

**DRCOG Transportation Improvement Program (TIP)  
FY 2024-2027 TIP Subregional Share (Call #4) –  
Adams County Subregion**

**Air Quality/Multimodal (AQ/MM) Project Application**

**APPLICATION OVERVIEW**

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

**Funding Available:** \$12,964,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.

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

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

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

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

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

**Other Notable items:**

- **Eligibility:** Projects must align with the eligibility guidelines in [Appendices B and C](#) of the TIP Policy. Proposed work on roadways must primarily be located on the [DRCOG Regional Roadway System](#) to be eligible for TIP funding (the DRCOG RRS can also be viewed within the [TIP Data Tool](#)). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application). Further details can be found in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – [JoAnn Mattson](#), CDOT Region 4 – [Josie Thomas](#), RTD – [Chris Quinn](#)
- **If a submitted application in Calls #1-3 was not funded,** and you wish to resubmit the same application for this call, please [contact DRCOG](#). In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it, and datasets for download are available on the [TIP Data Hub](#). Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto: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](mailto:tipapplications@drcog.org)

# APPLICATION FORMAT

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

## Project Information

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

## Evaluation Questions

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

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

**Section A. Subregional Impact of Proposed Projects..... 30%**

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

<b>5</b>	The project benefits will <b>substantially</b> address a <b>major</b> subregional problem and benefit people and businesses in multiple communities.
<b>4</b>	The project benefits will <b>significantly</b> address a <b>major</b> subregional problem primarily benefiting people and businesses in one community.
<b>3</b>	The project benefits will either <b>moderately</b> address a <b>major</b> subregional problem or <b>significantly</b> address a <b>moderate</b> -level subregional problem.
<b>2</b>	The project benefits will <b>moderately</b> address a <b>moderate</b> -level subregional problem.
<b>1</b>	The project benefits will address a <b>minor</b> subregional problem.
<b>0</b>	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.

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

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

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

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

**Section D. Project Readiness ..... 10%**

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

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

## Project Information

1. Project Title	<b>Thornton Parkway Multi-Use Path</b>	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: Thornton Parkway & I25 End point: Thornton Parkway & Grant Street OR Geographic Area: Click or tap here to enter text.	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	City of Thornton	
4. Project Contact Person:		
Name: <b>Bob Kees</b>	Title: Parks Project & Planning Manager	
Phone: <b>303-255-7843</b>	Email: <b>bob.kees@thorntonco.gov</b>	
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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>	
If this project is listed in the <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> , provide the staging period: Click or tap here to enter text.		
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>	Local/Regional/ Subregional plan:	Planning Document Title: Parks Open Space Master Plan <a href="https://www.thorntonco.gov/thornton-parks/Documents/open-space/master-plan/posmp_07.pdf">https://www.thorntonco.gov/thornton-parks/Documents/open-space/master-plan/posmp_07.pdf</a>  Adopting agency (local agency Council, CDOT, RTD, etc.): City of Thornton Council  Provide date of adoption by council/board/commission, if applicable: 8/22/17  Planning Document Title: Transportation and Mobility Master Plan <a href="https://www.thorntonco.gov/government/citydevelopment/planning/Documents/master-plans/transportation-plan/tmmp-adopted-april-2022.pdf">https://www.thorntonco.gov/government/citydevelopment/planning/Documents/master-plans/transportation-plan/tmmp-adopted-april-2022.pdf</a> (chapters 6, 7 (Figure 7.2, page 7.4) and 11, (page 11.1 and Table 11.1, page 11.2, PP.1 and PP.15))  Adopting agency: City of Thornton Council  Date of Adoption: 4/26/22  Planning Document Title: North Metro Commuter Survey  Adopting agency: Smart Commute Metro North  Date of Survey: Fall 2021  Planning Document Title: 2020 Comprehensive Plan <a href="https://www.thorntonco.gov/government/citydevelopment/planning/Documents/2020-comp-plan/2020-comprehensive-plan-adopted.pdf">https://www.thorntonco.gov/government/citydevelopment/planning/Documents/2020-comp-plan/2020-comprehensive-plan-adopted.pdf</a> (chapters 3 and 5, pages 3.14, 3.32, and 5.6)  Adopting Agency: City of Thornton Council  Date of Adoption: 7/15/20

