



DRCOG FY2022-2025 TIP – Jefferson 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 \$26,613,000 for Jefferson County (estimated as of the open date)

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

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

Call Opens: May 2, 2022

Call Closes: June 24, 2022, 3 pm

Application Submittals: submit the items below online through the submittal link on the [TIP 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		Wadsworth Sidewalk: 32 nd to 35 th	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: 32 nd Avenue End point: 35 th Avenue OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Wheat Ridge	
4. Project Contact Person:			
Name	Mark Westberg	Title	Projects Supervisor
Phone	303-235-2863	Email	mwestberg@ci.wheatridge.co.us
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 type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Bike/Ped Master Plan, shown on map on page 46 and the table on page 53. https://www.ci.wheatridge.co.us/DocumentCenter/View/27168/City-of-Wheat-Ridge-Bike-Ped-Master-Plan-Update-FINAL-08-14-17-002?bidId= Adopting agency (local agency Council, CDOT, RTD, etc.): Wheat Ridge City Council Provide date of adoption by council/board/commission, if applicable: 2017	
	Please describe public review/engagement to date:	None since the Bike/Ped Master Plan update was done in 2017 which included several open house events and an online survey to gather input, starting on page 3 of the Plan.	
	Other pertinent details:	Council provided direction to move this project forward on April 4, 2022.	
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)	03/2023	
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	10/2023	
	Design scoping meeting held with CDOT (if no consultant):		

<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	10/2023
	Environmental scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	04/2024
	ROW acquisition completed: Estimated number of parcels to acquire: 12	10/2024
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	02/2024
	FOR (Final Office Review):	08/2024
	Required clearances:	10/2024
	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:	

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

A critical gap in the multi-modal network along Wadsworth through Wheat Ridge exists between 32nd and 35th Avenues due to the complete lack of multi-modal facilities between those streets. Once the current Wadsworth Improvement project is completed in 2024, wide shared use paths will exist on one or both sides of Wadsworth from 26th Avenue to I-70 and on into Arvada, except for between 32nd and 35th Avenues. Dirt paths currently exist on both sides of the street highlighting the need for improved, all-weather facilities. A significant grade change, in excess of 6%, exists in the middle of this segment north of the crossing with the Rocky Mountain Ditch. This steep slope makes the dirt path virtually impassable in any kind of inclement weather. In addition, the 32nd Avenue intersection contains several barriers to multi-modal users, in particular at the northwest corner.

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

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

Transit Facilities/Service (Expansion/New)

Other, briefly describe:

Safety Improvements

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 project will add a wide, detached, shared use path to the west side of Wadsworth between 32nd and 35th Avenues. An amenity zone will be included varying between 4' and 8' wide that will match the current Wadsworth project to the north with xeri-scape plant materials in the wider sections. Pedestrian lights and enhanced bus stops with bus shelters will also be included. The 32nd Avenue intersection will be reconstructed to include directional ramps, accessible pedestrian signals, and bicycle detection for the existing bike lanes on 32nd Avenue.

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.*

Conceptual design for an attached shared use path on the west side of the street has been completed that confirms the feasibility of adding a detached shared use path.

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: \$2 million

Outline the differences between the scope outlined above and the reduced scope: The attached shared use path in the conceptual design could be implemented without the reconstruction of the 32nd Avenue intersection or \$3 million if the intersection reconstruction is included.

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)		\$6,500	86.67% 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
City of Wheat Ridge		\$300	4%
CDOT		\$700	9%
<input type="text"/>		\$ <input type="text"/>	0%
<input type="text"/>		\$ <input type="text"/>	0%
<input type="text"/>		\$ <input type="text"/>	0%
<input type="text"/>		\$ <input type="text"/>	0%
Total Match (private, local, state, another subregion, or federal)		\$1,000	13.33%
Project Total		\$7,500	
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"/>	\$2,000	\$4,500	\$6,500
CDOT or RTD Supplied Funds²	\$ <input type="text"/>	\$200	\$500	\$700
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ <input type="text"/>	\$300	\$ <input type="text"/>	\$300
Total Funding	\$0	\$2,500	\$5,000	\$7,500
Phase to be Initiated	Choose an item	Environmental	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.

