Part 1 Base Information

1. Project Title — **Vasquez Boulevard Improvements**

2. Project *Start/End* points or Geographic Area
Provide a map with submittal, as appropriate — Vasquez Boulevard (U.S. 85) from 52nd Avenue to E. 64th Avenue. See Attachments 1.1 and 1.2 for a map of the geographic area.

3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)* — City of Commerce City

4. Project Contact Person, Title, Phone Number, and Email — Joe Wilson, Director of Public Works, 303-289-8156, jwilson@c3gov.com

5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service? ☒ Yes ☐ No
If yes, provide applicable concurrence documentation with submittal

6. What planning document(s) identifies this project?

☒ DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)

☒ Local plan:
- Imagine Adams County Transportation Plan, 2012
- Commerce City Transportation Plan, 2010
- North Metropolitan Industrial Area Connectivity Study
- Vasquez Boulevard Planning and Environmental Linkage Study

☒ Other(s):
- CDOT 10-Year Development Program
- 2040 Colorado Statewide Transportation Plan
- See Attachment 1.3 for links to planning documents and referenced page numbers

Provide link to document/s and referenced page number if possible, or provide documentation with submittal

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

- ☒ Rapid Transit Capacity (2040 FCRTP)
- ☐ Transit Other:
- ☒ Bicycle Facility
- ☒ Pedestrian Facility
- ☒ Safety Improvements
- ☒ Roadway Capacity or Managed Lanes (2040 FCRTP)
- ☒ Roadway Operational

Grade Separation
- ☐ Roadway
- ☐ Railway
- ☐ Bicycle
- ☐ Pedestrian

- ☒ Roadway Pavement Reconstruction/Rehab
- ☒ Bridge Replace/Reconstruct/Rehab
- ☒ Study
- ☒ Design
- ☒ Transportation Technology Components
- ☐ Other:

8. **Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?

The intersection of Vasquez Blvd and 60th Ave fails during the AM and PM peak hours and the intersection of Vasquez Blvd and 56th Ave is operating at an unacceptable LOS E during PM peak hours. This project will address

urgent safety, mobility, capacity, and operational concerns along Vasquez Boulevard. Improvements will enable DRCOG communities to safely and wisely support the growth of our vibrant regional economy.

9. Define the **scope** and **specific elements** of the project.
Scope of work:

- Design, obtain NEPA approval, and construct near-term improvements for Vasquez Boulevard as identified in the Vasquez & I-270 Planning and Environmental Linkage study

10. What is the status of the proposed project?

CDOT has issued an RFP for Environmental Assessment and Design

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		**$12,000,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$4,750,000**	**40%** 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**
City of Commerce City	$1,500,000	13%
Colorado Department of Transportation	$5,750,000	48%
	$	0%
	$	0%
	$	0%
See Attachment 1.4 for letters of funding commitment and support	$	0%
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$7,250,000**	

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	$	$1,250,000	$1,750,000	$1,750,000	**$4,750,000**
State Funds	$ 5,750,000	$	$	$	**$5,750,000**

Local Funds	$0	$1,000,000	$500,000	$0	**$1,500,000**
Total Funding	$5,750,000	$2,250,000	$2,250,000	$1,750,000	**$12,000,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Design	ROW	CON	CON	

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

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

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

1. Why is this project important to your subregion?
I-270 is a corridor of commerce, where hundreds of companies representing the region's key industry clusters of energy, advanced manufacturing, and logistics locate. The Vasquez Boulevard (U.S. 85)/I-270 interchange serves as a direct connection for the transfer of rural commodities to the urban core. Vasquez Boulevard also serves as the entry point for a future Bus Rapid Transit regional connection from Denver to the City of Brighton (See Attachment 1.2).

   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. Roadway and interchange designs on Vasquez Boulevard are functionally obsolete. Initial construction created access barriers for adjacent vulnerable populations and industrial/residental conflicts that remain today. With truck traffic representing 15% of daily travel volumes on Vasquez Boulevard and a potential 59% increase in travel demand by 2035, the region can ill afford inaction (See Part 3, Attachment 1.8 and 1.10).

