



**DRCOG FY2022-2025 TIP – Jefferson County Subregion**  
**Subregional Share Air Quality/Multimodal (AQ/MM)**  
**Application Programming Federal Fiscal Years 2023-2025**

## APPLICATION OVERVIEW

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**What:** The Subregional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

**Funding Available:** \$161,292,000 overall. Target of \$26,613,000 for Jefferson County (estimated as of the open date)

**Application:** Air Quality & Multimodal (AQ/MM) eligible projects only

**Major Project Eligibility Exceptions:** Roadway capacity, roadway reconstruction, bridge, interchange projects

**Call Opens:** May 2, 2022

**Call Closes:** June 24, 2022, 3 pm

**Application Submittals:** submit the items below online through the submittal link on the [TIP Da14ta Hub](#)

1. REQUIRED: a **single PDF document** containing the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
  - a. this application
  - b. one location map/graphic
  - c. cost estimate (your own or the CDOT [cost estimate form](#))
  - d. CDOT/RTD concurrence response (if applicable)
  - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
  - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 2022

**Other Notable items:**

- **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 May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, [joann.mattson@state.co.us](mailto:joann.mattson@state.co.us); CDOT Region 4 – Josie Hadley, [josie.hadley@state.co.us](mailto:josie.hadley@state.co.us); RTD – Chris Quinn, [chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)
- **If a submitted application in Call #1 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at [tipapplications@drcog.org](mailto:tipapplications@drcog.org). In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 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
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at [tipapplications@drcog.org](mailto: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 regional or subregional problem or benefit people throughout the subregion. Relevant quantitative data should be included within narrative responses.

5	The project benefits will <b>substantially</b> address a <b>major</b> regional or subregional problem and benefit people and businesses in multiple subregions.
4	The project benefits will <b>significantly</b> address a <b>major</b> subregional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either <b>moderately</b> address a <b>major</b> subregional problem or <b>significantly</b> address a <b>moderate</b> -level subregional problem.
2	The project benefits will <b>moderately</b> address a <b>moderate</b> -level subregional problem.
1	The project benefits will address a <b>minor</b> 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 <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> 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	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	<b>Few</b> mitigation or readiness activities have been demonstrated.
0	<b>No</b> mitigation or readiness activities have been demonstrated.

## Project Information

1. Project Title		<b>Wadsworth &amp; Morrison Intersection improvements-SW</b>	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Wadsworth (SH121) at W. Vassar Ave. End point: Wadsworth (SH121) at W. Woodard Dr. OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Lakewood	
4. Project Contact Person:			
Name	Mike L Whiteaker	Title	City Transportation Engineer
Phone	303-987-7981	Email	mikwhi@lakewood.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>
6. What planning document(s) identifies this project?  <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	<input checked="" type="checkbox"/> <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> Provide MVRTP staging period, if applicable capital project: TIP 2022-15		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Jefferson County Road Plan (Upham extension to Morrison) Adopting agency (local agency Council, CDOT, RTD, etc.): Jeffco Provide date of adoption by council/board/commission, if applicable:	
	Please describe public review/engagement to date:		
	Other pertinent details: <input type="text"/>		
7. Identify the project's <b>key phases and the anticipated schedule of phase milestones.</b> (phases and dates should correspond with the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)	
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)	11/2022	
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	<input type="text"/>	
	Design scoping meeting held with CDOT (if no consultant):	<input type="text"/>	
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	<input type="text"/>	
	Environmental scoping meeting held with CDOT (if no consultant):	<input type="text"/>	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	<input type="text"/>	

	ROW acquisition completed: Estimated number of parcels to acquire:	
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	09/2022
	Required clearances:	10/2022
	Project publicly advertised:	01/2023
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

Congestion management on regional roadway system and improved pedestrian facilities.

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 Transit<sup>1</sup>**

- 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:

<sup>1</sup>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.

**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.**

The project would construct a southbound acceleration lane from Morrison with associated retaining walls, irrigation ditch siphon modifications, lighting and sidewalk installation to complete the existing project that is modifying the NW, NE and SE corners of the Wadsworth & Morrison intersection and Vassar to Woodard along SH121.

**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.**

Design and environmental clearances are happening with the overall project while we work to find funding for construction on the southwest corner. The SW quadrant and lighting are currently listed as an alternative bid schedule item in the larger overall project.

