Part 1	Base Information

1. Project Title	**Jefferson County Road 73 – SH74 to Buffalo Park Road**
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Starts south of the JC73/SH74 intersection, ends at the Buffalo Park Road/JC73 intersection
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	Jefferson County
4. Project Contact Person, Title, Phone Number, and Email	Steve Durian, Trans.& Eng. Director, 303-271-8498, sdurian@jeffo.us
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:	Jeffco Capital Improvement Plan, Jeffco Bike Plan, Jeffco Pedestrian Plan, Evergreen Trails Master Plan, Evergreen Area Plan
	☐ 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

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?

JC 73 addresses many aspects of Metro Vision-related problems and issues. The area around Evergreen is a changing area in Jefferson County with increasing residential density and diversity. As new and current residents in the larger Evergreen area visit downtown Evergreen and utilize recreational amenities and schools accessed by this segment of JC 73, it is increasingly apparent that the community is underserved by infrastructure, especially bike and pedestrian infrastructure. Many Evergreen area residents and businesses have requested improvements to multimodal infrastructure from the County; however, limited funding and challenging physical constraints have been obstacles to these efforts. JC 73 is the primary connection between Evergreen and Conifer and Aspen Park to the south. The road serves as a critical regional economic connection within the mountain areas of Jefferson

County. In the event of wildfire or other natural disaster events, JC 73 would be one of the few primary evacuation routes for the foothill residents of the County. The roadway is also a link for hundreds of thousands of visitors each year to Jefferson County Open Space properties throughout the area, from Elk Meadows and Alderfer/Three Sisters in the Evergreen area to Flying J Ranch, Newton Park, and Meyers Ranch in the area around Conifer and Aspen Park. This segment of road is therefore a critical corridor for economic development, healthy living, and access to the natural environment not just of residents of Jefferson County but also the DRCOG region.

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

The project scope includes intersection safety and operational improvements at the Buffalo Park Intersection that may include a roundabout, left-turn lanes for safety and operational improvements at driveways, construction of bike lanes/shoulders, and a pedestrian trail and sidewalks parallel to the road. The existing portions of the road within the project will be reconstructed to replace existing pavement. The project will also improve the resiliency of the roadway with roadside drainage and replace bridges over Cub Creek to protect the roadway and nearby private property from flood damage and help the road to remain a viable emergency access during flood events.

10. What is the status of the proposed project?
Jefferson County's *Evergreen Area Plan* has long identified JC 73 as a road where improved access to properties and shoulders are needed. The project currently is scheduled in the County's Capital Improvement Plan however it has not been prioritized compared to other projects in more populous parts of the County. This segment is the last of ongoing bike and safety improvements that have been completed or scheduled for JC 73, however it is also the most challenging segment due to physical constraints.

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		**$12,500,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$8,750,000**	**70%** 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**
Jefferson County Road & Bridge Fund	$1,750,000	10%
Conservation Trust Fund	$2,000,000	20%
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$3,750,000**	

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	$	$	$4,375,000	$4,375,000	**$8,750,000**
State Funds	$	$	$	$	**$0**
Local Funds	$	$	$1,875,000	$1,875,000	**$3,750,000**
Total Funding	$0	$0	$6,250,000	$6,250,000	**$12,500,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Choose an item	Choose an item	CON	CON	

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?

Jefferson County Road 73 is an important north-south connection between Evergreen and Conifer, two growing population centers in the foothills west of Denver. Currently the area lacks adequate multi-modal infrastructure, and in addition to the operational and safety improvements needed to the roadway, the improved bikes lanes and multi-modal path will provide the backbone for a future multi-modal system envisioned by the Jefferson County Bike and Pedestrian plans and the Evergreen Trails Plan.

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

JC 73 is the primary connection between the Evergreen and Confier population centers. Between these two locations, the total population served by this one road is approximately 9,000 in Evergreen and 7,708 in Conifer.

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

This road does not physically cross subregional boundaries. However, due to the large number of visitors from throughout the region to Jefferson County Open Space properties, the road serves as access to populations from many different subregions.

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

JC 73, along with SH 74, is the primary north-south transportation corridor connecting the Conifer/Evergreen area between US 285 and I 70 and is therefore a critical emergency and economic route for the growing population in the area. The proposed improvements that are part of this application are part of continuing improvements to the road that will improve safety, operational reliability, and multi-modal infrastructure to the area. The project will also improve access for vehciles, pedestrians, and bicycles to the business center of Evergreen, thereby providing economic benefits to the area. Drainage improvmenets associated with the roadwork will improve the resiliancy of the transportation network during flood events. The design and planning effort will also explore the potential to create a recreational muti-use path oriented toward Cub Creek to compliment the proposed pedestrian infrastructure.

