



**DRCOG FY2022-2025 TIP – Douglas County Subregion**  
**Subregional Share Air Quality/Multimodal (AQ/MM)**  
**Application Programming Federal Fiscal Years 2023-2025**

**APPLICATION OVERVIEW**

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**What:** The Subregional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

**Funding Available:** \$161,292,000 overall. Target of \$16,726,000 for Douglas County (estimated as of the open date)

**Application:** Air Quality & Multimodal (AQ/MM) eligible projects only

**Major Project Eligibility Exceptions:** Roadway capacity, roadway reconstruction, bridge, interchange projects

**Call Opens:** May 2, 2022

**Call Closes:** June 24, 2022, 3 pm

**Application Submittals:** submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
  - a. this application
  - b. one location map/graphic
  - c. cost estimate (your own or the CDOT [cost estimate form](#))
  - d. CDOT/RTD concurrence response (if applicable)
  - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
  - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 2022

**Other Notable items:**

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, [joann.mattson@state.co.us](mailto:joann.mattson@state.co.us); CDOT Region 4 – Josie Hadley, [josie.hadley@state.co.us](mailto:josie.hadley@state.co.us); RTD – Chris Quinn, [chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)
- **If a submitted application in Call #1 was not funded**, and you wish to resubmit the same application for this call, please contact DRCOG at [tipapplications@drcog.org](mailto:tipapplications@drcog.org). In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than June 3, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at [tipapplications@drcog.org](mailto:tipapplications@drcog.org)

# APPLICATION FORMAT

The AQ/MM Subregional Share application contains two parts: *project information* and *evaluation questions*.

## Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

## Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

**Scoring Methodology:** Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

**Section A. Subregional Impact of Proposed Projects..... 30%**

Projects will be evaluated on the degree to which they address a significant regional or subregional problem or benefit people throughout the subregion. Relevant quantitative data should be included within narrative responses.

5	The project benefits will <b>substantially</b> address a <b>major</b> regional or subregional problem and benefit people and businesses in multiple subregions.
4	The project benefits will <b>significantly</b> address a <b>major</b> subregional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either <b>moderately</b> address a <b>major</b> subregional problem or <b>significantly</b> address a <b>moderate</b> -level subregional problem.
2	The project benefits will <b>moderately</b> address a <b>moderate</b> -level subregional problem.
1	The project benefits will address a <b>minor</b> subregional problem.
0	The project does not address a subregional problem.

**Section B. Metro Vision Regional Transportation Plan Priorities .....50%**

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> of applications based on the magnitude of benefits in that priority area.
0	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

**Section C. Project Leveraging (“overmatch”) ..... 10%**  
 Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

**Section D. Project Readiness ..... 10%**

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	<b>Few</b> mitigation or readiness activities have been demonstrated.
0	<b>No</b> mitigation or readiness activities have been demonstrated.

## Project Information

1. Project Title		<b>Castle Pines I-25 Bicycle/Pedestrian Overpass</b>	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: MP 188 End point: MP 188 OR Geographic Area: Crossing I-25 south of Castle Pines Parkway	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Castle Pines	
4. Project Contact Person:			
Name	Larry Nimmo	Title	Public Works Director
Phone	303-705-0216	Email	Public Works Director
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
<input type="checkbox"/> <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a>			
Provide MVRTP staging period, if applicable capital project:			
6. What planning document(s) identifies this project?  <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	<input type="checkbox"/> <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> Provide MVRTP staging period, if applicable capital project:		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Castle Pines Master Transportation Plan <a href="https://www.castlepinesco.gov/wp-content/uploads/2019/09/Master-Transportation-Plan.pdf">https://www.castlepinesco.gov/wp-content/uploads/2019/09/Master-Transportation-Plan.pdf</a>  2021 Castle Pines Comprehensive Plan <a href="https://www.castlepinesco.gov/wp-content/uploads/2021/07/Castle-Pines-Comprehensive-Plan-Update_web-quality.pdf">https://www.castlepinesco.gov/wp-content/uploads/2021/07/Castle-Pines-Comprehensive-Plan-Update_web-quality.pdf</a>  2040 Douglas County Transportation Master Plan <a href="https://www.douglas.co.us/documents/2040-transportation-master-plan.pdf/">https://www.douglas.co.us/documents/2040-transportation-master-plan.pdf/</a>  Multi-Modal Enhancement Plan for Castle Pines <a href="https://www.castlepinesco.gov/wp-content/uploads/2019/09/Castle-Pines-Multi-Modal-Report-121911-LR.pdf">https://www.castlepinesco.gov/wp-content/uploads/2019/09/Castle-Pines-Multi-Modal-Report-121911-LR.pdf</a>  Castle Pines Master Trails Plan <a href="https://www.castlepinesco.gov/wp-content/uploads/2020/09/2020-Final-Trails-Master-Planr.pdf">https://www.castlepinesco.gov/wp-content/uploads/2020/09/2020-Final-Trails-Master-Planr.pdf</a>  Adopting agency (local agency Council, CDOT, RTD, etc.): City of Castle Pines  Provide date of adoption by council/board/commission, if applicable: Castle Pines Master Transportation Plan, adopted April 2017  2021 Castle Pines Comprehensive Plan, adopted June 24, 2021	

		2040 Douglas County Transportation Plan, September 2019 Multi-Modal Enhancement Plan for Castle Pines, adopted December, 2011  Castle Pines Master Trails Plan, adopted August 2020
	Please describe public review/engagement to date:	Recent updates to the Comprehensive Plan and Parks and Recreation Comprehensive plan and the Master Trails Plan have utilized public engagement to determine the necessary emphasis on multi-modal enhancement and outdoor activity development. Engagement was also produced through the Douglas County Regional Bike/Trail Plan adopted on February 2, 2022
	Other pertinent details:	This project was submitted for the TIP 2022-2025 Regional DRCOG call #1, receiving 69 public comments. Of those 69 public comments, 60 were in support, 2 were concerned, and only 7 were opposed.

