



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

## APPLICATION OVERVIEW

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

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

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

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

**Call Opens:** May 2, 2022

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

**Application Submittals:** submit the items below online through the submittal link on the [TIP 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](mailto:tipapplications@drcog.org) no later than June 3, 2022

**Other Notable items:**

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, [joann.mattson@state.co.us](mailto:joann.mattson@state.co.us); CDOT Region 4 – Josie Hadley, [josie.hadley@state.co.us](mailto:josie.hadley@state.co.us); RTD – Chris Quinn, [chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)
- **If a submitted application in Call #1 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at [tipapplications@drcog.org](mailto:tipapplications@drcog.org). In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at [tipapplications@drcog.org](mailto:tipapplications@drcog.org)

# APPLICATION FORMAT

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

## Project Information

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

## Evaluation Questions

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

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

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

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

5	The project benefits will <b>substantially</b> address a <b>major</b> regional or subregional problem and benefit people and businesses in multiple subregions.
4	The project benefits will <b>significantly</b> address a <b>major</b> subregional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either <b>moderately</b> address a <b>major</b> subregional problem or <b>significantly</b> address a <b>moderate</b> -level subregional problem.
2	The project benefits will <b>moderately</b> address a <b>moderate</b> -level subregional problem.
1	The project benefits will address a <b>minor</b> subregional problem.
0	The project does not address a subregional problem.

**Section B. Metro Vision Regional Transportation Plan Priorities .....50%**

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

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

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

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

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

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

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

## Project Information

1. Project Title		Ward TOD Bridge, Plazas, and Trail	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Wheat Ridge Ward Station End point: I-70 Frontage Road North 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>
<input type="checkbox"/> <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a>			
Provide MVRTP staging period, if applicable capital project:			
6. What planning document(s) identifies this project?  <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Wheat Ridge Ward Station Vision <a href="https://www.ci.wheatridge.co.us/DocumentCenter/View/26705/Wheat-Ridge-Ward-Station-Vision-final-3-14-17?bidId=">https://www.ci.wheatridge.co.us/DocumentCenter/View/26705/Wheat-Ridge-Ward-Station-Vision-final-3-14-17?bidId=</a> The map on Page 6 shows the bridge/plazas/trail projects 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:	Several outreach meetings were held with the public including targeted outreach to the neighboring property owners and businesses before the projects were paused due to COVID. Additional targeted meetings were held on June 24, 2022 for the trail project.	
	Other pertinent details:	These projects were included in a ballot initiative that was approved by voters in 2016.	
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)	
FOR ALL PHASES	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)		
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		
	Design scoping meeting held with CDOT (if no consultant):		

<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	
	Environmental scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire: 12	
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	07/2022
	FOR (Final Office Review):	03/2023
	Required clearances:	09/2023
	Project publicly advertised:	10/2023
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

The rail ROW for the G Line and BNSF creates an impassible barrier between the Station on the north side of the tracks and the employment center on the south side of the tracks. Alternate routes require significant out of direction travel to the east to the Tabor Street multi-modal facilities.

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

**Roadway**

Operational Improvements

**Grade Separation**

- Roadway
- Railway
- Bicycle
- Pedestrian

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

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities/Service (Expansion/New)

**Safety Improvements**

**Active Transportation Improvements**

- Bicycle Facility
- Pedestrian Facility

**Air Quality Improvements**

**Improvements Impacting Freight**

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

Complete Streets Improvements

**Study**

**Other**, briefly describe:

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

**10. Define the **scope** and **specific elements** of the project (including any elements checked in #9 above). *DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.***

A pedestrian bridge will be constructed over the rail ROW with stair/elevator towers at either end. Paved and landscaped plazas will be included around the stair/elevator towers with a large plaza area at the south end. Kiss-n-ride parking will be available at the South Plaza. A shared use path will extend from the South Plaza to the east and then south along the slope to the I-70 Frontage Road North with an enhanced crosswalk to the properties to the south of the frontage road. The path will include a rest area, natural looking walls, pedestrian lighting, and stair access to the east.

**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.***

FIR plans were completed before the projects were paused due to COVID. The plans have been updated to include additional aesthetic elements and will be/were submitted to RTD and BNSF for review in late June/early July 2022. ROW acquisition will be/was started at the same time.

**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: **Whatever is left of the JeffCo allocation**

Outline the differences between the scope outlined above and the reduced scope: **No difference in the scope of work.**

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
<b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> <i>(No less than \$100,000 and not to exceed 90% of the total project cost)</i>  <input type="checkbox"/> Check box if requesting <b>only state MMOF funds (requires minimum 50% local funds)<sup>1</sup></b>	<b>\$8,300</b>	<b>86.01%</b> of total project cost	
<b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.	<b>Contribution Amount</b>	<b>% Contribution to Overall Project Total</b>	
City of Wheat Ridge	\$1,350	14%	
	\$	0%	
	\$	0%	
	\$	0%	

		\$	0%
		\$	0%
<b>Total Match</b> <i>(private, local, state, another subregion, or federal)</i>		<b>\$1,350</b>	<b>13.99%</b>
<b>Project Total</b>		<b>\$9,650</b>	
<b>Notes:</b>	<p>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.</p>		

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

	FY 2023	FY 2024	FY 2025	Total
<b>DRCOG Requested Funds</b>	\$ <input type="text"/>	\$8,300	\$ <input type="text"/>	\$8,300
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$0
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$ <input type="text"/>	\$1,350	\$ <input type="text"/>	\$1,350
<b>Total Funding</b>	\$0	\$9,650	\$0	\$9,650
<b>Phase to be Initiated</b>	Choose an item	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 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

# Evaluation Questions

## A. Subregional Impact of Proposed Project

WEIGHT

**30%**

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project subregionally important? Relevant quantitative data in your response is required.

