



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

## APPLICATION OVERVIEW

---

**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>Monarch Boulevard Bike Lane Expansion and Upgrade</b>	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: <b>Winter Berry Place</b> End point: <b>Northern City Limits</b> OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		<b>City of Castle Pines, Colorado</b>	
4. Project Contact Person:			
Name	<b>Larry Nimmo</b>	Title	<b>Public Works Director</b>
Phone	<b>(303) 705 0216</b>	Email	<b>Larry.Nimmo@castlepinesco.gov</b>
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 type="checkbox"/> Yes <input checked="" 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:		
	Planning Document Title: <b>Douglas County 2030 Transportation Plan Pg 69-86</b> <a href="https://www.douglas.co.us/documents/2030-transportation-plan.pdf">https://www.douglas.co.us/documents/2030-transportation-plan.pdf</a>  2021 Castle Pines Comprehensive Plan Pg 68 <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>		
	<input checked="" type="checkbox"/> Local/Regional plan:  2017 Castle Pines Master Transportation Plan Pg 85 (PDF) Application Blueprint Process <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>  <a href="https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/990247/Resolution_2021-PZ-R-02__Approving_Comprehensive_Plan_Update.pdf">https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/990247/Resolution_2021-PZ-R-02__Approving_Comprehensive_Plan_Update.pdf</a> • T-3.6 Continue to implement sidewalk, crossings, trail, and bike lane improvements recommended in the Master Transportation		

		<p>Plan, Trails Master Plan, and Multi-Modal Enhancement Plan for Castle Pines Parkway and Monarch Boulevard</p> <p>Pg 6</p> <p>* Multi-modal Enhancement Plan for Castle Pines</p> <p><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></p> <p>Pg 27</p> <p>Adopting agency (local agency Council, CDOT, RTD, etc.): City of Castle Pines</p> <p>Provide date of adoption by council/board/commission, if applicable: Douglas County 2030 Transportation Plan, adopted November 9, 2009</p> <p>2021 Castle Pines Comprehensive Plan, adopted June 24, 2021</p> <p>2017 Castle Pines Master Transportation Plan, adopted April, 2017</p> <p>Multi-Modal Enhancement Plan for Castle Pines Parkway and Monarch Boulevard, adopted December, 2011</p>
	Please describe public review/engagement to date:	<p>June 11, 2011 The most significant public engagement to-date for Monarch Blvd. occurred during the Multi-modal Enhancement Plan for Castle Pines Parkway. In recent years, City Council and public have received notice of this project through the Road Solutions plan and related HOA outreach. Updates to the Comprehensive Plan and Parks and Recreation Comprehensive plan have also utilized public engagement to determine the necessary emphasis on multi-modal enhancement and outdoor activity development.</p>
	Other pertinent details:	Included on current 2022 City of Castle Pines CIP

**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)	08/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	03/2023
	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):	09/2023
	Environmental scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	

	ROW acquisition completed: Estimated number of parcels to acquire:	
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	10/2023
	FOR (Final Office Review):	12/2023
	Required clearances:	12/2023
	Project publicly advertised:	01/2024
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input checked="" type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	03/2024
<input checked="" type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	05/2024

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

Project completes a needed upgrade of bike lanes on Monarch Boulevard, project provides upgraded bike facilities that are wider (8' including a 6' bike lane plus a 2' buffer, rather than just a 4' lane) and utilizes new and improved markings. Current paved shoulders on Monarch Boulevard are narrow and hold gravel and debris in the gutter narrowing the bicycle travel path further. Monarch Boulevard connects the city from north to south and is an important arterial for the region. The Monarch Boulevard project corridor carries significant >10,000 vpd traffic. Currently Monarch Boulevard is listed as a bicycle route, and is listed in many plans including: Castle Pines Bicycle Vision Plan, 2017 Castle Pines Transportation Plan, Castle Pines 2021 Comprehensive Plan, and others. A multi-use trail runs parallel to Monarch Boulevard and is appropriate for recreational bicycle traffic. The current multi-use trail is 8 feet wide. Monarch Boulevard currently has limited width paved shoulders, with differing widths (NB 6ft, SB 4ft). Project will also extend/expand turn lanes along Monarch Boulevard from Winter Berry Place north to the city limit, and install a Rectangular Rapid Flashing Beacon (RRFB) at Tapadero Way. Project also upgrades all marked crossings of the Monarch Boulevard project segment with shark's teeth-type yield markings providing an on-street indication for motorists to yield to pedestrians in the crosswalk.