		<p>Planning Document Title: American with Disabilities Act Transition Plan</p> <p><a href="https://www.thorntonco.gov/government/humanresources/Documents/thornton-ada-transition-plan-update-11-29-2021.pdf">https://www.thorntonco.gov/government/humanresources/Documents/thornton-ada-transition-plan-update-11-29-2021.pdf</a> (pages 7 and 8)</p> <p>Date of Report: November 2021</p>
	Please describe public review/engagement to date:	<p>Public engagement and review processes for the above plans have included public hearings, public outreach meetings, social media, tents at festivals, websites, paper and on-line surveys, phone calls, on-line meetings, Spanish interpretation for in-person and on-line meetings, focus groups, mailings, and printed media. The need was expressed from the public for additional regional connections, bike/trail amenities, better inter-connectivity of trails, and better ADA access..</p>
	Other pertinent details:	<p>The Transportation and Mobility Master plan specifically calls out this project as a Tier 1 project in Chapter 7. This is the only missing trail/sidewalk segment in the 8.6-mile section between Riverdale Road in Thornton and Yarrow Street in Westminster.</p>

**7. Identify the project’s key phases and the anticipated schedule of phase milestones.**  
(phases and dates should correspond with the “Phase to be Initiated” in the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
	<input type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Both	
<b>REQUIRED FOR ALL PHASES</b>	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	03/2024
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	08/2024
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	12/2024
	FOR (Final Office Review):	6/2025
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	08/2024
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	12/2024
	Estimated number of parcels to acquire: 1	
	ROW acquisition completed:	5/2025
<input checked="" type="checkbox"/> Construction	Required clearances:	6/2025
	Project publicly advertised:	9/2025
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
<input type="checkbox"/> Bus Service	Service begins:	Enter Date

<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFO/RFB (bids) issued:	Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	09/2024

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

This project is intended to address an active transportation issue on our trail network for access to urban centers, governmental services, regional multimodal trails, housing, employment, health care, and recreational opportunities via an active transportation mode. This project will provide a critical missing link that will improve access to services and opportunities by replacing a social dirt path with an improved surface and closing the last gap in the middle of an 8.6-mile system of multi-use paths and sidewalks along Thornton Parkway and West 92nd Avenue that includes Thornton, Federal Heights, and Westminster.

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

**Roadway**

Operational Improvements

**Grade Separation**

Roadway

Railway

Bicycle

Pedestrian

**Regional Transit<sup>1</sup>**

Rapid Transit Capacity (2050 MVRTP)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (Expansion/New)

**Safety Improvements**

**Active Transportation Improvements**

Bicycle Facility

Pedestrian Facility

**Air Quality Improvements**

**Improvements Impacting Freight**

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

Complete Streets Improvements

**Study**

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

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

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

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

This project will design and construct a concrete trail along the south side of Thornton Parkway from the I25 exit ramp to the northwest corner of Grant Street. The project includes the following: a multi-use path replacing a dirt social path; upgrading existing ramps to current standards; landscaping; drainage improvements; safety improvements for pedestrians, bicycles, and vehicles, such as handrails and guardrails; lighting changes; and most likely a retaining wall.

**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.*

The City of Thornton, through the planning efforts, identified in 6. above, have identified the need for this vital active transportation connection along Thornton Parkway to improve access to housing, employment, recreation, commercial development, government services and health care. The city is currently engaged in an extensive planning process to implement Complete Street concepts to improve the safety, function for all users, and aesthetics of this corridor including the interchanges and medians. This project provides the identified missing active transportation link.

