

**DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Subregional Share (Call #4) –
Broomfield City and County Subregion
Air Quality/Multimodal (AQ/MM) Project Application
APPLICATION OVERVIEW**

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #4)

Funding Available: \$2,049,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.

Eligibility: Air Quality & Multimodal (AQ/MM) eligible projects only.

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects (*Note: these types of projects are only allowed to be submitted with the STBG application*)

Call Dates: November 28, 2022 until January 27, 2023, 3 pm

Application Submittals: submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing 1) this application (**before saving to PDF, press Ctrl-A to select all, and F9 to update all formulas**), 2) one location map/graphic, 3) cost estimate (your own or the CDOT cost estimate form), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or peer agency support. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than December 30, 2022

Other Notable items:

- **Eligibility:** Projects must align with the eligibility guidelines in Appendices B and C of the TIP Policy. Proposed work on roadways must primarily be located on the DRCOG Regional Roadway System to be eligible for TIP funding (the DRCOG RRS can also be viewed within the TIP Data Tool). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application). Further details can be found in the Policies for TIP Program Development document (a quick-guide is also available for reference)
- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops (February 10 and February 16, 2022)
- **CDOT/RTD Concurrence:** If required, CDOT and/or RTD concurrence must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, CDOT Region 4 – Josie Thomas, RTD – Chris Quinn
- **If a submitted application in Calls #1-3 was not funded**, and you wish to resubmit the same application for this call, please contact DRCOG. In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it, and datasets for download are available on the TIP Data Hub. Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than December 30, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant's City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **Evaluation Process:** DRCOG staff will review submittals for eligibility, develop scoring sheets, and post all applications (Jan. 30-Feb. 3, 2023). On Feb. 6, a public comment period will open until Feb. 24. Also at that time, details will be provided to each subregion to begin scoring, discussing, and recommending their projects back to DRCOG by March 15. Each forums' recommendation will then be forwarded to the DRCOG committee process for incorporation into a new 24-27 TIP anticipated to be adopted in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM Subregional Share application contains two parts: *project information* and *evaluation questions*.

Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful here.

Scoring Methodology: Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

Section A. Subregional Impact of Proposed Projects

30%

Projects will be evaluated on the degree to which they address a significant subregional problem or benefit people throughout the subregion. Relevant quantitative data should be included within narrative responses.

5	The project benefits will substantially address a major subregional problem and benefit people and businesses in multiple communities.
4	The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one community.
3	The project benefits will either moderately address a major subregional problem or significantly address a moderate -level subregional problem.
2	The project benefits will moderately address a moderate -level subregional problem.
1	The project benefits will address a minor subregional problem.
0	The project does not address a subregional problem.

Section B. Metro Vision Regional Transportation Plan Priorities

50%

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable substantial benefits in the 2050 MVRTP priority area and is determined to be in the top fifth of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable significant benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable moderate benefits in the 2050 MVRTP priority area and is determined to be in the middle fifth of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable modest benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable slight benefits in the 2050 MVRTP priority area and is determined to be in the bottom fifth of applications based on the magnitude of benefits in that priority area.
0	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

Section C. Project Leveraging (“overmatch”)**10%**

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

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

Section D. Project Readiness**10%**

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	Substantial readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	Significant readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	Moderate readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	Slight readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	Few mitigation or readiness activities have been demonstrated.
0	No mitigation or readiness activities have been demonstrated.

Project Information

1. Project Title	Midway Boulevard Multimodal Improvements	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: Midway Blvd @ the Lake Link Trailhead (West) End point: Midway Blvd & Zuni Intersection (East) OR Geographic Area: Click or tap here to enter text.	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	City & County of Broomfield	
4. Project Contact Person:		
Name: Sarah Grant	Title: Transportation Manager	
Phone: 303 464 6385	Email: SGrant@broomfield.org	
5. Required CDOT and/or RTD Concurrence: 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</i>	
<p>6. What planning document(s) identifies this project?</p> <p><i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i></p>	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period: 2020-2029	
	Local/Regional/ Subregional plan:	Planning Document Title: 2022 <i>Midway Blvd Multimodal Corridor Plan</i> 2019 Broomfield Bicycle & Pedestrian Assessment 2016 Broomfield Transportation Plan 2016 Broomfield Comprehensive Plan 2022 Broomfield Capital Improvement Plan Adopting agency (local agency Council, CDOT, RTD, etc.): City & County of Broomfield <input type="checkbox"/> Provide date of adoption by council/board/commission, if applicable: see above
	Please describe public review/engagement to date:	The most recent planning document developed for the Midway Corridor is the <i>Midway Blvd Multimodal Corridor Plan</i> , which was completed December 31, 2022. This plan was initiated by findings from the <i>2019 Broomfield Bicycle and Pedestrian Assessment</i> , where the public indicated that Midway Blvd was the third highest rated corridor in Broomfield for bicycle and pedestrian improvements, but was also found to have very high levels of stress for active modes. Through the development of the <i>Midway Blvd Multimodal Corridor Plan</i> , the project team held numerous face to face public engagement opportunities; hosted a project website that solicited public feedback through an online mapping tool, Q&A tool, surveys, and a corridor concept plan comment map; hosted three virtual public meetings; and provided project information updates through a number of digital and hard copy media. In total more than 1,800 documented public comments were received throughout the project. These figures do not include over 8,000 views of the concept plans where visitors reviewed, but left no comments, or the many comments received in face to face engagement opportunities that were duplicative or staff didn't have time to document.

	Other pertinent details:	The recommendations for improvements to the corridor from the <i>Midway Blvd Multimodal Concept Plan</i> are split into 12 distinct project allowing Broomfield flexibility in the approach making improvements. This will allow Broomfield to move quickly when funding becomes available to complete specific projects on the corridor. This application to complete design and ROW acquisition for the 12 individual projects will ensure all projects on the corridor are shovel ready and Broomfield is prepared to access state and federal funding opportunities that have been greatly expanded via recent legislation.
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7. Identify the project’s key phases and the anticipated schedule of phase milestones.
 (phases and dates should correspond with the “Phase to be Initiated” in the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
<input checked="" type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both		
<u>REQUIRED FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	07/2024
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	01/2025
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	10/2025
	FOR (Final Office Review):	12/2026
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	01/2025
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	Estimated number of parcels to acquire:	35 potential minor ROW impacts depending on design decisions. There is potential to reduce the total number necessary.
	ROW acquisition completed:	
<input type="checkbox"/> Construction	Required clearances:	Enter Date
	Project publicly advertised:	Enter Date
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
<input type="checkbox"/> Bus Service	Service begins:	Enter Date
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

8. Problem Statement: What specific subregional problem/issue will the transportation project address?

Metro Vision themes & outcomes addressed:

Outcome 4: The subregional transportation system is well-connected and serves all modes of travel

Outcome 5: The transportation system is safe, reliable and well-maintained

Outcome 10: The built and natural environment supports healthy and active choices

Outcome 13: All residents have access to a range of transportation and employment, commerce, housing, education, cultural, and recreational opportunities.

The Midway Blvd corridor is a five-mile long minor arterial roadway through the heart of the City and County of Broomfield (Broomfield), providing connections to industrial, commercial, park, school, civic, and residential land uses. 20% of all severe citywide bicycle and pedestrian crashes in Broomfield occur on Midway Blvd (2013-2017).

This project is the result of the Broomfield *Bicycle and Pedestrian Assessment* and the *Midway Blvd Multimodal Corridor Study*. The recommended concept design alternative from the *Midway Blvd Multimodal Corridor Study* seeks to make Midway Blvd a corridor that provides safe and comfortable mobility for goods and people of all ages and abilities, while supporting economic development, reducing dependence on single occupant vehicles, and minimizing environmental impacts.

9. Identify the project's key elements. A single project may have multiple project elements.

Roadway

Operational Improvements

Grade Separation

Roadway

Railway

Bicycle

Pedestrian

Regional Transit¹

Rapid Transit Capacity (2050 MVRTP)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (Expansion/New)

Safety Improvements

Active Transportation Improvements

Bicycle Facility

Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

Multimodal Mobility (i.e., accommodating a broad range of users)

Complete Streets Improvements

Study

Other, briefly describe: Click or tap here to enter text.

¹For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

10. Define the **scope** and **specific elements** of the project (including any elements checked in #9 above). *DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.*

Prepare construction ready plans and cost estimates for the projects identified in the *Midway Blvd Multimodal Corridor Plan* as well as ROW identification and acquisition that is found to be necessary during the design process. This project will exclude designing or acquiring ROW for the *US 287 & Midway Blvd Intersection Improvement* recommendation due to other ongoing studies that include this intersection as part of their investigation.

11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

Broomfield was awarded funding in the 2020-2023 TIP to develop a *Midway Blvd Multimodal Corridor Plan (Plan)* to make recommendations for complete streets improvements to Midway Blvd from the Lake Link Trailhead to the Big Dry Creek Trail connection, just east of Zuni St. The Plan was completed in December 2022 and provides recommendations for improving the safety and comfort of bicycle and pedestrian facilities along the entire corridor, intersection safety for all modes, bicycle and pedestrian crossing treatments, operations for all modes along the corridor, while seeking to minimize impacts to adjacent property owners. The *Midway Blvd Multimodal Corridor Plan* broke the corridor into 12 distinct projects that included estimates of probable cost for ROW acquisition, design, and construction.

12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?

Yes No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request: Due to the way recommended improvements from the *Midway Blvd Multimodal Corridor Plan* were packaged (12 distinct projects, with a range of design and ROW cost estimates), Broomfield has a high level of flexibility with how projects are mixed and matched. Broomfield can adapt to a wide variety of award amounts and still complete meaningful design and ROW acquisition for projects on the corridor.

Outline the differences between the scope outlined above and the reduced scope: Fully awarding the funding request will allow Broomfield to design and acquire ROW for the entire Midway corridor within Broomfield's jurisdiction with the exception of the *US 287 and Midway Intersection Improvement project* which has been excluded for the reasons outlined in question 10.

Based on available funding, a project list of the best combination of projects will be provided to DRCOG to maximize the number of projects to design, while striving to maximize the geographic continuity of projects.