**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:

Outline the differences between the scope outlined above and the reduced scope:

<b>Project Financial Information and Funding Request</b>		<b>(All funding amounts in \$1,000s)</b>	
<b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> (No less than \$100,000 and not to exceed 90% of the total project cost)  <input type="checkbox"/> Check box if requesting <b>only state MMOF funds</b> (requires minimum 50% local funds) <sup>1</sup>		<b>\$1,920</b>	<b>80.00%</b> of total project cost
<b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.		<b>Contribution Amount</b>	<b>% Contribution to Overall Project Total</b>
Local		\$480	20%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
<b>Total Match</b> (private, local, state, another subregion, or federal)		<b>\$480</b>	<b>20.00%</b>
<b>Project Total</b>		<b>\$2,400</b>	
<b>Notes:</b>	1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge.		

	<p>The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.</p>
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**Funding Breakdown (in \$1,000s) (by program year)<sup>1</sup>** (Total funding should match the Project Total from above)

	FY 2023	FY 2024	FY 2025	Total
<b>DRCOG Requested Funds</b>	\$1,920	\$	\$	\$1,920
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	\$0
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$480	\$	\$	\$480
<b>Total Funding</b>	\$2,400	\$0	\$0	\$2,400
<b>Phase to be Initiated</b>	Construction	Choose an item	Choose an item	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). 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 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	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. <input checked="" type="checkbox"/>			

# Evaluation Questions

## A. Subregional Impact of Proposed Project

WEIGHT

**30%**

Provide **qualitative and quantitative** responses to the following questions on the regional 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.

Wadsworth (SH121) is one of the main roadways between I-25 and C470 for north-south mobility. Wadsworth and Jewell intersection is one of the main bottlenecks on this route. The Green Gables development was approved in Jefferson County with the traffic analysis showing the connection of Upham to form the 4th leg at the Morrison signal. This future connection alleviate some traffic from the Wadsworth & Jewell intersection from Green Gables, while also providing access to the new City Park. This project will further improve the intersection by providing a right turn acceleration lane, wider sidewalk and better sight distance for the southwest corner.

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.

The sidewalk on Wadsworth in this area is as narrow as 3' immediately adjacent to the highway. There is no sidewalk currently along Morrison Road in this area. A right turn acceleration lane will be constructed to connect to the existing bus pullout and acceleration taper for a total length of approximately 400'.

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.

Lakewood and Jefferson County residents both will benefit immediately with access to the park and improved operations on Wadsworth.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

	DI and EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data  (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	14,160	-	-
	b. Total households	6,013	-	-
	c. Individuals of color	4,069	29%	33%
	d. Low-Income households	270	4%	9%
	e. Individuals with limited English proficiency	315	2%	3%
	f. Adults age 65 and over	3,231	23%	13%
	g. Children age 5-17	1,985	14%	16%
	h. Individuals with a disability	413	3%	9%
	i. Households without a motor vehicle	107	2%	5%
	j. Households that are housing cost-burdened	1,574	26%	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 groups, *including the required quantitative analysis*: A wider sidewalk will improve access and mobility for anyone who walks, bikes, and rolls in the area, as well as improving access to transit. This is especially impactful for individuals who cannot

operate or do not own a motor vehicle, who may more heavily rely on walking, biking, and/or transit for transportation.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?
- 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.
  - Improve and expand the region’s multimodal transportation system, services, and connections. [Better sidewalk connection to RTD bus stops](#)
  - Operate, manage, and maintain a safe and reliable transportation system.
  - Improve air quality and reduce greenhouse gas emissions.
  - Connect people to natural resource and recreational areas. [Better sidewalk connection to city park](#)
  - Reduce the risk of hazards and their impact.
  - Increase access to amenities that support healthy, active choices.
  - Improve transportation connections to health care facilities and service providers. [Sidewalk connection to dental and optometrist complex](#)
  - Diversify the region’s housing stock.
  - Improve access to opportunity.
  - Improve the region’s competitive position.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. 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:
- Does the project connect two or more urban centers?\*
- Yes  No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?\*
- Bus stop:  Yes  No If yes, how many? **28**
- Rail station:  Yes  No If yes, how many?
- Is the project in a locally-defined priority growth and development area?
- Yes  No
- If yes, provide a link to the relevant planning document:
- If yes, provide how the area is defined in the relevant planning document:
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes  No If yes, please provide the zoning district designation(s): **M-E-S**

Provide households and employment data*	2020	2050
Households within ½ mile	6,013	6,716
Jobs within ½ mile	4,076	5,937
Household density (per acre) within ½ mile	2.84	3.12
Job density (per acre) within ½ mile	2.24	3.15

Describe how this project will improve access to and/or connectivity between the above identified areas, including the required quantitative analysis:

[Sidewalk provides better access to RTD bus stops, connecting the mixed-use area to transit](#)

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

Pedestrian improvement from the west side of SH121 to the new Peak View park being constructed on the east side of SH121.

