirements, as applicable:
    - a. perform or provide the Plans, to the extent required by the nature of the work.
    - b. prepare final design (Construction Plans) in accord with the requirements of the latest edition of the American Association of State Highway Transportation Officials (AASHTO) manual or other standard, such as the Uniform Building Code, as approved by CDOT.
    - c. prepare special provisions and estimates in accord with the State's Roadway and Bridge Design Manuals and Standard Specifications for Road and Bridge Construction.
    - d. include details of any required detours in the Plans, in order to prevent any interference of the construction work and to protect the traveling public.
    - e. stamp the Plans produced by a Colorado Registered Professional Engineer.
    - f. provide final assembly of Plans and contract documents.
    - g. be responsible for the Plans being accurate and complete.

- h. make no further changes in the Plans following the award of the construction contract except by agreement in writing between the parties. The Plans shall be considered final when approved and accepted by the parties hereto, and when final they shall be deemed incorporated herein.

**B. Construction [if applicable]**

1. If the work includes construction, the State shall perform the construction in accordance with the approved design plans and/or administer the construction all in accord with the Scope of Work (**Exhibit A**). Such administration shall include project inspection and testing; approving sources of materials; performing required plant and shop inspections; documentation of contract payments, testing and inspection activities; preparing and approving pay estimates; preparing, approving and securing the funding for contract modification orders and minor contract revisions; processing contractor claims; construction supervision; and meeting the Quality Control requirements of the FHWA/CDOT Stewardship Agreement.
2. Subject to Section 5, if the State is the responsible party:
  - a. it shall appoint a qualified professional engineer, licensed in the State of Colorado, as the State Agency Project Engineer (SAPE), to perform that administration. The SAPE shall administer the project in accordance with this agreement, the requirements of the construction contract and applicable State procedures.
  - b. if bids are to be let for the construction of the project, the State shall, in conjunction with the Local Agency, advertise the call for bids and upon concurrence by the Local Agency will award the construction contract(s) to the low responsive, responsible bidder(s).
    - (1) in advertising and awarding the bid for the construction of a federal-aid project, the State shall comply with applicable requirements of 23 USC § 112 and 23 CFR Parts 633 and 635 and C.R.S. § 24-92-101 et seq. Those requirements include, without limitation, that the State/contractor shall incorporate Form 1273 in its entirety verbatim into any subcontract(s) for those services as terms and conditions therefore, as required by 23 CFR 633.102(e).
    - (2) the Local Agency has the option to concur or not concur in the proposal of the apparent low bidder for work on which competitive bids have been received. The Local Agency must declare its concurrence or non-concurrence within 3 working days after said bids are publicly opened.
    - (3) by indicating its concurrence in such award, the Local Agency, acting by or through its duly authorized representatives, agrees to provide additional funds, subject to their availability and appropriation for that purpose, if required to complete the work under this project if no additional federal-aid funds will be made available for the project.
  - c. If all or part of the construction work is to be accomplished by State personnel (i.e. by force account), rather than by a competitive bidding process, the State will ensure that all such force account work is accomplished in accordance with the pertinent State specifications and requirements with 23 CFR 635, Subpart B, Force Account Construction.

**Section 7. ROW Acquisition and Relocation**

If the Project includes right of way, prior to this project being advertised for bids, the State will certify in writing that all right of way has been acquired in accordance with the applicable state and federal regulations, or that no additional right of way is required.

Any acquisition/relocation activities must comply with: all applicable federal and state statutes and regulations, including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (P.L. 91-646) and the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs as amended (49 CFR Part 24); CDOT's Right of Way Manual; and CDOT's Policy and Procedural Directives.

Allocation of Responsibilities are as follows:

- Federal participation in right of way acquisition (3111 charges), relocation (3109 charges) activities, if any, and right of way incidentals (expenses incidental to acquisition/relocation of right of way – 3114 charges);
- Federal participation in right of way acquisition (3111 charges), relocation (3109 charges) but no participation in incidental expenses (3114 charges); or
- No federal participation in right of way acquisition (3111 charges) and relocation activities (3109 expenses).

Regardless of the option selected above, the State retains oversight responsibilities. The Local Agency's and the State's responsibilities for each option is specifically set forth in CDOT's Right of Way Manual. The manual is located at <http://www.coloradodot.info/business/manuals/right-of-way>.

If right of way is purchased for a state highway, including areas of influence of the state highway, the local agency shall immediately convey title to such right of way to CDOT after the Local Agency obtains title.

#### **Section 8. Utilities**

If necessary, the State will be responsible for obtaining the proper clearance or approval from any utility company, which may become involved in this Project. Prior to this Project being advertised for bids, the responsible party will certify in writing that all such clearances have been obtained.

#### **Section 9. Railroads**

In the event the Project involves modification of a railroad company's facilities whereby the work is to be accomplished by railroad company forces, the State shall make timely application to the Public Utilities Commission requesting its order providing for the installation of the proposed improvements and not proceed with that part of the work without compliance. The State shall also establish contact with the railroad company involved for the purpose of complying with applicable provisions of 23 CFR 646, subpart B, concerning federal-aid projects involving railroad facilities, including:

1. Executing an agreement setting out what work is to be accomplished and the location(s) thereof, and that the costs of the improvement shall be eligible for federal participation.
2. Obtaining the railroad's detailed estimate of the cost of the work.
3. Establishing future maintenance responsibilities for the proposed installation.
4. Prescribing future use or dispositions of the proposed improvements in the event of abandonment or elimination of a grade crossing.
5. Establishing future repair and/or replacement responsibilities in the event of accidental destruction or damage to the installation.

#### **Section 10. Environmental Obligations**

The State shall perform all work in accordance with the requirements of the current federal and state environmental regulations including the National Environmental Policy Act of 1969 (NEPA) as applicable.

#### **Section 11. Maintenance Obligations**

The Local Agency will maintain and operate the improvements constructed under this agreement at its own cost and expense during their useful life, in a manner satisfactory to the State and FHWA. The Local Agency will make proper provisions for such maintenance obligations each year. Such maintenance and operations shall be conducted in accordance with all applicable statutes, ordinances and regulations. The State and FHWA will make periodic inspections of the project to verify that such improvements are being adequately maintained.

#### **Section 12. Record Keeping**

The State shall maintain a complete file of all records, documents, communications, and other written materials, which pertain to the costs incurred under this agreement. The State shall maintain such records for a period of three (3) years after the date of termination of this agreement or final payment hereunder, whichever is later, or for such further period as may be necessary to resolve any matters which may be pending. The State shall make such materials available for inspection at all reasonable times and shall permit duly authorized agents and employees of the Local Agency and FHWA to inspect the project and to inspect, review and audit the project records.

#### **Section 13. Termination Provisions**

This agreement may be terminated as follows:

- A. Termination for Convenience. The State may terminate this agreement at any time the State determines that the purposes of the distribution of moneys under the agreement would no longer be served by completion of the

project. The State shall effect such termination by giving written notice of termination to the Local Agency and specifying the effective date thereof, at least twenty (20) days before the effective date of such termination.

- B. **Termination for Cause.** If, through any cause, the Local Agency shall fail to fulfill, in a timely and proper manner, its obligations under this agreement, or if the Local Agency shall violate any of the covenants, agreements, or stipulations of this agreement, the State shall thereupon have the right to terminate this agreement for cause by giving written notice to the Local Agency of its intent to terminate and at least ten (10) days opportunity to cure the default or show cause why termination is otherwise not appropriate. In the event of termination, all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs and reports or other material prepared by the Local Agency under this agreement shall, at the option of the State, become its property, and the Local Agency shall be entitled to receive just and equitable compensation for any services and supplies delivered and accepted.

Notwithstanding the above, the Local Agency shall not be relieved of liability to the State for any damages sustained by the State by virtue of any breach of the agreement by the Local Agency, and the State may withhold payment to the Local Agency for the purposes of mitigating its damages until such time as the exact amount of damages due to the State from the Local Agency is determined.

If after such termination it is determined, for any reason, that the Local Agency was not in default or that the Local Agency's action/inaction was excusable, such termination shall be treated as a termination for convenience, and the rights and obligations of the parties shall be the same as if the agreement had been terminated for convenience, as described herein.

#### **Section 14. Legal Authority**

The Local Agency warrants that it possesses the legal authority to enter into this agreement and that it has taken all actions required by its procedures, by-laws, and/or applicable law to exercise that authority, and to lawfully authorize its undersigned signatory to execute this agreement and to bind the Local Agency to its terms. The person(s) executing this agreement on behalf of the Local Agency warrants that such person(s) has full authorization to execute this agreement.

#### **Section 15. Representatives and Notice**

The State will provide liaison with the Local Agency through the State's Region Director, Region 1, 4670 Holly St., Denver, CO 80216. Said Region Director will also be responsible for coordinating the State's activities under this agreement and will also issue a "Notice to Proceed" to the Local Agency for commencement of the work. All communications relating to the day-to-day activities for the work shall be exchanged between representatives of the State's Transportation Region 1 and the Local Agency. All communication, notices, and correspondence shall be addressed to the individuals identified below. Either party may from time to time designate in writing new or substitute representatives.

If to the State:  
Adam Parks  
CDOT Region 1  
4670 Holly St.  
Denver, Colorado 80216  
303-398-6732  
adam.parks@state.co.us

If to the Local Agency:  
Ray Gonzales  
ADAMS COUNTY GOVERNMENT  
4430 SO ADAMS CNTY PKWY  
BRIGHTON, Colorado 80601-8212  
720-523-6164  
rgonzales@adcogov.org

#### **Section 16. Successors**

Except as herein otherwise provided, this agreement shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns.