**7. Identify the project’s key phases and the anticipated schedule of phase milestones.**  
(phases and dates should correspond with the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)	06/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	07/2023
	Design scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	12/2023
	Environmental scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	12/2023
	ROW acquisition completed: Estimated number of parcels to acquire:	
<input type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

8. **Problem Statement:** What specific subregional problem/issue will the transportation project address?

There is no grade-separated bicycle/pedestrian connection across I-25 for 8 miles in northern Douglas County from Castle Rock to Ridgeway Parkway, other than the Castle Pines Parkway interchange bridge. The Douglas County 2020 Bicycling Map labels this crossing in red, meaning that it should only be attempted by advanced bicyclists. To enhance regional trail connections east and west of I-25, to the north and the south, the Douglas County 2040 Transportation Master Plan includes a planned regional bicycle trail that would cross I-25 in this vicinity, requiring a much safer crossing. As the existing roadway bridge will need to be widened in the future to accommodate rapid growth in the area (including 2.1 million square feet of commercial and office development on the east side of I-25), the solution is to build a separate bicycle/pedestrian bridge that would not be disrupted by future roadway reconstruction, is a proactive safety decision to avoid future incidents, and allows for a connected community throughout the region. The City of Castle Pines Comprehensive Plan identifies this dedicated facility as a highly effective and high-priority solution for encouraging alternate transportation modes (Strategy 8.2b) and calls for a station area plan for future transit at this location (Strategy 8.2a). Thus, this planned facility is essential to subregional alternative mode use in the northern Douglas County subregion.

9. Identify the project's **key elements**. A single project may have multiple project elements.

**Roadway**

Operational Improvements

**Grade Separation**

Roadway

Railway

Bicycle

Pedestrian

**Regional Transit<sup>1</sup>**

Rapid Transit Capacity (2050 MVRTP)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (Expansion/New)

**Safety Improvements**

**Active Transportation Improvements**

Bicycle Facility

Pedestrian Facility

**Air Quality Improvements**

**Improvements Impacting Freight**

**Multimodal Mobility** (i.e., accommodating a broad range of users)

Complete Streets Improvements

**Study**

**Other**, briefly describe:

<sup>1</sup>For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

**10. Define the **scope** and **specific elements** of the project (including any elements checked in #9 above). *DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.***

Castle Pines will design a grade-separated bike/ped crossing over I-25 just south of Castle Pines Parkway bridge. The bridge will increase the reliability and safety for bicycle and pedestrian crossing over I-25 providing connections to regional Douglas County trail systems, enhancing overall connectivity for communities and areas east and west of I-25 and north and south of Castle Pines.

**11. What is the current status of the proposed scope as defined in Question 10 above? Note that overall project readiness is addressed in more detail in Section D below.**

Approximate only; evaluation of location and feasibility will be completed in the conceptual design phase. As currently envisioned, the bridge would connect city property on each side of I-25, needing only CDOT approval to cross over. The city has coordinated with CDOT regarding this proposal and has received a recommendation from CDOT on the location of this project which aligns with the city's vision. The proposal is reflected in and fully compatible with city and county transportation plans.

**12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?**

Yes  No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request:

Outline the differences between the scope outlined above and the reduced scope:

**Project Financial Information and Funding Request**

**(All funding amounts in \$1,000s)**

<p><b>Total amount of Subregional Share Funding Request (in \$1,000's)</b>  <i>(No less than \$100,000 and not to exceed 90% of the total project cost)</i></p> <p><input type="checkbox"/> Check box if requesting <b>only state MMOF funds (requires minimum 50% local funds)<sup>1</sup></b></p>	<p><b>\$1,348</b></p>	<p><b>89.87%</b> of total project cost</p>
<p><b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.</p>	<p><b>Contribution Amount</b></p>	<p><b>% Contribution to Overall Project Total</b></p>
City of Castle Pines- 10.13%	\$152	10%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
<p><b>Total Match</b> <i>(private, local, state, another subregion, or federal)</i></p>	<p><b>\$152</b></p>	<p><b>10.13%</b></p>
<p><b>Project Total</b></p>	<p><b>\$1,500</b></p>	

**Notes:**

1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge.  
The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward.  
All sponsors will still be required to have 20% match on any added federal funds.

**Funding Breakdown (in \$1,000s) (by program year)<sup>1</sup>** (Total funding should match the Project Total from above)

	FY 2023	FY 2024	FY 2025	Total
<b>DRCOG Requested Funds</b>	\$ <input type="text"/>	\$1,348	\$ <input type="text"/>	\$1,348
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$0
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$ <input type="text"/>	\$152	\$ <input type="text"/>	\$152
<b>Total Funding</b>	\$0	\$1,500	\$0	\$1,500
<b>Phase to be Initiated</b>	Choose an item	Design	Choose an item	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). 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 a recommended 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

# Evaluation Questions

## A. Subregional Impact of Proposed Project

WEIGHT

**30%**

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project subregionally important? Relevant quantitative data in your response is required.