## 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.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  Roadway Operations  Other:
- 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, acceleration lane for EBRT](#)
- 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 region mitigate natural and/or human-made hazards?  
 Yes  No

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

[Sidewalk improvements create a wider and safer facility for use by anyone walking and rolling, and connects these users to transit](#)

## 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.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- 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	NO <sub>x</sub>	VOCs	PM 10
	0.00	0.00	0.00	0.00

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.

Describe how this project reduces air pollutants, include quantitative information, including any items referenced above, in your response:

**Regional  
Transit**

**Expand and improve the region’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.

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). 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](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on?
- Does this project involve a [regional transit planning corridor](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on?
- 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?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*  
 Yes  No If yes, provide the name of the urban center:

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

[Better sidewalk connections to existing bus stops](#)

**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.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). 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* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	30	
Property Damage Only crashes	82	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Describe how this project will improve safety, *include quantitative information, including any items referenced above, in your response:*

Creates an eastbound right turn acceleration lane. The eastbound right turn volume is a minor movement and the presense of a bus stop at the end of the acceleration lane will occasionally reduce its effectiveness so no CRF is assumed. Installing a higher average level of street lighting with more uniformity has a CRF of 0.68 for night time crashes. The TIP data tool doesn't seperate night time crashes so no CRF was applied.

**Freight**

**Maintain efficient movement of goods within and beyond the region.**

(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.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). 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:
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*  
 Yes  No
- 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.
- 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:
- 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.

Describe how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> <small>(drawn from <a href="#">2050 MVRTP priorities</a>; <a href="#">Denver Regional Active Transportation Plan</a>; &amp; <a href="#">Metro Vision objectives 10 &amp; 13</a>)  Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) or locally-defined priority corridor?\*  
 Yes  No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?\*  
 Yes  No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?\*  
 Yes  No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?  
 Yes  No If yes, please describe in your response.

**Bicycle Use**

*NOTE: if constructing a new facility, report bike usage along closest existing alternative route*

1. Current Average Single Weekday Bicyclists:	0	
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	0	0
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	0	0
1. 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.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
5. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
6. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	0.00	0.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
9. If different values other than the suggested are used, please explain here:		

**Pedestrian Use**

*NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route*

2. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	0	
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
5. = Number of new trips from project (#2 – #3)	0	0
6. 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.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
7. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00

8. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	0.00	0.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, *include quantitative information, including any items referenced above, in your response:*

Pedestrian improvement from the west side of SH121 to the new Peak View park being constructed on the east side of SH121. Sidewalk improvements create a wider and safer facility for use by anyone walking and rolling, and connects these users to transit

<b>C. Project Leveraging</b>	<b>WEIGHT</b>	<b>10%</b>
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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)</i>	<b>20.00%</b>	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 20-39.9% ..... 2 pts 10.1-19.9% ..... 1 pt 10% ..... 0 pts
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<b>D. Project Readiness</b>	<b>WEIGHT</b>	<b>10%</b>
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*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.*

**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:  
 Ken Nyhoff

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

- Utilities: XCEL undergrounding design is complete, earthwork will commence shortly and already have CDOT permits for work, Comcast and Lumen underground to follow.
- Railroad: N/A
- Right-of-Way: Working towards Oct 2022 clearance with FOR
- Environmental/Historic: Cleared
- Other:

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: [In Progress](#)

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

e. Have other stakeholders in your project been identified and involved in project development?  
 Yes  No  N/A

If yes, who are the stakeholders? [CDOT and Lakewood Parks](#)

Please provide any additional details on any of the items in Section 1, if applicable.