Total amount of Subregional Share Funding Request (in \$1,000's) <i>(Not to exceed 90% of the total project cost)</i> <input type="checkbox"/> Check box if requesting <u>only</u> state MMOF funds (requires minimum 50% local funds) ¹		\$3,600,000	80.00% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
City and County of Broomfield (local)		\$900,000	20.0%
			0.0%
			0.0%
			0.0%
			0.0%
			0.0%
Total Match <i>(private, local, state, regional, or federal)</i>		\$ 900,000	20.0%
Project Total		\$4,500,000	
Notes:	1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. All sponsors will still be required to have 20% match on any added federal funds.		

Funding Breakdown (in \$1,000s) (by program year)¹ (Total funding should match the Project Total from above)

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds	\$ 1,200	\$ 2,400	\$ 0	\$ 3,600
CDOT or RTD Supplied Funds²	\$ 0	\$ 0	\$ 0	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ 300	\$ 600	\$Enter Amount	\$ 900
Total Funding	\$ 1,500	\$ 3,000	\$ 0	\$ 4,500
Phase to be Initiated	DESIGN	ROW	Choose an item.	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). 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 a recommended minimum 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. X YES			

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT

30%

Provide **qualitative and quantitative** responses to the following questions on the subregional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project subregionally important? *Relevant quantitative data in your response is required.*

Midway Blvd. (128th Ave) is a 5.5 minor arterial (in Broomfield) is key east/west Broomfield subregional corridor with access to US 287 and commercial destinations & industrial activities on the west end, to residential communities on the east side with access to Broomfield County Commons, Broomfield Paul Derda Recreation Center, The Field Open Space, civic offices, Police/Courts, Library, Workforce, HHS, The Bay (pool), nine schools, and Midway Park. Additionally, Broomfield is in the process of planning for a major infill development project just south of the corridor known as Broomfield Town Square, which aims to be a public gathering place and new activity center adjacent to the corridor and Broomfield Civic destinations.

The corridor is a key route to access several DRCOG Regional Active Transportation corridors, including: Big Dry Creek Trail access is approximately 1000' beyond Broomfield subregional boundary on the east and on the west end connects to the Lake Link Trail with access to Rock Creek Trail and Boulder County trail network and the new Midway/Hoyt Street multi-use bridge over BNSF railway provides direct access to Interlocken East Park and US 36 Bikeway.

Broomfield's Transportation Vision calls for a well-connected multimodal transportation system that safely accommodates all modes of transportation, providing mobility for people of all ages and abilities while supporting economic development, reducing dependence on the single occupant vehicles.

In 2019 the City & County of Broomfield completed the *Bicycle and Pedestrian Assessment* to support active transportation modes for all ages and abilities to gain a better understanding of areas in the community that needed active modes improvements, and to direct future investment into Broomfield's low stress transportation network. Through this assessment Midway Blvd was identified as one of the highest priority corridors in Broomfield to make investments into. It ranked 3rd out of all of the transportation facilities in Broomfield for the number of public comments it received and improvements have been, or are currently underway for the two top rated areas identified in the Assessment.

Driven by the data and feedback collected in the *Bicycle and Pedestrian Assessment*, Broomfield undertook the *Midway Blvd Multimodal Corridor Plan* to explore improvements along the corridor. This study had significant public interest as a key arterial in Broomfield, generating over 1,800 public comments; it also explored existing conditions on the corridor to develop an intimate understanding of how the corridor was deficient and what needed to be improved to ensure the corridor works well for all modes of transportation. This project to design and secure ROW (as needed) on Midway Blvd is the next step in following through on what is today Broomfield's top priority corridor for complete street improvements and will set Broomfield up to access the large pools of state and federal funding available in the coming years.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

Outcome 4: The subregional transportation system is well-connected and serves all modes of travel.

The project will develop designs for new, protected (grade separated) bicycle facilities along the entire corridor within Broomfield. This includes designing a new off street multiuse path on the south side of Midway between the Lake Link Trail and US the 287 Intersection (roughly 1 mile of new path), as well as designing new off street bicycle facilities or widening existing sidewalks on the north and south sides of the corridor for the remaining roughly 4.5 miles east to the Broomfield boundary with Westminster. The project will also include making bicycle and pedestrian safety improvements at each intersection, as well as designing enhanced mid-block crossing treatments at key locations along the corridor to connect key neighborhoods, trails, recreational facilities, and areas with high crossing demand due to adjacent and nearby land uses.

Outcome 5: The transportation system is safe, reliable and well-maintained

In an effort to enhance safety, comfort, reliability, and predictability along the corridor, the project will design active modes facilities that provide grade separation from vehicle travel lanes along the entire corridor. Crossing treatments across Midway Blvd and side streets along the corridor are recommended to be standardized to enhance predictability and safety on the corridor, and intersections will receive consistent crossing treatments. Further, lane widths are recommended to be reduced to provide traffic calming on the corridor and lane configurations are recommended to be modified in targeted areas to ensure traffic operations are intuitive and clear for motor vehicles. Curb extensions may be implemented to improve access across side streets and at targeted locations throughout the corridor to shorten crossing distances, enhance pedestrian and bicycle visibility, and create perceived friction for motorists to calm traffic.

Outcome 10: The built and natural environment supports healthy and active choices

The intent of the concept plans developed in the Midway Blvd. Multimodal Plan is to enhance safety, comfort, and predictability for all modes on the corridor. Findings from the *Bicycle and Pedestrian Assessment* suggest that Midway Blvd consistently had a high level of stress for active modes. This was reflected in the bicycle/pedestrian crash statistics which accounted for roughly 20% of all crashes involving these modes in Broomfield. The proposed changes to the built environments on Midway Blvd support increased safety and comfort for all modes of transportation, lowering the barrier to selecting an active mode of travel for all trip purposes.

Outcome 13: All residents have access to a range of transportation and employment, commerce, housing, education, cultural, and recreational opportunities.

The Midway Blvd corridor is a five-mile long minor arterial roadway through the heart of the City and County of Broomfield (Broomfield), providing connections to industrial, commercial, park, school, civic, and residential land uses. The enhancements proposed to be designed as part of this project are aimed at enhancing safety and comfort along with access and transportation options on this key corridor.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

The designs included in this project will make construction-ready plans along the entire corridor, including to the boundary with Westminster (Adams County Subregion). Once built the project will provide a benefit to Westminster residents and users of the Big Dry Creek Trail east of Zuni, including students and residents to access schools and recreational facilities located in Broomfield and Westminster.

On the western side of the corridor, the project connects to the Lake Link Trail with direct access to the Rock Creek Trail, Louisville, Lafayette, and the Boulder County Subregion. The project will create more comfortable active transportation access to the US 36 Bikeway.

4. Disproportionately Impacted and Environmental Justice Communities
 This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	a. Total population	41,931	-	-
	b. Total households	16,110	-	-
	c. Individuals of color	11,229	26.8%	33%
	d. Low-income households	973	2.3%	9%
	e. Individuals with limited English proficiency	838	2%	3%
	f. Adults age 65 and over	4,620	11%	13%
	g. Children age 5-17	7,369	17.6%	16%
	h. Individuals with a disability	1,555	3.7%	9%
	i. Households without a motor vehicle	384	0.9%	5%
	j. Households that are housing cost-burdened	3,833	9.1%	32%

For Lines c. – i. use definitions in the DRCOG Title VI Implementation Plan. For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “‘cost-burdened’ means a household that spends more than thirty percent of its income on housing.”

Describe how this project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table above, *including the required quantitative analysis*:

The project will provide benefits to current and potential future users of the active transportation system, especially vulnerable populations that cannot or are not able to drive. These populations include children and teenagers that do not drive, persons that are unable to drive due to disability such as low-vision, low-income families that do not have access to a vehicle or one-car households.

Along this corridor there are approximately 4,700 children (17%) which is higher than the regional average of 16%. There are 4,600 (11%) older adults living on the corridor which is on par with the regional average of 13%. There are 11,300 individuals of color (27%) living along the corridor which is not far behind the regional average of 33%.

There are nearly 1,000 low-income households, over 3,800 cost-burdened households, over 800 persons with limited English proficiency, and 380 households without access to a vehicle. Providing accessible and safe transportation options is important to support individuals and families with mobility choices.

Based on findings from the *Bicycle and Pedestrian Assessment* much of Midway Blvd today has a high level of stress for active modes users and has the highest percentage of severe or fatal crashes involving bicyclists and pedestrians of any corridor in Broomfield due to the lack of consistent and safe bicycle and pedestrian facilities, and difficult areas for crossing Midway Blvd. This project aims to address existing deficiencies on the corridor making the entire extent of Midway Blvd with Broomfield safe, predictable, and comfortable for all roadway users of all ages and abilities, by providing wide and inviting off-street pedestrian and bicycle facilities, improving intersection safety for all modes, enhancing midblock crossing areas, implementing traffic calming infrastructure, and modifying lane configurations to enhance operations and safety.

Improvements to Midway Blvd will significantly enhance safety, comfort, mobility, and access to services for the DI/EJ populations living near the corridor. Specifically, the project will set the corridor up to have improvements that provide people with additional safe travel choices and will enhance operations on the corridor for all modes. Through these activities access to facilities along the corridor will be greatly improved.

5. How will this project move the subregion toward achieving the shared regional transportation outcomes established in Metro Vision in terms of...

- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*

The land uses surrounding Midway Blvd are largely built out, with few opportunities for greenfield development. Redevelopment opportunities are limited, but some exist near the corridor. One example of this is Broomfield's Town Square project being led by CCOB. This project aims to redevelop Community Park. The development aims to construct a mixed-use development of higher density multifamily and senior housing, office, and commercial space surrounding a public plaza and a revitalized park. The improvements to Midway Blvd are one key to making this project a success by providing better access to this area for all modes and reducing the reliance on motor vehicles to safely and conveniently access this new development.

- Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*

Increasing accessibility and attractiveness of walking and bicycling on Midway will provide more travel options making it more likely that people will choose transportation modes that don't contribute to GHG emissions. Improving access to walking and bicycling for short utilitarian trips or increasing access to transit to access the regional transit system (rather than driving to Park N Rides) can contribute significantly to air quality and emissions reductions

Feedback from Broomfield residents about the corridor collected as part of the *Midway Blvd Multimodal Corridor Study* suggest a strong interest in additional travel options on the Midway, but a reluctance to use the corridor as it exists today due to real and perceived safety issues related to inconsistent and substandard active modes infrastructure. This extends to allowing children to use the corridor unsupervised to walk or bicycle to recreational areas or schools (of which there are 9 within ½ mile of the corridor) due to concerns about safety. Grade separation, intersection and crossing safety enhancements, and other improvements to the active modes facilities on the corridor will very likely lead to a significant uptick in active modes use of the corridor for daily trips which will have a positive impact on air quality.

- Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
 - Midway Blvd is a key east/west corridor within Broomfield. It provides access to a wide variety of recreational areas including: the trail systems (US 36 Bikeway, Rock Creek Trail, Big Dry Creek Trail, Broomfield Trail, Lake Link Trail community and neighborhood trails), Open Space (The Field, Midway Park, Community Park, Broomfield Commons, Big Dry Creek Park), a multitude of small neighborhood parks, the Paul Derda Rec Center, and Broomfield Community Center.
 - Within 1 mile of Midway there are 44 healthcare facilities.
 - The majority of all of Broomfield's civic and community services are within ½ mile of Midway (Broomfield HHS, Workforce, DMV, County Courthouse, the Library, FISH (food pantry, housing/transportation assistance programs), etc.).
 - The improvements to the corridor will enhance the travel options to access these locations. The corridor is also the most convenient, safest, and low stress way to access Flatiron Station, a regional transit station that provides transit to regional destinations and employment centers.

6. Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name: Original Broomfield TOD, Interlocken Loop Activity Center
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: Original Broomfield TOD, Interlocken Loop Activity

Center

- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many:64 (Source: TIP Data Tool)
- Rail station: Yes No If yes, how many: Click or tap here to enter text.
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No

If yes, provide a link to the relevant planning document: Original Broomfield Neighborhood Plan

If yes, provide how the area is defined in the relevant planning document:

Provide households and employment data*	2020	2050
Households within ½ mile	16,110	17,904
Jobs within ½ mile	29,803	35,078
Household density (per acre) within ½ mile	2.33	2.57
Job density (per acre) within ½ mile	5.04	5.8

Describe how this project will improve transportation options in and between key geographic areas including DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas, *including the required quantitative analysis*:

This project will help establish an improved network of clear and direct multimodal connections to the Original Broomfield, Broomfield Urban Transit Village, and Interlocken urban centers as well as access to major regional transit service. Improvements will also increase connectivity and access to the commercial center at Midway Blvd/ Nickel Street and US 287, including services available in the Garden Center. Specifically, the improvements to bicycle and pedestrian infrastructure by creating grade separation and improving safety through intersections will enhance access for people of all ages and abilities, where today many areas of Midway are suitable for confident and fearless active mode users.

7. Describe how this project will improve **access** and **connections** to key employment centers or subregional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

In Broomfield there are a number of key destinations on or near Midway Blvd including major transit stations (Broomfield Station, Flatiron Station), civic services just south of Midway Blvd on Spader Way (Broomfield HHS, Workforce, DMV, the Municipal building, the courthouse, library, and rec centers), and businesses along 120th Ave, at Arista, and in Interlocken. The businesses on 120th, in Arista, and in Interlocken provide employment and services to the community. Midway, being a key east/west transportation facility and a preferred route for active mode users, is the primary way to access many of these key destinations in Broomfield.

Improvements to Midway Blvd will enhance connections to the Shep's Crossing pedestrian bridge on the western end of Midway Blvd, which today can be difficult to navigate to from points east. Improvements to Midway will make getting to Shep's Crossing much more direct and safer for many people in Broomfield. Shep's Crossing provides convenient access to a multiuse path on Industrial Lane that is currently under construction and leads directly to Flatiron Station. It also provides convenient access to two underpasses that allow active modes users to traverse US 36 to access to the US 36 Bikeway and Interlocken.

Just east of US 287, Midway provides access to the improved bicycle facilities on Nickel St. Midway to Nickel St is the preferred low stress access route to access Broomfield Station and a pedestrian overpass over US 36, connecting to Arista and the US 36 Bikeway. Improvements to Midway will enhance active modes connectivity to Nickel making it safer and more comfortable to access these destinations.

Finally, many people in the community shop, work, or access government services just south of Midway and along 120th Ave. Enhancing Midway Blvd will significantly improve access to these services for people living on or near the corridor throughout the community.

B. MVRTP Priorities

WEIGHT

50%

- ***Qualitative and quantitative*** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. ***To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer.*** (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

Multimodal Mobility

Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other: Click or tap here to enter text.
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): Sidewalk, shared use path, curb extensions, enhanced pedestrian crossing treatments at intersections and mid-block, intersection safety improvements, intersection operations improvements, GP lane configuration, signal timing, traffic calming, raised crossings on targeted side streets, closure to vehicles of unnecessary U-turn locations, median island enhancements at intersections.
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? [This data is available in the TIP Data Tool](#).
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?
 Yes No

Question: Describe how this project will help increase mobility choices for people, goods, and/or services. Please include quantitative information, including any items referenced above, in your response. *Note that a majority of the proposed roadway operational improvements must be on the DRCOG Regional Roadway System and/or Regional Managed Lanes System.*

Midway has been identified as the preferred continuous east/west corridor through Broomfield for active modes of transportation because parallel continuous facilities such as 120th Ave, 136th Ave, and 144th Ave have higher speeds, higher traffic volumes, more lanes, and don't provide connections to as many key destinations in the community. Broomfield recently completed a major study, informed and vetted by the public and local officials that recommended complete streets improvements for the whole corridor.

This project seeks to design improvements to Midway in an effort to create a complete street. Midway Blvd, does not cleanly fit into one of the street typologies outlined in the Complete Streets Toolkit, but has elements of a number of street types. The DRCOG GIS categorizes Midway as a Regional Connector, but it also has characteristics of a Neighborhood Connector, and a Neighborhood Main Street due to the surrounding land uses.

The recommended improvements on the corridor include:

- Implementing traffic calming measures along the corridor such as lane width reductions, and curb extensions.
- Moving bicycle facilities off-street using a combination of multiuse paths and separated bikeways. This was recommended by the FHWA Bikeway Design Guide due to traffic volumes greater than 10,000 ADT and speeds in excess of 30 MPH.
- Widening existing sidewalks and adding sidepaths to areas with gaps.
- Enhancing targeted midblock pedestrian crossings with curb extensions and PHBs. The PHBs will replace existing RRFBs that don't have high levels of vehicle compliance due to high posted speed limits and lane configurations.
- Intersection improvements to enhance safety and visibility of pedestrians and bicyclists with curb extensions to shorten crossing distances and enhance visibility, adding directional curb ramps in locations that don't currently have them and as appropriate. Additionally, adjusting signal timings to include leading intervals for pedestrians at targeted intersections, ensuring adequate pedestrian intervals to cross, and optimizing timings to improve vehicular operations.

There are existing active modes facilities today along much of Midway Blvd, but they are inconsistent, substandard in many locations, and many intersections and midblock crossings are in need of improvements. This project will enhance the consistency of active modes facility type and ensure facilities meet current day best practices for design. These features will significantly enhance multimodal travel options for people on or near the corridor and are aimed at improving comfort and safety for travelers of all ages and abilities.

Air Quality **Improve air quality and reduce greenhouse gas emissions.**
 (drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))
 Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

- Does this project reduce congestion?
 Yes No
- Does this project reduce vehicle miles traveled (VMT)?
 Yes No
- Does this project reduce single-occupant vehicle (SOV) travel?
 Yes No

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10	CO ₂ e
	1.397	.044	.047	.027	198.600

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

Question: Describe how this project helps reduce congestion and air pollutants, including but not limited to carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions. Please include quantitative information, including any items referenced above, in your response.

The project, once constructed, will provide additional travel options on Midway Blvd for residents living on or near the corridor. These will likely lead to a moderate shift in travel choice for people traveling on the corridor. The project is not aimed at reducing congestion on Midway. Modeling done as part of the *Midway Blvd Multimodal Corridor Plan* suggests recommended changes to the corridor will not impact current or future LOS or travel times on the corridor for vehicles.

Due to the anticipated increase in active modes trips on the corridor there should be a moderate decrease in VMT along with a minor reduction in SOV trips. Not all new active modes trips that are induced by the planned improvements to Midway will be replacing existing vehicle trips. Broomfield estimates that up to 300 vehicle trips per day may be shifted to active modes daily that would have otherwise used a motor vehicle. Using the California Air Resource Board methodology for VMT reduction estimations for new bicycle facilities (*Quantifying Reductions in VMT from New Bicycle Facilities*, 2019) annual VMT is anticipated to be reduced by 22,343 miles (VMT reduction = Days of the Year [200] * ADT [15,000] * (Adjustment factor for community population [0.0027] + Adjustment factor for # of activity centers [0.001]) * Average length of trip [2.0127]). This will result in nearly 200 kg/day reduction in carbon dioxide a GHG and contributor to climate change, a .044kg.day reduction in NOx and a .047kg/day reduction in VOCs which are precursors to the formation of ground level ozone, an air pollutant that has significant negative impacts on public health, and a .027kg/day reduction in PM 10 that also has negative impacts on respiratory health.

Improvements will enhance active modes access to key regional transportation facilities used for work commutes, like the US 36 Bikeway and the major regional transit stations on US 36 likely resulting in additional people choosing to use active modes for commutes. Improvements to the corridor also improve access to healthcare, civic, and retail services on the corridor, likely resulting in a shift in travel mode for some people making short utilitarian trips. Midway also provides access to a wide variety of recreational opportunities including trails, parks, open space, rec centers. Some vehicle trips to these locations will be replaced by active modes trips.

Finally, there are 9 schools within ½ mile of Midway Blvd and some of the daily student trips to school will shift to active modes trips rather than being driven to school by parents.

