bweimer @ arapahoegov.com
cc jtigrant @ arapahoegov.com

Part 1 Base Information

1. Project Title	**4th Street Paving**
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	*4th Street from Cedar, west 1000 feet,left on Elm, 1000 ft, 2000ft total*
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	Town of Deer Trail
4. Project Contact Person, Title, Phone Number, and Email	J Kettling, trustee, 303-769-4008,kettlingj@aol.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 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: Deer Trail Comprehensive Plan; supp's
	☐ Other(s):
	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 X

Grade Separation

- ☐ Roadway ROADWAY paving
- ☐ Railway
- ☐ Bicycle
- ☐ Pedestrian

Roadway paving, reconstruction X

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

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

What is the status of the proposed project?

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

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

Project Financial Information and Funding Request

Total Project Cost		**$200,000**
Total amount of DRCOG Subregional Share Funding Request	**$160,000**	
Outside Funding Partners *(other than DRCOG Subregional Share funds)*	**$$**	**20% of Contribution**
Town of Deer Trail seeks low or no interest loan	$40.000	
	$	
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners	**40000**	

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	$	$	$	$	**$0**
State Funds	$ 160000	$	$	$	**$160000**
Local Funds	$40000	$	$	$	**$40000**
Total Funding	$200000	$0	$0	$0	**$200000**
1. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Choose an item	Choose an item	Choose an item	Choose an item	

2. 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? Streets in Deer Trail center have two totally incompatable characteristics, dirt roads spewing dust and senior housing just a few feet away. Further, there is large truck traffic out of the CDOT yard also spewing dust. Healthy living for seniors and other special needs households is an important mission of the Deer Trail comprehensive plan.

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how? 4th Steer west is a feeder street to Cedar, and eventually to I 70. In so far as the CDOT yard serves extended boundaries beyond just Deer Trail, smooth traffic operation through that feeder is obviously helpful to a wider swath of neighborhoods and muncipalities.

3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how? See answer to question 2. 4th Avenue west of Cedar is a significant feeder toward a wider transportation network.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** *(as submitted in Part 1, #8)*? There are 3 special transportation problems on 4th Ave west of Cedar: CDOT traffic from their yard, senior transit from Bijou Manor (fed funded sr housing), and student/school bus traffic in the area. Thoughtfully graded and paved surface areas address safety and transit for all 3 groups.

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? The town believes and plans for the likelihood that as populations in eastern Arapahoe County grow, the CDOT yard is also likely to expand, increasing truck traffic immediately in front of Bijou Manor.

6. How will connectivity to different travel modes be improved by the proposed project? See map moving east from CDOT yard, passing Bijou Manor. Cedar is a major feeder to I 70 interchange. There is presently only 1 exit off I 70 into Deer Trail and only 2 paths to the CDOT yard. The issues of connectivity and dust were understood when 3rd Ave moving toward Cedar was paved, now it's time to finish 3rd Ave and pave 4th Ave to complete the intended purposes.

7. Describe funding and/or project partnerships *(other subregions, regional agencies, municipalities, private, etc.)* established in association with this project. Cash match is very negatively received in our community, evidenced by the very narrow passage of tax increase for the new Deer Trail school (Best grant had a cash match). Deer Trail does not have a business district per se, and business people in the area believe that in-kinds should have been acceptable, thus channeling needed services toward our paving project from local sources.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **25%**

*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). There are 16 senior and special needs units in Bijou Manor. For seniors to have to navigate along mud roads in winter and after rains is hardly optimal. Further, the mobile health RV that services the area cannot easy drive or park on dirt surfaces. Paving is the best solution for our most needy citizens.**

2. Describe how the project will **increase reliability of existing multimodal transportation network. Safe biking and foot traffic is much more workable on paved streets. CDOT has said they would like to plow around 4th Ave in winter but cannot because the dirt surfaces are incompatable with their blades.**

3. Describe how the project will **improve transportation safety and security. See answer to question 2. Truck traffic on muddy streets (ex. CDOT trucks, school buses) is not a safe option.**

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

WEIGHT **15%**

*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 YES

   Describe, *including supporting quantitative analysis* The CDOT yard presently uses 5 heavy duty pickups and services up to 10 snow plows during winter. These numbers are likely to increase.

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 YES

   Describe, *including supporting quantitative analysis* CDOT moves 5 trucks and 10 plows on a regular basis during winter through the 4th Ave/Cedar/I-70 corridor to service a multipilicity of locations

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 YES

Describe, *including supporting quantitative analysis* There are 65 residents and 10 employees (CDOT) in the 4th Ave neighborhood, and 10 more residents on the Elm St extension. Biking and foot traffic become more feasible for the residents as healthy choices.

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 YES

Describe, *including supporting quantitative analysis* Dust pollution directly in front of Bijou Manor is a known problem, the result of truck traffic out of the CDOT yard and other feeder and localized traffic.

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 YES

Describe, *including supporting quantitative analysis*

The Elm Street extension is .1 mile from the town park, excellent open space asset.

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 YES

Describe, *including supporting quantitative analysis*

see question 5. Town is planning to build community center in the park in next 2 yrs

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 YES

Describe, *including supporting quantitative analysis*

see question 5 and 6. Also, the Lincoln mobile health RV needs paved surfaces to drive and park.

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
YES

Describe, *including supporting quantitative analysis* 4th Street west of Cedar is a feeder to the competitor entrance to the town rodeo stadium, serving 100 plus trucks and trailers during the event, plus other events scheduled there.

D. Project Leveraging

WEIGHT **20%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20 %	41%+ outside funding sources ..... High 31-40% ..... Medium 30% and below ..... Low

Part 3 Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	65	10	75
2040		20	**140**

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*	n/a	n/a
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)	**0**	**0**
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)*	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	**0**	**0**

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

There is no public transit (ex buses) in Deer Trail

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

B. Bicycle Use

1. Current weekday bicyclists	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	65	10	75
2040	120	20	140

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: There are very few bicycles in Deer Trail and most are not working. 4th St corridor is Very high poverty area.		

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	65	10	75
2040	120	20	140

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	10	20
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)	10	20
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:
added trips are seniors/sp needs pops venturing out of house that wouldn't have otherwise

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	**1.** Persons over age 65	12 (8 Bijou Manor)
	2. Minority persons	10
	3. Low-Income households	15 stats for 4th ave corridor
	4. Linguistically-challenged persons	0
	5. Individuals with disabilities	3 on oxygen
	6. Households without a motor vehicle	3
	7. Children ages 6-17	28
	8. Health service facilities served by project	1 lincoln health RV

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	48 (incl 20 CDOT)
2. 2040 ADT estimate	96 (incl 40 CDOT)
3. Current weekday vehicle hours of delay (VHD) (before project)	n/a

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	n/a
5. Enter value of **{#3 - #4} = Reduced VHD**	0
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)*	0

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*	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	
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 5year- period of data)*		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	no known crashes 4th Ave	
Property Damage Only crashes	0	
2. Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

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	dirt road, poor	Choose an item
2. Describe current pavement issues and how the project will address them.	no pavement	
3. Average Daily User Volume	48	

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	dirt, no path	Choose an item
5. Describe current condition issues and how the project will address them.	still no path but at least not riding/walking in mud	

6. Average Daily User Volume	10 or less

H. Bridge Improvements

1. Current bridge structural condition from CDOT

   n/a

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

3. Other functional obsolescence issues to be addressed by project

4. Average Daily User Volume over bridge	0

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

1. note that 3 residents of Bijou Manor are on oxygen. Road dust is big problem
2. CDOT would plow if surface was better
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 NO

Incr vehicle traffic if housing increases, as in expansion of Bijou Manor

2. Negative impact on vulnerable populations

   none that we see

3. Other:

Part 4 — Special Considerations

Complete all answers with a YES/NO/UNSURE, and an explanation as warranted. Part 4 is not scored but will assist in project recommendation.

1. Is the project a construction- or implementable- ready project?

yes

2. Are there challenges with the project (right-of-way, environmental, utilities, etc.)?
   a. If yes, explain the challenge and how agency plan to address.

no

3. Are there other environmental or controversial issues associated with the project?

none

4. Does the project or program benefit more than just the sponsoring agency and considered subregionally significant/transformative?

sub significant, CDOT would have better surface in and out of yard

5. Does the agency have capacity and expertise to manage a federal project?
   a. Explain experience, approach, etc.

previous paving on 3rd avenue, localized oversight

6. Is the project a next logical phase of a project funded in previous TIP cycles?

not sure

7. Of the partnerships described in Section A, Question 7, are the partnerships providing funding?
   a. Describe the partnerships and funding of such.

town has to handle cash match if CDOT doesn't contribute

8. Are there any other "special considerations" the committee should consider in evaluating the application?

town is considering option to pave with melted plastic bottles instead of asphalt, much cheaper, more efficient, similar to portions of US 287 in Texas, great experiment for future use at great cost savings.