DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Subregional Share (Call #4) – Douglas County Subregion
Surface Transportation Block Grant (STBG) Project Application
APPLICATION OVERVIEW

What: The Subregional Share Call for Projects for the FY 2024-2027 TIP (Call #4)
Funding Available: $11,238,000 for this subregion and this STBG Track. In the STBG Track, funding is split fairly evenly over all four years.
Major Project Eligibility Exceptions: Transit operations projects *(Note: these types of projects are only allowed to be submitted with the AQ/MM Track)*
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). 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 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 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 STBG 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	30-39.9%
1	20.1-29.9%
0	20%

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	**Lincoln Avenue & Pine Drive Intersection Operational Improvements (Construction Only)**
2. Project Location *Provide a map, as appropriate (see Page 1)*	Start point: Lincoln Avenue/Pine Drive intersection area End point: Lincoln Avenue/Pine Drive intersection area OR Geographic Area: See attached map
3. Project Sponsor *(entity that will be financially responsible for the project)*	Town of Parker

4. Project Contact Person:

Name: Chris Hudson	Title: Deputy Director - Engineering
Phone: 303.805.3203	Email: chudson@parkeronline.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?	☒ Yes ☐ No *If yes, provide applicable concurrence documentation*

6. What planning document(s) identifies this project? *Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement*	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP), provide the staging period: Click or tap here to enter text.	
	Local/Regional/ Subregional plan:	Planning Document Title: *Transportation Master Plan* (Adopted 2014) http://www.parkeronline.org/DocumentCenter/View/17039/Transportation-Master-Plan Click or tap here to enter text. Provide date of adoption by council/board/commission, if applicable: See above list for adoption year
	Please describe public review/engagement to date:	Public engagement and input solicited during the planning process and development of the above referenced plans.
	Other pertinent details:	Click or tap here to enter text.

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)
	☐ Preconstruction (including studies) ☒ Construction ☐ Both	
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	2025
☒Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	2023/2024
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	2024
	FOR (Final Office Review):	2024

☐Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	2024
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
☒Right-of-Way	Initial set of ROW plans submitted to CDOT:	2024
	Estimated number of parcels to acquire: 0	
	ROW acquisition completed:	N/A
☒Construction	Required clearances:	2025
	Project publicly advertised:	2026
☐Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
☐Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
☐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?

Lincoln Avenue (SH83) is a sub-regionally significant transportation corridor that bisects the Town of Parker (east-west) and northwest Douglas County. The corridor is heavily traveled by local and regional traffic including Aurora, Arapahoe, Elbert, El Paso and Douglas County residents, workers and pass through travelers due to continued growth in these areas. As local and regional growth and development continues, vehicle usage of Lincoln Avenue continues to increase creating greater congestion and traffic delays. Due to a lack of roadways to the east of the project area, there is a significant amount of traffic from a City of Aurora development to the northeast (mainly located in Arapahoe County with a portion in Douglas County). The project area includes the Lincoln Avenue and Pine Drive intersection, which is a crossroads into between Parker's commercial areas to the west plus access to I-25 and points east and north of the Town of Parker (including Aurora and unincorporated Douglas County and Elbert County). This intersection is expected to fail by 2035 necessitating planning for operational improvements of this existing intersection.

Lincoln Avenue Road is currently categorized as an arterial roadway with a speed limit of 40 miles per hour in the vicinity of Pine Drive. Traffic counts in the spring of 2022 showed ~ 20,000 vehicles/day traveling Lincoln Avenue to the west of Pine Drive intersection.

The current intersection configuration was completed by Douglas County in 2002 and subsequently annexed by the Town of Parker several years later. The design of the current intersection was completed prior to the annexation and rezoning of the City of Aurora area to the northeast which has resulted in additional traffic versus earlier projections. This operational improvement project will help accommodate anticipated 2035 traffic volumes and while reducing congestion and delays. The project is meant to further optimize the existing intersection to maximize the prior investments made in the infrastructure. The project will also include the addition of a sidewalk along the north side of the project to better allow for multi-modal connectivity for residents in the area. Just outside the project limits is the Baldwin Gulch regional trail which allows for a grade separated undercrossing of Parker Road to access the Cherry Creek regional trail.

