

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

APPLICATION OVERVIEW

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 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

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%

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

Section B. Metro Vision TIP Focus Areas 30%

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

High	The project will significantly address Metro Vision transportation-related objectives and is determined to be in the top third of applications based on the magnitude of benefits.
Medium	The project will moderately address Metro Vision transportation-related objectives and is determined to be in the middle third of applications based on the magnitude of benefits.
Low	The project will slightly or not at all address Metro Vision transportation-related objectives and is determined to be in the bottom third 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)	High	60% and above
	Medium	30-59%
	Low	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	SH79 and I-70 Interchange Eastbound Ramp Improvement		
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Milepost 304, interchange complex		
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	Town of Bennett		
4. Project Contact Person, Title, Phone Number, and Email	Trish Stiles, Town Administrator, (303) 644-3249, Ext. 1009;		
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal</i>		
6. What planning document(s) identifies this project?	<input type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)		
	<input checked="" type="checkbox"/> Local plan:	Bennett Transportation Plan, Comprehensive Plan	
	<input checked="" type="checkbox"/> Other(s):	SH 79 Planning & Environmental Linkages Study (Page 68)	
	<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>		
7. Identify the project's key elements .			
<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input type="checkbox"/> Transit Other: <input type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input checked="" type="checkbox"/> Roadway Operational		Grade Separation <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:	
8. Problem Statement What specific Metro Vision-related subregional problem/issue will the transportation project address? The specific metro-vision related issue the Project will address is the operational breakdown of the I-70 & SH 79 interchange that connects these two key regional corridors within the regional transportation system (MV Outcome #4). Without the Project's operational improvements, safety is jeopardized for all modes, but particularly commuter, human services transportation and truck freight movements (MV Outcome #5). The problem is the existing I-70 & SH 79 interchange eastbound off-ramp is undersized having limited geometry that results in periodic localized congestion that restricts local, regional and interstate commerce traffic movements on I-70 and SH 79. Interchange operations breakdown primarily during peak hour travel times with the most significant back-ups along the eastbound I-70 off-ramp during the PM peak. As queuing on the			

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

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

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

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

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

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

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

10. What is the status of the proposed project?

Preliminary design complete

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

☐ Yes ☒ No

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

A. Project Financial Information and Funding Request

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

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

Funding Breakdown (year by year)*		*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.			
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$325	\$325	\$	\$	\$650
State Funds	\$ 250	\$250	\$	\$	\$500
Local Funds	\$525	\$525	\$	\$	\$1,050
Total Funding	\$1,100	\$1,100	\$0	\$0	\$2,200
4. Phase to be Initiated Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Design	CON	Choose an item	Choose an item	
5. By checking this box , the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.					<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.

1. Why is this project important to your subregion?

The Project is important to the subregion for three reasons: 1. Safety concerns for the I-70 travel lanes brought by vehicle stacking on the I-70 eastbound off-ramp; 2. Unsafe and unreliable operations between I-70 and SH 79 as designated hazardous materials routes; and 3. Functional deficiencies of the interchange impede regional and interstate commerce operations.

1. The outside I-70 eastbound travel lane is impacted by the backup caused by the operational deficiencies of the interchange. As historically experienced and as development continues in Adams and Arapahoe counties along I-70, the operational issues on the interchange will worsen, causing longer back-ups on the eastbound off-ramp that will further impede safe travel in this area of I-70.

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

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

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

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

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

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

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

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

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

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

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

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

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

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

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

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

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

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

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

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

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

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

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

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

WEIGHT **20%**

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

[MV objective 2](#)

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

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

☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

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

MV objective 3	Increase housing and employment in urban centers.	
2.	Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe, including supporting quantitative analysis		
<p>Yes, expansion of the Regional Center will include a wide range of uses that will foster employment opportunities, services and housing while preserving a rural lifestyle on the outskirts of Metro Denver. The development will include detached bike & pedestrian facilities adjacent to SH 79 and throughout the development on the local street system.</p> <p>In fact, when the Town Board of Trustees approved 'Bennett Crossing' with PD Zoning in 2015, which is the Town's framework for mixed-use development, it was based on this vision: "Local communities combined with regional influences from I-70 provide opportunity for development of highway retail and commercial uses. The wide range of uses will combine employment opportunities, services and housing while preserving a rural lifestyle on the outskirts of MetroDenver. (Exhibit 1)" On Exhibit 1, note the planned-for 'HDR', or "High Density Residential, the planned regional trail system, including a detached 10-foot trail along the new realigned SH 79 through the development; plus 125 acres for multi-family, senior housing and single family dwellings including a 260-until development started in 2016. The first phase of Bennett Crossing proactively built the north half of the future realigned SH 79.</p>		
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?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Describe, including supporting quantitative analysis		
MV objective 6a	Improve air quality and reduce greenhouse gas emissions.	
4.	Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe, including supporting quantitative analysis		
Yes, the Project will reduce ground-level ozone by alleviating the congested stacking problem on the interchange.		
MV objective 7b	Connect people to natural resource or recreational areas.	
5.	Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Describe, including supporting quantitative analysis		
MV objective 10	Increase access to amenities that support healthy, active choices.	