**Regional
Transit**

Expand and improve the subregion’s transit network.

(drawn from 2050 MVRTP priorities, Coordinated Transit Plan, RTD’s Regional Bus Rapid Transit Feasibility Study)

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the 2050 MVRTP)?*
- Yes No If yes, which specific corridor will this project focus on: Click or tap here to enter text.
- Does this project involve a regional transit planning corridor (as defined in the 2050 MVRTP)?*
- Yes No If yes, which specific corridor will this project focus on: This project intersects US 287, a Corridor Transit Planning Project
- Does this project implement a mobility hub (as defined in the 2050 MVRTP)?
- Yes No
- Does this project improve connections between transit and other modes?
- Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
- Yes No If yes, who will operate the service: Click or tap here to enter text.
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
- Yes No

Question: Describe how this project improves connections to or expands the subregion’s transit system, as outlined in the 2050 MVRTP. Please include quantitative information, including any items referenced above, in your response.

Note that rapid transit improvements must be on the Regional Rapid Transit System.

RTD eliminated the transit route on Midway Blvd as part of the service reductions due to COVID and does not propose to reintroduce the route based on plans in the SOP. However, the Midway Blvd project significantly improves active modes access and connectivity to the Broomfield Station, and Flatiron Station.

Midway will provide safe active mode connection to Broomfield Station via to Nickel St. and Commerce St., connecting Midway to this area. Broomfield Station is a regional BRT station on US 36 with local and regional Transit routes (112, 120, 225, 228, 76, LD, Flatiron Flyer, FlexRide).

Midway Blvd will improve active mode connections to Flatiron Station via the Shep’s Crossing pedestrian bridge, which connects to the US 36 Bikeway and the bikeway along Industrial Ln (under construction) that connects directly to Flatiron Station. Flatiron Station is on US 36 with regional Transit routes (228, FF1, AB, FlexRide).

Midway Blvd also intersects US 287, which has transit stops for the LD service and is being studied as a potential future BRT corridor. Improvements to Midway will make accessing transit stops on US 287 safer and more convenient for Broomfield residents.

Safety **Increase the safety for all users of the transportation system.**
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?*
- Yes No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?
- Yes No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) NOTE: if constructing a new facility, report crashes along closest existing alternative route		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	6	
Other Injury crashes	62	
Property Damage Only crashes	645	
Estimated reduction in crashes applicable to the project scope (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	0	CMF Clearinghouse database, CMF #10741. The reduction factor is 0.734 and is for the addition of bike lanes, not for the creation of off-street paths.
Serious Injury crashes reduced	1.6	
Other Injury crashes reduced	14.5	
Property Damage Only crashes reduced	171.6	

Question: Describe how this project will implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#). Please include quantitative information, including any items referenced above, in your response. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

The Midway project design recommendations from the *Midway Blvd Multimodal Corridor Plan* create new off-street bicycle facilities for the entire corridor, with most being on both sides of the roadway and on only the south side of the roadway west of US 287. This is a major improvement from the existing conditions where dedicated bicycle facilities only exist as bike lanes on short stretches of the corridor and are non-existent in other locations. Off-street path recommendations were based on standards outlined in the FHWA Bikeway Selection Guide for transportation facilities with more than 10,000 AADT and posted speeds of greater than 30 MPH. Midway Blvd, exceeds the thresholds for off-street bike facilities based on the FHWA guidelines for the entire corridor with the exception on the stretch west of US 287. The typical AADT for the corridor is in excess of 15,000 AADT and the average speeds on the corridor range from 37 MPH to 48 MPH, and varies from a two lane to a four lane facility.

Using the CMF Clearinghouse Database for crash reduction factor for the creation of bike lanes (0.734 for all crash types), which offer cyclists less protection than off-street paths proposed in this project. A conservative estimate of crash reductions for all crash types appears to be roughly 25% fewer crashes.

Additionally, this project includes a wide variety of other safety measures including: improving pedestrian paths, improving intersection safety and signal timings for all modes, creating curb extensions to shorten crossing distances at intersections with side streets while slow turning vehicles, replacing and relocating existing RRFBs with PHBs, reducing lane widths, and restriping travel lanes to improve operations and predictability for travelers. Providing off-street facilities for bicyclists will likely result in the largest improvement in safety, but other improvements mentioned above will increase safety on the corridor.

Freight

Maintain efficient movement of goods within and beyond the subregion.

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), federal freight reliability performance measure; [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?*
 Yes No If yes, please provide the name: I-25 North
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
 Yes No If yes, please describe in your response.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
 Yes No
- Check any items from the [Inventory of Current Needs](#) which this project will address:
 Truck Crash Location Rail Crossing Safety ([eligible locations](#))
 Truck Delay Truck Reliability
Please provide the location(s) being addressed: Click or tap here to enter text.
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
 Yes No If yes, please describe in your response.

Question: Describe how this project will improve the efficient movement of goods. In your response, identify those improvements identified in the [Regional Multimodal Freight Plan](#), include quantitative information, and include any items referenced above. *Note that any improvements on roadways must be on the [DRCOG Regional Roadway System](#).*

This project does not significantly improve or impact freight.

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>	
Items marked with an asterisk (*) below are available in the TIP Data Tool.		
<ul style="list-style-type: none"> Does this project close a gap or extend a facility on a <u>Regional Active Transportation Corridor</u> or locally-defined priority corridor?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project improve pedestrian accessibility and connectivity in a <u>pedestrian focus area</u>?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project improve active transportation choices in a <u>short trip opportunity zone</u>?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. 		
Bicycle Use		
<small>NOTE: if constructing a new facility, report bike usage along closest existing alternative route</small>		
To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.		
1. Current Average Single Weekday Bicyclists:	50	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	150	185
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	75	92.5
4. = Initial number of new bicycle trips from project (#2 – #3)	75	92.5
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	22.5	27.75
6. = Number of SOV trips reduced per day (#4 - #5)	52.5	64.75
7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) <small>(Values other than 2 miles must be justified by sponsor on line 10 below)</small>	105	129.5
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	99.75	123.025
9. If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text.		
10. If different values other than the suggested are used, please explain here: Click or tap here to enter text.		
Pedestrian Use		
<small>NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route</small>		
To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.		
1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	50	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	150	185
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	75	92.5
4. = Number of new trips from project (#2 – #3)	75	92.5
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	22.5	27.75
6. = Number of SOV trips reduced per day (#4 - #5)	52.5	64.75

7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor on line 10 below)</i>	105	129.5
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	99.75	123.025
9. If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text.		
10. If different values other than the suggested are used, please explain here: Click or tap here to enter text.		

Question: Describe how this project helps expand the active transportation network, closes gaps, improves comfort, and/or improves connections to key destinations, particularly improvements in line with the recommendations in the Denver Regional Active Transportation Plan. Please include quantitative information, including any items referenced above, in your response.

This analysis strives to be consistent with the air quality reductions, which assume 300 trips a day in total are shifted from vehicle trips to active modes trips once the facility is open. Broomfield has a roughly an even split between bicycle and pedestrian mode share resulting in an approximate increase in 150 bicycle and 150 pedestrian trips daily to account for the 300 trips shifted from vehicle trips to active modes upon opening in 2030. Broomfield used an inflation factor of 1% annually for increases in bicycle and pedestrian trips on the corridor out to 2050 to be consistent with the historic AADT growth on Midway calculated between 2015 and 2019.

The new facilities planned for Midway Blvd will significantly enhance the active modes facilities on the corridor, which today are inconsistent, and in many areas substandard. Among improvements that will impact active modes of travel is the creation of off-street bike facilities, improving sidewalks, and making crossing Midway at intersections and midblock much safer with the additions of curb extensions, leading intervals for bicycles and pedestrians at intersections, and the addition of PHBs.

The improved facilities will make Midway a more attractive route to access many of the key regional and local destinations described in earlier questions of the application. This will likely increase active modes of travel on Midway by shifting existing trips from other, less direct routes in the community, to Midway. They will also generate new active modes trips because people will feel more comfortable and be safer traveling on the corridor. This is particularly true for people that use active modes to commute to work who will be able to use the improved, more direct facilities on Midway to access employment centers in Broomfield, regional transit stations on US 36, and the US 36 Bikeway. It is also likely that there will be a significant increase in the number of students that walk and bike to one of the many schools on or near the corridor. Throughout the planning process for the recommended concept for Midway Blvd improvements, Broomfield heard repeatedly from the public that they were hesitant to allow their children to walk or bike on the corridor due to safety concerns. Broomfield anticipates the proposed improvements will alleviate concerns for parents. The improvements will also provide more travel choice for utilitarian trips because many of Broomfield’s recreational, civic, and retail facilities are located on or near the corridor, which today are difficult to make due to a lack of consistent, safe, and comfortable active modes facilities.

C. Project Leveraging		WEIGHT	10%
What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table. If this has not updated, select the box to the right and click F9)</i>		60%+ outside funding sources	5 pts
		50-59.9%	4 pts
		40-49.9%	3 pts
	20.0%	20-39.9%	2 pts
		10.1-19.9%	1 pt
		10%	0 pts

D. Project Readiness	WEIGHT	10%
<i>Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.</i>		

Section 1. Avoiding Pitfalls and Roadblocks

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?

Yes No N/A (for projects which do not require engineering services)

If yes, please type in the engineer's name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:

Alicia Zimmerman, PE (Fox Tuttle Consulting)

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- Utilities: Initial utility recon as conducted with the Midway Plan

Electric

- It is anticipated that many of electric facilities will require relocation or adjustment to accommodate the proposed multi-use path alignments.
- Streetlights, as well as underground secondary lines, will require relocation at various locations along the corridor.
- Existing overhead primary and communication lines crossing Midway at Laurel Street are anticipated to require the relocation of existing power poles.