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

Roadway

☒Operational Improvements

☐General Purpose Capacity (2050 MVRTP)

☐Managed Lanes (2050 MVRTP)

☐Pavement Reconstruction/Rehab

☐Bridge Replace/Reconstruct/Rehab

Grade Separation

☐Roadway

☐Railway

☐Bicycle

☐Pedestrian

Regional Transit[1]

☐Rapid Transit Capacity (2050 MVRTP)

☐Mobility Hub(s)

☐Transit Planning Corridors

☐Transit Facilities (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.

[1]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 scope of the project is to construct an eastbound to northbound double left-hand turn lane, construct a southbound to westbound acceleration/merge lane and complete a missing section of sidewalk along the north side of Lincoln Avenue west of the Pine Drive intersection.

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.*

A conceptual design was completed in 2022 which was the first step to determining project feasibility. The Town intends to engage a consultant to finalize the design prior to anticipated construction in 2026 and the design cost will be paid for by the Town. This request is for cost sharing of the construction only.

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: Click or tap here to enter text.

Outline the differences between the scope outlined above and the reduced scope: Click or tap here to enter text.

Project Financial Information and Funding Request (All funding amounts in $1,000s)

To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.

Total amount of Subregional Share Funding Request (in $1,000's) *(Not to exceed **80% of the total project cost**)*	**$2,000**	**57.1%** **of total project cost**
Match Funds (in $1,000's) List each funding source and contribution amount.	**Contribution Amount**	**% Contribution to Overall Project Total**
Town of Parker	$1,500	42.9%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Click or tap here to enter text.	$Match Amount	0.0%
Total Match *(private, local, state, regional, or federal)*	**$1,500**	**42.9%**
Project Total	**$3,500**	

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 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds[2]	$Enter Amount	$Enter Amount	$2,000	$Enter Amount	**$2,000**
CDOT or RTD Supplied Funds[3]	$Enter Amount	$Enter Amount	$Enter Amount	$Enter Amount	**$ 0**
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	$Enter Amount	$Enter Amount	$1,500	$Enter Amount	**$1,500**
Total Funding	$ 0	$ 0	$3,500	$ 0	**$3,500**
Phase to be Initiated	Select Phase	Select Phase	Select Phase	Select Phase	
Notes:	1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). 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. 2. For the 2024-2027 Subregional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027 3. 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. ☒				

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.*

Lincoln Avenue is an important east-west arterial roadway in northeast Douglas County. Traffic volumes on Lincoln have steadily increased over many years and are projected to continue to increase due to continued development to the north and east outside of the Town's boundary by Aurora, Douglas County and Elbert County, traffic will continue to increase.

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 project works to optimize the existing infrastructure investment by the addition of turn/acceleration lanes plus the addition of a sidewalk along the north side of the roadway. The additional turn lanes will result in better operations at the intersection which will in turn reduce congestion. The project will Improves safety by reducing peak period congestion and will improves mobility by enhancing connectivity and for bicyclists and pedestrians by adding new sidewalk.

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 project benefits the residents located in Aurora and Arapahoe County that are located in a different subregion. The intersection also serves residents of Elbert County as they travel through the Town of Parker.

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 (***In the TIP Data Tool, use a 0.5 mile buffer***)	a. Total population	5764	-	-
	b. Total households	2134	-	-
	c. Individuals of color	1020	18%	33%
	d. Low-income households	77	4%	9%
	e. Individuals with limited English proficiency	57	1%	3%
	f. Adults age 65 and over	891	15%	13%
	g. Children age 5-17	1083	19%	16%
	h. Individuals with a disability	267	5%	9%
	i. Households without a motor vehicle	8	0%	5%
	j. Households that are housing cost-burdened	658	31%	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:*

Click or tap here to enter text.

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.)*
  - Land use decisions should be planned and integrated with transportation decisions to create a vibrant, safe, attractive, and walkable environment. Transportation investments such as improvements at the Lincoln Avenue and Pine Drive intersection, will influence the land uses that surround this project to improve surrounding areas. – catalyzing reinvestment and redevelopment in the area.