**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)

**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**

Safety Improvements

Other, briefly describe: Environmental Analysis

<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.***

Project scope includes environmental analysis for historic, archeo, and paleo clearances, and bike lane reconstruction activities including:

Construction of turn lane extension/expansion to accommodate widened bike lanes at intersections and restriping from Winter Berry Place north to the northern city limits. Concrete widening of designated intersection sections to include 6' buffered bike lanes set 1'6" from the back of curb, including a 2' painted buffer between the bike lane and the 11' driving lane. (Indicated in pink in attached layout schematic). Project also upgrades all marked crossings of Monarch Boulevard with shark's teeth-type yield markings providing an on-street indication for motorists to yield to pedestrians in crosswalk. Installation of an RRFB at Tapadero Way will be included in this project.

**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.**

The City of Castle Pines is currently designing the Monarch Blvd. Bike Lanes reconstruction and improvement project.

**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)	
<b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> (No less than \$100,000 and not to exceed 90% of the total project cost)		<b>\$879</b>	<b>60.00%</b> of total project cost
<input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) <sup>1</sup>			
<b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.		<b>Contribution Amount</b>	<b>% Contribution to Overall Project Total</b>
City of Castle Pines		\$586	40%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
<b>Total Match</b> (private, local, state, another subregion, or federal)		<b>\$586</b>	<b>40.00%</b>
<b>Project Total</b>		<b>\$1,465</b>	
<b>Notes:</b>	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>	\$39	\$840	\$	\$879
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$	\$	\$	\$0
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$26	\$560	\$	\$586
<b>Total Funding</b>	\$65	\$1,400	\$0	\$1,465
<b>Phase to be Initiated</b>	Environmental	Construction	Choose an item	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>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>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.

Project advances a key .73 mile connection between two regionally important DRCOG Active Transportation Corridors, Castle Pines Parkway, and S Quebec Street.

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.

Project completes a needed upgrade of bike lanes on Monarch Boulevard, and enhanced bike facilities that are wider, lower stress, and better marked. Monarch Boulevard connects the city from north to south and is an essential arterial for the region. The Monarch Boulevard project carries significant >10,000 vpd traffic

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.

Project provides active transportation connectivity along a DRCOG Complete Streets corridor, between Highlands Ranch, Lone Tree, Castle Pines, and Castle Rock. Project is centrally located within Douglas County. Funding partnerships include the Douglas County Subregional Forum, and a 40% local match from the City of Castle Pines.

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	9,764	-	-
	b. Total households	2,832	-	-
	c. Individuals of color	1,706	17%	33%
	d. Low-Income households	115	4%	9%
	e. Individuals with limited English proficiency	14	0%	3%
	f. Adults age 65 and over	1,243	13%	13%
	g. Children age 5-17	2,370	24%	16%
	h. Individuals with a disability	136	1%	9%
	i. Households without a motor vehicle	69	2%	5%
	j. Households that are housing cost-burdened	740	26%	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*: Project will improve access, safety, and modal options for everyone in Castle Pines and the surrounding region through the implementation of widened 6' bike lanes with a 2' painted buffer, however the following groups stand to benefit from Monarch Boulevard Bike Lanes the most: Individuals of color, Low-income households, Individuals with limited English proficiency, Adults age 65 and over, Children age 5-17, Households without a motor vehicle, and Households that are housing cost-burdened. In many areas, neighborhood socioeconomic disadvantages are positively associated with bike use. The burdens of housing costs

are linked to transportation access and costs. Project provides an alternative mode of transportation for low-income households (4%), households without a motor vehicle (2%), households that are cost-burdened (26%), promotes healthy community for adults age 65 & over (13%) and additional safe route to local schools for children age 5-17 (24%). In summary, 37% of the population and 32% of the households in the study area are in applicable groups that the project can improve access for.