By crossing the impassable barrier, the rail ROW, the project provides multi-modal access between the Wheat Ridge Ward G Line Station and the employment center, with over 6,000 nearby jobs, located south of the tracks. In addition, the shared use path provides direct multi-modal access to the businesses to the east of the trail which are at a significantly lower grade. Without the project, significant out of direction travel, between 1/2 to one mile, is required, using Tabor Street to the east, to access the Station from the employment center.

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 crosses the tracks with a pedestrian bridge providing multi-modal access across the impassable barrier created by the fenced rail ROW. With the addition of the shared use path providing multi-modal access to lower area on the east side of the trail, the project results in the multi-modal travel distance between the businesses to the south of the tracks to the Station being between a few hundred feet to 1/4 mile.

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.

In addition to providing multi-modal access to the Station from Wheat Ridge, the project also provides multi-modal access to the area on the west side of Ward Road that is in unincorporated Jefferson County.

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	6,781	-	-
	b. Total households	2,922	-	-
	c. Individuals of color	1,343	20%	33%
	d. Low-Income households	320	11%	9%
	e. Individuals with limited English proficiency	46	1%	3%
	f. Adults age 65 and over	1,014	15%	13%
	g. Children age 5-17	782	12%	16%
	h. Individuals with a disability	345	5%	9%
	i. Households without a motor vehicle	125	4%	5%
	j. Households that are housing cost-burdened	843	29%	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*: By bridging the impassable barrier of the fenced rail ROW, the project provides multi-modal access to all groups on both sides of the tracks to either the Station on the north side of the tracks or

the employment center south of the tracks. There's also a medical facility on the west side of Ward Road at the frontage road that will have multi-modal access for the residents north of the tracks.

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. Bridging the barrier provides multi-modal access to employment and healthcare destinations allowing residents and employees 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 within a DRCOG Urban Center associated with the Station.
  - Increase housing and employment in urban centers. Being within a DRCOG Urban Center, the project allows direct multi-modal access within 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 employment center south of the tracks to the regional commuter rail system via the Station.
  - Operate, manage, and maintain a safe and reliable transportation system. Providing a pedestrian bridge and shared use path greatly increases the safety of multi-modal users with the DRCOG Urban Center by giving them an off-street, all weather route to travel on.
  - Improve air quality and reduce greenhouse gas emissions. Bridging the barrier allows residents and employees the option of walking, riding, and rolling to employment and healthcare destinations and provides connections to regional destinations as well, thus reducing the need to use a motor vehicle for short trips or commuting to the employment center.
  - Connect people to natural resource and recreational areas. Bridging the barrier provides multi-modal access from the employment center to the numerous trails systems in Arvada via the newly or soon to be constructed shared use paths, bike lanes, and sidewalks in the numerous developments north of the tracks. In addition, the shared use path will be located in a wide xeric landscape area with a sitting area at the mid-point of the trail that provides views of the tree canopy along Clear Creek and the rest of Wheat Ridge. Due to its height above the tracks, the pedestrian bridge will also provide unobstructed views of the entire front range to the west and views of Arvada and Wheat Ridge to the east.
  - Reduce the risk of hazards and their impact. NA
  - Increase access to amenities that support healthy, active choices. Bridging the barrier will provide multi-modal access to both local and regional trails, parks, and natural areas. Multi-modal access will also be provided to employment and healthcare destinations, thus reducing the need to use a motor vehicle to reach those destinations.
  - Improve transportation connections to health care facilities and service providers. Bridging the barrier will provide residents north of tracks multi-modal access to the medical facility on the west side of Ward Road at the frontage road.
  - Diversify the region's housing stock. NA
  - Improve access to opportunity. By bridging the barrier, the project provides multi-modal access to the employment center from the G Line Station, allowing employees to commute without having to use a motor vehicle.
  - 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: [Northwest TOD 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? [16](#)
- Rail station:  Yes  No If yes, how many? [1](#)
- 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/20142/NW\\_Plan\\_2013-FinalOct2013?bidId=](https://www.ci.wheatridge.co.us/DocumentCenter/View/20142/NW_Plan_2013-FinalOct2013?bidId=)
- [The map on page 21 shows the Station area.](#)
- If yes, provide how the area is defined in the relevant planning document: [Mixed Use TOD Employment](#)
- 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): [Planned Industrial Development](#)

Provide households and employment data*	2020	2050
Households within ½ mile	2,922	3,800
Jobs within ½ mile	9,194	13,913
Household density (per acre) within ½ mile	1.14	1.67
Job density (per acre) within ½ mile	3.71	5.60

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

[Bridging the barrier will provide residents from the north and commuters direct multi-modal access within the DRCOG Urban Center to the employment and other destinations within. The project will also allow the residents within the DRCOG Urban Center to have multi-modal access to the medical facility on the west side of Ward Road at the frontage road.](#)

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**.

[Bridging the barrier provides direct multi-modal access between the Station and the employment center, with almost 6,000 nearby jobs, located south of the tracks. In addition, the shared use path provides direct multi-modal access to the businesses to the east of the trail which are at a significantly lower grade. Without the project, significant out of direction travel, between 1/2 to one mile, is required, using Tabor Street to the east, to access the Station from the employment center.](#)

[Bridging the barrier will provide residents north of tracks direct multi-modal access to the medical facility on the west side of Ward Road at the frontage road.](#)

Bridging the barrier provides multi-modal access from the employment center to the numerous trails systems in Arvada via the newly or soon to be constructed shared use paths, bike lanes, and sidewalks in the numerous developments north of the tracks.