- 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.)*
  - This project will improves the region's multimodal transportation network by the elimination of a sidewalk gap along the north side of Lincoln Avenue. A short distance outside the project limits, the Lincoln sidewalk connects to the Baldwin Gulch Trail which includes a grade separated undercrossing of Parker Road (State Highway 83) and ultimately connects to the Cherry Creek Regional Trail.

- 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.)*
  - Click or tap here to enter text.

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: Click or tap here to enter text.
- Does the project connect two or more urban centers?*
  ☐ Yes ☒ No If yes, please provide the names: Click or tap here to enter text.
- Is there a transit stop or station within ½ mile of the project limits?*
  Bus stop: ☒ Yes ☐ No If yes, how many: 2
  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: 2035 Master Plan - Parker 2035 Master Plan | Town of Parker - Official Website (parkeronline.org)
  If yes, provide how the area is defined in the relevant planning document: The area is defined as a Community Center Commercial Area, which allows for diverse and mixed land uses.

Provide households and employment data*	2020	2050
Households within ½ mile	2134	2508
Jobs within ½ mile	7182	8097
Household density (per acre) within ½ mile	0.62	0.79
Job density (per acre) within ½ mile	4.85	5.41

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*:

The Parker 20235 Master Plan identifies the intersection of Lincoln Avenue and Pine Drive as a Community Center Commercial Area. Future development may include residential uses – both single-family and multi-family housing, vertical mixed-use buildings and standalone commercial. Operational improvements of the intersection will improve development opportunity in the area.

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**.

The intersection of Lincoln Avenue and Pine Drive is an eastern crossroads of northwestern Douglas County. This project will provide improved access and multi-modal connectivity between Parker's destinations along and areas north & east of Parker.

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 an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?
  ☒Walking ☒ Bicycling ☐ Transit ☒ SOV ☐ Freight ☐ 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, new general purpose or managed lanes, etc.): The addition of a sidewalk along the north side of Lincoln Avenue west of the Pine Drive intersection.
- 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 roadway infrastructure, active transportation facilities, and/or transit facilities or 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.*

The intersection is on the DRCOG Regional Roadway System.

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_2e**
	Enter Data	Enter Data	Enter Data	Enter Data	Enter Data

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.

Unknown at this time. A conceptual design was completed in 2022 but emission reductions were not part of that conceptual effort. This is a proposed intersection operational improvement project that will have some improvement on reducing congestion at the intersection.

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, 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: Click or tap here to enter text.
- 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.
- Does this project add and/or improve transit access 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.*

This project does not expand the subregion transit system. Development of properties adjacent to the intersection could require the expansion of transit services to new residential and commercial uses in the future.

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	0	
Other Injury crashes	9	
Property Damage Only crashes	40	
Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		Provide the methodology below:
Fatal crashes reduced	Enter Data	Click or tap here to enter text.
Serious Injury crashes reduced	Enter Data	
Other Injury crashes reduced	Enter Data	
Property Damage Only crashes reduced	Enter Data	

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.*

Click or tap here to enter text.

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: bridge improvements, improved turning radii, increased roadway capacity, 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: Click or tap here to enter text.
- 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 ☐ Highway Bottleneck
  ☐ Low-Clearance or Weight-Restricted Bridge
  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 proposal for operational intersection improvements will decrease congestion and increase the efficiency for movement of goods and services.

Active Transportation	**Expand and enhance active transportation travel options.** (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.

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

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:		5
	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.	15	30
3.	Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	0	0
4.	= Initial number of new bicycle trips from project (#2 – #3)	15	30
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.). (Example: **{#4 X 30%}** *(or other percent, if justified on line 10 below)*	0	0
6.	= Number of SOV trips reduced per day (#4 - #5)	15.00	30
7.	Enter the value of **{#6 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor on line 10 below)*	30	60
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	28.5	57.0

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

Due to the potential of bicycle utilizing the improvements to access the Cherry Creek Regional Trail, additional weekend usage is anticipated.

