2020–2023 Transportation Improvement Program (TIP)
SW Weld County Subregional Share Project Application Form

APPLICATION OVERVIEW

The **Subregional Share Call for Projects** will **open on January 2, 2019**, with applications **due no later than 3 p.m. on February 27, 2018** to your subregional forum.

- To be eligible to submit, at least one person from your agency must have attended one of the mandatory TIP training workshops (held August 8 and August 16) or a supplemental training held on September 14.
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than January 7, with CDOT/RTD providing a response no later than February 8. The form can be found here.
- Any applications submitted by regional or similar agencies (TMA's), or municipalities crossing multiple subregions, must be submitted through the subregional forum based on where the majority of the project is located.
- Data to help the sponsor fill out the application, *especially Part 3*, can be found here.
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to tcottrell@drcog.org no later than February 6, 2019.
- The application must be affirmed by either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP*****,** which can be found online here.

APPLICATION FORM OUTLINE

The 2020-2023 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review each forum's submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant's responses in Part 2**.**

Scoring Methodology: Each section will be scored using a scale of *High-Medium-Low,* relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

Section A. Subregional Significance of Proposed Projects 40%

High	The project will significantly address a clearly demonstrated major subregional problem and benefit people and businesses from multiple subregions.
Medium	The project will either moderately address a major problem or significantly address a moderate-level subregional problem.
Low	The project will address a minor subregional problem.

Section B. Metro Vision TIP Focus Areas 30%

High	The project will **significantly improve** the safety and/or security, **significantly increase** the reliability of the transportation network, and benefit a **large number and variety** of users (including vulnerable populations*).
Medium	The project will **moderately improve** the safety and/or security**, moderately increase** the reliability of the transportation network, and benefit a **moderate number and variety** of users (including vulnerable populations*).
Low	The project will **minimally improve** the safety and/or security, **minimally increase** the reliability of the transportation network, and benefit a **limited number and variety** of users (including vulnerable populations*).

**Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives 20%

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region's residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

High	The project will **significantly** address Metro Vision transportation-related objectives and is determined to be in the **top third** of applications based on the magnitude of benefits.
Medium	The project will **moderately** address Metro Vision transportation-related objectives and is determined to be in the **middle third** of applications based on the magnitude of benefits.
Low	The project will **slightly or not at all** address Metro Vision transportation-related objectives and is determined to be in the **bottom third** of applications based on the magnitude of benefits.

Section D. Leveraging of non-Subregional Share funds ("overmatch") **..... 10%**

Scores are assigned based on the percent of outside funding sources (non-Subregional Share).

% of Outside Funding (non-Subregional Share)	**High**	60% and above
	Medium	30-59%
	Low	29% and below

Part 3 | Project Data – Calculations and Estimates

Based on the applicant's project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant's qualitative narrative.

Part 1 Base Information

1. Project Title	**Erie Parkway and WCR 7 Traffic Signal Project**
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Intersection of Erie Parkway and WCR 7
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	Town of Erie
4. Project Contact Person, Title, Phone Number, and Email	Wendi Palmer, Civil Engineer, 303-926-2875, wpalmer@erieco.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 FCRTP)

☒ Local plan:	Erie Parkway Corridor Study, September 2017, https://www.erieco.gov/DocumentCenter/View/10185/Erie-Parkway-Corridor-Study-2017?bidId= Erie Parkway Corridor Study Appendixes, https://www.erieco.gov/DocumentCenter/View/10413/Erie-Parkway-Corridor-Study-Appendices?bidId= Transportation Master Plan, January 2018, https://www.erieco.gov/DocumentCenter/View/293/Transporation-Master-Plan-2018?bidId=
☒ Other(s):	Erie 5-year Capital Improvement Plan 5-year CIP is attached.

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: Traffic Signal

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

This project will address safety. The accident rate at this intersection is increasing in number and severity creating a safety problem. A signal is warranted.

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

The design for intersection improvements is currently at the conceptual design stage which has been funded with Erie's Transportation Fund. The Town will add left turn lanes in all directions and an eastbound right turn lane. The specific element for this funding request is for the installation of a traffic signal after the roadway improvements are complete.

10. What is the status of the proposed project? The intersection design is currently being funded by the Town of Erie. Three design alternatives were reviewed. A preferred option has been selected, the preliminary design will begin soon. The project will be bid in two phases, one for the roadway improvements which will be funding by the Town, the second phase will be for the installation of a traffic signal which is what the Town is requesting funding for.

