

Part 1

Base Information

1. Project Title

East Saint Vrain Greenway Trail

2. Project Start/End points or Geographic Area

Provide a map with submittal, as appropriate

Sandstone Ranch eastern boundary to Saint Vrain State Park west boundary



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

City of Longmont

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

Phil Greenwald
Transportation Planning Manager
303-651-8335
phil.greenwald@longmontcolorado.gov

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 \(2040 FC RTP\)](#)

☒ Local plan:

Envision Longmont Multimodal & Comprehensive Plan (p.140)

https://envisionlongmont.com/sites/envisionlongmont.com/files/document/pdf/EnvisionLongmont_Adopted062816_FINAL_w_appendices.pdf

2019-2023 Longmont Capital Improvement Program (P. 55)

<https://www.longmontcolorado.gov/home/showdocument?id=24664>

☐ 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 FC RTP)
- ☐ Transit Other:
- ☒ Bicycle Facility
- ☒ Pedestrian Facility
- ☐ Safety Improvements
- ☐ Roadway Capacity or Managed Lanes (2040 FC RTP)
- ☐ 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?

This project addresses the lack of an off-street connection for active modes between existing trails in Boulder County and Longmont with growing trails in SW Weld County communities. No off-street connection between these major activity centers exists today.

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

This project proposed to extend the current St. Vrain Greenway trail (approximately 8 miles of 8-foot wide path) from Sandstone Ranch in Longmont to St. Vrain State Park for an additional 3.5 miles, including an underpass of SH-119.

10. What is the status of the proposed project?

Unbuilt with Design in 2021, and construction in 2022.

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.

Longmont would pay for design and request grant funding for construction dollars.

A. Project Financial Information and Funding Request

1. Total Project Cost	\$3,000,000	
2. Total amount of DRCOG Subregional Share Funding Request	\$1,500,000	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
	\$0	

	\$0	
	\$0	
	\$0	
	\$0	
	\$0	
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$0	

Funding Breakdown (year by year)*					
<i>*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.</i>					
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$0	\$0	\$0	\$0	\$0
State Funds (MMOF)	\$ 0	\$250,000	\$1,250,000	\$0	\$1,500,000
Local Funds	\$0	\$250,000	\$1,250,000	\$0	\$1,500,000
Total Funding	\$0	\$500,000	\$2,500,000	\$0	\$3,000,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Choose an item	Design	CON	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?

This project provides a necessary, non-motorized connection between some of the major activity centers in Southwest Weld County, specifically Longmont, housing in Firestone, retail and businesses near the SH-119 corridor and Saint Vrain State Park. There is also a proposed grade-separated crossing proposed for active modes underneath SH-119 for greater safety for people on bikes, people walking and people with disabilities.

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

The proposed project benefits people in Longmont, unincorporated Weld County, Firestone, Mead and Frederick.

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

The proposed project will help facilitate active modes of travel between the SW Weld and Boulder Subregions.

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

The proposed project will specifically create a low-stress, active mode connection between a number of communities in the Southwest Weld County subregion. This type of facility does not exist today and will accommodate the new growth in these areas projected over the next 25 years.

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?**

Currently there is no off-street passage for active modes of transportation to access the areas between these growing towns and cities in SW Weld County. By constructing this new trail connection, people without access to motorized vehicles will have a different way to access activity centers in this section of the region. By providing greater mobility for all/more, there is better access to healthcare, jobs, activities, schools, etc. This greater access allows people and the surrounding businesses to prosper and grow.

The contribution this Project offers to the region is in line with the Metro Vision Plan's Transportation Element, particularly related to two specific outcomes: a dedication to a regional transportation system that is well connected and serves all modes of travel, and a system that is safe and reliable.

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

The funding of this greenway project will create an expanded trail network in a place where it simply does not currently exist. The vision for the project is beyond the notion of adding a simple trail section, it's about connecting a portion of the region that is dominated by the motorized vehicle simply because there are no other choices. This area is outside of the RTD, so transit is not an option. The off-street trail provides a comfortable, active, separated option to the motorized modes of travel.

The Denver metro region aspires to have a connected multimodal transportation system that provides everyone with viable travel choices. The expansion of the East St. Vrain Greenway trail does exactly that. It will be compliant with standards from the American Association of State Highway and Transportation Officials (AASHTO) and American with Disabilities Act (ADA) as well.

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

Though no other agencies near this trail connection have been requested to contribute funding, all of the adjacent communities are fully supportive of this trail project. The history of the St. Vrain Greenway's previous 11 segments is that of a focused commitment by the City of Longmont and past grant funding received from partners such as Great Outdoors Colorado (GOCO). The City is excited that this new phase of the project has generated so much enthusiasm and support from the surrounding jurisdictions in Weld County. This catalyst project will lead to new connections to the north, with Mead, to the south with Frederick and further east to Weld County and Firestone.

