Part 1 Base Information

1. Project Title

88th Avenue88th Ave. Widening: I-76 to Highway 2 – Complete Design Activities.

2. Project *Start/End* points or Geographic Area
Provide a map with submittal, as appropriate

88th Ave from I-76 to Highway 2 that encompasses approximately 1.6 miles of East 88th Avenue. See Attachement 1 for a map of the geographical area. (See Attachment 1.1)

3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*

City of Commerce City

4. Project Contact Person, Title, Phone Number, and Email

Joe Wilson, Director of Public Works, 303-289-8156, jwilson@c3gov.com

5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?

☒ Yes ☐ No

If yes, provide applicable concurrence documentation with submittal

6. What planning document(s) identifies this project?

☒ DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)

☒ Local plan: City of Commerce City C3 Vision, Comprehensive Plan, 2010
https://www.c3gov.com/home/showdocument?id=798

☒ Other(s): Walk.Bike.Fit - Commerce City - A Multi-Modal Active Transportation Plan
https://www.c3gov.com/home/showdocument?id=4392

Provide link to document/s and referenced page number if possible, or provide documentation with submittal

7. Identify the project's **key elements**.

- ☐ Rapid Transit Capacity (2040 FCRTP)
- ☐ Transit Other:
- ☒ Bicycle Facility
- ☒ Pedestrian Facility
- ☒ Safety Improvements
- ☐ Roadway Capacity or Managed Lanes (2040 FCRTP)
- ☒ Roadway Operational

Grade Separation
- ☐ Roadway
- ☒ Railway
- ☐ Bicycle
- ☐ Pedestrian

- ☒ Roadway Pavement Reconstruction/Rehab
- ☒ Bridge Replace/Reconstruct/Rehab
- ☐ Study
- ☒ Design
- ☐ Transportation Technology Components
- ☐ Other:

8. **Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?

Improvements to 88th Avenue will address problems related to Metro Vision Outcomes (MVO) 4, 5, 7, 9, 10, 13, and 14.

MVO 4 - As the critical link in our regional transportation, 88th Avenue conveys heavy traffic between I-76 and Rosemary Street/Quebec Street and provide numerous commercial and business accesses along the corridor.

Traffic on 88th Ave is at its capacity due to continued growth in the region resulting in heavy congestion at intersections, at-grade UPRR crossing, and businesses like the Flea Market and 88th Drive In theatre. The current Level of Service (LOS) on 88th Ave is at an unacceptable "E" and will fail in the near future if improvements are not made. This project will provide the much needed additional capacity and optimize operations by coordinating all traffic signals in the corridor.

MVO 5 – 88th Avenue is a narrow roadway without shoulders and pedestrian facilities. Many residents and workers without access to private vehicles have to share this incomplete street on foot or bicycles to get to their jobs along 88th Ave. This practice further adds to traffic congestion and highlights the urgent need for safety improvements. In addition, the incomplete street causes serious concerns with our emergency response community due to the inability for vehicles to safely pullover or for responders to bypass traffic queues. The delays caused by congestion and frequently stopped trains on the at-grade RR crossing contribute to unreliable travel time.

MVO 7 – 88th Avenue is a vital east-west Cross Town Link that connects the South Platte River Greenway Trail with the Rocky Mountain Arsenal National Wildlife Refuge Perimeter Trail. This project will provide critical pedestrian and bicycle facilities to connect the highly utilized regional trails and natural resources.

MVO 9 – This corridor has flooded historically and was evacuated during the 2013 flood events. The much needed drainage analysis and work will help guide, protect and promote revitalization of the corridor.

MVO 10 – The City of Commerce City's "Walk.Bike.Fit" plan highlights and underscores the importance of 88th Avenue as the critical link between the South Platte River Greenway Trail and the Rocky Mountain Arsenal National Wildlife Refuge Perimeter Trail. This project will provide the needed improvements and complete streets to support the "Walk.bike.Fit" program.

MVO 13 and 14 – Eighty-Eighth Avenue is an important commercial and industrial corridor for the City of Commerce City and its surrounding communities. With the addition of two travel lanes, optimization of traffic signals and pedestrian and bike facilities, the City hopes to continue to promote and support economic development/growth in the area.