Project is in the early stages of design.

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.

By only requesting funding for the traffic signal and not the roadway improvements, Erie believes the project has already been reduced in scope.

A. Project Financial Information and Funding Request

1. Total Project Cost		**$600,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$480,000**	**80% 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**
Town of Erie	$120,000	20%
	$	
	$	
	$	
	$	
	$	
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$120,000**	

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	$ 53, 600	$426,400	$	$	**$480,000**
State Funds	$	$	$	$	**$0**
Local Funds	$13,400	$106,600	$	$	**$120,000**
Total Funding	$67,000	$533,000	$0	$0	**$600,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Design	CON	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?

Erie Parkway is a principal arterial providing an important corridor between I-25 and SH 287. A significat number of vehicles from I-25 use Erie Parkway as an east-west corridor to travel to and from Boulder County. Many residents from the Southwest Weld County Sub-region work, shop and recreate in Boulder County and use this corridor.

In the Town of Erie's Transportation Master plan, WCR 7 is a minor arterial south of the future Sheridan Blvd extension and a principal arterial north to SH 52. WCR 7 provides a north-south connection between SH-7 and SH-52. With the added traffic from Broomfield and increase in traffic accedents, this intersection requires safety improvements including signalization.

Both Erie Parkway and WCR 7 are identified as Arterial Roadways in the 2040 Reginal Roadway System for the TIP.

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

Yes. Multiple municipalities such as Weld County, Boulder County, Erie, Dacono, Broomfield and other North DRCOG municipalities will benefit from this project since Erie Parkway and WCR 7 are used by residents in other municipalities as a route through Erie.

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

Yes. Boulder County would benefit as this is a cooridor used by residents and visitors to Boulder County. Broomfield would benefit as it would provide a safe intersection for residents from Broomfield that use WCR 7.

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

Adding a traffic signal at the intersection of WCR 7 and Erie Parkway will provide a safer intersection and reduce the accident rate.

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?

By providing a traffic signal there will be fewer accidents, traffic will not be impeded from the accidents or waiting for cars to make left hand turns from Erie Parkway onto WCR 7. Cars traveling on WCR 7 will be able to cross Erie Parkway or turn onto Erie Parkway safely. By having a reliable and safer intersection, people and businesses will thrive and prosper.

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

Currently, Erie Parkway does not have multimodal facilities between CR 5 and the I-25 corridor. This project is an interim phase of a larger project that will widen Erie Parkway to it's ultimate configuration. The ultimate cross section will include bike lanes, sidewalks/trails, and will consider transit routes. The goal of this project is to improve the functionality and safety for all modes of transporation by installing signals and reducing the number of traffic accidents. This project will promote future growth and additional infrastructure improvements that will provide connectivity for all modes of transporation.

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

Currently Erie is the only entitie that is commited to making this a safe intersection. Local funding would be through the Town's transportation fund.

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).**

Boulder Community Health is constructing a new medical office and urgent care building at the intersection of Erie Parkway and Briggs Street which is approximately 3 miles west of this intersection. Ther is also a Centura Neighborhood Health Center east of I-25. By providing a safer intersection, access to the health services will be improved.

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

By having a traffic signal at this intersection it would be safer for pedestrians and bikes to cross Erie Parkway or make left turns at this intersection.

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

There have been over 30 accidents in the past three years at or near this intersection. Most of these accidents would not have occurred if there was a traffic signal at this intersection.

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 projected steady growth of housing development will increase opportunities for community oriented retail development over the next 25 years. The Town of Erie is projected to more than double in size adding 12,500 households over the next 25 years to reach 23,373 households in 2040. This household growth is estimated to support 877,500 square feet of community-based retail space, a significant portion of which is expected to be located in downtown and in neighborhood and community shopping centers along Erie Parkway on the eastern and western sides of the town. In addition, regionally oriented retail development located in larger format stores and regional centers is expected to occur at the I-25 and Erie Parkway interchange, which is 1 mile east of WCR 7

& Erie Parkway Intersection. Improving intersection capacity, safety, and mobility at this intersection will contribute to the future growth along this corridor.

This project is the first phase in a larger plan that will ultimately provide additional travel lanes, multi-use paths, bike lanes, landscaped medians, and ADA access from I-25 into the Town of Erie. This will ultimately encourage and facilitate growth in the region.