The bicycle/pedestrian bridge over I-25 will provide a safely connected trail system and regional transportation accessibility from Castle Rock, through the City of Castle Pines, and north into Lone Tree and Highlands Ranch.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

CDOT has indicated that the future widening of the existing Castle Pines Parkway interchange bridge over I-25 to accommodate the addition of a bike path is not feasible. A separate bridge dedicated to bicycle and pedestrian modes is provided with this improvement, providing a safer passage of all users over I-25.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.

Yes, the project will provide regional trail connectivity for the City of Castle Pines, Douglas County, Castle Rock, Parker and Lone Tree, also along with regional connections from Castle Rock to the RTD light rail end-of-line station at Ridgeway Parkway. This bridge is a key link for subregional connectivity.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

	DI and EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data  (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	7,446	-	-
	b. Total households	2,311	-	-
	c. Individuals of color	1,145	15%	33%
	d. Low-Income households	63	3%	9%
	e. Individuals with limited English proficiency	0	0%	3%
	f. Adults age 65 and over	1,034	14%	13%
	g. Children age 5-17	1,548	21%	16%
	h. Individuals with a disability	127	2%	9%
	i. Households without a motor vehicle	44	2%	5%
	j. Households that are housing cost-burdened	588	25%	32%

For Lines c. – i. use definitions in the [DRCOG Title VI Implementation Plan](#). For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “‘cost-burdened’ means a household that spends more than thirty percent of its income on housing.”

Describe how this project will improve access and mobility for each of the applicable groups, *including the required quantitative analysis*: All groups physically capable of engaging in active transportation will benefit from a dedicated crossing of I-25 that is safer than the existing "advanced bicyclists only" accommodation along Castle Pines Parkway. However, the following groups benefit from the bicycle/pedestrian overpass the most: Individuals of color, Low-income households, Adults age 65 and over, Households without a motor vehicle, and Household that are cost-burdened. In many areas, neighborhood socioeconomic disadvantage is positively associated with bike use. The burdens of housing costs are linked to transportation access and costs. This project provides a safer

alternate route to reach the regional transit system for low-income households (3%), households without a motor vehicle (2%), households that are housing cost-burdened (25%), and promote a healthy community for adults age 65 & over (14%).

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

- Improve the diversity and livability of communities. The overpass will make Castle Pines more livable by improving the viability of active transportation modes for recreational and utilitarian trips.
- Contain urban development in locations designated for urban growth and services. The overpass will be located where significant urban development is planned at densities compatible with potential future transit development.
- Increase housing and employment in urban centers. The overpass will be located where significant urban development is planned at densities compatible with potential future transit development.
- Improve and expand the region's multimodal transportation system, services, and connections. The connection across I-25 will take area residents to the site where future transit system development is considered likely in the city's Comprehensive Plan, and will improve access to the southernmost RTD light rail station at Ridgeway Parkway.
- Operate, manage, and maintain a safe and reliable transportation system. The overpass will improve safety and travel time reliability for motorized and non-motorized travel alike at this critical interchange on the Interstate Highway System.
- Improve air quality and reduce greenhouse gas emissions. The overpass will serve latent demand for non-motorized travel options and thereby facilitate mode switch from single-occupant driving.
- Connect people to natural resource and recreational areas. The overpass will remove a mobility barrier to the enjoyment of outdoor resources on either side of the I-25. For individuals on each side of I-25, this project will allow for access to Daniels Parks, Reuter Hess Reservoir, and planned development east of I-25, which includes Lifetime Fitness, multiple community parks, a disc golf course, and a 74-acre multi-faceted park.
- Reduce the risk of hazards and their impact. The overpass will improve resiliency by providing another way to cross I-25 in case of traffic disruption on Castle Pines Parkway. It will also enhance roadway operations by removing bike and pedestrian traffic from the Castle Pines Parkway interchange and mitigating vehicle and pedestrian transit risks.
- Increase access to amenities that support healthy, active choices. The overpass will specifically serve active transportation modes and will facilitate access to a broader choice of park and recreation opportunities available via the Douglas County regional trail system.
- Improve transportation connections to health care facilities and service providers. Health care and emergency service vehicles will continue to use Castle Pines Parkway to cross I-25, with the reduced risk associated with bike/pedestrian activity along the Castle Pines Parkway interchange bridge. The project provides multi-modal access to the following facilities from the east: Castle Pines Pediatrics, Castle Pines Family Practice and Sports Medicine, Castle Pines Physical Therapy and Spa, Castle Pines Urgent Care and Family Practice, and Ridgelines Family Medicine-Castle Pines. This project also provides access to future health care facilities and service providers that will be developed in the east of I-25 commercial space.
- Diversify the region's housing stock. The overpass is located where the city's Comprehensive Plan identifies the potential for future transit facilities, which could eventually attract higher-density transit-oriented residential development and ensure the roadway operations are efficient and safe as development continues on both sides of I-25.
- Improve access to opportunity. The overpass provides convenient access for both west-side and east-side residents to future jobs including on the east-side of I-25 in the planned commercial development area. It improves regional trail access for longer-distance commuters to the Ridgeway light rail station in Lone Tree and the Castle Pines Park-n-Ride.

