



Board of Trustees - Study Session

Tuesday, June 14, 2022 at 5:45 pm

**PLEASE SILENCE ALL CELL PHONE AND ELECTRONIC DEVICES.
THANK YOU**

1. Meeting Information

207 Muegge Way, Bennett, CO 80102

For a live stream of the meeting use the information below:

<https://us02web.zoom.us/j/82969043900>

Meeting ID: 829 6904 3900

Passcode: 166365

One tap mobile

+13462487799

2. Capital Projects Department Update

Daymon Johnson, Capital Projects Director

Attachments:

- **Capital Projects Department Update** (Capital_Improvement_Report.pdf)

3. CDOT Intergovernmental Agreement (IGA) for Access Control Plan (ACP)

Resolution No. 919-22 - A Resolution Approving an Intergovernmental Agreement (IGA) between the Town of Bennett and CDOT for the Bennett - State Highway 79 Access Control Plan

Trish Stiles, Town Administrator

Attachments:

- **Staff Report CDOT Intergovernmental Agreement (IGA) for Access Control Plan (ACP)** (0_-_Staff_Report_CDOT_ACP_IGA_June_2022_-_Final.pdf)
- **Intergovernmental Agreement (IGA) Between the Town of Bennett and the State of Colorado Department of Transportation for the Bennett Access Control Plan (ACP)** (1_-_Complete_Draft_IGA_331002725_Bennett_ACP_May_25_2022.pdf)

- **Resolution No. 919-22 - A Resolution Approving an Intergovernmental Agreement (IGA) between the Town of Bennett and CDOT for the Bennett - State Highway 79 Access Control Plan** (2_-_Resolution_No._919-22_Access_Control_Plan_IGA_2022.reso.pdf)

Contact: Christina Hart (chart@bennett.co.us 303-644-3249 x1001) | Agenda published on 06/08/2022 at 4:31 PM

DEPARTMENT PROGRESS REPORT



TO: Mayor and Town of Bennett Board of Trustees
FROM: Daymon Johnson, Capital Projects Director
DATE: June 14, 2022
SUBJECT: Capital Improvement Projects Department Update

Management Summary

The following projects are currently underway and a brief description of their progress has been included in this Capital Improvement Projects Department Progress Report:

- Highway 79 Transportation Improvements
- Public Works Facility
- At-Grade Water Storage Tank
- Wastewater Reclamation Recovery and Resource Facility Expansion Design
- Muegge House Remodel

Highway 79 Transportation Improvements

Signalization at Marketplace

The Town has contracted with the Colorado Department of Transportation's (CDOT) third party inspection firm to complete inspections, submittal review and site reporting for the signalization at Marketplace. The firm Rock-Sol has been selected to complete the Town's portion of the scope.

Morton Electric, Inc. remains ready to mobilize as soon as the Town receives the Notice To Proceed (NTP) from CDOT. Initial plans had this project wrapping up in Q1 of 2022. However, delays with permitting and a NTP issuance from CDOT have remained the primary hindrances to the Town moving forward on this project.

CDOT has in their possession everything required from the Town to issue the NTP. Staff eagerly awaits this and will mobilize quickly to complete the project. The schedule moving forward is unknown at this point but Staff will continue to connect with the Town's partners to seek additional updates and information.

Highway 79 and I-70 Overpass

Staff has published the RFP for pricing, in accordance with CDOT requirements, on the Town Website as well as through Bidnet.

The Town is currently engaged in negotiations for the required third party inspection firm and Staff expects to have this wrapped up by no later than June 17, 2022.

Once estimates are received (due Thursday, June 30, 2022) Staff will thoroughly review all bids and select a general contractor to handle this work. As a refresher, this work includes realignment and

reconstruction of the 304 East Bound Off Ramp, widening of the road and throats where that ramp lands and signalization of the intersection. The RFP process dates are as follows:

- Issuance of RFP 6/7/2022
- Questions Due to Town 6/14/2022
- Response from Town 6/17/2022
- Proposal Submittal Deadline 6/30/2022
- Bid Opening 7/1/2022
- Notice of Intent to Award 7/6/2022
- Board Presentation for Contract 7/26/2022

Public Works Facility (NOMCOM)

The Northern Municipal Campus (NOMCOM) is a project Staff has been working on for several months.

The Town is nearing the end stages of the construction work to be completed but have dealt with some serious materials and weather delays this spring, which has been the biggest catalyst for the delays. Initially, this project was expected to be completed by no later than May 31, 2022.

The current date for completion is now on or before July 21, 2022. Overall the project has been a resounding success. It has gone slower than expected but has also been both smooth and efficient. Costs remain well in line and Staff will finish the project at a price that is substantially below where the market is currently at for similar construction types.

At Grade Water Storage Tank

This project continues to move forward into Phase II (water tank and system tie-in). The tank construction has started and is moving expeditiously. Phase I (well completion and commissioning) is now complete. The Town ran into some substantial time delays associated with Eaton's Variable Frequency Drives and ultimately had to opt for another manufacturer (Gault) to address the need due to Eaton's inability to deliver as promised.

That change had some costs associated with it, however, the Town would still be waiting for Eaton had it not made the change.

The well is operational and the untreated and raw water from it has been utilized by Oakwood for construction water for Muegge Farms, without touching our existing water supply.

The work forthcoming in the next 75 days includes:

- Tank installation 7/21/2022
- VFP and Pump Installation 8/1/2022
- Pump Startup and Testing 8/4/2022
- Final Tie-ins 8/9/2022
- Final Startup & Commissioning 8/13/2022
- Substantial Completion 8/14/2022

Wastewater Reclamation Recovery and Resource Facility Expansion Design

The process of designing and permitting a facility expansion this size (roughly 600,000 gallons) takes about 10 months to get through. As the Board will recall, the Town executed a contract with Aqua Engineering in the amount of \$748,920.00 during the February 22 Board Meeting to complete this task.

Aqua's work is underway and proceeds according schedule. The Town expect to have a biddable plan set and all CDPHE (Colorado Department of Public Health and Environment) approvals by no later than April 1, 2023.

Muegge House Remodel

This project is very close to final completion. Staff has a few minor things to address from a construction standpoint, those items are:

- Final Hardwood Floor Coat 6/13/2022
- ADA Railings and Ramp 6/28/2022
- Punch list 7/1/2022
- Inspection/Certificate of Occupancy 7/5/2022

Board Priority Project Status & Milestones

Project	Status	Costs (* Estimate)	Completion Date
Muegge House Renovation	Underway	\$350,000	7/9/2022
Hwy 79 Signalization - Project Construction	Underway	\$1,178,245	9/15/2022
Hwy 79 and I-70 Expansion	RFP Issued	\$2,000,000	Q2 - 2023
Public Works Facility	Under Construction	\$2,820,154	Early Q3 2022
At Grade Storage Tank	Under Construction	\$3,186,796	Q3 - 2022
WWTF Expansion Design	Underway	\$748,920	Q2 - 2023

Budget Status

Project	Contract Amount	Expenditures	Remaining Budget
Marketplace Signalization - Design	\$129,091	\$129,091	\$0
Marketplace Signalization - Construction	\$1,158,245	\$0	\$1,158,245
Well 6 – Phase II	\$3,186,796	\$2,816,162	\$370,634
Muegge House Renovation	\$295,000	\$286,781	\$8,219

Hwy 79 and I-70 Design	\$238,396	\$238,396	\$0
WRRF Expansion Design	\$748,920	\$0	\$748,920
Public Works Facility	\$2,820,154	\$880,434	\$1,939,719

STAFF REPORT



welcome neighbors.

TO: Mayor and Town of Bennett Board of Trustees
FROM: Trish Stiles, Town Administrator
DATE: June 14, 2022
SUBJECT: CDOT Intergovernmental Agreement (IGA) for Access Control Plan (ACP)

Background

The Town of Bennett has been working on an Access Control Plan (ACP) for access points along HWY 79 to be set for future growth and development along HWY 79 and future potential realignments.

The goal of the ACP is to proactively plan for land uses and transportation improvements that support new growth while balancing the needs of local traffic and regional transportation. To this end, the Town has been planning to realign SH 79 in order to allow regional traffic to bypass the original town center, creating a safer and more pedestrian-friendly characteristic. All of this leads to an ACP that achieves a balance between state and local transportation planning objectives while preserving the current and future functional integrity of the SH 79 roadway network while ensuring that SH 79 remains compliant with the requirements of the State Highway Access Code requirements.

This ACP represents a long-term plan that identifies access points along SH 79 in between I-70 and East 38th Avenue. The ACP is designed to support an adequate local roadway network, including local arterials and collectors, that complements the alignment of SH 79. Because the SH 79 roadway realignment will take time to develop, the ACP will serve as a tool for expectations, and to shape the roadway network via a hierarchy of streets and associated connections. To ensure that improvements can be consistently implemented with future developments, it is important that the ACP is adopted by all the Agencies and consistently used in planning efforts along the corridor; as well as, ensuring that land use developments and subdivisions are made aware of and adhere to the direction of this ACP. Improvements along the relocated segments of SH 79 will be constructed to CDOT roadway standards.

In order to formalize the Agencies' agreement regarding access points and an amendment process for the ACP, an Intergovernmental Agreement (IGA) will be adopted by CDOT and the Town of Bennett.

Town Staff and Consultants have worked with CDOT staff to bring forward the IGA presented here along with this staff report. The full IGA and ACP are included and will be adopted by both CDOT and the Town of Bennett through this agreement.

The plan is important to the Town and future developments and will be incorporated into the Town's Master Transportation Plan and the current process the Town is undertaking for said plan.

Staff Recommendation

Staff recommends the Board of Trustees approve Resolution 919-22 approving the IGA between CDOT and the Town of Bennett for the Access Control Plan.

Attachments

1. Intergovernmental Agreement (IGA) Between the Town of Bennett and the State of Colorado Department of Transportation for the Bennett Access Control Plan.
2. Resolution 919-22

**INTERGOVERNMENTAL AGREEMENT BETWEEN
THE TOWN OF BENNETT
AND
THE STATE OF COLORADO
DEPARTMENT OF TRANSPORTATION
FOR THE BENNETT ACCESS CONTROL PLAN**

THIS INTERGOVERNMENTAL AGREEMENT (hereinafter referred to as the "Agreement") is entered into effective as of the date defined below by and among the Town of Bennett (hereinafter referred to collectively as the "Town"), and the State of Colorado, Department of Transportation (hereinafter referred to as the "Department"), said parties being referred to herein as the "Agencies."