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

   Construction of near-term multimodal improvements on Vasquez Boulevard will directly benefit Denver and Commerce City by providing new pedestrian and bicycle connections as well as improved freight mobility for the businesses adjacent to the corridor. Increasing capacity to reduce congestion will improve air quality for multiple municipalities and reduce greenhouse gas emissions (See Attachment 1.1 and 1.2).

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

   Improved freight and commuter moblity, and increase capacity will benefit residents and businesses within the Denver and Adams County subregions by reducing congestion-related delays and enhancing connectivity.

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

   1. Completing the near-term improvements on Vasquez Boulevard as identified in the PEL study will add capacity to reduce congestion and improve mobility for both vehicles and freight. In addition, pedestrian and bicycle access will be added on the arterial. The near-term improvements, combined with a long-term corridor solution identified in the Environmental Assessment will improve a vital regional transportation link, completing the multimodal regional connection, improving economic vitality, and achieving the outcomes of MetroVision.

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?

   The completed project will reduce existing heavy congestion, and improve safety and operational issues along Vasquez Boulevard, which will restore reliable and safe travel for the region's industrial sector and residents in need of multimodal travel options (See Attachment 1.11).

6. How will connectivity to different travel modes be improved by the proposed project?
Near-term construction improvements include bicycle and pedestrian connections from the Vasquez Boulevard and 60th Avenue intersection to the Sand Creek Regional Greenway. The project also will confirm needed right-

of-way for future regional bus rapid transit stops along Vasquez Boulevard and Highway 2 (See Attachment 1.11). This will improve connections for the existing transit and pedestrian users within the project area.

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

   This project builds on existing CDOT and local agency studies completed or underway within the corridor. This project will be jointly funded by CDOT, Adams County, Commerce City and Denver, who will commit significant local funds to advance the decision document and near-term construction improvements. The Boulder subregion and U.S. 36 Mayors & Commissioner's Coalition politicially recognize the benefit an improved I-270 and Vasquez interchange provides (See Attachment 1.4).

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 historical and disparity challenges within severely depressed census tracts, including lack of public amenities (e.g. schools and large parks), image issues, and conflicts between industrial and residential uses. When I-270 was constructed it caused drainage and road alignment issues on local roads and limited connectivity to trails for vulnerable residents east and south of I-270. For example, residents from Globeville, Elyria and Swansea rely on the commercial area at Vasquez Boulevard/60th Avenue for food, goods and services given the lack of service availablity closer to home and have to access this area by traversing challenging and unsafe natural and man-made barriers (See Attachment 1.6).

   Providing reasonable travel options with reliable travel times such as convenient public transportation, and safe pedestrian facilities to individuals who do not own vehicles is a critical factor to ensure individuals have access to jobs and the same quality of life as the general population. Improving the efficiency of the 15 percent of freight/truck travel in the project area - which far exceeds the average 2% mode split - will improve air quality for the neighboring populations. The near-term improvements at Vasquez Boulevard will enhance existing, proposed and new multimodal routes and correct many of the problems caused by the original interstate construction (See Attachment1.11).

2. Describe how the project will **increase reliability of existing multimodal transportation network.**
   Typically roadway travel is flexible and fast until there is congestion, at which time it becomes less reliable. The construction of an intersection at 62nd Avenue would provide an alternative route during congested hours to enhance reliability within the transportation network. The closure of Parkway Drive at the intersection with 60th Avenue would provide additional green time for the remaining four approaches to the intersection while reducing the size of the intersection, making it safer for bikes and pedestrians to cross. Additional bike and pedestrian connections between Sand Creek and 60th Ave would provide safe and reliable travel to and from the employment and bus stops in that area.