### Section 2. Local Match

- a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes  No

Please describe:

[Grant match is accounted for in the Lakewood revised 22-23 budget.](#)

- b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

Yes  No

Please describe:

[Grant match and revenue from federal source is listed in the Lakewood revised 22-23 budget.](#)

### 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:

[Non were required](#)

- 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.

[Overall project has been in contact with all adjacent property owners as we work thru the right of way, easements, sound mitigation, and access control processes.](#)

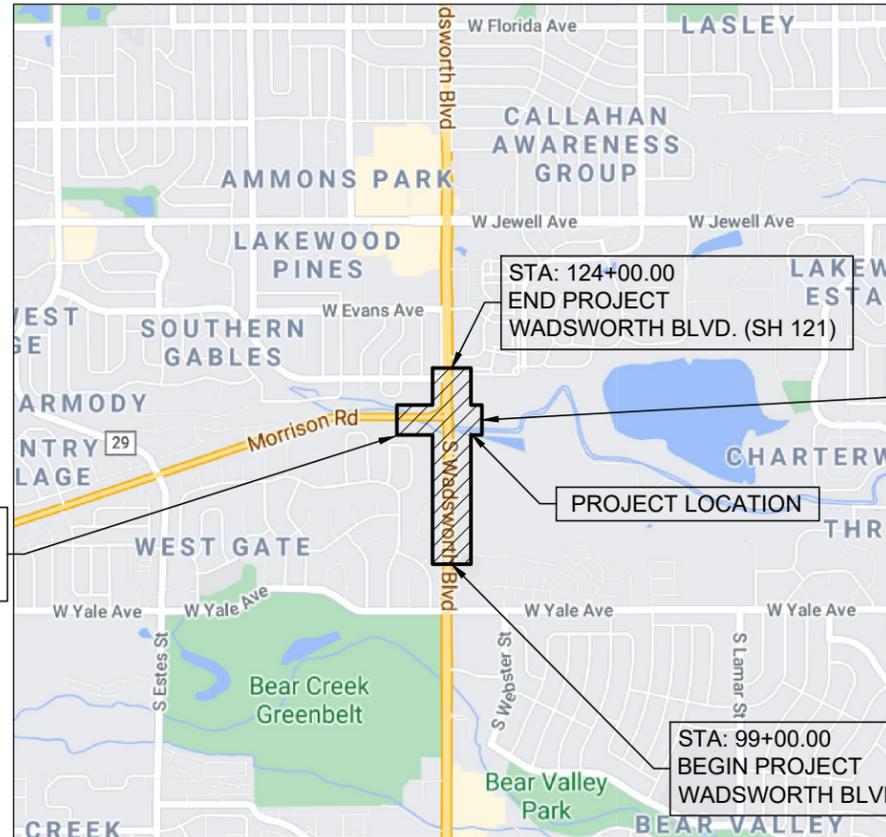
Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.

PoDI / NHS	
FHWA PROJECT OF DIVISION INTEREST (PoDI)?	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
NATIONAL HIGHWAY SYSTEM?	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES

**DEPARTMENT OF TRANSPORTATION**  
**STATE OF COLORADO**  
 HIGHWAY CONSTRUCTION BID PLANS OF PROPOSED  
 FEDERAL AID PROJECT NO. TAP 1211-100  
 CITY OF LAKEWOOD  
 CONSTRUCTION PROJECT CODE NO. 24393  
 WADSWORTH BOULEVARD (SH 121) AND MORRISON ROAD (SH 8)  
 INTERSECTION IMPROVEMENTS

Related Projects: 24393

R.O.W. Projects: XXXX



VICINITY MAPS OF PROJECT LOCATION  
N.T.S.

**INDEX OF SHEETS**

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8	TABULATION OF CONCRETE
9	SUMMARY OF APPROXIMATE QUANTITIES
10	SURVEY TABULATION
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100-109	CROSS SECTIONS

TABULATION OF LENGTH			
LOCATION	STATION	ROADWAY	
		MILES	FEET
BEGIN PROJECT: WADSWORHT BLVD. M.P. 8.69	99+00		
END PROJECT: WADSWORTH BLVD. M.P. 9.16	124+00	2500	0.47
BEGIN PROJECT: MORRISON RD. M.P. 8.58	209+05		
END PROJECT: MORRISON RD. M.P. 8.70	215+58	653	0.12
TOTAL		3153.00	0.59

