

Part 1

Base Information

1. Project Title

State Highway 66 Improvements – Hover Street to Main Street

2. Project Start/End points or Geographic Area

Provide a map with submittal, as appropriate

Start: State Highway 66/Hover Street
End: State Highway 66/Main Street

LOCATION MAP:
State Highway 66 Improvements - Hover to US 287



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 (Pgs. 124, 128, 132, 140, 144)
https://envisionlongmont.com/sites/envisionlongmont.com/files/document/pdf/EnvisionLongmont_Adopted062816_FINAL_w_appendices.pdf

2019-2023 Longmont Capital Improvement Program (P. 164)
<https://www.longmontcolorado.gov/home/showdocument?id=24664>

CDOT SH 66 PEL <https://www.codot.gov/library/studies/co-66-pel>

Other(s):

Boulder County Transportation Master Plan (P. 15)
<https://assets.bouldercounty.org/wp-content/uploads/2017/03/transportation-master-plan.pdf>

Boulder County Countywide Transportation Sales Tax, Project #39
<https://assets.bouldercounty.org/wp-content/uploads/2017/05/transportation-sales-tax-project-phasing-plan.pdf>

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?

The SH 66 Improvements project would support DRCOG’s Metro Vision goals by providing a regional transportation system that is well-connected and serves all modes of travel. Users of this corridor would also benefit from a safer and more reliable transportation system. This project would reduce congestion, improve operations and enhance roadway safety for this regional corridor.

Background: State Highway 66 (SH 66) provides a regional connection between I-25, the City of Longmont, and the Town of Lyons. The SH 66 corridor is used by multiple modes of transportation including: vehicles, transit, bicycles and pedestrians (although sidewalk connectivity is fragmented). This highway also serves tourist traffic to Estes Park/Rocky Mountain National Park (via SH 66 & US 36). Due to congestion and projected traffic growth, better multimodal options and capacity improvements are needed to improve the safety for all modes on this busy highway.

The segment of SH 66 between US 287 (Main Street) and Hover Street carries nearly 25,000 vehicles per day (Source: CDOT OTIS Station ID: 102873) and is projected to increase to 40,000 vpd in 2035 (Source: 2014 Longmont Roadway Plan). A significant percentage of the traffic on SH 66 consists of commuters who live north of Longmont and work in Boulder. Streetlight Data depicts a commuter travel pattern of motorists traveling south on US 287, then west along SH 66 and then south on Hover Street to SH 119.

In addition to the needed capacity, safety improvements are also warranted along this busy section of highway. Between January 1, 2011 and December 31, 2015, there were 221 total crashes along SH 66, US 287 to Hover (Source: CDOT SH 66 PEL). Of the total crashes, 74 were classified as injury and 1 was a fatality. High speeds coupled with traffic congestion creates dangerous conditions, as noted by the high number and severity of accidents.

SH 66 is also a popular route for recreational cyclists; however, the shoulder widths vary and are less than 5’ at certain intersections. This creates an uncomfortable and unsafe condition, which deters more cyclists from using this road.

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

This subregional application includes the design of needed improvements along this major regional corridor to accommodate future growth, multimodal transportation and transit. Anticipated improvements include reconstruction and widening of SH 66 to include two travel lanes in each direction, on-street bike lanes/wide shoulders or separated bikeway (per the PEL recommendations), detached sidewalk, left turn lanes and

acceleration/deceleration lanes at appropriate locations. Boulder County also identified this project in their Countywide Transportation Sales Tax list of projects.

Multimodal improvements associated with this project would include wide shoulders (10') or separated bikeway (as recommended in CDOT's PEL) and detached sidewalk (8' wide) along the south side of SH 66. The additional roadway capacity would also provide travel time savings and improve travel time reliability, making this corridor attractive for regional transit routes (e.g. FLEX).

The scope of work (design) would include preliminary and final design services, including the preparation of construction plans, identification of any required ROW acquisition(s) and development of a detailed estimate of probable construction costs.

10. What is the status of the proposed project?

Improvements for SH 66 between US 287 and Hover Street is supported by CDOT, Boulder County and Longmont. This project could start as soon as funding becomes available.

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.

While a lower amount cannot be accepted, there is flexibility on the fiscal year of funding.