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 is located within the heart of Evergreen. One of the goals of the project will be to improve access an and reduce congestion, especially during events and weekends when visitor numbers swell. Currently the area is overly depenent on automobile access. Creating more robust multimodal infrastruture beginning with JC 73 will reduce congestion even further than auto-oriented safety and operational improvements alone. Aside from the direct benefits to Evergreen, the road is also a link between SH 74 to the north and US 285 to the south through Conifer and is a vital economic link between this state highways and these communities. By completing this segment of JC 73, it will be a more effective subregional roadway to serve the entire foothills area of Jefferson County.

6. How will connectivity to different travel modes be improved by the proposed project?

This project will improve connetions to three modes of travel. For vehicles, the road portion of the work will improve traffic flow and reduce congestion by providing left-turn lanes for driveways and intersections. The existing Buffalo Park Road signalized intersection currently experiences significant congestion which will be improved with a roundabout. For cyclists, on-road bike lanes will connect to shoulder and bike lanes at either end fo the project. Pedestrians and bicyclists looking for more comfortable facilities will be served by a sidewalk/multi-use path along the road alignment that will connect to existing and future pedestrian infrastructure.

7. Describe funding and/or project partnerships *(other subregions, regional agencies, municipalities, private, etc.)* established in association with this project.

The local match will be provided by the Jefferson County Road & Bridge fund. Depending on the extent to which the design allows for the functionality of the pedestrian improvements, the County may seek funding sources such as Conservation Trust Fund and Great Outdoors Colorado for recreational elements related to the multi-use path.

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).**

One of the goals of the project is to create more reliability during high-traffic weekends and holidays. The Buffalo Park Road intersection with JC 73 is frequently congested due to traffic accessing Jeffco Open Space parks and Evergreen High School and congestion affects emergency response times both for visitors to the parks and residents in Evergreen. From areas south and west of the project, the closest medical facilies are north of the SH74/JC 73 and this road is a primary emergency response route.

Approximately 13% of the population within the 1 mile radius of the project area is 65 years of age or older. This project will provide facilities that promote more predictable emergency service response times and healthy living activities, such as walking and biking.

2. Describe how the project will **increase reliability of existing multimodal transportation network.**

Much of the infrastructure in commercial area of Evergreen dates back to the turn of the 20th century. Roads are narrow and the fewe exisiting pedestrian paths consist of narrow sidewalks and shoulders on the sides of busy roads. Although the County has been planning for quality multi-modal infrastructure, the cost and lack of available funding has posed challenges. The proposed multi-modal infrastructure within the scope of this proposal will become a central artery for multimodal travel within Evergreen and beyond to recently constructed bike path and shoulder infrastructure along other portions of JC 73 and SH 74.

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

The imrpovements to this section of JC 73 will improve safety by providing additional left-turn lanes for improved access conditions. It will also separate bikes and vehicles by providing cyclists with separate on-road bike shoulders. Pedestrians will also be provided with an off-road facility. Just as important as the safety benefits to the day-to-day users of the road, the project will improve the traffic flow in the case of natural disaster evacuation such as would occur in the case of a major wildfire or flooding in the areas around Evergreen and Conifer.

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*

The improvements to JC 73 will provide a key missing link for multimodal travellers through Evergreen and help to reduce congestion within the urban center. These improvements will also complete a first piece of a larger mutimodal netowrk. Achieving these benefits will help accommodate compact devlopment within the poulation centers of Evergreen and Conifer.

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*

The DRCOG MetroVision plan designates Evergreen as an Urban Center and increased density of residential developent has occurred especially in the El Rancho area near I70. However, multimodal connections in the area are underdeveloped. This project will provide an additional piece of missing multimodal infrastructure to support the increasing population in and around the Evergreen Urban Center.

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*

Once completion of ongoing phases of JC 73 construction is complete, this last segment will remain a barrier to multimodal access within and through Evergreen. Although this segment of JC 73 connects population centers within the subregion, the popularity of recreation in the vicinity draws visitors from throughout the DRCOG region, thereby making this segment of JC 73 an intergral part of a greater network.

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*

By reducing congestion at the key intersections and for local business access, air quality and gas emmissions benefits will result from the project.