## 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.): [A pedestrian bridge over the tracks with a shared use path that connects the frontage road.](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.  
 Yes  No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?  
 Yes  No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  
 Yes  No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  
 Yes  No

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

[the project provides an off-street multi-modal option to access the Station from the employment center to the south of the tracks and for residents and employees on both sides of the tracks to access other destinations withing the DRCOG Urban Center.](#)

## Air Quality

### Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

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

- Does this project reduce congestion?  
 Yes  No
- Does this project reduce vehicle miles traveled (VMT)?  
 Yes  No
- Does this project reduce single-occupant vehicle (SOV) travel?  
 Yes  No

Emissions Reduced (kg/day)	CO	NO <sub>x</sub>	VOCs	PM 10
	5.59	0.39	0.35	0.06

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% diversion of the almost 6000 nearby employees in the employment center south of the tracks will result in 600 fewer SOV trips and 1496 fewer VMT. An improvement in air quality as shown above will result from bridging the barrier.

**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: [Northwest TOD Wheat Ridge](#)

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:*

[Bridging the barrier provides multi-modal access to the Station from the employment center to the south.](#)

**Safety** **Increase the safety for all users of the transportation system.**  
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))  
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?\*  
 Yes  No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
 Yes  No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

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

The project includes a pedestrian bridge that crosses over the tracks and an off-system shared use path that both direct multi-modal access to the Station from the employment center south of the track and for residents and employees on both sides of the tracks to access other destinations within the DRCOG Urban Center.

**Freight**

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

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

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

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

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

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

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

**Bicycle Use**

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

1. Current Average Single Weekday Bicyclists:	0	
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	60	80
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)	60	80
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)	60.00	80.00
6. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	120.00	160.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	114.00	152.00
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 a small number of trips that are diverted from SOV use 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	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	540	720
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)	540	720
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)	540.00	720.00

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)	216.00	288.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	205.20	273.60
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 most 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:*

The project includes a pedestrian bridge that crosses over the tracks and an off-street shared use path that both provide multi-modal access to the Station from the employment center south of the tracks. In addition, multi-modal access is provided for the residents north of the tracks to the medical facility on the west side of Ward Road at the frontage road and multi-modal access from the south to the numerous trails systems in Arvada.

<b>C. Project Leveraging</b>	WEIGHT	<b>10%</b>
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What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i>	<b>13.99%</b>	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 20-39.9% ..... 2 pts 10.1-19.9% ..... 1 pt 10%..... 0 pts
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<b>D. Project Readiness</b>	WEIGHT	<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:

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

- Utilities: SUE is in the process of being completed. All known utility conflicts have been identified with mitigation being coordinated with the various utilities including the Juchem Ditch.
- Railroad: Coordination has already started with both RTD and BNSF for the pedestrian bridge and plaza areas. No issues have been identified with the crossing.
- Right-of-Way: Only partial acquisitions are anticipated. Outreach to affected property owners was held prior to COVID and again on June 24, 2022. All have expressed support for the project and working through the ROW process.
- 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: **Not Started**

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

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

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

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

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

Please provide any additional details on any of the items in Section 1, if applicable.  
[RTD and BNSF reviewed the previous FIR plans. The FIR plans have been presented to the affected property owners.](#)

**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:  
[This project is currently being funded using URA bonds.](#)

b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?  
 Yes  No  
 Please describe:  
[The project is included in the budget for the URA bonds.](#)

**Section 3. Public Support**

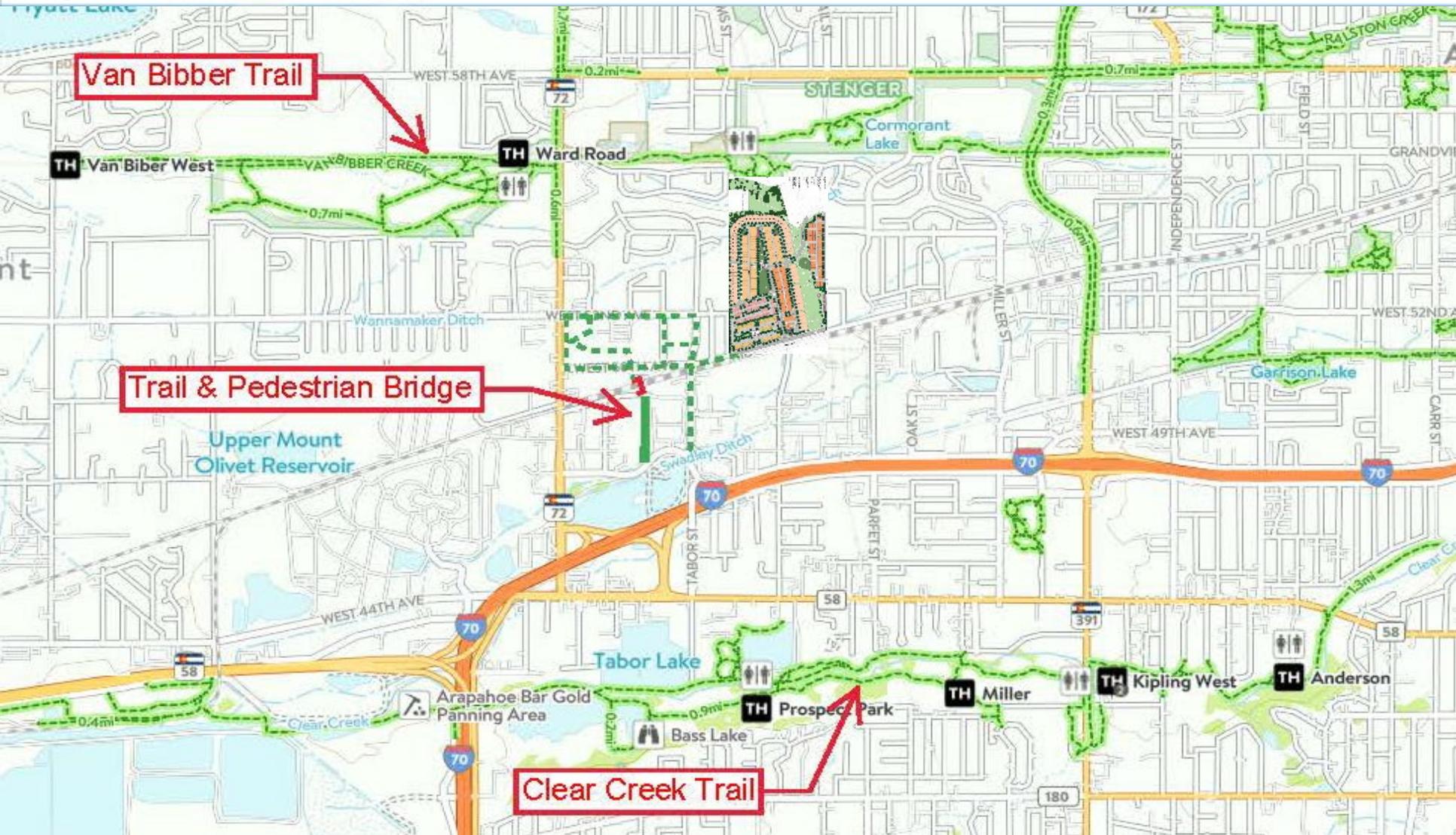
a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?  
 Yes  No

