



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

APPLICATION OVERVIEW

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 \$16,726,000 for Douglas 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 Data 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 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; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, 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. 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 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

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 substantially address a major regional or subregional problem and benefit people and businesses in multiple subregions.
4	The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one subregion.
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 Priorities50%

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

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

Section C. Project Leveraging (“overmatch”) 10%
 Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

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

Section D. Project Readiness 10%

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

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

Project Information

1. Project Title		Parker Road (SH83) Multi-Use Trail/Sidewalk			
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: SH 83 milepost 57.1 End point: SH 83 milepost 58.4 OR Geographic Area: See attached map			
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Town of Parker			
4. Project Contact Person:					
Name	Chris Hudson	Title	Chris Hudson, Deputy Director of 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?		<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"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project: 2030-2039			
		<input type="checkbox"/> Local/Regional plan: Planning Document Title: 2035 Parker Master Plan (Updated 2018) (pg. 10.17 - Goal 5) http://www.parkeronline.org/DocumentCenter/View/21760/Chapter-10-?bidId= Transportation Master Plan (Adopted 2014) (pg. 108) http://www.parkeronline.org/DocumentCenter/View/17039/Transportation-Master-Plan Parker Road Corridor Plan (Adopted 2019) (pgs. 106 - 107) http://www.parkeronline.org/DocumentCenter/View/26351/Parker-Road-Corridor-Plan-123119-Print?bidId= Town of Parker Open Space, Trails and Greenways Master Plan (Adopted 2010) (pg. 23 and Map 3) http://www.parkeronline.org/DocumentCenter/View/21717/Master-Plan-Update-2-with-Maps Adopting agency (local agency Council, CDOT, RTD, etc.): Town of Parker Provide date of adoption by council/board/commission, if applicable: See above list for years of adoption.			
		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:			
7. Identify the project's key phases and the anticipated schedule of phase milestones. (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)	06/2024
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	02/2023
	Design scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	08/2023
	Environmental scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	02/2024
	ROW acquisition completed: Estimated number of parcels to acquire: 5	09/2024
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	03/2024
	FOR (Final Office Review):	08/2024
	Required clearances:	09/2024
	Project publicly advertised:	11/2024
<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:	04/2025

8. Problem Statement: What specific subregional problem/issue will the transportation project address?
Parker Road (SH83) is a regionally significant highway and transportation corridor. Parker Road is categorized as a Non-Rural Principal Highway with a speed limit of 55 miles per hour within the vicinity of the Project Area. This section of Parker Road has been designated as a High Injury Network, due to numerous vehicle accidents that have occurred along this urban corridor. The southern portion of Parker Road within the Town has had scattered development patterns over the past three decades. Development is slowly filling in critical trail and sidewalk gaps; however, mobility challenges still exist in areas with missing multimodal connections.

Areas along Parker Road between Pine Drive on the north and Stroh Road on the south lack adequate pedestrian and bicycle facilities and connectivity to the local transit RTD 483 bus route, and employment/commercial areas at the intersections of Parker Road and Hess Road and Parker Road and Stroh Road. Pedestrians and bicyclists are required to utilize the shoulder area of Parker Road (a posted 55 mile per hour road) to access this area. This lack of mobility options for pedestrians and bicyclists creates a daily challenge affecting transit riders and residents with jobs in the area. The need for this improvement exists as evidenced by dirt social paths. This critical corridor improvement will provide safe and equitable access, improved multi-modal mobility choices, and increased local and regional interconnectivity.

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

Roadway

Operational Improvements

Grade Separation

Roadway

Railway

Bicycle

Pedestrian

Regional Transit¹

Rapid Transit Capacity (2050 MVRTP)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (Expansion/New)

Safety Improvements

Active Transportation Improvements

Bicycle Facility

Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

Complete Streets Improvements

Study

Other, briefly describe:

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

10. Define the **scope and **specific elements** of the project (including any elements checked in #9 above).**

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

The scope of the project is to provide active transportation improvements for cycling, walking and rolling. These improvements when implemented will increase safety along the Parker Road corridor for active transportation users. Using a "Complete Streets" approach to design, the multi-use trail/sidewalk will feature a typical 10-foot wide concrete path that can be shared by both pedestrians and bicyclists, expanding the active transportation network. This request is for construction only funding.

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.*

Town has adequate staffing and personnel to oversee the project. Conceptual design was completed via a consultant in the first half of 2022. As of assembling this document (06/2022), the budget request for advancing the design has been incorporated into the 2023 budget process.