**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: N/A

Outline the differences between the scope outlined above and the reduced scope: [This project will require full funding in order to accomplish the desired outcome.](#)

<b>Project Financial Information and Funding Request</b>		<b>(All funding amounts in \$1,000s)</b>	
<i>To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.</i>			
<b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> <i>(Not to exceed 90% of the total project cost)</i>		<b>\$1,792</b>	<b>90.01%</b> of total project cost
<input type="checkbox"/> Check box if requesting <b>only state MMOF funds</b> (requires minimum 50% local funds) <sup>1</sup>			
<b>Match Funds (in \$1,000's)</b>		<b>Contribution Amount</b>	<b>% Contribution to Overall Project Total</b>
List each funding source and contribution amount.			
City of Thornton		\$199	10.0%
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%
Click or tap here to enter text.		\$Match Amount	0.0%
<b>Total Match</b> <i>(private, local, state, regional, or federal)</i>		<b>199</b>	<b>10.0%</b>
<b>Project Total</b>		<b>\$1,991</b>	
<b>Notes:</b>	1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. All sponsors will still be required to have 20% match on any added federal funds.		

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

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

	FY 2025	FY 2026	FY 2027	Total
<b>DRCOG Requested Funds</b>	\$350	\$1,442	\$Enter Amount	\$1,792
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 0
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$50	\$149	\$Enter Amount	\$199
<b>Total Funding</b>	\$400	\$1,591	\$ 0	\$1,991
<b>Phase to be Initiated</b>	Design	Construction	Choose an item.	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended minimum 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			



# Evaluation Questions

## A. Subregional Impact of Proposed Project

WEIGHT

**30%**

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

This project will provide the last gap in a vital 8.6-mile active transportation corridor that replaces a social path and provides an alternative to walking and biking in active vehicle lanes on Thornton Parkway from I-25 to Grant Street. This project connects pedestrians, wheelchair users, other mobility challenged individuals, and bicyclists to RTD bus stop locations, educational institutions, government services, commercial development, economic opportunities, health care, and recreational facilities.

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 completes an 8.6-mile active transportation corridor by providing a safe and reliable option for active transportation with connections to housing, employment, educational institutions, government services, recreational opportunities, health care, and commercial development.

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 multi-use path completes an 8.6-mile active transportation corridor that crosses Thornton and Westminster. In addition, the project provides better connectivity to the existing trail, multi-use path and sidewalk network that serves residents and businesses in Thornton, Northglenn, Westminster, Brighton, Commerce City, Federal Heights, the counties of Adams and Weld, and the City and County of Broomfield through the regional trail network that connects communities.

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	17359	-	-
	b. Total households	6188	-	-
	c. Individuals of color	10579	61%	33%
	d. Low-income households	547	3%	9%
	e. Individuals with limited English proficiency	1397	8%	3%
	f. Adults age 65 and over	452	3%	13%
	g. Children age 5-17	1424	8%	16%
	h. Individuals with a disability	506	3%	9%
	i. Households without a motor vehicle	89	.5%	5%
	j. Households that are housing cost-burdened	1029	6%	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*:

Trails and related facilities contribute to greater multi-modal mobility at low cost to lower-income populations, providing a “last mile” link to transit and expanding access to employment, government services, housing, education, health care, and recreational opportunities.

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.)*
    - This project will provide increased opportunities for active transportation and a better-connected multi-modal transportation system that will improve the region’s competitive position when attracting new employers. This project will assist in promoting infill south of Thornton Parkway in an existing vacant field.
  - 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 completes an 8.6-mile active transportation system and changes a social dirt path to a well-defined active transportation multi-use path that provides a safe, reliable, and well-maintained connection for pedestrians, bicyclists, scooters, wheelchair users, and other mobility challenged people to access RTD bus stop locations, educational institutions, governmental services, commercial development, housing, and recreational opportunities while reducing the need for single-occupant vehicle travel miles.
  - 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.)*
    - This project will provide an opportunity for increased active transportation that contributes to healthy lifestyle. Having a better-connected multi-modal transportation system will improve the region’s competitive position when attracting new employers.