9. Define the **scope** and **specific elements** of the project.

This project will complete the following scope and specific elements along East 88th Avenue:

- Widen 88th Avenue from 2 lanes to 4 lanes with appropriate turn lanes and median, as permitted based on availability of right-of-way.
- Upgrade the traffic signal at the intersection of 88th Avenue with Rosemary Street and interconnect/coordinate all signals between I-76 (both sets of ramps) and Highway 2.
- Replace the existing railroad at-grade crossing with a grade-separated crossing.
- Construct sidewalks on one side of the road and a multiuse trail on the other to accommodate bikes and pedestrians as recommended in the City's adopted Bike-Walk-Fit Plan.
- Accommodate the planned 60 inch storm sewer planned by Urban Drainage and Flood Control District (UDFCD) identified in the Outfall Systems Plan Conceptual Design Report dated September 2011.

10. What is the status of the proposed project?

Preliminary Design in Process

Environmental Assessment (EA) Study in Process

11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project? ☐ Yes ☒ No

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.

A. Project Financial Information and Funding Request

1. Total Project Cost		**$4,000,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$2,000,000**	**50%** of total project cost

3. Outside Funding Partners *(other than DRCOG Subregional Share funds)* List each funding partner and contribution amount.	**$$ Contribution Amount**	**% of Contribution to Overall Total Project Cost**
City of Commerce City	$2,000,000	50%
	$	0%
	$	0%
	$	0%
	$	0%
See Attachment 1.2 for letters of funding commitment and support	$	0%
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$2,000,000**	

Funding Breakdown (year by year)*

**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 an inflation factor of 3% per year from 2019.*

	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	$1,500,000	$500,000	$	$	**$2,000,000**
State Funds	$	$	$	$	**$0**
Local Funds	$1,500,000	$500,000	$	$	**$2,000,000**
Total Funding	$3,000,000	$1,000,000	$0	$0	**$4,000,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Design	Design	Choose an item	Choose an item	

5. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded. ☒

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

*Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.*

1. Why is this project important to your subregion?
88th Avenue is a critical link in the regional transportation system for commuter traffic between I-76 and Rosemary Street/Quebec Street, as well as commercial traffic accessing businesses along the corridor. Unfortunately, the delays caused by heavy traffic (congestion at intersections, at-grade UPRR crossing, backups from high volume business entrances) that have exceeded the roadway's two lane capacity are limiting growth and quality of life. The project will provide safety improvements, reliable travel time, reduce delays and encourage multimodal travel.

   The existing roadway has a measured Average Daily Traffic (ADT) of 20,500 vehicles which exceeds the design volume of approximately 18,000 ADT for a two lane roadway. 88th Ave is currently operating at an unacceptable LOS "E" due to insufficient travel lanes, narrow lanes, heavy truck traffic (15%) and the lack of turning/acceleration/deceleration lanes.

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?

   The project limits are contained within Adams County and the City of Commerce City. However, the neighboring municipalities of Thornton and Northglenn will benefit from the project, since their residents use the corridor for daily commutes. Thornton and Northglenn residents will use Monaco Pkwy to 88th Avenue and Rosemary Street to travel north-south as an alternate to I-25. The City of Commerce City often gets complaints from Northglenn and Thornton residents asking if the UPRR can be held to shorter blockage time to help ease backups on this heavily traveled commuter route. (See Attachment 2.1)

3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?

   No. The project limits are contained within Adams County and the ADCOG subregion.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** *(as submitted in Part 1, #8)*?

   The project will add capacity by adding two travel lanes to 88th Ave. Likewise, the addition of wider lanes, turning/acceleration/deceleration lanes, traffic signal coordination, and a grade-separated UPRR crossing will help improve capacity and accommodate the high percentage of truck traffic. The grade-separated UPRR crossing improves safety by removing conflict points as well as removing delays from slow-moving and stopped trains.

   The project also aims to provide a "complete street" to all users by adding a sidewalk and multiuse trail along the corridor. These improvements to 88th Avenue will promote multi-modal travel and improve connectivity with the proposed RTD light-rail station at Thornton and 88th along the RTD N Line. The new sidewalk and multiuse trail on 88th Ave will no doubt provide the critical linkage between South Platte River Greenway Trail, the Rocky Mountain Arsenal Nation Wildlife Refuge Perimeter Trail and other natural resources.

   In addition, the much needed project will mitigate this historically flood prone area by accommodating the installation of storm sewer line by the Urban Drainage and Flood control District. The drainage analysis and work will help guide, protect and promote revitalization of the corridor.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?
This project, by its nature, will improve the area and will encourage future economic development along 88th Avenue and in the surrounding Irondale area. This project will serve diverse transportation demand, increase safe transportation options for employees and residents, promote future economic development in the area, and keep the commerce in Commerce City thriving.

6. How will connectivity to different travel modes be improved by the proposed project?
There are currently no sidewalks or bicycle facilities in the corridor which causes pedestrians and bicyclists to use the unpaved shoulder of the road, compromising their safety. The addition of a sidewalk and multiuse trail will allow the corridor to more safely serve alternative modes of travel by promoting more users to access the existing RTD bus stop at 88th Ave and Brighton Road, ultimately connecting bikes and pedestrians with the proposed RTD light-rail station at Thornton and 88th, along the RTD N Line. This project will comprehensively support the Walk.Bike.Fit plan of the City of Commerce City.

7. Describe funding and/or project partnerships *(other subregions, regional agencies, municipalities, private, etc.)* established in association with this project.
A request is made to CDOT and DRCOG for their contributions of ????????????? to the initial study, design and ROW acquisition?

A request to Adam's County and Adam Subregion is being considered as contributions of ????????????? to final construction?

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

*Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).*

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).**
Within one mile of the 88th Avenue corridor exists a large population of linguistically challenged and disabled residents. The 88th Avenue project improves safety along the corridor by providing designated locations for bicycles, pedestrians and those in wheelchairs to travel along the corridor and to the existing RTD bus stop located at 88th Avenue and Brighton Road. The new bike and pedestrian facilities along with improved intersection crossings also provide the vulnerable population with safe access to health services such as Adam's County Mental Health, UCHealth Emergency Room, and Denver Health. This project as mentioned earlier will extensively support the City's Walk.Bike.Fit program to improve the overall fitness and health of the City commuters.

2. Describe how the project will **increase reliability of existing multimodal transportation network.**
The corridor improvements will significantly contribute to more reliable travel time along East 88th Avenue in different ways. This project will provide safe pedestrian and bicycle travel, and reliable business travel times for non-motors commuters to businesses such as FedEx. The railway grade-separation will eliminate the train blockage which occurs several times a day when UPPR stops at 88th Avenue. Widening the roadway, and construction of proper businesses access and appropriate tuning lanes will increase the roadway capacity which will decrease the congestion. It will also eliminate the backlog congestion to I-76 EB which could happen due to Mile High Flea Market traffic especially on the weekends. Widening the roadway and also maintaining proper shoulder lanes will provide a better access for emergency vehicles to maneuver around traffic to respond to emergencies as needed.

3. Describe how the project will **improve transportation safety and security.**

As mentioned earlier, the 88th Avenue project will improve safety for non-motorist commuters as well as motorist commuters along the corridor by widenign the roadway with approprate turning lanes, wider shoulder lanes, and adding sidewalks, bike path, and pedestrian-friendly intersections. The railway grade-separation will eliminate illegal vehicular and truck u-turns to avoid train blockages. Roadway widening and maintaining shoulder lanes will secure access for emergency vehicles for timely response to an accident scene. Proper drainage design will also mitigate the rainstorms and flooding related incidents in the corridor.

C. Consistency & Contributions to Transportation-focused Metro Vision Objectives

WEIGHT **20%**

*Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.*

MV objective 2 **Contain urban development in locations designated for urban growth and services.**

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? ☒ Yes ☐ No

   Describe, *including supporting quantitative analysis*
   There are commercial zones around the study area with potential for future growth that will generate extra traffic accessing the study corridor. With safety and traffic operational improvements along the 88th Avenue, this project will provide safe mobility to diverse transportation demand and will encourage the future economic development by ensuring a reliable access and travel for the businesses to regional services as well as the services in the City of Commerce City.