#### **Section 17. Third Party Beneficiaries**

It is expressly understood and agreed that the enforcement of the terms and conditions of this agreement and all rights of action relating to such enforcement, shall be strictly reserved to the State and the Local Agency. Nothing contained in this agreement shall give or allow any claim or right of action whatsoever by any other third person. It is the express intention of the State and the Local Agency that any such person or entity, other than the State or the Local Agency receiving services or benefits under this agreement shall be deemed an incidental beneficiary only.

#### **Section 18. Governmental Immunity**

Notwithstanding any other provision of this agreement to the contrary, no term or condition of this agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions of the Colorado Governmental Immunity Act, § 24-10-101, et seq., C.R.S., as now or hereafter amended. The parties understand and agree that liability for claims for injuries to persons or property arising out of negligence of the State of Colorado, its departments, institutions, agencies, boards, officials and employees is controlled and limited by the provisions of § 24-10-101, et seq., C.R.S., as now or hereafter amended and the risk management statutes, §§ 24-30-1501, et seq., C.R.S., as now or hereafter amended.

#### **Section 19. Severability**

To the extent that this agreement may be executed and performance of the obligations of the parties may be accomplished within the intent of the agreement, the terms of this agreement are severable, and should any term or provision hereof be declared invalid or become inoperative for any reason, such invalidity or failure shall not affect the validity of any other term or provision hereof.

#### **Section 20. Waiver**

The waiver of any breach of a term, provision, or requirement of this agreement shall not be construed or deemed as a waiver of any subsequent breach of such term, provision, or requirement, or of any other term, provision or requirement.

#### **Section 21. Entire Understanding**

This agreement is intended as the complete integration of all understandings between the parties. No prior or contemporaneous addition, deletion, or other amendment hereto shall have any force or effect whatsoever, unless embodied herein by writing. No subsequent novation, renewal, addition, deletion, or other amendment hereto shall have any force or effect unless embodied in a writing executed and approved pursuant to the State Fiscal Rules.

#### **Section 22. Survival of Agreement Terms**

Notwithstanding anything herein to the contrary, the parties understand and agree that all terms and conditions of this agreement and the exhibits and attachments hereto which may require continued performance, compliance or effect beyond the termination date of the agreement shall survive such termination date and shall be enforceable by the State as provided herein in the event of such failure to perform or comply by the Local Agency.

#### **Section 23. Modification and Amendment**


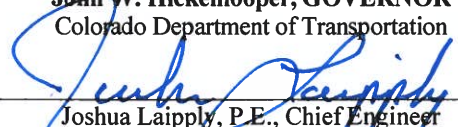
This agreement is subject to such modifications as may be required by changes in federal or State law, or their implementing regulations. Any such required modification shall automatically be incorporated into and be part of this agreement on the effective date of such change as if fully set forth herein. Except as provided above, no modification of this agreement shall be effective unless agreed to in writing by both parties in an amendment to this agreement that is properly executed and approved in accordance with applicable law.


#### **Section 24. Disputes**

Except as otherwise provided in this agreement, any dispute concerning a question of fact arising under this agreement, which is not disposed of by agreement, will be decided by the Chief Engineer of the Department of Transportation. The decision of the Chief Engineer will be final and conclusive unless, within 30 calendar days after the date of receipt of a copy of such written decision, the Local Agency mails or otherwise furnishes to the State a written appeal addressed to the Executive Director of the Department of Transportation. In connection with any appeal proceeding under this clause, the Local Agency shall be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, the Local Agency shall proceed diligently with the performance of the agreement in accordance with the Chief Engineer's decision. The decision of the Executive Director or his duly authorized representative for the determination of such appeals will be final and conclusive and serve as final agency action. This dispute clause does not preclude consideration of questions of law in connection with decisions provided for herein. Nothing in this agreement, however, shall be construed as making final the decision of any administrative official, representative, or board on a question of law.

**THE PARTIES HERETO HAVE EXECUTED THIS CONTRACT**

\* Persons signing for The Local Agency hereby swear and affirm that they are authorized to act on The Local Agency's behalf and acknowledge that the State is relying on their representations to that effect.

<p><b>THE LOCAL AGENCY ADAMS COUNTY GOVERNMENT</b></p> <p>By: Title:</p> <p> _____ *Signature</p> <p>Date: _____</p>	<p><b>STATE OF COLORADO</b> <b>John W. Hickenlooper, GOVERNOR</b> Colorado Department of Transportation</p> <p>By  _____ Joshua Laipply, P.E., Chief Engineer (For) Michael P. Lewis, Executive Director</p> <p>Date: <u>11/21/2018</u></p>
<p>2nd The Local Agency Signature [if Needed]</p> <p>By: Title:</p> <p>_____ *Signature</p> <p>Date: _____</p>	

APPROVED AS TO FORM  
COUNTY ATTORNEY  


## Exhibit A

### SCOPE OF WORK

The work under this Contract shall consist of collecting topographical survey of the existing I-270 corridor up to the limits of CDOT ROW to support preliminary design and a planned Environmental Assessment (EA). Survey data shall be provided by an approved consultant in CDOT standard electronic format. The Local Agency shall provide their Contribution toward the Project in Adams County, Colorado, I-270 corridor from I-76 to Quebec Street as more specifically described in Exhibit A.

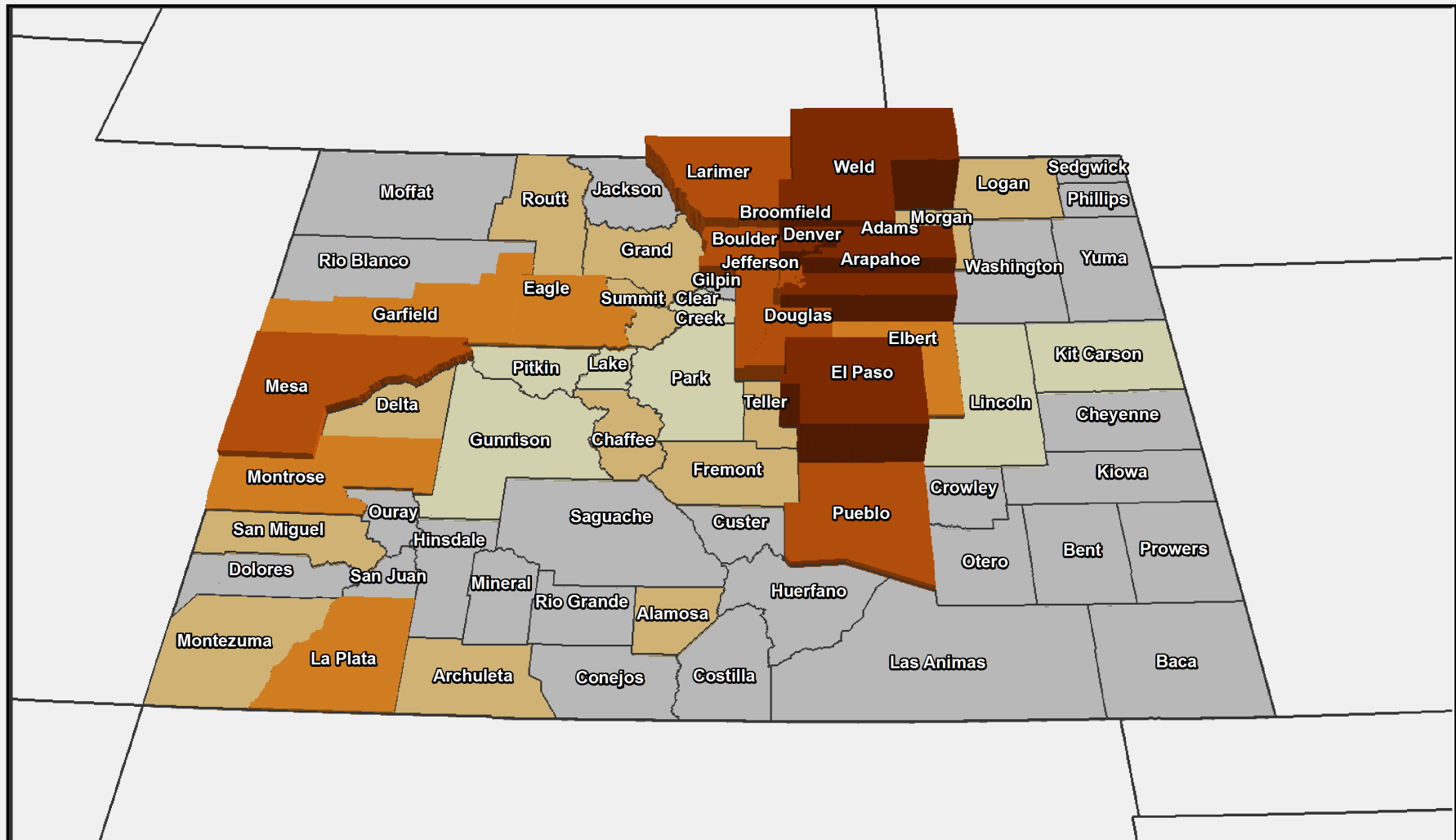




## **Exhibit B**

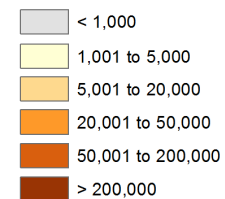
### **LOCAL AGENCY RESOLUTION**

## Attachment 3: Projected Population Change by County

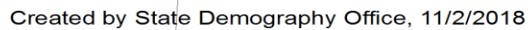


### Projected Population Change 2018 to 2050

Colorado State Demography Office, 11/2/2018



## Forecast County Total Job Growth 2017 to 2040, Total



## Attachment 5: Commuting Profiles by county

(State Demographer)

Residents of Adams County working elsewhere

Location	Count	Percent
Denver County, CO	60,151	37.7%
Jefferson County, CO	27,358	17.1%
Arapahoe County, CO	23,623	14.8%
Boulder County, CO	14,763	9.3%
Broomfield County, CO	7,625	4.8%
Weld County, CO	6,968	4.4%
Douglas County, CO	5,257	3.3%
El Paso County, CO	3,457	2.2%
Larimer County, CO	3,168	2.0%
Gilpin County, CO	714	0.4%
Other Counties	6,458	4.0%
Total	159,542	100.0%

*Note:*

Source: U.S. Census Bureau On the Map,  
Print Date: 02/06/2019

Employees in Adams County living elsewhere

Location	Count	Percent
Denver County, CO	31,076	23.2%
Arapahoe County, CO	27,260	20.4%
Jefferson County, CO	25,368	19.0%
Weld County, CO	10,784	8.1%
Douglas County, CO	7,345	5.5%
Boulder County, CO	6,885	5.1%
El Paso County, CO	5,652	4.2%
Broomfield County, CO	5,088	3.8%
Larimer County, CO	4,784	3.6%
Pueblo County, CO	1,237	0.9%
Other Counties	8,372	6.3%
Total	133,851	100.0%

*Note:*

Source: U.S. Census Bureau On the Map,  
Print Date: 02/06/2019

This table shows the top 10 places where people who live in Adams County work.

Residents of Arapahoe County working elsewhere

Location	Count	Percent
Denver County, CO	94,376	48.1%
Adams County, CO	27,260	13.9%
Douglas County, CO	24,818	12.7%
Jefferson County, CO	21,706	11.1%
El Paso County, CO	5,783	3.0%
Boulder County, CO	5,085	2.6%
Larimer County, CO	3,019	1.5%
Weld County, CO	2,918	1.5%
Broomfield County, CO	1,848	0.9%
Summit County, CO	842	0.4%
Other Counties	8,360	4.3%
Total	196,015	100.0%

*Note:*

Source: U.S. Census Bureau On the Map,  
Print Date: 02/15/2019

This table shows the top 10 places where people who work in Arapahoe County live.

Employees in Arapahoe County living elsewhere

Location	Count	Percent
Denver County, CO	59,089	28.4%
Douglas County, CO	45,283	21.8%
Jefferson County, CO	37,006	17.8%
Adams County, CO	23,623	11.3%
El Paso County, CO	10,255	4.9%
Weld County, CO	7,196	3.5%
Boulder County, CO	5,533	2.7%
Larimer County, CO	4,484	2.2%
Elbert County, CO	2,458	1.2%
Broomfield County, CO	1,962	0.9%
Other Counties	11,266	5.4%
Total	208,155	100.0%

*Note:*

Source: U.S. Census Bureau On the Map,  
Print Date: 02/15/2019

This table shows the top 10 places where people who live in Arapahoe County work.

Residents of Denver County working elsewhere

Location	Count	Percent
Arapahoe County, CO	59,089	35.0%
Jefferson County, CO	33,171	19.7%
Adams County, CO	31,076	18.4%
Douglas County, CO	13,294	7.9%
Boulder County, CO	8,467	5.0%
El Paso County, CO	4,432	2.6%
Broomfield County, CO	3,243	1.9%
Larimer County, CO	2,797	1.7%
Weld County, CO	2,651	1.6%
Eagle County, CO	1,128	0.7%
Other Counties	9,368	5.6%
Total	168,716	100.0%

*Note:*

Source: U.S. Census Bureau On the Map,

Print Date: 02/15/2019

This table shows the top 10 places where people who work in Denver County live.

Employees in Denver County living elsewhere

Location	Count	Percent
Arapahoe County, CO	94,376	27.7%
Jefferson County, CO	76,560	22.5%
Adams County, CO	60,151	17.7%
Douglas County, CO	34,938	10.3%
Weld County, CO	12,942	3.8%
Boulder County, CO	12,825	3.8%
El Paso County, CO	12,367	3.6%
Larimer County, CO	7,425	2.2%
Broomfield County, CO	6,241	1.8%
Pueblo County, CO	2,263	0.7%
Other Counties	20,709	6.1%
Total	340,797	100.0%

*Note:*

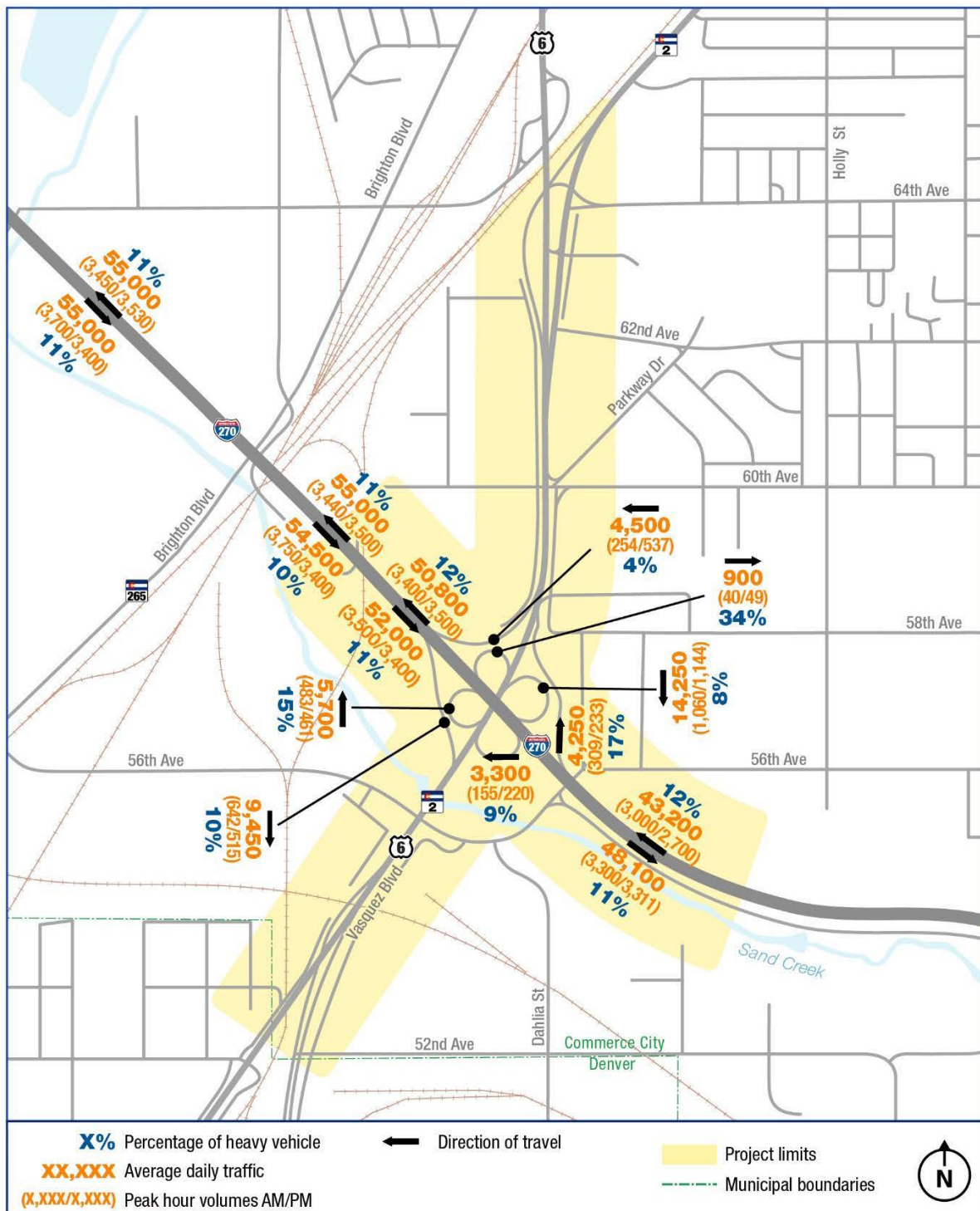
Source: U.S. Census Bureau On the Map,

Print Date: 02/15/2019

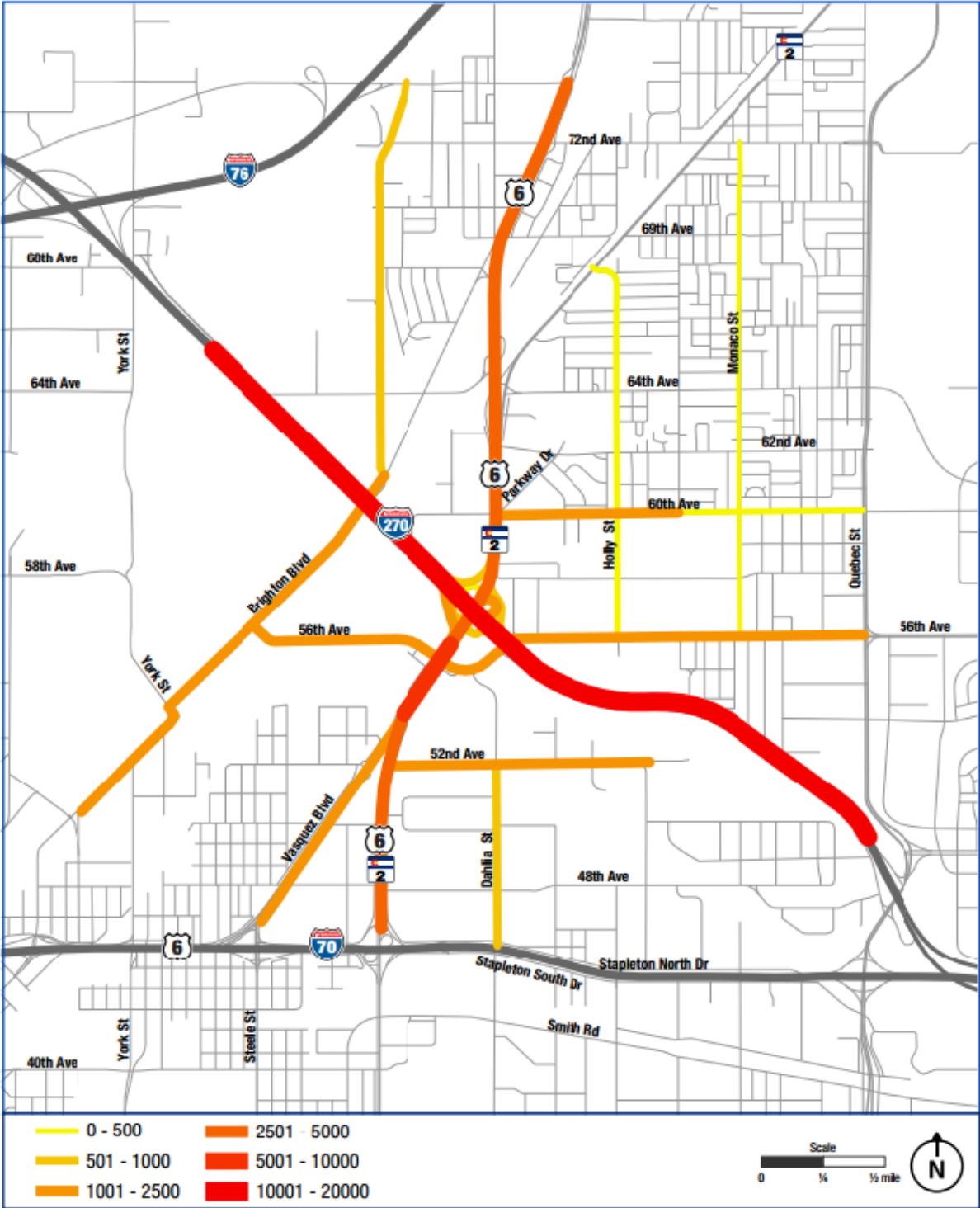
This table shows the top 10 places where people who live in Denver County work.

# Attachment 6: I-270 Average Vehicles and Truck Traffic per Day

## I-270 Corridor Environmental Assessment Project

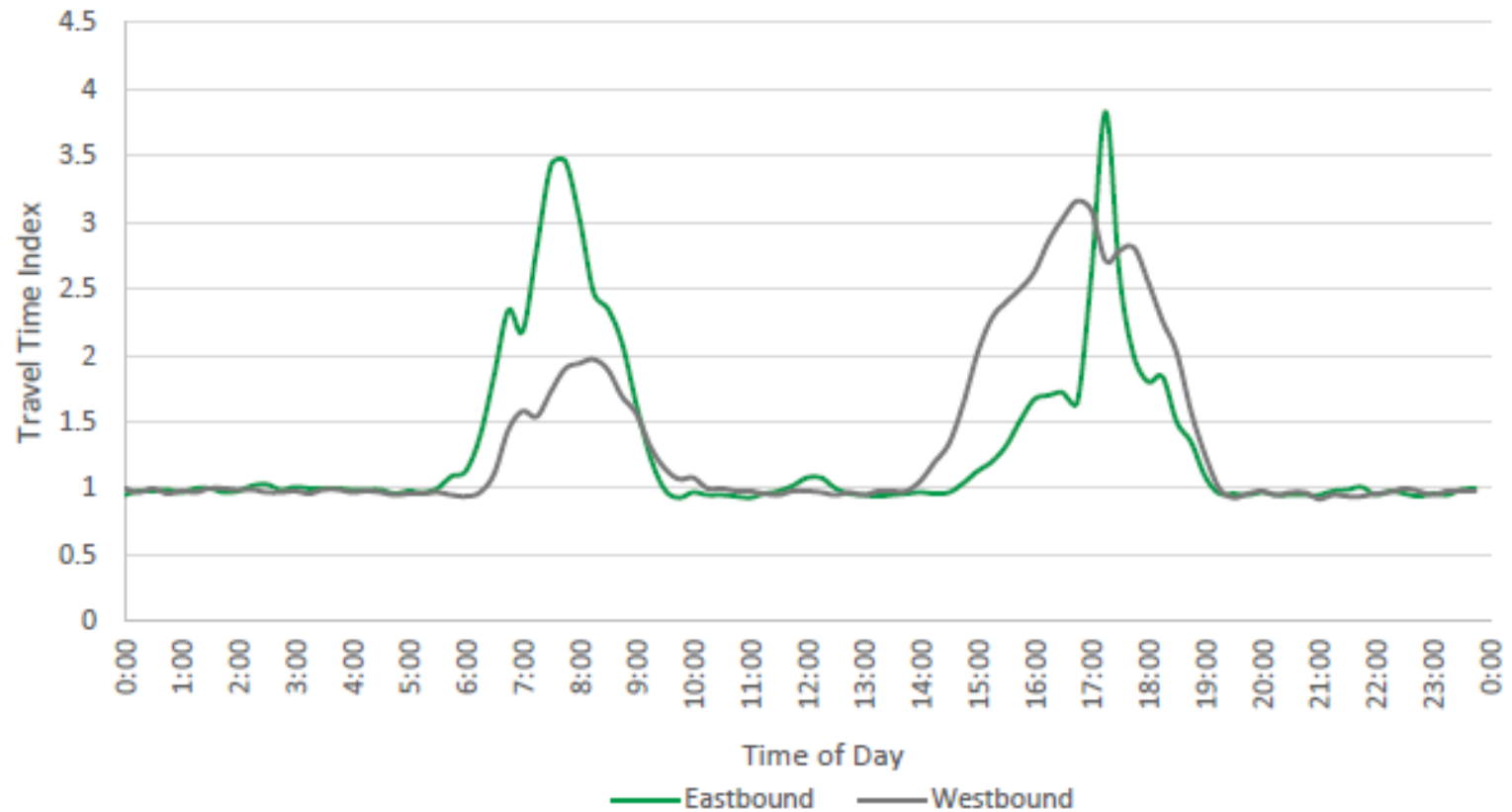


Attachment 7: Heavy Vehicle Volumes

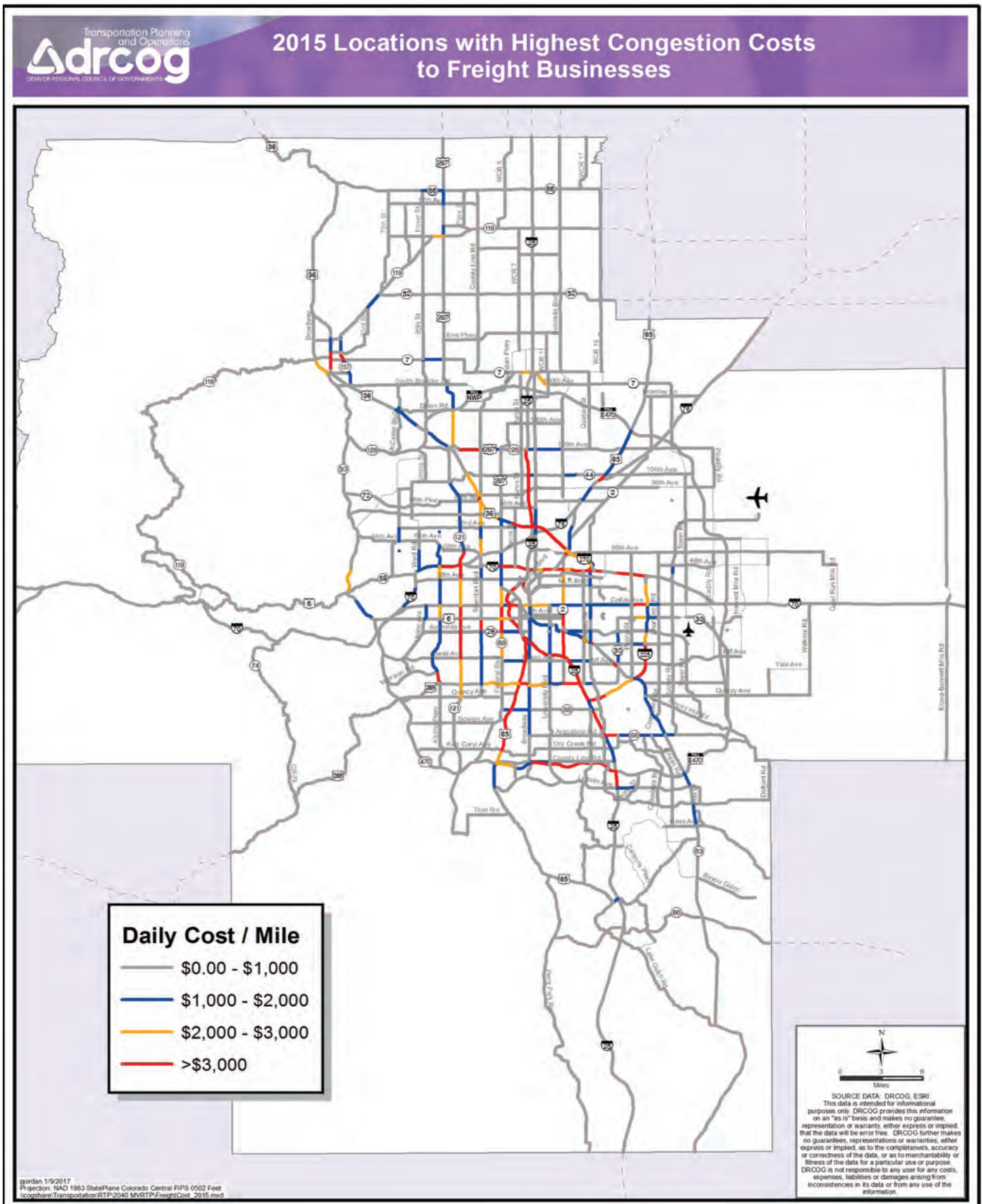




## Attachment 8: I-270 Travel Time Index, Heavy Vehicle Volumes



# Attachment 9: 2040 MVRTP Congestion Costs per Mile



# Attachment 10: CDOT I-270 Crash Data Report, 2013-2017



## Colorado Department of Transportation DiExSys™ Roadway Safety Systems General Summary of Crashes Report

02/13/2019

Job #: 20190213170253

Location: 270A Begin: 0.00 End: 5.76 From: 01/01/2013 To: 12/31/2017

### Severity

PDO: 1036  
INJ: 313 421 :Injured  
FAT: 5 5 :Killed

**Total: 1354**

### Number of Vehicles

One Vehicle: 212  
Two Vehicles: 944  
Three or More: 198  
Unknown: 0

**Total: 1354**

### Location

On Road: 1145  
Off Road: 209  
Unknown: 0

**Total: 1354**

### Mainline/Ramps/Frontage Rds

Mainline: 1207  
Ramps: 125  
Frontage/Ramp Intsx: 3  
Frontage Roads: 22  
HOV Lanes: 0  
Unknown: 0

**Total: 1354**

### Lighting Conditions

Daylight: 967  
Dawn or Dusk: 73  
Dark - Lighted: 218  
Dark - Unlighted: 95  
Unknown: 1

**Total: 1354**

### Crash Rates

PDO: 1.07\* \* Per MVT  
INJ: 0.32\* \*\* Per 100 MVT  
FAT: 0.52\*\*

**Total: 1.40\***

### Crash Type

Overturning: 33  
Other Non Collision: 5  
Pedestrians: 2  
Broadside: 7  
Head On: 0  
Rear End: 815  
Sideswipe Same: 261  
Sideswipe Opposite: 4  
Approach Turn: 8  
Overtaking Turn: 1  
Parked Motor Vehicle: 13  
Railway Vehicle: 0  
Bicycles: 1  
Domestic Animal: 0  
Wild Animal: 2  
Fixed Objects: 182  
Other Objects: 20  
Unknown: 0

**Total: 1354**

### Weather Conditions

None: 1208  
Rain: 41  
Snow/Sleet/Hail: 90  
Fog: 3  
Dust: 1  
Wind: 4  
Unknown: 7

**Total: 1354**

### Road Conditions

Dry: 1171  
Wet: 76  
Muddy: 0  
Snowy: 39  
Icy: 51  
Slushy: 5  
Foreign Material: 0  
With Road Treatment: 7  
Unknown: 5

**Total: 1354**

### Vehicle Types

	Vehicle 1	Vehicle 2	Vehicle 3
Passenger Car/Van:	674	579	108
Passenger Car/Van w/Trailer:	1	0	0
Pickup Truck/Utility Van:	196	202	33
Pickup Truck/Utility Van w/Trailer:	4	3	1
SUV:	277	235	41
SUV w/Trailer:	3	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Busses > 15 People:	100	103	6
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	5	1
Motorhome:	0	0	0
Motorcycle:	11	2	0
Bicycle:	1	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	0	0
Hit and Run - Unknown:	85	9	4
Other:	2	4	0
Unknown:	0	0	4

**Total: 1354 1142 198**

ADT: 92,843 Length: 5.70

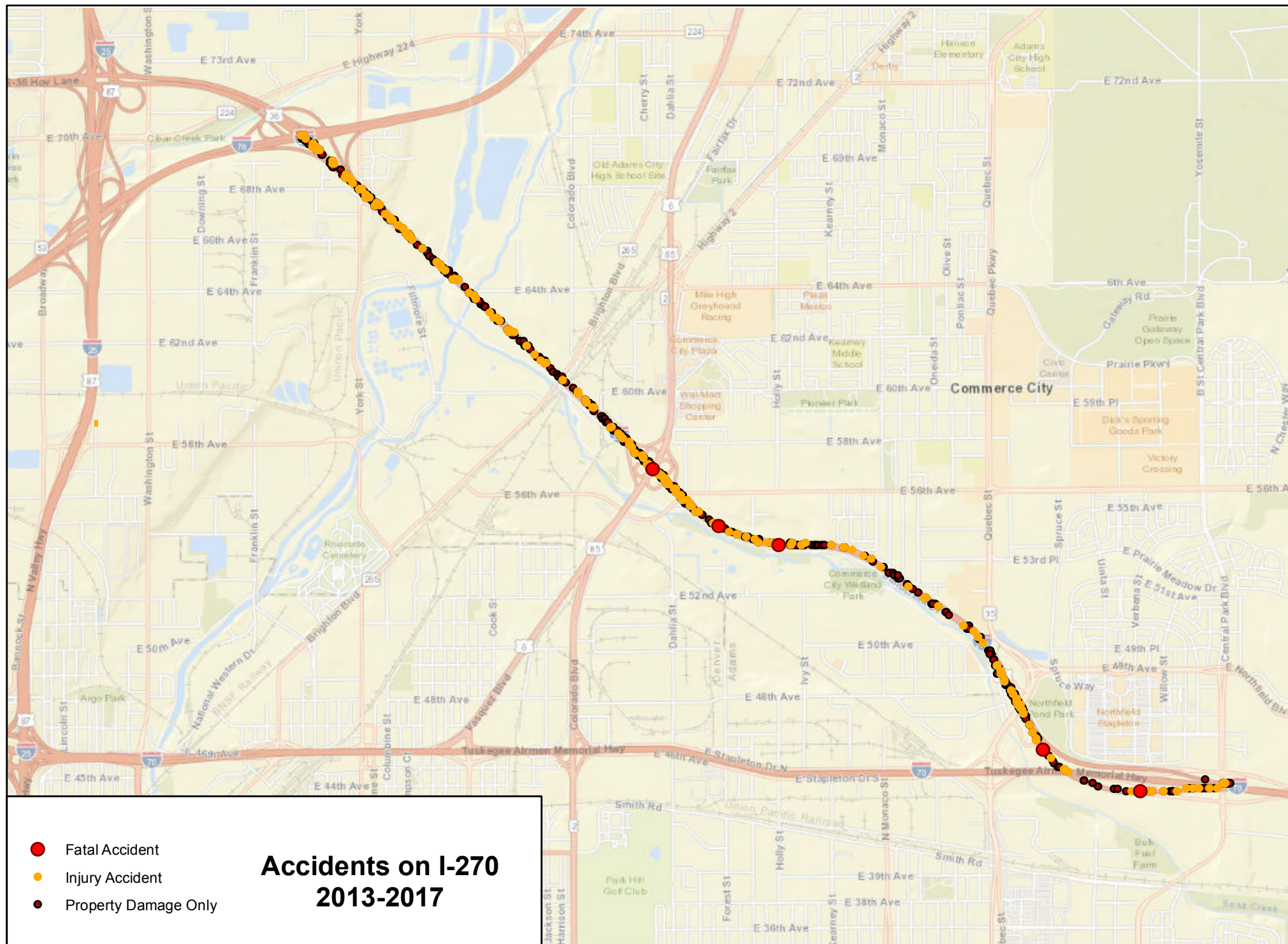
Any intentional or inadvertent release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

Page 1

User: norrisg on CDOTCND73532ZL



## Attachment 11: Map of CDOT I-270 Crash Data, 2013-2017







## Attachment 12: Letters of Support

February 21, 2019

Doug Rex, Executive Director  
Denver Regional Council of Governments  
1001 17<sup>th</sup> Street, #700  
Denver, Colorado 80202

Re: Letter of Support Adams County Subregional TIP Project: I-270 Environmental Assessment

Dear Mr. Rex,

The North Area Transportation Alliance (NATA) is a coalition of thirteen local governments, the Metro North Chamber of Commerce, Adams County Economic Development and Smart Commute Metro North Transportation Management Organization in the north east quadrant of the metro Denver area. NATA's partnership of public and private entities work collaboratively to identify, develop, advocate and promote transportation solutions that will enhance mobility, drive economic development and reduce traffic congestion in the north area.

The North Area Transportation Alliance fully endorses the submittal of the I-270 and Vasquez Project for consideration within the DRCOG Subregional Transportation Improvement Program.

The I-270 Corridor Environmental Assessment and Vasquez Boulevard Construction Project has been a top priority for our region for many years. Interstate 270 is a corridor of commerce and functionally obsolete, with congestion levels three times that of any other interstate within the region. These issues hamper commuters, businesses and the ability of the region to achieve its vision of connectedness. The proposed project scope will further advance reconstruction of the I-270 corridor and construct needed safety, operational and multimodal improvements identified in the recently completed Vasquez Boulevard Planning and Environmental Linkage study.

Our local government partners Commerce City, Adams County, the City & County of Denver, and the Colorado Department of Transportation are committed to implementation of this regional project as evidenced by their collective funding commitments. The corridor's regional importance is also evidenced by the political support from the U.S. 36 Mayors & Commissioners Coalition and the Boulder Subregional Forum. We strongly urge selection of this project for regional funding.