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: [Thornton City Center](#)
- Does the project connect two or more urban centers?\*
- Yes    No   If yes, please provide the names: [Westminster Ctr Activity Ctr](#)
- Is there a transit stop or station within ½ mile of the project limits?\*
- Bus stop:  Yes    No   If yes, how many: 5
- 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: [Please see Chapter 18 of our Code.](#)

[https://library.municode.com/co/thornton/codes/code\\_of\\_ordinances?nodid=CO\\_CH18DECO\\_ARTI\\_IIZODI](https://library.municode.com/co/thornton/codes/code_of_ordinances?nodid=CO_CH18DECO_ARTI_IIZODI)

If yes, provide how the area is defined in the relevant planning document: This is an infill area.

Provide households and employment data*	2020	2050
Households within ½ mile	6188	6456
Jobs within ½ mile	2450	2680
Household density (per acre) within ½ mile	2.22	3.81
Job density (per acre) within ½ mile	6.96	7.63

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

[This project provides an increased level of access by providing a vital missing link in the regional active transportation connections. The multi-use path provides better connectivity to the areas identified above, as well as, increased safety and a better user experience described above.](#)

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**.

[This project created access by completing a vital missing link for pedestrian/bicycle/scooter/wheelchair transportation to RTD bus stops, commercial development, educational institutions, dining, and parks and recreational opportunities. Key destinations include the Thornton Civic Center complex, multiple shopping areas, a retirement community, apartments and townhomes, medical offices and a nearby hospital, and K-12 schools along Washington Street.](#)

## B. MVRTP Priorities

WEIGHT

**50%**

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

### Multimodal Mobility

#### **Provide improved travel options for all modes.**

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

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

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  Roadway Operations  Other: [Scooter, Wheelchair and mobility challenged individuals access](#)
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [This project will design and install a new multi-use path replacing an existing social dirt path to current Complete Street concepts and meeting ADA requirements.](#)
- 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. This project improves the active transportation users experience by improving a social dirt path, providing an option to bicycling or scooter use in the street near a busy interchange.
- Does this project improve travel time reliability?  
 Yes  No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  
 Yes  No
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?  
 Yes  No

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

This project provides a vital missing link in a subregional active transportation system, addresses existing barriers to active transportation access, and provides a safer option than the social dirt path. By creating this needed connection and removing or mitigating these barriers, the project provides additional opportunities for multi-modal travel options not only along the 8.6 mile corridor in Thornton, Federal Heights, and Westminster, but connections to other active transportation systems in the region.

## 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 <sub>2</sub> e
	0	0	0	0	0

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.

This project will help to remove existing barrier for active transportation and multi-modal travel options. By connecting this missing link, the project serves to further reduce the single-occupant vehicle travel miles and, therefore, reduce the greenhouse gas emissions.

**Regional  
Transit**

**Expand and improve the subregion’s transit network.**

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

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

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

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

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the [2050 MVRTP](#))?\*  
 Yes  No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?\*  
 Yes  No If yes, which specific corridor will this project focus on: [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.
- Is this project adding new or expanded transit service?  
 Yes  No If yes, who will operate the service: [Click or tap here to enter text.](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*  
 Yes  No [Thornton City Center](#)

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 replaces a social dirt path an provides a multi-use path for all active transportation users to transit bus stops at Grant Street and Thornton Parkway.](#)

**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., <a href="#">CMF Clearinghouse</a> , <a href="#">NCHRP Report 617</a> , or <a href="#">DiExSys methodology</a> ).
Fatal crashes	1	
Serious Injury crashes	2	
Other Injury crashes	34	
Property Damage Only crashes	118	
Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	0 -1	Click or tap here to enter text.
Serious Injury crashes reduced	0	
Other Injury crashes reduced	2	
Property Damage Only crashes reduced	2	

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

The multi-use path provides an alternative to bicyclist and scooter users to travelling in a lane of traffic and provides improved pedestrian travel on the southside of Thornton Parkway completing the last missing gap in 8.6 miles of an active transportation system spanning three jurisdictions and allowing pedestrians to cross at a different location than at an interchange.