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:

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
Total amount of Subregional Share Funding Request (in \$1,000's) (No less than \$100,000 and not to exceed 90% of the total project cost)		\$4,000	80.00% of total project cost
<input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹			
Match Funds (in \$1,000's) List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
Town of Parker		\$1,000	20%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
Total Match (private, local, state, another subregion, or federal)		\$1,000	20.00%
Project Total		\$5,000	
Notes:	1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. 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.		

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

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$ <input type="text"/>	\$ <input type="text"/>	\$4,000	\$4,000
CDOT or RTD Supplied Funds²	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$150	\$350	\$1,000	\$1,500
Total Funding	\$150	\$350	\$5,000	\$5,500
Phase to be Initiated	Design	Design	Construction	
Notes:	<ol style="list-style-type: none"> 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. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <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.
 The Town of Parker has, and continues to development an extensive trail and connecting sidewalk system throughout the Town to provide local and regional connectivity, mobility, safety and enjoyment. This project is important to the Town as growth continues in proximity of this project. The missing connections limits the ability for easy active transportation options to complete local trips to the commercial centers at the intersection of Hess Road and Parker Road and Stroh Road and Parker Road. The need to ensure all residents and visitors have safe, comfortable and easy access to sidewalks and/or trails, and mobility options to employment, transit or recreation. This project constructs a significant segment of needed sidewalk connectivity.

Quantitative data is not available for how many users will use this connection because it is a new trail segment. Informal desire paths can be seen where connection is proposed, indicating current need and use.

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.
 This project will complete a missing multi-use trail/sidewalk segment along Parker Road for active transportation users to connect to commercial areas and local transit. This project will connect to the greater trail and active transportation network in Parker. The safety and comfort of users will be increased as dirt social paths and the shoulder of Parker Road will no longer need to be traversed to access local and regional amenities. The segment of multi-use trail will connect the residential areas with the regional commercial areas at the interections of Parker Road and Hess Road and Parker Road and Stroh Road along with transit stops along Parker Road.

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.

This project will directly benefit users within Parker but the missing segments of multi-use trail/sidewalk will further connect to the regional trail and active transportation network.

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	12,670	-	-
	b. Total households	4,813	-	-
	c. Individuals of color	1,780	14%	33%
	d. Low-Income households	224	5%	9%
	e. Individuals with limited English proficiency	9	0%	3%
	f. Adults age 65 and over	1,293	10%	13%
	g. Children age 5-17	3,129	25%	16%
	h. Individuals with a disability	523	4%	9%
	i. Households without a motor vehicle	119	2%	5%
	j. Households that are housing cost-burdened	930	19%	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*: Providing greater access and connectivity to alternative transportation provides a significantly decreased transportation cost option for vulnerable populations. Users will have more equitable access to transit stops and ability to use active modes of transportation to access services.

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. The project will provide active transportation opportunities for all users.
 - Contain urban development in locations designated for urban growth and services. Project is within the Town of Parker and along the Parker Road corridor where development is focused.
 - Increase housing and employment in urban centers. Project will fill missing active and multimodal transportation segments, making development more desirable.
 - Improve and expand the region’s multimodal transportation system, services, and connections. The project will connect residential areas to commercial centers along with greater connectivity to the RTD 483 bus route. These connections have the potential to increase multimodal transportation options beyond the Town of Parker.
 - Operate, manage, and maintain a safe and reliable transportation system. Project will provide opportunity for safer means of travel separated from Parker Road.
 - Improve air quality and reduce greenhouse gas emissions. By residential and commercial areas, local trips can be completed by active modes of transportation and transit instead of the use of vehicles. The project could reduce greenhouse gas emissions by creating greater access to off-street regional trails, urban centers, and recreational destinations.
 - Connect people to natural resource and recreational areas. The project will connect to existing regional trail network, greenways, open spaces and recreational amenities in Parker.
 - Reduce the risk of hazards and their impact. The project will provide a safe and comfortable route for active transportation users.
 - Increase access to amenities that support healthy, active choices. Project will provide users access to regional trail network and opportunity use active modes of transportation to complete local trips.
 - Improve transportation connections to health care facilities and service providers. Project will connect residential areas to RTD 483 bus route.
 - Diversify the region’s housing stock. The project will not specifically address the region's housing stock. However, changes in how people move could encourage alternative housing types.
 - Improve access to opportunity. The opportunity to access commercial and retail areas, transit, and regional active transportation network will be achieved by this project.
 - Improve the region’s competitive position. Project will improve local workforce access to places of employment and commercial areas.

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? 4
- 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:
<https://parkeronline.org/DocumentCenter/View/22818/Parker-2035-Master-Plan-Updated-December-3-2018?bidId=> (Figure 6B: General Land Use Plan, page 49).
- If yes, provide how the area is defined in the relevant planning document: The 2035 Parker Master Plan adopted a defined Planning Area and General Land Use Plan. Properties within the Parker Planning area can be annexed and zoned for development aligning with the adopted Character Areas of the master plan.
- 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): Areas adjacent to project are zoned Planned Development with allowed uses of business, commercial, retail, residential and mixed-use.

Provide households and employment data*	2020	2050
Households within ½ mile	4,813	5,785
Jobs within ½ mile	3,887	6,372
Household density (per acre) within ½ mile	1.16	1.37
Job density (per acre) within ½ mile	1.39	2.18

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

The project will connect through the completion of missing segments residential and commercial areas. Workforce could have the ability to walk, bike or roll to places of employment and households can use active modes of transportation to access commercial and retail destinations.

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**.

The project will link to commercial areas at two major intersections along Parker Road. In addition to connecting to commercial areas, the project will improve access to the RTD 483 bus route, and will connect populations to the regional trail network and link them to services in the area.

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.): [The elements that project will address include walking, bicycling and transit. This will be done through the completion of a multi-use trail/sidewalk running along Parker Road, connecting to bus stops and commercial centers.](#)
- 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:*

[The project will improve and provide access to transit and allow for users to use active modes of transportation to complete local trips and access commercial and retail areas.](#)

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 _x	VOCs	PM 10
	0.86	0.05	0.05	0.009

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:*

The project will reduce air pollutants by allowing for users to complete trips through active modes of transportation and transit.

**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:*

Connections between transit and active modes of transportation will be created by this project. RTD 483 route has two bus stops along Parker Road. This project will complete two missing segments of the multi-use trail/sidewalk users can take to access bus stops, commercial developments and residential areas in Parker.

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	2	
Serious Injury crashes	9	
Other Injury crashes	51	
Property Damage Only crashes	362	
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:*

This project proposes a a multi-use trail/sidewalk parallel to Parker Road (SH83). DRCOG identifies this section of Parker Road as a High-Injury Network. Presently, cyclists and pedestrians utilize portions of the shoulder and right-of-way to traverse the missing segments of the network. This project will provide active transportation users a more comfortable and safer alternative than is currently available to complete local trips to destinations without the use of a vehicle. The project will also create better connectivity to bus stops located along Parker Road.

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:*

[This project is active transportation focused and will not address elements of freight.](#)

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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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	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	30	50
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>	10	20
4. = Initial number of new bicycle trips from project (#2 – #3)	20	30
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>	6.00	9.00
5. = Number of SOV trips reduced per day (#4 - #5)	14.00	21.00
6. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	28.00	42.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	26.60	39.90
8. If values would be distinctly greater for weekends, describe the magnitude of difference: It is anticipated that weekend use of the multi-use trail would be higher due to typical Parker area weekend use of the regional trail network. More local trips, connections to transit and recreational use would be accomplished during the weekend.		
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	Year of Opening	2050 Weekday Estimate
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	40	80
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>	10	20
5. = Number of new trips from project (#2 – #3)	30	60
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>	9.00	18.00
7. = Number of SOV trips reduced per day (#4 - #5)	21.00	42.00

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)	8.40	16.80
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	7.98	15.96
10. If values would be distinctly greater for weekends, describe the magnitude of difference: It is anticipated that weekend use of the multi-use trail would be higher due to typical Parker area weekend use of the regional trail network. More local trips, connections to transit and recreational use would be accomplished during the weekend.		
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:*

The project will expand the active transportation network, close gaps, improve comfort and connect local destinations. The missing multi-use trail/sidewalk segments preclude users from safely and comfortably connecting to key commercial destinations and transit bus stops.