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. Project adds to the livability of the City of Castle Pines by creating lower stress multi-modal travel options through enhanced roadway and corridor design oriented towards bicycle commuting.
- Contain urban development in locations designated for urban growth and services. N/A
- Increase housing and employment in urban centers. N/A
- Improve and expand the region's multimodal transportation system, services, and connections. Project provides Active Transportation connectivity along a DRCOG Complete Streets corridor, between Highlands Ranch, Lone Tree, Castle Pines, and Castle Rock. Project is centrally located within Douglas County.
- Operate, manage, and maintain a safe and reliable transportation system. Project increases safety of all roadway users by expanding bike lane widths to 6' plus a 2' painted buffer in each direction. The Monarch Boulevard project also upgrades striping, and adds two new RRFB's to the Monarch Boulevard corridor.
- Improve air quality and reduce greenhouse gas emissions. Project improves air quality and reduces GHG emissions through encouragement of bicycling for transportation and recreation.
- Connect people to natural resource and recreational areas. Project connects to parks, hiking trails, biking trails, and other DRCOG TIP Active Transportation Corridors.
- Reduce the risk of hazards and their impact. Project allows for a buffer from high fuel prices, and provides residents and visitors greater modal choice on a lower stress bicycle network.
- Increase access to amenities that support healthy, active choices. The Monarch Boulevard Bike Lanes expansion project provides active transportation access and options to residents and visitors of Castle Pines, Colorado.
- Improve transportation connections to health care facilities and service providers. Project provides multi-modal access to the following facilities from the north: Castle Pines Pediatrics, Castle Pines Family Practice and Sports Medicine, Castle Pines Physical Therapy and Spa, Castle Pines Urgent Care and Family Practice, and Ridgeline Family Medicine-Castle Pines.
- Diversify the region's housing stock. N/A
- Improve access to opportunity. The Monarch Boulevard Bike Lanes expansion project provides active transportation access to jobs, schools, retail, and the Castle Pines Public Library.
- Improve the region's competitive position. Project improves regional competitiveness by providing active transportation connectivity along a DRCOG Complete Streets corridor, between Highlands Ranch, Lone Tree, Castle Pines, and Castle Rock.

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:
- If yes, provide how the area is defined in the relevant planning document:
- 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):

Provide households and employment data*	2020	2050
Households within ½ mile	2,832	2,920
Jobs within ½ mile	1,071	2,592
Household density (per acre) within ½ mile	2.20	2.27
Job density (per acre) within ½ mile	0.86	2.25

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

Project provides active transportation connectivity along a DRCOG Complete Streets corridor, between Highlands Ranch, Lone Tree, Castle Pines, and Castle Rock. Project is centrally located within Douglas County and between the I-25 Corridor Urban Center, RidgeGate West Village Urban Center, Ridge Gate City Center Urban Center, Castle Pines Village, and the Downtown Castle Rock Urban Center.

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**.

Monarch Boulevard provides access to the Castle Pines Town Center on the south side, and connects into S Qubec St. and Highlands Ranch on the north side. This project improves on-street bicycle connectivity between these two destinations with upgraded 6' bikes lanes and a 2' painted buffer. Key destinations also include the I-25 Corridor Urban Center, RidgeGate West Village Urban Center, Ridge Gate City Center Urban Center, Castle Pines Village, and the Downtown Castle Rock Urban Center. Local destinations include schools, parks, libraries, and health care facilities. Project connects to two DRCOG Active Transportation Corridors to the north (Douglas County East/West Trail, Backcountry Wilderness Trailhead) and one to the south (Castle Pines Parkway Active Corridor).