6. Will this project expand opportunities for residents to lead healthy and active lifestyles? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

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

[MV objective 13](#)

Improve access to opportunity.

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

Describe, *including supporting quantitative analysis*

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

[MV objective 14](#)

Improve the region's competitive position.

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

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

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

D. Project Leveraging

WEIGHT 10%

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

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

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

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

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

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

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

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. (Using 50% growth above year of opening for 2040 value, unless justified) <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. (Example: {#3 X 25%} or other percent, if justified)	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.) (Example: {#3 X 25%} or other percent, if justified)	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) (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)	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1. Current weekday bicyclists	0
2. Population and Employment	

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

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (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)	0
2. Population and Employment	

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

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

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

D. Vulnerable Populations

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

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

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

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

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

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians <i>(most recent 5-year period of data)</i>	Sponsor must use industry accepted crash reduction factors
---	--

Fatal crashes	0	(CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Serious Injury crashes	2	
Other Injury crashes	0	
Property Damage Only crashes	13	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		
Fatal crashes reduced	0	
Serious Injury crashes reduced	1	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	7	

G. Facility Condition

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

Roadway Pavement

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

Bicycle/Pedestrian/Other Facility

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

H. Bridge Improvements

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

4. Average Daily User Volume over bridge	7,390
I. Other Beneficial Variables <i>(identified and calculated by the sponsor)</i>	
1.	
2.	
3.	
J. Disbenefits or Negative Impacts <i>(identified and calculated by the sponsor)</i>	
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other: <p>For Part I Section A, funding breakdown, Town and CDOT wish to complete design and environmental in FY 2020</p> <p>For Part 3, Section A, Transit ridership are from VIA Mobility's service from January 2018 through August 31, 2018</p> <p>For Part 3, Section D, data represents 2-mile buffer data provided by DRCOG</p> <p>Please see attached letters of support representing the regional-reach of the service and program providers accessing the interchange.</p>	



August 29, 2018

Trish Stiles
Town Administrator, Bennett
207 Muegge Way
Bennett, CO 80102

RE: CDOT Region 1 Support Request for DRCOG TIP Regional Call FY20-FY23

Dear Ms. Stiles,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the Bennett application for the DRCOG Regional FY20-23 TIP Call. This concurrence applies only for the SH-79 and I-70 Interchange Eastbound Ramp Improvement project, in the event this project is selected by DRCOG as a regional project on or around December 31st, 2018. If this regional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

Based on CDOT's existing priorities and limited funds, CDOT Region 1 is able to provide \$500,000 of the \$500,000 requested, in the event this project is selected by DRCOG. This determination applies to the FY20-23 TIP Regional Call. If the project is not selected for regional funds, the local agency may submit a new request for CDOT funding contribution for the FY20-23 TIP Subregional Call and it will be considered with other requests at that time. This offer of funding applies only to the Regional Call as described above and not the subsequent Subregional Call. If DRCOG funds the project at a lower amount than requested, then CDOT's funding contribution will need to be reaffirmed. Projects impacting state highways should assume that CDOT will manage the project and the local agency is responsible for payment of CDOT's work including indirect charges. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

This concurrence and funding contribution are conditionally granted based on the scope as described and pending CDOT funding availability. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures, such as wetland creation, must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

http://www.coloradodot.info/business/designsupport/bulletins_manuals

Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact JoAnn Mattson at (303) 757-9866.

Sincerely,

Paul Jesaitis
CDOT Region 1 Transportation Director



September 18, 2018

DRCOG Board of Directors
Chair Herb Atchison
1001 17th St STE 700
Denver, CO 80202

Dear Chair Atchison,

The purpose of this letter is to serve as confirmation of Adams County's local match commitment regarding the interchange improvement project at I-70 and State Highway 79 that is being submitted within the Regional Call for Projects for the 2020-2023 Transportation Improvement Program (TIP) cycle. Adams County has committed up to \$300,000 toward this project if it is awarded regional funding in the TIP Regional Call for Projects, subject to annual appropriations.

In addition, we wish to express our general support for this important project. This project is one of the Adams County Council of Governments (ADOGC) Subregional Forum's three regional applications that are being submitted within the Regional Call for Projects for the 2020-2023 Transportation Improvement Program (TIP) cycle. The planned improvements would enhance safety and operations at this interchange, where we have experienced significant growth along the I-70 corridor. We look forward to working with the Town of Bennett and other key stakeholders to advance this project.

Sincerely,

Charles "Chaz" Tedesco, Vice Chair
Adams County Board of County Commissioners



Bennett-Watkins Fire Rescue

District Office: 303-644-3572 Fax: 303-644-3401

355 4th Street, Bennett, CO 80102

Email: Info@BennettFireRescue.org

"Striving to Preserve Life and Property"

September 20, 2018

Mayor Herb Atchison Board President
Denver Council of Regional Government
1001 17th Street
Suite 700
Denver, CO 80202

Mr. Mayor,

Bennett-Watkins Fire Rescue has been responding to emergencies in the area since 1951. As an organization we have witnessed a lot of growth and changes over the years in the community. Many of the changes that we have seen have caused us to adapt our responses and change some of the tactics that we are using to provide service to our citizens. In the past few years we have seen significant growth in the area that has made a real impact to the traffic in the area of I-70 and the Bennett Exit. The area from I-70 to the Town of Bennett area has had several businesses move in and that has brought more traffic not only from the local community but also nearby communities that need to use these businesses. The growth has had both a positive and negative impact on the community. While it has created jobs, and helps our local economy; it has also brought about congestion and confusion to the area.

The area being referenced previously had a single gas station with a small convenience store and single teller bank on the north side of the highway. While on the south side of the highway, were a locally owned hardware store and an equipment rental business. With the addition of King Soopers, Love's Truck Stop, Tractor Supply, Havana Auto Sales, and multiple dining options it has brought a lot of traffic to the area. The traffic has increased to the point that lines have occurred down the exit ramps onto I-70 on many occasions and not just during peak hours. The truck traffic during peak hours makes it even harder for motorists to pass through the area. Additionally, the increase in traffic has created a hazard for our emergency responses to the area or beyond as many calls happen on the other side of this area and the best access is through the I-70 interchange. On numerous occasions the traffic has caused a delay in our response; with several occasions nearly resulting in an accident between our apparatus and other motorist. There have also been several more accidents that have occurred in the area than had previously.

With all of the increased travel by motorists it has also brought CDOT out on more than one occasion to make repairs to the road and exit ramps. The road is obviously seeing more traffic from the growth, and as a result the services around it have had to adapt to be able to provide the demand in service increases because of the increase in traffic. It seems that the road itself may need to be updated and improved in order to make it safer and more user friendly for the public and the emergency responders in the area who use it. The road that is currently in place is obviously not intended to handle the amount of traffic that it is currently struggling to provide service for. Bennett-Watkins Fire Rescue is in full support of any assistance that can be given in order to improve the roads in the I-70 and Bennett area. This type of infrastructure improvement would be of great benefit to the businesses, the community, and the emergency responders that are on the road each and every day. If you have any questions please feel free to contact me.

Sincerely,


Timothy L. McCawley
Assistant Chief
Bennett-Watkins Fire Rescue
355 4th Street
Bennett, CO 80102

Email: TimothyMcCawley@BennettFireRescue.org

Office: (303) 644-3572

Direct: (720) 893-7671

Mobile: (303) 500-9211

Fax: (303) 644-3401



Bennett Parks and Recreation District

P.O. Box 379 455 South First Street Bennett CO 80102

Phone (303) 644-5040 Fax (303) 644-5045

Addressed:

Brighton City Councilmember Lynn Baca, Chair

Adams County Subregional Forum

Arapahoe County Commissioner, Jeff Baker, Chair

Arapahoe County Subregional Forum

From:

Leila Schaub

Bennett Park and Recreation District

455 S. First Street

Bennett, CO 80102

Dear Councilmember Baca and Commissioner Baker,

The Bennett Park and Recreation District serves multiple communities across a two-county region. There has been a steady increase in clientele at the recreation center, which has translated into a steady increase in traffic coming to us. The BRPD has approximately 405 members. The current BRPD clientele consists of appx 60% Adams County residents and 40% Arapahoe County Residents. We see around 20 walk-in clients per week in the winter, with an average of 100 walk-in clients during the summer months. these clients come from all across the state but primarily from the I70 Corridor and the Metro area.

The traffic at the interchange has increased to the point that there are lines to get off of the interstate during both peak and slow times. You will constantly see large tractor-trailer trucks trying to make a very narrow turn, backing up traffic onto the highway. The additional truck traffic we have seen in recent months makes this even more of a challenge. The current state of the off-ramp is also in disrepair. CDOT has come out multiple times to "fix" issues on the bridge or the off-ramp only to cause large bumps and other hazards. By fixing issues with the interchange it will provide a safer route to the recreation center for guests and clients coming from outside of Bennett.

Bennett Park and Recreation District is in full support of the Town finding a solution to the current issues with the interchange.

Sincerely,

Leila Schaub
Director
Bennett Park and Recreation District
303.644.5040



555 Palmer Ave * PO Box 40
Bennett, CO 80102
(303) 644-3047
Fax (303) 479-1531

"a fix for all your insurance needs"

September 18, 2018

Mayor Herb Atchison, Board Chair
Denver Council of Regional Government
1001 17th St Ste 700
Denver CO 80202

Hello

My name is Connie Sayler and I have lived and owned a business in Bennett Colorado for the past 21 years. While growth is expected and welcomed, the impact on traffic is something I strongly feel should be re visited.

