

APPLICATION OVERVIEW

The **Call for Projects** will **open on April 26, 2021**, with applications **due no later than 3 p.m. on June 21, 2021** to Josh Schwenk, DRCOG, at jschwenk@drcog.org.

- Project sponsors must have attended one of the mandatory [TIP submittal training workshops](#) associated with the previous 20-23 TIP back in 2018. If you are aware no one from your agency attended or are unsure, please contact [staff](#).
- Projects requiring CDOT and/or RTD concurrence must provide their official response within their application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 5, with CDOT/RTD providing a response no later than June 4. The concurrence form can be found [here](#).
- Each eligible project sponsor may submit a maximum of one application for consideration. The final panel recommendation will be capped at approximately \$15 million in DRCOG funding requests.
- Individual appropriate applications and other data to assist you in filling out your requests can be found [here](#). If applicants need additional data from DRCOG for the completion of their application, they must contact DRCOG staff **no later than June 1** with their request.
- 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.
- Detailed information about sponsor and project eligibility for each share is contained within the [2020-2023 TIP Policy](#).

APPLICATION FORM OUTLINE

The application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review submitted applications for eligibility and provide an initial score to a Project Review Panel. The panel will review and rank eligible applications that request funding. Sponsors with top tier submittals will be invited to make presentations to the Project Review Panel to assist in the final recommendation to the TAC, RTC, and DRCOG Board.

Part 1 | Base Information

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

Part 2 | Evaluation Criteria, Questions, and Scoring

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

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

Section A. Regional Significance of Proposed Projects 40%

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

Section B. Metro Vision TIP Focus Areas 30%

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

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

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

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

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

Section D. Leveraging of non-Regional Share funds (“overmatch”) 10%

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

% of Outside Funding (non-Regional Share)	High	80% and above
	Medium	60-79%
	Low	59% and below

Part 3 | Project Data – Calculations and Estimates

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

Part 1

Base Information

1. Project Title	Final Design of the I-25 / Lincoln Avenue Traffic & Mobility Improvements Project
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Lincoln Avenue from Park Meadows Drive to Oswego Street
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	City of Lone Tree
4. Project Contact Person, Title, Phone Number, and Email	Justin Schmitz, PE - Public Works Director 720-509-1244 justin.schmitz@cityoflonetree.com

1. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service? Yes No
If yes, provide applicable concurrence documentation with submittal

2. What planning document(s) identifies this project?	<input checked="" type="checkbox"/> DRCOG 2050 RTP
	<input checked="" type="checkbox"/> Local plan: Douglas County 2030 Transportation Plan, Imp. # 30A, I-25/Lincoln Avenue, Table 9, page 84 (this current plan is on our website)
	<input checked="" type="checkbox"/> Other(s): 2018 Douglas County Adopted Budget, 5 yr. Capital Improvement Planning Document, page 134 (this is on our website)

Provide link to document/s and referenced page number if possible, or provide documentation with submittal

3. Identify the project's **key elements**.
- | | |
|--|---|
| <input type="checkbox"/> Rapid Transit Capacity (2050 FC RTP)
<input type="checkbox"/> Transit Other:
<input checked="" type="checkbox"/> Bicycle Facility
<input checked="" type="checkbox"/> Pedestrian Facility
<input checked="" type="checkbox"/> Safety Improvements
<input checked="" type="checkbox"/> Roadway Capacity or Managed Lanes (2050 FC RTP)
<input checked="" type="checkbox"/> Roadway Operational | Grade Separation
<input checked="" type="checkbox"/> Roadway
<input type="checkbox"/> Railway
<input checked="" type="checkbox"/> Bicycle
<input checked="" type="checkbox"/> Pedestrian
<input type="checkbox"/> Roadway Pavement Reconstruction/Rehab
<input type="checkbox"/> Bridge Replace/Reconstruct/Rehab
<input type="checkbox"/> Study
<input checked="" type="checkbox"/> Design
<input type="checkbox"/> Other: |
|--|---|