## 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.): [Widened buffered bike lanes](#), [upgraded pavement markings](#), and [two new RRFB crossings](#).
- 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:*

Project increases mobility options for all roadway users by expanding bike lane widths to 6' plus a 2' painted buffer in each direction. The Monarch Boulevard project also upgrades striping, and adds a new RRFB to the Monarch Boulevard corridor at Tapadero Way.

## 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
	0.45	0.03	0.03	0.00

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:*

Project improves air quality and reduces GHG emissions through encouragement of bicycling for transportation and recreation. FHWA CMAQ calculator for bike/ped emission is used to compute the values in the table. The assumption is that there will be a shift of 50 vehicle trips in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian improvements. The typical trip distance is assumed to be 2 miles one way.

**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:*

The expanded bike lanes on Monarch Boulevard provide an improved lower-stress active transportation corridor connection to RTD transit lines such as: 402L at S Quebec St. and S University Boulevard The DRCOG 2050 MVRTP includes a future fiscally constrained transit line heading south along the I-25 corridor from RidgeGate Parkway Station and serving Castle Pines Parkway.

**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> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		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	2	
Property Damage Only crashes	32	
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	CMF Clearing house. Factors used: Increased bike lane width, installation of RRFBs, install advanced yield or stop markings & signs.
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	1.00	
Property Damage Only crashes reduced	4.00	

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

Project provides safety improvements with an upgrade of bike lanes on Monarch Boulevard to a wider 8' width including a 6' bike lane plus a 2' buffer, rather than just a 4' lane. Current paved bike lanes on Monarch Boulevard are narrow and hold gravel and debris in the gutter that further narrows the bicycle travel path. A multi-use trail runs parallel to Monarch Boulevard and is appropriate for recreational bicycle and pedestrian traffic. Monarch Boulevard currently has limited width bike lanes, with differing widths (NB 6ft, SB 4ft). The Monarch Boulevard project will also widen intersection turn lanes along Monarch Boulevard from Winter Berry Place north to the city limit, and install a new RRFB at Tapadero Way. Project upgrades all marked crossings of Monarch Boulevard project segment with shark's teeth-yield type markings providing an on-street indication for motorized traffic to yield to pedestrians in crosswalk.

**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: [Project impacts access to the I-25 South and Centennial Airport freight focus area, and US85 South Corridor freight focus area. This segment connects these two areas.](#)
- 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 upgraded Monarch Boulevard corridor will include widened bike lanes, and geometric improvements to intersections that support:

1. Truck mobility, reliability and delay
2. Truck and other roadway user safety
3. Local freight access and connectivity
4. Future economic development and land use coordination
5. Growing population and consumer base
6. non-traditional freight methods such as cargo bikes

<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>
------------------------------	--

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:		16
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.	12	50
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	6	25
4. = Initial number of new bicycle trips from project (#2 – #3)	6	25
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.). <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	1.80	7.50
5. = Number of SOV trips reduced per day (#4 - #5)	4.20	17.50
6. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) <small>(Values other than 2 miles must be justified by sponsor on line 10 below)</small>	14.00	34.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	13.30	32.30
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
5		
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):		125
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	25	110
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	13	55
5. = Number of new trips from project (#2 – #3)	12	55
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.). <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	3.60	16.50
7. = Number of SOV trips reduced per day (#4 - #5)	8.40	38.50

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)	3.20	15.40
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	3.04	14.63
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:		

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:*

Project provides improved active transportation connectivity along a DRCOG Complete Streets corridor, between Highlands Ranch, Lone Tree, Castle Pines, and Castle Rock. Project is centrally located within Douglas County and between the I-25 Corridor Urban Center, RidgeGate West Village Urban Center, Ridge Gate City Center Urban Center, Castle Pines Village, and the Downtown Castle Rock Urban Center. Project also serves several high volume trail corridors with large numbers of bicylists and pedestrians.