- Improve the region’s competitive position. Active transportation accommodations are a desirable lifestyle amenity for persons looking for a home or business location in the Denver region.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?\*
- Yes  No If yes, please provide the name:
- Does the project connect two or more urban centers?\*
- Yes  No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?\*
- Bus stop:  Yes  No If yes, how many?
- Rail station:  Yes  No If yes, how many?
- Is the project in a locally-defined priority growth and development area?
- Yes  No
- If yes, provide a link to the relevant planning document: [https://www.castlepinesco.gov/wp-content/uploads/2021/07/Castle-Pines-Comprehensive-Plan-Update\\_web-quality.pdf](https://www.castlepinesco.gov/wp-content/uploads/2021/07/Castle-Pines-Comprehensive-Plan-Update_web-quality.pdf)
- If yes, provide how the area is defined in the relevant planning document: The population growth that Castle Pines anticipates requires a focus on job growth, as well as attracting and retaining businesses. It encourages economic growth using land policies to retain and expand business locations that provide optimal benefits to the community. This plan establishes the blueprint for directing new growth and redevelopment into key areas where job centers and retail development will be most successful, and where the community can realize its full potential.
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes  No If yes, please provide the zoning district designation(s): See attached Canyon PD First

Amendment

Provide households and employment data*	2020	2050
Households within ½ mile	2,311	5,105
Jobs within ½ mile	2,123	4,105
Household density (per acre) within ½ mile	0.82	1.59
Job density (per acre) within ½ mile	0.94	1.73

Describe how this project will improve access to and/or connectivity between the above identified areas, including the required quantitative analysis:

Huge commercial and office development is planned east of I-25 (2.1 million square feet), generating the trip density needed to make transit feasible. Strategy #7.2a in the Castle Pines Comprehensive Plan ("Pre-Position Future Transit Opportunities") calls for initiating a station area plan to create parking and transit facilities on either side of I-25, just south of Castle Pines Parkway. This is the planned location for the bicycle/pedestrian overpass, thereby creating multimodal connections between non-motorized trips and future transit. This project ensures proactive, safe access to these facilities prior to the development, ensuring safety on the Castle Pines Parkway interchange bridge as increased multi-modal traffic occurs.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

Huge commercial and office development is planned east of I-25 (2.1 million square feet) along with the current established commercial area and future development of the commercial area on the west of I-25. Employees and customers for the commercial development residing on each side of I-25 will need a safe non-motorized connection to avoid Castle Pines Parkway congestion and not contribute to it.

## B. MVRTP Priorities

WEIGHT

**50%**

- **Qualitative and quantitative** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer. (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

### Multimodal Mobility

#### Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  Roadway Operations  Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [New bicycle/pedestrian bridge crossing I-25, removing bicycle/pedestrian traffic from Castle Pines Parkway](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.  
 Yes  No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?  
 Yes  No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  
 Yes  No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  
 Yes  No

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

[Providing accommodation for non-motorized travel on a separate, dedicated overpass would provide reliable travel times and improved safety for pedestrians and bicyclists while also removing those trips from the Castle Pines interchange bridge, thus benefitting motorized travel as well. This project provides a buffer against oil price shocks.](#)

## Air Quality

### Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- Does this project reduce congestion?  
 Yes  No
- Does this project reduce vehicle miles traveled (VMT)?  
 Yes  No
- Does this project reduce single-occupant vehicle (SOV) travel?  
 Yes  No

Emissions Reduced (kg/day)	CO	NO <sub>x</sub>	VOCs	PM 10
	1.212	0.083	0.073	0.013

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

Describe how this project reduces air pollutants, *include quantitative information, including any items referenced above, in your response:*

The quantities above for the year 2025 corresponding to the scalable demand scenario that is detailed below for Active Transportation. The scenario assume mode switch for 100 daily bicycle trips and 100 daily pedestrian trips at project opening, from the SOV mode, with no intra-modal diversion from alternative routes. These benefits are dependent on the implementation of the project construction phase, whereas the current funding request is for design funding only.

The project will provide safe accommodation for non-motorized travel across I-25. Castle Pines Parkway is expected to experience significant congestion in the future due to extensive local development, ultimately necessitating the widening of the roadway. If suitable, safe accommodations are available, the increased congestion will be an incentive to switch to non-motorized modes. Castle Pines Parkway congestion and subsequent construction activity will make non-motorized travel even more difficult in the absence of this planned new bicycle/pedestrian overpass.

Providing accommodation for non-motorized travel on a separate, dedicated overpass would provide reliable travel times and improved safety for pedestrians and bicyclists while also removing those trips from the Castle Pines interchange bridge, reducing congestion and air pollutants through reduction of SOV miles traveled.

**Regional  
Transit**

**Expand and improve the region’s transit network.**

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on?
- Does this project involve a [regional transit planning corridor](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on?
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?  
 Yes  No
- Does this project improve connections between transit and other modes?  
 Yes  No If yes, please describe in your response.
- Is this project adding new or expanded transit service?  
 Yes  No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*  
 Yes  No If yes, provide the name of the urban center:

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

Strategy #7.2a in the Catle Pines Comprehensive Plan ("Pre-Position Future Transit Opportunities") calls for initiating a station area plan to create parking and transit facilities on either side of I-25, just south of Castle Pines Parkway. This is the planned location for the bicycle/pedestrian overpass, thereby creating the multimodal connections between non-motorized trips and future transit.

**Safety** **Increase the safety for all users of the transportation system.**  
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))  
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?\*  
 Yes  No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
 Yes  No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <small>NOTE: if constructing a new facility, report crashes along closest existing alternative route</small>		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	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	A crash between a motorist and a bicyclist or pedestrian on the Castle Pines Parkway bridge would tend to cause extremely serious injury.
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Describe how this project will improve safety, *include quantitative information, including any items referenced above, in your response:*

This project implements a safety counter measure of protected/seperated bikeway.