3. Describe how the project will **improve transportation safety and security.**
   The I-270/Vasquez Blvd interchange is missing an on ramp, which requires traffic to take a more circuitous route to access the interstate. Additionally, the Vasquez Boulevard/I-270 interchange 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, sharp interchange ramp curves that slow merging traffic, and a high number of vehicle weaving movements. The near term improvements listed in the recently completed PEL for

Vasquez Boulevard would greatly enhance the operational performance and safety of the interchange and arterial roadway. (See Attachments 1.8, 1.11).

A total of 389 crashes occurred within the project area over a five-year period.

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*
   The project will facilitate development within the area and allow the corridor to realize its tremendous potential as this area contains the greatest concentration of original industry and residences within the community. Commerce City's heaviest industrial activities and most-recognized businesses and largest employers are located in the I-270 Corridor and Vasquez Boulevard interchange. Much of the housing in this area was built before the construction of I-270, and subsequently has been, 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, including improving appearance from both I-270 and Vasquez Boulevard.

MV objective 3 **Increase housing and employment in urban centers.**

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

   Describe, *including supporting quantitative analysis*
   Despite known issues and a lack of prior public investment, the project area continues to be a core economic driver and significant employment center providing more than 18,000 jobs within the area. Key regional industry sectors make up the majority of total jobs in the area; the Metro North Chamber of Commerce notes these companies heavily rely on inter-and intrastate corridor travel. Based on DRCOG Workforce Commuting Patterns, 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. More than 1,000 daily transit boardings occur within the Vasquez Boulevard area today; additional regional Bus Rapid Transit Service and improved connections to the N-Line will enhance those distinct connections.

   The 65-acre mixed use urban renewal redevelopment of the former Mile High Greyhound Park is approximately one-mile from the I-270/Vasquez Boulevard interchange. At full build out, the site may potentially create 1,454 permanent employees generating more than $65,400,000 in annual revenue.

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*
The I-270 corridor has a congestion window spanning three hours, nearly three times that of any interstate in the region. Traffic models predict congestion will worsen to four hours by the year 2035. These assumptions do not take into consideration construction-related traffic associated with the Central 70 Project. Vasquez Boulevard sees daily traffic volumes of approximately 70,100 vpd. Truck traffic represents approximately 15 percent of daily volumes. Travel demand is projected to increase 59 percent by 2035.

Vasquez Boulevard could see a modal split of up to 33 percent. For comparison, a typical roadway modal split is about two percent trucks. Roadway travel reliability in the project area impacts person vehicle, buses, truck safety, local street network and efficiency (See Part 3, Attachment 1.10).

The project will advance near term improvements on Vasquez Boulevard, which alone will improve regional travel reliability.

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. Connections to regional bus rapid transit service and improved bicycle connections help reduce future oil consumption and greenhouse gas emissions (See Attachment 1.11).

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 Sand Creek Regional Greewany runs parallel to I-270; the project will address connections to this regional trail network for residents south of the interstate. The recreational South Platte River Trail travels under I-76 and I-270 and connects to Sand Creek. Dedicated and safe pedestrian/bicycle connections also will improve the safety of vulnerable populations in accessing shopping centers at 60th Avenue and Vasquez Boulevard (See Attachment 1.7).

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*

Near-term construction improvements will provide connections to the Sand Creek Regional Greenway, and eliminate existing pedestrian/bicycle access barriers. These connections will expand opportunities for residents to lead healthy and active lifestyles with access to the regional and local trail network as well as the newly renovated Eagle Pointe Recreation Center (See Attachment 1.7).

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*

Providing reasonable travel options such as reliable travel times, convenient public transportation, and safe pedestrian facilities to individuals who do not own vehicles is a critical factor to ensure individuals have access to jobs and the ability to participate in the same quality of life as the general population. Improving the efficiency of freight travel in the project area - which far exceeds the average two percent mode split - will improve air quality for the adjacent populations. Travel demand is expected to increase 59 percent by 2035; congestion would worsen to four hours per day without a solution (See Attachment 1.10). Near-term construction improvements at Vasquez Boulevard can enhance existing, proposed and new multimodal routes as well as an opportunity to correct problems caused by the original interstate construction (See Attachment 1.6).