This project closes a critical 1/4 mile long multi-modal gap between an active transportation corridor, 32nd Avenue Bike Lanes, and a DRCOG Urban Center: Wadsworth Wheat Ridge. It also closes the same gap in the multi-modal system along Wadsworth that starts at 26th Avenue and will extend north to I-70 and on into Arvada once the current Wadsworth Improvement project is completed.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

The project will replace the existing dirt path with a 10' wide, concrete shared use path that will be detached from street with a 4' to 8' wide amenity zone. The project will also remove the multi-modal barriers at the 32nd Avenue intersection by connecting the path directly to new directional curb ramps at all four corners, adding accessible pedestrian signals, and adding bicycle detection with the replacement of the outdated traffic signal.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.

The project closes the gap in multi-modal facilities allowing the residents on either side of Wadsworth on both sides of the gap to directly and safely access the 26th and 32nd Avenues bike lanes and the Clear Creek Trail which provide multi-modal access to Arvada, Lakewood, Edgewater, and Golden inside the subregion and to the Adams and Denver Subregions. Bike facilities are also currently being planned for 35th Avenue starting at Wadsworth that will connect to Denver's 35th Avenue bikeway.

CDOT has committed traffic signal replacement funds for the 32nd Avenue intersection.

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	7,698	-	-
	b. Total households	3,909	-	-
	c. Individuals of color	1,799	23%	33%
	d. Low-Income households	349	9%	9%
	e. Individuals with limited English proficiency	48	1%	3%
	f. Adults age 65 and over	1,944	25%	13%
	g. Children age 5-17	973	13%	16%
	h. Individuals with a disability	456	6%	9%
	i. Households without a motor vehicle	239	6%	5%
	j. Households that are housing cost-burdened	1,192	30%	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*: The project closes a critical gap in the multi-modal network along Wadsworth. This will provide residents south of 35th Avenue multi-modal access to Wheat Ridge's Town Center along Wadsworth between 38th and 44th and Wheat Ridge's downtown, the Ridge at 38, along 38th Avenue east of Wadsworth. The Town Center includes shopping, including grocery stores, dining destinations, and employment centers. The Ridge at 38 includes additional shopping and dining destinations and The Green, a large open area along 38th that hosts outdoor City events. An additional 1.5 miles north of the project, is the Clear Creek Trail and Greenbelt, which provide multi-modal access to four City parks and other activity centers and the Metro area's regional interconnected multi-modal network.

For residents north of the project, multi-modal access is provided to the 26th and 32nd Avenues bike lanes, the shared use paths along Wadsworth and 32nd Avenue that connect to Crown Hill Cemetary, Crown Hill Park, Wheat Ridge High School, the City's Municipal Building, and a health facility that provides services to lower income households.

Closing the multi-modal gap will also allow tranist users direct multi-modal access to the important east-west bus routes on 32nd and 38th Avenues providing convenient access to downtown Denver and other regional destinations.