DESIGN DATA		
DESIGN DATA	WADSWORTH BLVD.	MORRISON RD.
DESIGN SPEED	45 MPH	45 MPH
POSTED SPEED	45 MPH	45 MPH
MAXIMUM GRADE	6.89%	3.45%
MINIMUM GRADE	2%	2%
MINIMUM S.S.D. VERTICAL	393 FT.	276 FT.
CLEAR ZONE (TANGENT)	20 FT.	20 FT.
2017 DESIGN TRAFFIC (ADT)	51,000	6,600
2040 DESIGN TRAFFIC (ADT)	58,410	N/A

S:\Engineering\ENGINEERING PROJECTS\WADSWORTH & MORRISON RD\CAD\SHEETS\1 TITLE SHEET.dwg, 6/22/2022 4:34:56 PM, londal, 1:2

Sheet Revisions			
#	DATE	COMMENT	INITIAL

**Lakewood**  
 Public Works  
 470 South Allison Pkwy  
 Civic Center North  
 Lakewood, Co 80226  
 Phone: 303-987-7500

**COLORADO**  
 Department of Transportation  
 Office of Communications  
 Region 1  
 CDOT Region 1  
 425 Corporate Circle  
 Golden, CO 80401  
 Phone: (720) 497-6983  
 Fax: (720) 497-6901

**F.O.R.**  
 (NOT FOR CONSTRUCTION)

**WADSWORTH & MORRISON INTERSECTION IMPROVEMENTS**  
  
 TITLE SHEET  
 Designer: KLN      Detailer: LLD

Project No./Code	TAP 1211-100
	24393
Sheet Number	1

Wadsworth & Morrison SW corner estimate  
 4/5/2022 Ken

Item #	Description	Measure	Cost	Units	Total
626	Pre-construction, Mobilization and Survey	LS	\$205,000	1	\$205,000
203	Earthwork	LS	\$150,000	1	\$150,000
208	Erosion Control & Seeding	LS	\$48,500	1	\$48,500
603	Storm Sewer	LS	\$72,000	1	\$72,000
604	Irrigation Siphon	LS	\$65,000	1	\$65,000
601	Concrete Wall	LS	\$430,000	1	\$430,000
608	Accel lane & Walk	LS	\$235,000	1	\$235,000
613	Lighting and conduit	LS	\$240,000	1	\$240,000
615	Utilities	LS	\$10,000	1	\$10,000
627	Signing and Striping	LS	\$26,500	1	\$26,500
630	Traffic control	LS	\$195,000	1	\$195,000
	FA MCR and Force account	LS	\$205,000	1	\$205,000
	CE Construction engineering	25%	\$470,500	1	\$470,500
				Estimate	\$2,352,500
				Total	\$2,400,000

April 7, 2022

The Honorable Michael Bennet  
374 Russell Senate Office Building  
Washington DC 20510

RE: Intersection Safety Improvements at Wadsworth & Morrison, Lakewood Colorado

Dear Senator Bennet:

We are writing to express our support for a FY23 Congressionally Directed Spending Project to improve the safety, operations, and multimodal facilities at Wadsworth & Morrison roads.

As you may be aware, CDOT has been working on the design to improve the safety at this intersection. However, construction has gone unfunded. Progress to-date by the City of Lakewood:

- Purchased land east and south of the intersection and has collaborated and aggressively worked with CDOT on obtaining grants or state funding for the project.
- Received a TAP grant to build a 10' multimodal path on the east side of Wadsworth where there was not a sidewalk causing people to walk along a steep and hazardous dirt path.
- Applied for and received partial funding for a grant to construct the CDOT proposed improvements.
- Secured enough funds, including City funding, to construct the northwest, northeast and southeast quadrants of the proposed intersection improvements.
- Together with CDOT, the environmental process is almost entirely complete including required clearances.
- Contracting with CDOT's previous design consultant, the final design is in progress and is anticipated to be completed later this year.

Despite the efforts, the project is still facing challenges including the southwest quadrant work and street lighting for the project remain currently unfunded. We believe there will be significant cost savings and reduced impacts to our constituents and traveling public if all the work is included in the same contract instead of phasing the work as funding becomes available.

Thank you in advance for your consideration for this project.

Sincerely,  
BOARD OF COUNTY COMMISSIONERS



Andy Kerr, Chair



Tracy Kraft-Tharp, Chair Pro Tem



Lesley Dahlkemper

BCC/dlc