A. Project Financial Information and Funding Request

1. Total Project Cost		\$650,000
2. Total amount of DRCOG Subregional Share Funding Request	\$450,000	69.2% 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 Longmont	\$100,000	15.4%
CDOT	\$100,000	15.4%
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners <i>(private, local, state, Regional, or federal)</i>	\$200,000	

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	\$450,000	\$0	\$0	\$0	\$450,000
State Funds	\$ 100,000	\$0	\$0	\$0	\$100,000
Local Funds	\$100,000	\$0	\$0	\$0	\$100,000
Total Funding	\$650,000	\$0	\$0	\$0	\$650,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Design				

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?

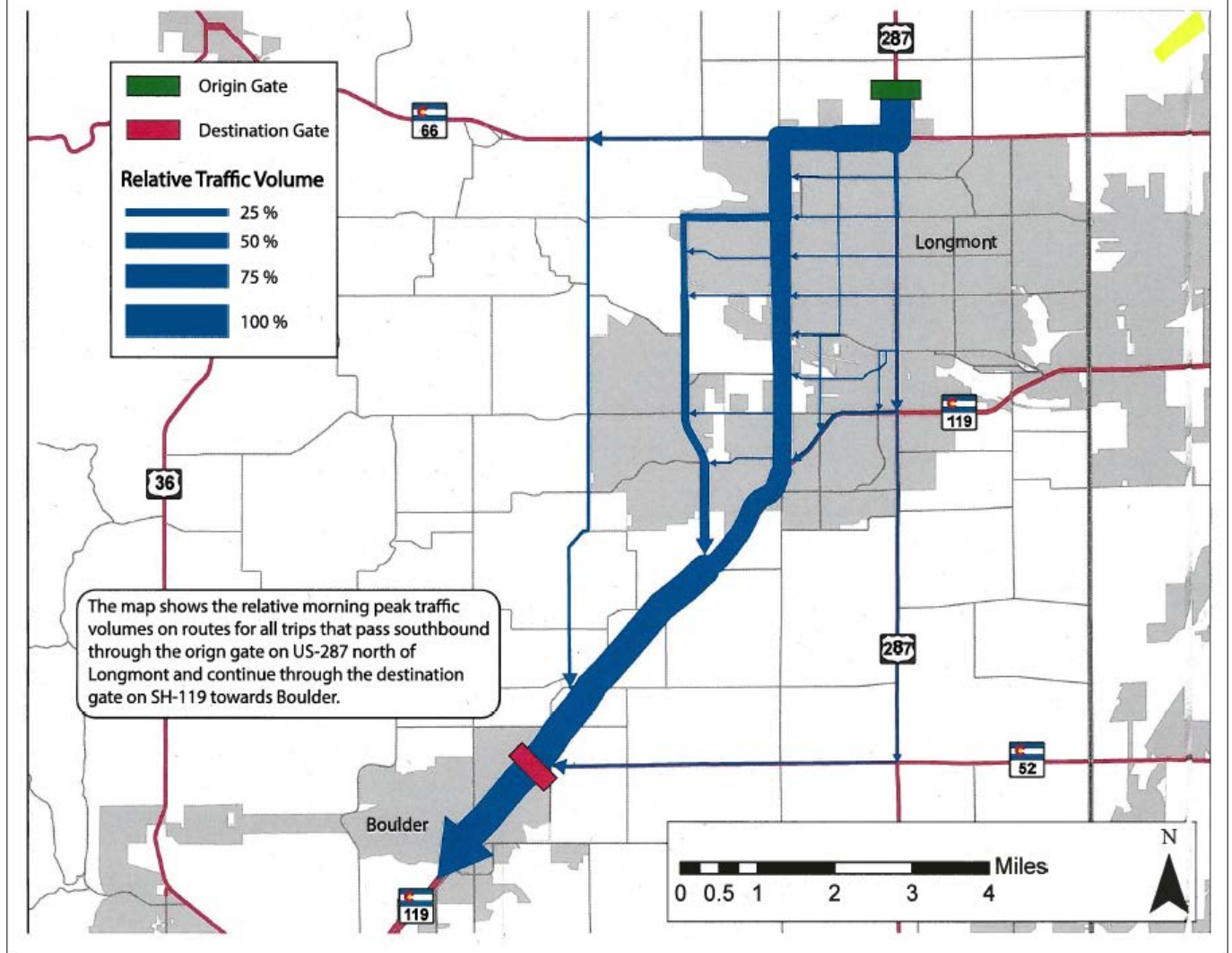
As previously indicated in the Problem Statement, SH 66 is a major a transportation corridor for the subregion, as it serves both subregional and regional trips.