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. Closing the gap provides multi-modal access to shopping, employment, recreation, government, and healthcare destinations allowing residents the option to not use or have to have a motor vehicle to access those destinations.
- Contain urban development in locations designated for urban growth and services. The project is immediately adjacent to a DRCOG Urban Center.
- Increase housing and employment in urban centers. Being immediately adjacent to a DRCOG Urban Center, the project allows multi-modal access to and from that Center to the destinations mentioned above, making that Center more attractive to both developers, businesses, and residents.
- Improve and expand the region's multimodal transportation system, services, and connections. The project connects the shared use paths that are currently being constructed north of 35th Avenue by the current Wadsworth Improvement Project and the shared use paths that were constructed several years ago south of 32nd Avenue. It also provides a direct connection to the 32nd Avenue bike lanes and other regional multi-modal facilities.
- Operate, manage, and maintain a safe and reliable transportation system. Providing a detached shared use path greatly increases the safety of multi-modal users along this section of Wadsworth by giving them a detached, all weather surface to travel on.
- Improve air quality and reduce greenhouse gas emissions. Closing the gap allows residents the option of walking, riding, and rolling to the local shopping, employment, recreation, government, and healthcare destinations and provides connections to regional destinations as well, thus reducing the need to use a motor vehicle for short trips.
- Connect people to natural resource and recreational areas. Closing the gap will provide multi-modal access to Crown Hill Park and the Clear Creek Greenbelt, both regional open space areas with multi-use trails and the opportunity to view wildlife. In addition, Crown Hill Park has exercise stations and the Greenbelt connects to four City parks that include athletic fields and pools.
- Reduce the risk of hazards and their impact. NA
- Increase access to amenities that support healthy, active choices. Closing the gap will provide multi-modal access to both local and regional trails, parks, and natural areas. Multi-modal access will also be provided to local shopping, employment, government, and healthcare destinations, thus reducing the need to use a motor vehicle for short trip.

- Improve transportation connections to health care facilities and service providers. Closing the gap will provide residents north of 32nd Avenue direct multi-modal access to the medical facility at 29th Avenue that provides services to lower income households.
- Diversify the region’s housing stock. NA
- Improve access to opportunity. NA
- Improve the region’s competitive position. NA

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: [Wadsworth Wheat Ridge](#)
- 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? 24
- 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://www.ci.wheatridge.co.us/DocumentCenter/View/564/Wadsworth-Corridor-Subarea-Plan?bidId=>
- If yes, provide how the area is defined in the relevant planning document: [Medium High Density Residential](#)
- 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): R-2

Provide households and employment data*	2020	2050
Households within ½ mile	3,909	4,076
Jobs within ½ mile	9,506	11,145
Household density (per acre) within ½ mile	2.86	2.99
Job density (per acre) within ½ mile	7.79	8.98

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

Closing the gap will provide residents from the south direct multi-modal access to DRCOG Urban Center with the shopping, employment, and other destinations within. The project will also allow the residents within the DRCOG Urban Center to have direct multi-modal access to government services and the medical facility to 29th Avenue.

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 closes a critical gap in the multi-modal network along Wadsworth. This will provide residents south of 35th Avenue multi-modal access to Wheat Ridge's Town Center and the Ridge at 38. The Town Center includes shopping, dining destinations, and employment opportunities at several multi-story office buildings. The Ridge at 38 includes additional shopping and dining destinations and The Green, a large open area along 38th Avenue that hosts outdoor City events. An additional 1.5 miles north of the project, is the Clear Creek Trail and Greenbelt,

which provide multi-modal access to four City parks and other activity centers as well as the Metro area's regional interconnected multi-modal network.

For residents north of the project, multi-modal access is provided to the 32nd Avenue bike lanes, the shared use paths along Wadsworth and 32nd Avenue that connect to Crown Hill Cemetery, Crown Hill Park, Wheat Ridge High School, the City's Municipal Building, and a health facility that provides services to lower income households. The shared use path along Wadsworth south of 32nd also connects to the 26th Avenue bike lanes.

Closing the multi-modal gap will also allow transit users direct multi-modal access to the important east-west bus routes on 32nd and 38th Avenues providing convenient access to downtown Denver and other regional destinations.

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.): [Detached shared use path on the west side of Wadsworth and bus shelters](#)
- 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:*

Wadsworth is a Regional Connector Street and 32nd Avenue is a Neighborhood Connector Street. The pedestrian elements in the toolkit, i.e. sidewalks, lighting, and street furniture, will be implemented by the project. In addition, the reconstruction of the 32nd Avenue intersection will included directional curb ramps, accessible pedestrian signals, and bicycle detection for the 32nd Avenue bike lanes.