<b>C. Project Leveraging</b>	WEIGHT	<b>10%</b>
------------------------------	--------	------------

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>	<b>40.00%</b>	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>
-----------------------------	--------	------------

*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:  
Luke M. Arnold, PE
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: Survey and SUE during the preliminary design phase will mitigate utilities specific pitfalls and roadblocks
  - Railroad: Railroads are well outside of the Monarch Boulevard corridor
  - Right-of-Way: ROW acquisition has been considered, however existing City of Castle Pines ROW along the Monarch Boulevard corridor is adequate to accommodate project needs.
  - Environmental/Historic: We are not anticipating the acquisition of ROW for this project, however, if there is a need to acquire ROW, historic/acheo/paleo clearances will likely be required in the form of an environmental analysis. Petrified wood forests, and Native-american cave dwellings are present within this general area, but not adjacent to this project.
  - Other:
- 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? [The Castle Pines North Metro District](#), [CORE Electric](#), [Douglas County](#), [Xcel Energy](#), [Comcast](#), [Verizon](#), [CenturyLink](#), [CPN 2 HOA](#), [Daniel's Ridge HOA](#), [North Lynx Homeowners Association](#), [Esperanza HOA](#), [The Hamlet HOA](#), and [AT&T](#).

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

**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:  
[The City of Castle Pines is prepared to provide a 40% cash match to this project.](#)

b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?  
 Yes  No  
 Please describe:

**Section 3. Public Support**

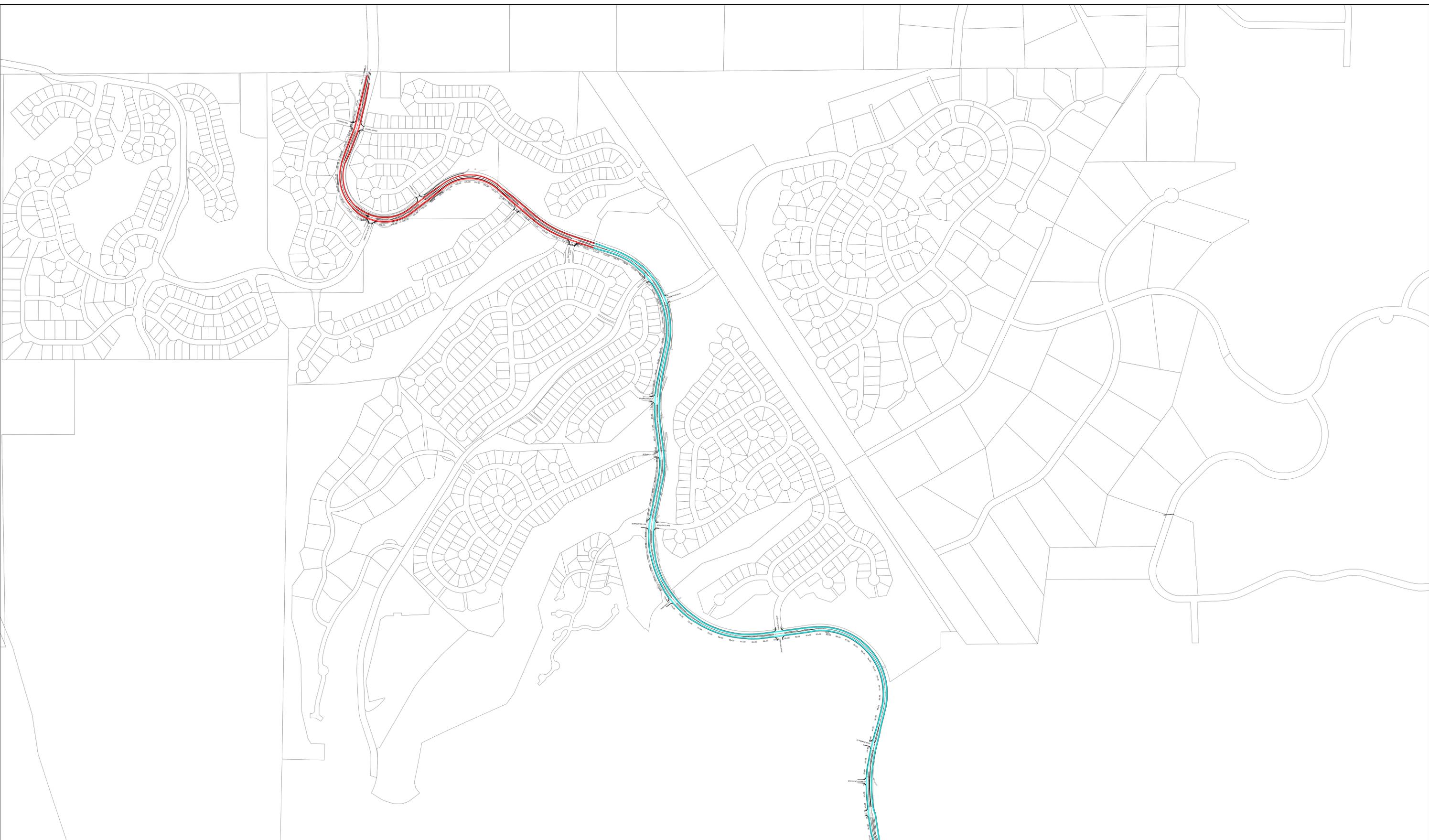
a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?  
 Yes  No