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

Click or tap here to enter text.

Pedestrian Use

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

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):		0
	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	20	40
3.	Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	10	20
4.	= Number of new trips from project (#2 – #3)	10	20
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.). (Example: **{#4 X 30%}** *or other percent, if justified on line 10 below)*	3	6
6.	= Number of SOV trips reduced per day (#4 - #5)	7	14

7.	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)*	2.8	5.6
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	2.66	5.32
9.	If values would be distinctly greater for weekends, describe the magnitude of difference: Due to the potential of pedestrians utilizing the improvements to access the Cherry Creek Regional Trail, additional weekend usage is anticipated.		
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.

Click or tap here to enter text.

C. Project Leveraging

WEIGHT **10%**

What percent of outside funding sources (non-Subregional Share funding) does this project have? *(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)*	**42.9%**	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

D. Project Readiness

WEIGHT **10%**

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:

Click or tap here to enter text.

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

- Utilities: The conceptual design that was completed in 2022 did not include subsurface utility engineering (SUE) but based on field review, limited utility conflicts are anticipated. Due to limited adjacent development and the roadway being constructed in 2002, there are limited utilities within the right-of-way.
- Railroad: N/A
- Right-of-Way: Based on the preliminary design effort, all proposed improvements are located on existing Town property.
- Environmental/Historic: No known environmental issues. No wetlands in the adjacent area. No known historical properties in adjacent area. An adjacent Douglas County improvement will construct a detention pond that can be utilized for water quality.
- 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, 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: Not Started

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?
Click or tap here to enter text.

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:
The Town of Parker is subject to annual appropriation and has not appropriated funding beyond 2023 at this time.

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

☒ Yes ☐ No

Please describe:
10-year capital improvement plan summary.

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:
Click or tap here to enter text.