RECITALS

- A. The Town of Bennett is in the process of completing a Transportation Master Plan. That Plan will include the identification of arterials and roadway cross-sections plus other modes of transportation. This Agreement and Access Control Plan (ACP) are for the purpose of vehicular access control to and from the State Highway system.
- B. The Agencies are authorized by the provisions of Article XIV, Section 18(2)(a), Colorado Constitution, and Sections 29-1-201, et. seq., C.R.S., to enter into contracts with each other for the performance of functions that they are authorized by law to perform on their own.
- C. Each Agency is authorized by Section 43-2-147(1)(a), C.R.S., to regulate access to public highways within its jurisdiction.
- D. The coordinated regulation of vehicular access to public highways is necessary to maintain the efficient and smooth flow of traffic, to reduce the potential for traffic accidents, to protect the functional level and optimize the traffic capacity, to provide an efficient spacing of traffic signals, and to protect the public health, safety and welfare.
- E. The Agencies desire to provide for the coordinated regulation of vehicular access for the sections of State Highway 79A between south of I-70 (MP 0.000) and Colfax Avenue (MP 1.240), and State Highway 79B, between United States Highway 36 (MP 1.580) and East 38th Avenue (MP 2.876) (hereinafter referred to as the "Segment"), which is within the jurisdiction of the Agencies.
- F. The Agencies desire to collaborate to assure all transportation modes including pedestrian, bicycle, and mass transit are given sufficient consideration and adequate funding support with each transportation improvement project that affects access within the identified project limits.
- G. The Agencies are authorized pursuant to Section 2.12 of the 2002 State Highway Access Code, 2 C.C.R. 601-1 (the "Access Code") to achieve such objective by written agreement among themselves adopting and implementing a comprehensive and mutually acceptable highway access control plan for the Segment for the purposes recited above; and
- H. The development of this Access Control Plan adheres to the requirements of the Access Code, Section 2.12.
- I. This ACP shows where full movement or signalized intersections could exist. All signals must meet warrants. Signals may be replaced with alternate designs such as roundabouts

without amending the ACP.

NOW THEREFORE, for and in consideration of the mutual promises and undertakings herein contained, the Agencies agree as follows:

1. The following documents are attached and incorporated herein by reference:
 - The Access Control Plan for the Segment (hereinafter referred to as the "Access Control Plan") is attached as **Exhibit A**.
 - Amendments to the Access Control Plan (Exhibit A) shall be in conformance with the Access Code as well as the Access Control Plan Amendment Process, attached as **Exhibit B**.
2. The Agencies shall regulate access to the Segment in compliance with the Access Control Plan, the Highway Access Law, section 43-2-147, C.R.S., (the "Access Law") and the applicable sections of the Access Code. Vehicular access to the Segment shall be permitted when such access is in compliance with the Access Control Plan, the Access Law and the applicable sections of the Access Code.
3. Accesses that were in existence in compliance with the Access Law prior to the effective date of this Agreement may continue in existence until such time as a change in the access is required by the Access Control Plan or in the course of highway reconstruction. When closure, modification, or relocation of access is necessary or required, the Agency(ies) having jurisdiction shall utilize appropriate legal process to effect such action.
4. Actions taken by any Agency with regard to transportation planning and traffic operations within the areas described in the Access Control Plan shall be in conformity with this Agreement. Per Section 2.12 (3) of the Access Code, design waivers may be approved if agreed upon by the Agencies.
5. Parcels of real property created after the effective date of this Agreement that adjoin the Segment shall not be provided with direct access to the Segment unless the location, use and design thereof conform to the provisions of this Agreement.
6. This Agreement is based upon and is intended to be consistent with the Access Law and the Access Code as now or hereafter constituted. An amendment to either the Access Law or the Access Code that becomes effective after the effective date of this Agreement and that conflicts irreconcilably with an express provision of this Agreement may be grounds for revision of this Agreement.
7. This Agreement does not create any current financial obligation for any Agency. Any future financial obligation of any Agency shall be subject to the execution of an appropriate encumbrance document, where required. Agencies involved in or affected by any particular or site-specific undertaking provided for herein will cooperate with each other to agree upon a fair and equitable allocation of the costs associated therewith, however, notwithstanding any provision of this Agreement, neither Agency shall be required to expend its public funds for such undertaking without the express prior approval of its governing body or director. All financial obligations of the Agencies hereunder shall be contingent upon sufficient funds therefore being appropriated, budgeted, and otherwise made available as provided by law.

8. Should anyone or more sections or provisions of this Agreement be judicially determined to be invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Agreement, the intention being that the various provisions hereof are severable.
9. This Agreement supersedes and controls all prior written and oral agreements and representations of the Agencies and constitutes the whole agreement between them with respect to the subject matter of this instrument. No additional or different oral representation, promise or agreement shall be binding on either Agency. This Agreement may be amended or terminated only in writing executed by the Agencies on express authorization from their respective governing bodies or legally designated officials.
10. This Agreement may be amended or terminated only in writing executed by the Agencies with express authorization from their respective governing bodies or legally designated officials.
11. By signing this Agreement, the Agencies acknowledge and represent to one another that all procedures necessary to validly contract and execute this Agreement have been performed, and that the persons signing for each Agency have been duly authorized by such Agency to do so.
12. No portion of this Agreement shall be deemed to constitute a waiver of any immunities the parties or their officers or employees may possess, nor shall any portion of this Agreement be deemed to have created a duty of care that did not previously exist with respect to any person not a party to this Agreement.
13. It is expressly understood and agreed that the enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the undersigned parties and nothing in this Agreement shall give or allow any claim or right of action whatsoever by any other person not included in this Agreement. It is the express intention of the undersigned parties that any entity other than the undersigned parties receiving services or benefits under this Agreement shall be an incidental beneficiary only.
14. Term and Effective Date. The Effective Date of this Agreement shall be the date of the last party to sign. This Agreement shall terminate on June 30, 2072, unless sooner terminated or further extended, in writing, by the Agencies.
15. As noted in Exhibit A, specifically pages 10 and 11, when the new alignment of SH 79 is officially dedicated, CDOT will devolve the current alignment of SH 79, which will be done by a separate agreement. At that time, the ACP will automatically be amended to remove those plan sheets and tables associated with the devolved segment. The Town will utilize the Access Code, the Utility Accommodation Code, this Plan, and CDOT standards when evaluating access requests and construction along the future dedications and alignment of SH 79.

IN WITNESS WHEREOF, the Agencies have executed this Agreement effective as of the day and the year first written above.

Town of Bennett, Colorado

ATTEST:

Mayor, Town of Bennett Date

Town Clerk Date

APPROVED AS TO FORM:

Town Attorney Date

State of Colorado
Jared S. Polis, Governor
Department of Transportation
Shoshana M. Lew, Executive Director

Stephen Harelson, P.E., Chief Engineer

Date

Bennett - State Highway 79 Access Control Plan

September 2021

Plus IGA Exhibits



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Introduction

State Highway 79 (SH 79) is a north-south Colorado State Highway with a southern terminus at the Interstate 70 (I-70) interchange. SH 79 continues north through the Town of Bennett, merging briefly with SH 36 (East Colfax Avenue) heading east, then turning north and crossing at-grade over Union Pacific Railroad (UPRR) Tracks, before continuing eastward, and finally curving northwards, ending at SH 52 approximately 24 miles north of I-70. SH 79 is divided into two separate highways within Town limits, SH 79A and SH 79B. SH 79A is the portion of SH 79 which is south of US 36, and SH 79B is the portion of SH 79 that is north of US 36. Note that “SH 79” is often used interchangeably throughout this report with “SH 79A” and “SH 79B”. SH 79 functions as the Town of Bennett’s primary north/south traffic facility and has been designated by Adams County as a strategic corridor to support regional mobility.

The functional classification of SH 79 between I-70 and East 38th Avenue is defined by the Colorado Department of Transportation (CDOT) as a Non-Rural Arterial (NR-B). An NR-B roadway is intended to accommodate moderate-to-high traffic volumes at moderate travel speeds and is appropriate for sections of regional highway passing through rural communities, such as the Town of Bennett. The NR-B designation allows at least one access per parcel, although the access movements may be restricted. In order to be approved, additional parcel accesses must not impair operations or auxiliary lanes of an adjacent intersection. Along NR-B roadways full-movement intersections are intended to be at locations intersections with collector or arterial roadways, and spaced at half-mile intervals, as stated in the State of Colorado State Highway Access Code (SHAC).

The Town of Bennett has been proactively planning for land uses and transportation improvements that support new growth while balancing the needs of local traffic and regional transportation. To this end, the Town has been planning to realign SH 79 in order to allow regional traffic to bypass the original town center, creating a safer and more pedestrian-friendly characteristic.

Recognizing that all state highways are access controlled (§43-2-147, C.R.S.) and a predominance of regional pass-through traffic will continue to utilize SH 79, the stakeholders of CDOT, Town of Bennett, Adams and Arapahoe Counties (the Agencies) agreed that a realignment of SH 79 should be examined. A Planning and Environmental Linkage (PEL) analysis and report was funded and prepared. The PEL evaluated alternatives based on impact and feasibility considering regional mobility and connectivity, safety, environmental impacts, community impacts, multi-modal accommodations, engineering, and cost.

Multiple alignments and alternatives for SH 79 were evaluated under the PEL. A preferred alignment that fits into the typical roadway grid network was identified and formally adopted in November of 2013. The proposed future alignment of SH 79 meets the purpose of improving regional connectivity, reducing conflicts and delays at the crossing of the UPRR, and addressing safety concerns along the corridor for existing and future conditions. The Town of Bennett

Bennett - State Highway 79 Access Control Plan

SH 79A – SH 79B

committed to preparing an Access Control Plan (ACP) from I-70 to East 38th Avenue that would evaluate both existing accesses and the potential for new accesses along the highway alignment. The ACP was deemed a necessary tool to serve as a short-term and long-term guide for meeting transportation needs.

Figure 1 on the following page shows the study boundaries for this ACP, including existing alignments of SH 79A and SH 79B, the future alignment of SH 79 as identified by the PEL, and the SH 79 segments that will be devolved to the Town.

It should be noted that while the PEL also examined US 36, this ACP largely excludes discussions pertaining to the highway. Access to US 36 is governed by the SHAC.

Purpose & Objectives

The purpose of this ACP is to achieve a balance between state and local transportation planning objectives while preserving the current and future functional integrity of the SH 79 roadway network while ensuring that SH 79 remains compliant with the requirements of the SHAC.