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*
Improving Vasquez Boulevard is critical because it is a vital commercial and commuter connection for Adams County, Commerce City, and the City & County of Denver. The project area serves hundreds of businesses within the immediate service area of the highway. Most are within the energy, advanced manufacturing, logistics and distribution industry sectors - key economic drivers for the State of Colorado and nation (See Attachments 1.5 and 1.9).

This part of Commerce City contains the greatest concentration of original industry and residences within the community. The City's heaviest industrial activities and most-recognized businesses are located in the corridor and heavily rely on inter and intrastate corridor travel.

Based on DRCOG Workforce Commuting Patterns, 88 percent of the Denver's workforce commute to their jobs from outside of the community, many of which rely on I-270 and Vasquez Boulevard (See Attachment 1.11).

D. Project Leveraging

WEIGHT **10%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	56%	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	1,000
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	23,144	17,972	**41,116**
2040	30,952	20,802	**51,754**

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)* *Provide supporting documentation as part of application submittal*	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	23,144	17,972	**41,116**
2040	30,952	20,802	**51,754**

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	23,144	17,972	**41,116**
2040	30,952	20,802	**51,754**

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	1,763
2. Minority persons	850
3. Low-Income households	962
4. Linguistically-challenged persons	2,100
5. Individuals with disabilities	910
6. Households without a motor vehicle	722
7. Children ages 6-17	3,661
8. Health service facilities served by project	5

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	54,200
2. 2040 ADT estimate	
3. Current weekday vehicle hours of delay (VHD) (before project)	

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}** = **Reduced person hours of delay** *(Value higher than 1.4 due to high transit ridership must be justified by sponsor)*	0

7. After project peak hour congested average travel time reduction 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:
With completion of this project, travel delay is anticipated to shift. This shift would result in increased delay at some locations and decreased delay at others. For example, with construction of the missing NB to EB on-ramp, delay at that location may increase due to existing congestion on I-270 that restricts vehicles from entering the Interstate. Elimination of some of the loops ramps could result in a reduction in delay at this location as fewer vehicles may use Vasquez to enter/exit the interstate. Travel delay would increase at 62nd Ave with the construction of a full intersection and decrease at the intersection with 60th Avenue if direct access to the intersection were eliminated from Parkway Drive.

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **5-year** period of data)*		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices *(e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes		
Serious Injury crashes		
Other Injury crashes		
Property Damage Only crashes	389	
2. Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		
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.

The project includes repavement of the existing lanes and will address any current issues.

3. Average Daily User Volume	54,200

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 across I-270 and Vasquez Boulevard (See Attachment 1.6) in addition to freight/vehicle/pedestrian conflicts that prohibit safe access. The near-term improvements identified in the Vasquez Boulevard PEL will address these items, providing safe passage for individuals to access commercial/retail areas as well as regional trails.

6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT
The current bridge structure over Sand Creek, Structure ID E-17-AT has a sufficiency rating of 54.5.

The current bridge structure of Vasquez and I-270 , Structure IDE-17-WZ has a sufficiency rating of 98.

2. Describe current condition issues and how the project will address them.
This project does not address the existing conditions of the bridge over Sand Creek.

3. Other functional obsolescence issues to be addressed by project
The I-270/Vasquez interchange is missing a ramp for vehicles travelling northbound on Vasquez Boulevard to head east on I-270 which requires traffic to take a more circuitous route to access the interstate. The I-270 and Vasquez Boulevard 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, sharp curves on the interchange ramps slow down merging traffic, and the high number of vehicle weaving movements. If this one interchange is improved, the changes will enhance the operational performance and safety of both the mainline and the interchange. It can also translate to improvements on other state highways and arterial streets in the vicinity.

4. Average Daily User Volume over bridge	54,200

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

2. Negative impact on vulnerable populations

Inaction has a negative consequence by increasing travel-related congestion and perpetuating unsafe situations for non-auto travel.