b. Has the public had access to translated project materials in relevant languages for the local community?  
 Yes  No  
 Please describe:  
[Project documentation and advertisements are prepared in both english and spanish.](#)

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.

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

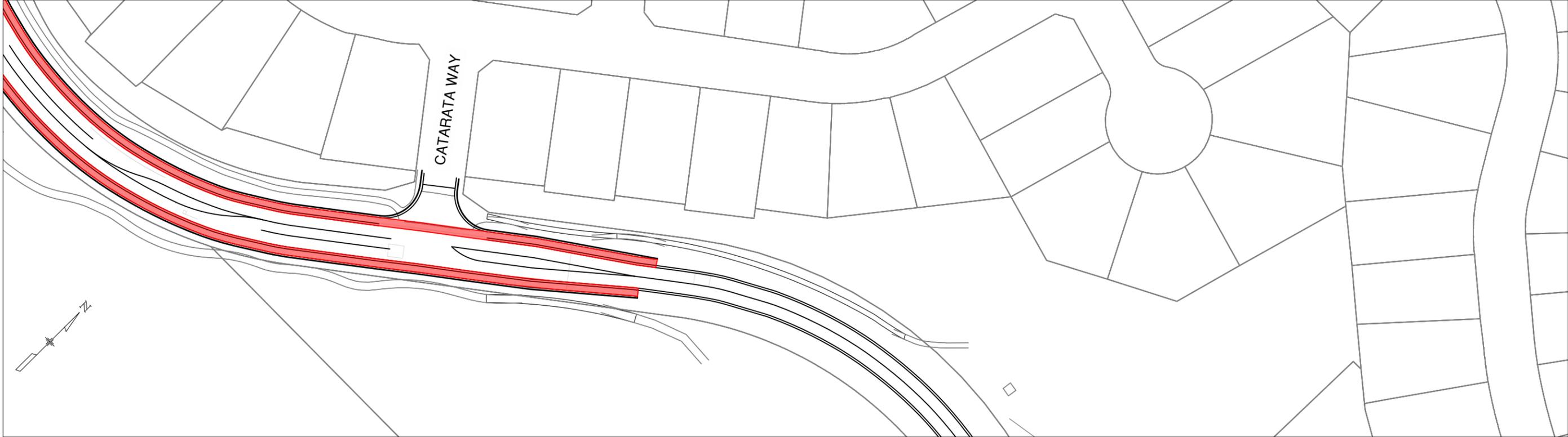
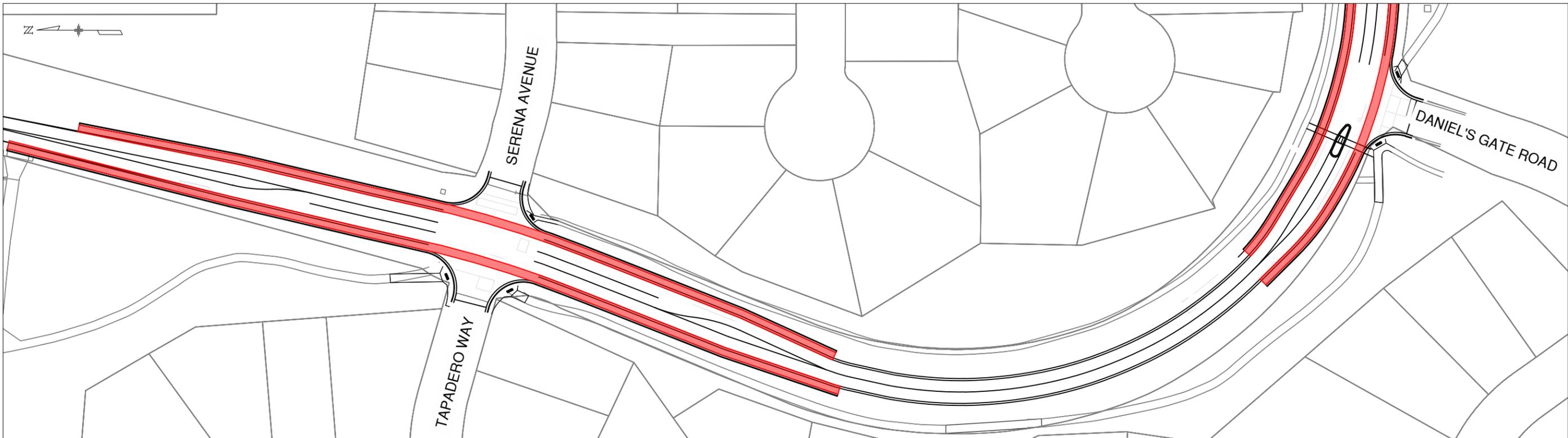