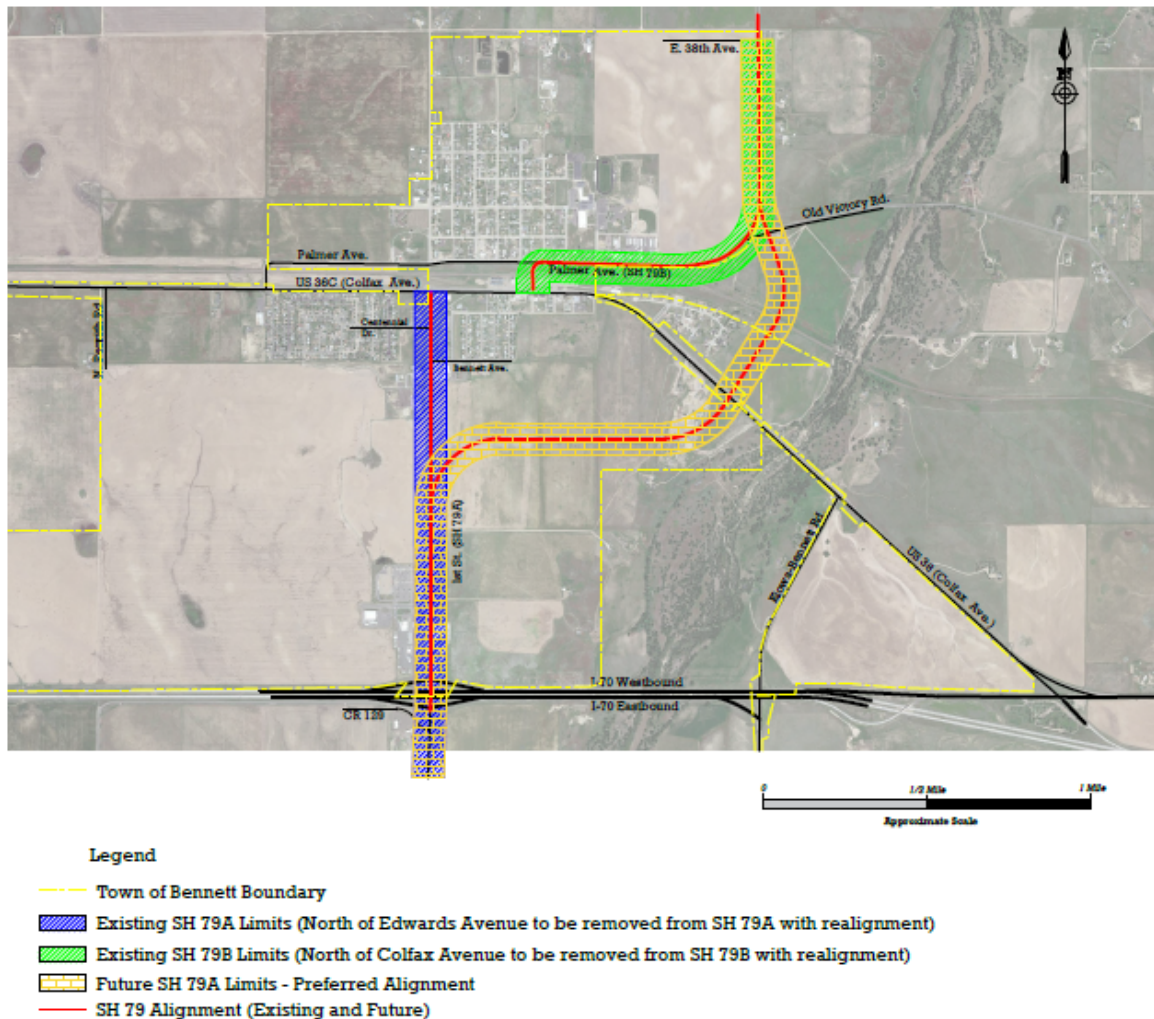
The Objectives of this ACP are to:

- Maintain the functional integrity of existing and future SH 79 operations
- Provide a framework for the local roadway network in the Town of Bennett

This ACP represents a long-term plan that identifies access points along SH 79 in between I-70 and East 38th Avenue. The ACP is designed to support an adequate local roadway network, including local arterials and collectors, that complements the alignment of SH 79. Because the SH 79 roadway realignment will take time to develop, the ACP will serve as a tool for expectations, and to shape the roadway network via a hierarchy of streets and associated connections. To ensure that improvements can be consistently implemented with future developments, it is important that the ACP is adopted by all the Agencies and consistently used in planning efforts along the corridor; as well as, ensuring that land use developments and subdivisions are made aware of and adhere to the direction of this ACP. Improvements along the relocated segments of SH 79 will be constructed to CDOT roadway standards.

In order to formalize the Agencies' agreement regarding access points and an amendment process for the ACP, an Intergovernmental Agreement (IGA) will be adopted by CDOT and the Town of Bennett.

Figure 1
ACP Study Area:
Existing and Future SH 79 Alignments



Public Involvement

Throughout the development of this ACP the public has been encouraged to provide feedback. Early in the process Adams County Assessor records were used to identify and reach out to property owners along both existing and proposed-future SH 79 alignments.

An advertised public meeting was held on April 30, 2014 at the Bennett Community Center from 6 pm to 8 pm. Most of the comments received during the public meeting were related to the preferred alignment of the future-realigned SH 79 and not with individual access recommendations.

In 2018, an additional public meeting was held to update the public about the development and refinements of this ACP, with additional public comments being heard and considered. The publicly advertised meeting took place on June 26, 2018 at the Bennett Town Hall. While there was public interest in the ACP, no comments were received that prompted changes to this ACP.

Bennett Roadway Network

Existing Roadway Network

Figure 2 depicts the existing roadway network for the Town of Bennett. The main roadways, SH 79A, SH 79B, and overlapping segment of US 36, are currently two-lane highways with one travel lane in each direction.

Realigned SH 79 Roadway Network

Figure 3 depicts the future roadway network supporting the proposed final alignment of SH 79. Once SH 79 is realigned, the entirety of SH 79 will become the new “SH 79A”, thus enabling the devolution of SH 79B. The alignment of SH 79A shown in Figure 3, which is based on the findings of the PEL, shows the probable location for the future alignment of SH 79. The planned alignment of SH 79 and the intersections along the roadway are envisioned to be core facilities within the Towns of Bennett’s emerging road network, providing efficient throughput and local route alternatives to regional and local road users. Final land development plans may entail minor changes to the exact alignment shown. Access to SH 79 will be restricted to meet the requirements of the SHAC and to not adversely affect traffic operations.

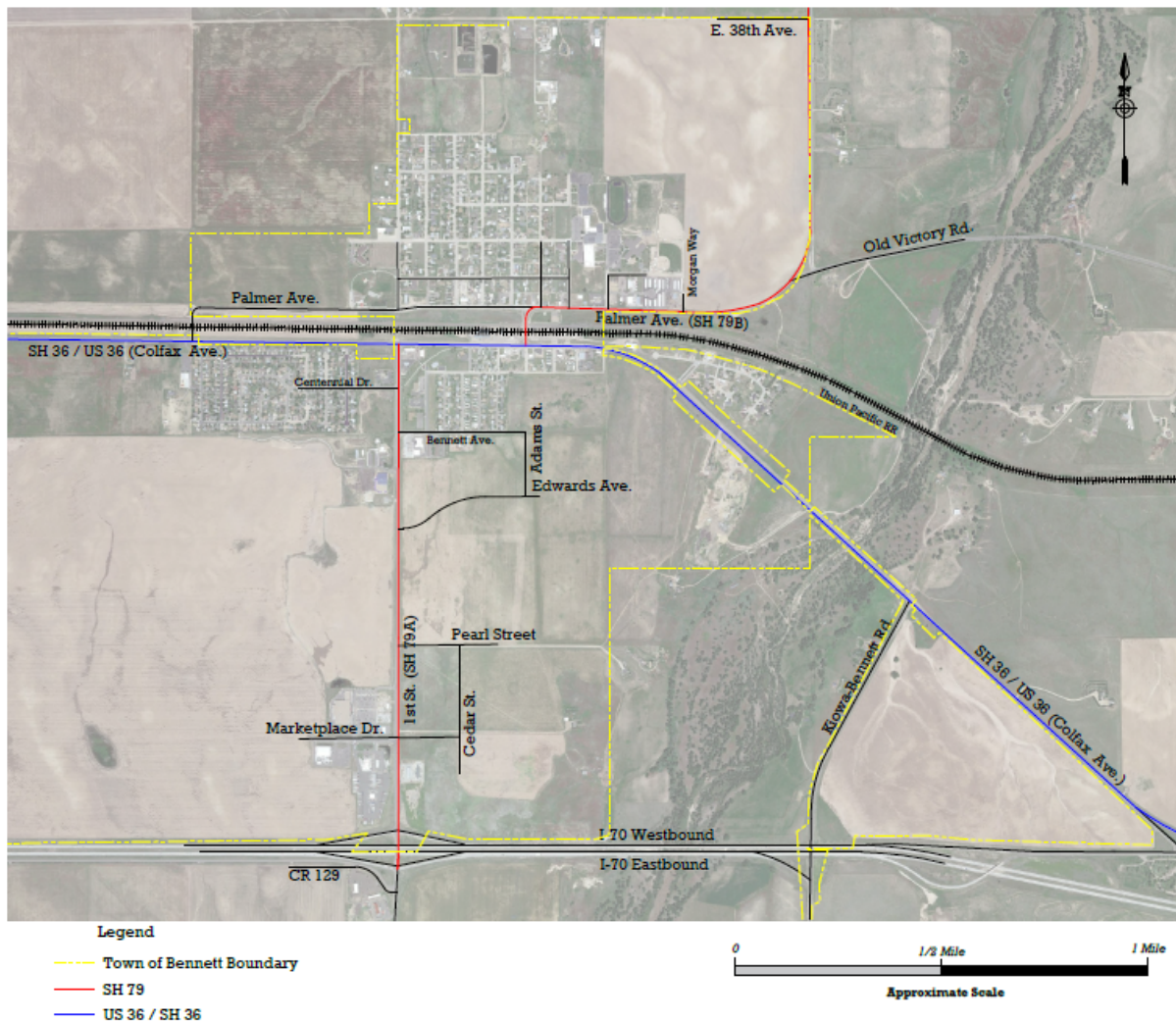
Interim Roadway Network

Prior to SH 79 realignment, various local roadways are anticipated to be built in order to support local development creating an “Interim Roadway Network”. Figure 4 shows the roadway network that is expected to support development along the existing alignment of SH 79.