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

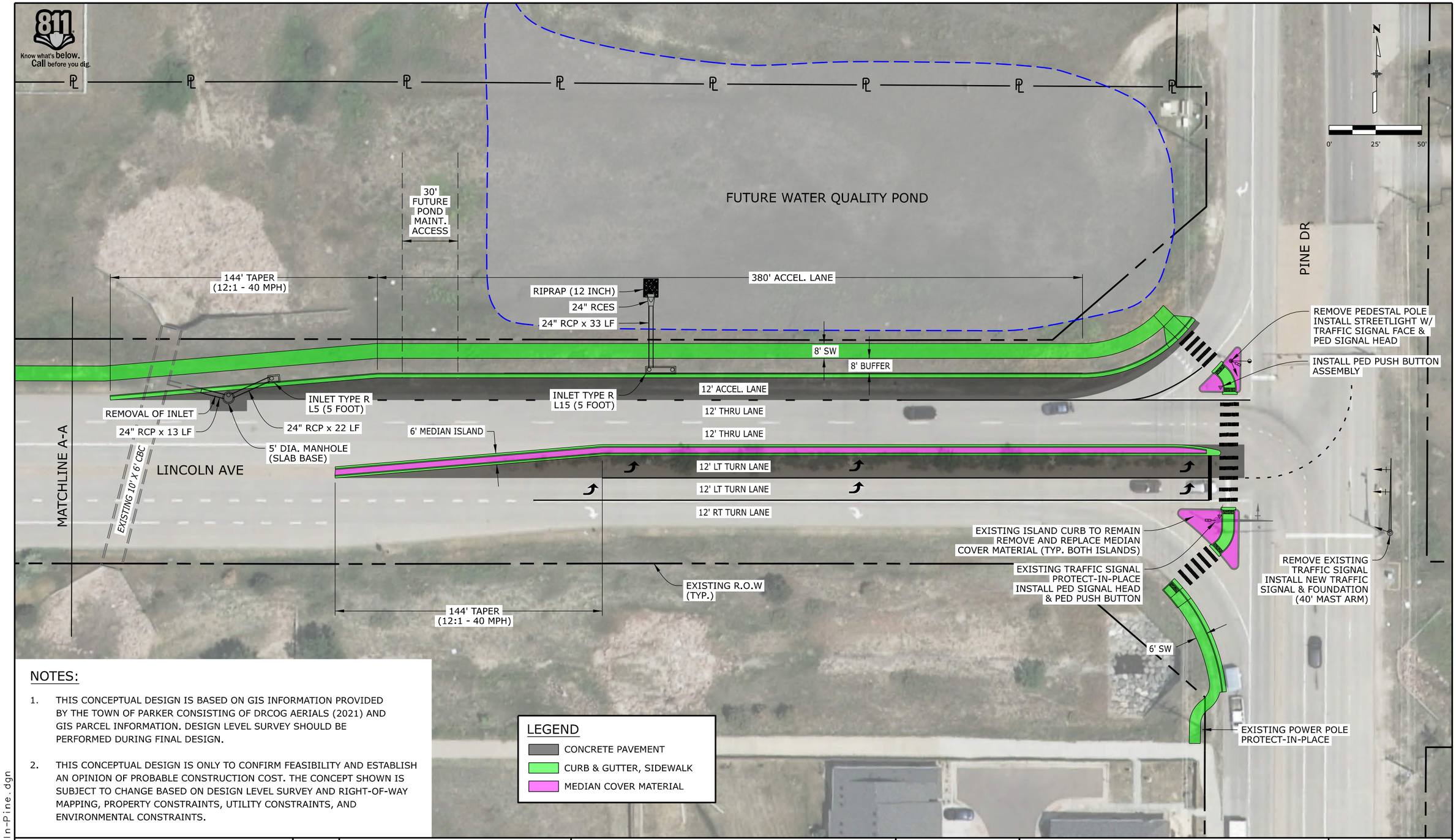
☐ Yes ☐ No ☒ N/A

Please provide any additional details on the items in Section 3, if applicable.
The Town has received complaints from the traveling public of delays/back-ups at this intersection.

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.

Lincoln Avenue and Pine Drive
Intersection Operational Improvements
Ponderosa Dr
Pine Dr
Baldwin
Gulch
Proposed Sidewalk
Gap Connection
Proposed Lincoln Avenue
Acceleration Lane
Lincoln Ave
Proposed Lincoln Avenue
to NB Pine Drive Turn Lane
Zebra Grass Ln
Village Creek Pkwy
Pine Dr
Centennial Dr
N
W
E
S
0
200
400
Feet



NOTES:

1. THIS CONCEPTUAL DESIGN IS BASED ON GIS INFORMATION PROVIDED BY THE TOWN OF PARKER CONSISTING OF DRCOG AERIALS (2021) AND GIS PARCEL INFORMATION. DESIGN LEVEL SURVEY SHOULD BE PERFORMED DURING FINAL DESIGN.

2. THIS CONCEPTUAL DESIGN IS ONLY TO CONFIRM FEASIBILITY AND ESTABLISH AN OPINION OF PROBABLE CONSTRUCTION COST. THE CONCEPT SHOWN IS SUBJECT TO CHANGE BASED ON DESIGN LEVEL SURVEY AND RIGHT-OF-WAY MAPPING, PROPERTY CONSTRAINTS, UTILITY CONSTRAINTS, AND ENVIRONMENTAL CONSTRAINTS.

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

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Print Date: 12/3/2022	Sheet Revisions		
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Merge MERGE CONSULTING www.merge-team.com			

PARKER COLORADO

As Constructed	LINCOLN AVE. & PINE DR. CONCEPTUAL LAYOUT (SHEET 1 OF 2)		Project No./Code
No Revisions:			
Revised:	Designer: J. BINNING	Checker: K. BINNING	
	Detailer: J. BINNING	Str. Number:	
Void:	Sheet Subset:	Subset Sheets: of	Sheet Number

Know what's below. Call before you dig.

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LEGEND

- CONCRETE PAVEMENT
- CURB & GUTTER, SIDEWALK
- MEDIAN COVER MATERIAL

CONCEPTUAL DESIGN - NOT FOR CONSTRUCTION

Print Date: 12/3/2022	Sheet Revisions		
File Name: Sheet02-Lincoln-Pine.dgn	Date:	Comments	Init.
Horiz. Scale: As Noted Vert. Scale: As Noted			
Merge MERGE CONSULTING www.merge-team.com			

PARKER COLORADO

As Constructed	**LINCOLN AVE. & PINE DR.** CONCEPTUAL LAYOUT (SHEET 2 OF 2)		Project No./Code
No Revisions:			
Revised:	Designer: J. BINNING	Checker: K. BINNING	
Void:	Detailer: J. BINNING	Str. Number:	
	Sheet Subset:	Subset Sheets: of	Sheet Number

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CONCEPTUAL DESIGN
Various Parker Intersection Improvements
Opinion of Probable Construction Cost (Planning Level)

Merge

PREPARED BY: J. BINNING/C. HUDSON
DATE PREPARED: 12/5/2022 & UPDATED: 01/27/2023

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	INTERSECTION #1 Lincoln Ave. & Pine Dr.		GENERAL COMMENTS
				QUANTITY	COST	
201-00001	CLEARING AND GRUBBING	LS	*	1	$50,000.00	
202-00019	REMOVAL OF INLET	EACH	$2,000.00	1	$2,000.00	
202-00035	REMOVAL OF PIPE	LF	$25.00		$0.00	
202-00190	REMOVAL OF CONCRETE MEDIAN COVER MATERIAL	SY	$35.00	637	$22,295.00	
202-00200	REMOVAL OF SIDEWALK	SY	$45.00			
202-00203	REMOVAL OF CURB AND GUTTER	LF	$15.00	1,650	$24,750.00	
202-00210	REMOVAL OF CONCRETE PAVEMENT	SY	$60.00	60	$3,600.00	
202-00750	REMOVAL OF LUMINAIRE	EACH	$750.00	3	$2,250.00	
202-00810	REMOVAL OF GROUND SIGN	EACH	$150.00	10	$1,500.00	assumed qty
202-00828	REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	LS	$25,000.00	1	$25,000.00	
202-00860	REMOVAL OF PEDESTRIAN PUSH BUTTON	EACH	$400.00			
203-00010	UNCLASSIFIED EXCAVATION (COMPLETE IN PLACE)	CY	$40.00	7,500	$300,000.00	assumed qty
203-00050	UNSUITABLE MATERIAL	CY	$150.00	100	$15,000.00	
203-01597	POTHOLING	HOUR	$450.00	80	$36,000.00	
207-00205	TOPSOIL	CY	$30.00	500	$15,000.00	assumed qty
208	EROSION CONTROL	LS	*	1	$120,000.00	assumed 7.5% of bid items (includes seeding/mulching)
304-06007	AGGREGATE BASE COURSE (CLASS 6)	CY	$75.00	275	$20,625.00	assumed pavement section: 8" PCC/8" ABC/24" Reconditioning
306-00000	RECONDITIONING	SY	$100.00	1,235	$123,500.00	assumed pavement section: 8" PCC/8" ABC/24" Reconditioning
412-00800	CONCRETE PAVEMENT (8 INCH)	SY	$175.00	1,235	$216,125.00	assumed pavement section: 8" PCC/8" ABC/24" Reconditioning
503-00036	DRILLED SHAFT (36 INCH)	LF	$500.00	15	$7,500.00	traffic signal foundation
506-00212	RIPRAP (12 INCH)	CY	$250.00	10	$2,500.00	
603-01245	24 INCH REINFORCED CONCRETE PIPE (COMPLETE IN PLACE)	LF	$250.00	35	$8,750.00	
603-05024	24 INCH REINFORCED CONCRETE END SECTION	EACH	$2,750.00	1	$2,750.00	
604-19105	INLET TYPE R (L5)(5 FOOT)	EACH	$9,500.00	1	$9,500.00	
604-19205	INLET TYPE R (L10)(5 FOOT)	EACH	$12,000.00			
604-19305	INLET TYPE R (L15)(5 FOOT)	EACH	$15,000.00	1	$15,000.00	
604-30005	MANHOLE SLAB BASE (5 FOOT)	EACH	$10,000.00	1	$10,000.00	
608-00006	CONCRETE SIDEWALK (6 INCH)	SY	$150.00	1,020	$153,000.00	
608-00010	CONCRETE CURB RAMP	SY	$300.00	75	$22,500.00	
609-21010	CURB AND GUTTER TYPE 2 (SECTION I-B)	LF	$50.00	920	$46,000.00	
609-21020	CURB AND GUTTER TYPE 2 (SECTION II-B)	LF	$60.00	645	$38,700.00	
610-00020	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	$30.00	1,930	$57,900.00	
613-10010	WIRING	LS	$25,000.00	1	$25,000.00	
614-00011	SIGN PANEL (CLASS I)	SF	$35.00	30	$1,050.00	assumed qty
614-00216	STEEL SIGNPOST (2X2 INCH TUBING)	LF	$25.00	300	$7,500.00	assumed qty
613-13000	LUMINAIRE (LED)	EACH	$2,500.00	1	$2,500.00	
613-32300	LIGHT STANDARD STEEL (30 FOOT)	EACH	$15,000.00	1	$15,000.00	
614-70150	PEDESTRIAN SIGNAL FACE (16)(COUNTDOWN)	EACH	$1,200.00	2	$2,400.00	
614-70336	TRAFFIC SIGNAL FACE (12-12-12)	EACH	$1,200.00	3	$3,600.00	
614-70560	TRAFFIC SIGNAL FACE (12-12-12-12-12)	EACH	$1,500.00	1	$1,500.00	
614-70200	ACCESSIBLE PEDESTRIAN SIGNAL	EACH	$2,500.00			
614-72860	PEDESTRIAN PUSH BUTTON	EACH	$1,500.00	1	$1,500.00	
614-72863	PEDESTRIAN PUSH BUTTON POST ASSEMBLY	EACH	$2,500.00	1	$2,500.00	
614-81140	TRAFFIC SIGNAL-LIGHT POLE STEEL (1-40 FOOT MAST ARM)	EACH	$50,000.00	1	$50,000.00	
625-00000	CONSTRUCTION SURVEYING	LS	*	1	$75,000.00	
627-00008	MODIFIED EPOXY PAVEMENT MARKING	GAL	$50.00	25	$1,250.00	assumed qty