**Ulteig**  
 5575 DTC Parkway, Suite 200  
 Greenwood Village, CO 80111  
 Phone: 720.873.5700  
 Fax: 888.858.3440  
 We listen. We solve™ Web: www.ulteig.com

**LEGEND**

- BIKE LANE - CONCRETE (WIDENING PORTION OF PROJECT)
- BIKE LANE - ASPHALT (FULL RECONSTRUCTION PORTION OF PROJECT)

**SCOPE OF WORK SHOWN IN BLUE IS NOT INCLUDED IN TIP APPLICATION**



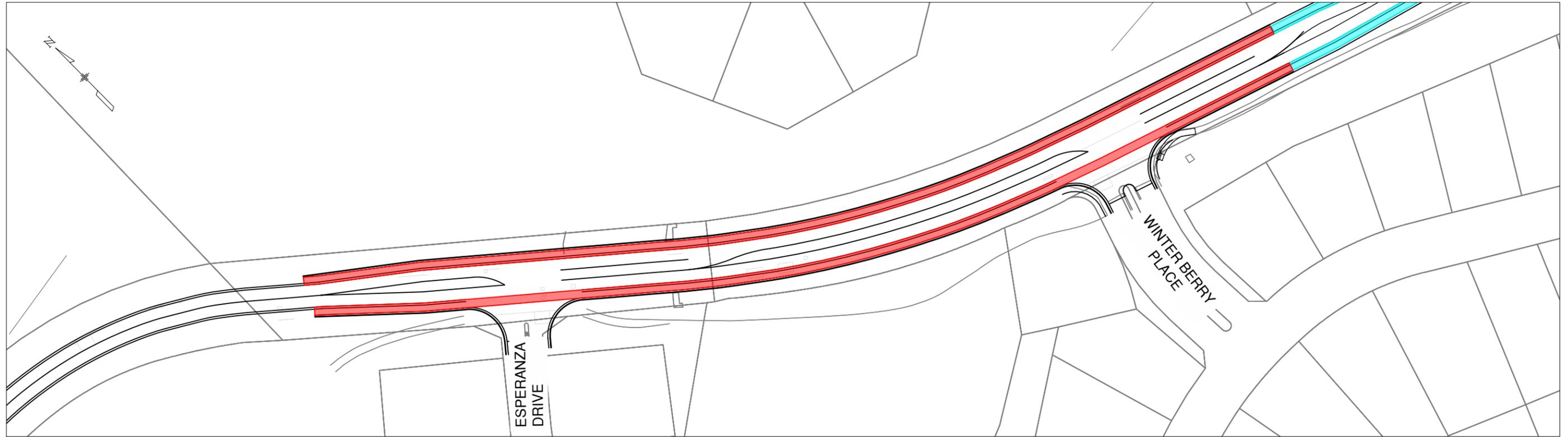
**LEGEND**

- BIKE LANE - CONCRETE (WIDENING PORTION OF PROJECT)
- BIKE LANE - ASPHALT (FULL RECONSTRUCTION PORTION OF PROJECT)



G:\2021\21.10516\NonDOT\Design\C3D\_Design\EXHIBITS\Bike Lanes.dwg

**Ulteig**  
 5575 DTC Parkway, Suite 200  
 Greenwood Village, CO 80111  
 Phone: 720.873.5700  
 Fax: 888.858.3440  
 Web: www.ulteig.com



**LEGEND**

- BIKE LANE - CONCRETE (WIDENING PORTION OF PROJECT)
- BIKE LANE - ASPHALT (FULL RECONSTRUCTION PORTION OF PROJECT)

SCOPE OF WORK SHOWN IN BLUE IS NOT INCLUDED IN TIP APPLICATION



## MONARCH BLVD BIKE LANES

(WIDEN FIVE INTERSECTIONS BETWEEN WINTER BERRY AND CITY LIMITS; ADD RRFB CROSSING TO ONE INTERSECTIONS)

<i>Contractor Price</i>					
Bid Item No.	Item Description	Amount	Unit	Unit Price	Total
	Removal of Concrete Pavement	3985	SY	\$ 22.50	\$ 89,662.50
	Unclassified Excavation	2302	CY	\$ 40.00	\$ 92,080.00