The approximate timeframe for beginning use of the Ultimate Roadway Network (shown in Figure 8-3) is driven by when the realignment of SH 79, in its entirety, is constructed and in operation. The timeframe is related to project funding and adjacent development in the area. When the new, ultimate roadway section for SH 79 is in use, the appropriate sections of the interim roadway network will be devolved to the Town of Bennett following the required CDOT process and agreements.

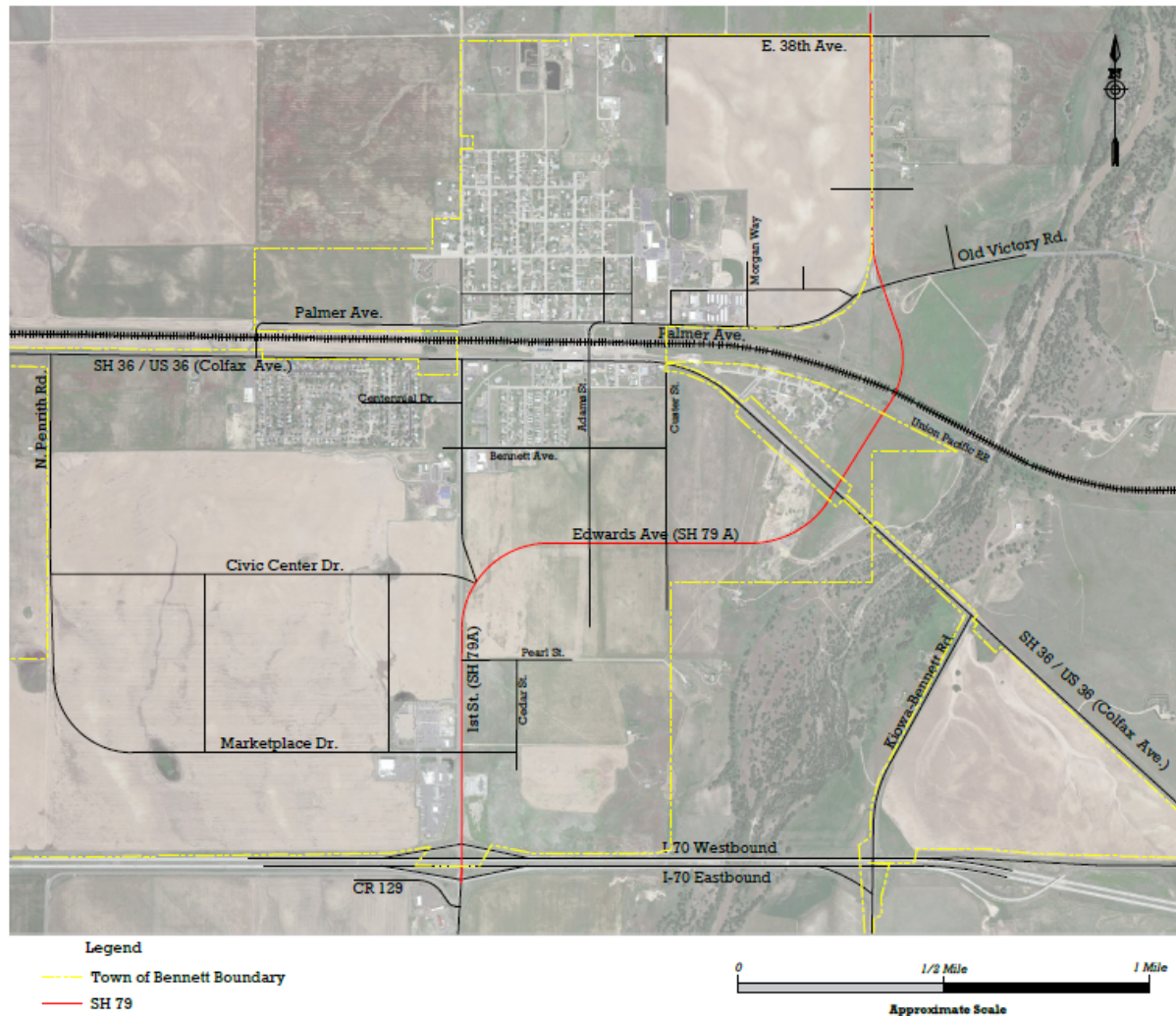
SH 79A – SH 79B

Figure 2
Existing Roadway Network



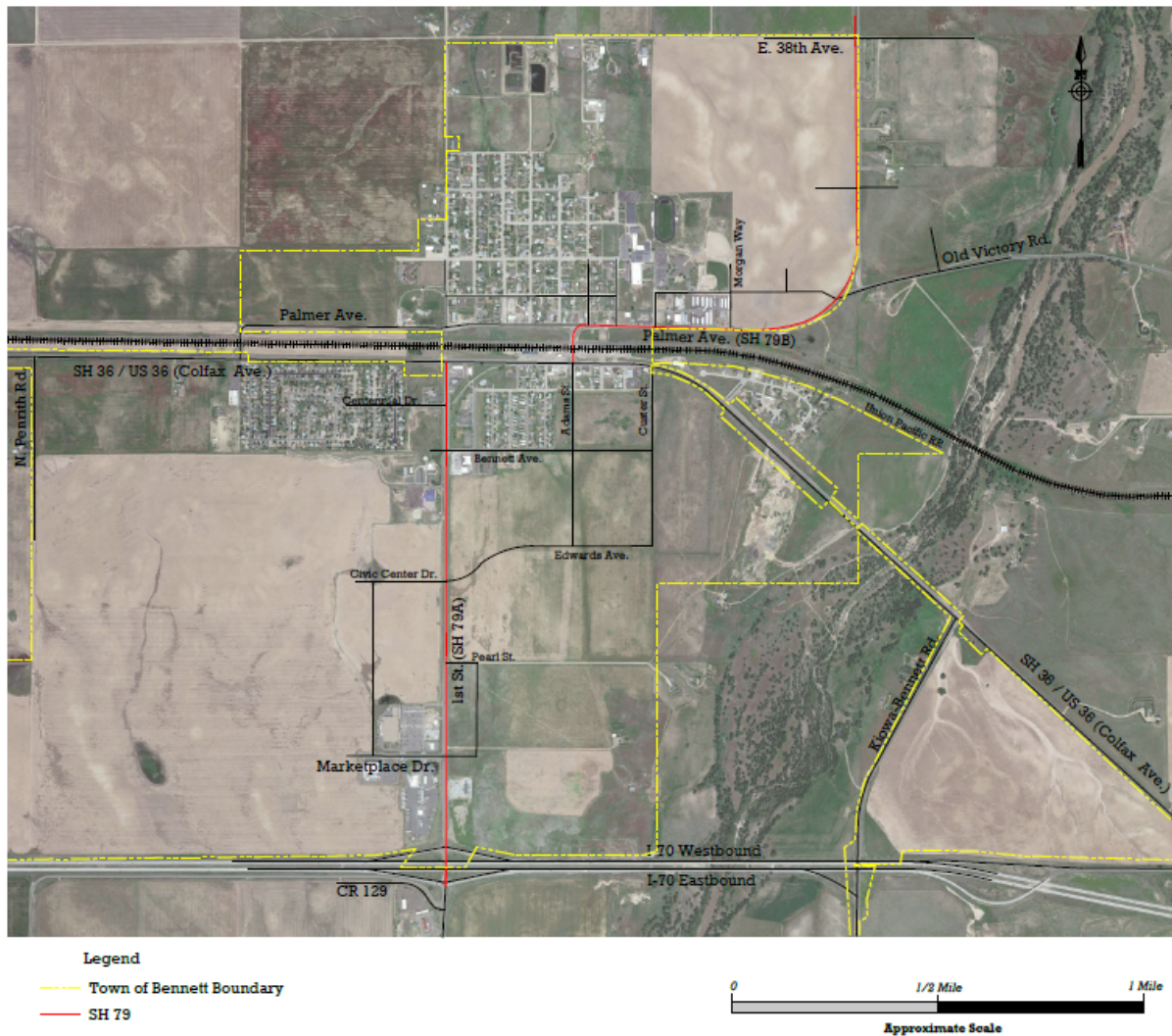
SH 79A – SH 79B

Figure 3
Proposed Roadway Network
After SH 79 Realignment



SH 79A – SH 79B

Figure 4
Interim Roadway Network Supporting
Development along Existing SH 79



Urban and Rural Portions of SH 79

One way to help define the character of a roadway is to designate a chosen roadway segment as either an urban or a rural classification. Generally, such classifications come with their own sets of design standards. Urban design standards assume more intensive surrounding land uses, and rural design standards assume less intensive land uses. On the following pages, Figure 5 and Figure 6 depict where urban and rural design standards will be used along existing and future SH 79 alignments, respectively.

The urban and rural cross sections can be referenced in the Town of Bennett Transportation Master Plan, to be finalized in 2022, and the Town of Bennett Roadway Design and Construction Standards (December 2018).

Existing Alignment

SH 79A, the portion of SH 79 in between I-70 and Edwards Avenue, is assumed to be within an urban environment in Bennett.

SH 79A, the portion of SH 79 in between Edwards Avenue and US 36, is assumed to be the future Main Street after devolvement of SH 79 as part of the SH 79 realignment.