C. Project Leveraging	WEIGHT	10%
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<p>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></p>	20.00%	<table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources</td><td>5 pts</td></tr> <tr><td>50-59.9%</td><td>4 pts</td></tr> <tr><td>40-49.9%</td><td>3 pts</td></tr> <tr><td>20-39.9%</td><td>2 pts</td></tr> <tr><td>10.1-19.9%</td><td>1 pt</td></tr> <tr><td>10%.....</td><td>0 pts</td></tr> </table>	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
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%
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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:
Chris Hudson and Jeff Binning
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: Adjustment of proposed multi-use trail infrastructure to minimize impacts
 - Railroad: N/A
 - Right-of-Way: Proposed multi-use trail is utilizing Town and CDOT properties as much as possible
 - Environmental/Historic: No known environmental or historic issues
 - 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: 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
- e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A
- If yes, who are the stakeholders? Town of Parker and CDOT.

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

Conceptual design was completed in the first half of 2022. 2023 budget process is underway to advance the design effort in 2023.

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:

Town of Parker is subject to annual appropriations. The project has been discussed with Parker Town Council and they are in support of the project. This project is a continuation of their multi-year approach to addressing multimodal connectivity along Parker Road within the Parker incorporated limits.

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

Yes No

Please describe:

The Town of Parker is subject to annual appropriations. As of assembling this application, the 2023 budget process is underway with design funding for this project identified. Reoccurring funding of the Parker Road sidewalk/multi-use trail is shown on the Parker capital improvement program but not specific locations. The locations are determined based on potential leveraging opportunities.

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:

Public engagement and input solicited during the planning process and development of master plans and guiding documents.