Sincerely,

Julie Mullica, Vice-Chair  
Councilmember, City of Northglenn

# FY2020-FY2023 REQUEST FOR CDOT / RTD SUPPORT OF DRCOG SUBREGIONAL TIP PROJECT

Select the agency from which support is being requested. Be sure to complete a separate form for each agency, if requesting support from both CDOT and RTD.

Colorado Department of Transportation

Regional Transportation District

## APPLICANT INFORMATION

1. SUBREGIONAL TRANSPORTATION FORUM REQUESTING SUPPORT:

2. SPONSOR AGENCY:

3. SUPPORTING AGENCIES:

4. CONTACT PERSON

TITLE:

PHONE:

5. AGENCY MAILING ADDRESS:

CITY:

STATE:

ZIP:

## PROJECT DESCRIPTION

6. PROJECT NAME:

7. PROJECT LOCATION/ADDRESS:

8. PROJECT LIMITS: (mileposts, intersecting roads, rivers, etc...)

9. COUNTY:

10. MUNICIPALITY:

11. PROJECT LENGTH:

12. BRIEF DESCRIPTION OF PROJECT:

13. PRIOR WORK / PHASES COMPLETED IN THIS LOCATION:

14. PRIORITY RANKING WITHIN SUBREGION:

15. IS THIS PROJECT ON THE STATE HIGHWAY SYSTEM?

16. WILL THIS PROJECT IMPACT ADJACENT PROPERTIES, INCLUDING ROW OR EASEMENTS?

17. WILL THIS PROJECT REQUIRE COORDINATION WITH ONE OR MORE RAILROADS?

## SUPPORT REQUEST

### 18. TYPE OF SUPPORT REQUESTED

PLEASE NOTE: CDOT AND RTD HAVE VERY LIMITED FUNDS, AND MAY NOT BE ABLE TO PROVIDE MATCHING FUNDS TO A PROJECT. IF CDOT/RTD DETERMINES THAT IT WILL PROVIDE MATCH TO SUPPORT A PROJECT, THIS SUPPORT IS LIMITED TO THE PROJECT SELECTED WITHIN THIS SUBREGIONAL CALL FOR PROJECTS, BASED ON THE FUNDS AVAILABLE WHEN THE CALL IS OPENED. ANY SUBSEQUENT CALL FOR PROJECTS OR ADDITION OF FUNDS WILL REQUIRE A SEPARATE REQUEST FORM AND WILL BE EVALUATED INDEPENDENTLY OF THIS CALL FOR PROJECTS.

REQUESTING CDOT / RTD CONCURRENCE:

REQUESTING CDOT FUNDING CONTRIBUTION:

AMOUNT SPONSOR IS REQUESTING FROM CDOT FOR THIS PROJECT:

---

19. PROVIDE FINANCIAL PACKAGE FOR THIS PROJECT BY SOURCE, INCLUDING ANY FUNDS REQUESTED ABOVE:

---





February 26, 2019

Adams County Subregional Forum  
Chair Lynn Baca

Dear Chair Baca,

The purpose of this letter is to serve as confirmation of Adams County's \$2,500,000 local funding commitment regarding the I-270 Environmental Assessment project that is being submitted within the Sub-Regional Call for Projects for the 2020-2023 Transportation Improvement Program (TIP) cycle, subject to annual appropriations.

In addition, we wish to express our support for this important project. I-270 is a top priority for the county and improvements along this corridor are vitally needed. The sub-regional TIP application project scope will further advance the improvement of the I-270 corridor, which is a functionally obsolete facility with congestion levels three times higher than any other regional corridor and fatal crash rates higher than the state average. This intercity beltway also provides important rural to urban connections, and benefits the Arapahoe, Boulder, Denver and Jefferson subregions.

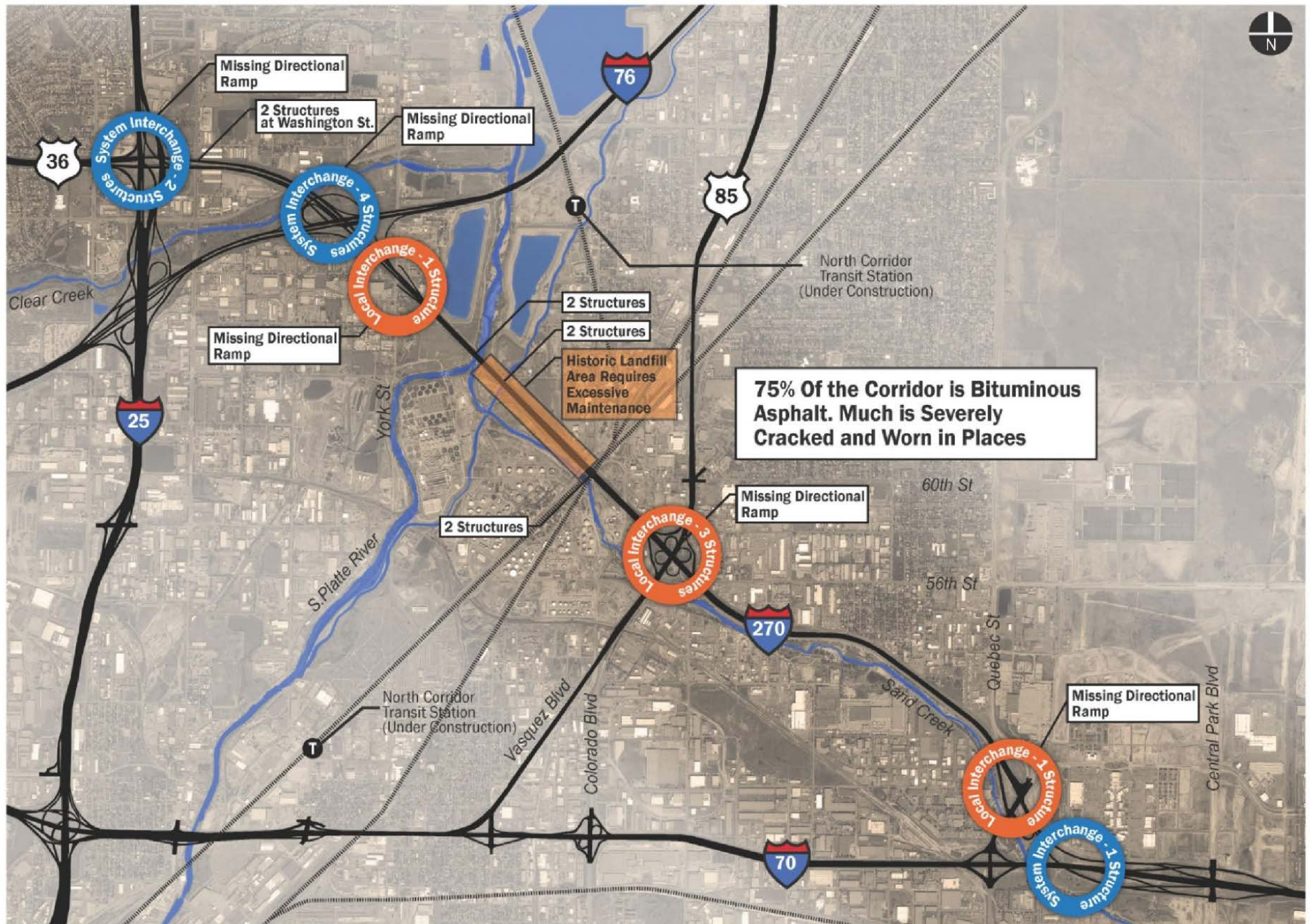
Congestion reduction identified through this project would support the economic vitality of the metropolitan area by enabling global competitiveness, productivity and efficiency of businesses, as identified in DRCOG's freight planning efforts. Man-made and natural barriers to pedestrian and bicycle facilities (including the nearby Sand Creek and South Platte regional trails) allow for no safer, more comfortable route to this area than by car.

Adams County, the City of Commerce City, and CDOT are committed to continuing to move this effort forward by supporting this application with the financial support of TIP Sub-Regional funds.