CONCEPTUAL DESIGN
Various Parker Intersection Improvements
Opinion of Probable Construction Cost (Planning Level)

Merge

PREPARED BY: J. BINNING/C. HUDSON
DATE PREPARED: 12/5/2022 & UPDATED: 01/27/2023

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	INTERSECTION #1 Lincoln Ave. & Pine Dr.		GENERAL COMMENTS
				QUANTITY	COST	
627-30410	PREFORMED THERMOPLASTIC PAVEMENT MARKING (XWALK-STOPLINE)	SF	$25.00	448	$11,200.00	
626-00000	MOBILIZATION	LS	*	1	$170,000.00	assumed 10% of bid items
630-00016	TRAFFIC CONTROL (SPECIAL) LS	LS	*	1	$75,000.00	
700-70010	F/A MINOR CONTRACT REVISIONS	F/A	*	1	$180,000.00	assumed 10% of bid items
700-70380	F/A EROSION CONTROL	F/A	*	1	$20,000.00	
700-70310	F/A LANDSCAPING	F/A	*	1	$20,000.00	
	SUBTOTAL				**$2,016,745.00**	
	ROW/EASEMENT ACQUISITION				-	
	CONTINGENCIES			~30%	$700,000.00	
	TOTAL OF CONSTRUCTION BID ITEMS				**$2,716,745.00**	

Escalation to 2026=	$815,023.50	Assume 30%
Total =	$3,531,768.50	
Utilize for DRCOG Application =	**$3,500,000.00**	

COLORADO
Department of Transportation
Region 1

January 13, 2023

Bryce Matthews
Assistant Director - Planning
Town of Parker
20120 E. Mainstreet
Parker, CO 80138

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

Dear Mr. Matthews,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following Town of Parker application for the Denver Regional Council of Governments (DRCOG) Subregional FY24-27 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Parker Road Corridor Plan Phase 2 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