b. Has the public had access to translated project materials in relevant languages for the local community?  
 Yes  No  
 Please describe:  
[Several outreach meetings were held with the public including targeted outreach to the affected property owners and businesses before the projects were paused due to COVID. Additional targeted meetings were held on June 24, 2022 for the trail project. Supportive comments were received from all of participants.](#)

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.  
[Targeted outreach meetings were held prior to COVID and on June 24, 2022 and the property owners were all cooperative.](#)

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

# Proposed Project Location



# Bridge, Plazas, Trail

Ward TOD

Item #	Item	Quantity	Unit	Unit Cost	Item Cost
<b>Construction</b>					
<b>201</b>	<b>Clearing &amp; Grubbing</b>			<b>\$</b>	<b>20,000.00</b>
	Clearing & Grubbing	1	LS	\$20,000.00	\$ 20,000.00
<b>202</b>	<b>Removal of Structures &amp; Obstructions</b>			<b>\$</b>	<b>105,995.00</b>
	Removal of Asphalt Mat (Planing)	713	SY	\$25.00	\$ 17,825.00
	Removal of Asphalt Mat (Full Depth)	1,222	SY	\$20.00	\$ 24,440.00
	Removal of Concrete Pavement	179	SY	\$30.00	\$ 5,370.00
	Removal of Concrete Sidewalk	72	SY	\$25.00	\$ 1,800.00
	Removal of Curb & Gutter	1,076	LF	\$10.00	\$ 10,760.00
	Removal of Fence (Chain Link)	435	LF	\$10.00	\$ 4,350.00
	Removal of Tree (<12")	29	Each	\$750.00	\$ 21,750.00
	Removal of Pipe	126	LF	\$50.00	\$ 6,300.00
	Removal of Inlet	2	Each	\$1,200.00	\$ 2,400.00
	Removal of Manhole	1	Each	\$1,500.00	\$ 1,500.00
	Removal of Wall	100	LF	\$35.00	\$ 3,500.00
	Removal of Light Standard	5	Each	\$1,200.00	\$ 6,000.00
<b>203</b>	<b>Excavation &amp; Embankment</b>			<b>\$</b>	<b>213,176.00</b>
	Unclassified Excavation	4,068	CY	\$32.00	\$ 130,176.00
	Earthwork - Rough Grade	5,000	SY	\$9.00	\$ 45,000.00
	Earthwork - Fine Grade	5,000	SY	\$6.00	\$ 30,000.00
	Potholing	20	Each	\$400.00	\$ 8,000.00
<b>206</b>	<b>Excavation &amp; Backfill for Structures</b>			<b>\$</b>	<b>33,540.00</b>
	Structure Excavation	990	CY	\$30.00	\$ 29,700.00
	Structure Backfill (Class 1)	64	CY	\$60.00	\$ 3,840.00
<b>207</b>	<b>Topsoil</b>			<b>\$</b>	<b>15,000.00</b>
	Topsoil	300	CY	\$50.00	\$ 15,000.00
<b>208</b>	<b>Erosion Control</b>			<b>\$</b>	<b>135,000.00</b>
	Erosion Control	1	LS	\$135,000.00	\$ 135,000.00
<b>210</b>	<b>Reset Structures</b>			<b>\$</b>	<b>13,650.00</b>
	Reset Fence Wall	19	LF	\$250.00	\$ 4,750.00
	Reset Fire Hydrant	1	Each	\$6,500.00	\$ 6,500.00
	Adjust Valve Box	6	Each	\$400.00	\$ 2,400.00
<b>211</b>	<b>Landscaping</b>			<b>\$</b>	<b>20,824.00</b>
	Landscape Rock	190	Ton	\$55.00	\$ 10,450.00
	Tree Bark Mulch	57	SY	\$20.00	\$ 1,140.00
	Steel Edging	1,539	LF	\$6.00	\$ 9,234.00
<b>212</b>	<b>Seeding, Fertilizing, Soil Conditioning, &amp; Sodding</b>			<b>\$</b>	<b>12,500.00</b>
	Seeding (Native)	2,500	SY	\$5.00	\$ 12,500.00
<b>214</b>	<b>Planting</b>			<b>\$</b>	<b>36,945.00</b>
	Deciduous Ornamental Tree	19	Each	\$1,500.00	\$ 28,500.00
	Evergreen Tree	19	Each		\$ -
	Deciduous Shrub	91	Each	\$70.00	\$ 6,370.00
	Ornamental Grasses	83	Each	\$25.00	\$ 2,075.00
<b>216</b>	<b>Soil Retention Covering</b>			<b>\$</b>	<b>152,460.00</b>
	Soil Retention Blanket	21,780	SY	\$7.00	\$ 152,460.00
<b>304</b>	<b>Aggregate Base Course</b>			<b>\$</b>	<b>28,250.00</b>
	Aggregate Base Course (Class 6)	368	Ton	\$40.00	\$ 14,720.00
	Gravel Driveway	451	SY	\$30.00	\$ 13,530.00
	Crusher Fines	9	Ton		\$ -
<b>306</b>	<b>Reconditioning</b>			<b>\$</b>	<b>10,000.00</b>
	Reconditioning & Proofrolling	2,500	SY	\$4.00	\$ 10,000.00

## Bridge, Plazas, Trail

Ward TOD

Item #	Item	Quantity	Unit	Unit Cost	Item Cost
<b>403</b>	<b>Hot Mix Asphalt</b>			<b>\$</b>	<b>82,685.00</b>
	Hot Mix Asphalt (Grading SX)	310	Ton	\$115.00	\$ 35,650.00
	Hot Mix Asphalt (Grading S)	379	Ton	\$100.00	\$ 37,900.00
	Hot Mix Asphalt (Patching - 9")	63	SY	\$145.00	\$ 9,135.00
<b>412</b>	<b>Portland Cement Concrete Pavement</b>			<b>\$</b>	<b>115,125.00</b>
	Concrete Pavement (6")	973	SY	\$85.00	\$ 82,705.00
	Concrete Pavement (8")	28	SY	\$125.00	\$ 3,500.00
	Concrete Pavement (10")	92	SY	\$135.00	\$ 12,420.00
	Detail Scoring	825	SY	\$20.00	\$ 16,500.00
<b>502</b>	<b>Piling</b>			<b>\$</b>	<b>422,875.00</b>
	Steel Piling	3,383	LF	\$125.00	\$ 422,875.00
<b>504</b>	<b>Walls</b>			<b>\$</b>	<b>546,275.00</b>
	Modular Concrete Retaining Wall	176	SF	\$150.00	\$ 26,400.00
	Gabion Wall	170	LF	\$100.00	\$ 17,000.00
	Ground Nailed Wall (<30' Total Height)	11,175	SF	\$45.00	\$ 502,875.00
<b>509</b>	<b>Steel Structures</b>			<b>\$</b>	<b>1,612,012.10</b>
	Pedestrian Bridge	1	Each	\$275,000.00	\$ 275,000.00
	Bridge Installation	1	LS	\$350,000.00	\$ 350,000.00
	BNSF Coordination	1	LS	\$200,000.00	\$ 200,000.00
	Galvanized Bridge Finish	1	LS	\$55,000.00	\$ 55,000.00
	Deck Coating	2,016	SF	\$10.00	\$ 20,160.00
	Catwalk & Roof	20,435	LB	\$6.00	\$ 122,610.00
	Catwalk Bar Grating	576	SF	\$22.00	\$ 12,672.00
	Bridge Glazing	2,895	SF	\$80.78	\$ 233,858.10
	Structural Roof Deck	3,220	SF	\$22.00	\$ 70,840.00
	Structural Steel	45,312	LB	\$6.00	\$ 271,872.00
<b>514</b>	<b>Pedestrian &amp; Bikeway Railing</b>			<b>\$</b>	<b>57,600.00</b>
	Hand Railing	256	LF	\$225.00	\$ 57,600.00
<b>601</b>	<b>Structural Concrete</b>			<b>\$</b>	<b>451,000.00</b>
	Concrete (Class B)	420	CY	\$1,000.00	\$ 420,000.00
	Precast Concrete Column	232	LF	\$100.00	\$ 23,200.00
	Precast Concrete Beams	52	LF	\$150.00	\$ 7,800.00
<b>602</b>	<b>Reinforcing Steel</b>			<b>\$</b>	<b>88,368.75</b>
	Reinforcing Steel (Epoxy Coated)	6,400	LB	\$1.50	\$ 9,600.00
	Reinforcing Steel	63,015	LB	\$1.25	\$ 78,768.75
<b>603</b>	<b>Culverts &amp; Sewers</b>			<b>\$</b>	<b>118,095.00</b>
	18" RCP	207	LF	\$125.00	\$ 25,875.00
	42" RCP	50	LF	\$150.00	\$ 7,500.00
	6" HDPE	75	LF	\$130.00	\$ 9,750.00
	8" PVC	115	LF	\$60.00	\$ 6,900.00
	12" PVC	471	LF	\$90.00	\$ 42,390.00
	Nyloplast Drain Basin	3	LF	\$600.00	\$ 1,800.00
	Nyloplast Inline Drain Basin	2	LF	\$400.00	\$ 800.00
	6" PVC Sanitary Sewer	118	LF	\$60.00	\$ 7,080.00
	Casing Pipe	1	Each	\$16,000.00	\$ 16,000.00
<b>604</b>	<b>Manholes, Inlets, &amp; Meter Vaults</b>			<b>\$</b>	<b>41,400.00</b>
	Manhole (Slab Base)	4	Each	\$5,000.00	\$ 20,000.00
	Curb Inlet, WR (Single)	3	Each	\$6,000.00	\$ 18,000.00
	Connect to Existing Pipe	2	Each	\$700.00	\$ 1,400.00
	Connect to Existing Manhole	2	Each	\$1,000.00	\$ 2,000.00
<b>607</b>	<b>Fences</b>			<b>\$</b>	<b>15,600.00</b>
	Fence (Split Rail)	1,040	LF	\$15.00	\$ 15,600.00

Item #	Item	Quantity	Unit	Unit Cost	Item Cost
<b>608</b>	<b>Sidewalks &amp; Bikeways</b>			<b>\$</b>	<b>123,420.00</b>
	Concrete Sidewalk (6")	1,330	SY	\$70.00	\$ 93,100.00
	Pattern Concrete (6")	88	SY	\$140.00	\$ 12,320.00
	Sidewalk Ramp (Type 2A)	5	Each	\$3,600.00	\$ 18,000.00
<b>609</b>	<b>Curb &amp; Gutter</b>			<b>\$</b>	<b>205,220.00</b>
	Vertical Curb & Gutter	1,020	LF	\$35.00	\$ 35,700.00
	Concrete Trickle Channel	2,119	LF	\$80.00	\$ 169,520.00
<b>613</b>	<b>Lighting</b>			<b>\$</b>	<b>264,125.00</b>
	Pedestrian Light Concrete Base	20	Each	\$700.00	\$ 14,000.00
	Pedestrian Light Standard	20	Each	\$2,400.00	\$ 48,000.00
	Pedestrian Light Luminaire	20	Each	\$4,700.00	\$ 94,000.00
	Street Light Concrete Base	3	Each	\$1,700.00	\$ 5,100.00
	Street Light Standard	3	Each	\$5,800.00	\$ 17,400.00
	Street Light Mast Arm	1	Each	\$750.00	\$ 750.00
	Street Light Luminaire	3	Each	\$2,000.00	\$ 6,000.00
	Electrical Distribution System	1	Each	\$10,000.00	\$ 10,000.00
	Electrical Meter Housing	1	Each	\$2,500.00	\$ 2,500.00
	Electrical Meter	1	Each	\$1,000.00	\$ 1,000.00
	Electrical Box	20	Each	\$875.00	\$ 17,500.00
	Electrical Conduit - (2")	1,915	LF	\$25.00	\$ 47,875.00
<b>614</b>	<b>Traffic Control Devices</b>			<b>\$</b>	<b>30,000.00</b>
	Ped LED Flashing Sign	2	Each	\$15,000.00	\$ 30,000.00
<b>617</b>	<b>Miscellaneous Construction</b>			<b>\$</b>	<b>40,500.00</b>
	Ornamental Bench	11	Each	\$3,000.00	\$ 33,000.00
	Ornamental Trash Receptacle	3	Each	\$2,500.00	\$ 7,500.00
<b>619</b>	<b>Water Lines</b>			<b>\$</b>	<b>1,300.00</b>
	1" Type K Copper Water Service	26	LF	\$50.00	\$ 1,300.00
<b>620</b>	<b>Field Facilities</b>			<b>\$</b>	<b>1,000.00</b>
	Field Office	1	Each		\$ -
	Sanitary Facility	1	Each	\$1,000.00	\$ 1,000.00
<b>622</b>	<b>Rest Areas and Buildings</b>			<b>\$</b>	<b>1,770,575.71</b>
	Metal Stud Framing w/ Drywall	870	SF	\$3.23	\$ 2,810.10
	Fiber Cement Siding	513	SF	\$2.90	\$ 1,487.70
	Batt Insulation	385	SF	\$1.03	\$ 396.55
	Manufactured Stone Veneer	357	SF	\$33.46	\$ 11,945.22
	Metal Standing Seam Roof	3,275	SF	\$23.90	\$ 78,272.50
	Deck Sheathing, Insulation, Weather Barrier	337	SF	\$5.17	\$ 1,742.29
	Gutters	330	LF	\$9.20	\$ 3,036.00
	Downspouts	250	LF	\$8.74	\$ 2,185.00
	Guard/Handrails at Stairs	410	LF	\$105.80	\$ 43,378.00
	Doors - 3x6' Hollow Metal	4	EA	\$879.75	\$ 3,519.00
	6'-0" wide Precast Stairs with Metal Nosing	995	SF	\$86.25	\$ 85,818.75
	Aluminum Storefront on Bridge	2,760	SF	\$48.30	\$ 133,308.00
	Curtainwall at Elevators	3,310	SF	\$115.00	\$ 380,650.00
	Traction Elevator	2	EA	\$262,200.00	\$ 524,400.00
	Traction Elevator Electrical Feed	2	LS	\$7,500.00	\$ 15,000.00
	Snow Melt Electrical Feed	2	LS	\$5,000.00	\$ 10,000.00
	Lighting Unit Type 3 - RTD Pedestrian	4	EA	\$5,000.00	\$ 20,000.00
	Lighting Unit Type 6 - Pedestrian Bridge Linear	12	EA	\$2,250.00	\$ 27,000.00
	Underground Wire 1/C 6 AWG	890	LF	\$1.75	\$ 1,557.50
	Underground Wire 1/C 8 AWG	445	LF	\$1.50	\$ 667.50
	Underground Wire 1/C 12 AWG	168	LF	\$1.20	\$ 201.60
	Security Cameras	6	EA	\$7,500.00	\$ 45,000.00
	Emergency Phones	3	EA	\$4,375.00	\$ 13,125.00

## Bridge, Plazas, Trail

Ward TOD

Item #	Item	Quantity	Unit	Unit Cost	Item Cost
	Network Switch	1	EA	\$1,875.00	\$ 1,875.00
	Panel Board	1	EA	\$7,500.00	\$ 7,500.00
	Sub Panel	3	EA	\$3,750.00	\$ 11,250.00
	Transformer	1	EA	\$6,250.00	\$ 6,250.00
	Disconnect	1	EA	\$1,250.00	\$ 1,250.00
	Underground Wire 1/C 6 AWG	200	LF	\$1.75	\$ 350.00
	Underground Wire 1/C 1/0 AWG	600	LF	\$3.50	\$ 2,100.00
	Linear Lighting and Spots	1	EA	\$225,000.00	\$ 225,000.00
	Cabinet Unit Heater	3	EA	\$2,500.00	\$ 7,500.00
	Electric Baseboard Heaters	2	EA	\$250.00	\$ 500.00
	Exhaust Fan and associated ductwork	2	EA	\$5,500.00	\$ 11,000.00
	Louvers and Isolation Dampers	10	EA	\$750.00	\$ 7,500.00
	Mini-Split Heat Pump System	2	LS	\$4,000.00	\$ 8,000.00
	Sanitary Piping	50	LF	\$30.00	\$ 1,500.00
	Floor Drains and Cleanouts	6	EA	\$750.00	\$ 4,500.00
	Sand Oil Interceptor	2	EA	\$10,000.00	\$ 20,000.00
	Sump Pump	2	EA	\$8,750.00	\$ 17,500.00
	Controls	1	LS	\$6,500.00	\$ 6,500.00
	Electric Radiant Snowmelt System	2	LS	\$12,500.00	\$ 25,000.00
<b>623</b>	<b>Irrigation System</b>			<b>\$</b>	<b>95,008.00</b>
	Water Tap	1	Each	\$30,000.00	\$ 30,000.00
	Lawn Irrigation	3,824	SY	\$17.00	\$ 65,008.00
<b>625</b>	<b>Construction Surveying</b>			<b>\$</b>	<b>100,000.00</b>
	Construction Surveying	1	LS	\$100,000.00	\$ 100,000.00
<b>626</b>	<b>Mobilization</b>			<b>\$</b>	<b>320,000.00</b>
	Mobilization	1	LS	\$320,000.00	\$ 320,000.00
<b>627</b>	<b>Pavement Marking</b>			<b>\$</b>	<b>4,464.00</b>
	Epoxy Pavement Marking	744	LF	\$6.00	\$ 4,464.00
<b>630</b>	<b>Construction Zone Traffic Control</b>			<b>\$</b>	<b>20,000.00</b>
	Traffic Control Management	1	LS	\$20,000.00	\$ 20,000.00
<b>720</b>	<b>Materials Sampling &amp; Testing</b>			<b>\$</b>	<b>100,000.00</b>
	Materials Sampling & Testing	1	LS	\$100,000.00	\$ 100,000.00
<b>Construction Sub-total</b>				<b>\$</b>	<b>7,423,988.56</b>
	<b>Contingencies</b>	<b>30%</b>		<b>\$</b>	<b>2,227,196.57</b>
<b>Construction Total</b>				<b>\$</b>	<b>9,651,185.13</b>

## Mark Westberg

---

**From:** Charlie Stanfield <charlie.stanfield@rtd-denver.com>  
**Sent:** Thursday, June 16, 2022 12:58 PM  
**To:** Mark Westberg  
**Cc:** Susan Johnson; Christopher Quinn; Chessy Brady  
**Subject:** RE: Wheat Ridge Request for RTD Concurrence for Ward Station Pedestrian Bridge

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Hi Mark,

Thanks for all the information. I touched base with Susan and it sounds like you all have already been coordinating on this. RTD concurs with your TIP application, with the understanding that final plans will need to be approved by RTD and that the City of Wheat Ridge will also need to coordinate with Denver Transit Operators, the contractor who maintains this site. Additionally, please note that RTD is unable to maintain any new assets, and Wheat Ridge will be expected to bear the cost of construction and maintenance of the new pedestrian bridge and associated improvements.

Please let me know if you have any questions.

Thanks!  
Charlie

**Charlie Stanfield**  
Planning Project Manager  
Planning Department  
he | him  
o. 303.299.6901  
[charlie.stanfield@rtd-denver.com](mailto:charlie.stanfield@rtd-denver.com)  
[rtd-denver.com](http://rtd-denver.com)



Regional Transportation District  
1660 Blake Street, BLK-21  
Denver, CO 80202

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**From:** Mark Westberg <mwestberg@ci.wheatridge.co.us>  
**Sent:** Thursday, June 16, 2022 9:42 AM  
**To:** Chessy Brady <chessy.brady@rtd-denver.com>; Charlie Stanfield <charlie.stanfield@rtd-denver.com>  
**Cc:** Susan Johnson <Susan.Johnson@RTD-Denver.com>; Christopher Quinn <Chris.Quinn@RTD-Denver.com>  
**Subject:** RE: Wheat Ridge Request for RTD Concurrence for Ward Station Pedestrian Bridge

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Chessy and Charlie

Thanks for jumping all over this in Chris' absence. Answers to your questions:

- Attached is a ppt that includes several graphics of what's being proposed. I realize this is way more than a basic visual, but I have a tendency to over communicate. 😊
- The bridge lands just west of the Driver Relief Station, a space was reserved with the original G-Line project.
- The deadline has passed, but Todd from DRCOG said that we could still ask for concurrence as long as we receive the concurrence prior to submitting the application next Friday, June 24.
- We're still looking at the other grant, thanks for sending that.
- With the request we are trying to take advantage of the extra funding that the JeffCo Forum has allocated to it in Round 2 of the TIP.

Let me know if y'all need anything else.

**Mark A Westberg, PE, CFM**

Projects Supervisor

Office Phone: 303-235-2863



---

**From:** Chessy Brady <[chessy.brady@rtd-denver.com](mailto:chessy.brady@rtd-denver.com)>

**Sent:** Wednesday, June 15, 2022 4:41 PM

**To:** Mark Westberg <[mwestberg@ci.wheatridge.co.us](mailto:mwestberg@ci.wheatridge.co.us)>; Charlie Stanfield <[charlie.stanfield@rtd-denver.com](mailto:charlie.stanfield@rtd-denver.com)>

**Cc:** Susan Johnson <[Susan.Johnson@RTD-Denver.com](mailto:Susan.Johnson@RTD-Denver.com)>; Christopher Quinn <[Chris.Quinn@RTD-Denver.com](mailto:Chris.Quinn@RTD-Denver.com)>

**Subject:** RE: RWheat Ridge Request for RTD Concurrence for Ward Station Pedestrian Bridge

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Mark,

Chris is on vacation. I have added Charlie Stanfield in his place. Do you have a basic visual you could share? Does the bridge land on RTD property? And have we not missed the deadline for concurrence?

I have indeed been in meetings about the ped bridge and believe RTD was generally amenable, but hopefully Susan remembers more. I thought the attached MOU might reference it, but it doesn't appear to.

On a related note, I emailed the following grant to Lauren Mikulak a few weeks ago and have yet to hear back. The [Reconnecting Communities Pilot Program](#) reads like a ped bridge fund.

**Chessy Brady, AICP**

Manager, Transit-Oriented Development

Planning Department

she | her

o. 303.299.2073

m. 860.204.2996

[chessy.brady@rtd-denver.com](mailto:chessy.brady@rtd-denver.com)  
[rtd-denver.com/TOD](http://rtd-denver.com/TOD)



Regional Transportation District  
1560 Broadway, FAS-71  
Denver, CO 80202

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**From:** Mark Westberg <[mwestberg@ci.wheatridge.co.us](mailto:mwestberg@ci.wheatridge.co.us)>  
**Sent:** Wednesday, June 15, 2022 4:14 PM  
**To:** Christopher Quinn <[Chris.Quinn@RTD-Denver.com](mailto:Chris.Quinn@RTD-Denver.com)>  
**Cc:** Chessy Brady <[chessy.brady@rtd-denver.com](mailto:chessy.brady@rtd-denver.com)>; Susan Johnson <[Susan.Johnson@RTD-Denver.com](mailto:Susan.Johnson@RTD-Denver.com)>  
**Subject:** RWheat Ridge Request for RTD Concurrence for Ward Station Pedestrian Bridge

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Chris

Thanks for responding so quickly and for supporting the Ward/BNSF project.

The JeffCo Forum potentially has several million dollars in available funding for this Round 2 of the TIP. We have a late entry into the list of projects for which we need RTD concurrence. Sorry for this request being so late, but is there any way that RTD could also provide concurrence for a pedestrian bridge project at the Station?

The project would also include enhanced plazas at either end of the bridge and a trail that will connect to I-70 Frontage Road North. We completed 30% plans in 2019, but put the project on hold during COVID. We restarted the project earlier this year using urban renewal bond funds. I think you've been involved in some of the discussions concerning this project, but just in case, I've copied a few of the folks that we've been working with at RTD if you need some additional background information.

Let me know if you need anything else from me besides the attached form.

Thanks.

**Mark A Westberg, PE, CFM**  
Projects Supervisor  
Office Phone: 303-235-2863



---

**From:** Christopher Quinn <[Chris.Quinn@RTD-Denver.com](mailto:Chris.Quinn@RTD-Denver.com)>  
**Sent:** Thursday, May 26, 2022 2:59 PM  
**To:** Mark Westberg <[mwestberg@ci.wheatridge.co.us](mailto:mwestberg@ci.wheatridge.co.us)>  
**Cc:** Todd Cottrell <[Tcottrell@drcog.org](mailto:Tcottrell@drcog.org)>  
**Subject:** RE: Wheat Ridge Request for RTD Concurrence for Ward/BNSF Grade Separation

**CAUTION:**This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report any suspicious activities to the IT Division.

Hi Mark,

This email is to provide RTD's concurrence with the City of Wheat Ridge Ward Road/BNSF Grade Separation. Please let me know if any additional information is needed.

Thanks  
Chris

**Chris Quinn**

Project Manager

Planning

he | him | his

o. 303.299.2439

[chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)

[rtd-denver.com](http://rtd-denver.com)



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Denver, CO 80202

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---

**From:** Mark Westberg <[mwestberg@ci.wheatridge.co.us](mailto:mwestberg@ci.wheatridge.co.us)>

**Sent:** Friday, May 13, 2022 4:19 PM

**To:** Christopher Quinn <[Chris.Quinn@RTD-Denver.com](mailto:Chris.Quinn@RTD-Denver.com)>

**Subject:** Wheat Ridge Request for RTD Concurrence for Ward/BNSF Grade Separation

**WARNING:** This email originated from outside of the RTD organization. The sender could not be validated and may not match the person in the "From" field. Use caution with any information or links contained in this email.

Chris

This request is for the same grade separation project of the BNSF crossing on Ward Road north of I-70 that we were awarded in the last TIP. We transferred that funding to Wads. So we're submitting this one again. I figured that we needed this from RTD since y'all own the line that BNSF uses.

Let me know if you have any questions or need additional information.

**Mark A Westberg, PE, CFM**

(he, him, his) [What's This?](#)

Projects Supervisor

7500 W 29<sup>th</sup> Avenue

Wheat Ridge, Colorado 80033

Office Phone: 303-235-2863

[www.ci.wheatridge.co.us](http://www.ci.wheatridge.co.us)

## INPUT

User C

(1) What is your project evaluation year?

Reset Inter

(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
<input style="width: 90%;" type="text" value="6000"/>	<input style="width: 90%;" type="text" value="5400"/>	<input style="width: 90%;" type="text" value="600"/>

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

Trip Distance Source  
 <- 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)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
<input style="width: 90%;" type="text" value="2.494"/>	<input style="width: 90%; background-color: #cccccc;" type="text"/>					

## OUTPUT

Calculate

### EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	5.598
Particulate Matter <2.5 $\mu\text{m}$ (PM <sub>2.5</sub> )	0.016
Particulate Matter <10 $\mu\text{m}$ (PM <sub>10</sub> )	0.057
Nitrogen Oxide (NOx)	0.392
Volatile Organic Compounds (VOC)	0.347
Carbon Dioxide Equivalent (CO <sub>2</sub> e)	504.895
Total Energy Consumption (MMBTU/day)	6.569

\*Units in kg/day unless otherwise specified