Hess Road approaching the Castle Pines Parkway interchange is identified as a High-Injury Network. This improvement will reduce bicycle and pedestrian trips that currently use the Castle Pines Interchange attached sidewalks or travel in on-street lanes. Adding a separated bridge over I-25 for bicycle and pedestrian trips is similar and likely more effective than providing a physically separated bike lane through the existing interchange.

The current Douglas County Bicycling Map shows the existing Castle Pines parkway interchange bridge in red, indicating it is suitable for "advanced" bicyclists only. The shared use of this bridge for motorized and non-motorized travel makes each group a hazard to the other.

The crash data identified utilizing the TIP Data Tool was only at the improvement location and did not include the existing interchange area. The interchange area does include relevant crash data. Please see ATTACHED SUMMARY of 13 crashes documented along Castle Pines Parkway during 2015 to 2019 from the DRCOG data hub.

## Freight

### Maintain efficient movement of goods within and beyond the region.

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?\*  
 Yes  No If yes, please provide the name:
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*  
 Yes  No
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?  
 Yes  No If yes, please describe in your response.
- Check any items from the [Inventory of Current Needs](#) which this project will address:  
 Truck Crash Location  Rail Crossing Safety ([eligible locations](#))  
 Truck Delay  Truck Reliability  
Please provide the location(s) being addressed:
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?  
 Yes  No If yes, please describe in your response.

Describe how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

The bicycle/pedestrian bridge will facilitate cargo bike supportive infrastructure.

Due to the scarcity of east-west crossings over I-25 and I-25 access points in the Castle Pines area, Castle Pines Parkway is the primary freight route into the community. Virtually all consumer goods and building materials coming to the city arrive via an I-25 interchange. Truck freight effectively has no alternative but to use the existing Castle Pines Parkway, which mixes heavy trucks with any non-motorized travel currently using the existing bridge. Providing a separate, dedicated I-25 overpass for non-motorized travel will thereby be beneficial for freight traffic as well, both in terms of safety and congestion. With the development of 2.1 million square feet of commercial and office space in the vicinity of the interchange, significant increases in truck freight on Castle Pines Parkway are inevitable.

<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> <small>(drawn from <a href="#">2050 MVRTP priorities</a>; <a href="#">Denver Regional Active Transportation Plan</a>; &amp; <a href="#">Metro Vision objectives 10 &amp; 13</a>)  Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) or locally-defined priority corridor?\*
- Yes  No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?\*
- Yes  No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?\*
- Yes  No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
- Yes  No If yes, please describe in your response.

**Bicycle Use**

*NOTE: if constructing a new facility, report bike usage along closest existing alternative route*

1. Current Average Single Weekday Bicyclists:		30
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	100	300
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	100	300
1. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
5. = Number of SOV trips reduced per day (#4 - #5)	100.00	300.00
6. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	200.00	2,000.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	190.00	1,900.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference:  Once the planned commercial development occurs, local residents who commute north to Denver during weekdays will have more time available for shopping activity or local events on weekends, but would not be making commuter trips on weekends.		
9. If different values other than the suggested are used, please explain here:		

**Pedestrian Use**

*NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route*

2. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		20
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	100	500
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
5. = Number of new trips from project (#2 – #3)	100	500
6. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
7. = Number of SOV trips reduced per day (#4 - #5)	100.00	500.00

8. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	40.00	400.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	38.00	380.00
10. If values would be distinctly greater for weekends, describe the magnitude of difference:  Twice the weekday trips.		
11. If different values other than the suggested are used, please explain here: Diversion of existing non-motorized trips from alternative routes will not occur because there are no alternative routes that cross I-25 for 8 miles between Castle Rock and Ridgeway Parkway.		

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, *include quantitative information, including any items referenced above, in your response:*

This improvement will provide a fully separated, grade-separated bridge over I-25 for bicyclists and pedestrians using the Douglas County regional trail system, attracting both recreational and utilitarian trips. Utilitarian trips will include customers and employees crossing from residential areas west of I-25 to access the employment opportunities and commercial goods and services available east of the Interstate. Some bicycle trips will be made to access light rail transit at the Ridgeway station in Lone Tree. Nearly all of these trips will be new trips generated by latent existing demand and future growth rather than a diversion from an existing alternative route. As noted previously, Castle Pines Parkway is the only I-25 crossing available between Castle Rock and Ridgeway Parkway.

The numbers above (100 daily trips per mode at opening and 1,000 daily trips in 2050) are intended as very conservative placeholder estimates, pending further analysis and actual data collection. The use of these round numbers makes the results readily scalable if other values are identified. The point is that there will be positive GHG benefits from this project. The benefits are likely to be larger, not smaller, than these placeholder values, resulting from the construction of a critically important \$15 million regional linkage for non-motorized trips.