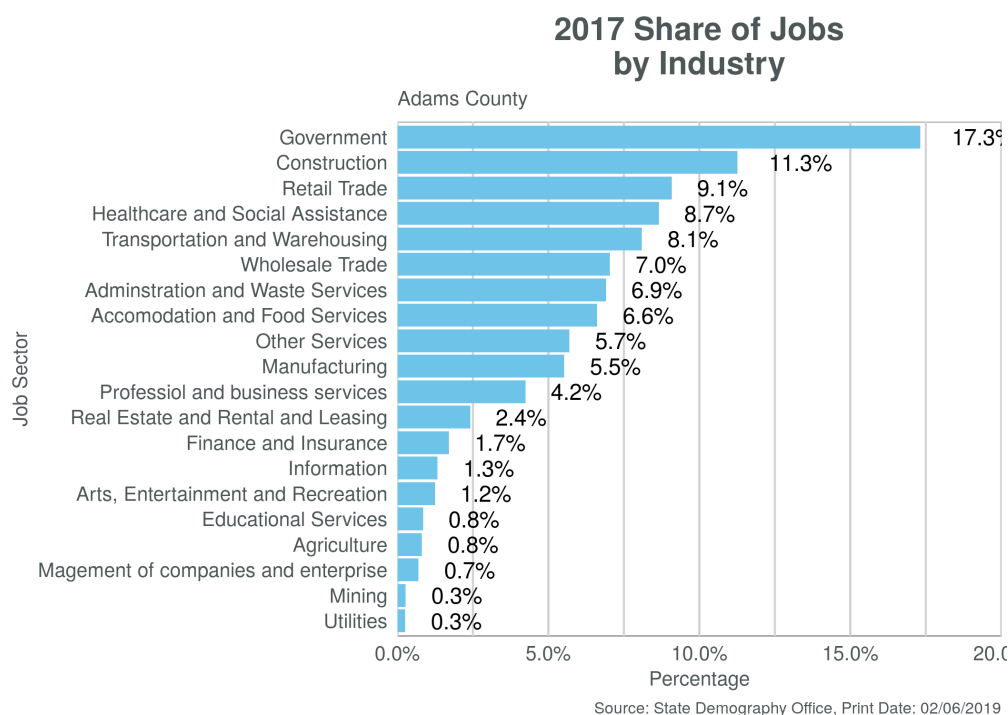
Sincerely,

Steven J. O'Dorisio, Chair  
Adams County Board of County Commissioners

## Attachment 13: Project Condition Assessment



## Attachment 14: Jobs by Industry by County

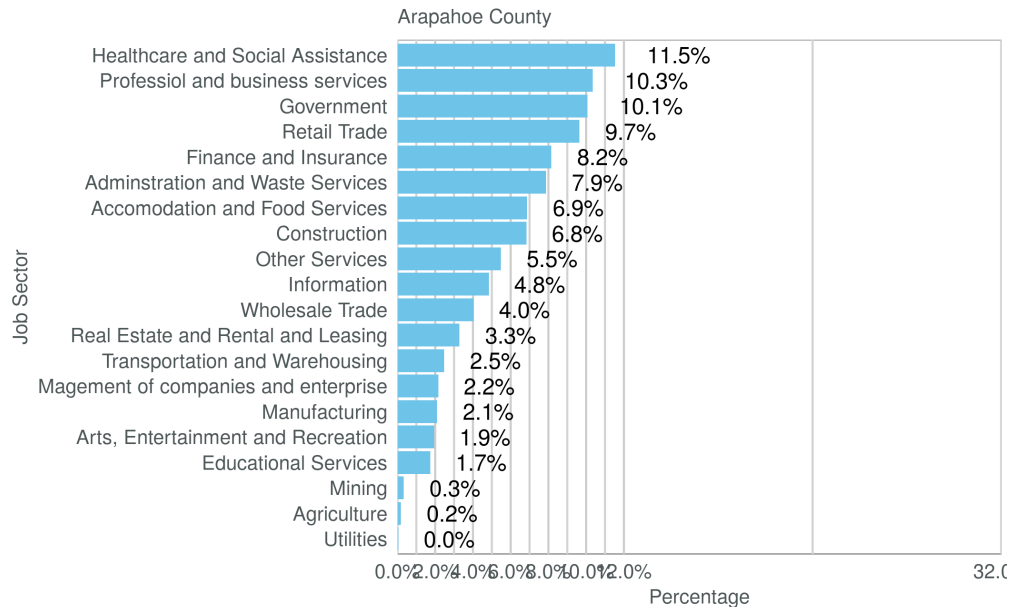


The total estimated jobs are subdivided into 3 categories:

- *Direct Basic*: jobs that bring outside dollars into the community by selling goods or services outside the county, such as manufacturing or engineering services,
- *Indirect Basic*: jobs that are created as the result of goods and services purchased by direct basic such as accounting services or raw material inputs, and
- *Local (Resident) Services*: jobs that are supported when income earned from the base industries is spent locally at retailers or are supported by local tax dollars to provide services like education and public safety.

This plot shows the jobs by industry profile for Adams County. The relative rank of high-paying sectors, such as mining, information and financial and insurance services versus mid-range jobs (e.g., construction, health care and government) and lower-paying industries such as retail trade and accommodation and food services, will have an impact on a county's overall economic health.

## 2017 Share of Jobs by Industry



Source: State Demography Office, Print Date: 02/15/2019

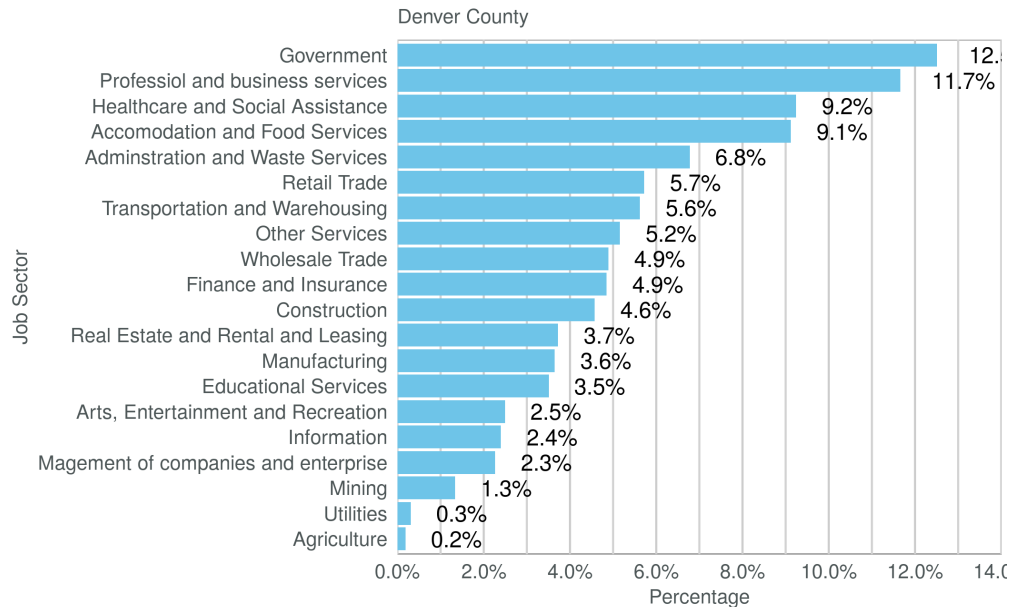
The total estimated jobs are subdivided into 3 categories:

- *Direct Basic*: jobs that bring outside dollars into the community by selling goods or services outside the county, such as manufacturing or engineering services,
- *Indirect Basic*: jobs that are created as the result of goods and services purchased by direct basic such as accounting services or raw material inputs, and
- *Local (Resident) Services*: jobs that are supported when income earned from the base industries is spent locally at retailers or are supported by local tax dollars to provide services like education and public safety.

This plot shows the jobs by industry profile for Arapahoe County. The relative rank of high-paying sectors, such as mining, information and financial and insurance services versus mid-range jobs (e.g., construction, health care and government) and lower-paying industries such as retail trade and accommodation and food services, will have an impact on a county's overall economic health.



## 2017 Share of Jobs by Industry



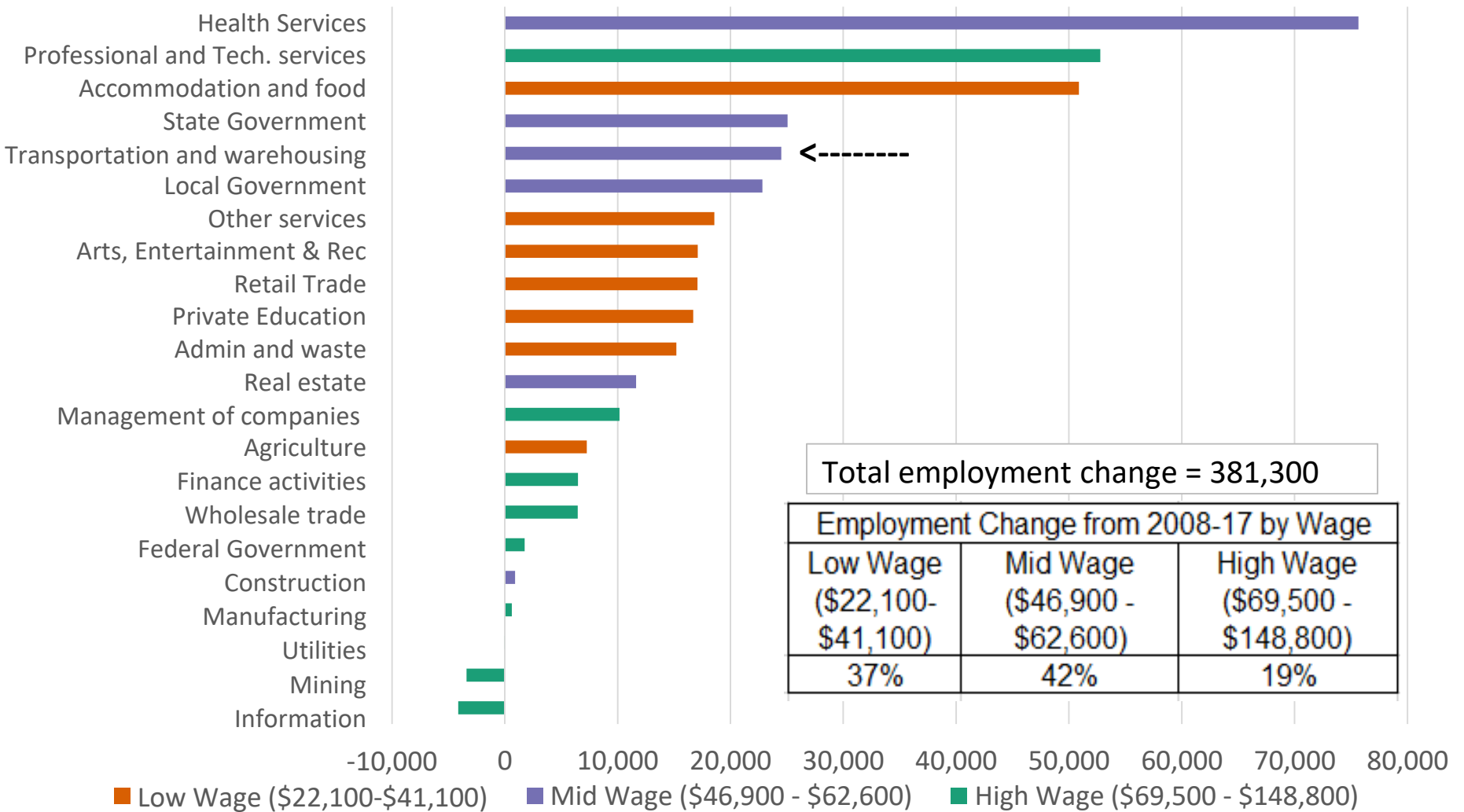
The total estimated jobs are subdivided into 3 categories:

- *Direct Basic*: jobs that bring outside dollars into the community by selling goods or services outside the county, such as manufacturing or engineering services,
- *Indirect Basic*: jobs that are created as the result of goods and services purchased by direct basic such as accounting services or raw material inputs, and
- *Local (Resident) Services*: jobs that are supported when income earned from the base industries is spent locally at retailers or are supported by local tax dollars to provide services like education and public safety.