	Embankment Material (Complete In Place)(Special)	230	CY	\$ 54.00	\$ 12,420.00
	Concrete Pavement (10 inch)	5180	SY	\$ 85.00	\$ 440,300.00
	Aggregate Base Course (Class 6)	1209	TON	\$ 25.50	\$ 30,829.50
	Curb Type 2 (Special)(Monolithic for Mainline)	5518	LF	\$ 35.00	\$ 193,130.00
	Sign Panel (Class I)	170	SF	\$ 53.00	\$ 9,010.00
	Sign Post	150	LF	\$ 27.00	\$ 4,050.00
	Pavement Marking Paint	40	GAL	\$ 440.00	\$ 17,600.00
	Rectangular Rapid Flash Beacon	4	EA	\$ 11,000.00	\$ 44,000.00
	Escalation (20% of Total Cost)	1	LS	\$186,616.40	\$ 186,616.40
	Additional Concrete (30% of Total Cost)	1	LS	\$279,924.60	\$ 279,924.60
	Environmental Analysis	1	LS	\$ 65,000.00	\$ 65,000.00
<b>Subtotal</b>					<b>\$1,464,623.00</b>



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

---

June 23, 2022

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

Re: DRCOG Submission for Monarch Boulevard Bike Lane Expansion and Upgrade

Dear DRCOG,

As the Mayor of the City of Castle Pines, I certify that the attached application relating to Monarch Boulevard Bike Lane Expansion and Upgrade 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,

A handwritten signature in black ink, appearing to read "Tracy Engerman", followed by a vertical line.

Tracy Engerman  
Mayor of the City of Castle Pines