MV objective 3 **Increase housing and employment in urban centers.**

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? ☒ Yes ☐ No

   Describe, *including supporting quantitative analysis*
   Yes, multimodal connections including safe sidewalk and multiuse trails to the RTD bus stop will increase the mobility between urban centers. Also the project's accessibility improvement will provide a connection to Rocky Mountain Arsenal and a future connection to the RTD station at Thornton and 88th Avenue.

MV objective 4 **Improve or expand the region's multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services? ☒ Yes ☐ No

   Describe, *including supporting quantitative analysis*

   The roadway widening and acceleration/deceleration lanes will improve the capacity of the roadway. The project wil also provide bicycle and pedestrian accessibility along 88th Avenue. Improvements to 88th Avenue will promote multi-modal travel and improve the connection to the proposed RTD light-rail station at Thornton and 88th, along the RTD N Line.

MV objective 6a **Improve air quality and reduce greenhouse gas emissions.**

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*
Yes, the project will reduce greenhouse gas emissions by reducing congestion during peak hour traffic and eliminating the at-grade railroad crossing. The traffic congestion reduction will reduce vehicle idling which equates to a reduction in greenhouse gas emissions by about 16%.

MV objective 7b **Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*
88th Avenue is a vital east-west Cross Town Link that connects The South Platte River Greenway Trail with the Rocky Mountain Arsenal National Wildlife Refuge Perimeter Trail. This project will provide pedestrian intersection improvements, sidewalk and a multiuse trail to help connect people to these regional trails and natural resources.

MV objective 10 **Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*
Yes, 88th Avenue is heavily referenced the City of Commerce City's Walk.Bike.Fit plan because of its current lack of multi-modal accommodation, and its critical location linking the South Platte River Greenway Trail to the Rocky Mountain Arsenal National Wildlife Refuge Perimeter Trail. This project will add 1.6 miles of trail to build the conncetivity and support the City's Walk.Bike.Fit plan.

MV objective 13 **Improve access to opportunity.**

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*
This Project will provide safe pedestrian and bicycle travel for employees and residents to access businesses along the corridor. Additionally, the project will connect users of the corridor to the larger region through the RTD stop located at 88th Avenue and Brighton Rd.

MV objective 14 **Improve the region's competitive position.**

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*
Yes. The employment concentration in this area is medium and the corridor primarily serves industrial uses which are an economic generator for the City. The project, by its nature, will improve the area and will promote future industrial developments in the area bringing more employment opportunities. (See Attachment 2.2)

D. Project Leveraging

WEIGHT **10%**

9.	What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	50%	60%+ outside funding sources .....High 30-59% ..... Medium 29% and below ..... Low

Part 3 Additional Considerations

The ADCOG Subregional Forum has established five additional considerations to guide project selection within the subregional process. These considerations may be used by the ADCOG Subregional Forum in the project evaluation process in combination with the above listed criteria. The five additional considerations are:

- Does the project benefit a small community, which for this process is defined as a community with a population of less than 50,000 people?
- Is this project a suburban connector?
- Does the project address a gap in existing service?
- Is this the logical next step of a project?
- Is the project construction ready?

Applicants should provide an attachment to the application to address these additional considerations.

Part 4 Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1.	Current ridership weekday boardings	106
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	3,263	4,770	**8,033**
2040	5,257	5,160	**10,417**

	Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3.	Enter estimated additional daily transit boardings after project is completed. *(Using 50% growth above year of opening for 2040 value, unless justified)* *Provide supporting documentation as part of application submittal*	135	203
4.	Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. (Example: **{#3 X 25%}** *or other percent, if justified)*	0	0
5.	Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) (Example: **{#3 X 25%}** *or other percent, if justified)*	0	0

6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	**135**	**203**
7. Enter the value of **{#6 x 9 miles}**. (= **the VMT reduced per day**) *(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)*	1,215	1,827
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	**1,154**	**1,735**

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

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

B. Bicycle Use

1. Current weekday bicyclists N/A

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	3,263	4,770	**8,033**
2040	5,257	5,160	**10,417**

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *(or other percent, if justified)*	0	**0**
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0

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:

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices) 0

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	3,263	4,770	**8,033**
2040	5,257	5,160	**10,417**

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *or other percent, if justified)*	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
12. Enter the value of **{#7 x .4 miles}**. **(= the VMT reduced per day)** *(Values other than .4 miles must be justified by sponsor)*	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0

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

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

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	**1.** Persons over age 65	824
	2. Minority persons	147
	3. Low-Income households	637
	4. Linguistically-challenged persons	1,480
	5. Individuals with disabilities	1,316
	6. Households without a motor vehicle	157
	7. Children ages 6-17	2,863
	8. Health service facilities served by project	1

E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1.	Current ADT (average daily traffic volume) on applicable segments	20,500
2.	2040 ADT estimate	27,000
3.	Current weekday vehicle hours of delay (VHD) (before project)	80

Travel Delay Calculations		Year of Opening
4.	Enter calculated future weekday VHD (after project)	42
5.	Enter value of **{#3 - #4}** = Reduced VHD	38
6.	Enter value of **{#5 X 1.4}** = **Reduced person hours of delay** *(Value higher than 1.4 due to high transit ridership must be justified by sponsor)*	53
7.	**After project peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). *If applicable, denote unique travel time reduction for certain types of vehicles* 21% travel time improvement	21

8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference. Capacity improvements will reduce congestion caused by the Mile High Flea Market and 88th Avenue Drive In entrance demands during their daily operations and special events. The goal of project improvements will be to decrease the current 2500 foot queueing that impacts mainline I-76 travel during high entrance volumes at the Mile High Flea Market which commonly occur on Sundays.

The most impactful special events along the corridor are the UPRR train delays caused by slow or stopped trains at the current at-grade crossing just west of Rosemary Street. The significant reduction in vehicle hours of delay after the project is primarily as a result of the grade separation over the UPRR.

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

F. Traffic Crash Reduction

1.	Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **5-year** period of data)*	
	Fatal crashes	1
	Serious Injury crashes	23
	Other Injury crashes	0
	Property Damage Only crashes	249
2.	Estimated reduction in crashes <u>applicable to the project scope</u> *(per the five-year period used above)*	
	Fatal crashes reduced	0
	Serious Injury crashes reduced	22
	Other Injury crashes reduced	0
	Property Damage Only crashes reduced	234

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).*

G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.
Applicants will rate as: Excellent, Good, Fair, or Poor

Roadway Pavement

1. Current roadway pavement condition	Fair

2. Describe current pavement issues and how the project will address them.

Currently the corridor is a narrow two-lane two-way roadway with no shoulders. The project will improve the corridor by widening the roadway, adding new pavement and new turn lanes, and modifying business accesses to be consistent with the users of those businesses (i.e. trucks versus cars).

3. Average Daily User Volume	20,500

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor

5. Describe current condition issues and how the project will address them.

Currently there are no sidewalks, bike paths, or pedestrian-friendly intersections along 88th Avenue. Improvements planned by this project include a sidewalk and multiuse path as well as improved intersections.

6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT

2. Describe current condition issues and how the project will address them.

Currently there is a single-span bridge in poor condition over the O'Brian canal. The new proposed bridge will be a 6-span structure and will span the O'Brian canal and the adjacent railroad. The project will also involve construction of embankments/walls for the bridge approaches and a box culvert over O' Brian canal.

3. Other functional obsolescence issues to be addressed by project

4. Average Daily User Volume over bridge	20,500

I. Other Beneficial Variables *(identified and calculated by the sponsor)*

1.	It is anticiipated that the design of this roadway will follow Commerce City standards for a minor arterial roadway which includes an 18 foot median. The addition of a median on this roadway is anticipated to further decrease the number of accidents on this roadway in future years. Based on NCHRP Report 617, the existing 273 accidents could be reduced to 262 accidents with this modification. It could further be reduced to 259 accidents if only partial access was provided in the median.
2.	

3.

J. Disbenefits or Negative Impacts *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*	☐ Yes ☒ No
2. Negative impact on vulnerable populations	
3. Other:	