Gas

- Several steel and PE gas mains varying in size from 12" to 6" exist within the study limits. Larger steel gas mains often have limited outage windows and may have extensive planning, design, and construction schedule constraints that should be considered when evaluating alternatives.
- A 6" transmission gas main crossing Midway on the east side of Sheridan Blvd is not anticipated to conflict with the proposed improvements. If drainage improvements or grade changes extend into Sheridan Blvd, additional horizontal and vertical review of this facility is recommended.
- Additionally, several residential services connect to the gas main in Midway between Kohl and Main, as well as between Ash and Sheridan, that should be evaluated prior to the final design to assess impacts.

Communications

- Zayo and CenturyLink (Lumen) underground communication duct banks cross Midway Blvd on the east and west sides of the intersections with Highway 287, respectively, and are not anticipated to conflict with proposed elements of the project.
- Several underground communication facilities exist along both the north and south sides of Midway for the majority of the study area likely impacting pedestals, manholes, pull boxes, and communication vaults. Further investigation is needed prior to final design to determine the extent of facility relocations required

with the proposed improvements.

Traffic

- Signals and associated equipment exist at 287/Wadsworth Parkway, Garden Center, Nickel Street, east of Laurel Street (emergency fire signal), Kohl Street, 3rd Avenue Drive, Main Street, Sheridan Boulevard, Perry Street, Lowell Boulevard, Hazel Street, and Zuni Street.
- Additional attention should be paid to these intersections to minimize impacts to signal equipment and associated fiber and electrical systems.

Wet Utilities

- Manholes, water valve boxes, and hydrants may be impacted at various locations throughout the corridor.

- Railroad: No railroads impacted
- Right-of-Way: Initial potential ROW impacts have been identified in the Midway Plan. During design efforts will be made to minimize ROW impacts to only where necessary
- Environmental/Historic: Initial Environmental review conducted as a first look with the Midway Plan including:
 - 1- Potential wetlands - There are eight potential wetlands in the immediate vicinity of Midway Blvd, identified by the National Wetlands Inventory (NWI) that is maintained by the U.S. Fish and Wildlife Service (USFWS). Of the eight potential wetlands sites, some would not be affected at all if anticipated corridor improvements are kept largely within existing right-of-way. The only wetlands likely to be encountered are at Community Ditch, about 0.4 miles west of US 287, and just east of Compton Street.
 - 2- Community open space and parks - It is assumed that corridor improvements will remain largely within existing Midway Blvd right-of-way, to avoid any takings. Any unavoidable takings would likely be minimal edge effects, not adversely affecting the intended recreational use of the remainder of the affected parcels.
 - 3- Threatened/endangered species - According to the U.S. Fish and Wildlife Service website, Information for Planning and Consultation (IPaC), no T&E species are likely to be present due to lack of suitable habitat.
 - 4- Other wildlife concerns (Prairie dog and migratory birds), Two wildlife concerns relevant to the Midway Blvd corridor are the black-tailed prairie dog and migratory birds, including raptor species.
 - 5- Historic properties - An online search for all properties in the state listed in the National Register of Historic Places and the Colorado State Register of Historic Properties yielded only two listed sites in the county, and neither is along Midway Blvd. Additional properties could become eligible for listing, if they meet the criteria in the National Historic Preservation Act. While the corridor can be expected to be largely devoid of historic resources, one resource needing further assessment is the Community Ditch, discussed earlier under the topic of potential wetland impacts. Irrigation canals are often historic, and associated with the agricultural beginnings of a community.
 - 6- Residential areas- One atypical residential area along Midway Blvd is a manufactured housing community, Front Range, north of Midway between Lowell and Zuni (mile 4.0 to 5.0). Manufactured housing is lower cost, with greater development densities, than traditional residential subdivisions. The lower cost of residences is often correlated with lower average household incomes. If there is Federal funding involvement in the Midway corridor improvements, this would be a location to be evaluated with respect to Environmental Justice criteria. Generally, it seems unlikely that there would be disproportionately high and adverse project impacts to the Front Range Manufactured Housing Community.
- Other: Click or tap here to enter text.

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?

Yes No

If yes, are the other prerequisite phases complete? Yes No N/A

If this project is for construction, please note the NEPA status: N/A

- c. Has all required ROW been identified? Yes No N/A
 Has all required ROW already been acquired and cleared by CDOT? Yes No N/A
- d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
 Yes No
 Does your agency have the appropriate staff available to work on this project? Yes No
 If yes, are they knowledgeable with the federal-aid process? Yes No N/A
- e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A
 If yes, who are the stakeholders?
 The public, educational administrators, Directors of places of Worship, Apartment complex managers, Broomfield Community Development, Parks, Public Works, Open Space Depts.
 Please provide any additional details on any of the items in Section 1, if applicable.
 Click or tap here to enter text.

Section 2. Local Match Availability

- a. Is all the local match identified in your application currently available and not contingent on any additional decisions, and if a partnering agency is also committing match, do you have a commitment letter?
 Yes No
 Please describe:
 City and County of Broomfield intends to use local funding to provide the local match.
- b. Is all funding for this project currently identified in the sponsor agency’s Capital Improvement Program (CIP)?
 Yes No
 Please describe:
 Funding will be secured in the 2025 Broomfield CIP budget.
 Funding request will be submitted in spring 2024 and anticipated to be approved in fall 2024 and ready for use January 2025.

Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?
 Yes No
- b. Has the public had access to translated project materials in relevant languages for the local community?
 Yes No
 Please describe:
 All planning leading up to this application were made available in Spanish and English. Outreach for the Midway Multimodal Plan included numerous face to face public engagement opportunities; hosted a project website that solicited public feedback through an online mapping tool, Q&A tool, surveys, and a corridor concept plan comment map; hosted three virtual public meetings; and provided project information updates through a number of digital and hard copy media.
 In total more than 1,800 documented public comments were received throughout the project. In addition, there were 8,000 views of the concept plans where visitors reviewed, but left no comments.
 Postcards and materials were available online in English and Spanish. Virtual meetings had live translation option for Spanish speaking attendees.

c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

Yes No N/A

Please provide any additional details on the items in Section 3, if applicable.

Postcards were sent to residents within a ½ mile of the project including adjacent property owners. Staff was able to have direct engagement with many property owners living adjacent to the project. It is anticipated that during design direct outreach to adjacent property owners will continue.

Submit completed applications through the TIP Data Hub no later than 3pm on January 27, 2023.

Prior to submitting, press Ctrl+A to select all, then press F9 to update all formulas. You can then print to PDF.

Louisville

Lafayette

144th Avenue

136th Avenue

Main St

Sheridan Blvd

Lowell Blvd

Zuni St

Lac Amora Open Space

US 237

Broomfield County Commons Open Space

Willow Run

US 36

W Midway Blvd

North Midway Park
South Midway Park

E Midway Blvd

Broomfield Community and Senior Center

120th Avenue

Westminster



Project Location Map

 Midway Blvd

 City Limits

0

0.5

1 Miles



N

Summary Project Costs for Design & ROW

project ID	Project name and Limits	Total Construction Cost	Construction Management (@ 20%)	Total Design Cost (@ 15%)	Estimated ROW Cost	Design + ROW	Total Design
F1	Lake Link to US 287	\$3,954,830.10	\$790,966.02	\$593,224.52	\$137,700.00	\$730,924.52	
F2	US 287 Intersection	\$847,459.60	\$169,491.92	\$127,118.94	\$150,950.00	\$278,068.94	not included/separate project
F3	US 287 to Nickel	\$468,828.10	\$93,765.62	\$70,324.22	\$6,750.00	\$77,074.22	
F4	Nickel to Main	\$5,364,862.10	\$1,072,972.42	\$804,729.32	\$243,700.00	\$1,048,429.32	
F5	Main St Intersection	\$431,359.50	\$86,271.90	\$64,703.93	\$22,000.00	\$86,703.93	
F6	Main to Ash	\$2,494,878.10	\$498,975.62	\$374,231.72	\$11,400.00	\$385,631.72	
F7	Z crossing West	\$92,075.10	\$18,415.02	\$13,811.27	\$0.00	\$13,811.27	
F8	Z crossing East	\$100,245.60	\$20,049.12	\$15,036.84	\$0.00	\$15,036.84	
F9	Ash to Sheridan (Including Sheridan Intersection)	\$2,696,388.50	\$539,277.70	\$404,458.28	\$41,050.00	\$445,508.28	
F10	Sheridan to Lowell (Including Lowell Intersection)	\$5,293,743.00	\$1,058,748.60	\$794,061.45	\$35,850.00	\$829,911.45	
F11	PHB west of Vrain	\$548,510.30	\$109,702.06	\$82,276.55	\$0.00	\$82,276.55	
F12	Lowell to Zuni	\$4,355,097.50	\$871,019.50	\$653,264.63	\$46,000.00	\$699,264.63	
F13	PHB west of Willow Run	\$533,809.90	\$106,761.98	\$80,071.49	\$0.00	\$80,071.49	
		\$27,182,087.40	\$5,436,417.48	\$4,077,313.11	\$695,400.00		
					\$37,391,217.99	\$4,772,713.11	\$4,494,644.17 Project Estimate Total
						\$3,818,170.49	\$3,595,715.34 Federal Request
						\$954,542.62	\$898,928.83 Local Match

APPENDIX K Cost Estimates, Future Projects

FUTURE - PROJECT ID	FUTURE - PROJECT NAME AND LIMITS	Bicycle or Pedestrian Project	Hardscape/ Civil	Operational/ Signal Timing	Major Intersection Improvements	Signing and Striping	TOTAL CONSTRUCTION COST	TOTAL PROJECT COST
F1	South side MU path on Midway between Lake Link Trail and SH-287	X	X		X	X	\$ 3,954,900	\$ 5,279,100
F2	Midway and US-287 intersection improvements	X	X	X	X	X	\$ 847,500	\$ 1,252,700
F3	South side MU path on Midway between SH 287 and Nickel Street	X	X	X	X	X	\$ 469,000	\$ 616,500
F4	Protected Bike Lane from Nickel Street to Main Street	X	X	X		X	\$ 5,365,000	\$ 7,218,200
F5	Intersection improvements at Main Street and Midway	X	X	X	X	X	\$ 431,500	\$ 583,000
F6	Protected Bike Lane from Main Street to Ash Street	X	X			X	\$ 2,495,000	\$ 3,254,900
F7	New Z Ped Crossing between Main Street and Spader Way	X	X			X	\$ 92,200	\$ 119,900
F8	New Z Ped Crossing between Spader Way and Ash Street	X	X			X	\$ 100,400	\$ 130,600
F9	Protected Bike Facilities from Ash Street to Sheridan Boulevard (including Sheridan intersection)	X	X	X	X	X	\$ 2,696,500	\$ 3,546,500
F10	Protected Bike Lane from Sheridan Boulevard to Lowell Street (including Lowell intersection)	X	X	X	X	X	\$ 5,293,900	\$ 6,918,000
F11	Pedestrian Hybrid Beacon crossing west of Vrain Street	X	X			X	\$ 548,600	\$ 713,200
F12	Protected Bike Lane from Lowell Street to Zuni Boulevard	X	X	X		X	\$ 4,355,200	\$ 5,707,800
F13	Pedestrian Hybrid Beacon crossing west of Willow Run Parkway	X	X			X	\$ 534,000	\$ 694,200
F14	Intersection improvements at Midway and Zuni	X	X	X	X	X	TBD	TBD
F15	Path connection on north and south sides east of Zuni, connecting to Dry Creek Trail	X	X				TBD	TBD

Figure K1: Future Projects Cost Estimate Summary

City of Broomfield - Midway Corridor

Cost Estimate : Project F1 (South side MU path on Midway between Lake Link Trail and SH-287 -1 mile)

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	5694	\$ 20.00	\$ 113,880
Removal of Concrete Sidewalk/Trail	SY	5367	\$ 26.00	\$ 139,542
Removal of Asphalt Pavement	SY	8455	\$ 11.00	\$ 93,005
Removal of Concrete Pavement	SY	4956	\$ 25.00	\$ 123,900
Removal of Asphalt Driveway	SY	334	\$ 15.00	\$ 5,010
Removal fo Concrete Driveway	SY	357	\$ 17.00	\$ 6,069
Removal of Inlet and Pipe	EA	12	\$ 2,000.00	\$ 24,000
Removal of Landscaping	AC	0.26	\$ 5,000.00	\$ 1,300
Removal of Large Trees	EA	19	\$ 1,200.00	\$ 22,800
Removal of Street Light	EA	9	\$ 2,000.00	\$ 18,000
Removal of Bridge	LS	1	\$ 3,000.00	\$ 3,000
Curb and Gutter Type 2 (Section II-B)	LF	5913	\$ 37.00	\$ 218,781
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	11498	\$ 87.00	\$ 1,000,326
Hot Mix Asphalt Pavement (8")	TON	2077	\$ 100.00	\$ 207,700
Concrete Pavement (8")	SY	3144	\$ 85.00	\$ 267,240
Asphalt Driveway	SY	233	\$ 75.00	\$ 17,475
Concrete Driveway	SY	185	\$ 90.00	\$ 16,650
Median Cover Material (4" Patterned Concrete)	SF	571	\$ 25.00	\$ 14,275
Bridge	EA	1	\$ 10,000.00	\$ 10,000
Modified Epoxy Pavement Marking	GAL	112	\$ 300.00	\$ 33,600
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	16	\$ 25.00	\$ 400
Preformed Thermoplastic Pavement Marking (Xwalk-Stopline)	SF	140	\$ 20.00	\$ 2,800
Signs	EA	40	\$ 370.00	\$ 14,800
Inlet and Pipe	EA	12	\$ 10,000.00	\$ 120,000
Landscaping (Sod)	SF	4806	\$ 4.00	\$ 19,224
Tree	EA	19	\$ 1,500.00	\$ 28,500
Light Standard Steel (30 ft)	EA	9	\$ 6,000.00	\$ 54,000
Retaining Wall	SF	3318	\$ 50.00	\$ 165,900
Erosion Control	LS	1	\$ 100,000.00	\$ 100,000
Traffic Control	LS	1	\$ 200,000.00	\$ 200,000
Total Construction Items				\$ 3,042,200
Contingency (30%)	30%			\$ 912,660
Total Construction Cost				\$ 3,954,900
Engineering (10%)	10%			\$ 395,490
Construction Mgmt (20%)	20%			\$ 790,980
ROW	SF	2754	\$ 50.00	\$ 137,700
Total Project Cost				\$ 5,279,100

Notes

Assumes impacted private utilities in ROW relocated at utility company cost
 Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency
 1:1 replacement of trees big or small

Figure K2: Future Project 1 Cost Estimate

City of Broomfield - Midway Corridor

Cost Estimate: F2 (Midway and US-287 intersection improvements)

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	1739	\$ 20.00	\$ 34,780
Removal of Concrete Sidewalk/Trail	SY	301	\$ 26.00	\$ 7,826
Removal of Asphalt Pavement	SY	3548	\$ 11.00	\$ 39,028
Removal of Median Cover	SF	480	\$ 30.00	\$ 14,400
Removal of Landscaping	AC	0.19	\$ 5,000.00	\$ 950
Removal of Large Tree	EA	3	\$ 1,200.00	\$ 3,600
Removal of Traffic Signal Pole	EA	3	\$ 2,500.00	\$ 7,500
Curb and Gutter (Type I-B)	LF	619	\$ 50.00	\$ 30,950
Curb and Gutter Type 2 (Section II-B)	LF	1142	\$ 37.00	\$ 42,254
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	1234	\$ 87.00	\$ 107,358
Hot Mix Asphalt Pavement (8")	TON	988	\$ 100.00	\$ 98,800
Median Cover Material (4" Patterned Concrete)	SF	3805	\$ 25.00	\$ 95,125
Modified Epoxy Pavement Marking	GAL	11	\$ 300.00	\$ 3,300
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	97	\$ 25.00	\$ 2,425
Preformed Thermoplastic Pavement Marking (Xwalk-Stopline)	SF	1500	\$ 20.00	\$ 30,000
Signs	EA	20	\$ 370.00	\$ 7,400
Landscaping (Sod)	SF	5674	\$ 4.00	\$ 22,696
Tree	EA	3	\$ 1,500.00	\$ 4,500
Traffic Signal Light Pole Steel (1-35ft)	EA	3	\$ 22,000.00	\$ 66,000
Erosion Control	LS	1	\$ 11,000.00	\$ 11,000
Traffic Control	LS	1	\$ 22,000.00	\$ 22,000
Total Construction Items				\$ 651,900
Contingency (30%)	30%			195570
Total Construction Cost				\$ 847,500
Engineering (10%)	10%			84750
Construction Mgmt (20%)	20%			169500
ROW	SF	3019	\$ 50.00	\$ 150,950.00
Total Project Cost				\$ 1,252,700

Notes

Assumes impacted private utilities in ROW relocated at utility company cost
 Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency
 1:1 replacement of trees big or small

Figure K3: Future Project 2 Cost Estimate

City of Broomfield - Midway Corridor

Cost Estimate: F3 (South side MU path on Midway between SH 287 and Nickel Street-0.1 mile)

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	719	\$ 20.00	\$ 14,380
Removal of Concrete Sidewalk/Trail	SY	463	\$ 26.00	\$ 12,038
Removal of Asphalt Pavement	SY	684	\$ 11.00	\$ 7,524
Removal of Landscaping	AC	0.08	\$ 5,000.00	\$ 400
Removal of Large Tree	EA	3	\$ 1,200.00	\$ 3,600
Removal of Small Tree	EA	6	FIA	
Removal of Traffic Signal Pole	EA	3	\$ 2,500.00	\$ 7,500
Removal of Traffic Signal Pedestal Pole	EA	1	\$ 1,200.00	\$ 1,200
Removal of Street Light	EA	2	\$ 2,000.00	\$ 4,000
Curb and Gutter Type 2 (Section II-B)	LF	731	\$ 37.00	\$ 27,047
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	1264	\$ 87.00	\$ 109,968
Hot Mix Asphalt Pavement (8")	TON	209	\$ 100.00	\$ 20,900
Modified Epoxy Pavement Marking	GAL	5	\$ 300.00	\$ 1,500
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	64	\$ 25.00	\$ 1,600
Preformed Thermoplastic Pavement Marking (Xwalk-Stopline)	SF	608	\$ 20.00	\$ 12,160
Signs	EA	20	\$ 370.00	\$ 7,400
Landscaping (Sod)	SF	730	\$ 4.00	\$ 2,920
Tree	EA	9	\$ 1,500.00	\$ 13,500
Signal Light Pole Steel (1-35ft)	EA	3	\$ 22,000.00	\$ 66,000
Traffic Signal Pedestal Pole	EA	1	\$ 5,000.00	\$ 5,000
Light Standard Steel (30 ft)	EA	2	\$ 6,000.00	\$ 12,000
Erosion Control	LS	1	\$ 10,000.00	\$ 10,000
Traffic Control	LS	1	\$ 20,000.00	\$ 20,000
Total Construction Items				\$ 360,700
Contingency (30%)	30%			\$ 108,210
Total Construction Cost				\$ 469,000
Engineering (10%)	10%			\$ 46,900
Construction Mgmt (20%)	20%			\$ 93,800
ROW	SF	135	\$ 50.00	\$ 6,750
Total Project Cost				\$ 616,500

Notes

Assumes impacted private utilities in ROW relocated at utility company cost

Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency

1:1 replacement of trees big or small

Figure K4: Future Project 3 Cost Estimate

City of Broomfield - Midway Corridor

Cost Estimate: F4 (Protected Bike Lane from Nickel Street to Main Street-0.9 mile)

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	9266	\$ 20.00	\$ 185,320
Removal of Concrete Sidewalk/Trail	SY	5136	\$ 26.00	\$ 133,536
Removal of Asphalt Pavement	SY	23028	\$ 11.00	\$ 253,308
Removal of Asphalt Driveway	SY	68	\$ 15.00	\$ 1,020
Removal of Concrete Driveway	SY	464	\$ 17.00	\$ 7,888
Removal of Inlet and Pipe	EA	7	\$ 2,000.00	\$ 14,000
Removal of Landscaping	AC	1.14	\$ 5,000.00	\$ 5,700
Removal of Large Tree	EA	20	\$ 1,200.00	\$ 24,000
Removal of Small Tree	EA	10	FIA	
Removal of Traffic Signal Pole	EA	7	\$ 2,500.00	\$ 17,500
Removal of Traffic Signal Pedestal Pole	EA	4	\$ 1,200.00	\$ 4,800
Removal of Pedestal Pole	EA	1	\$ 1,200	\$ 1,200
Removal of RRFB	EA	4	\$ 2,500.00	\$ 10,000
Reset School Beacon Assembly	EA	2	\$ 1,500.00	\$ 3,000
Removal of Street Light	EA	21	\$ 2,000.00	\$ 42,000
Curb and Gutter Type 2 (Section II-B)	LF	9363	\$ 37.00	\$ 346,431
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	14129	\$ 87.00	\$ 1,229,223
Hot Mix Asphalt Pavement (8")	TON	7560	\$ 100.00	\$ 756,000
Asphalt Driveway	SY	68	\$ 75.00	\$ 5,100
Concrete Driveway	SY	195	\$ 90.00	\$ 17,550
Modified Epoxy Pavement Marking	GAL	82	\$ 300.00	\$ 24,600
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	385	\$ 25.00	\$ 9,625
Preformed Thermoplastic Pavement Marking (Xwalk-Stopline)	SF	1790	\$ 20.00	\$ 35,800
Signs	EA	60	\$ 370.00	\$ 22,200
Inlet and Pipe	EA	7	\$ 10,000.00	\$ 70,000
Landscaping (Sod)	SF	20929	\$ 4.00	\$ 83,716
Tree	EA	30	\$ 1,500.00	\$ 45,000
Signal Light Pole Steel (1-35ft)	EA	7	\$ 22,000.00	\$ 154,000
Traffic Signal Pedestal Pole	EA	4	\$ 5,000.00	\$ 20,000
Pedestal Pole	EA	1	\$ 3,000.00	\$ 3,000
RRFB	EA	4	\$ 50,000.00	\$ 200,000
Light Standard Steel (30 ft)	EA	21	\$ 6,000.00	\$ 126,000
Retaining Wall	SF	106	\$ 50.00	\$ 5,300
Erosion Control	LS	1	\$ 90,000.00	\$ 90,000
Traffic Control	LS	1	\$ 180,000.00	\$ 180,000
Total Construction Items				\$ 4,126,900
Contingency (30%)	30%			\$ 1,238,070
Total Construction Cost				\$ 5,365,000
Engineering (10%)	10%			\$ 536,500
Construction Mgmt (20%)	20%			\$ 1,073,000
ROW	SF	4874	\$ 50.00	\$ 243,700
Total Project Cost				\$ 7,218,200

Notes

Assumes impacted private utilities in ROW relocated at utility company cost

Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency

1:1 replacement of trees big or small

Figure K5: Future Project 4 Cost Estimate

City of Broomfield - Midway Corridor

Cost Estimate: F5 (Intersection improvements at Main Street and Midway)

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	518	\$ 20.00	\$ 10,360
Removal of Concrete Sidewalk/Trail	SY	209	\$ 26.00	\$ 5,434
Removal of Asphalt Pavement	SY	1287	\$ 11.00	\$ 14,157
Removal of Inlet and Pipe	EA	2	\$ 2,000.00	\$ 4,000
Removal of Landscaping	AC	0.05	\$ 5,000.00	\$ 250
Removal of Large Tree	EA	1	\$ 1,200.00	\$ 1,200
Removal of Traffic Signal Pole	EA	4	\$ 2,500.00	\$ 10,000
Curb and Gutter Type 2 (Section II-B)	LF	587	\$ 37.00	\$ 21,719
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	614	\$ 87.00	\$ 53,418
Hot Mix Asphalt Pavement (8")	TON	331	\$ 100.00	\$ 33,100
Modified Epoxy Pavement Marking	GAL	12	\$ 300.00	\$ 3,600
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	129	\$ 25.00	\$ 3,225
Preformed Thermoplastic Pavement Marking (Xwalk-Stopline)	SF	988	\$ 20.00	\$ 19,760
Signs	EA	20	\$ 370.00	\$ 7,400
Inlet and Pipe	EA	2	\$ 10,000.00	\$ 20,000
Landscaping (Sod)	SF	3898	\$ 4.00	\$ 15,592
Tree	EA	1	\$ 1,500.00	\$ 1,500
Signal Light Pole Steel (1-35ft)	EA	4	\$ 22,000.00	\$ 88,000
Retaining Wall	SF	142	\$ 50.00	\$ 7,100
Erosion Control	LS	1	\$ 4,000.00	\$ 4,000
Traffic Control	LS	1	\$ 8,000.00	\$ 8,000
Total Construction Items				\$ 331,900
Contingency (30%)	30%			\$ 99,570
Total Construction Cost				\$ 431,500
Engineering (10%)	10%			\$ 43,150
Construction Mgmt (20%)	20%			\$ 86,300
ROW	SF	440	\$ 50.00	\$ 22,000
Total Project Cost				\$ 583,000

Notes

Assumes impacted private utilities in ROW relocated at utility company cost

Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency

1:1 replacement of trees big or small

Figure K6: Future Project 5 Cost Estimate

City of Broomfield - Midway Corridor

Cost Estimate: F6 (Protected Bike Lane from Main Street to Ash Street-0.5 mile)

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	5404	\$ 20.00	\$ 108,080
Removal of Concrete Sidewalk/Trail	SY	1684	\$ 26.00	\$ 43,784
Removal of Asphalt Pavement	SY	8891	\$ 11.00	\$ 97,801
Removal of Inlet and Pipe	EA	6	\$ 2,000.00	\$ 12,000
Removal of Landscaping	AC	0.81	\$ 5,000.00	\$ 4,050
Removal of Large Tree	EA	26	\$ 1,200.00	\$ 31,200
Removal of Small Tree	EA	14	FIA	
Removal of Street Light	EA	27	\$ 2,000.00	\$ 54,000
Curb and Gutter Type 2 (Section II-B)	LF	5432	\$ 37.00	\$ 200,984
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	7474	\$ 87.00	\$ 650,238
Hot Mix Asphalt Pavement (8")	TON	2451	\$ 100.00	\$ 245,100
Modified Epoxy Pavement Marking	GAL	40	\$ 300.00	\$ 12,000
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	72	\$ 25.00	\$ 1,800
Signs	EA	20	\$ 370.00	\$ 7,400
Inlet and Pipe	EA	6	\$ 10,000.00	\$ 60,000
Tree	EA	40	\$ 1,500.00	\$ 60,000
Light Standard Steel (30 ft)	EA	27	\$ 6,000.00	\$ 162,000
Retaining Wall	SF	374	\$ 50.00	\$ 18,700
Erosion Control	LS	1	\$ 50,000.00	\$ 50,000
Traffic Control	LS	1	\$ 100,000.00	\$ 100,000
Total Construction Items				\$ 1,919,200
Contingency (30%)	30%			575760
Total Construction Cost				\$ 2,495,000
Engineering (10%)	10%			249500
Construction Mgmt (20%)	20%			499000
ROW	SF	228	\$ 50.00	\$ 11,400
Total Project Cost				\$ 3,254,900

Notes

Assumes impacted private utilities in ROW relocated at utility company cost
 Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency
 1:1 replacement of trees big or small

Figure K7: Future Project 6 Cost Estimate

City of Broomfield - Midway Corridor

Cost Estimate: F7 (New Z Ped Crossing between Main Street and Spader Way)

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	149	\$ 20.00	\$ 2,980
Removal of Concrete Sidewalk/Trail	SY	44	\$ 26.00	\$ 1,144
Removal of Asphalt Pavement	SY	615	\$ 11.00	\$ 6,765
Removal of Landscaping	AC	0.01	\$ 5,000.00	\$ 50
Reset RRFB	EA	4	\$ 2,500.00	\$ 10,000
Curb and Gutter (Type I-B)	LF	261	\$ 50.00	\$ 13,050
Curb and Gutter Type 2 (Section II-B)	LF	123	\$ 37.00	\$ 4,551
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	59	\$ 87.00	\$ 5,133
Hot Mix Asphalt Pavement (8")	TON	71	\$ 100.00	\$ 7,100
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	24	\$ 25.00	\$ 600
Preformed Thermoplastic Pavement Marking (Xwalk-Stopline)	SF	80	\$ 20.00	\$ 1,600
Signs	EA	5	\$ 370.00	\$ 1,850
Landscaping (Sod)	SF	3251	\$ 4.00	\$ 13,004
Erosion Control	LS	1	\$ 1,000.00	\$ 1,000
Traffic Control	LS	1	\$ 2,000.00	\$ 2,000
Total Construction Items				\$ 70,900
Contingency (30%)	30%			\$ 21,270
Total Construction Cost				\$ 92,200
Engineering (10%)	10%			\$ 9,220
Construction Mgmt (20%)	20%			\$ 18,440
Total Project Cost				\$ 119,900

Notes

Assumes impacted private utilities in ROW relocated at utility company cost

Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency

1:1 replacement of trees big or small

Figure K8: Future Project 7 Cost Estimate

City of Broomfield - Midway Corridor

Cost Estimate: F8 (New Z Ped Crossing between Spader Way and Ash Street)

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	159	\$ 20.00	\$ 3,180
Removal of Concrete Sidewalk/Trail	SY	51	\$ 26.00	\$ 1,326
Removal of Asphalt Pavement	SY	730	\$ 11.00	\$ 8,030
Removal of Landscaping	AC	0.01	\$ 5,000.00	\$ 50
Reset RRFB	EA	4	\$ 2,500.00	\$ 10,000
Curb and Gutter (Type I-B)	LF	280	\$ 50.00	\$ 14,000
Curb and Gutter Type 2 (Section II-B)	LF	157	\$ 37.00	\$ 5,809
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	65	\$ 87.00	\$ 5,655
Hot Mix Asphalt Pavement (8")	TON	90	\$ 100.00	\$ 9,000
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	24	\$ 25.00	\$ 600
Preformed Thermoplastic Pavement Marking (Xwalk-Stopline)	SF	80	\$ 20.00	\$ 1,600
Signs	EA	5	\$ 370.00	\$ 1,850
Landscaping (Sod)	SF	3253	\$ 4.00	\$ 13,012
Erosion Control	LS	1	\$ 1,000.00	\$ 1,000
Traffic Control	LS	1	\$ 2,000.00	\$ 2,000
Total Construction Items				\$ 77,200
Contingency (30%)	30%			\$ 23,160
Total Construction Cost				\$ 100,400
Engineering (10%)	10%			\$ 10,040
Construction Mgmt (20%)	20%			\$ 20,080
Total Project Cost				\$ 130,600

Notes

Assumes impacted private utilities in ROW relocated at utility company cost

Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency

1:1 replacement of trees big or small

Figure K9: Future Project 8 Cost Estimate

City of Broomfield - Midway Corridor

**Cost Estimate: F9 (Protected Bike Facilities from Ash Street to Sheridan Boulevard (including Sheridan intersection)-
0.5 mile)**

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	5501	\$ 20.00	\$ 110,020
Removal of Concrete Sidewalk/Trail	SY	3067	\$ 26.00	\$ 79,742
Removal of Asphalt Pavement	SY	6692	\$ 11.00	\$ 73,612
Removal of Concrete Driveway	SY	24	\$ 17.00	\$ 408
Removal of RRFB	EA	3	\$ 2,500.00	\$ 7,500
Removal of Inlet and Pipe	EA	3	\$ 2,000.00	\$ 6,000
Removal of Landscaping	AC	0.21	\$ 5,000.00	\$ 1,050
Removal of Large Tree	EA	23	\$ 1,200.00	\$ 27,600
Removal of Traffic Signal Pole	EA	4	\$ 2,500.00	\$ 10,000
Removal of Street Light	EA	11	\$ 2,000.00	\$ 22,000
Curb and Gutter Type 2 (Section II-B)	LF	5639	\$ 37.00	\$ 208,643
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	6203	\$ 87.00	\$ 539,661
Hot Mix Asphalt Pavement (8")	TON	1664	\$ 100.00	\$ 166,400
Concrete Driveway	SY	18	\$ 90.00	\$ 1,620
Modified Epoxy Pavement Marking	GAL	84	\$ 300.00	\$ 25,200
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	545	\$ 25.00	\$ 13,625
Preformed Thermoplastic Pavement Marking (Xwalk-Stopline)	SF	1820	\$ 20.00	\$ 36,400
Signs	EA	30	\$ 370.00	\$ 11,100
Inlet and Pipe	EA	3	\$ 10,000.00	\$ 30,000
Landscaping (Sod)	SF	3766	\$ 4.00	\$ 15,064
Tree	EA	23	\$ 1,500.00	\$ 34,500
Signal Light Pole Steel (1-35ft)	EA	4	\$ 22,000.00	\$ 88,000
RRFB	EA	7	\$ 50,000.00	\$ 350,000
Light Standard Steel (30 ft)	EA	11	\$ 6,000.00	\$ 66,000
Erosion Control	LS	1	\$ 50,000.00	\$ 50,000
Traffic Control	LS	1	\$ 100,000.00	\$ 100,000
Total Construction Items				\$ 2,074,200
Contingency (30%)	30%			\$ 622,260
Total Construction Cost				\$ 2,696,500
Engineering (10%)	10%			\$ 269,650
Construction Mgmt (20%)	20%			\$ 539,300
ROW	SF	821	\$ 50.00	\$ 41,050
Total Project Cost				\$ 3,546,500

Notes

Assumes impacted private utilities in ROW relocated at utility company cost

Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency

1:1 replacement of trees big or small

Figure K10: Future Project 9 Cost Estimate

City of Broomfield - Midway Corridor

Cost Estimate: F10 (Protected Bike Lane from Sheridan Boulevard to Lowell Street (including Lowell intersection)-1.1 mile)

<u>Construction Items</u>	<u>Unit</u>	<u>Qty</u>	<u>Unit Cost</u>	<u>Cost</u>
Removal of Curb and Gutter	LF	11661	\$ 20.00	\$ 233,220
Removal of Concrete Sidewalk/Trail	SY	4889	\$ 26.00	\$ 127,114
Removal of Asphalt Pavement	SY	10626	\$ 11.00	\$ 116,886
Removal of Inlet and Pipe	EA	10	\$ 2,000.00	\$ 20,000
Removal of Landscaping	AC	2.12	\$ 5,000.00	\$ 10,600
Removal of Large Tree	EA	24	\$ 1,200.00	\$ 28,800
Removal of Small Tree	EA	16	FIA	
Removal of Traffic Signal Pole	EA	4	\$ 2,500.00	\$ 10,000
Removal of Traffic Signal Pedestal Pole	EA	3	\$ 1,200.00	\$ 3,600
Removal of Pedestal Pole	EA	2	\$ 1,200.00	\$ 2,400
Removal of Street Light	EA	25	\$ 2,000.00	\$ 50,000
Curb and Gutter Type 2 (Section II-B)	LF	11779	\$ 37.00	\$ 435,823
Concrete Sidewalk/Bike/MUP/Bulb Outs (6")	SY	18048	\$ 87.00	\$ 1,570,176
Hot Mix Asphalt Pavement (8")	TON	3013	\$ 100.00	\$ 301,300
Modified Epoxy Pavement Marking	GAL	29	\$ 300.00	\$ 8,700
Preformed Thermoplastic Pavement Marking (Word-Symbol)	SF	487	\$ 25.00	\$ 12,175
Preformed Thermoplastic Pavement Marking (Xwalk-Stopline)	SF	1940	\$ 20.00	\$ 38,800
Signs	EA	80	\$ 370.00	\$ 29,600
Inlet and Pipe	EA	10	\$ 10,000.00	\$ 100,000
Landscaping (Sod)	SF	5979	\$ 4.00	\$ 23,916
Tree	EA	40	\$ 1,500.00	\$ 60,000
Signal Light Pole Steel (1-35ft)	EA	4	\$ 22,000.00	\$ 88,000
Traffic Signal Pedestal Pole	EA	3	\$ 5,000.00	\$ 15,000
Pedestal Pole	EA	2	\$ 3,000.00	\$ 6,000
RRFB	EA	6	\$ 50,000.00	\$ 300,000
Light Standard Steel (30 ft)	EA	25	\$ 6,000.00	\$ 150,000
Erosion Control	LS	1	\$ 110,000.00	\$ 110,000
Traffic Control	LS	1	\$ 220,000.00	\$ 220,000
Total Construction Items				\$ 4,072,200
Contingency (30%)	30%			\$ 1,221,660
Total Construction Cost				\$ 5,293,900
Engineering (10%)	10%			\$ 529,390
Construction Mgmt (20%)	20%			\$ 1,058,780
ROW	SF	717	\$ 50.00	\$ 35,850
Total Project Cost				\$ 6,918,000

Notes

Assumes impacted private utilities in ROW relocated at utility company cost

Assuming 5 signs per side per block; assuming all new ground signs and removals included in contingency

1:1 replacement of trees big or small

Figure K11: Future Project 10 Cost Estimate



COLORADO
Department of Transportation
Region 1

January 13, 2023

Sarah Grant
Transportation Manager
City and County of Broomfield
1 Descombes Drive
Broomfield, CO 80020

RE: CDOT Region 1 Support Request for DRCOG TIP Subregional Call FY24-FY27

Dear Ms. Grant,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following Broomfield application for the Denver Regional Council of Governments (DRCOG) Subregional FY24-27 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Midway Blvd. Multimodal Preconstruction project, in the event this project is selected by DRCOG as a subregional project on or around March/April 2023. If this subregional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time. The project as constructed will be maintained by the local agency, and not by CDOT.

Projects impacting state highways should assume that CDOT will manage the project and that the local agency is responsible for payment of CDOT's work, including indirect charges. An accurate project cost estimation, that accounts for cost escalation, is vital to the success of a project. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects or the cost estimate is low, sponsors must make up any shortfalls. Regardless of CDOT's concurrence or support, sponsors should have no expectation of CDOT funding being available to help cover any funding shortfalls.

This concurrence is conditionally granted based on the scope as described. 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 Federal Highway Administration (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 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:

https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual

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,

Jessica Myklebust
CDOT Region 1 Transportation Director





Sarah Grant <sgrant@broomfield.org>

RTD Concurrence

Christopher Quinn <Chris.Quinn@rtd-denver.com>
To: Sarah Grant <sgrant@broomfield.org>
Cc: Todd Cottrell <tcottrell@drcog.org>

Fri, Jan 27, 2023 at 11:03 AM

Hi Sarah,

This email is to provide RTD's concurrence with the City and County of Broomfield's applications for the following projects:

1. SH 7 Multimodal Preconstruction Activities; and
2. Midway Boulevard Multimodal Preconstruction Activities

If awarded, RTD would request that you continue to include RTD in the design of transit-related elements.

Please let me know if I can provide additional information.

Thanks

Chris

Chris Quinn

Project Manager

Planning
he | him | his

o. 303.299.2439

chris.quinn@rtd-denver.com

rtd-denver.com



Regional Transportation District
1660 Blake Street, BLK-21
Denver, CO 80202

We make lives better through connections.



Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
<input type="text" value="15,000"/>	<input type="text" value="14700"/>	<input type="text" value="300"/>

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	
<input type="text" value="2.0129"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	1.397
Particulate Matter <2.5 μm (PM _{2.5})	0.005
Particulate Matter <10 μm (PM ₁₀)	0.027
Nitrogen Oxide (NOx)	0.044
Volatile Organic Compounds (VOC)	0.047
Carbon Dioxide (CO ₂)	197.700
Carbon Dioxide Equivalent (CO ₂ e)	198.600
Total Energy Consumption (MMBTU/day)	2.671

*Units in kg/day unless otherwise noted

12. Does your subregion/agency pledge financial support to this project, if requested?

Yes No N/A

If yes, provide amount: \$ Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Dave Downing, Community Date: 1-5-23

Development Director