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

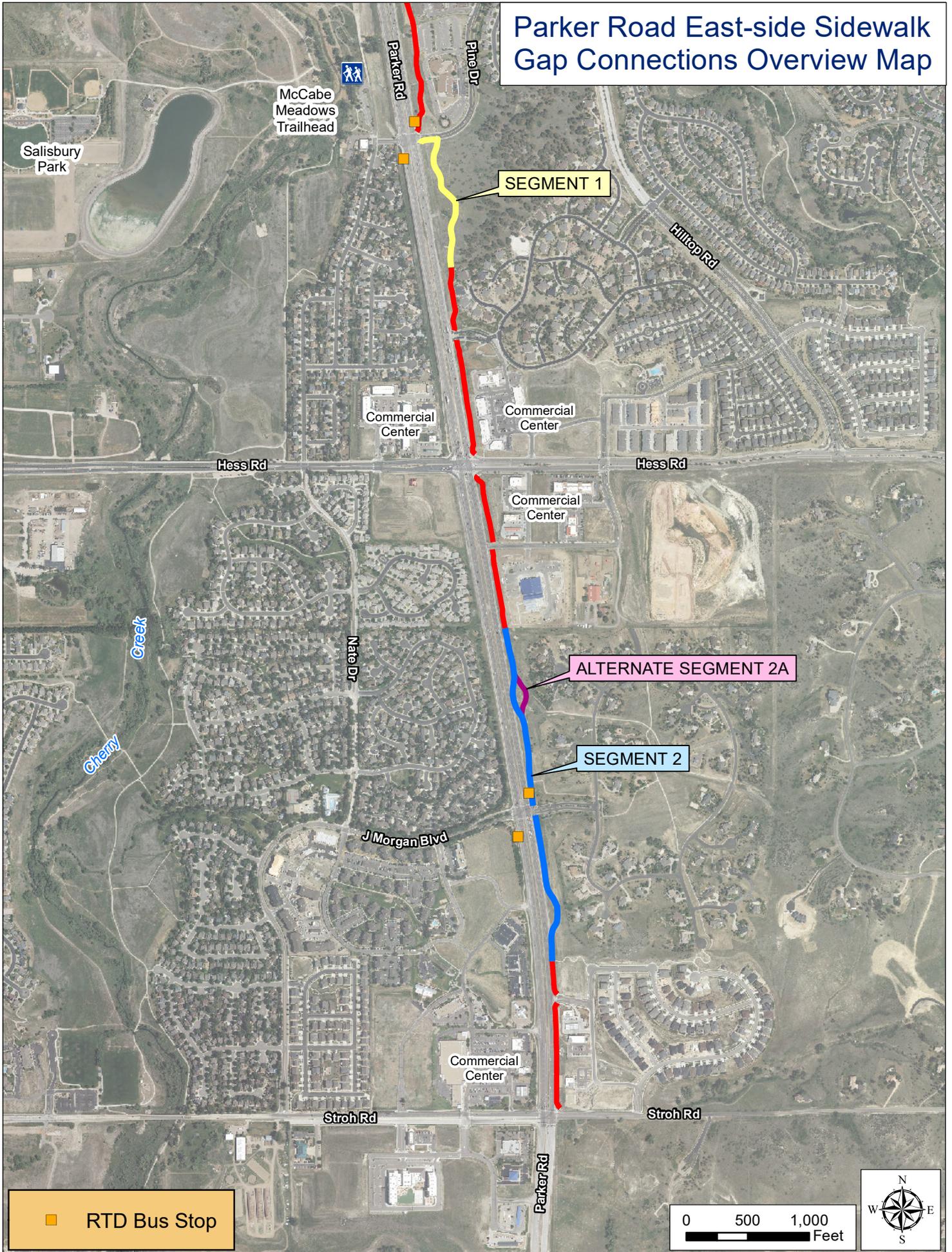
Yes No N/A

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

Multi-use trail along Parker Road has been identified in several Parker guiding documents and master plans over the past 20+ years. Most notably, the Open Space, Trails and Greenways Master Plan, Parker Road Corridor Master Plan and Transportation Master Plan.

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

Parker Road East-side Sidewalk Gap Connections Overview Map



CONCEPTUAL DESIGN
Parker Road Sidewalks - East Side Gaps (Pine Dr. to Stroh Rd.)
Opinion of Probable Construction Cost



PREPARED BY: J. BINNING/C. HUDSON
DATE PREPARED: 06/2022

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	SEGMENT 1 (trail length ~ 1,110 LF)		SEGMENT 2A (trail length ~2,825 LF)		GENERAL COMMENTS
				QUANTITY	COST	QUANTITY	COST	
201	CLEARING AND GRUBBING	LS	*	1	\$15,000.00	1	\$25,000.00	
202	REMOVAL OF CURB AND GUTTER	LF	\$15.00	150	\$2,250.00	100	\$1,500.00	
202	REMOVAL OF SIDEWALK	SY	\$30.00	85	\$2,550.00			
202	REMOVAL OF TRAFFIC SIGNAL CONTROLLER	EACH	\$1,000.00			1	\$1,000.00	
202	REMOVAL OF WALL	LF	\$100.00	30	\$3,000.00			small masonry landscape wall (drystack)
203	UNCLASSIFIED EXCAVATION (COMPLETE IN PLACE)	CY	\$30.00	3210	\$96,300.00			(structural excavation not tabulated separately)
203	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	\$40.00			1,600	\$64,000.00	
203	UNSUITABLE MATERIAL	CY	\$100.00	25	\$2,500.00	50	\$5,000.00	
203	POTHOLING	HOURL	\$350.00	40	\$14,000.00	80	\$28,000.00	
207	TOPSOIL (ONSITE)	CY	\$30.00	270	\$8,100.00	600	\$18,000.00	
208	EROSION CONTROL	LS	*	1	\$38,000.00	1	\$82,000.00	assumed 5% of bid items
210	RESET GROUND SIGN	EACH	\$350.00			5	\$1,750.00	
210	MODIFY INLET	EACH				1	\$0.00	
212	SEEDING (NATIVE) DRILL	ACRE	\$2,500.00	1.0	\$2,500.00	2.0	\$5,000.00	
213	MULCHING (WEED FREE)	ACRE	\$2,000.00	1.0	\$2,000.00	2.0	\$4,000.00	
403	HOT MIX ASPHALT (PATCHING)(ASPHALT)	TON	\$300.00	20	\$6,000.00	50	\$15,000.00	
420	GEOTEXTILE (DRAINAGE)(CLASS I)	SY	\$10.00	6	\$60.00	12	\$120.00	
506	RIPRAP (9 INCH)	CY	\$200.00	3	\$600.00	6	\$1,200.00	
509	PRE-FABRICATED STEEL TRUSS PEDESTRIAN BRIDGE (30' SPAN)	LS	\$100,000.00			1	\$100,000.00	
509	PRE-FABRICATED STEEL TRUSS PEDESTRIAN BRIDGE (60' SPAN)	LS	\$200,000.00			1	\$200,000.00	
514	PEDESTRIAN RAILING (54 INCH)	LF	\$250.00			506	\$126,500.00	incl. rub rail
601	PRECAST WALL SEGMENT	LF	\$500.00	680	\$340,000.00	681	\$340,500.00	Cast-in-Place or Redi-Block Gravity Wall
603	12 INCH REINFORCED CONCRETE PIPE (COMPLETE IN PLACE)	LF	\$150.00	24	\$3,600.00	48	\$7,200.00	
603	12 INCH REINFORCED CONCRETE END SECTION	EACH	\$1,500.00	2	\$3,000.00	4	\$6,000.00	
603	18 INCH REINFORCED CONCRETE PIPE (COMPLETE IN PLACE)	LF	\$200.00			90	\$18,000.00	
604	INLET TYPE R (L10)(5 FOOT)	EACH	\$7,000.00			2	\$14,000.00	
607	FENCE (PLASTIC)	LF	\$5.00	500	\$2,500.00	1000	\$5,000.00	
607	SPLIT RAIL FENCE	LF	\$30.00	680	\$20,400.00	681		
608	CONCRETE CURB RAMP	SY	\$300.00			115	\$34,500.00	
608	CHASE DRAIN (24 INCH)	EACH	\$2,500.00	2	\$5,000.00	1	\$2,500.00	
608	CONCRETE SIDEWALK (6 INCH)	SY	\$85.00	1400	\$119,000.00	3025	\$257,125.00	
609	CURB AND GUTTER TYPE 2 (SECTION II-B)	LF	\$35.00	150	\$5,250.00	204	\$7,140.00	
609	CURB TYPE 2 (SECTION B)(SPECIAL)	LF	\$35.00	309	\$10,815.00	766	\$26,810.00	12" Retaining Curb
609	GUTTER TYPE 2	LF	\$40.00	680	\$27,200.00	681	\$27,240.00	
612	DELINEATOR (TYPE I)	EACH	\$50.00			5	\$250.00	
614	SIGN PANEL (CLASS I)	SF	\$30.00	5	\$150.00	20	\$600.00	
614	PEDESTRIAN PUSH BUTTON POST ASSEMBLY	EACH	\$3,000.00			4	\$12,000.00	
614	TRAFFIC SIGNAL CONTROLLER CABINET	EACH	\$50,000.00			1	\$50,000.00	
619	LOWER 8" WATER LINE	LF	\$1,000.00			20	\$20,000.00	
619	RELOCATE 8" WATER LINE	LF	\$400.00			250	\$100,000.00	
625	CONSTRUCTION SURVEYING	LS	*	1	\$25,000.00	1	\$50,000.00	
627	PERFORMED THERMOPLASTIC PAVEMENT MARKING (XWALK-STOPLINE)	SF	\$20.00			640	\$12,800.00	