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)**.

The importance of this Project is that it will offer bicycle and pedestrian access to vulnerable populations that simply does not exist today. This trail project is not only improving the mobility infrastructure for vulnerable populations, it is creating it for the first time where it has never existed. Bicycle and pedestrian activity along SH-119 east of Longmont's Sandstone Ranch community park is currently limited to the shoulders along this busy expressway. There are no good alternative routes to the on-street shoulders for bicyclists and pedestrians at this time.

The Project will make possible in this area, the design and construction of a first-ever, 10-foot wide concrete trail that meets the standards of both the American Association of State Highway and Transportation Officials (AASHTO) Guide for Development of Bicycle Facilities, as well as the Americans with Disabilities Act (ADA).

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

The project provides an entirely new connection for use by the interested-but-concerned active mode population. There is no real "multimodal" transportation network currently available in this area, other than highway shoulders. This project would provide a truly multimodal connection for these communities in SW Weld County.

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

This facility will completely separate the active modes of transportation from the motorized traffic associated with the SH-119 corridor. The new trail will also be very low stress for people on bicycles or pedestrians as it will have no conflict points with motorized traffic for its entire 3.5 mile length. The trail will transition to an existing trail system on the west and will provide a grade-separated crossing of SH-119 expressway on the east, with future connections to the St. Vrain State Park, Mead High School, the Town of Mead, the Town of Firestone, Town of Frederick and activity centers in unincorporated Weld County.

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.	
<p>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?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>Expanding the active transportation network, ideally with low stress facilities such as the East St. Vrain Greenway trail, is in close alignment with the transportation-focused Metro Vision objectives. Funding this Project and supporting the completion of the East St. Vrain Greenway Trail aligns with the Metro Vision aspirational goals for regional planning, influencing the region's ability to achieve shared outcomes such as connection to the natural environment and recreational amenities emblematic of the Colorado outdoor lifestyle.</p> <p>The Metro Vision 2040 Plan outlines the priority of supporting the development of amenities such as the East St. Vrain Greenway trail, as they are tied to a healthy, active lifestyle and high quality of life. Such facilities are regional assets with great economic benefit in attracting employers, leading to vibrant communities. Similar to transit-oriented development, regional greenway-oriented development can be a catalyst for positive growth in our region.</p> <p>Having a mix of transportation options and amenities conveniently available and leading to popular destinations, in suburban and urban centers, and ultimately at transit stations (the St. Vrain Greenway has a planned short connection to the 1st & Main transit center in downtown Longmont), can make walking and bicycling more feasible and attractive to all users.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MV objective 3	Increase housing and employment in urban centers.	
<p>2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>This project clearly connects a number of urban centers in Longmont to key destinations east of Longmont in growing SW Weld County communities. The project clearly meets the MV supporting objective in this category to "Invest in multimodal enhancements along corridors", specifically East SH-119 in SW Weld County.</p>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
MV objective 4	Improve or expand the region's multimodal transportation system, services, and connections.	
<p>3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services?</p> <p>Describe, <i>including supporting quantitative analysis</i></p> <p>Meets the specific supporting objectives and collaboration options of:</p> <ul style="list-style-type: none"> • Improve the capacity of the multimodal regional roadway system. • Improve bicycle and pedestrian accessibility. • Improve interconnections of the multimodal transportation system within and beyond the region for people and freight. • Coordinate with neighboring jurisdictions to ensure a well-connected system across boundaries. 		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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 allowing choices in travel modes, from those dependent on combustion engine to active modes, the air quality would be improved, but there is no specific objectives, etc. in MV to support this claim.

[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*

This new greenway trail connects two population/employment areas to recreational areas and natural resources along the greenway. This link is a new multimodal link, that does not allow motorized vehicles, specifically described in the MV 7b supporting objectives. One of the options available to local jurisdictions is collaboration. This project specifically does "coordinate with neighboring jurisdictions to ensure a well-connected system across boundaries."

[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*

At the heart of this Project is the goal of expanding opportunities for residents to lead healthy and active lifestyles. By funding this important, 3.5-mile expansion of the St. Vrain Greenway trail project, thousands of the region's residents will be able to enjoy a direct connection to open space in the spectacular setting of St. Vrain Greenway.

Tackling the nature deficit disorder phenomenon requires a multi-pronged approach, not the least of which is funding infrastructure which makes it easy for people to access open space. Besides providing the obvious transportation connections, the St. Vrain Greenway provides people the opportunity to participate in a variety of recreational pursuits that support physical and mental health and wellness. This project will enable safe, convenient and comfortable access to City open space and encourage healthy habits for visitors of all ages and abilities. With an ADA-compliant, hard surface 10-foot wide concrete trail, this project is an asset emblematic of what makes living in the Denver region and Northern Colorado so special.

There are numerous quality of life benefits associated with walking and bicycling. The Denver region is widely recognized as a model of livability and health. Our residents are regularly ranked among the nation's most physically fit; however, increasing rates of chronic illnesses such as diabetes and obesity, and an aging population threaten to undermine the region's health and quality of life. Obesity rates in the state are projected to more than double by 2030. One in four Colorado children are overweight or obese. Obese children and adolescents are more likely to become obese adults. Walking and bicycling, on trails such as the St. Vrain Greenway, can be one factor in helping to reduce or mitigate stress, obesity and chronic disease.

A deliberate focus on the built environment's influence on physical activity, mobility choices, and access to the natural environment that supports the opportunity to lead healthy and active lifestyles throughout the region is an essential part of this project. The region's extensive network of parks, trails and open spaces is recognized as a key contributor to our residents' quality of life and ability to lead active lifestyles. Improved access to these recreational opportunities, as well as committing to creating a built environment that supports physical activity opportunities is an essential part of the Metro Vision 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?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Describe, <i>including supporting quantitative analysis</i>			
<p>The Metro Vision 2040 Plan outlines the priority of supporting the development of amenities such as the East St. Vrain Greenway trail, as they are tied to a healthy, active lifestyle and high quality of life. Such facilities are regional assets with great economic benefit in attracting employers, leading to vibrant communities. Similar to transit-oriented development, regional greenway-oriented development can be a catalyst for positive growth in our region.</p> <p>Having a mix of transportation options and amenities conveniently available and leading to popular destinations, in suburban and urban centers, and ultimately at transit stations (the St. Vrain Greenway has a planned short connection to the 1st & Main transit center in downtown Longmont), can make walking and bicycling more feasible and attractive to all users.</p>			
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?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Describe, <i>including supporting quantitative analysis</i>			
<p>As the Metro Vision Plan states, "our region must remain competitive on the global stage through wise investments that improve access for people and businesses while maintaining and improving the quality of life that remains our region's core strength." Investments in infrastructure, such as the East St. Vrain Greenway, offer opportunities for all residents to share and contribute to sustained regional prosperity.</p> <p>By providing the lower stress aspect of this project, the quality of life is magnified for the surrounding population and people accessing jobs by active modes. By having access to a new active modes facility with very low stress, the overall health and vitality of the growing population in this area benefits and people will realize the desirability of this region. What is critical is bring the part of the region up to the same standards from other parts of the region as far as accessibility to recreational and transportation alternatives not dependent on the automobile and providing access to public open space. These amenities exist around our region, but are lacking in SW Weld County.</p>			
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 belowLow	

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	0	0	0
2040	0	0	0

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:

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

B. Bicycle Use

1. Current weekday bicyclists

5

2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	9,512	13,177	22,689
2040	14,334	16,283	30,617

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.	50	150
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)	5	5
5. = Initial number of new bicycle trips from project (#3 – #4)	45	145
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)	14	44
7. = Number of SOV trips reduced per day (#5 - #6)	31	101
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	62	202
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	325	990
10. If values would be distinctly greater for weekends, describe the magnitude of difference: As with the existing greenway, the usage on weekdays will likely be 3 to 4 times greater than weekends.		
11. If different values other than the suggested are used, please explain here: For Item #4, the estimated number of bicyclists currently using SH-119 shoulders were calculated rather than the 50% number as all the current users would divert to the new facility when it's constructed.		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	1
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	9,512	13,177	22,689
2040	14,334	16,283	30,617

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)	5	10
5. = Number of new trips from project (#3 – #4)	5	10
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)	2	3
7. = Number of SOV trips reduced per day (#5 - #6)	3	7

12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	1.2	2.8
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	1.14	2.66
9. If values would be distinctly greater for weekends, describe the magnitude of difference: Values on weekends may be up to 4 times greater on weekends for the recreational value of the greenway.		
10. If different values other than the suggested are used, please explain here: N/A		

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	1,179
	2. Minority persons	3,793
	3. Low-Income households	536
	4. Linguistically-challenged persons	434
	5. Individuals with disabilities	1,312
	6. Households without a motor vehicle	206
	7. Children ages 6-17	1,890
	8. Health service facilities served by project	25

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	0
2. 2040 ADT estimate	0
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). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	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 (<i>most recent 5-year period of data</i>)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (<i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i>).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)		
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	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
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.

3. Other functional obsolescence issues to be addressed by project	
4. Average Daily User Volume over bridge	0
I. Other Beneficial Variables <i>(identified and calculated by the sponsor)</i>	
1.	
2.	
3.	
J. Disbenefits or Negative Impacts <i>(identified and calculated by the sponsor)</i>	
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2. Negative impact on vulnerable populations None	
3. Other:	