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
	4.199	0.29	0.26	0.04

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:*

Assuming a modest 1% reduction in SOV on Wadsworth due to closing the gap will result in 450 fewer SOV trips and 1122 fewer VMT. An improvement in air quality as shown above will result from closing the gap.

**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:*

Closing the gap provides direct multi-modal access to the bus stop within the project limits and also provides multi-modal access to the bus routes on both 32nd and 38th Avenues and to the Wadsworth Town Center.

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* (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 reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	3	
Other Injury crashes	36	
Property Damage Only crashes	173	
Estimated reduction in crashes applicable to the project scope (per the five-year period used above)		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:

In addition to adding the shared use path along the west side of Wadsworth, the project will add bike boxes to the 32nd Avenue bike lanes at Wadsworth with bicycle detection. In addition, direction curb ramps, high visibility crosswalks, and accessible pedestrian signals with countdown timers will be included in the traffic signal replacement.

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:*

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.	150	170
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	150	170
1. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
5. = Number of SOV trips reduced per day (#4 - #5)	150.00	170.00
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>	300.00	340.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	285.00	323.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
9. If different values other than the suggested are used, please explain here: Assumes 1/3 of trips that are diverted from SOV use to bikes. Diversion from other non-SOV modes is expected to be zero.		

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	300	340
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
5. = Number of new trips from project (#2 – #3)	300	340
6. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
7. = Number of SOV trips reduced per day (#4 - #5)	300.00	340.00

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)	120.00	136.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	114.00	129.20
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here: Assumes 2/3 of trips that are diverted from SOV will walk. Diversion from other non-SOV modes is expected to be zero.		

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:*

Closing the gap provides a direct connection to the 26th and 32nd Avenue bike lanes. In addition, the entire path will be ADA accessible in spite of steep grades, in excess of 6%, just north of the Rocky Mountain Ditch crossing, by including a switchback at the crossing that keep the grades within ADA limits.

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>	13.33%	<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:

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

- Utilities: Rocky Mountain Ditch irrigation lateral will need to be relocated in order to include the amenity zone. The City has a cooperative working relationship with this Ditch that started with the shared use path project south of 32nd Avenue.
- Railroad: None
- Right-of-Way: Only partial acquisitions are anticipated. City staff recently managed purchasing ROW from 65 property owners for the current Wadsworth Improvement Project with only three acquisitions going to eminent domain.
- Environmental/Historic: Major issues are not expected with a Cat-Ex being the anticipated process.
- 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: [Choose an item](#)

c. Has all required ROW been identified? Yes No N/A
 Has all required ROW already been acquired and cleared by CDOT? Yes No N/A

d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
 Yes No

Does your agency have the appropriate staff available to work on this project? Yes No

If yes, are they knowledgeable with the federal-aid process? Yes No

e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A
If yes, who are the stakeholders? [CDOT](#)

Please provide any additional details on any of the items in Section 1, if applicable.
[CDOT has been involved with adding the replacement of the traffic signal at 32nd Avenue to the project.](#)

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:
[City Council recently directed staff to move the project forward and has designated sufficient funds for the City's portion of the local match. CDOT has committed traffic signal replacement funds and included that commitment in their concurrence letter.](#)

b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?
 Yes No
Please describe:
[City Council's direction was received on April 4, 2022 and so it is not in the current budget. Staff will be including the project in the 10-year CIP in the proposed 2023 budget.](#)

Section 3. Public Support

a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?
 Yes No
b. Has the public had access to translated project materials in relevant languages for the local community?
 Yes No
Please describe:
[Very supportive public comment was received during the April 4, 2022 City Council Study Session when Council directed staff to move the project forward.](#)

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.
[Funding was not available until recently. Public outreach will be done using neighborhood meetings and the City's on-line outreach platform: What's Up Wheat Ridge](#)

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

Wadsworth Sidewalk

32nd to 35th

Item #	Item	Quantity	Unit	Unit Cost	Item Cost
Construction					
201	Clearing & Grubbing			\$	100,000.00
	Clearing & Grubbing	1	LS	\$100,000.00	\$ 100,000.00
202	Removal of Structures & Obstructions			\$	551,135.00
	Removal of Structures & Obstructions	1	LS	\$25,000.00	\$ 25,000.00
	Removal of Asphalt Mat (Planing)	192	SY	\$25.00	\$ 4,800.00
	Removal of Concrete Pavement	172	SY	\$30.00	\$ 5,160.00
	Removal of Concrete Sidewalk	200	SY	\$25.00	\$ 5,000.00
	Removal of Curb & Gutter	1,400	LF	\$10.00	\$ 14,000.00
	Removal of Fence (Wood)	60	LF	\$20.00	\$ 1,200.00
	Removal of Fence (Split Rail)	15	LF	\$15.00	\$ 225.00
	Removal of Fence (Chain Link)	360	LF	\$10.00	\$ 3,600.00
	Removal of Landscape Areas	10	SY	\$20.00	\$ 200.00
	Removal of Tree (<12")	25	Each	\$750.00	\$ 18,750.00
	Removal of Tree (>12")	40	Each	\$2,500.00	\$ 100,000.00
	Removal of Pipe	730	LF	\$500.00	\$ 365,000.00
	Clean Culvert	2	Each	\$1,500.00	\$ 3,000.00
	Removal of Traffic Signal Pole	4	Each	\$500.00	\$ 2,000.00
	Removal of Concrete Footing	4	Each	\$800.00	\$ 3,200.00
203	Excavation & Embankment			\$	52,500.00
	Embankment Material	750	CY	\$30.00	\$ 22,500.00
	Muck Excavation	80	CY	\$35.00	\$ 2,800.00
	Earthwork - Rough Grade	1,200	SY	\$10.00	\$ 12,000.00
	Earthwork - Fine Grade	1,200	SY	\$6.00	\$ 7,200.00
	Potholing	20	Each	\$400.00	\$ 8,000.00
206	Excavation & Backfill for Structures			\$	600.00
	Structure Backfill (Class 1)	12	CY	\$50.00	\$ 600.00
207	Topsoil			\$	6,500.00
	Topsoil	130	CY	\$50.00	\$ 6,500.00
208	Erosion Control			\$	70,000.00
	Erosion Control	1	LS	\$70,000.00	\$ 70,000.00
210	Reset Structures			\$	10,350.00
	Adjust Water Meter Pit	5	Each	\$650.00	\$ 3,250.00
	Adjust Manhole Rim	4	Each	\$950.00	\$ 3,800.00
	Reset Traffic Sign	11	Each	\$300.00	\$ 3,300.00
211	Landscaping			\$	9,625.00
	Landscape Rock	175	Ton	\$55.00	\$ 9,625.00
212	Seeding, Fertilizing, Soil Conditioning, & Sodding			\$	10,500.00
	Seeding (Native)	900	SY	\$5.00	\$ 4,500.00
	Soil Preparation	2,000	SY	\$3.00	\$ 6,000.00
214	Planting			\$	194,000.00
	Deciduous Shade Tree	33	Each	\$1,500.00	\$ 49,500.00
	Deciduous Shrub	100	Each	\$70.00	\$ 7,000.00
	Evergreen Shrub	500	Each	\$50.00	\$ 25,000.00
	Ornamental Grasses	4,500	Each	\$25.00	\$ 112,500.00
216	Soil Retention Covering			\$	5,400.00
	Soil Retention Blanket	900	SY	\$6.00	\$ 5,400.00
304	Aggregate Base Course			\$	4,000.00
	Aggregate Base Course (Class 6)	100	Ton	\$40.00	\$ 4,000.00
306	Reconditioning			\$	6,000.00
	Reconditioning & Proofrolling	1,500	SY	\$4.00	\$ 6,000.00
412	Portland Cement Concrete Pavement			\$	15,000.00
	Concrete Pavement (8")	120	SY	\$125.00	\$ 15,000.00

Wadsworth Sidewalk

32nd to 35th

Item #	Item	Quantity	Unit	Unit Cost	Item Cost
514	Pedestrian & Bikeway Railing			\$	90,000.00
	Hand Railing	400	LF	\$225.00	\$ 90,000.00
603	Culverts & Sewers			\$	689,000.00
	6' x 3' RCBC	680	LF	\$1,000.00	\$ 680,000.00
	24" HDPE	40	LF	\$125.00	\$ 5,000.00
	Concrete Headwall	1	Each	\$4,000.00	\$ 4,000.00
604	Manholes, Inlets, & Meter Vaults			\$	13,000.00
	Manhole (Slab Base)	2	Each	\$5,000.00	\$ 10,000.00
	Connect to Existing Manhole	1	Each	\$3,000.00	\$ 3,000.00
607	Fences			\$	21,100.00
	Fence (Wood)	60	LF	\$65.00	\$ 3,900.00
	Chain Link Fence (72")	360	LF	\$35.00	\$ 12,600.00
	Gate (20')	2	Each	\$2,300.00	\$ 4,600.00
608	Sidewalks & Bikeways			\$	143,800.00
	Concrete Sidewalk (6")	1,500	SY	\$70.00	\$ 105,000.00
	Sidewalk Ramp (Type 2A)	8	Each	\$3,600.00	\$ 28,800.00
	Sidewalk Chase	4	Each	\$2,500.00	\$ 10,000.00
609	Curb & Gutter			\$	45,500.00
	Vertical Curb & Gutter	1,300	LF	\$35.00	\$ 45,500.00
613	Lighting			\$	279,625.00
	Pedestrian Light Concrete Base	25	Each	\$700.00	\$ 17,500.00
	Pedestrian Light Standard	25	Each	\$2,400.00	\$ 60,000.00
	Pedestrian Light Luminaire	25	Each	\$4,700.00	\$ 117,500.00
	Street Light Concrete Base	1	Each	\$1,700.00	\$ 1,700.00
	Street Light Standard	1	Each	\$5,800.00	\$ 5,800.00
	Street Light Luminaire	1	Each	\$2,000.00	\$ 2,000.00
	Electrical Distribution System	1	Each	\$10,000.00	\$ 10,000.00
	Electrical Meter Housing	1	Each	\$3,500.00	\$ 3,500.00
	Electrical Meter	1	Each	\$1,000.00	\$ 1,000.00
	Electrical Box	25	Each	\$875.00	\$ 21,875.00
	Electrical Conduit - (2")	1,550	LF	\$25.00	\$ 38,750.00
614	Traffic Control Devices			\$	385,600.00
	Traffic Sign	8	Each	\$500.00	\$ 4,000.00
	Signal Controller Cable	1,000	LF	\$3.00	\$ 3,000.00
	Pedestrian Signal Face	8	Each	\$1,200.00	\$ 9,600.00
	Traffic Signal Face	14	Each	\$1,500.00	\$ 21,000.00
	Traffic Signal Controller & Cabinet	1	Each	\$40,000.00	\$ 40,000.00
	Traffic Signal Vehicle Detector (Thermal)	4	Each	\$16,000.00	\$ 64,000.00
	Emergency Pre-emption	4	Each	\$7,500.00	\$ 30,000.00
	Pedestrian Push Button (APS)	8	Each	\$2,000.00	\$ 16,000.00
	Traffic Signal-Light Pole (1-25')	2	Each	\$26,000.00	\$ 52,000.00
	Traffic Signal-Light Pole (1-50')	2	Each	\$45,000.00	\$ 90,000.00
	Pedestrian Push Button Post Assembly	8	Each	\$7,000.00	\$ 56,000.00
617	Miscellaneous Construction			\$	33,500.00
	Ornamental Bench	2	Each	\$3,000.00	\$ 6,000.00
	Ornamental Trash Receptacle	3	Each	\$2,500.00	\$ 7,500.00
	Bus Shelter	1	Each	\$20,000.00	\$ 20,000.00
620	Field Facilities			\$	2,000.00
	Sanitary Facility	2	Each	\$1,000.00	\$ 2,000.00
623	Irrigation System			\$	45,400.00
	Water Tap	1	Each	\$25,000.00	\$ 25,000.00
	Lawn Irrigation	1,200	SY	\$17.00	\$ 20,400.00
625	Construction Surveying			\$	100,000.00
	Construction Surveying	1	LS	\$100,000.00	\$ 100,000.00

Wadsworth Sidewalk

32nd to 35th

Item #	Item	Quantity	Unit	Unit Cost	Item Cost
626	Mobilization			\$	300,000.00
	Mobilization	1	LS	\$300,000.00	\$ 300,000.00
627	Pavement Marking			\$	20,000.00
	Pavement Marking Tape (24")	500	LF	\$40.00	\$ 20,000.00
630	Construction Zone Traffic Control			\$	300,000.00
	Traffic Control Management	1	LS	\$300,000.00	\$ 300,000.00
631	Modular Concrete Retaining Wall			\$	15,000.00
	Modular Concrete Retaining Wall	100	LF	\$150.00	\$ 15,000.00
720	Materials Sampling & Testing			\$	60,000.00
	Materials Sampling & Testing	1	LS	\$60,000.00	\$ 60,000.00
Construction Sub-total				\$	3,579,135.00
	Contingencies	40%		\$	1,431,654.00
Construction Total				\$	5,010,789.00
Land Acquisition					
	Temporary Easement	11,000	SF	\$10.00	\$ 110,000.00
	Acquisition	25,000	SF	\$50.00	#####
Land Acquisition Sub-total				\$	1,360,000.00
	Contingencies	10%		\$	136,000.00
Land Acquisition Total				\$	1,496,000.00
Project Total				\$	6,506,789.00



June 10, 2022

Mark Westberg
Projects Supervisor
City of Wheat Ridge
7500 W. 29th Avenue
Wheat Ridge, CO 80033

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

Dear Mr. Westberg,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following City of Wheat Ridge application for the Denver Regional Council of Governments (DRCOG) Subregional FY22-25 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Wadsworth Sidewalk: 32nd to 35th 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.

Based on CDOT's existing priorities and limited funds, CDOT Region 1 can provide \$700,000 of the \$700,000 requested, in the event this project is selected by DRCOG. This determination applies to the FY22-25 TIP Subregional Call. If DRCOG funds the project at a lower amount than requested, then CDOT's funding contribution will need to be reaffirmed. These CDOT funds are available during State FY22-25, however only a portion of CDOT match funds is available in each fiscal year, to be provided to local agencies on a first come, first serve basis. CDOT staff recommends that local agencies proactively work to budget funds early in the fiscal year in which your project is ready to move forward. If the DRCOG Board rescinds their funding for a project due to project delays, then this CDOT contribution may be rescinded as well.

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 and funding 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



(1) What is your project evaluation year?

2024

Reset Interface

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips

Before	After	Change
45000	44550	450

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

Average <- Fill National Values

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distance.

Typical Trip Distance (miles one way)

2.494

Distribution of Trip Distances (daily fraction per mileage bin)

$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	Sum

OUTPUT

Calculate Output

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	4.199
Particulate Matter <2.5 μm (PM _{2.5})	0.012
Particulate Matter <10 μm (PM ₁₀)	0.043
Nitrogen Oxide (NOx)	0.294
Volatile Organic Compounds (VOC)	0.260
Carbon Dioxide Equivalent (CO ₂ e)	378.671
Total Energy Consumption (MMBTU/day)	4.927

*Units in kg/day unless otherwise noted