CONCEPTUAL DESIGN
Parker Road Sidewalks - East Side Gaps (Pine Dr. to Stroh Rd.)
Opinion of Probable Construction Cost



PREPARED BY: J. BINNING/C. HUDSON
DATE PREPARED: 06/2022

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	SEGMENT 1 (trail length ~ 1,110 LF)		SEGMENT 2A (trail length ~2,825 LF)		GENERAL COMMENTS
				QUANTITY	COST	QUANTITY	COST	
626	MOBILIZATION	LS	*	1	\$59,000.00	1	\$129,000.00	assumed 7.5% of bid items
630	CONSTRUCTION TRAFFIC CONTROL	LS	*	1	\$25,000.00	1	\$50,000.00	
F/A 01	MINOR CONTRACT REVISIONS	F/A	*	1	\$84,000.00	1	\$185,000.00	assumed 10% of bid items
F/A 02	EROSION CONTROL	F/A	*	1	\$20,000.00	1	\$40,000.00	
F/A 03	LANDSCAPING / IRRIGATION RESTORATION	F/A	*			1	\$10,000.00	
SUBTOTAL					\$942,775.00		\$2,083,735.00	
CONTINGENCIES				20%	\$189,000.00	20%	\$417,000.00	
TOTAL OF CONSTRUCTION BID ITEMS (by individual Segment)					\$1,131,775.00		\$2,500,735.00	

Total of Segment 1 & Segment 2A = \$3,632,510.00
2023 Inflation/Escalation = \$4,068,411.20 12%
2024 Inflation/Escalation = \$4,515,936.43 11%
2025 Inflation/Escalation = \$4,967,530.08 10%



June 10, 2022

Chris Hudson
Deputy Director of Engineering
Town of Parker
20120 E. Mainstreet
Parker, CO 80138

RE: CDOT Region 1 Support Request for DRCOG TIP Subregional Call FY22-FY25

Dear Mr. Hudson,

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 FY22-25 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Parker Road (SH83) Multi-Use Trail / Sidewalk: Stroh Road to Sulphur Gulch project, in the event this project is selected by DRCOG as a subregional project on or around August/September 2022. 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 projects 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