This plot shows the jobs by industry profile for Denver County. The relative rank of high-paying sectors, such as mining, information and financial and insurance services versus mid-range jobs (e.g., construction, health care and government) and lower-paying industries such as retail trade and accommodation and food services, will have an impact on a county's overall economic health.

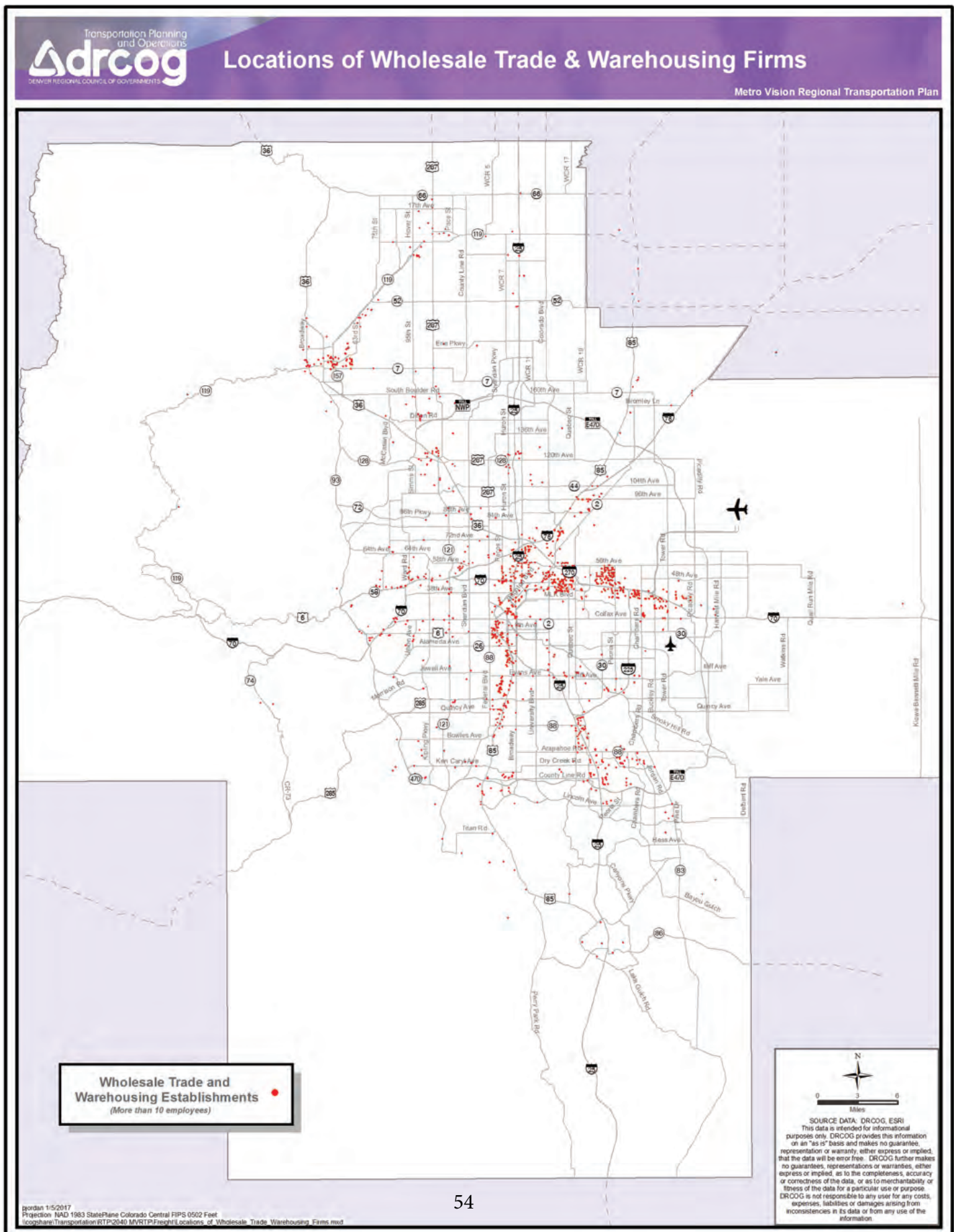
# Attachment 15: Change in Jobs by Industry, 2018 - 2017

## Colorado Employment Change by Industry from 2008 to 2017



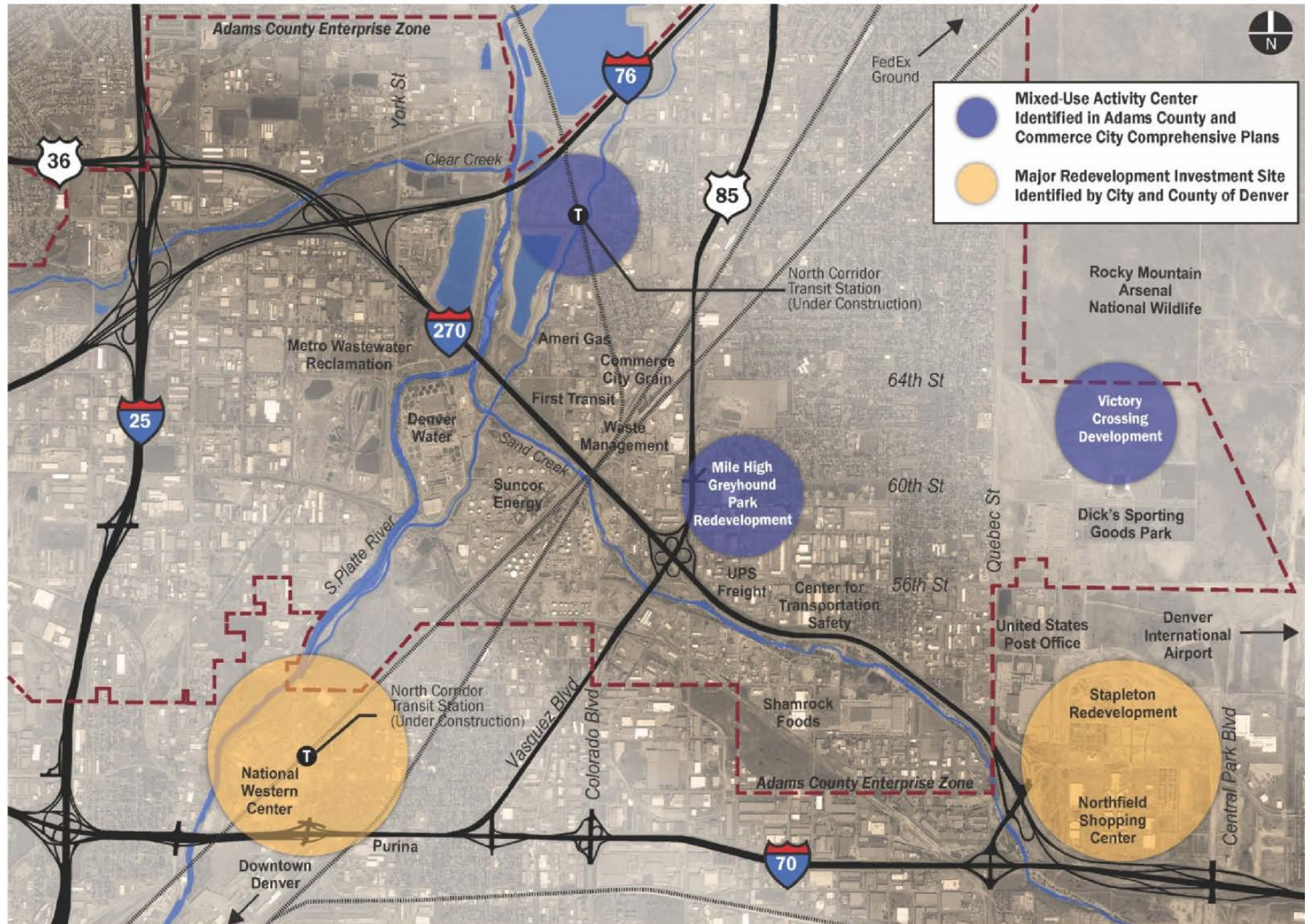
Low Wage (39 to 73% Avg. Annual Wage (AAW)), Mid Wage (82 to 110% of AAW), High Wage (122 to 261% of AAW)

# Attachment 16: 2040 MVRTP Locations of Wholesale Trade and Warehousing Firms





## Attachment 17: Regional Employment Centers





## Attachment 18: Historical Barriers for Vulnerable Populations