<b>C. Project Leveraging</b>	WEIGHT	<b>10%</b>
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<p>What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i></p>	<b>10.13%</b>	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px 5px;">60%+ outside funding sources .....</td><td style="text-align: right; padding: 2px 5px;">5 pts</td></tr> <tr><td style="padding: 2px 5px;">50-59.9% .....</td><td style="text-align: right; padding: 2px 5px;">4 pts</td></tr> <tr><td style="padding: 2px 5px;">40-49.9% .....</td><td style="text-align: right; padding: 2px 5px;">3 pts</td></tr> <tr><td style="padding: 2px 5px;">20-39.9% .....</td><td style="text-align: right; padding: 2px 5px;">2 pts</td></tr> <tr><td style="padding: 2px 5px;">10.1-19.9% .....</td><td style="text-align: right; padding: 2px 5px;">1 pt</td></tr> <tr><td style="padding: 2px 5px;">10%.....</td><td style="text-align: right; padding: 2px 5px;">0 pts</td></tr> </table>	60%+ outside funding sources .....	5 pts	50-59.9% .....	4 pts	40-49.9% .....	3 pts	20-39.9% .....	2 pts	10.1-19.9% .....	1 pt	10%.....	0 pts
60%+ outside funding sources .....	5 pts													
50-59.9% .....	4 pts													
40-49.9% .....	3 pts													
20-39.9% .....	2 pts													
10.1-19.9% .....	1 pt													
10%.....	0 pts													

<b>D. Project Readiness</b>	WEIGHT	<b>10%</b>
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*Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.*

**Section 1. Avoiding Pitfalls and Roadblocks**

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?  
 Yes  No  N/A (for projects which do not require engineering services)
- If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:  
 N/A
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: *Design study not yet commenced*
  - Railroad: *Design study not yet commenced*
  - Right-of-Way: *Bridge will likely connect city property to city property, crossing over CDOT I-25 ROW*
  - Environmental/Historic: *Design study not yet commenced*
  - Other: *Design study not yet commenced*
- b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?  
 Yes  No
- If yes, are the other prerequisite phases complete?  Yes  No  N/A
- If this project is for construction, please note the NEPA status: *Not Started*
- c. Has all required ROW been identified?  Yes  No  N/A  
 Has all required ROW already been acquired and cleared by CDOT?  Yes  No  N/A
- d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?  
 Yes  No
- Does your agency have the appropriate staff available to work on this project?  Yes  No
- If yes, are they knowledgeable with the federal-aid process?  Yes  No
- e. Have other stakeholders in your project been identified and involved in project development?  
 Yes  No  N/A
- If yes, who are the stakeholders? *Douglas County, Lone Tree, Parker, Castle Rock, CDOT*

Please provide any additional details on any of the items in Section 1, if applicable.

Bridge is reflected in Douglas County 2040 Transportation Master Plan, approved 2019, on page 33, part of regional trail from Monarch Boulevard (west of I-25) to Crowfoot Valley Road (east of I-25).

### Section 2. Local Match

- a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes  No

Please describe:

Castle Pines is committing \$152,000 local match and funding is currently available for design only.

- b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

Yes  No

Please describe:

Castle Pines is committing \$152,000 local match and has identified these funds in the Castle Pines Capital Improvement Program.

### Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

Yes  No

- b. Has the public had access to translated project materials in relevant languages for the local community?

Yes  No

Please describe:

The project received review in the Douglas County 2040 Transportation Master Plan. This project was also submitted for the TIP 2022-2025 Regional DRCOG call #1, receiving 69 public comments. Of those 69 public comments, 60 were in support, 2 were concerned, and only 7 were opposed.

Please note the lack of "Individuals with limited English" in the DRCOG demographic data for the project area.

- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

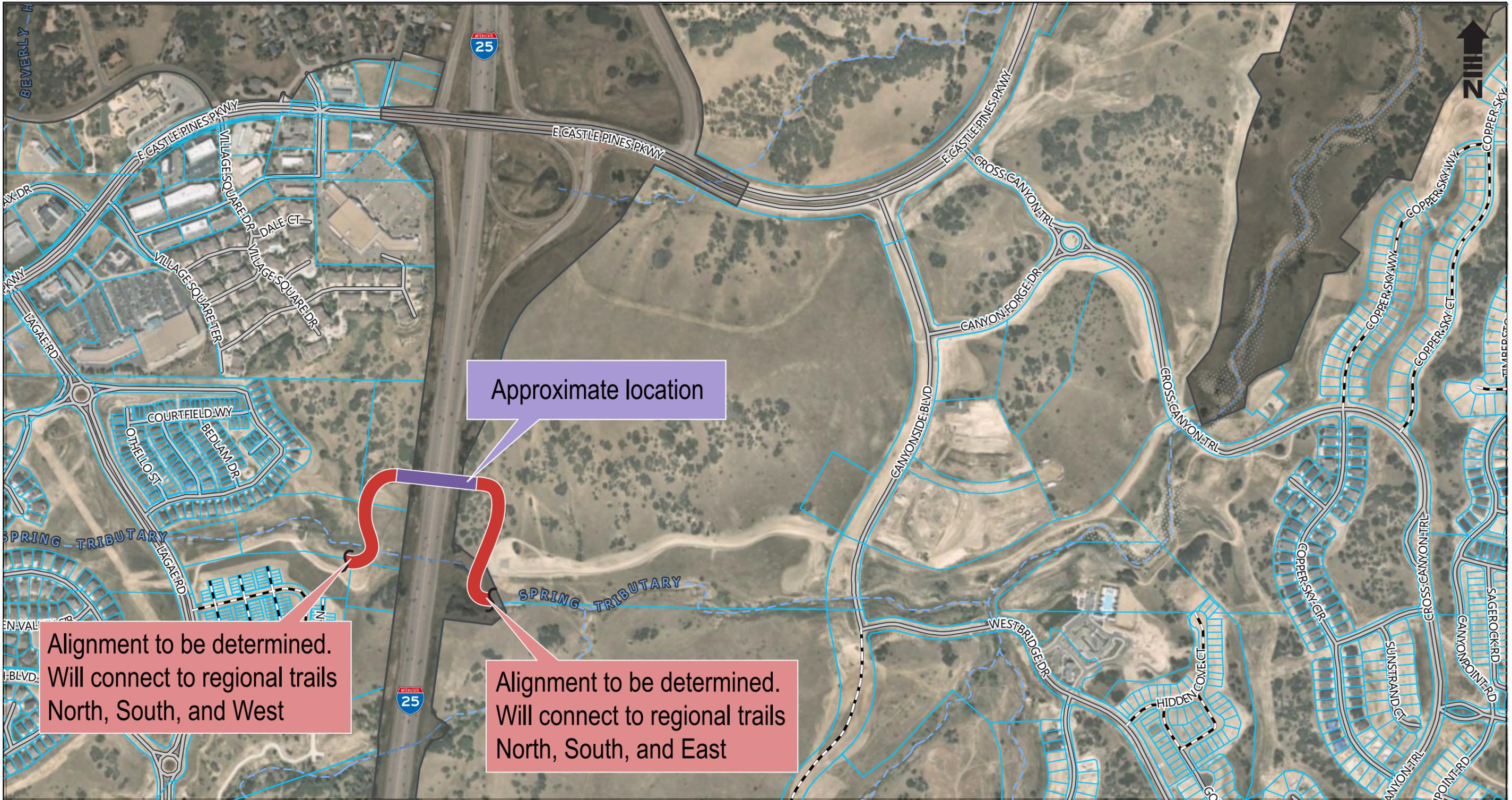
Yes  No  N/A

Please provide any additional details on the items in Section 3, if applicable.

The city has coordinated with CDOT regarding the possibility of bridging over I-25 in CDOT right-of-way. The anticipated location of the proposed project was identified by CDOT and aligns with the City's vision.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.

# Castle Pines - I-25/Castle Pines Parkway Separated Bicycle/Pedestrian Bridge

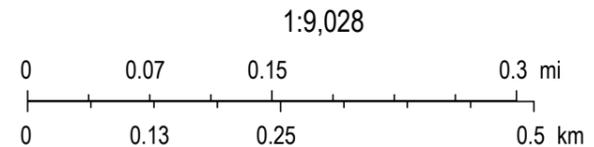


Approximate location

Alignment to be determined.  
Will connect to regional trails  
North, South, and West

Alignment to be determined.  
Will connect to regional trails  
North, South, and East

- Bridge
- Multiluse Trail



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# Castle Pines - I-25/Castle Pines Parkway Separated Bicycle/Pedestrian Bridge

5% Cost Estimate

Item	Description	Estimate
<b>Construction Items</b>	Raw construction items excluding Force Accounts	\$ 9,000,000
<b>Force Accounts</b>	3% Estimate for Force Accounts	\$ 450,000
<b>Pricing Contingency</b>	20% of raw construction	\$ 1,800,000
<b>Subtotal Construction Cost</b>		<b>\$ 11,250,000</b>
<b>Additional Cost Elements</b>	<b>Design Engineering</b>	<b>\$ 1,500,000</b>
	<b>Utility Relocations</b>	<b>\$ 100,000</b>
	<b>ROW Acquisition</b>	<b>\$ 150,000</b>
	<b>Construction Administration</b>	<b>\$ 1,000,000</b>
	<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$ 14,000,000</b>



June 23, 2022

Larry Nimmo  
Public Works Director, City of Castle Pines  
360 Village Square Lane, Suite B  
Castle Pines, CO 80108

RE: CDOT Region 1 Support Request for DRCOG TIP Subregional Call FY22-FY25

Dear Mr. Nimmo,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following Castle Pines application for the Denver Regional Council of Governments (DRCOG) Subregional FY22-25 Transportation Improvement Program (TIP) Call. This concurrence applies only for the conceptual study and design of the Castle Pines Parkway/I-25 Separated Bicycle/Pedestrian Bridge project, in the event this project is selected by DRCOG on or around August/September 2022. If this subregional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time. The project as constructed will be maintained by the local agency, and not by CDOT.

Projects impacting state highways should assume that CDOT will manage the project and that the local agency is responsible for payment of CDOT's work, including indirect charges. An accurate project cost estimation, that accounts for cost escalation, is vital to the success of a project. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects or the cost estimate is low, sponsors must make up any shortfalls. Regardless of CDOT's concurrence or support, sponsors should have no expectation of CDOT funding being available to help cover any funding shortfalls.

This concurrence is conditionally granted based on the scope as described. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or Federal Highway Administration (FHWA) requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

[https://www.codot.gov/business/designsupport/bulletins\\_manuals/2006-local-agency-manual](https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual)

Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact JoAnn Mattson at (303) 757-9866.

Sincerely,

Jessica Myklebust  
CDOT Region 1 Transportation Director



## EMISSION REDUCTION CALCULATIONS FOR CASTLE PINES I-25 BICYCLE/PEDESTRIAN OVERPASS

The calculation below is for 100 daily one-way bicycle trips averaging approximately 2.5 miles in length in the year 2025. The results in the screenshot are from the FHWA CMAQ Emissions Calculator Toolkit.

**CMAQ Emissions Calculator Toolkit**

### Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

**Navigator**  
[Bicycle and Pedestrian Improvements](#)

[User Guide](#)

(1) What is your project evaluation year?  [Reset Interface](#)

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
100	0	100

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source  
 Average  <- Fill National Values

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	
2.494						

[Calculate Output](#)

EMISSION REDUCTIONS		
Pollutant	Total	*Units in kg/day unless otherwise noted
Carbon Monoxide (CO)	0.866	
Particulate Matter <2.5 μm (PM <sub>2.5</sub> )	0.003	
Particulate Matter <10 μm (PM <sub>10</sub> )	0.009	
Nitrogen Oxide (NOx)	0.059	
Volatile Organic Compounds (VOC)	0.052	

To these results, we add 100 daily one-way pedestrian trips each one mile in length (40% of 2.5 miles).