**Freight****Maintain efficient movement of goods within and beyond the subregion.**

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

Examples of Project Elements: roadway operational improvements, etc.

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

- Is this project located in or impact access to a [Freight Focus Area](#)?\*  
 Yes  No If yes, please provide the name: [I25 North](#)
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?  
 Yes  No If yes, please describe in your response.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*  
 Yes  No
- Check any items from the [Inventory of Current Needs](#) which this project will address:  
 Truck Crash Location  Rail Crossing Safety ([eligible locations](#))  
 Truck Delay  Truck Reliability  
Please provide the location(s) being addressed: [Click or tap here to enter text.](#)
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?  
 Yes  No If yes, please describe in your response.

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

[This project will help to reduce the single-occupant vehicle trips which will, in turn, help to reduce traffic congestion on Thornton Parkway. The reduction in traffic congestion will allow the freight to move more efficiently.](#)



<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">Denver Regional Active Transportation Plan</a> ; & <a href="#">Metro Vision objectives 10 &amp; 13</a> ) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.
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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:	38	
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	45	65
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)	22	32
4. = Initial number of new bicycle trips from project (#2 – #3)	23	33
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)	9	13
6. = Number of SOV trips reduced per day (#4 - #5)	14	20
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)	28	40
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	26.6	38
9. If values would be distinctly greater for weekends, describe the magnitude of difference:  There may be a slight increase for weekends, but negligible.		
10. If different values other than the suggested are used, please explain here:  N/A		

**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):	87	
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	95	115
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)	47.5	57.5
4. = Number of new trips from project (#2 – #3)	47.5	57.5
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	14.25	17.25
6. = Number of SOV trips reduced per day (#4 - #5)	33.25	40.25
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)	13.3	16.1

8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	12.635	15.295
9. If values would be distinctly greater for weekends, describe the magnitude of difference:  There may be a slight increase on the weekend, but it would be negligible		
10. If different values other than the suggested are used, please explain here: N/A		

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

This project completes the 8.6-mile multi-use path/trail/sidewalk system along the Thornton Parkway/92<sup>nd</sup> Avenue corridor that crosses Thornton, Federal Heights, and Westminster. The project replaces a social dirt path, provides an improved surface, safety and ADA features such as handrails, ramps, and lighting, and provides improved access to transit, other subregional active transportation systems, and destinations already described previously in this application.

<b>C. Project Leveraging</b>	<b>WEIGHT</b>	<b>10%</b>
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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. If this has not updated, select the box to the right and click F9)</i></p>	<b>10.0%</b>	<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													

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

**Section 1. Avoiding Pitfalls and Roadblocks**

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?
- Yes  No  N/A (for projects which do not require engineering services)
- If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:
- [Dan Schiltz](#)
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: [Click or tap here to enter text.](#)
  - Railroad: [Click or tap here to enter text.](#)
  - Right-of-Way: [We may need temporary construction easements, but will better define once design is complete.](#)
  - Environmental/Historic: [Prairie Dog Management](#)
  - Other: [Steep grade adjacent to trail will most likely require installation of a retaining wall to support the trail and trail amenities.](#)
- 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  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?

[Adams County](#)

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:

[We have a commitment from the City Manager's office to fund this project.](#)

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

Yes  No

Please describe:

[2024 Parks Project & Planning CIP](#)

## 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 public will be part of the process through community engagement meetings and input sessions.](#)