As an insurance agent, I have seen an increase in accidents, violations and claims, all of which affect the rates of everyone. I personally do anything I can to avoid the area between King Soopers and Loves Truck Stop because of the immense amount of trucks and their size limits clear visibility.

Thank you for your consideration in this matter.

Connie Sayler

Connie Sayler
Agent

My goal is to provide you with the same service I would expect myself. If at any time you are not 100% satisfied, please let me know so I can address your concerns immediately.

February 21, 2019

Curt Freed, Ph.D.

President
970-542-3105
1-800-622-0216 ext. 3105
Curt.Freed@MorganCC.edu

Brighton City Council Member Lynn Baca, Chair, Adams County Subregional Forum
Arapahoe County Commissioner Jeff Baker, Chair, Arapahoe County Subregional Forum

Dear Councilmember Baca and Commissioner Baker:

Fort Morgan Campus

920 Barlow Road
Fort Morgan, CO 80701
970-542-3100
1-800-622-0216
Fax 970-542-3114
www.MorganCC.edu

Last May, Morgan Community College relocated its Bennett Center from downtown Bennett to the I70 Frontage Road. This move enabled the College to offer expanded courses and better services to students and local communities. MCC was attracted to this location because of its proximity to the interstate, which provides easier access for our students, instructors, and the community. The College hopes to expand its services as this vibrant area continues to develop. While moving locations was an exciting change for MCC, it came with some unforeseen issues, mainly the heavy traffic at the I70/SH79 interchange. This over-trafficked interchange is the only direct route to our location.

Bennett Center

100 I-70 Frontage Road
PO Box 554
Bennett, CO 80102
303-644-4034
Fax 303-644-4680

The geographic reach of the Bennett Center extends westward from Aurora and Watkins, eastward to Agate, and well north and south of the interstate. More than 30% of our students live west of our Center and travel I70. In total, we have 320 students who live in this area and use the interstate for accessing our Center, for shopping opportunities in Bennett, and for commuting to their jobs in the Denver metro area. Forty-seven percent of those students are from Adams County, and 53% are from Arapahoe County. Interstate 70 is one of the main reasons many feel they can afford and enjoy a rural lifestyle. Oftentimes our students walk in with food and drinks from Bennett merchants or drive across the interchange to King Soopers or Loves to get groceries and gas before they go home. Many of our students express concern about the I70/SH79 interchange, and expect lengthy delays due to heavy traffic.

Burlington Center

340 S. 14th Street
Burlington, CO 80807
719-346-9300
Fax 719-346-5236

Limon Center

940 2nd Street
PO Box 729
Limon, CO 80828
719-775-8873
Fax 719-775-2580

The MCC Bennett Center looks out onto the I70/SH79 interchange. From the time our staff arrive at 7:30 a.m. until they leave at 7:00 p.m., they observe automobiles, emergency vehicles, and semi-trucks attempting to exit the eastbound ramp of the interstate. These vehicles are often backed up beyond the origination of the exit ramp and are frequently double-stacked. Staff has noticed emergency vehicles caught in the back-ups, accidents, and even arguments between drivers on the eastbound exit ramp. They also see the steady flow of vehicles attempting to merge onto the Interstate from the westbound ramp. Semis regularly pull off the ramp and vehicles slow down passing traffic because of the congestion on that side of the interstate, as well.

Wray Center

32415 Highway 34
P.O. Box 36
Wray, CO 80758
970-332-5755
Fax 970-332-5754

MCC is concerned about the safety of all travelers using the interchange, including our students and personnel. Bennett has rapidly become a regional hub, which is bringing economic growth to the area. However, because of the safety and traffic concerns we have noted, we urge Arapahoe County, Adams County, and the Colorado Department of Transportation to improve safety and operational improvements at the I70/SH79 interchange.

Imagine ...

Believe ...

Achieve ...

Sincerely,



Dr. Curt Freed
President



Robbin Schincke
Director of Regional Community Outreach



GENERAL OFFICE * 65 TEJON STREET * DENVER, COLORADO 80223 * (303) 778-3100

Brighton City Councilmember Lynn Baca,
Chair Adams County Subregional Forum

Arapahoe County Commissioner, Jeff Baker,
Chair Arapahoe County Subregional Forum

January 17, 2019

Dear Councilmember Baca and Commissioner Baker,

King Soopers opened a full-service grocery store in Bennett, Colorado off State Highway (SH) 79 in 2006, primarily to address the lack of access to groceries stores in rural Adams and Arapahoe Counties along the 1-70 corridor. Since opening, the store has seen a solid and steady increase in customer-base.

The geographic-reach of our Bennett store is unique given its regionally strategic location off 1-70 along SH 79. Our customer base is equally split into thirds with one-third living in Adams County, another third traveling from Arapahoe County, and the remaining one-third coming from other geographic locations around the state and western Kansas including almost 5% from both Denver and Jefferson County respectively. Another interesting characteristic for the Bennett store is we generally see larger numbers of customers in the late afternoon around 4-8 pm, which seems to also be a peak time for other businesses who see daily increases in customer visits. What these characteristics mean for our store in relation to the Town of Bennett's grant submittal is that roughly two-thirds of our Bennett store's regional customers base most likely accesses the store using the interchange at 1-70 and SH 79. Along with the subsequent development that has occurred adjacent to our store, feedback from customers is they are experiencing more frustration due to increased traffic back-ups and we are concerned this may cause an increase in accidents at the interchange as well as the commercial development that gets trapped within the parking area because of the back-ups on the interchange and along SH 79.

King Soopers will continue to provide quality goods and services from the Bennett store to a regional customer base for the foreseeable future. However, we are concerned for the safety of our customers and the customers of our neighboring businesses due to the traffic back-up concerns surrounding the 70 & 79 interchanges.

Because of these traffic and safety concerns, King Soopers Corporate feels there is a need for the Town of Bennett to install safety and operational improvements at the interchange of 1-70 and SH 79 for the safety and peace-of-mind of the regional customers that visit the Town of Bennett's Regional commercial area.

Sincerely,

Char Baker – Store Manager

A handwritten signature in black ink, appearing to read "Char Baker".

Adam Williamson – Director of Corporate Affairs

A handwritten signature in black ink, appearing to read "Adam Williamson".

SOUTH HAVANA

Motor Co.

Brighton City Councilmember Lynn Baca, Chair
Adams County Subregional Forum

Arapahoe County Commissioner, Jeff Baker, Chair
Arapahoe County Subregional Forum

February 14, 2019

Dear Councilmember Baca and Commissioner Baker,

South-Havana Motor Company moved its successful 25-year business from Aurora to Bennett about 2 years ago. We are now located on the Arapahoe County side of I-70 along the I-70 Frontage Road, with a direct view to the I-70 corridor and its interchange at SH 79. I primarily moved my business to get away from the traffic congestion and the busyness of the metro area and found the Town of Bennett friendly to business and a good location because of its easy access off I-70 at SH 79. Now-a-days people shop online for the right car and are willing to travel to pick a vehicle up or have it transported to them. I note this to emphasize that more than 75% of my customer-base comes from the Denver metro area, and all of my metro-area customers use the interchange to access our dealership.

With a direct view to I-70 from our business off the I-70 Frontage Road, we witness traffic backing up on top of the interchange and coming off the eastbound off-ramp waiting to turn left into Town. These back-ups are not occurring occasionally, but are a problem every day, particularly during the mid-to-late afternoons. As we continue to witness these back-ups, I am increasingly concerned for the safety of our customers; my employees; and the motoring public as drivers become more aggravated waiting for the back-ups to clear.

It is for these reasons the South Havana Motor Group highly encourages the Colorado Department of Transportation along with Adams and Arapahoe Counties to fix the problems on this interchange so traffic will flow safely and more efficiently.

Sincerely,



BENNETT CROSSING

Building a Better Tomorrow

292 acre mixed-use development
BENNETT, CO

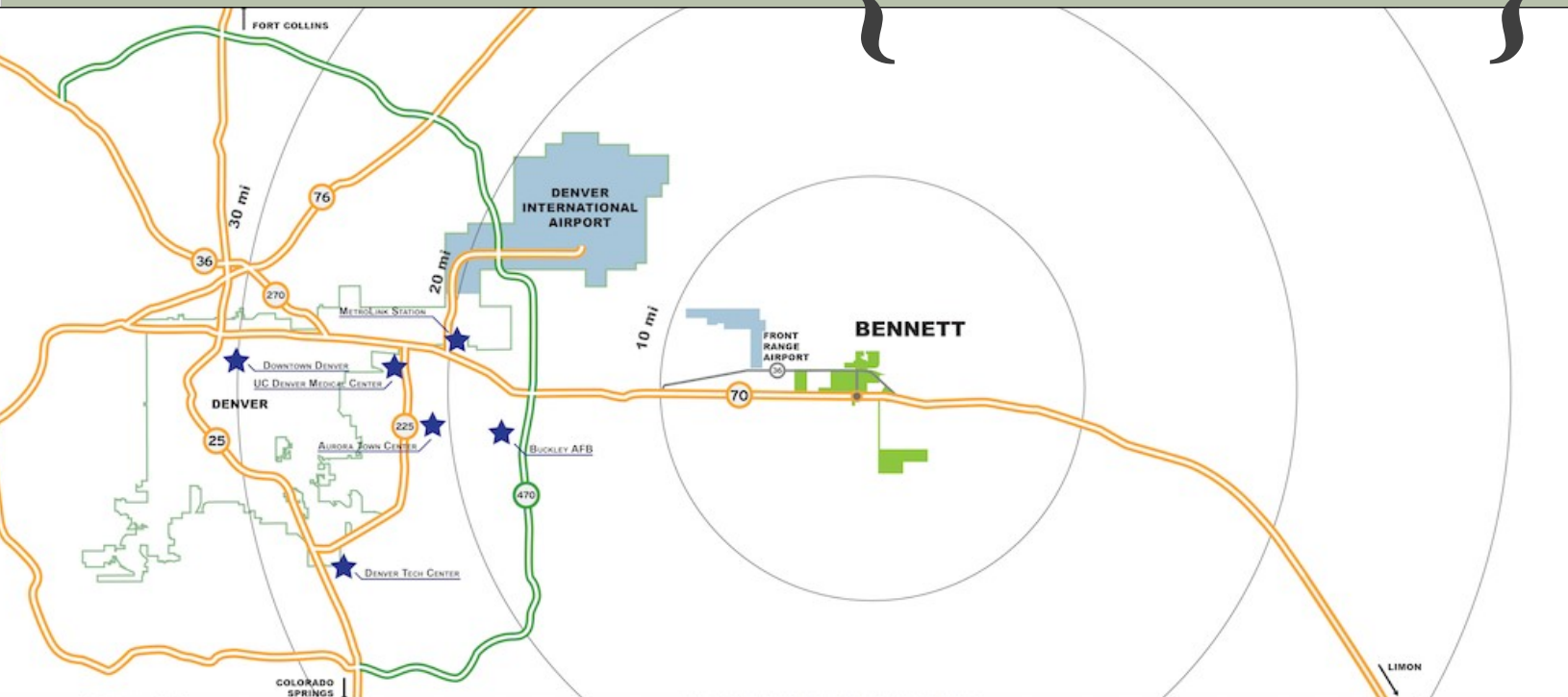
WHY BENNETT CROSSING?

- **Strategic location** on I-70 with frontage & visibility
- Last I-70 interchange with services [from Denver] for 60 miles to Limon
- **Pent up demand** for highway commercial services with minimal competition
- Existing retailers rated among **"highest performing" in volume** (King Soopers & McDonald's)
- Pent up demand for hotel and other services to **provide amenities for travelers and local communities** as evidenced by the Hotel Feasibility Study conducted by Town of Bennett
- Rural town, **regional draw** & rapidly growing trade area
- Commercial sites available with utilities

CURRENT DEVELOPMENTS

- PA-2 & PA-3 **under contract with national home builder** providing 230+ new SF homes
- Plat for phase I commercial in process (10/2015)
- Construction of phase I commercial **infrastructure to commence Spring 2016**

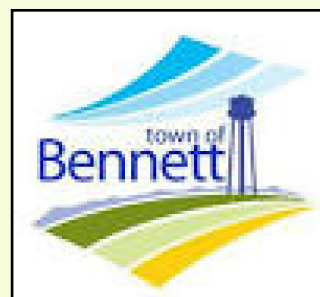
{ AVAILABLE 2016 }



LOCATION & ACCESS

The Town of Bennett is uniquely positioned to capture the next wave of growth east of the Denver metro area. Bennett's close proximity to Denver International Airport, Front Range Airport, I-70, E-470, and the Union Pacific Railroad are all factors impacting the future growth of Bennett.

- Strategic location on east I-70 corridor interchange
- Demand for regional & highway commercial services just 20 miles east of Denver
- I-70 frontage and visibility
- Highway-accessible land for immediate development including commercial/retail, hotel, industrial and residential parcels
- State Highway 79 is a major regional north/south transportation corridor serving both agricultural needs and rural communities



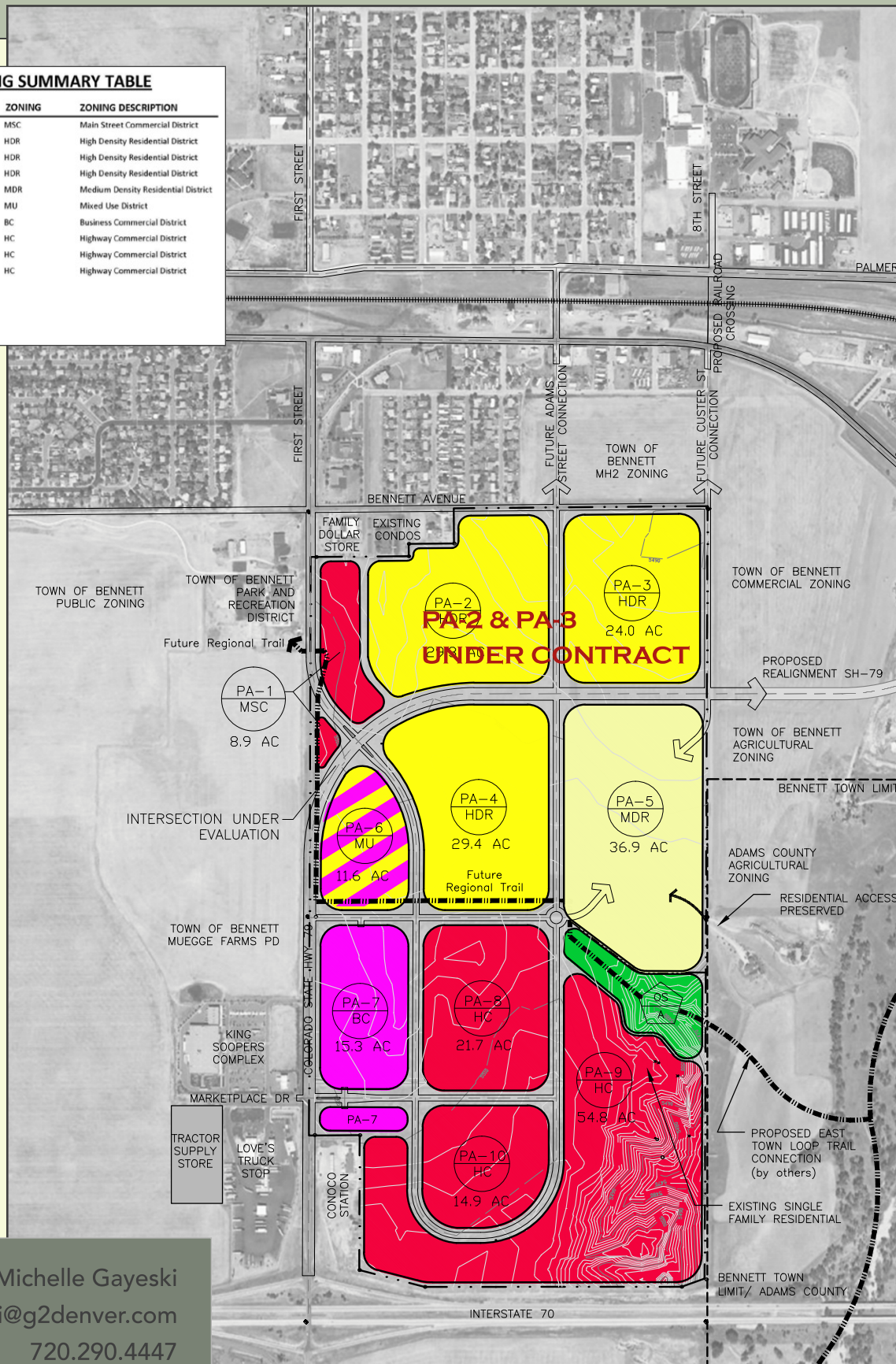
BENNETT CROSSING PD ZONING SUMMARY TABLE

PLANNING AREA	AREA (Acre) +/-	ZONING	ZONING DESCRIPTION
PA-1	8.9	MSC	Main Street Commercial District
PA-2	29.3	HDR	High Density Residential District
PA-3	24.0	HDR	High Density Residential District
PA-4	29.4	HDR	High Density Residential District
PA-5	36.9	MDR	Medium Density Residential District
PA-6	11.6	MU	Mixed Use District
PA-7	15.3	BC	Business Commercial District
PA-8	21.7	HC	Highway Commercial District
PA-9	54.8	HC	Highway Commercial District
PA-10	14.9	HC	Highway Commercial District
Total Planning Area	246.8		
Open Space	8.8		
Public ROW	37.0		
Total PD Area	292.6		

PD ZONING:

The approved zoning provides the framework for mixed-use development.

Local communities combined with regional influences from I-70 provide opportunity for development of highway retail and commercial uses. The wide range of uses will combine employment opportunities, services and housing while preserving a rural lifestyle on the outskirts of MetroDenver.



Michelle Gayeski
mgayeski@g2denver.com
720.290.4447

COMMERCIAL DEVELOPMENT

Platted sites available 2Q 2016; utilities & off-site infrastructure complete

IDEAL USES:

- Hotels
- Restaurants
- Retailers
- Medical
- Office
- Industrial
- Residential
- Senior housing

EXISTING USERS:

- King Soopers/Starbucks
- Love's Truck Stop
- McDonald's
- Tractor Supply Co.
- Taco Bell
- O'Reilly Auto Parts

AVAILABLE:

Sites for sale, ground lease or build-to-suit in Phase I. Up to 100 acres for future commercial development, including larger parcels.

Developer will deliver platted sites with utilities and off-site infrastructure complete.



TRAFFIC COUNTS:

I-70 at SH 79	31,108
SH 79 no. of I-70	5,461

(CDOT)

TRADE AREA:

Population	15,000+
Avg HH income	\$73,595

(Developed by King Soopers/est. 2014)

INFRASTRUCTURE SCHEDULED FOR COMPLETION BY SUMMER, 2016

Commercial and residential development is inevitable given the location, regional growth pressures, proximity to transportation infrastructure, and availability of services.

Bennett Crossing is designed in a manner to blend new development with the existing rural setting and preserve natural features of the area.

BENNETT CROSSING

Michelle Gayeski | 720.290.4447 | mgayeski@g2denver.com

OPPORTUNITY FOR HOSPITALITY

Be the first to satisfy the unmet demand along the east I-70 Corridor ...

DEMAND GENERATORS:

- Leisure travelers
- Love's Truck Stop
- Road closures on I-70
- Seasonal employees (planting & harvesting season)
- Business travelers conducting local business
- Transient pilots and corporate flight occupants
- Contract work with new construction & development

EVENTS DRIVING NEEDS:

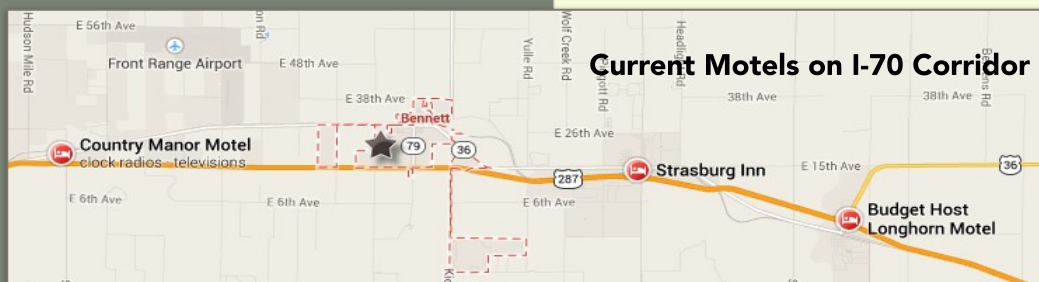
- Local Car Show
- Rock Concert Event
- Front Range Airport sponsors "fly-in's" drawing 4,000 attendees
- High Plains Raceway hosts weekend events April thru October
- Youth Sports Tournaments
- May Farms Events Center
- Colorado High Plains Balloon & Kite Festival

HOSPITALITY MARKET FEASIBILITY STUDY

In 2014 the Town of Bennett engaged an outside consultant to conduct a Comprehensive Market Feasibility Study Report specific to development of hotel(s). Research was performed and reviewed regarding the community's economic indicators, competitive lodging supply, and lodging demand generators. (Completed by Core Distinction Group, LLC)

CONCLUSIONS:

- Unaccommodated lodging demand due to lack of adequate lodging options.
- Need for newer branded hotel option.
- Upper-economy branded hotel able to flex rates and services accommodates a full range of lodging demand identified in the market.
- Development of a hotel will encourage new areas of growth in the market.



RESIDENTIAL

COMING SOON:

New residential community commencing 2016 with over 260+ homes!

The Town of Bennett is supportive of new residential development, affordable housing and access to healthy living for people of all ages and income levels. Zoning approvals for residential designation supports varying types and densities.

Available: 125 acres remaining; divisible

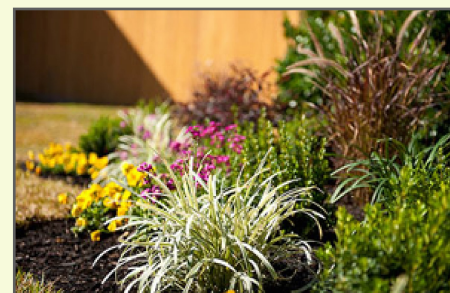
Needs: Multi-family
Single-family
Senior housing

Bennett Crossing offers opportunity for residential developer(s) to provide home ownership to people with moderate incomes.

Neighborhoods in Bennett have traditionally evolved from the center of town outward and consist largely of single-family detached homes with a couple of small multi-family housing projects. Currently little variety of housing options is available in Bennett; however, **BENNETT CROSSING** presents an opportunity for residents seeking new homes.

Bennett is committed to responsible planned development, economic vitality, a program for public service improvements, and continued park expansions, as well as improving the quality of life for its residents.

The Town is served by Bennett School District J29.



UNDER CONTRACT

56 ACRES | 260+ HOMES | COMMENCING IN 2016

One of the fastest growing regional homebuilders in the country will offer new homes in an amenity-rich community. The focus of their community at Bennett Crossing:

- commitment to service,
- quality and value,
- stunning new home community with amenities, and
- a variety of affordable homes

This new home community will offer the best of both worlds: affordable homeownership, and the vibrancy, attractions and amenities of Greater Denver.

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REAL ESTATE