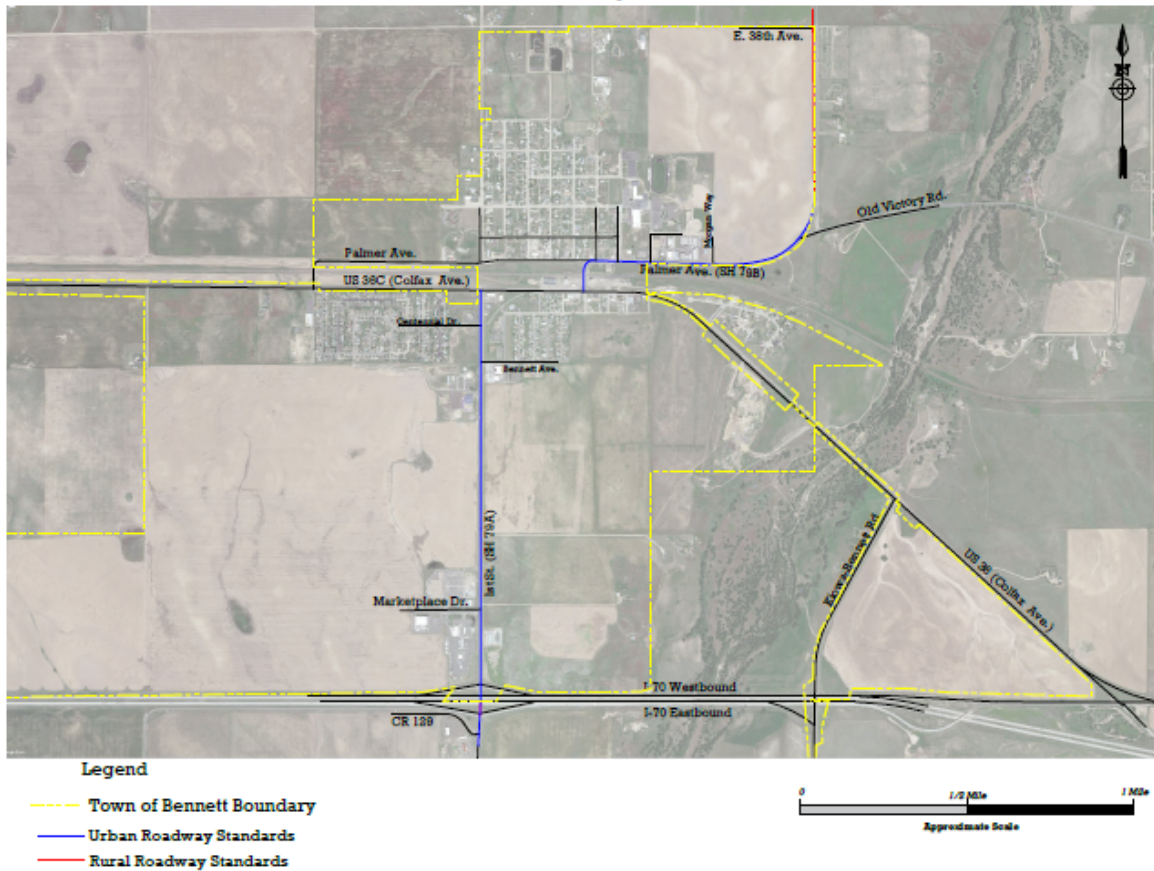
SH 79B, the portion of SH 79 north of US 36, is assumed to be an urban environment in between US 36 to East 38th Avenue, and a rural setting north of East 38th Avenue.

Final Alignment

Once realigned, SH 79 in between I-70 and East 38th Avenue will all be considered “SH 79A”. Along the realigned SH 79 corridor, the Urban Arterial classification will define SH 79 from I-70 to East 38th Avenue, and the Rural Arterial classification will be used north of East 38th Avenue.

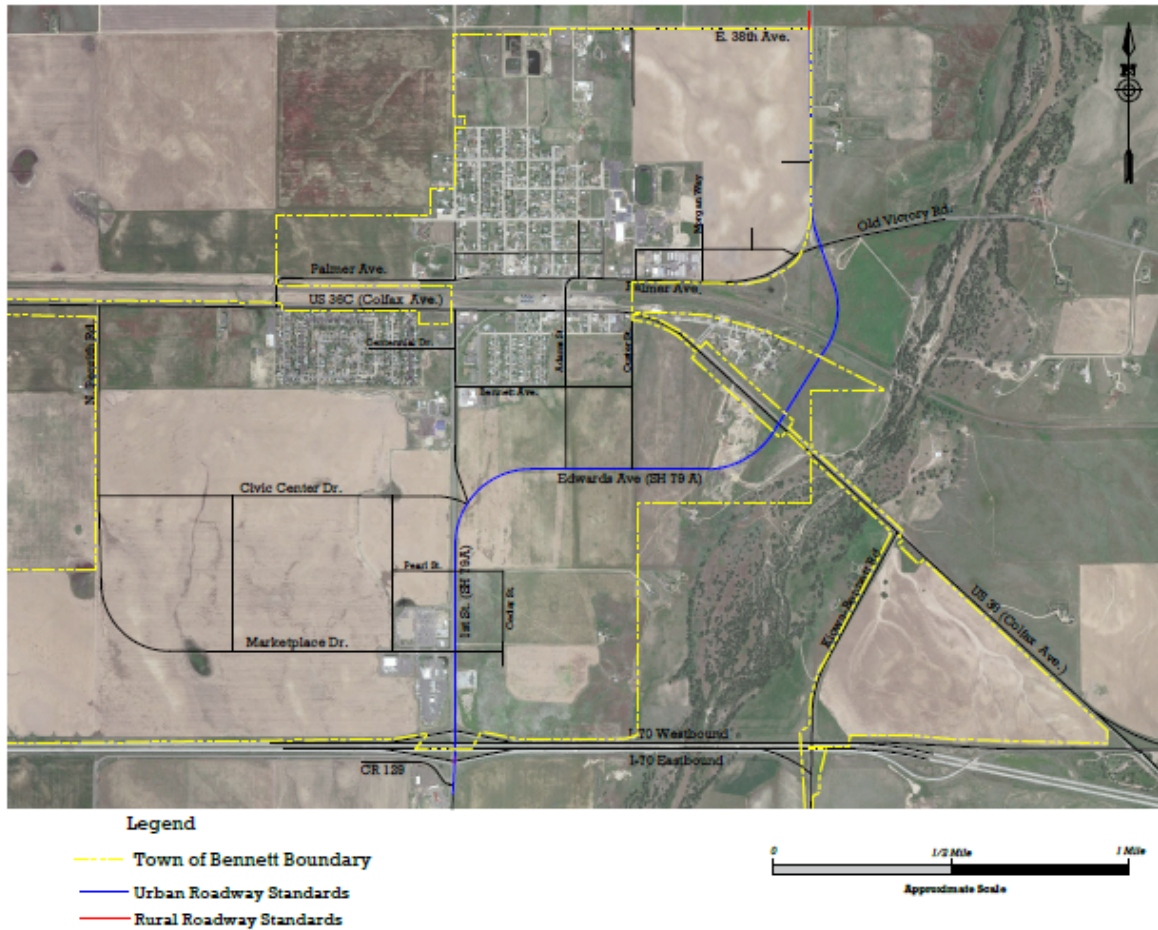
SH 79A – SH 79B

Figure 5
Existing SH 79
Urban / Rural Roadway Classification



SH 79A – SH 79B

Figure 6
Realigned SH 79
Urban / Rural Roadway Classification



Access Control Plan

This section of the document presents the SH 79 Access Control Plan, which, based on existing and expected conditions along the corridor, demonstrates how accesses should be planned and developed along SH 79 within the ACP limits.

SH 79 – Existing : Figure 7-1

Figure 7-1 gives an overview of the existing access points along SH 79 within the study limits. Table 7-1 provides a detailed listing of the existing access points along SH 79. The table identifies the mile post, description, existing and proposed configurations, intersection control, and any condition that applies to each access.

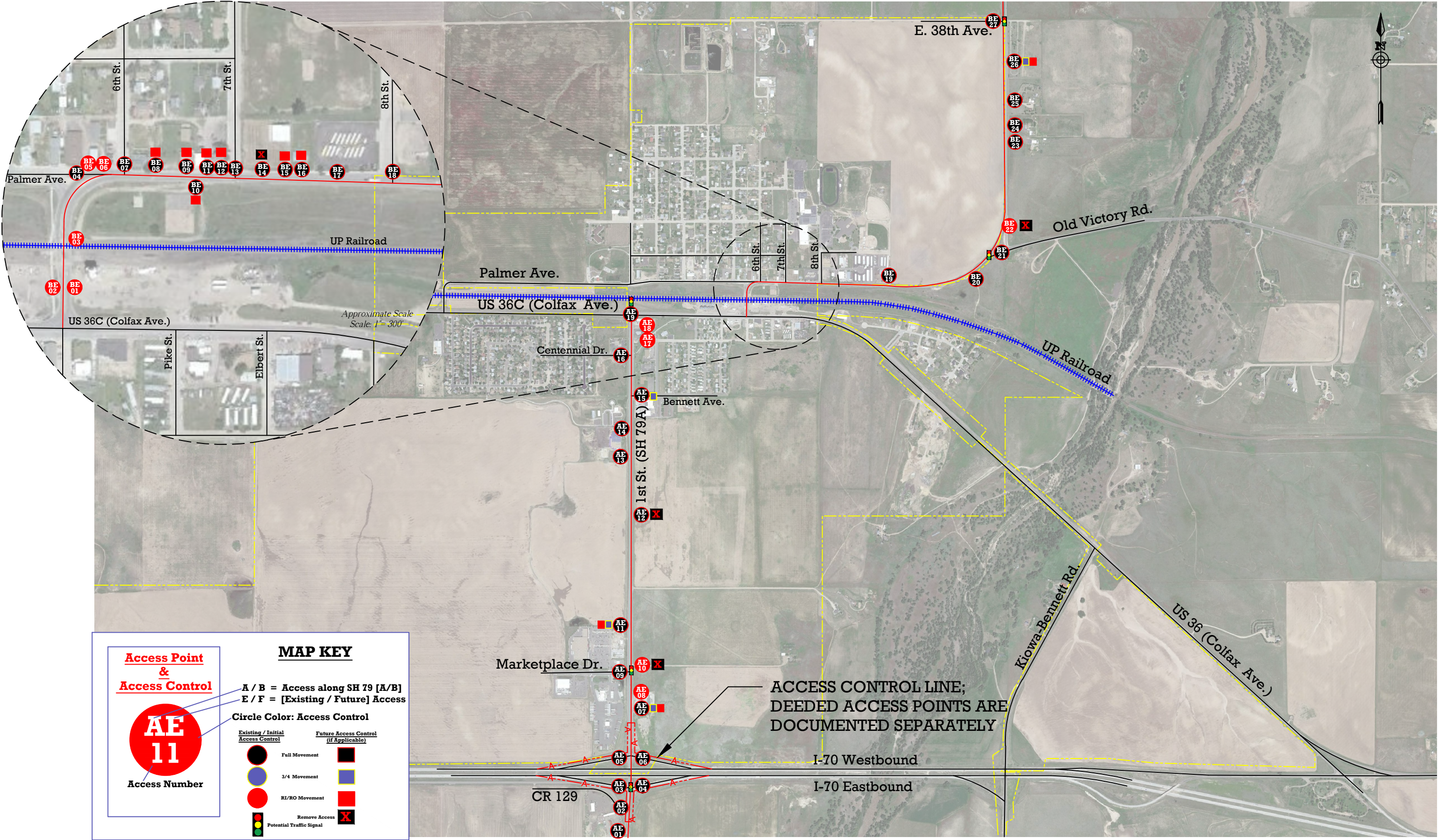
SH 79 – Interim Supporting Development : Figure 7-2

Figure 7-2 gives an overview of the expected access points along SH 79 that will support development before SH 79 is realigned. Table 7-2 provides a detailed listing of the existing and proposed access points along SH 79. The table identifies the mile post, description, existing configuration, intersection control, proposed configuration, and any condition that applies to each access.