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

This project will be used to complete the final design of mobility and traffic safety improvements to be made to the Lincoln Avenue Corridor and the intersections of Lincoln Avenue with Park Meadows Drive, reconstruction of the I-25 interchange, Havana Street and Oswego Street - which are within the project limits. This project will improve traffic flow, as well as provide and substantially improved pedestrian and bicycle access between the communities of Highlands Ranch, Lone Tree, Meridian Business Park, the Town of Parker, and Elbert County. This proposed project will build upon the I-25 / Lincoln Avenue Traffic & Mobility Improvements study (currently underway and will be completed in December 2023), that is advancing a Value Engineering (VE) Study, completing the applicable NEPA environmental clearance document and preparing preliminary plans of the preferred alternative. This proposed project will complete

the final design of the preferred alternative, with the ultimate improvements addressing safety, mobility and congestion concerns, to the long term benefit of greater Douglas County.

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

The I-25 / Lincoln Avenue Traffic & Mobility Improvements study (currently underway) will identify the preferred alternative and complete the NEPA process, resulting in a preliminary design. This proposed project will complete the design of long term improvements identified in the study, including design alternatives from and including the intersection of Lincoln Avenue and Park Meadows Drive (western project limits) to the intersection of Lincoln Avenue and Oswego Street (eastern project limits). This final design project will also include long term improvements to the Lincoln Avenue interchange with I-25, and include a grade separation of Lincoln Avenue and Havana Street intersection for vehicles, pedestrians and bicyclists, while also completing missing gaps of pedestrian / bicycle facilities on the south side of Lincoln Avenue; improving multimodal connectivity between pedestrian focus areas and our urban center, linking places of employment and transit with existing and future high density residential development of the Lone Tree City Center. The final design scope of work will incorporate all SWMP, Hydrology, Hydraulics, subsurface utility plans, as well as structural changes, utilizing roadway design requirements from the City of Lone Tree, Douglas County Roadway Design and Construction Standards, CDOT M&S Standards, AASHTO Geometric Design of Highways and Streets (2018) and AASHTO Roadway Design Guide (2011).

6. What is the status of the proposed project?

Currently the project is beginning the study phase, whereas an alternatives analysis will yield a preferred alternative that will be submitted thru the NEPA process and begin initial design (15%-30%).

7. Would a smaller federal funding amount than requested be acceptable, while maintaining the original intent of the project?

Yes No

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.
Any reduction of federal funding would require an increase of the local match.

A. Project Financial Information and Funding Request

1. Total Project Cost	\$4,750,000	
2. Total amount of DRCOG Regional Share Funding Request <i>(no greater than \$20 million and not to exceed 50% of the total project cost)</i>	\$2,000,000	42% of total project cost
3. Outside Funding Partners <i>(other than DRCOG Regional Share funds)</i> List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
City of Lone Tree	\$750,000	16%
Douglas County	\$1,500,000	32%
Southeast Public Improvement Metropolitan District	\$500,000	11%
	\$	
	\$	
	\$	

Total amount of funding provided by other funding partners <i>(private, local, state, Subregion, or federal)</i>	\$2,750,000
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Funding Breakdown (year by year)* **The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2021..*

	FY 2022	FY 2023	FY 2024	FY 2025	Total
Federal Funds	\$	\$	\$2,000,000	\$	\$0
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$	\$	\$2,750,000	\$	\$0
Total Funding	\$0	\$0	\$4,750,000	\$0	\$0
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Choose an item	Choose an item	Design	Choose an item	

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

Part 2 Evaluation Criteria, Questions, and Scoring

A. Regional significance of proposed project

WEIGHT **40%**

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

1. Why is this project regionally important?

Lincoln Avenue is a major principal arterial connecting several housing communities, business and commercial developments within Northern Douglas County. It is one of the two East/West connecting roadways between Highlands Ranch and Parker (with the exclusion of C-470/E-470) within Douglas County. From a regional perspective, Lincoln Avenue provides a corridor for many residents within the Northern Douglas County Region to travel between Highlands Ranch, Lone Tree, Meridian Business Park, and Parker. The most recent ADT volumes for traffic along this corridor are just over 56,000 VPD west of I-25 and over 62,000 VPD east of I-25. This segment of Lincoln Avenue has been identified by DRCOG as part of the High Injury Network and Critical Corridors, and connects Pedestrian Focus Areas with the Urban Center (as defined by DRCOG). This final design project will deliver construction-ready plans that will improve multimodal connectivity, linking places of employment and transit with existing and future high density residential development of the Lone Tree City Center.

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

The proposed project would benefit residents and businesses including Highlands Ranch (Douglas County), Lone Tree, Meridian Business Park (Douglas County) and Parker. Lincoln Avenue is a critical corridor for all of the municipalities listed plus impacts to nearby municipalities such as Littleton, Centennial, Aurora, and Castle Pines.

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

The proposed project will provide a completed final design for needed improvements to the subject corridor to address existing and future multi-modal traffic demands that will occur as a result of currently planned and future residential and business development in the immediate area and other subregions. Currently, there are long backups in traffic daily during peak times. The anticipated improvements resulting from the proposed study will greatly improve mobility, reducing congestion thereby reducing associated delay costs and capacity related crashes. Having reviewed DRCOG's 2016 volumes, V/C ratios, person delay calculations, we anticipate that the proposed recommendations will greatly reduce congestion and delay to all modes of transportation along the Lincoln corridor and at the I-25 Interchange. Under (E) Travel Delay the results of the calculations in the TIP Application does not appear to be consistent with DRCOG's available 2016 data.

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

The proposed project will provide a completed final design of needed improvements to the subject corridor to address existing and future multi-modal traffic demands that will occur as a result of currently planned and future residential and business development in the immediate area and other subregions. Currently, there are long backups in traffic daily during peak times. The anticipated improvements resulting from the proposed study will greatly improve mobility, reducing congestion thereby reducing associated delay costs and capacity related crashes. Having reviewed DRCOG's 2016 volumes, V/C ratios, person delay calculations, we anticipate that the proposed recommendations will greatly reduce congestion and delay to all modes of transportation along the Lincoln corridor and at the I-25 Interchange. Under (E) Travel Delay the results of the calculations in the TIP Application does not appear to be consistent with DRCOG's available 2016 data.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

The proposed project will provide a final design of improvements to alleviate congestion in this heavily traveled area as additional high density development increases in the adjoining areas. The outcomes of this proposed project will also provide a final design plan to construct pedestrian and bicycle access paths along Lincoln Drive and connect high density residential areas to commercial areas, a nearby hospital, RTD facilities and the future City Center planned within Lone Tree. Additionally, this project includes providing a grade separation (on the east side of I-25) for pedestrian and bicycle facilities wanting to avoid crossing Lincoln Avenue at grade. Current ADT volumes for Lincoln Avenue just west of I-25 are at 56,278 VPD in 2015 which is over 95% volume increase from 2012. Volume counts east of I-25 have not witnessed the same amount of growth but will see a substantial increase with the development of RidgeGate East and the City Center proposed in the southeast quadrant of the Lincoln Avenue/I-25 Interchange. This segment of Lincoln Avenue has been identified by DRCOG as part of the High Injury Network and Critical Corridors, a Pedestrian Focus Area, and an Urban Center.

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

The pedestrian focus areas and urban center that flank the Lincoln Avenue are not adequately connected by pedestrian and bicycle facilities. Currently there is a pedestrian sidewalk on the North side of Lincoln Avenue only and no dedicated bicycle paths. The current study is evaluating pedestrian sidewalks on both sides of Lincoln Avenue and adding dedicated, separated bicycle path. During CDOT project scoping meetings, it was recommended that an adjacent, separate structure, for the exclusive use of bicyclists, pedestrians, and additional micro-transportation options, to provide a priority, non-motorized crossing of I-25, to better connect commercial, recreational and employment land uses.

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

Douglas County and the City of Lone Tree have partnered together to complete the original 2007 corridor and interchange study; the current study (to be completed December 2023); and both agencies plan to contribute 21% the costs for this proposed design project. The City will also apply for additional subregional funding for the project. However, this application is not contingent upon receiving subregional funding. The City may also pursue matching funds from additional stakeholders that will benefit from this project.

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

1. Describe how the project will improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).

The pedestrian focus areas and urban center that flank the Lincoln Avenue are not adequately connected by pedestrian and bicycle facilities. Sky Ridge Medical Center and their supporting medical offices, as well as Kaiser Permanente, UC Health and other medical facilities, are located on the West side of I-25 and the proposed study will include recommendations for improved vehicular, pedestrian and bicycle access to these areas from high density residential areas that include senior populations both west and east of the Medical Center. By planning the appropriate infrastructure needs, construction of the improvements will address specific concerns with end users including vulnerable populations for health and human services.

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

The pedestrian focus areas and urban center that flank the Lincoln Avenue are not adequately connected by pedestrian and bicycle facilities. The key barrier to safe connectivity for bicyclists and pedestrians is at I-25 where crossing conditions at Lincoln Ave are untenable for bicyclists, and uncomfortable for pedestrians. Creating those safe connections will unlock access between high density residential areas and the Meridian campus to the east,

and multimodal, commercial and popular recreational trail options to the west. Currently bicyclists must travel north to the C-470 trail or south to Ridgeway Parkway.

Since the existing infrastructure improvements for any multimodal transportation options is fairly limited, increased reliability is inevitable with the anticipated improvements planned as part of the study including continuous sidewalks on both sides of the corridor for the entire length and a dedicated bike path to keep bicyclists and pedestrians separated.

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

This segment of Lincoln Avenue has been identified by DRCOG as part of the High Injury Network and Critical Corridors, a Pedestrian Focus Area, and an Urban Center. The pedestrian focus areas and urban center that flank the Lincoln Avenue are not adequately connected by pedestrian and bicycle facilities. The key barrier to safe connectivity for bicyclists and pedestrians is at I-25 where crossing conditions at Lincoln Ave are untenable for bicyclists, and uncomfortable for pedestrians. Creating those safe connections will unlock access between high density residential areas and the Meridian campus to the east, and multimodal, commercial and popular recreational trail options to the west. Currently bicyclists must travel north to the C-470 trail or south to Ridgeway Parkway.

The final design of this project will improve transportation safety and security by providing additional pedestrian sidewalks and providing a separate path for bicyclists who currently have to travel on the roadways with vehicles or on the sidewalk with pedestrians. The project will improve vehicular safety by improving intersection geometry and width of the travel way to accommodate the future traffic demands, and making our roadway network more reliable for both the traveling public, emergency vehicles and other incident management events. In addition, the final design will include improved access to a future mobility hub (in development) adjacent to the RTD Sky Ridge LRT station for increased efficiency of regional Bustang services.

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

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#)

Contain urban development in locations designated for urban growth and services.

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

Yes No

Describe, including supporting quantitative analysis

High density residential and commercial areas are planned on the East side of I-25, as part of the Lone Tree City Center, this final design project will provide construction-ready plans for needed improvements to facilitate traffic flow and provide pedestrian and bicycle access in the study area.

A Traffic Impact Study prepared by Kimley Horn in October 2017 for the Meridan International Business Center noted that additional development buildout of the Meridan International Business Center is planned to occur within approximately 10 years and will include an additional 333 single-family homes, 500 apartment units, 1,067 townhome units, 2,850,000 s.f. of office space, 870,000 s.f. of industrial space, 30,000 s.f. of retail space and a 100-room hotel.

Development of the RidgeGate East area is also expected to occur over the next 10 to 15 year period. A Transportation Analysis was prepared for RidgeGate East to consider the impact from the proposed development of the area consisting of an additional 18,000 dwelling units, 2,200,000 square feet of retail space and 7,900,000 square feet of office space. The new City Center for the City of Lone Tree and a RTD Station will also be located in RidgeGate East.

CH2MHill completed a study of the Lincoln Avenue Corridor in November of 2007 and provided recommendations for intermediate, near-term and ultimate (long-term) improvements to improve levels-of-service. A copy of this study is included for reference. The City of Lone Tree, in partnership with Douglas County, are currently updating this study due to the significant increases in traffic over the past several years.

The planned developments in Meridian and RidgeGate East will generate additional traffic on the already strained resource of Lincoln Avenue and, as a result, planning needs to occur to determine the multi-modal improvements needed to accommodate the growth.

[MV objective 3](#)

Increase housing and employment in urban centers.

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

Yes No

Describe, *including supporting quantitative analysis*

The pedestrian focus areas and urban center that flank the Lincoln Avenue are not adequately connected by pedestrian and bicycle facilities. The key barrier to safe connectivity for bicyclists and pedestrians is at I-25 where crossing conditions at Lincoln Ave are untenable for bicyclists, and uncomfortable for pedestrians. Creating those safe connections will unlock access between high density residential areas and the Meridian campus to the east, and multimodal, commercial and popular recreational trail options to the west. Currently bicyclists must travel north to the C-470 trail or south to Ridgegate Parkway.

This final design project will provide pedestrian and bicycle access between high density residential areas and the RTD lightrail station, the future City Center in RidgeGate East, Sky Ridge Medical Center and numerous commercial and office developments throughout the corridor. This project will also enhance regional transit access thru improved access to the CDOT Mobility Hub currently under development at Sky Ridge Station. The result of this project will be used to establish a network for multimodal options between areas of key destinations, and help promote active transportation plan objectives.

[MV objective 4](#)

Improve or expand the region’s multimodal transportation system, services, and connections.

3. Will this project help increase mobility choices within and beyond the region for people, goods, or services?

Yes No

Describe, *including supporting quantitative analysis*

This project will provide more options for pedestrians and access options for bicyclists in the immediate area along Lincoln Avenue where none exist currently. This segment of Lincoln Avenue has been identified by DRCOG as part of the High Injury Network and Critical Corridors, a Pedestrian Focus Area, and an Urban Center. This project is within 1/2 mile of three RTD stations and the only express bus line from Parker to Denver with stops in the project corridor. As part of the current study, we will be able to better project pedestrian and bicycle use in the area. Lincoln Avenue is one of three primary East/West connectors between the areas of Highlands Ranch, Lone Tree, Meridian Business Park, and Parker. Improvements to Lincoln Avenue would help to divert some drivers from Ridgegate Parkway or C-470/E-470 when traveling East-West. Quantitative analysis of improvements/expansion of the multimodal system are included in the scope of the study that has just been initiated. We continue to see the benefits of providing a more robust and reliable multi-modal transportation network that encourages and promotes walking and cycling, and we anticipate similar benefits from the proposed corridor improvements.

[MV objective 6a](#) **Improve air quality and reduce greenhouse gas emissions.**

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

Describe, including supporting quantitative analysis

By providing bicycle paths and improved pedestrian paths, short vehicle trips between high density residential areas and commercial and medical areas, individuals will choose to either walk or bike to their destination rather than drive a vehicle. The reduced vehicle trips will result in fewer greenhouse gas and carbon monoxide pollutants. Quantitative analysis of this reduction is included within the scope of the study that has been initiated this year.

[MV objective 7b](#) **Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? Yes No

Describe, including supporting quantitative analysis

This project will provide more options for pedestrians and access options for bicyclists in the immediate area along Lincoln Avenue where none exist currently. This segment of Lincoln Avenue has been identified by DRCOG as part of the High Injury Network and Critical Corridors, a Pedestrian Focus Area, and an Urban Center. This project is within 1/2 mile of three RTD stations and the only express bus line from Parker to Denver with stops in the project corridor. The current study, already underway, will include pedestrian and bicycle access to open areas and parks planned on the East side of I-25, eventually connecting to the Regional East-West Trail. There are currently no pedestrian and bicycle facilities constructed that would connect the high density residential areas to the proposed parks and open space in the project area. I-25 provides a physical barrier to any regional trail connection from either side of the highway. The final design will include a construction ready, safe and efficient trail system through suitable sidewalks and dedicated bike paths will enable connections between regional trails and greenways located on either side of I-25.

[MV objective 10](#) **Increase access to amenities that support healthy, active choices.**

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

Describe, including supporting quantitative analysis

This final design project will include construction-ready pedestrian paths and provide dedicated bicycle paths so that individuals are encouraged to walk and ride their bicycles more to their destinations or for general exercise. There are currently no bicycle paths in the area. With the anticipation that the completed final design includes improved sidewalks and newly dedicated bike paths, promotion of healthy and active lifestyles will occur.

[MV objective 13](#) **Improve access to opportunity.**

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? Yes No

Describe, including supporting quantitative analysis

The construction of this final design project will improve access between high density residential areas, the future City Center of the City of Lone Tree and the RTD station which will allow individuals to walk or bike to the RTD station and easily reach destinations served by the RTD. The project will also improve access to commercial and medical areas, including Sky Ridge Medical Center.

[MV objective 14](#) **Improve the region's competitive position.**

8. Will this project help support and contribute to the growth of the region’s economic health and vitality?

Yes No

Describe, *including supporting quantitative analysis*

This segment of Lincoln Avenue has been identified by DRCOG as part of the High Injury Network and Critical Corridors, a Pedestrian Focus Area, and an Urban Center. This project will provide more options for pedestrians and access options for bicyclists in the immediate area along Lincoln Avenue where none exist currently. This segment of Lincoln Avenue has been identified by DRCOG as part of the High Injury Network and Critical Corridors, a Pedestrian Focus Area, and an Urban Center. This project is within 1/2 mile of three RTD stations and the only express bus line from Parker to Denver with stops in the project corridor. The construction of this final design project will address the projected residential, commercial and office growth in the area and include improvements to accommodate existing and future traffic, transit, pedestrian and bicycle demands, so that congestion is minimized and access and mobility is maximized in the area. The result will be a multimodal transportation system that is appropriate for the area and helps support the overall business environment.

D. Project Leveraging

WEIGHT **10%**

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

58%

80%+ outside funding sources High
 60-79%Medium
 59% and belowLow

Part 3

Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	10,500	24,000	34,500
2040	12,000	42,000	54,000

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	0	0
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	0	0
7. Enter the value of {#6 x 9 miles} . (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1. Current weekday bicyclists	24
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	10,500	24,000	34,500
2040	12,000	42,000	54,000

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

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	51
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	10,500	24,000	34,500
2040	12,000	42,000	54,000

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: {#3 X 50%} or other percent, if justified)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0

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

D. Vulnerable Populations

Use Current Census Data	Vulnerable Populations	Population within 1 mile
	1. Persons over age 65	
2. Minority persons		7,768
3. Low-Income households		425
4. Linguistically-challenged persons		223
5. Individuals with disabilities		1,682
6. Households without a motor vehicle		447
7. Children ages 6-17		4,993
8. Health service facilities served by project		18

E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	0
2. 2040 ADT estimate	0
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of {#3 - #4} = Reduced VHD	0
6. Enter value of {#5 X 1.4} = Reduced person hours of delay <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. After project peak hour congested average travel time reduction per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	

9. If different values other than the suggested are used, please explain here:

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (<i>most recent 5-year period of data</i>)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (<i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i>).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	283	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.
Applicants will rate as: Excellent, Good, Fair, or Poor

Roadway Pavement

1. Current roadway pavement condition	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor
5. Describe current condition issues and how the project will address them. Limited sidewalks and frequent crossings of ramps to/from I-25 creates a significant barrier to pedestrian mobility. This project will purposely seek to improve mobility for all ages and abilities by providing 'high ease of use' facilities for walk/bike.	
6. Average Daily User Volume	75

H. Bridge Improvements

1. Current bridge structural condition from CDOT
This will be determined by the current study.

2. Describe current condition issues and how the project will address them.	
3. Other functional obsolescence issues to be addressed by project	
4. Average Daily User Volume over bridge	0
I. Other Beneficial Variables <i>(identified and calculated by the sponsor)</i>	
1.	
2.	
3.	
J. Disbenefits or Negative Impacts <i>(identified and calculated by the sponsor)</i>	
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other:	