For this scalable, illustrative example, each bicycle or pedestrian trip is assumed to replace one single-occupant vehicle trip. Consideration of alternative vehicle occupancies is extraneous as these trip numbers are extremely conservative and the true emission reductions will be considerably greater.

RESULTS, in reduced kilograms per day, ordered per DCROG application page 13:

POLLUTANT	100 bike trips Length 2.5 miles	100 ped trips Length 1.0 mile	Total Kg/day
Carbon Monoxide	0.866	0.346	<b>1.212</b>
Nitrogen Oxide	0.059	0.024	<b>0.083</b>
Volatile Organic Compounds	0.052	0.021	<b>0.073</b>
PM 10	0.009	0.004	<b>0.013</b>

**DRCOG DATA HUB 2015-2019 CRASH LOCATIONS ALONG CASTLE PINES PARKWAY  
(NEAREST PARALLEL ROUTE TO THE PROPOSED I-25 BICYCLE/PEDESTRIAN OVERPASS)**



1,2,3

4,5

5,6,7,8,9,10,11,12,13

Crash ID numbers (west to east)

Crash #	Type
1	Other Injury (nor serious or fatal)
2	Property Damage Only
3	Other Injury (nor serious or fatal)
4	Property Damage Only
5	Property Damage Only
6	Property Damage Only
7	Property Damage Only
8	Property Damage Only
9	Property Damage Only
10	Property Damage Only
11	Property Damage Only
12	Other Injury (nor serious or fatal)
13	Other Injury (nor serious or fatal)

Castle Pines Cycling Club  
7260 Brighton Place  
Castle Pines, CO 80108



June 22, 2022

Mr. Nimmo  
Public Works Director  
City of Castle Pines  
360 Village Square Lane, Suite B  
Castle Pines, CO 80108

Dear Mr. Nimmo:

As a member of the Castle Pines Cycling Club and 15-year resident of this city, I understand that the City of Castle Pines has and will continue to submit applications to the Denver Regional Council of Governments to obtain funding to advance the implementation of a Bicycle and Pedestrian Bridge over I-25 immediately south of the Castle Pines Parkway interchange. Our organization fully supports the implementation of this bridge to provide safer, functional bicycle and pedestrian connections across I-25.

The proposed bridge will help complete operational gaps in the City's plans to implement a more functional, regional system that will better connect Castle Rock through Castle Pines, and further north into Highlands Ranch and Lone Tree, including connections to the Light Rail Station at Ridgeway Parkway. The bridge will provide local connections for bicycle commuters that will soon have access to residential and retail development currently occurring both east and west of I-25 in the region. The bridge will also provide regional, recreational access for bicycle commuters to utilize locations near Hess Reservoir.

All of these benefits are crucial to local and regional bicycle commuting, and pedestrian mobility, and are advanced by the addition of this bridge. We support the design and construction of this bridge and would consider it a needed benefit to the regional community.

Sincerely,

A handwritten signature in blue ink that reads "Neil Alvarado". The signature is fluid and cursive.

Neil Alvarado  
Castle Pines Cycling Club

Doug Waltermire  
Village Idiots Cycling Club  
669 Castle Pines Dr. S.  
Castle Rock, CO 80108

June 23, 2022

Mr. Nimmo  
Public Works Director  
City of Castle Pines  
360 Village Square Lane, Suite B  
Castle Pines, CO 80108

Dear Mr. Nimmo:

I understand that the City of Castle Pines has and will continue to submit applications to the Denver Regional Council of Governments to obtain funding to advance the implementation of a Bicycle and Pedestrian Bridge over I-25, immediately south of the Castle Pines Parkway interchange. As the current president of the Village Idiots Cycling Club (VIC<sup>2</sup>), I want to let you know that our organization fully supports the construction of this bridge to provide safer, functional bicycle and pedestrian connections across I-25.

The proposed bridge will help complete operational gaps in the City's plans to implement a more functional, regional system that will better connect Castle Rock through Castle Pines, and further north into Highlands Ranch and Lone Tree, including connections to the Light Rail Station at Ridgeway Parkway. The bridge will provide local connections for bicycle commuters that will soon have access to residential and retail development currently occurring both east and west of I-25 in the region. The bridge will also provide regional, recreational access for bicycle commuters to utilize locations near Hess Reservoir.

All of these benefits are crucial to safe local and regional bicycle commuting, and pedestrian mobility, and are advanced by the addition of this bridge. We support the design and construction of this bridge and would consider it a needed benefit to the regional community.

Sincerely,

Doug Waltermire  
Village Idiots Cycling Club



360 Village Square Lane, Suite B • Castle Pines, CO 80108  
303-705-0200 • castlepinesco.gov

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June 23, 2022

City of Castle Pines  
360 Village Square Lane  
Suite B  
Castle Pines, CO 80108

Re: DRCOG Submission for Castel Pines I-25 Bicycle/Pedestrian Overpass

Dear DRCOG,

As the Mayor of the City of Castle Pines, I certify that the attached application relating to Castle Pines I-25 Bicycle/Pedestrian Overpass is allowed to be submitted for potential DRCOG-allocated funding. If grant funding is awarded, the City will follow all local, DRCOG, state, and federal policies and regulations.

Respectfully,

Tracy Engerman  
Mayor of the City of Castle Pines