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*

Perhaps the greatest beneficiaries to the improvements to JC 73 will be to those accessing natural resources and recreational areas. With an estimated two million visitors to many Jeffco Open Space properties within a short drive or bike ride from the project, the reduction in delays and congestion at the Buffalo Park Road and SH 74 intersections will be a welcome relief to visitors and locals alike. The multi-modal improvements will allow recreational cyclists better access to and through Evergreen and the proposed multiuse path will allow for pedestrians to interact with the natural resource of Cub Creek on a daily basis.

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*

The multiuse aspects of this projet will improve access to drivers, pedestrians, and cyclists. By providing improved access to Open Space properties within the vicinity of Evergreen, drivers will spend less time in their vehicles and more time hiking, snowshoeing, and mountain biking. Cyclists will have another scenic route through Evergreen that they otherwise may chose to avoid due to congestion and lack of adequate facilities. Pedestrians will choose to walk to businesses and events in Evergreen that they may otherwise avoid due to a lack of welcoming walking routes. Using estimates and data collected for the Peak to Plains trail, it is estimated that there may be 178 average daily bicycle trips and 180 daily pedestrian trips. These estimates may triple by 2040.

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*
Within the one-mile radius of the project area there are many vulnerable populations. Improving reliability, resilience, and modal options to the primary roadway between Evergreen and Conifer will improve access to educational, health, income opportunities.

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*

Ask any Evergreen buisness owner what their most signifcant economic challegnes are and at the top of the list will be traffic congestion and lack of adequate access due to too many vehicles stuck in too much traffic. The JC 73 imrpovements will provide improved access to buisinesses for drivers and also alternative ways to get around the commerical area on foot or on bike. According to the 2016 Evergreen Trails Master Plan, which was lead by the Downtown Evergreen Economic District, increasing the number fo safe, reliable community multi-modal connections is central to the vitality of downtown Evergreen.

D. Project Leveraging

WEIGHT **10%**

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	30%	60%+ outside funding sources ..... High 30-59% .....Medium 29% 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	4336	903	**5239**
2040	4369	974	**5343**

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*	0	0
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: Currently, regional bus service terminates at El Rancho near I70.		
10. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1. Current weekday bicyclists	50
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	4336	903	**5239**
2040	4369	974	**5343**

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.	178	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)	178	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)*	53	**0**
7. = Number of SOV trips reduced per day (#5 - #6)	125	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)*	300	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	285	0
10. If values would be distinctly greater for weekends, describe the magnitude of difference: 150 – 200% greater usage on weekends due to high recreational destinations accessible from the project area. This estimate is based on calculations for the Peak to Plains trail. This estimate is likely conservatively low, as the P2P trail has no populations within 1 mile.		
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	433	903	**1336**
2040	436	974	**1410**

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	180	549
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)	180	549
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)*	54	165

7. = Number of SOV trips reduced per day (#5 - #6)	126	384
12. Enter the value of **{#7 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor)*	50	154
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	48	146

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

Estimated that pedestrian trips are 70% greater on weekends. This estimate is based on calculations for the Peak to Plains trail. This estimate is likely conservative, as the P2P trail has no populations within 1 mile.

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	543
	2. Minority persons	311
	3. Low-Income households	229
	4. Linguistically-challenged persons	17
	5. Individuals with disabilities	400
	6. Households without a motor vehicle	9
	7. Children ages 6-17	999
	8. Health service facilities served by project	9

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	17000
2. 2040 ADT estimate	18564
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
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: This area is not included in DRCOG VHD calculations.	

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **5-year** 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	Unknown	
Other Injury crashes	18	
Property Damage Only crashes	50	
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	14	
Property Damage Only crashes reduced	37	

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	Excellent
2. Describe current pavement issues and how the project will address them. The pavement was recently milled and overlaid.	
3. Average Daily User Volume	17000
Bicycle/Pedestrian/Other Facility	
4. Current bicycle/pedestrian/other facility condition	Poor
5. Describe current condition issues and how the project will address them. There are currently no bicycle or pedestrian facilities.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT

There are three bridges in the scope of this project:

B-18-15A Southeast of Evergreen Lake Spillway. Its rating is 95 and is in good condition.

B – 18 – M002 – Little Cub Creek Road over Cub Creek. No longer on the State inventory

B – 18 – 13 East of CR 73 at Evergreen Library has a rating of 66 and a substructure rating of 60.

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

B-18-13 will need to be rehabilitated to achieve a 50-year structural life because of its marginal substructure rating. B-18-M002 will need to be replaced with the project to achieve 100 year flows.

3. Other functional obsolescence issues to be addressed by project

None

4. Average Daily User Volume over bridge	17000

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

1.	If Evergreen Lake Trail is completed, there would be continuous access from boathouse to Buffalo Park Road.
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: