Part 1 Base Information

1. Project Title	**Hokestra Trail Realignment and Bridge Safety Improvements**
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	The location of the proposed project is approximately 2000' north of and 500' east of the Southwest Weld Service Center at 4209 WCR 24.5 east of Longmont. It is about 1500' east of I-25. The improvements are to be constructed at the spillway of an unnamed pond immediately east of I-25 and across I-25 from the St. Vrain State Park trail network. Please see the attached project location map.
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	Weld County
4. Project Contact Person, Title, Phone Number, and Email	Everett Bacon, Weld County Public Works, Transportation Planner 970-400-3762; ebacon@weldgov.com
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	☐ Yes ☒ No *If yes, provide applicable concurrence documentation with submittal*

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

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

☒ Local plan:	St. Vrain Valley Open Lands and Trails Master Plan
☒ Other(s):	Colorado Front Range Trail Comprelensive Implementation Plan, Colorado State Parks, 2007, pages 7 & 12

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?

The proposed Hokestra Trail project improvements address several Metro Vision-related issues, including safety, security, bicycle and pedestrian accessibility, interconnections, land use integration, transportation for the disadvantaged, and environmental quality. Trail users will benefit from the improvements with increased safety from potentially hazardous flooding after precipitation events. Low-income users that may use the trail for

commuting will have their financial security enhanced by a more reliable trail connection that does not flood. The trail improvements will enhance the interconnections between other local trail facilities in St. Vrain State Park, in the St. Vrain Greenway, and along Colorado Blvd; and the project will help to integrate open space and natural areas. Quality of life for residents will be enhanced with a more reliable trail connection; and the project will help improve air quality and energy efficiency.

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

The proposed project includes the realignment of 511 feet of an existing non-motorized concrete trail and construction of a new bridge at the spillway outflow of an unnamed pond immediately east of I-25 and across I-25 from St. Vrain State Park. The existing at-grade crossing is subject to flooding during and after precipitation events and impacts the safety (water obstruction) and quality of life (connectivity) for users of this trail connection. After flooding events on this section of the trail, the path is often obstructed with sediment, mud, and/or other debris. The improvements will alleviate periodic flooding of the trail at this location, increase the resiliency of the regional trail network, and enhance the safety, mobility, and quality of life for trail users.

10. What is the status of the proposed project?

An existing concrete trail exists at the project location. Concetual plans have been prepated for the trail realignment and bridge construction. Right-of-way for the project has been acquired. Weld County has local match funds available. CDOT has provided a letter of concurrence for the project.

This section of trail has been closed for about 12 years due to reclaimation/mining operations in the vicinity. These operations are expected to keep the trail closed at this location for 2-3 more years. This is the reason current trail usage is shown as zero in subsequent sections of this application.

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.

Weld County would be appreciative of any amount of funding available for this important trail connection project.

A. Project Financial Information and Funding Request

1. Total Project Cost		**$200,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$100,000**	**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**
Weld County	$100,000	50%
	$	0%
	$	0%
	$	0%
	$	0%
	$	0%

Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$100,000**	

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	$0	$0	$0	$0	**$0**
State Funds	$ 100,000	$0	$0	$0	**$100,000**
Local Funds	$100,000	$0	$0	$0	**$100,000**
Total Funding	$200,000	$0	$0	$0	**$200,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	CON	Choose an item	Choose an item	Choose an item	

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

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

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

1. Why is this project important to your subregion?

The proposed Hokestra Trail project improvements address several transportation-related issues, including safety, security, bicycle and pedestrian accessibility, interconnections, land use integration, transportation for the disadvantaged, and environmental quality. The trail/greenway system and the St. Vrain State Park represent significant public investments in recreation, quality of life, and natural areas/open spaces. As Aristotle said, "the whole is greater then the sum of its parts." In this case, the Hokestra Trail improvements, although a small component of the regional trail system, will improve the non-motorized connectivity of the local area and serve to protect and enhance these regional assets.

Trail users will benefit from the improvements with increased safety from potentially hazardous flooding after precipitation events. Low-income users that may use the trail for commuting will have their financial security enhanced by a more reliable trail connection that does not flood. The trail improvements will enhance the interconnections between other local trail facilities in St. Vrain State Park, in the St. Vrain Greenway, and along Colorado Blvd; and the project will help to integrate open space and natural areas. Quality of life for residents will be enhanced with a more reliable trail connection; and the project will support enhanced air quality and energy efficiency

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

Yes, residents of several communities will benefit from proposed Hokestra Trail improvements, including Longmont, Mead, Firestone, Frederick, Dacono, and unincorporated Weld County. People from these areas are the more likely users of the Hokestra Trail. The improvements will alleviate periodic flooding of the trail at this location, increase the resiliency of the regional trail, and enhance the safety, mobility, and quality of life for trail users.

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

Yes, but not to a great extent. It is possible that some trail users will bicycle long distances and travel on the Hokestra Trail from other subregions.

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

As the SH-119/Firestone Blvd./ WCR 24 corridor and areas to the north and east continue to develop, the interconnected regional trail system facilitated by the proposed project will be vital to both recreational users and commuters.

Trail users will benefit from the improvements with increased safety from potentially hazardous flooding after precipitation events. Low-income users that may use the trail for commuting will have their financial security enhanced by a more reliable trail connection that does not flood. The trail improvements will enhance the interconnections between other local trail facilities in St. Vrain State Park, in the St. Vrain Greenway, and along Colorado Blvd; and the project will help to integrate open space and natural areas. Quality of life for residents will be enhanced with a more reliable trail connection; and the project will support enhanced air quality and energy efficiency objectives.

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?

From a quality of life perspective, a well-connected non-motorized trail system provides health benefits through human-powered recreational opportunities and quality of life benefits from outdoor experiences in the natural areas the trail traverses.

The trail system also provides financial benefits through income opportunities and employment stability for low-income workers and others without access to a vehicle. These residents often rely on non-motorized means of travel such as bicycling, walking, or transit or a combination of modes. An interconnected trail system translates as access to jobs for some, especially as anticipated development occurs in the surrounding area.

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

The primary feature of the proposed trail realignment and bridge construction project is connectivity. The trail improvements will enhance the interconnections between other local trail facilities in St. Vrain State Park, in the St. Vrain Greenway, and along Colorado Blvd; and the project will help to integrate open space and natural areas. Quality of life for residents will be enhanced with a more reliable trail connections.

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

This is a relatively low cost improvement that is proposed to be paid for with $100,000 from the state's Multimodal Options Fund (MMOF) program and $100,000 from Weld County local match. Weld County will also provide local funds for additional costs beyond the federal/state and required local contributions. CDOT has provided a letter of concurrence for the project; and the project's proposed scope, funding, and timeline have been coordinated with the jurisdicitons in the local area.

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 trail system provides financial benefits through income opportunities and employment stability for low-income workers and others without access to a vehicle. These residents often rely on non-motorized means of travel such as bicycling, walking, or transit or a combination of modes. An interconnected trail system translates as access to jobs for some, especially as anticipated development occurs in the surrounding area.

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

One of the primary benefits of the proposed project is the enhanced reliability of the interconnected regional trail system. The existing at-grade crossing is subject to flooding during and after precipitation events and impacts the safety (water obstruction) and quality of life (connectivity) for users of this trail connection. After flooding events on this section of the trail, the path is often obstructed with sediment, mud, and/or other debris. The improvements will alleviate periodic flooding of the trail at this location, increase the resiliency of the regional trail network, and enhance the safety, mobility, and quality of life for trail users. Notably, the trail will be safe to travel during and after precipitation events since the path will be clear of debris.

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

The proposed project provides safety and security benefits by allowing for safe, unobsructed travel on an important regional trail connection. As noted previously, the trail will be safe to travel during and after precipitation events since the path will be clear of debris.

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 area in the vicinity of the proposed project is already experiencing significant growth but large areas of developable land exist in conjunction with accessible open spaces including the St. Vrain State Park on the west side of I-25. The SH-119 / Firestone Blvd. / WCR 24 corridor to the south has seen commerical / retail development; and residential subdivisions are expanding in areas north and east. The proposed trail project will support connectivity in the local area that will allow residents to stay local with additional recreational opportunities and commercial/retail destinations. Admittedly, non-motorized trail systems don't necessarily direct or focus growth, but they play an important role in the connected multi-modal transportation system that influences growth patterns.

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 primary feature of the proposed trail realignment and bridge construction project is connectivity. The trail improvements will enhance the interconnections between other local trail facilities in St. Vrain State Park, in the St. Vrain Greenway, and along Colorado Blvd; and the project will help integrate open space and natural areas. Quality of life for residents will be enhanced with more reliable trail connections.

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

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

Describe, *including supporting quantitative analysis*

The proposed project will significantly upgrade a section of trail that is subject to periodic flooding. It is an important connection for the local and regional trail systems, thereby enhancing the multi-modal opportunities for residents.

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

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

Describe, *including supporting quantitative analysis*

Yes, non-motorized trail improvements are widely recognized for their health benefits through human-powered exercise opportunities, enhanced air quality, and energy efficiency. As this is a relatively low-cost improvement, air quality benefits, while positive, will be relatively small as well. As the area developes into the future, air qulaty benefits will increase.

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*

The primary feature of the proposed trail realignment and bridge construction project is connectivity. The trail improvements will enhance the interconnections between other local trail facilities in St. Vrain State Park, in the St. Vrain Greenway, and along Colorado Blvd; and the project will help to integrate surrounding open spaces and natural areas. Quality of life for residents will be enhanced with a more reliable trail connections.

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

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

Describe, *including supporting quantitative analysis*

Yes, the proposed trail improvements will provide health benefits through human-powered exercise opportunities, enhanced air quality, and energy efficiency. Cycling, walking, and other non-motorized means of travel that the trail system facilitates provide the highest level of opportunity for healthy travel compared to other modes.

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*

The trail system provides financial benefits through income opportunities and employment stability for low-income workers and others without access to a vehicle. These residents often rely on non-motorized means of travel such as bicycling, walking, or transit or a combination of the three. An interconnected trail system translates as access to jobs for some, especially as anticipated development occurs in the surrounding area.

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

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

Describe, *including supporting quantitative analysis*

Yes, the proposed project provides financial benefits to low income residents and those without access to vehicles through enhanced connections to employment destinations. In a small way, the project supports economic vitality with more opportunities for residents to become and stay employed, which alleviates some of the burden on social services and helps lower unemployment.

D. Project Leveraging		WEIGHT 10%
9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	50%	60%+ outside funding sources .....High 30-59% .....Medium 29% and below .....Low

Part 3 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	724	1,239	**1,963**
2040	3,560	3,055	**6,615**

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: n/a - this is not a transit-related project		
10. If different values other than the suggested are used, please explain here: n/a - this is not a transit-related project		

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	724	1,239	**1,963**
2040	3,560	3,055	**6,615**

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.	30	100
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)	30	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)*	10	**30**
7. = Number of SOV trips reduced per day (#5 - #6)	20	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)*	40	140
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	38	133
10. If values would be distinctly greater for weekends, describe the magnitude of difference: Since this is primarily a recreational trail, weekend users should be significantly higher than usage on weekdays. It could possibly double or triple.		
11. If different values other than the suggested are used, please explain here: n/a		

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	724	1,239	**1,963**
2040	3,560	3,055	**6,615**

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	15	50
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)	15	50
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)*	5	15
7. = Number of SOV trips reduced per day (#5 - #6)	10	35

12. Enter the value of **{#7 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor)*	4	28
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	3	26

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

Since this is primarily a recreational trail, weekend users should be significantly higher than usage on weekdays. It could possibly double or triple.

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	186
	2. Minority persons	20
	3. Low-Income households	5
	4. Linguistically-challenged persons	0
	5. Individuals with disabilities	15
	6. Households without a motor vehicle	16
	7. Children ages 6-17	181
	8. Health service facilities served by project	0

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). *If applicable, denote unique travel time reduction for certain types of vehicles* Note: This is not a congestion reduction roadway project.	0

8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference. Note: This is not a congestion reduction roadway project.	
9. If different values other than the suggested are used, please explain here: Note: This is not a congestion reduction roadway project.	

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	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> *(per the five-year period used above)*		
Fatal crashes reduced	0	
Serious Injury crashes reduced	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. Note: This is not a roadway project.	
3. Average Daily User Volume	0

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Fair
5. Describe current condition issues and how the project will address them. The existing at-grade crossing is subject to flooding during and after precipitation events and impacts the safety (water obstruction) and quality of life (connectivity) for users of this trail connection. After flooding events on this section of the trail, the path is often obstructed with sediment, mud, and/or other debris. The proposed improvements will eliminate periodic flooding of the trail at this location, increase the resiliency of the regional trail, and enhance the safety, mobility, and quality of life for trail users. Notably, the trail will be safe to travel during and after precipitation events since the path will be clear of debris.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT

   n/a

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

   The proposed project includes the realignment of 511 feet of an existing non-motorized concrete trail and construction of a new bridge at the spillway outflow of an unnamed pond immediately east of I-25 and across I-25 from St. Vrain State Park. The existing at-grade crossing is subject to flooding during and after precipitation events and impacts the safety (water obstruction) and quality of life (connectivity) for users of this trail connection. After flooding events on this section of the trail, the path is often obstructed with sediment, mud, and/or other debris. The proposed improvements will eliminate periodic flooding of the trail at this location.

3. Other functional obsolescence issues to be addressed by project

   n/a

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

n/a

2. Negative impact on vulnerable populations

none

3. Other:

n/a