Development up and down the Front Range and within the subregion and has resulted in more vehicular traffic and congestion along the SH 66 corridor, resulting in unsafe conditions and a significant number of severe accidents. Between January 1, 2011 and December 31, 2015, there were 221 total crashes along SH 66, US 287 to Hover (Source: CDOT SH 66 PEL). Of the total crashes, 74 were classified as injury and 1 was a fatality.

This project would provide better multimodal options and support DRCOG's Metro Vision goal of providing a regional transportation system that is well-connected and serves all modes of travel. In addition, this project would provide the needed safety improvements for this busy highway.

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

This project crosses the City of Longmont, Boulder County and CDOT jurisdictions. Functionally, the improvements to this corridor will benefit many other jurisdictions and tens of thousands of people across the north Front Range, not just in Boulder County or Longmont residents. Below is Streetlight Data (cellular phone data to better understand which routes people use) which depicts a typical commuter travel pattern (AM peak hour) from North Longmont to Boulder.



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

The project will greatly benefit the North Front Range Metropolitan Planning Area by providing a safer and more reliable transportation system for citizens who regularly commute between the DRCOG and NFRMPO boundaries.

The FLEX route – operated by City of Fort Collins – connects Fort Collins (and Colorado State University) to Boulder (and University of Colorado). This inter-regional route could utilize the SH 66 corridor in lieu of the more congested US287 route. With the proposed improvements to SH 66, commuters would experience travel time savings and a more travel time reliability, due to the additional capacity.

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

This project would add needed capacity and safety improvements necessary to keep up with the increased traffic growth on this segment of SH 66. The congestion and poor travel time reliability would be mitigated with the addition of through lanes, auxiliary lanes and access control (as recommended in the PEL).

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 completed project will lead to direct safety improvements in the corridor and all the associated benefits of reduced crashes. This includes reduction in personal property loss and reduction in injury and fatalities which has a direct connection to the economy.

Equally importantly, the project will improve travel time for all users of this corridor. The design will identify specific location(s) and extent of the needed capital improvements. This project would also support future mixed-use development along the north side of SH 66 and set the footprint for the highway improvements. Moving people between communities and economic centers without undue congestion is the backbone of a healthy economy.

And to be clear, the \$450,000 in requested federal funds is to complete the final design of the needed improvements along SH 66. The completed design will not make direct improvements; however, it is the next step towards identifying right-of-way needs and estimating the probable construction costs so construction funding can be secured. Without the design, there will be no progress on improvements to this corridor.

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

This is a multimodal project with the intent of improving all modes of travel.

Currently, there are no pedestrian facilities along this corridor that connect adjacent residential and commercial areas. The addition of an 8' wide multi-use concrete path along the south side of SH 66 would connect the residential areas to the south of SH 66 to adjacent churches and commercial shopping areas. It would also provide an alternative for bicyclists who don't have the skill level (e.g. children) or desire to ride on SH 66.

SH 66 is a popular route for recreational cyclists heading to Lyons. The project would include wide shoulders (10') or separated bikeway (depending on the recommendations in the SH 66 PEL). The current shoulder width varies and in some areas is less than 5'. Given the high volumes and speed of traffic on SH 66, this presents a safety concern and likely discourages more cyclists from using this section of SH 66.

The wide shoulders and multi-use path would provide first/last mile connection to regional transit routes (FLEX, SH 119 BRT) and local transit route connections at the proposed SH 66/US 287 Park-n-Ride.

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

In addition to Longmont's local match (\$100,000) to this project, CDOT has also committed to providing financial support (\$100,000) for the design.

Boulder County, while not providing any direct funding to the design, is also a partner for this project. Boulder County has identified partial construction funding for the SH 66 Improvements. This project is included as one of the projects in the Countywide Transportation Sales Tax: List of Projects (Project #39).

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)**.

This project will contribute to the economic resiliency of the Longmont area by removing barriers and increasing transportation alternatives for all community members, including the most vulnerable populations (e.g. older adults, low-income families and people with disabilities). This project provides connections to local and regional transit service. Vulnerable populations are more likely to depend on transit due to the high cost of owning and

operating a personal vehicle as well as medical conditions, which could prevent them from driving. This project will support older adults and people with disabilities to live independently.

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

This project will design the capital and operational improvements needed to support transit along the SH 66 corridor, with the goal of decreasing transit travel time and increase system reliability. The project improvements also support the City’s Guiding Principle #2 of providing a complete, balanced and connected transportation system that provides pedestrian and bicycle connection in areas where enhanced transit service exists or is planned. These improvements will provide the needed first and last mile connections to local and regional transit.

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

Improving transportation safety is a key component of this project. First off, this segment of roadway would be characterized to determine the expected frequency and severity of crashes as compared to other similar facilities. The design will also include review of the crashes along this corridor and analysis/recommendations included in the SH 66 PEL. The analysis will summarize where, when and how the crashes are occurring to determine if a particular type of accident is over represented. The design will then evaluate and include the appropriate safety counter measures.

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 SH 66 corridor has the potential for significant mixed-use development in the near future. Investment in this project will increase developer confidence that SH 66 is a priority corridor for local and state government entities. It will also establish the highway footprint and provide known signalized and unsignalized access points along the corridor.

[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

This project will include pedestrian improvements that provide connectivity to area churches, shopping centers and other key commercial destinations.

[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*

This project increases mobility choices for pedestrians and bicyclists. It would also provide decreased transit travel times and increased transit travel time reliability; thereby making this corridor more attractive for regional transit services (e.g. FLEX service between Boulder and Fort Collins).

[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*

The improvements associated with this project provides mobility alternatives (that currently do not exist) than driving a private vehicle. Providing increased opportunity for people to use alternative modes of transportation will lead to a reduction in vehicle miles traveled and the greenhouse gas emissions associated with them.

[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 project will increase regional mobility which ultimately provides better access to the extensive open space areas along the SH 66 corridor. Additionally, the corridor provides connections from urban centers in Longmont to recreational opportunities, specifically identified training rides and trails west and north of Longmont. There is also an indirect benefit to provide connections to planned connections to Lyons and the public lands to the west.

[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*

This project provides new pedestrian and enhanced bicycle facilities that support healthy and active lifestyle activities. In addition, this project would include first/last mile connections for transit users who choose to walk/bike to access the transit service. Research has shown that transit commuters are more likely than car commuters to achieve minimum daily personal activity thresholds.

(Sources: Transit and Health: Mode of Transport, Employer Sponsored Public Transit Pass Programs, and Physical Activity, Journal of Public Health Policy 2009; Walking to Public Transit: Steps to Help Meet Physical Activity Recommendations, American Journal of Preventative Medicine, 2005; Evaluating Public Transportation Health Benefits, Victoria Transportation Policy Institute, 2012)

[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*

Transportation is an essential service that connects people to all other aspects of their life (e.g. education, employment, healthcare, human services, etc.). This project supports a reliable transportation system that also

provides transportation alternatives for all community members, including the most vulnerable populations (e.g. older adults, low-income families and people with disabilities).

[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*

This project includes improvements that support a reliable transportation system that efficiently moves goods and people. Free-flowing traffic increases regional productivity, which also increases tax revenues for local governments.

D. Project Leveraging

WEIGHT 10%

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?

30.8%

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. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	0	0
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	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.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	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) <i>(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)</i>	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	10
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	19,020	3,339	22,359
2040	24,335	11,501	35,836

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.	100	200
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)	50	100
5. = Initial number of new bicycle trips from project (#3 – #4)	50	100
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)	15	30
7. = Number of SOV trips reduced per day (#5 - #6)	35	70
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	70	140
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	66	133
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	19,020	3,339	22,359
2040	24,335	11,501	35,836

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	100	200
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)	50	100
5. = Number of new trips from project (#3 – #4)	50	100
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)	15	30
7. = Number of SOV trips reduced per day (#5 - #6)	35	70

12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor)</i>	14	28
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	13	26
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

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	
2. Minority persons		7,117
3. Low-Income households		950
4. Linguistically-challenged persons		790
5. Individuals with disabilities		2,010
6. Households without a motor vehicle		441
7. Children ages 6-17		3,421
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	20,000
2. 2040 ADT estimate	35,000
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 <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	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	3	
Other Injury crashes	23	
Property Damage Only crashes	59	
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 *(identified and calculated by the sponsor)*

1.

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

Increase will be marginal due to other operational factors on either side of this project and the unknown aspects of the final project.

2. Negative impact on vulnerable populations
None.

3. Other: