

APPLICATION OVERVIEW

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #3)

Funding Available: \$28,089,000 for this application, split fairly evenly over all four years.

\$21,105,000 is available in the AQ/MM track; \$49,194,000 overall for call 3. All funding levels are estimated as of the open date

Eligibility: Surface Transportation Block Grant (STBG) eligible projects only.

Major Project Eligibility Exceptions: Transit operations projects (*Note: these types of projects are only allowed to be submitted with the AQ/MM application*)

Call Dates: August 22, 2022 until October 11, 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 1) this application, 2) one location map/graphic, 3) cost estimate (your own or the CDOT [cost estimate form](#)), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or [peer agency support](#). Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than September 23, 2022

Other Notable items:

- **Eligibility:** Projects must align with the eligibility guidelines in [Appendices B and C](#) of the TIP Policy. Proposed work on roadways must primarily be located on the [DRCOG Regional Roadway System](#) to be eligible for TIP funding (the DRCOG RRS can also be viewed within the [TIP Data Tool](#))
- **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 September 2, 2022, with CDOT/RTD providing a response no later than September 30, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, joann.mattson@state.co.us; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, chris.quinn@rtd-denver.com
- **If a submitted application in Calls #1 or #2 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at tipapplications@drcog.org. In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. 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 no later than September 23, 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 provide a score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a 1) recommended funding list within the funding available, and 2) a ranked wait list. The panels’ recommendations will then be forwarded to the DRCOG committee process for approval. Following Call #4 (FY 2024-2027 TIP Subregional Share Call for Projects), all Call #3 and Call #4 projects will be incorporated into the new FY 2024-2027 TIP in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The STBG Regional 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. Regional Impact of Proposed Projects..... 30%

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

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

Section B. Metro Vision Regional Transportation Plan Priorities50%

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 substantial benefits in the 2050 MVRTP priority area and is determined to be in the top fifth of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable significant benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable moderate benefits in the 2050 MVRTP priority area and is determined to be in the middle fifth of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable modest benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable slight benefits in the 2050 MVRTP priority area and is determined to be in the bottom fifth 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-Regional Share funds).

Score	% non-Regional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	30-39.9%
1	20.1-29.9%
0	20%

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

Project Information

1. Project Title	Peoria Bridge over Sand Creek Replacement and Multimodal Improvements – NEPA and Final Design	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: Peoria Street at 30 th Avenue End point: Peoria Street at Fitzsimons Parkway OR Geographic Area: A map of the project area is included as Attachment 1	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	City of Aurora	
4. Project Contact Person:		
Name: Matthew Kozakowski, PE	Title: Transportation Project Delivery Manager	
Phone: 303-739-7337	Email: mkozakow@auroragov.org	

5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
---	--

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>	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period: 2020-2029	
	Local/Regional plan:	Planning Document Title: 1) City of Aurora Capital Improvement Master Plan (2019) PDF Page 14, Slide 13 https://www.auroragov.org/common/pages/DisplayFile.aspx?itemId=18597200 2) Fitzsimons Area-wide Multimodal Transportation Study (2009) Page ES-5, 55, https://cdn5-hosted.civiclive.com/UserFiles/Servers/Server_1881137/File/Business%20Services/Development%20Center/Plans%20and%20Studies/002329.pdf
		Adopting agency (local agency Council, CDOT, RTD, etc.): 1) N/A 2) Aurora City Council Provide date of adoption by council/board/commission, if applicable: 1) N/A 2) Summer 2009
	Please describe public review/engagement to date:	The need for bridge improvement was identified in the 2009 Area-wide Fitzsimons Multimodal Transportation Study. An extensive public engagement process was conducted during that process. Public engagement will be initiated in NEPA and final design.
Other pertinent details:		

7. Identify the project’s key phases and the anticipated schedule of phase milestones.
 (phases and dates should correspond with the “Phase to be Initiated” in the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
<input checked="" type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both		
<u>REQUIRED FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	04/2024
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	06/2024
Design scoping meeting held with CDOT (if no consultant):		[Grey box]
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	06/2024
Environmental scoping meeting held with CDOT (if no consultant):		[Grey box]
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	[Grey box]
ROW acquisition completed: Estimated number of parcels to acquire:		[Grey box]
<input type="checkbox"/> Construction	FIR (Field Inspection Review):	[Grey box]
FOR (Final Office Review):		[Grey box]
Required clearances:		[Grey box]
Project publicly advertised:		[Grey box]
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	[Grey box]
<input type="checkbox"/> Bus Service	Service begins:	[Grey box]
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	[Grey box]
<input type="checkbox"/> Other Phase not Listed:	First invoice submitted to CDOT/RTD:	[Grey box]

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

The current bridge carrying Peoria Street over Sand Creek, north of Fitzsimons Parkway, is functionally obsolete due to geometric bridge constraints, is inadequately sized for current and future multimodal transportation demands (including inadequate sidewalks), and adds to flood hazard risks which leads to major concerns for many stakeholders within the region. The bridge also lacks vehicle or pedestrian scale lighting on or below the structure, and constricts traffic down to four lanes from six lanes immediately north and south of the bridge, which causes congestion, safety concerns due to weaving and merging activities, and poor air quality along this segment of Peoria Street.

Structural Deterioration and Freight Reliability: Under historic guidelines, the bridge's sufficiency rating of 49 is a major indication for the need to replace the structure. The bridge, originally built in 1966, was designed for lighter truck loads than current vehicles and has a low inventory rating which is a main factor in calculation of sufficiency rating. When combined with concrete deterioration and inadequate geometry to meet current safety standards, the bridge condition is considered serious. A summary of major issues identified during inspection of the existing bridge are included in Attachment F with the supplemental materials. Left untreated, further structural deterioration or future projected traffic growth could cause the need for load postings that would restrict freight movement along Peoria Street and be a costly burden to regional freight traffic and many businesses and industries throughout the area. According to DRCOG's Regional Multimodal Freight Plan, truck travel time reliability on this section of Peoria Street is performing 200% below the performance target, which can negatively affect the entire supply-chain operation.

Traffic Congestion and Air Quality: DRCOG's 2020 traffic estimates show Peoria serving 41,000 vehicles per day, which can be accommodated on the 6 lane sections north and south of the bridge, but result in significant delays and congestion as vehicles merge to cross the narrow, 4-lane bridge. Commuters, business patrons, freight drivers, and transit drivers are all impacted by this delay, which contributes to the poor air quality that has become a major focus for the region.

Transit Impacts on Vulnerable Users: The reduced travel lanes and congestion impact RTD's Route 121, which serves nearly 3,400 riders per day. Route 121 travels along the Peoria Street corridor providing direct service to three rail stations at Nine Mile, Peoria and 40th/Airport, and providing vital public transportation services for vulnerable communities in the area to access employment opportunities, schools, hospitals and local businesses situated along this corridor. The Peoria Street bridge is also a vital link for transit routes or park-n-ride commuters accessing the Peoria Station transit center located just a mile to the north, and from which patrons can access RTD's A and R Line commuter rail and light rail services, respectively.

Inadequate Multimodal Facilities: The existing bridge structure does not provide lighting for users on the bridge or passing under it via the Sand Creek Regional Trail, making it unsafe and uncomfortable for some walkers or bikers to travel on or below this bridge in dark conditions. Additionally, the narrow, attached sidewalks with missing segments do not meet ADA standards, and make multimodal travel along the corridor unsafe. The 4.5-5 foot wide sidewalks do not provide any buffer between people bicycling and walking on the sidewalk and the adjacent 4 lanes of heavy, high speed traffic. The bridge railings on the outside of the sidewalks are not ADA compliant and consist of an obsolete design which increases the chances for serious injury or fatality to pedestrians. The narrow sidewalk also doesn't provide any type of shy-distance between the narrow sidewalk and the edge of the bridge. This puts people walking or bicycling on the bridge uncomfortably close to both heavy traffic, and the edge of the existing bridge with inadequate railings.

Flood Hazard Risks: The Sand Creek floodplain was constricted by the 1966 bridge embankment that encroaches in the floodplain by as much as 40 feet compared to upstream and downstream conditions. This results in potential flooding risks and stream scour damage.

Continued Investment in the Corridor: The Peoria Bridge project would address a final bottleneck connecting the University of Colorado Anschutz Medical Campus and the Fitzsimons Innovation Campus, the largest medical and bioscience campus in the Rocky Mountain west, to I-70 and infrastructure to the north. Completion of this key piece of infrastructure is a logical continuation to the investment made by DRCOG, RTD, Denver, and Aurora with the 2014 construction of the Peoria Crossing project over the UPRR and RTD A Line facilities, and a multimodal side path improvement, funded by the TIP program several years ago, between 30th Avenue and Peoria Station along Peoria

Street. The City of Aurora is invested in improving the corridor and has contracted with a consultant to prepare 30% design plans for this project which will be completed by the end of 2022. Initiating the final design phase now to be fully prepared for future construction funding opportunities will allow the bridge reconstruction to occur in a structured and planned manner with full agency and stakeholder coordination that will reduce the project duration.

A new bridge will deliver a resilient and long-term solution for the region by reducing current and future traffic congestion, enhancing multimodal access to the University of Colorado Anschutz Medical Campus and Fitzsimons Innovation Campus, allowing safer, improved movement of freight and public transportation along the corridor, and reducing flood hazard risks in the community.

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

Roadway

- Operational Improvements
- General Purpose Capacity (2050 MVRTP)
- Managed Lanes (2050 MVRTP)
- Pavement Reconstruction/ Rehab
- Bridge Replace/Reconstruct/Rehab

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities (Expansion/New)

Safety Improvements

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

- Complete Streets Improvements

Study

Other, briefly describe: [Connects two DRCOG Urban Centers](#), [Connects users to the Sand Creek Regional Trail](#) and improves freeboard to reduce flood hazard risks.

¹For 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.***

The project will produce a shovel-ready set of final construction drawings and specifications including required environmental permits and clearances; local, community and federal regulatory floodplain permits for either a No-Rise or CLOMR/LOMR; the Army Corps of Engineers (ACOE) Section 404 Permit; and coordination with the affected utilities and landowners. The key elements of design include:

- bridge replacement and widening of the bridge to allow for six vehicle travel lanes,
- lighting for multimodal users on the bridge and passing under it via the Sand Creek Regional Trail,
- a 10-14 foot wide, barrier protected, multimodal path on each side of the bridge,
- sidewalk connections where they currently don't exist on Peoria Street between 30th Avenue and Fitzsimons Parkway,
- multimodal path connections to the Sand Creek Regional Trail, and
- improvements to increase the hydraulic capacity flood flows under the bridge.

The resulting shovel-worthy construction documents and specifications will allow the city to nimbly respond to future construction funding opportunities in a fiscally prudent and timely fashion, having a complete understanding of the design components and cost implications. This will result in fewer unexpected delays in the subsequent procurement and construction processes.

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.*

Preliminary (30%) design for the new bridge structure and approach roadway reconstruction was initiated in October 2021, and is planned to be complete by the end of 2022. In addition to the 30% (FIR level) design documents, Aurora and its consultant have conducted a pre-project scoping meeting with CDOT Environmental staff to prepare for NEPA evaluation and compliance. A memorandum summarizing the consensus of that meeting is included with the supplemental materials in Attachment F. Similarly, Mile High Flood District (MHFD) and City of Aurora (COA) floodplain staff have been consulted to identify channel impacts. The preliminary design effort underway will identify what environmental and floodplain permits will be required, the anticipated extents of construction for right-of-way (ROW) and easements, and will identify the affected utilities to begin coordinating either relocations or attachment requirements for the new bridge. This current 30% preliminary design effort can be leveraged into the full design efforts in a timely manner. The requested funding for this project would allow staff from CDOT, the City of Aurora, and Mile High Flood District, to continue the design process with minimal disruption, and lead to a successful project outcome.

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)

Total amount of Regional Share Funding Request (in \$1,000's)
(No greater than \$20 million and not to exceed 80% of the total project cost)

\$1,800

60.00%
of total project cost

Match Funds (in \$1,000's)		% Contribution to Overall Project Total
List each funding source and contribution amount.	Contribution Amount	
City of Aurora	\$1,200	40.00%
█	\$ █	0.00%
█	\$ █	0.00%
	\$ █	0.00%
	\$ █	0.00%
	\$ █	0.00%
Total Match <i>(private, local, state, subregional, or federal)</i>	\$1,200	40.00%
Project Total		\$3,000

Funding Breakdown (in \$1,000s) (by program year)¹ (Total funding should match the Project Total from above)					
	FY 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds²	\$1,080	\$720	\$	\$	\$1,800
CDOT or RTD Supplied Funds³	\$	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$720	\$480	\$	\$	\$1,200
Total Funding	\$1,800	\$1,200	\$ 0	\$ 0	\$3,000
Phase to be Initiated	Design	Design	Choose an item	Choose an item	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). 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. 2. For the 2024-2027 Regional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027 3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 				
Affirmation:	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. Regional 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 regionally important? *Relevant quantitative data in your response is required.*

The Peoria Street Bridge over Sand Creek bridge reconstruction project is identified in DRCOG's 2050 RTP as a "regionally funded project and program investment priority." The regionally significant projects identified in the Regional Transportation Plan, such as this one, are those that "considerably change the capacity of the transportation network." This Peoria Street Bridge reconstruction is depicted in the 2020-2029 staging period, indicating that this project is critical to demonstrate compliance with federal air quality conformity requirements and to serve the significant current and future freight movements in this corridor.

Peoria Street is a regionally significant roadway that connects residents and employees across the region to the thousands of jobs located in the Anschutz Medical Campus and Fitzsimons Innovation Campus, it provides a connection to I-70, serves as a parallel reliever to I-225, is a Tier 2 freight roadway on the National Highway System, connects two DRCOG urban centers, and provides multimodal access to and from the 19 bus stops and one light rail station within ½ mile of the project area. A key map showing some of the features within the project area are included as Attachment A.

The University of Colorado Anschutz Medical Campus and the Fitzsimons Innovation Campus are the largest academic health center and bioscience campuses in the Rocky Mountain region, educating 4,000 future health professionals and receiving 1.5 million patient visits each year. The need for resilient infrastructure to support the region's access to these campuses is critical. While there are 5,800 jobs within ½ mile of the project site, between ½ mile and 1 mile of the project site there are an additional 37,200 jobs. The vast majority of these are located at the Anschutz Medical Campus, the Fitzsimons Innovation Campus and the large industrial corridor between Baranmor Parkway and I-70. The Peoria Street Bridge is a key piece of infrastructure that connects these business centers to the rest of the region and reconstruction of this bridge is a logical continuation to the investment made by DRCOG, RTD, Denver, and Aurora with the 2014 construction of the Peoria Crossing project over the Union Pacific Railroad and RTD A Line facilities.

Within one mile of the project area, Peoria Street connects users to Peoria Station, which serves the R Line (light rail), A Line (commuter rail), and 4 bus routes. Within ½ mile of the project area, the Fitzsimons station serves the R Line (light rail) and the CU Anschutz Rail Shuttle. Within 1 mile of the project area there are 28,000 residents who have access to these transit facilities and routes to get to jobs, healthcare, and shopping. Current and future employees from across the region can use transit to access the 43,000 jobs available today and the 52,000 jobs projected to be available in 2050. The R Line serves 3,800 riders every weekday and Route 121, which travels on Peoria Street connecting the Nine Mile Station, the Peoria Station, the 40th/Airport Station and the Montbello neighborhood, serves 3,400 riders every weekday. These transit lines are critical elements of the transportation network that provide connectivity for the 8,900 households, 1,250 low-income households, 10% of households without a motor vehicle, and the more than 3,000 households that are housing cost burdened within 1 mile of the project area.

The pinch point created by the narrow Peoria Street bridge over Sand Creek causes congestion for all vehicles traveling the area. As noted in the DRCOG Regional Transportation Plan, congestion results in greater fuel consumption and increases in emissions that affect businesses, consumers, and communities across the region. Additionally, DRCOG points out in the Regional Multimodal Freight Plan that truck delays can result in missing delivery times to businesses, missing cutoff times for pick-ups, or exceeding driver hours of service regulations which can negatively affect the entire supply-chain operations. As was noted above, a large quantity of trucking activity occurs between Baranmor Parkway and I-70. DRCOG strives to provide a truck travel time reliability rating of 1.5 or better, but this section of Peoria Street has a truck travel time reliability rating of 3.0, which means it could take three times longer than normal to travel this corridor, introducing higher levels of uncertainty and costs to freight providers and consumers. This freight reliability rating would be improved through widening of the current bridge from its current 4-lanes, to match the 6-lanes of Peoria Street on either side of the bridge. Furthermore, RTD buses rely on efficient travel through the transportation network to reduce the impact on connections where bus transfers occur. When delays occur for transit buses, the reliability patrons need and expect degrades, resulting in longer travel times and a larger portion of the day spent traveling from one place to another. Within 1 mile of this area, 14% of households are low-income compared to 9% in the region, and 35% of households are housing cost-burdened so

safe, efficient, and reliable transportation is necessary to ensure job stability and access to multiple jobs when necessary to pay the bills.

The 14 support letters included with this application in Attachment E show the regional nature of the need and desire for the proposed improvements. Those who have shown their support for this project are listed below:

- **Hospital/Medical:** Children’s Hospital Colorado, University of Colorado Anschutz Medical Center
- **Agencies:** Adams County, City and County of Denver (CCD), CCD Department of Transportation & Infrastructure, Aurora Chamber of Commerce
- **Modes of Transportation:** RTD, Colorado Motor Carriers Association, Bicycle Colorado, Bicycle Aurora
- **Housing:** Aurora Housing Authority
- **Others:** Fitzsimons Innovation Community, Sand Creek Regional Greenway, Mile High Flood District

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.*

In its current condition, the Peoria Street bridge over Sand Creek fails to provide reliable and resilient infrastructure as it borders on being structurally deficient, is inadequately sized for current and future transportation demands, and lacks safe and adequate sidewalk and barrier/railing elements. The current bridge also adds to flood hazard risks for nearby properties, lacks vehicle or pedestrian scale lighting on and below the structure, and causes traffic congestion for trucks, cars, transit vehicles and freight traffic. As a result of these conditions, air quality and travel time reliability are poor in this area. Additionally, ADA compliant multimodal facilities on and beyond the bridge are lacking, creating a barrier for disabled users in the area to access the Fitzsimons Station or any of the 19 bus stops within ½ mile of the project area. The project will address these issues through the following:

- **Increase Safety for All Users** - The new bridge will be designed to be safer than the existing bridge by improving the structural capacity and by using current standards for bridge rails, lane/shoulder geometries, and pedestrian safety features. This will minimize long-term maintenance needs and the risk of future load postings or possible closures. The bridge railings will be improved to meet current crash-testing requirements and barriers will be provided between vehicle travel lanes and pedestrian facilities to reduce the risk of serious injuries or fatalities for all users from errant drivers and associated crashes. Widening of the bridge to provide 23 feet of space (minus the roadway), increased from approximately 11 feet of space today (minus the roadway), is expected to decrease all types and severity of bridge related crashes by 75 percent (CMF Clearinghouse, ID 2839) and lighting is shown to reduce nighttime crashes by 32% (CMF Clearinghouse, ID 7776). Additionally, filling sidewalk gaps is expected to reduce crashes involving pedestrians walking along roadways by 65-89% (FHWA Proven Safety Countermeasures). Furthermore, widening the bridge to 6 lanes will remove the weaving and merging activities and their associated potential crashes. Finally, the hydraulic capacity will be increased by lengthening the bridge and providing more freeboard. This will not only help reduce flooding risks, but also result in slower flows for major flood events which will help improve infrastructure resiliency from stream scour damage while providing benefits to ecological systems.
- **Reduce Congestion and Improve Air Quality** - The new bridge will be widened to include one new lane in each direction to better accommodate the 2020 DRCOG traffic estimate of 41,000 vpd and the 2050 forecast of 56,000 vehicles per day. Peoria Street is a major arterial roadway with 4-lanes across the bridge. With a volume of 41,000 Peoria Street operates at LOS "E". Widening of the bridge will improve operations, resulting in an LOS "B" or better and will accommodate the 2050 forecast of 56,000 vpd at no worse than an LOS "D". The wider bridge will improve truck travel time reliability for both regional trucks and those that are traveling to logistic, manufacturing and distribution centers located between Baranmor Parkway and I-70. The addition of two lanes is also anticipated to reduce bus travel delay impacts on RTD's Route 121, and reduce the impacts of poor air quality caused by recurring congestion. Estimates included in Attachment D show that widening of the bridge will reduce the creation of carbon dioxide during one hour of the day by approximately 180-250K grams. The design for the bridge will also consider incorporating Accelerated Bridge Construction (ABC) techniques into the construction of the bridge to reduce traffic congestion during construction. In addition to improving air quality, this project is also expected to increase water quality associated with Sand Creek. Increasing the hydraulic capacity of the bridge and reducing channel velocities will improve the natural ecology of the stream. Plant-life within the stream will be able to survive higher flood events instead of washing away.
- **Improved Multimodal Access, especially for vulnerable and transit reliant populations** – In addition to the new barrier protection that will be provided between vehicles and pedestrians crossing the bridge, this project will also deliver lighting on top of and at the trail crossings under the bridge, and wider sidewalks-multiuse paths that will be 10-14 feet in width as compared to the existing, deteriorating 4.5-5 foot wide walks. The lighting will improve user safety and comfort. North and south of the bridge, missing sidewalk gaps totaling approximately 700 feet in length will be designed to provide ADA compliant sidewalk

connections to the 19 bus stops and one light rail station within ½ mile of the project area. This will provide an ADA compliant sidewalk connection for the 5% of individuals, or nearly 600 people with a disability in the project area to access RTD's Fitzsimons Station where the R Line served approximately 125-190K riders per month in 2019. The sidewalk connections will also provide critical multimodal access to the Route 121 bus which served 3,300 riders every weekday in May 2022, and those who use bus and/or rail transit to access schools, hospitals, local businesses and jobs. This includes 14% of low-income households and 10% of households without a motor vehicle that are located within 1 mile of the project area.

- **Reduce Flood Hazard Risks** - The bridge improvements will also address a constriction in the Sand Creek floodplain by the current 1966 bridge embankment, which is encroaching in the floodplain by as much as forty feet (40') compared to upstream and downstream conditions. The hydraulic capacity will be increased by lengthening the bridge, providing more freeboard, and slowing flows for major flood events. This will help reduce flooding risks and improve infrastructure resiliency from stream scour damage.

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

Yes, the Peoria Street bridge is located on the border of the City of Aurora, Adams County, and the City and County of Denver. Peoria Street provides connectivity to I-70 and serves as a parallel alternative to I-225. Within 1 mile of the project area, there are approximately 43,000 jobs, which are expected to grow to approximately 52,000 by 2050. Employees filling these jobs reside throughout the DRCOG region. The proposed improvements on Peoria Street will significantly improve multimodal travel options for these employees. It will improve their ability to get to and from Peoria Station and Fitzsimons Station, the stops for the Route 121 bus, the Sand Creek Regional Trail, and the Anschutz Medical Campus and Fitzsimons Innovation Campus, and will also allow for greater efficiency for those who drive. This enhanced access for thousands of employees will benefit all metro area municipalities and sub-regions in which those employees live or work by reducing travel times, improving travel options, and providing opportunity for residents living, working, or traveling the corridor.

These improvements will also benefit the 8,900 households within 1 mile of the corridor, and more specifically the 10% of households without access to a motor vehicle as these improvements will provide access to Peoria Station, Fitzsimons Station, and opportunity for access to employment, shopping and medical care within Peoria-Smith and Fitzsimons Urban Centers and the greater DRCOG region.

Better enabling people with limited access to (private) vehicles to easily travel to jobs, healthcare, retail and services across multiple cities and counties strengthens the regions overall tax base and economy.

4. Disproportionately Impacted and Environmental Justice Communities

This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

	DI & 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	12,114	-	-
	b. Total households	3,642	-	-
	c. Individuals of color	6,394	53%	33%
	d. Low-income households	374	10%	9%
	e. Individuals with limited English proficiency	882	7%	3%
	f. Adults age 65 and over	975	8%	13%
	g. Children age 5-17	2,234	18%	16%
	h. Individuals with a disability	562	5%	9%
	i. Households without a motor vehicle	187	5%	5%
	j. Households that are housing cost-burdened	1,057	29%	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 disproportionately impacted and environmental justice population groups identified in the table above, *including the required quantitative analysis*:

For each of the disproportionately impacted and environmental justice population groups that do not own a car or are unable to drive, this project will improve their access to jobs, medical care and shopping throughout the region by improving the safety of the multimodal transportation network, filling 700 feet of sidewalk gaps that connect users to the light rail system through Fitzsimons Station and the R Line, widening the sidewalk on the bridge, adding lighting on the bridge, and where the Sand Creek Trail passes underneath, and providing a barrier to protect users from potentially errant vehicles. The location of these improvements are shown on the Scope Map included in Attachment F. Additionally, many of these populations would also have access to the Sand Creek Regional trail through a new sidewalk connection that will occur with this project. Within a half mile of the project there are 3,600 households, of which 1,057 are cost-burdened, 187 are without a vehicle, and 374 are low-income households, where access to affordable transportation options that don't require a motor vehicle is very important, especially in light of inflationary pressures and rising fuel costs. For these people, the improvements on Peoria Street will provide that transportation choice, and enhance their ability to walk and bike along Peoria Street, or take the bus and light rail to / from jobs throughout the region. The improved multimodal access to the Fitzsimons Station and the Sand Creek Regional Trail will also enhance their ability to reliably reach jobs and services elsewhere in the region.

The Peoria Street bridge over Sand Creek has a wider impact than just at the ½ mile range. Due to the grade differential of Sand Creek, north-south connectivity is extremely limited in this part of Aurora and Denver. Aside from Peoria Street, the nearest non-interstate options for north-south travel are Havana Street 1 mile to the west, or Sable Boulevard 1.5 miles to the east. Accessing these north-south parallel connections is further constrained by the grade differentiations of Toll Gate Creek deviating south-east from Sand Creek Greenway, east of Peoria Street, and I-225; both I-225 and Toll Gate Creek offer few grade connections to cross either feature. Traffic, transit, and active transportation users are thus diverted from a large travel shed to concentrate trips onto the Peoria Street corridor and specifically the Peoria Street bridge.

As shown in the table in Attachment F, there are over 28,000 individuals living within one mile of the Peoria Street bridge, 17,000 of whom are individuals of color, and a combined 7,700 are either over the age of 65 or between the ages and 5 and 17. Over 860 households don't have an automobile, and 35% of total households are housing cost burdened. All of these populations would have their mobility and access improved by a redesigned Peoria Street bridge over Sand Creek. Increasing the number of lanes on the bridge to match the number of lanes on Peoria Street would improve bus transit reliability and service times and reduce congestion and pollution, while the improved sidewalks, and new multiuse paths would make crossing the bridge more comfortable, safer, and convenient for individuals walking or bicycling.

Also within 1 mile of the project area, 28% percent of the residents are either between the ages of 5-17 and 65 and over. Furthermore, 6% of residents have a disability. Youth up to the age of 16 can't drive and some seniors and residents with disabilities may be unable to drive. The 10-14 foot wide sidepaths on both sides of a new Peoria Street bridge over Sand Creek will provide these residents with the ability to more comfortably and safely walk, bike, or use a mobility assistance device for reaching their destinations along Peoria Street or elsewhere in the region.

For all of these population groups, they will gain improved ability to move throughout the project area or evacuate from it on foot, by bike, by scooter, etc. which could reduce the risk that some may face during a hazardous event. The wider bridge would also better serve the larger region to evacuate by vehicle in the event of an emergency. The Peoria Street bridge over Sand Creek is a crucial connection between vulnerable populations and the medical services at the University of Colorado Anschutz Medical Campus and Fitzsimons Innovation Campus. Replacing the current bridge in a planned and programmed fashion will minimize disruption to ambulance or other emergency vehicle or medical services responding to calls along the corridor.

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

- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*

Fifty-three (53) percent of the people residing within a half-mile of the project area, and 61% residing within a mile of the project area, are individuals of color. As indicated in the preceding table for a ½ mile radius, that is 20 percent higher than the total for the entire DRCOG region, which is 33 percent. For these residents, the project will increase multimodal access along Peoria Street to the regional transit system, residences, jobs, parks, trails, and the regionally significant job center of the University of Colorado Anschutz Medical Campus and Fitzsimons Innovation Campus. The ability of these residents to safely travel along the project corridor in a variety of ways encourages ongoing investment and will positively contribute to the overall livability of the project area.

The project will occur along an existing road in an urbanized area that has already been developed or is currently being redeveloped, and is served by existing services (i.e. utilities and emergency response services). In addition, Peoria Street connects to two DRCOG designated urban centers ("Peoria-Smith" and "Fitzsimons"). A redesigned Peoria Bridge over Sand Creek, when constructed, will improve connectivity, safety, and reliability for all users of transportation as it connects the Peoria-Smith and Fitzsimons Urban Centers. The provision of new, ADA compliant sidewalks and wider, protected multiuse sidepaths on both sides of the bridge will enhance employee's ability to get to and from their jobs within the DRCOG designated urban centers. For existing and prospective employers within or near these urban centers, this increased accessibility would be an incentive to grow jobs at an existing business or start a new business.

The ability of the region's employees to reliably and safely get to their places of employment by a variety of modes is a cornerstone to improving the region's competitive position. The proposed improvements will significantly improve that reliability and multimodal safety forecasted to encompass by 2050 over 8,300 jobs in a ½ mile area, and over 52,000 jobs in a 1 mile area. The Peoria Street bridge is firmly situated between the Peoria-Smith, and Fitzsimons DRCOG designated Urban Centers. There are currently 43,000 jobs in a mile radius of the Peoria Street bridge, and this will grow to over 52,000 by 2050. Much of this job growth will take place in the regionally significant job and medical service center of the University of Colorado Anschutz Medical Campus and Fitzsimons Innovation Campus, the center of which is located less than a mile away from the bridge.

- Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*

This is the heart of the project. The improvements on the Peoria Street Bridge and immediate surroundings will provide multimodal connections to the Sand Creek Trail and to the Fitzsimons Light Rail Station, which serves the R Line (Light Rail) and the CU Anschutz Rail Shuttle bus, thus reducing vehicle dependency. Currently, accessing the station from the north along Peoria Street is challenging for pedestrians and bicyclists due to a lack of infrastructure or narrow, attached sidewalks. There are no bicycle-designated facilities. Existing sidewalks contain several missing links as noted in the map in Attachment F. The bridge design will widen the Peoria Street bridge over Sand Creek to a six-lane typical section, consistent with the segments of Peoria Street north and south of the bridge. These improvements will enhance the safety and reliability of the transportation system in the project area while enhancing access to services for residents and employees. The provision of a continuous sidewalk on Peoria Street, currently defined by several missing links, and the widening of the Peoria Street bridge, which currently creates a pinchpoint in the network, will notably increase reliability on a corridor where congestion and delays are common. This project will also reduce travel time and enhance reliability for Route 121, a major regional bus route serving three rail stations at Nine Mile, Peoria, and 40th/Airport.

Affording residents, employees, and customers the ability to comfortably bike, walk, and also connect to regional transit and trails increases the opportunity to divert vehicle trips to other modes, thus reducing impacts on air quality and greenhouse gas emissions. As shown in Attachment D, the bridge widening is anticipated to reduce the creation

of carbon dioxide during one hour of the day by 180-250K grams. Using the CMAQ Emissions Calculator Toolkit, the bicycle and pedestrian improvements associated with this project are anticipated to reduce carbon monoxide by 1.2 kg/day and the carbon dioxide equivalent by approximately 57 kg/day.

The project will increase transportation options in the project area and increase separation between high speed and high volume private and commercial vehicles, and people walking or bicycling on the bridge. As previously noted, approximately 5% of households within a half-mile, and 10% within a mile of the project area, do not have access to a vehicle.

Designing for a bridge built to modern construction standards, with greater vehicular and multimodal capacity increases the reliability and resiliency of the local and regional transportation network. North-south and east-west connectivity in this area is already limited due to the grade differentials posed by Sand Creek Greenway, the Toll Gate Creek, and I-225. For residents of the 8,900 households within one mile of the project area, or residents throughout the larger area of Denver and Aurora, their improved ability to move throughout the project area or evacuate from it on foot, by bike, by scooter, etc. could reduce the risk that some may face during a hazardous event, particularly if other vehicular connections across Sand Creek are compromised. The wider bridge would better serve the larger region to evacuate by vehicle in the event of an emergency.

- *Connection/accessibility to particular locations supporting healthy and active choices? (Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*

The project will better connect users on Peoria Street to the Sand Creek Regional Trail which includes connections to Bluff Lake Park, Sand Creek Park, hiking trails, the Toll Gate Creek trail, picnic areas, and the Bluff Lake Nature Center. The Sand Creek Regional Trail is a 13-mile multi-use trail and natural area that links Denver, Aurora, and Commerce City. The proposed improvements will enable residents, employees, and visitors to more comfortably, intuitively, and safely connect to these natural and recreational amenities.

The proposed improvements will be less than one mile from the Anschutz Medical Campus, which includes the Children's Hospital Colorado, the University of Colorado Hospital, and the Rocky Mountain Regional VA Medical Clinic. For those residents and employees north of the Peoria Street bridge, the proposed improvements will significantly enhance direct, intuitive access to the Fitzsimons Station and RTD's R Line, which has a stop at Colfax Station, on the southeast edge of the campus.

As previously noted, there are currently over 43,000 jobs within a mile of the project area. The Anschutz Medical Campus and Fitzsimons Innovation Campus are immediately adjacent to the project area, and according to a January 2021 Leeds School of Business report "Fitzsimons Health Sciences Area Economic Impact", directly supported 28,674 jobs in 2019, and indirectly or induced another 30,416 jobs. These jobs include administrative support and waste management, health care and social services, and accomodation and food services. For current employees and the additional households projected in the area by 2050 (2,400 additional in ½ mile or 5,600 additional within 1 mile), the proposed improvements will significantly improve access to job opportunities, especially those who have limited or no access to a private automobile. Furthermore, the enhanced connectivity to / from the Fitzsimons Station and the Sand Creek Regional Trail will increase access to opportunities throughout the DRCOG region for the 12,000 people in the ½ mile project area.

6. 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: [Peoria-Smith and Fitzsimons](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [The project limits touch and would provide improved multimodal connectivity between the Peoria-Smith and Fitzsimons Urban Centers.](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? **19**
- Rail station: Yes No If yes, how many? **1**
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No

If yes, provide a link to the relevant planning document: [Link to Aurora Places Comprehensive Plan: https://www.auroragov.org/UserFiles/Servers/Server_1881137/Image/Business%20Services/Planning/Aurora%20Places/Aurora%20Places%20Comp%20Plan%20Adopted%202018%20MQ%20-%20Bookmarked.pdf](https://www.auroragov.org/UserFiles/Servers/Server_1881137/Image/Business%20Services/Planning/Aurora%20Places/Aurora%20Places%20Comp%20Plan%20Adopted%202018%20MQ%20-%20Bookmarked.pdf)

If yes, provide how the area is defined in the relevant planning document: [The Peoria Street bridge over Sand Creek is located at the intersection of three designated priority areas, as defined on page 62 of the Aurora Places Comprehensive Plan. The project area is located within the Aerotropolis focus area, and connecting through a priority transit-oriented development area and strategic development area. These designations are targeted for sizable future investment and job creation and are described as “particularly suitable for significant investment or needing ongoing focus and intervention”.](#)

Provide households and employment data*	2020	2050
Households within ½ mile	3,642	6,098
Jobs within ½ mile	5,807	8,308
Household density (per acre) within ½ mile	2.03	3.98
Job density (per acre) within ½ mile	4.35	6.29

Describe how this project will improve transportation options in and between key geographic areas including DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas, *including the required quantitative analysis*:

Peoria Street and the Peoria Street Bridge over Sand Creek provide an important link between the DRCOG-defined Peoria-Smith and Fitzsimons Urban Centers. As the connector roadway between the two Urban Centers, Peoria Street also intersects with an industrial street (Smith Road), a residential street (Baranmor Parkway), a 13-mile-long bicycle and pedestrian trail (Sand Creek Regional Trail), a major arterial that connects to Denver County (MLK JR Boulevard), and a multimodal street serving the medical community (Montview Boulevard). This diversity is what makes this project so critical for moving the variety of users that travel this area daily. The widening of the bridge from 4 lanes to 6 lanes increases the capacity of the road by approximately 17,000-22,000 vehicles per day, improving travel time reliability and air quality while reducing congestion between the Peoria-Smith and Fitzsimons Urban Centers. This project also serves to remove the final bottleneck on the corridor that restricts movement between the Anschutz Medical Campus and Fitzsimons Innovation Campus, and points north. Without this improvement, levels of service on the bridge are anticipated to operate at LOS "F" by 2050, but with the widening of the Peoria Street Bridge, traffic is expected to operate at acceptable levels of service "D" or better through 2050. Attachment D provides calculations for improved air quality associated with the bridge widening and shows that each vehicle traveling the reconstructed bridge segment on Peoria Street would see a reduction in travel time of 2.33 minutes when they transition from a speed of 5 mph across the 1,200-foot section of narrow road, to a speed of 35 mph over the same section of road.

Many people have the option to choose what mode of transportation they will take, and they tend to avoid areas that are dark, uncomfortable, or feel unsafe walking or biking. Sidewalk gaps, narrow sidewalks adjacent to high volumes of fast-moving vehicles, and the lack of lighting give bicyclists and pedestrians plenty of reasons to avoid traveling on this stretch of Peoria Street. As noted above, the addition of sidewalks where they are lacking reduces crashes involving pedestrians walking along roadways by 65-89%, the wider bridge reduces all crashes on the bridge by 75% and the addition of lighting will reduce all types and severity of crashes by 32%. The improvements proposed with this project will make it feel safer to walk and bike the corridor during all times of day. These improvements will increase transportation options for all users traveling between the Peoria-Smith and Fitzsimons Urban Center, especially those in wheelchairs (or using other mobility devices) and on bicycles who would struggle to travel on a dirt path where sidewalks are missing. Additionally, For those who have long distances to travel, connecting users to the Sand Creek Regional Trail affords an alternative mode of travel for commuting to and from the Anschutz Medical Campus and Fitzsimons Innovation Campus.

All of the proposed improvements strengthen the connections between various land uses in the area, thereby increasing opportunities for all and strengthening the area economy. Further, this project will enhance multimodal transportation options among various key geographic areas in the metro area by reducing travel time during the most congested hour of the day and enhancing reliability for Route 121, a major regional bus route serving three major rail stations at Nine Mile, Peoria, and 40th/Airport Blvd.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

As noted in response to Question 6, the sidewalk improvements on Peoria Street will improve access to jobs and services within the Peoria-Smith and Fitzsimons Urban Centers. Through enhancing access to Fitzsimons Station, the project will also directly improve access to the University of Colorado Anschutz Medical Campus and Fitzsimons Innovation Campus which includes the Children's Hospital Colorado, the University of Colorado Hospital, and the Rocky Mountain Regional VA Medical Clinic. The campus directly supported 28,674 jobs in 2019. Fitzsimons Station also serves the R Line and the free CU Anschutz Rail Shuttle bus. Enabling people to more safely and reliably access the Fitzsimons Station will improve their ability to access care, services, and the extensive range of employment opportunities on the Campus. The project will improve multimodal access to the Sand Creek Regional Trail, which includes connections to Bluff Lake Park, Sand Creek Park, hiking trails, picnic areas, and the Bluff Lake Nature Center and other regional destinations and attractions. The proposed connection to the Sand Creek Trail will improve peoples' ability to safely and comfortably access the the park, the trails, and the nature center by walking or bicycling.

Finally, this project will also widen the Peoria Street bridge over Sand Creek from 4 lanes to 6 lanes, improving vehicular and emergency services access to I-70 and the Anschutz Medical Campus and Fitzsimons Innovation Campus. By providing improved access to I-70 and Fitzsimons Station, residents within this area are better connected with the rest of the region and all of the industrial, logistics, commercial, retail and service areas where jobs currently exist and thousands more are forecasted to be available in the future.

More broadly, improved access to and from regional transit will enhance residents' access to cultural, recreational, entertainment, and healthcare destinations throughout the region. These may include but aren't limited to museums, concert venues, parks, sports venues, healthcare facilities, etc. that are within convenient walking or bicycling distances of transit stops outside the immediate project area.

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 an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?
 Walking Bicycling Transit SOV Freight Other: [Wheelchairs and other personal mobility devices](#)
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.): [Widening of the Peoria Street bridge from 4 lanes to 6 lanes, new lighting on the bridge and lighting on the trails passing under the bridge, wider/protected sidewalks on the bridge, filling sidewalk gaps north and south of the bridge, and a new sidewalk connection to Sand Creek Regional Trail](#)
- 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 roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
 Yes No

Question: Describe how this project will help increase mobility choices for people, goods, and/or services. Please include quantitative information, including any items referenced above, in your response. *Note that a majority of the proposed roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).*

This project will help increase mobility choices for people, goods, and services through replacement of a deficient bridge with a widened bridge structure and widened/barrier protected sidewalks, constructing 10-14 foot wide, barrier protected multiuse paths on both sides of the bridge, and providing a connection to the Sand Creek Regional Trail. The current bridge is bordering being structurally deficient, meaning that it is in higher demand for replacement to meet existing travel and forecasted future transportation needs and mitigate structural concerns. If not replaced, the current bridge may soon require restrictions on the weight of vehicles that can safely travel across it. By replacing the bridge in a planned and programmed manner, restrictions will not need to be placed on the type of vehicle that can use it, thereby maintaining current mobility choices for goods and services. Also widening of the bridge to allow a six-lane section, similar to the street sections immediately north and south of the bridge will improve travel time reliability for trucks, cars, freight and transit. 2020 DRCOG traffic estimates of 41,000 vpd indicate that Peoria Street currently operates at an LOS "E" during peak hours and that 2050 forecasts of 56,000 vpd will result in LOS "F" with long delays. Widening the bridge to 6 lanes will improve the LOS so that it operates at LOS "D" or better through 2050. Current truck reliability ratings on this section of Peoria Street are a 3.0 despite DRCOG's desire to reach 1.5 on all roadways.

It should also be noted that the Sand Creek Trail is an "Active Transportation Corridor" in the region and was identified during the development of DRCOG's Active Transportation Plan, adopted in 2019. This is an important regional multimodal facility, and the upgraded bridge and ADA compliant sidewalk connections will allow more people to utilize this valuable multimodal resource. The most critical connection would be a new sidewalk on the eastern side of Peoria between the southern side of the bridge and Fitzsimons Parkway. This segment, which borders Sand Creek Park, is currently an unimproved gravel shoulder that is not ADA-compliant.

As shown in response to Q4, a notable percentage of residents within a half-mile of the bridge fall within disproportionately impacted and environmental justice population groups. These residents, in comparison, are those most likely to be in need of and benefit from the improvements proposed under the project. They include:

- Low-income households (10 %)
- Individuals with a disability (5 %)
- Households without a motor vehicle (5%)
- Households that are housing cost burdened (29%)
- Individuals of color (53%)
- Children aged 5 – 17 (18%)
- Adults 65 and over (8 %)

Multimodal transportation will be improved along the corridor through the addition of lighting on the bridge and under the bridge at the trail crossing, the addition of approximately 700 feet of new sidewalks where sidewalk gaps currently exist, widened/barrier protected sidewalks on the bridge, and a direct connection to the Sand Creek Regional Trail that will be added with this project. Many of these improvements increase safety of the multimodal network, such as the lighting which is anticipated to reduce nighttime crashes by 32% or the presence of sidewalks where they are currently lacking which is anticipated to reduce crashes involving pedestrians walking along the road by 65-89%. Improving the safety of the transportation network inherently provides options to users of viable alternatives. These improvements will also provide better connectivity to the Fitzsimons Station which provides service to the free CU Anschutz Rail Shuttle bus and the R Line (light rail). The Anschutz Medical Campus shuttle bus serves the Fitzsimons Innovation Campus and the R Line and served between 126,000 -187,000 riders per month in 2019.

Peoria Street is classified as a Regional Connector in the “Regional Complete Streets Toolkit”. Regional Connector roadways should have a high priority on vehicles, freight, transit and pedestrians, and a medium priority on bicyclists. The redesigned Peoria bridge will include several elements of a Regional Connector complete street such as widening of the bridge to provide a consistent section for moving vehicles, freight and transit across the corridor, and provision of wide, buffered/protected multiuse sidepaths and lighting for bicyclists and pedestrians. The replacement of this bridge will minimize long-term maintenance activities thereby reducing asset management demands and associated costs in the near future.