**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.



**THORNTON PARKWAY SIDEWALK IMPROVEMENTS  
THORNTON PROJECT NO: 22-77**

**OPINION OF PROBABLE CONSTRUCTION COST - 30% PLANS  
December 6, 2022**

ITEM #	REF. #	DESCRIPTION	UNIT	QTY	UNIT PRICE	COST
1	201	CLEARING AND GRUBBING	LS	1	\$ 10,000.00	\$ 10,000.00
2	202	REMOVAL OF TREE	EA	4	\$ 1,000.00	\$ 4,000.00
3	202	REMOVAL OF INLET	EA	1	\$ 2,100.00	\$ 2,100.00
4	202	REMOVAL OF PIPE	LF	8	\$ 100.00	\$ 800.00
5	202	REMOVAL OF SIDEWALK	SY	45	\$ 35.00	\$ 1,575.00
6	202	REMOVAL OF GUARDRAIL TYPE 3	LF	730	\$ 10.00	\$ 7,300.00
7	202	REMOVAL OF END ANCHORAGE	EA	2	\$ 400.00	\$ 800.00
8	202	REMOVAL OF STREET LIGHT	EA	6	\$ 2,000.00	\$ 12,000.00
9	202	REMOVAL OF GROUND SIGN	EA	3	\$ 150.00	\$ 450.00
10	202	REMOVAL OF CONCRETE CURB RAMP	SY	20	\$ 40.00	\$ 800.00
11	203	UNCLASSIFIED EXCAVATION (COMPLETE IN PLACE)	CY	430	\$ 30.00	\$ 12,900.00
12	203	EMBANKMENT MATERIAL (COMPLETE IN PLACE)	CY	2,400	\$ 35.00	\$ 84,000.00
13	203	POTHOLING	HR	16	\$ 360.00	\$ 5,760.00
14	207	TOPSOIL (4 INCH)	CY	400	\$ 60.00	\$ 24,000.00
15	208	SILT FENCE	LF	1,600	\$ 3.00	\$ 4,800.00
16	208	AGGREGATE BAG	LF	240	\$ 15.00	\$ 3,600.00
17	208	CONCRETE WASHOUT STRUCTURE	EA	2	\$ 1,500.00	\$ 3,000.00
18	208	STORM DRAIN INLET PROTECTION (TYPE II)	LF	60	\$ 20.00	\$ 1,200.00
19	208	EROSION CONTROL MAINTENANCE (1-YEAR)	LS	1	\$ 15,000.00	\$ 15,000.00
20	212	SEEDING (NATIVE)	SF	32,250	\$ 0.50	\$ 16,125.00
21	240	PRAIRIE DOG MANAGEMENT	LS	1	\$ 10,000.00	\$ 10,000.00
22	216	SOIL RETENTION BLANKET (COCONUT)(BIODEGRADABLE CLASS 1)	SY	555	\$ 4.50	\$ 2,497.50
23	514	HAND RAILING	LF	370	\$ 200.00	\$ 74,000.00
24	601	REINFORCED CONCRETE CLASS D (WALL)	CY	350	\$ 2,000.00	\$ 700,000.00
25	604	INLET TYPE R L 10 (10 FOOT)	EA	1	\$ 15,000.00	\$ 15,000.00
26	606	GUARDRAIL TYPE 3 (DOUBLE) (6-3 POST SPACING)	LF	470	\$ 80.00	\$ 37,600.00
27	606	END ANCHORAGE (NONFLARED)	EA	2	\$ 4,500.00	\$ 9,000.00
28	608	CONCRETE SIDEWALK	SY	1,065	\$ 80.00	\$ 85,200.00
29	609	CONCRETE CURB RAMP	SY	20	\$ 160.00	\$ 3,200.00
30	614	SIGN & SIGN POST (COMPLETE)	EA	4	\$ 350.00	\$ 1,400.00
31	625	CONSTRUCTION SURVEYING	LS	1	\$ 24,000.00	\$ 24,000.00
32	627	THERMOPLASTIC PAVEMENT MARKING	SF	500	\$ 15.00	\$ 7,500.00
33	630	TRAFFIC CONTROL	LS	1	\$ 81,000.00	\$ 81,000.00
					<b>SUBTOTAL</b>	\$ 1,260,607.50
					<b>MOBILIZATION (10%)</b>	\$ 126,060.75
					<b>QC / CM (8%)</b>	\$ 100,848.60
					<b>20% CONTINGENCY</b>	\$ 252,121.50
					<b>20% Engineering</b>	\$ 252,121.50
					<b>TOTAL</b>	\$ 1,991,759.85