SH 79 – Final Alignment : Figure 7-3

Figure 7-3 gives an overview of the anticipated access points along realigned SH 79. Table 7-3 provides a detailed listing of the proposed access points. The table identifies the mile post, description, existing configuration, intersection control, proposed configuration, and any condition that applies to the access.

Figure 7-1
ACP: Existing Accesses along SH 79



Bennett - State Highway 79 Access Control Plan

SH 79A – SH 79B

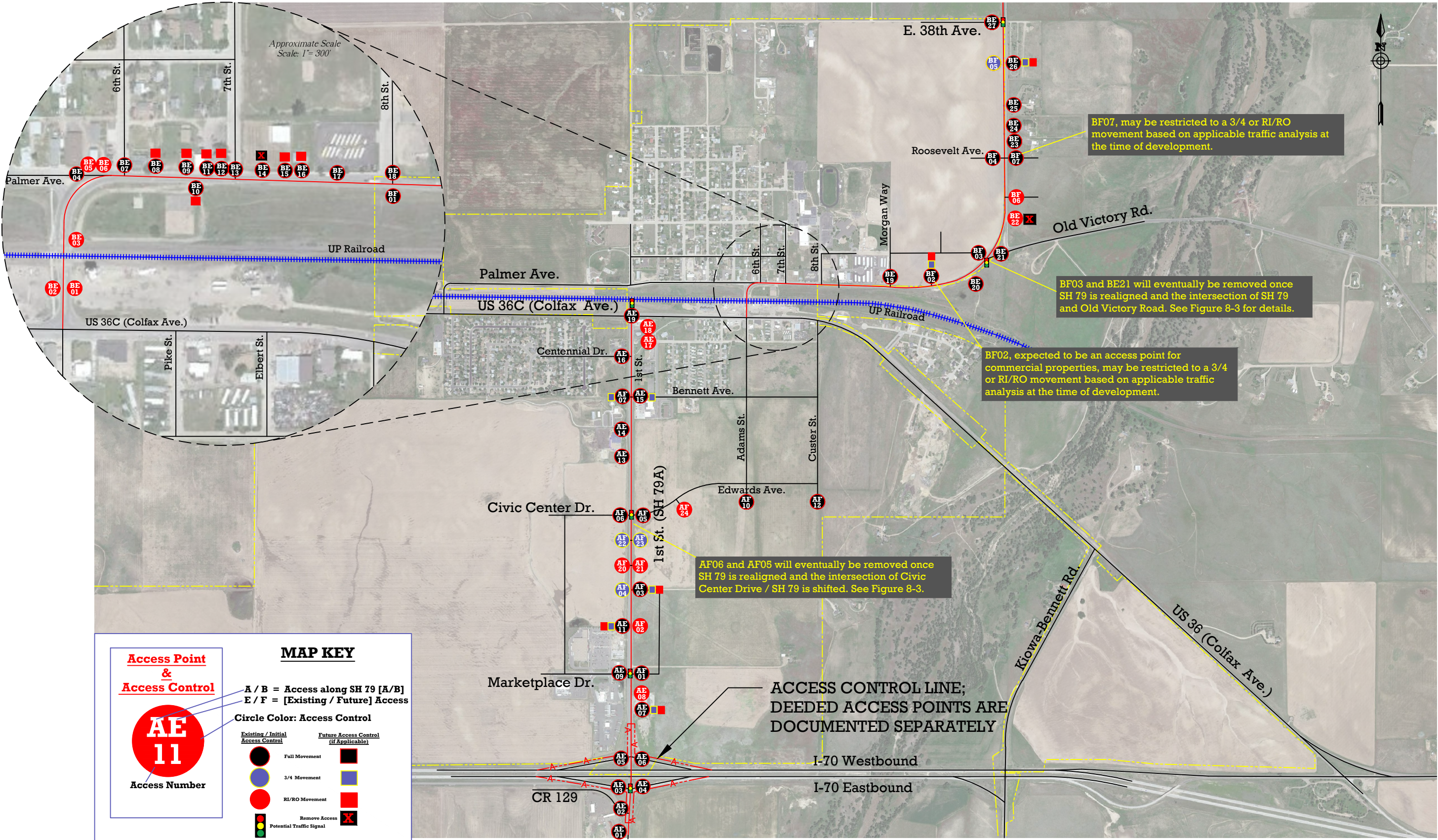
Table 7-1 (1 of 2) Existing Accesses along SH 79							
Access ID No.	Mile Post	Access Type	Access Name	Existing Configuration	Proposed Intersection Control	Proposed Configuration	Condition / Trigger
AE01	0.000	Private Drive	Bennett Lumber	Full Movement	Unsignalized	No Change	No Change
AE02	0.073	Public Roadway	CR 129	Full Movement	Unsignalized	No Change	Consider closing/moving to south when property to the west is redeveloped
AE03	0.121	Public Roadway	I-70 EB Off-Ramp	Full Movement	Signalized	No Change	Signalize when warranted
AE04	0.121	Public Roadway	I-70 EB On-Ramp	Full Movement	Signalized	No Change	Signalize when warranted
AE05	0.203	Public Roadway	I-70 WB On-Ramp	Full Movement	Unsignalized	No Change	No Change
AE06	0.203	Public Roadway	I-70 WB Off-Ramp	Full Movement	Unsignalized	No Change	No Change
AE07	0.326	Private Drive	Conoco South Access	Full Movement	Unsignalized	Possibly 3/4 or RI/RO	Convert to 3/4 or RI/RO based on traffic operations
AE08	0.362	Private Drive	Conoco North Access	Right-in/Right-out	Unsignalized	No Change	No Change
AE09	0.442	Public Roadway	Marketplace Dr.	Full Movement	Signalized	No Change	Signalize when warranted
AE10	0.463	Private Drive		Full Movement	Unsignalized	Remove Access	Remove Access with Extension of Marketplace Drive (AF01) east of SH 79
AE11	0.566	Private Drive	King Soopers North Access	Full Movement	Unsignalized	Convert to 3/4 or RI/RO	Convert when requested by CDOT
AE12	0.639	Private Drive		Full Movement	Unsignalized	Remove Access	Pearl Street Access (AF03) will replace this access
AE13	0.903	Private Drive	Water Tank Access	Full Movement	Unsignalized	No Change	No Change
AE14	0.956	Private Drive	Muegge Way	Full Movement	Unsignalized	No Change	No Change
AE15	1.027	Public Roadway	Bennett Ave.	Full Movement	Unsignalized	Convert to 3/4	Convert when requested by CDOT.
AE16	1.134	Public Roadway	Centennial Dr.	Full Movement	Unsignalized	No Change	No Change
AE17	1.191	Private Drive		Right-in/Right-out	Unsignalized	No Change	Combine with AE18 if possible when redeveloped
AE18	1.203	Private Drive		Right-in/Right-out	Unsignalized	No Change	Combine with AE17 if possible when redeveloped
AE19	1.230	Public Roadway	US 36	Full Movement	Signalized	No Change	Signalize when warranted

Bennett - State Highway 79 Access Control Plan

SH 79A – SH 79B

Table 7-1 (2 of 2) Existing Accesses along SH 79							
Access ID No.	Mile Post	Access Type	Access Name	Existing Configuration	Proposed Intersection Control	Proposed Configuration	Condition / Trigger
BE01	1.602	Private Drive	Roggens Access	Right-in/Right-out	Unsignalized	No Change	No Change
BE02	1.603	Private Drive	Roggens Access	Right-in/Right-out	Unsignalized	No Change	No Change
BE03	1.632	Private Drive	Park Access	Right-in/Right-out	Unsignalized	No Change	No Change
BE04	1.666	Public Roadway	Palmer Ave.	Full Movement	Unsignalized	No Change	No Change
BE05	1.671	Private Drive		Right-in/Right-out	Unsignalized	No Change	Combine with BE06 if possible when redeveloped
BE06	1.677	Private Drive		Right-in/Right-out	Unsignalized	No Change	Combine with BE05 if possible when redeveloped
BE07	1.689	Public Roadway	6th St.	Full Movement	Unsignalized	No Change	No Change
BE08	1.707	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE09	1.726	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE10	1.732	Private Drive	Park Access	Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE11	1.740	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE12	1.747	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE13	1.757	Public Roadway	7th St.	Full Movement	Unsignalized	No Change	No Change
BE14	1.768	Private Drive		Full Movement	Unsignalized	Close Access	Access to be obtained from 7th Street when redeveloped
BE15	1.779	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE16	1.785	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE17	1.801	Private Drive	Emergency Access	Full Movement	Unsignalized	No Change	No Change
BE18	1.822	Public Roadway	8th St.	Full Movement	Unsignalized	No Change	No Change
BE19	1.950	Public Roadway	Morgan Way	Full Movement	Unsignalized	No Change	No Change
BE20	2.169	Private Drive		Full Movement	Unsignalized	No Change	No Change
BE21	2.251	Public Roadway	Old Victory Rd.	Full Movement	Signalized	No Change	Signalize when warranted
BE22	2.369	Public Roadway (One Way)	Old Victory Rd.	Right-Turn Only	Unsignalized	Close Access	When Old Victory Road intersection is reconstructed
BE23	2.562	Private Drive		Full Movement	Unsignalized	No Change	No Change
BE24	2.599	Private Drive		Full Movement	Unsignalized	No Change	No Change
BE25	2.657	Private Drive		Full Movement	Unsignalized	No Change	No Change
BE26	2.768	Private Drive	Cemetery Access	Full Movement	Unsignalized	Convert to 3/4 or RI/RO	Convert to 3/4 or RI/RO based on traffic operations
BE27	2.876	Public Roadway	E. 38th Ave.	Full Movement	Signalized	No Change	Signalize when warranted

Figure 7-2
ACP: Existing and Proposed Accesses - Interim SH 79 Before Realignment



Bennett - State Highway 79 Access Control Plan

SH 79A – SH 79B

Table 7-2 (1 of 3) Accesses Supporting Development before SH 79 Realignment							
Access ID No.	Mile Post	Access Type	Access Name	Existing Configuration	Proposed Intersection Control	Proposed Configuration	Condition / Trigger
AE01	0.000	Private Drive	Bennett Lumber	Full Movement	Unsignalized	No Change	No Change
AE02	0.073	Public Roadway	CR 129	Full Movement	Unsignalized	No Change	Consider closing/moving to south when property to the west is redeveloped
AE03	0.121	Public Roadway	I-70 EB Off-Ramp	Full Movement	Signalized	No Change	Signalize when warranted
AE04	0.121	Public Roadway	I-70 EB On-Ramp	Full Movement	Signalized	No Change	Signalize when warranted
AE05	0.203	Public Roadway	I-70 WB On-Ramp	Full Movement	Unsignalized	No Change	No Change
AE06	0.203	Public Roadway	I-70 WB Off-Ramp	Full Movement	Unsignalized	No Change	No Change
AE07	0.326	Private Drive	Conoco South Access	Full Movement	Unsignalized	No Change	Convert to 3/4 or RI/RO based on traffic operations
AE08	0.362	Private Drive	Conoco North Access	Right-in/Right-out	Unsignalized	No Change	No Change
AF01	0.442	Public Roadway	Marketplace Dr.	New Access	Signalized	Full Movement	Signalize when warranted
AE09	0.442	Public Roadway	Marketplace Dr.	Full Movement	Signalized	No Change	Signalize when warranted
AF02	0.566	Private Drive	Bennett Crossing F1 Access	New Access	Unsignalized	Right-in/Right-out	New Access
AE11	0.566	Private Drive	King Soopers North Access	Full Movement	Unsignalized	Convert to 3/4 or RI/RO	Convert when requested by CDOT
AF03	0.650	Public Roadway	Pearl St.	New Access	Unsignalized	Full Movement	Convert to 3/4 or RI/RO when requested by CDOT
AF04	0.650	Public Roadway	Pearl St.	New Access	Unsignalized	Three-Quarter	New Access
AF20	0.720	Private Drive		New Access	Unsignalized	Right-in/Right-out	New Access
AF21	0.720	Private Drive		New Access	Unsignalized	Right-in/Right-out	New Access
AF22	0.790	Private Drive		New Access	Unsignalized	3/4 or Right-in/Right-out	New Access
AF23	0.790	Private Drive		New Access	Unsignalized	3/4 or Right-in/Right-out	New Access
AF05	0.870	Public Roadway	Interim Edwards Ave.	New Access	Signalized	Full Movement	Signalize when warranted. Access to move with realignment of SH79
AF06	0.870	Public Roadway	Civic Center Dr.	New Access	Signalized	Full Movement	Signalize when warranted. Access to move with realignment of SH79
AE13	0.903	Private Drive	Water Tank Access	Full Movement	Unsignalized	No Change	No Change
AE14	0.956	Private Drive	Muegge Way	Full Movement	Unsignalized	No Change	No Change
AF24	1.006	Private Drive		New Access	Unsignalized	Right-in/Right-out	New Access
AF07	1.027	Public Roadway	Bennett Ave.	New Access	Unsignalized	Full Movement	If signal warrants met, restrict to 3/4 movement
AE15	1.027	Public Roadway	Bennett Ave.	Full Movement	Unsignalized	Convert to 3/4	If signal warrants met, restrict to 3/4 movement
AE16	1.134	Public Roadway	Centennial Dr.	Full Movement	Unsignalized	No Change	No Change
AF10	1.142	Public Roadway	Adams St.	New Access	Unsignalized*	Full Movement	* Adams St. intersection to be signalized if UPRR crossing NOT constructed at Custer St.
AE17	1.191	Private Drive		Right-in/Right-out	Unsignalized	No Change	Combine with AE18 if possible when redeveloped
AE18	1.203	Private Drive		Right-in/Right-out	Unsignalized	No Change	Combine with AE17 if possible when redeveloped
AE19	1.230	Public Roadway	US 36	Full Movement	Signalized	No Change	Signalize when warranted
AF12	1.331	Public Roadway	Custer St.	New Access	Signalized	Full Movement	Custer St. intersection to be signalized if new RR crossing constructed at Custer St.

Bennett - State Highway 79 Access Control Plan

SH 79A – SH 79B

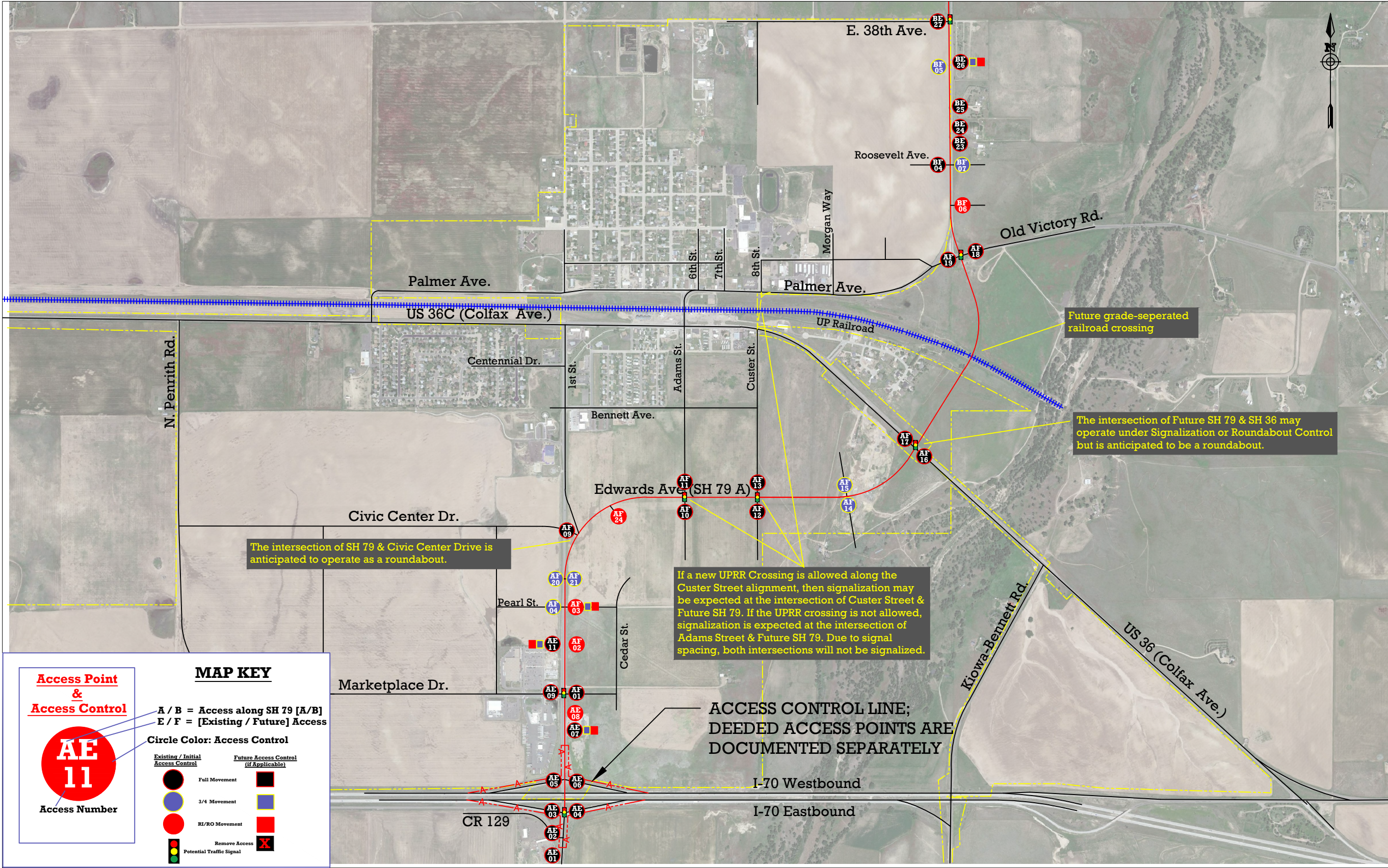
Table 7-2 (2 of 3) Accesses Supporting Development before SH 79 Realignment							
Access ID No.	Mile Post	Access Type	Access Name	Existing Configuration	Proposed Intersection Control	Proposed Configuration	Condition / Trigger
BE01	1.602	Private Drive	Roggens Access	Right-in/Right-out	Unsignalized	No Change	No Change
BE02	1.603	Private Drive	Roggens Access	Right-in/Right-out	Unsignalized	No Change	No Change
BE03	1.632	Private Drive	Park Access	Right-in/Right-out	Unsignalized	No Change	No Change
BE04	1.666	Public Roadway	Palmer Ave.	Full Movement	Unsignalized	No Change	No Change
BE05	1.671	Private Drive		Right-in/Right-out	Unsignalized	No Change	Combine with BE06 if possible when redeveloped
BE06	1.677	Private Drive		Right-in/Right-out	Unsignalized	No Change	Combine with BE05 if possible when redeveloped
BE07	1.689	Public Roadway	6th St.	Full Movement	Unsignalized	No Change	No Change
BE08	1.707	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE09	1.726	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE10	1.732	Private Drive	Park Access	Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE11	1.740	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE12	1.747	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE13	1.757	Public Roadway	7th St.	Full Movement	Unsignalized	No Change	No Change
BE14	1.768	Private Drive		Full Movement	Unsignalized	Close Access	Access to be obtained from 7th Street when redeveloped
BE15	1.779	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE16	1.785	Private Drive		Full Movement	Unsignalized	Right-in/Right-out	Conversion will occur with roadway improvements
BE17	1.801	Private Drive	Emergency Access	Full Movement	Unsignalized	No Change	No Change
BF01	1.822	Private Drive	Maintenance Acc.	New Access	Unsignalized	Full Movement	Align with 8th Street
BE18	1.822	Public Roadway	8th St.	Full Movement	Unsignalized	No Change	No Change