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.

- 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	NOx	VOCs	PM 10	CO ₂ e
	1.22	0.10	0.10	0.00	56.57

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.

Question: Describe how this project helps reduce congestion and air pollutants, including but not limited to carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions. Please include quantitative information, including any items referenced above, in your response.

This project will reduce congestion that results from the narrowing of vehicle travel lanes from 6 lanes to 4 lanes across the Peoria Street bridge. While this reduced congestion is expected to improve air quality, this improvement is not listed in FHWA’s CMAQ toolkit, making it difficult to quantify. Upon some research, values for how much fuel is consumed by an idling car, and how much carbon dioxide is created from burning one gallon of fuel were used as a starting point to calculate the amount of carbon dioxide is created during the one hour of the day with and without congestion. The calculations are included in Attachment D. The results indicate that the widening of the bridge from 4 lanes to 6 lanes would significantly improve air quality, reducing the creation of carbon dioxide during one hour of the day by approximately 180,000 to 250,000 grams.

The other way that this project is expected to reduce air pollutants is through the conversion of single occupancy vehicle trips to walking, biking or transit trips. It is assumed that .5% of vehicle trips would be converted with the addition of the proposed improvements, resulting in measurable improvements in air quality

As shown in the table above, expected congestion reduction and conversion of SOV trips to other modes (bike, walk, transit) would result in reduced, daily emissions as follows:

- Carbon Monoxide (1.22 kilograms)
- Nitrogen Oxides (0.10 kilograms)
- Volatile Organic Compounds (0.10 kilograms)
- Carbon Dioxide Equivalent 56.6 (kilograms)

Note: the “Emissions Reduced” numbers do not include reductions associated with the bridge widening as one is a daily estimation and the other is hourly.

**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, 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.

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 (as defined in the [2050 MVRTP](#))?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?*
 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.
- Does this project add and/or improve transit access to or within a DRCOG-defined urban center?*
 Yes No

Question: Describe how this project improves connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#). Please include quantitative information, including any items referenced above, in your response.

Note that rapid transit improvements must be on the [Regional Rapid Transit System](#).

This project will improve connections to transit by providing wider sidewalks, from the existing 4.5-5-foot-wide walks to 10-14-foot-wide multiuse facilities with proper barriers and railing treatments on both sides of the bridge, plus adding approximately 700 feet of new sidewalks that will fill existing gaps in the sidewalk network. These improvements will provide ADA compliant sidewalk connections for vulnerable users that utilize Fitzsimons Station and the 19 bus stops within ½ mile of the project area. During the Covid pandemic period in May 2022, the R Line (which serves the Fitzsimons Station) served nearly 4,000 riders every weekday. The RTD Bus Route 121, which connects three RTD rail stations, Nine Mile, Peoria, and 40th/Airport, and the Montbello neighborhood area north of I-70, served 3,358 riders on weekdays. One of the primary connections that will improve access to and from rail and bus transit is a new sidewalk between the southern end of the bridge and Fitzsimons Parkway on the eastern side of Peoria. There is currently no sidewalk available for approximately 400-feet. The shoulder is currently comprised of gravel and is not ADA-compliant.

The project area connects two DRCOG-defined urban centers, Peoria-Smith and Fitzsimons. The DRCOG urban centers are focus areas for multimodal investment such as bus rapid transit, commuter rail, and other projects that improve mobility, safety and travel operations. This project, and more specifically the substantially wider, multiuse paths, on both sides of the new bridge, would address sidewalk gaps, and provide direct and obvious shared use path connections to the Sand Creek Regional Trail, the Fitzsimons light rail station and to areas north and south on Peoria. These are vital improvements that will connect the communities in these urban centers. Even more importantly, these improvements will connect one of the most vulnerable communities west of the Anschutz Medical Campus, and a highly vulnerable neighborhood that includes the Peoria-Smith Urban Center. In addition, many lower income residents reside in the Aurora Housing Authority multi-family property located on the northeast corner of the Peoria Street and 30th Avenue intersection. Many of these residents rely on public transit to get to and from jobs, healthcare, education and a variety of services and daily shopping. Additionally, 29 percent of the households within a half-mile of the project corridor are housing cost burdened, meaning they spend more than 30 percent of their gross annual income on housing. The rising cost of gasoline and diesel fuels coupled with inflation is contributing to a growing financial burden on these households and many others throughout the region. These households especially need transportation options that don’t require owning, operating and maintaining a private vehicle. The proposed improvements on Peoria Street will help provide these options by making walking, biking and taking transit a much safer, convenient, and comfortable, thus and more viable everyday mobility option.

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.

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* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) NOTE: if constructing a new facility, report crashes along closest existing alternative route		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	4	
Other Injury crashes	31	
Property Damage Only crashes	51	
Estimated reduction in crashes applicable to the project scope (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	0.00	Sidewalks reduce vehicle to pedestrian crashes by 65-89% per FHWA's proven safety countermeasures. CMF ID 2839 shows a 99% reduction in bridge
Serious Injury crashes reduced	4.00	
Other Injury crashes reduced	31.00	
Property Damage Only crashes reduced	50.00	

Question: Describe how this project will implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#). Please include quantitative information, including any items referenced above, in your response. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

This section of Peoria Street is on DRCOG’s High Injury Network which indicates that Peoria Street experiences a disproportionately high number of fatal and serious injury crashes compared to other roadways within the region. The new bridge will be designed to be safer than the existing bridge by improving the structural capacity and by using current standards for bridge rails, lane/shoulder geometries, and pedestrian safety features. The bridge railings will be improved to meet current crash-testing requirements and barriers will be provided between vehicle travel lanes and pedestrian facilities to reduce the risk of serious injuries or fatalities for all users from errant drivers and associated crashes. Widening of the bridge to provide 23 feet of space (minus the roadway), increased from approximately 11 feet of space today (minus the roadway), is expected to decrease all types and severity of bridge related crashes by 75 percent (CMF Clearinghouse, ID 2839) and new lighting on and under the bridge is expected to reduce nighttime crashes by 32% (CMF Clearinghouse, ID 7776). Additionally, approximately 700 feet of sidewalk gaps will be filled which is expected to reduce crashes involving pedestrians walking along roadways by 65-89% (FHWA Proven Safety Countermeasures). A reduction in crashes improves safety for users and reduces associated delay for the estimated 41,000 vehicles and 1,200 trucks that travel on this bridge daily.

Finally, the new bridge would include lighting both on the bridge and where the Sand Creek Regional Trail crosses under the bridge. This element will improve visibility for all users and improve safety for those using the trail system.

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: bridge improvements, improved turning radii, increased roadway capacity, etc.

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: 1)The I-70 East Distribution Corridor 2) RiNo Industrial District
- 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.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
 Yes No
- 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 Highway Bottleneck
 Low-Clearance or Weight-Restricted Bridge
Please provide the location(s) being addressed: [Peoria Street Bridge over Sand Creek](#)
- 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.