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*

Erie Parkway is one of three continuous east-west arterial connections within the Town of Erie. Situated approximately midway between State Highway 7 (SH 7) on the south and SH 52 on the north, Erie Parkway bisects the Town and provides regional connectivity to Boulder and Interstate 25 (I-25). Central to the Town, Erie Parkway serves as the community's spine and as the gateway to the Town from US Highway 287 (US-287) on the west and I-25 on the east.

In recent years, Erie Parkway has experienced continuing pressure for growth, and its role in the region has transitioned from a rural road to the major arterial corridor that it is today. Not only is Erie Parkway the primary route for accessing the Town of Erie from I-25 on the east and from Boulder on the west, but it also serves east-west travel needs regionally. Today, there is much variability along the corridor – the adjacent land uses inclued suburban and rural residential, commercial, retail, and a high school. Simlilarly, the cross section varies from a two-lane rural road on the west end to sections of four lanes with landscaped medians, sidewalks, and bike lanes. Improving intersection capacity, safety, and mobility at this intersection will contribute.

The goal of this project is to improve the functionality and safety for all modes of transporation by installing signals and reducing the number of traffic accidents. This is a necessary first step towards the ultimate goal.

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*

Currently, Erie Parkway does not have multimodal facilities east of WCR 5. This project is considered an interim phase of a larger project that will widen Erie Parkway to it's ultimate configuration. The ultimate cross section will include bike lanes, sidewalks/trails, and will consider transit routes. The goal of this project is to improve the functionality and safety for all modes of transporation by installing signals and reducing the number of traffic accidents. This is a necessary first step towards the ultimate goal.

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*

Installing a traffic signal will reduce the queue lengths on WCR 7, which will in turn reduce the amount of emissions from those vehicles. There may be a slight increase from vehicles traveling along Erie Parkway. In all, an increase of pollutants from vehicles at this intersection is not anticipated.

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*

Although this project will not immediately complete and/or improve regional trails, this project is the first phase in a larger plan that will ultimately provide multi-use paths, bike lanes, and ADA access from I-25 into the Town of Erie. The goal of this project is to improve the functionality and safety at this intersection. This is a necessary first step towards the ultimate goal of safe and effective connectivity.

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 immediate need of this intersection is to reduce traffic accidents and improve the overall safety of the intersection. This project will promote future growth and infrastructure. The first phase of the project will be constructed to allow for future improvements that include ADA sidewalks/trails and bike lanes, which will ultimately encourage healthy and active lifestyles. In the short term, reducing traffic accidents will improve the health and safety of the traveling public.

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*

Erie Parkway and WCR 7 are major east-west and north-south routes that people rely upon. Improving the safety and providing consistent travel times for the public will promote reliable connections to the Town of Erie, I-25, SH-119, and SH-7.

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*

Improving and investing in the infrastructure along the Erie Parkway Corridor will promote residential, retail, and commercial development along this corridor.

D. Project Leveraging

WEIGHT **10%**

9.	What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20%	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	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	Bikes have been observed but no counts are available 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**

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *(or other percent, if justified)*	0	**0**
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	Bikes have been observed but no counts are available 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**

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	0	0
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)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *or other percent, if justified)*	0	0

7. = Number of SOV trips reduced per day (#5 - #6)	0	0
12. Enter the value of **{#7 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor)*	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

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

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	11,850
2. 2040 ADT estimate	17,900
3. Current weekday vehicle hours of delay (VHD) (before project)	13.9

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	18.3
5. Enter value of **{#3 - #4} =** Reduced VHD	0
6. Enter value of **{#5 X 1.4}** = **Reduced person hours of delay** *(Value higher than 1.4 due to high transit ridership must be justified by sponsor)*	0
7. **After project peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). *If applicable, denote unique travel time reduction for certain types of vehicles*	0

8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	
9. If different values other than the suggested are used, please explain here:	

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **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	14.3	
Other Injury crashes	0	
Property Damage Only crashes	40.0	
2. Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		
Fatal crashes reduced	0	
Serious Injury crashes reduced	11.4	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	22.9	

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.	The signal would result in an increase in overlay delay and travel time, as it's a safety improvement vs. a congestion reduction project, so there is no reduction calculated for sections 5-8. Delay for side street traffic may go down at peak times but the introduction of a signal to east-west traffic on Erie Parkway where no traffic control exists for those movements adds delay and travel time. However, crash benefits are obvious as shown in section F.
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:	