

APPLICATION OVERVIEW

The **Call for Projects** will **open on April 26, 2021**, with applications **due no later than 3 p.m. on June 21, 2021** to Josh Schwenk, DRCOG, at jschwenk@drcog.org.

- Project sponsors must have attended one of the mandatory [TIP submittal training workshops](#) associated with the previous 20-23 TIP back in 2018. If you are aware no one from your agency attended or are unsure, please contact [staff](#).
- Projects requiring CDOT and/or RTD concurrence must provide their official response within their application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 5, with CDOT/RTD providing a response no later than June 4. The concurrence form can be found [here](#).
- Each eligible project sponsor within the subregion may submit a maximum of two applications for consideration. The final panel recommendation will be capped at approximately \$5.9 million in DRCOG funding requests.
- Individual appropriate applications and other data to assist you in filling out your requests can be found [here](#). If applicants need additional data from DRCOG for the completion of their application, they must contact DRCOG staff **no later than June 1** with their request.
- 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.
- Detailed information about sponsor and project eligibility for each share is contained within the [2020-2023 TIP Policy](#).

APPLICATION FORM OUTLINE

The 2022-2025 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review each forum’s submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

Part 1 | Base Information

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

Part 2 | Evaluation Criteria, Questions, and Scoring

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

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

Subregional Significance of Proposed Projects..... 40%

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

Section A. Metro Vision TIP Focus Areas 30%

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

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

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

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

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

Section C. Leveraging of non-Subregional Share funds (“overmatch”) 10%

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

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

Part 3 | Project Data – Calculations and Estimates

Based on the applicant’s project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant’s qualitative narrative.

Part 1

Base Information

1. Project Title	West Colfax Complete Street Phase 2
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	The project is adjacent to a portion of Phase 1 of the West Colfax complete Street project and extends from the intersection of West Colfax (US 40) and Heritage Road southward to I-70. (See attached map)
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	City of Golden
4. Project Contact Person, Title, Phone Number, and Email	Steve Glueck, Assistant to the City Manager, 303-384-8095, sglueck@cityofgolden.net

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

6. What planning document(s) identifies this project?	<input type="checkbox"/> DRCOG 2050 RTP
	X <input type="checkbox"/> Local plan: South Neighborhoods Plan, p.21- https://www.cityofgolden.net/media/Comprehensive_Plan.pdf
	X <input type="checkbox"/> Other(s): West Colfax Urban Renewal Plan/p.9 - https://www.cityofgolden.net/media/WestColfaxPlan.pdf

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

7. Identify the project's **key elements**.
- Rapid Transit Capacity (2050 FC RTP)
 - Transit Other:
 - X Bicycle Facility
 - X Pedestrian Facility
 - X Safety Improvements
 - Roadway Capacity or Managed Lanes (2050 FC RTP)
 - Roadway Operational

- Grade Separation
- Roadway
 - Railway
 - X Bicycle
 - X Pedestrian
 - Roadway Pavement Reconstruction/Rehab
 - Bridge Replace/Reconstruct/Rehab
 - Study
 - Design
 - Transportation Technology Components
 - Other:

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

The specific problem addressed relates to significant safety conflicts between bikes, autos, and hundreds of gravel trucks daily for the high speed portion of US 40 south of Heritage Road up to I-70. Improving specific multi-modal problem areas such as this results in much larger regional improvements in use of alternative modes of transportation.

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

This project constitutes a second phase of a "Local Agency" project currently under design to improve West Colfax Avenue from east of C470 westerly to I-70. Phase 1 of the project includes roadway, drainage, flood mitigation, and bike/pedestrian improvements. Phase 2 will construct an off road multi purpose trail on the west side of Lena Gulch to provide a safe and convenient connection for users of all abilities between Heritage Road and I-70 connecting to open space and recreational uses and community commercial uses. The project will complement the improvements in the Phase 1 project by constructing an approximately 4000' long multi-purpose path within easement granted by the owners of Heritage Square and the adjacent "Spec Aggregate Quarry" separated from US 40 (W. Colfax Avenue) by Lena Gulch. The 10 -12' wide multi-purpose path will follow existing topography, utilizing grade separated crossings of the quarry entrance and exit, if feasible, and connecting to an existing path at the Gateway Village development north of I-70 and the new Phase 1 improvements at the Heritage Road intersection. It will provide an alternative to the more traditional on street bike facilities included in the Phase 1 project for more avid cyclists.

10. What is the status of the proposed project?

The design of Phase 1 of the West Colfax Complete Street project is underway, based on an approved Local Agency IGA and consultant selection for design. We expect to incorporate at least preliminary design of the Phase 2 project into Phase 1 design.

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

Yes No

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

A. Project Financial Information and Funding Request

1. Total Project Cost	\$1,700,000	
2. Total amount of DRCOG Subregional Share Funding Request	\$1,360,000	80% of total project cost
3. Outside Funding Partners (other than DRCOG Subregional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
City of Golden	\$170,000	10%
Golden Urban Renewal Authority	\$170,000	10%
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners <i>(private, local, state, Regional, or federal)</i>	\$340,000	

Funding Breakdown (year by year)*

**The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be*

assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2021.

	FY 2022	FY 2023	FY 2024	FY 2025	Total
Federal Funds	\$	\$1,360,000	\$	\$	\$1,360,000
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$	\$340,000	\$	\$	\$340,000
Total Funding	\$0	\$1,700,000	\$0	\$0	\$1,700,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Choose an item	CON Choose an item	Choose an item	Choose an item	

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

X

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

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

1. Why is this project important to your subregion?

This specific project is critical to the effort to realize a safe convenient bike and pedestrian route, safely separated from a 50 MPH state highway. There currently is no such facility other than the shoulder of the highway. Even if the Phase 1 project includes a more usable bike facility within the West Colfax Avenue (US 40) right of way for avid cyclists, there cannot be a safe and convenient route for users of all abilities without this new project. In addition to traditional bike and pedestrian trips, this stretch is a major recreational biking connection between Golden and several Jefferson County Open Space destinations to the south. Actual counts of on-street bike traffic on May 8, 2021 indicated over 275 cyclists utilizing this route in a 9 hour period (along with 340 gravel trucks).

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

The project directly benefits unincorporated Jefferson County and the Jeffco Open Space Program by creating safe and convenient multi-modal connections for Jeffco residents and recreational open space users as part of a front range connected system. One could argue benefits to Morrison and Lakewood as well.

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

Minimal benefit to other subregional counties.

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

In addition to the basic issues of mixing bicyclists and fast moving vehicles, the affected stretch of roadway includes approximately 400 gravel trucks daily exiting the adjacent quarry. Provision of a separate "off street" route to provide the option of a safe convenient route for pedestrians and cyclists of all ages and abilities is the most basic safety improvement.

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

The completed project will certainly allow individuals to thrive both physically and mentally/emotionally through the opportunity to safely access local and regional open space and recreational facilities. The project will also improve access and connections for employees and customers of nearby businesses, thereby enhancing the economic vitality of such individuals and businesses.

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

The project fills in a gap where there currently is no pedestrian route at all and where the only option for bicyclists is the shoulder of a 50 mile per hour road, competing with passenger vehicles, light trucks, and hundreds of gravel trucks daily. By improving this gap, connectivity is also improved to local transit, the W Line rail transit, and the CDOT park and ride lots at US 40 and I-70.

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

The two local partners in the Phase 1 project, as well as this application are the City of Golden and the Golden Urban Renewal Authority (GURA). The West Colfax Corridor is an authorized Urban Renewal Project where the City and GURA are committed to make improvements for nearby businesses, residential neighborhoods, employees, and visitors.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

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

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

By creating a safe convenient alternative mode connection, all users and populations will benefit, especially any that may be more dependent on modes of travel other than the personal auto. The project eliminates a gap that currently limits economic opportunity for workers without personal autos, as well as access to services and recreation opportunities.

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

The reliability of the existing network will also be increased by removing most bike traffic and all pedestrian traffic from the US 40 roadway. By providing a locally maintained route, the reliability will also be improved during inclement weather, when cyclists will not need to try to navigate the shoulder of the roadway.

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

The current route is a paved shoulder adjacent to a 50 MPH roadway carrying approximately 7,500 ADT (2020 counts) with approximately 400 gravel trucks entering and exiting the highway on a daily basis. As noted above, bike traffic on this stretch of West Colfax includes a substantial number of recreational bikers. Actual counts of on-street bike traffic on May 8, 2021 indicated over 275 cyclists utilizing this route. See attached Photo taken on April 30th 2021, looking north on Colfax. The provision of a safe and convenient alternative to this condition will be a major safety improvement.

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

WEIGHT **20%**

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

[MV objective 2](#)

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

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

X Yes No

Describe, including supporting quantitative analysis

While it may not seem like a direct impact on future growth and development, by improving safe and convenient access to local and regional open space opportunities, it will help allow urban residents to experience the natural environment without expanding residential areas into non-urban environments.

[MV objective 3](#) **Increase housing and employment in urban centers.**

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

Describe, including supporting quantitative analysis

Jefferson County has developed and maintains an entire front range system of open space and recreation opportunities which should qualify as key destinations (see attached map). This project solves a significant connectivity barrier for this system.

[MV objective 4](#) **Improve or expand the region’s multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services? X Yes No

Describe, including supporting quantitative analysis

Apart from very avid cyclists using the shoulder of US 40, there is literally no multi-modal connection for this specific stretch of US 40. The improvement closes a significant gap in the network.

[MV objective 6a](#) **Improve air quality and reduce greenhouse gas emissions.**

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? X Yes No

Describe, including supporting quantitative analysis

While difficult to quantify, by providing an alternative for regular commuting to area services via bike or on-foot, there should be at least some diversion from personal auto use.

[MV objective 7b](#) **Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region’s open space assets? X Yes No

Describe, including supporting quantitative analysis

As noted in an attachment, the Jefferson County Open Space program maintains a network of regional open space, trails, and greenways. This project addresses a major gap and safety concern with the non-motorized access to this network of public spaces (see attached map).

[MV objective 10](#) **Increase access to amenities that support healthy, active choices.**

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

Describe, including supporting quantitative analysis

Given the large number of cyclists that brave the US Highway shoulder to bike in this area, the provision of a safe convenient, and frankly less scary route than competing with gravel trucks can only lead to much greater usage by a broader segment of society.

[MV objective 13](#) **Improve access to opportunity.**

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

Describe, *including supporting quantitative analysis*

It could help by improving access for potential employees at nearby commercial enterprises, but it is difficult to quantify.

[MV objective 14](#)

Improve the region’s competitive position.

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

Describe, *including supporting quantitative analysis*

The economic success of both the current Gateway Village commercial center at the south end of the project, and the future redevelopment of Heritage Square will both be enhanced by the multi-modal connection between the two.

D. Project Leveraging

WEIGHT **10%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20%	60%+ outside funding sources High 30-59%Medium 29% and belowLow
--	-----	---

Part 3

Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	5664	4548	10,212
2040	0	0	0

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	0	0
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	0	0
7. Enter the value of {#6 x 9 miles} . (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1. Current weekday bicyclists	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	5664	4548	10,212
2040	0	0	0

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	300	400
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: {#3 X 50%} or other percent, if justified)	150	200
5. = Initial number of new bicycle trips from project (#3 – #4)	150	200
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	45	60
7. = Number of SOV trips reduced per day (#5 - #6)	95	140
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	190	280
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	180.5	266
10. If values would be distinctly greater for weekends, describe the magnitude of difference: Weekend bicycle activity is substantially higher. Based on recent counts, weekend bike counts could be double weekday counts in warmer months.		
11. If different values other than the suggested are used, please explain here:		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	5664	4548	10,212
2040	0	0	0

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	50	100
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: {#3 X 50%} or other percent, if justified)	25	50
5. = Number of new trips from project (#3 – #4)	25	50
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	7	15
7. = Number of SOV trips reduced per day (#5 - #6)	18	35

12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor)</i>	7.2	14
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	6.84	13.3
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	
2. Minority persons		1207
3. Low-Income households		1238
4. Linguistically-challenged persons		727
5. Individuals with disabilities		874
6. Households without a motor vehicle		187
7. Children ages 6-17		1333
8. Health service facilities served by project		0

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

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

1. Current ADT (average daily traffic volume) on applicable segments	6315
2. 2040 ADT estimate	9500 (2050)
3. Current weekday vehicle hours of delay (VHD) (before project)	0

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

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

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (*most recent 5-year period of data*)

Fatal crashes	2
Serious Injury crashes	3
Other Injury crashes	7
Property Damage Only crashes	68
2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)	
Fatal crashes reduced	0
Serious Injury crashes reduced	0
Other Injury crashes reduced	0
Property Damage Only crashes reduced	0

Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (*e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology*).

G. Facility Condition

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

Roadway Pavement

1. Current roadway pavement condition	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor Choose an item
5. Describe current condition issues and how the project will address them. The current facility is the roadway shoulder. The pavement is in medium condition, but the shoulder is often impaired by gravel, dirt, debris, and/or snow. The new off-street multi-purpose path will be a concrete surface suitable for bikes and maintained for bike usage.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT

2. Describe current condition issues and how the project will address them.	
3. Other functional obsolescence issues to be addressed by project	
4. Average Daily User Volume over bridge	0
I. Other Beneficial Variables <i>(identified and calculated by the sponsor)</i>	
1.	
2.	
3.	
J. Disbenefits or Negative Impacts <i>(identified and calculated by the sponsor)</i>	
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other:	