Bennett - State Highway 79 Access Control Plan

SH 79A – SH 79B

Table 7-2 (3 of 3) Accesses Supporting Development before SH 79 Realignment							
Access ID No.	Mile Post	Access Type	Access Name	Existing Configuration	Proposed Intersection Control	Proposed Configuration	Condition / Trigger
BE19	1.950	Public Roadway	Morgan Way	Full Movement	Unsignalized	No Change	No Change
BF02	2.018	Access	Commercial Access	New Access	Unsignalized	Full Movement	New Access
BE20	2.169	Private Drive	Maintenance Acc.	Full Movement	Unsignalized	No Change	No Change
BF03	2.250	Public Roadway	Washington Way	New Access	Unsignalized	Full Movement	New Road into Development
BE21	2.251	Public Roadway	Old Victory Rd.	Full Movement	Signalized	No Change	Signalize when warranted
BE22	2.369	Public Roadway (One Way)	Old Victory Rd.	Right-Turn Only	Unsignalized	Close Access	When Old Victory Road intersection is reconstructed
BF04	2.514	Public Roadway	Roosevelt Ave.	New Access	Unsignalized	Full Movement	New Road into Development
BE23	2.562	Private Drive		Full Movement	Unsignalized	No Change	No Change
BE24	2.599	Private Drive		Full Movement	Unsignalized	No Change	No Change
BE25	2.657	Private Drive		Full Movement	Unsignalized	No Change	No Change
BF05	2.730	Public Roadway	New Road	New Access	Unsignalized	Three-Quarter	New Road into Development
BF06	2.364	Private Drive	New Road	New Access	Unsignalized	Right-in/Right-out	New Road into Development
BF07	2.514	Private Drive	Roosevelt Ave.	New Access	Unsignalized	Full Movement	New Road into Development
BE26	2.768	Private Drive	Cemetery Access	Full Movement	Unsignalized	Convert to 3/4 or RI/RO	Convert to 3/4 or RI/RO based on traffic operations
BE27	2.876	Public Roadway	E. 38th Ave.	Full Movement	Signalized	No Change	Signalize when warranted

Figure 7-3
ACP: Existing and Proposed Accesses - Realigned SH 79



Bennett - State Highway 79 Access Control Plan

SH 79A – SH 79B

Table 7-3 (1 of 2) Accesses along Realigned SH 79							
Access ID No.	Mile Post	Access Type	Access Name	Existing Configuration	Proposed Intersection Control	Proposed Configuration	Condition / Trigger
AE01	0.000	Private Drive	Bennett Lumber	Full Movement	Unsignalized	No Change	No Change
AE02	0.073	Public Roadway	CR 129	Full Movement	Unsignalized	No Change	Consider closing/moving to south when property to the west is redeveloped
AE03	0.121	Public Roadway	I-70 EB Off-Ramp	Full Movement	Signalized	No Change	Signalize when warranted
AE04	0.121	Public Roadway	I-70 EB On-Ramp	Full Movement	Signalized	No Change	Signalize when warranted
AE05	0.203	Public Roadway	I-70 WB On-Ramp	Full Movement	Unsignalized	No Change	No Change
AE06	0.203	Public Roadway	I-70 WB Off-Ramp	Full Movement	Unsignalized	No Change	No Change
AE07	0.326	Private Drive	Conoco South Access	Full Movement	Unsignalized	No Change	Convert to 3/4 or RI/RO based on traffic operations
AE08	0.362	Private Drive	Conoco North Access	Right-in/Right-out	Unsignalized	No Change	No Change
AF01	0.442	Public Roadway	Marketplace Dr.	New Access	Signalized	Full Movement	Signalize when warranted
AE09	0.442	Public Roadway	Marketplace Dr.	Full Movement	Signalized	No Change	Signalize when warranted
AF02	0.566	Private Drive	Bennett Crossing F1 Access	New Access	Unsignalized	Right-in/Right-out	New Access
AE11	0.566	Private Drive	King Soopers North Access	Full Movement	Unsignalized	Convert to 3/4 or RI/RO	Convert when requested by CDOT
AF03	0.650	Public Roadway	Pearl St.	New Access	Unsignalized	Full Movement	Convert to 3/4 or RI/RO when requested by CDOT
AF04	0.650	Public Roadway	Pearl St.	New Access	Unsignalized	Three-Quarter	New Access
AF20	0.720	Private Drive		New Access	Unsignalized	3/4 or Right-in/Right-out	New Access
AF21	0.720	Private Drive		New Access	Unsignalized	3/4 or Right-in/Right-out	New Access
AF09	0.833	Public Roadway	Civic Center Dr.	New Access	Unsignalized	Full Movement	Traffic control identified is a roundabout when warranted. Access (AF06) to move with realignment of SH79
AF24	1.006	Private Drive		New Access	Unsignalized	Right-in/Right-out	New Access
AF10	1.142	Public Roadway	Adams St.	New Access	Unsignalized*	Full Movement	* Adams St. intersection to be signalized if UPRR crossing NOT constructed at Custer St.
AF11	1.142	Public Roadway	Adams St.	New Access	Unsignalized*	Full Movement	* Adams St. intersection to be signalized if UPRR crossing NOT constructed at Custer St.
AF12	1.331	Public Roadway	Custer St.	New Access	Signalized	Full Movement	Custer St. intersection to be signalized if new RR crossing constructed at Custer St.
AF13	1.331	Public Roadway	Custer St.	New Access	Signalized	Full Movement	Custer St. intersection to be signalized if new RR crossing constructed at Custer St.

Bennett - State Highway 79 Access Control Plan

SH 79A – SH 79B

Table 7-3 (2 of 2) Accesses along Realigned SH 79							
Access ID No.	Mile Post	Access Type	Access Name	Existing Configuration	Proposed Intersection Control	Proposed Configuration	Condition / Trigger
AF14	1.624	Public Roadway	New Road	New Access	Unsignalized	Three-Quarter	New Access
AF15	1.624	Public Roadway	New Road	New Access	Unsignalized	Three-Quarter	New Access
AF16	1.795	Public Roadway	US 36	New Access	Signalized	Full Movement	Signalize when warranted
AF17	1.795	Public Roadway	US 36	New Access	Signalized	Full Movement	Signalize when warranted
AF18	2.333	Public Roadway	Old Victory Rd.	New Access	Signalized	Full Movement	Signalize when warranted
AF19	2.333	Public Roadway	Old Victory Rd	New Access	Signalized	Full Movement	Signalize when warranted
BF06	2.364	Private Drive	New Road	New Access	Unsignalized	Right-in/Right-out	New Road into Development
BF04	2.514	Public Roadway	Roosevelt Ave.	New Access	Unsignalized	Full Movement	New Road into Development
BF07	2.514	Private Drive	Roosevelt Ave.	New Access	Unsignalized	Full Movement	New Road into Development
BE23	2.562	Private Drive		Full Movement	Unsignalized	No Change	No Change
BE24	2.599	Private Drive		Full Movement	Unsignalized	No Change	No Change
BE25	2.657	Private Drive		Full Movement	Unsignalized	No Change	No Change
BF05	2.730	Public Roadway	New Road	New Access	Unsignalized	Three-Quarter	New Road into Development
BE26	2.768	Private Drive	Cemetery Access	Full Movement	Unsignalized	Convert to 3/4 or RI/RO	Convert to 3/4 or RI/RO based on traffic operations
BE27	2.876	Public Roadway	E. 38th Ave.	Full Movement	Signalized	No Change	Signalize when warranted

ACP Amendments & The IGA

Access changes may be necessary along SH 79. If access changes are proposed, modifications may need to be made to update the ACP. The IGA, which formalizes the ACP, specifies a process for modifying the ACP in Exhibit B. This includes any proposed changes to the ACP sponsored by the Agencies.

Specifically, this ACP does not identify where all right-in/right-out accesses will be located. The decision of granting additional right-in/right-out acceses will be handled on a case-by-case basis, and a CDOT approved access permit will be required. For any additional right-in/right-out accesses to be justified, analysis must be documented in an acceptable traffic impact study which demonstrates the additional access can meet the design requirements set forth by the Agencies and be consistent with the direction of this ACP.

In addition to site-specific amendments, the ACP stakeholders should revisit the SH 79 ACP every 10 years from the date of original adoption to ensure that the land uses and traffic assumptions remain valid. When examining the validity of the ACP at that time, a traffic analysis should be performed to determine the functionality of the corridor in the future.

EXHIBIT B
STATE HIGHWAY 79
ACCESS CONTROL PLAN
AMENDMENT PROCESS

1. Any request for amendment of this Access Control Plan must be submitted to and agreed upon by the Agencies. The amendment request shall include:
 - Description of changes requested to the Access Control Plan
 - Justification for proposed changes
 - Traffic Impact Study or analysis, depending upon the magnitude of the change requested. Either party to the Access Control Plan can request this supporting documentation.
2. The Agencies shall review the amendment request for completeness and for consistency with the access objectives, principles, and strategies described and approved in the Access Control Plan (Exhibit A).
3. If an amendment to the Access Control Plan is made, the Access Control Plan, including applicable figures and tables, should be updated to reflect the amendment.
4. Any amendments to the IGA may involve a public notice or process, mutually agreed upon by both agencies.

RESOLUTION NO. 919-22

A RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE TOWN OF BENNETT AND CDOT FOR THE BENNETT - STATE HIGHWAY 79 ACCESS CONTROL PLAN

WHEREAS, C.R.S. § 29-1-203 authorizes governments to contract with each other to provide any function or service lawfully authorized to each of the contracting units; and

WHEREAS, C.R.S. § 43-2-147(1)(a) authorizes the Town and the Colorado Department of Transportation (CDOT) to regulate access to public highways within their jurisdiction; and

WHEREAS, the State Highway Access Code authorizes the Town and CDOT written agreements adopting and implementing a comprehensive and mutually acceptable access control plan; and

WHEREAS, an agreement and access control plan for portions of State Highway 79 have been proposed; and

WHEREAS, the Board of Trustees of the Town of Bennett has determined that it is beneficial to the residents of the Town to enter into such agreement and that cooperation between the Town and CDOT will enhance efficient transportation in the region.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOWN OF BENNETT, COLORADO:

Section 1. The Intergovernmental Agreement Among and Between the Town of Bennett and the State of Colorado Department of Transportation (“IGA”) for the Bennett - State Highway 79 Access Control Plan is hereby approved in essentially the same form as the copy of such IGA accompanying this Resolution.

Section 2. The Mayor is hereby authorized to execute the IGA on behalf of the Town, except that the Mayor is hereby further authorized to negotiate and approve such revisions to the IGA as the Mayor and Traffic Engineer determine are necessary or desirable for the protection of the IGA, so long as the essential terms and conditions of the IGA are not altered.

Section 3. The Mayor, Town Administrator, Town Clerk, Traffic Engineer and Town staff are hereby authorized to execute all documents and do all other things necessary on behalf of the Town to effectuate the IGA.

INTRODUCED, READ, AND ADOPTED THIS 14th DAY OF JUNE 2022.

TOWN OF BENNETT

Royce D. Pindell, Mayor

ATTEST:

Christina Hart, Town Clerk