Question: Describe how this project will improve the efficient movement of goods. In your response, identify those improvements identified in the [Regional Multimodal Freight Plan](#), include quantitative information, and include any items referenced above. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

The DRCOG Regional Transportation Plan lists Peoria Street as a Tier 2 freight roadway on the National Highway System. Additionally, this bridge is located within two different freight focus areas used to identify regional priorities: the RiNo Industrial District and the I-70 East Distribution Corridor. The Regional Transportation Plan's Freight Element advocated providing a truck travel time reliability rating of 1.5 or lower. This section of Peoria Street currently has a truck travel time reliability rating of 3, meaning that freight providers have to plan on a trip taking three times as long in peak traffic, as it would during free-flow conditions, and that freight providers would regularly experience significant congestion and delay, leading to missing delivery times to businesses, missing cutoff times for pick-ups, and exceeding driver hours of service regulations, which can negatively affect entire supply-chain operations. It's currently estimated that 3 percent of average daily traffic trips in the project corridor are truck trips, which equates to 1,230 trips each day. By 2050, based on DRCOG projections, daily truck trips on the corridor are expected to increase to 1,680, which represents a 36 percent increase.

This project will improve the efficient movement of goods by widening the bridge to a six-lane section, consistent with the roadway section immediately to the north and south. This bridge replacement project will eliminate the bottleneck that is created with current conditions, thereby improving truck travel time reliability to a level that will be closer to DRCOG's goal.

In relation to Level of Service (LOS) thresholds, conversion to a consistent, 6-lane section through the project area would also have operational benefits. Currently, as a major arterial with two lanes in each direction (on the bridge) and carrying an estimated 41,000 vehicles per day, this section of Peoria operates at LOS "E". Accounting for projected 2050 volumes of 56,000 vehicles per day and assuming no improvements are made, the LOS would deteriorate to "F". Conversely, assuming the proposed improvements are made, and the bottleneck is removed, an LOS "D" would be achieved. The LOS "D", versus LOS "F", would reduce delays and improve travel time reliability for trucks traveling on this section of the Peoria corridor.

In addition, the construction of new barriers separating the roadway from the adjacent shared use paths and railings on the outside of the paths would reduce the possibility of closures or delays resulting from a truck accidentally leaving the roadway and either crashing on the shared use path or falling into the creek bed. The current bridge railings do not meet current MASH railing safety standards. New bridge railing will meet current standards which reduces snagging and making the bridge safer for today's larger vehicles.

In terms of innovation, the ongoing emergence of e-bike technology and increased availability of cargo bike products is enabling more people to utilize bicycles for everyday transportation. Shipping and delivery companies are also exploring the use of e-bikes for pickups and deliveries and Amazon is currently piloting an e-bike delivery system in London, U.K. Whereas the current sidewalk widths on the bridge and the missing link to the north and south limit access for e-bikes / cargo bikes, the new 10–14-foot shared use paths on both sides and filling sidewalk gaps would accommodate usage of e-bikes and help encourage their growing use in Aurora as a low / no-emission mobility alternative.

Active Transportation	Expand and enhance active transportation travel options. (drawn from 2050 MVRTP priorities ; Denver Regional Active Transportation Plan ; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.
------------------------------	--

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:		15
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	15	20
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: {#2 X 50%} or other percent, if justified on line 10 below)	10	13
4. = Initial number of new bicycle trips from project (#2 – #3)	5	7
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	5.00	7.00
7. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	10	14.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	9.50	13.30
9. If values would be distinctly greater for weekends, describe the magnitude of difference: N/A		
10. If different values other than the suggested are used, please explain here: Between 2020 and 2050, DRCOG estimates a 1% annual growth rate in vehicular traffic on Peoria Street. The bicycle and pedestrian volumes for 2050 use the same assumed growth rate to 2050.		

Pedestrian Use

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

1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		90
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	25	34
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: {#2 X 50%} or other percent, if justified on line 10 below)	0	0
4. = Number of new trips from project (#2 – #3)	25	34
5. 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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	25.00	34.00
7. 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)	10.00	14.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	9.50	13.30

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

N/A

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

Between 2020 and 2050, DRCOG estimates a 1% annual growth rate in vehicular traffic on Peoria Street. The bicycle and pedestrian volumes for 2050 use the same assumed growth rate to 2050.

Question: Describe how this project helps expand the active transportation network, closes gaps, improves comfort, and/or improves connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#). Please include quantitative information, including any items referenced above, in your response.

This project will close gaps in the transportation network by providing a multiuse path connection from the larger transportation network on Peoria Street to the Sand Creek Regional Trail. The Denver Regional Active Transportation Plan lists this area as a Future Regional Active Transportation Corridor from the Sand Creek Regional Trail to the south. Regional Active Transportation Corridors are identified as those corridors that address longer-distance bicycle travel.

This project will also close gaps by adding 700 feet of sidewalk on Peoria Street where it is currently missing and improve comfort along the bridge by providing wider sidewalks of 10-14 feet in width as compared to the existing 4.5-5 foot wide, substandard and deteriorating walkway. Barriers will also be added between the sidewalk and vehicle travel lanes along with proper railing elements on the outside edge of the new bridge. These improvements will serve the 3,600 households, 5,800 jobs, and 12,000 people within ½ mile of the project area, and the 8,900 households, 43,000 jobs, and 28,400 people in the 1-mile vicinity of the project.

It's also important to consider how improvements would serve future residents, employees, and visitors. Notable growth is predicted for the half-mile area surrounding the proposed project. The number of households and jobs are expected to increase 67 and 43 percent, respectively, by 2050. Much of the projected growth will result from full buildout of the Anschutz Medical Campus and Fitzsimons Innovation Campus; a health sciences-based activity center for which active transportation and health is central to the overall mission and culture of the campus. Looking ahead, the proposed improvements would benefit and provide more equitable and sustainable mobility choice to thousands in the years following project completion. They will be residents, visitors, customers, employees and the improvements will enhance their ability to walk, bike, roll, and take transit for everyday mobility.

C. Project Leveraging		WEIGHT	10%
What percent of outside funding sources (non-Regional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i>	40.00%	60%+ outside funding sources 5 pts 50-59.9% 4 pts 40-49.9% 3 pts 30-39.9% 2 pts 20.1-29.9% 1 pt 20%..... 0 pts	

D. Project Readiness		WEIGHT	10%
-----------------------------	--	---------------	------------

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:

Matthew Kozakowski, PE & CFM

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- **Utilities:** Included with the current 30%/FIR level design effort underway, a full topographic, stream channel and utility survey has been conducted. Impacted utilities, including those attached to the existing structure are being inventoried and owners identified for ongoing and future coordination that will continue into final design. The proposed project scope will include early relocation, protection, and/or execution of Utility Relocation Agreements (URAs) as needed between the City of Aurora and utility owners currently attached to or near the existing structure. These URAs or ‘rules of engagement will become part of the construction contract when the project is bid to ensure project success relocating these facilities onto the new structure in a timely and efficient manner.
- **Railroad:** There is no grade crossing or anticipated encroachment of rail facility property rights associated with the proposed project. However, roadway improvements are required south of the widened bridge to tie-in the vehicular lanes and widened sidewalk down to the Fitzsimons Pkwy/MLK Blvd intersection. These improvements will pass under the recently constructed RTD R-Line grade separation. This structure was constructed taking into consideration that Peoria Street would be expanded in the future. Thus, vertical clearances and bridge columns were built accordingly. An RTD letter of support is included with this application, and their continued stakeholder involvement will be critical for project success as it proceeds through Final Design and future construction. No issues are anticipated at this time.
- **Right-of-Way:** Sand Creek in this area is solely within City of Aurora owned parcels and is sufficient to accommodate the structure widening. The City has sufficient right-of-way on the northern and southern approaches to accommodate the necessary roadway tie-in improvements. Furthermore no 6(f) protections have been identified as being encroached upon by the environmental due diligence included in the 30% Design effort underway now. The Sand Creek trail is a 4f resource that will need to be taken into consideration, but currently only temporary impacts are anticipated to that resource for trail detours during

construction. As the proposed Final Design project progresses, temporary construction or slope easements may be required to complete the bridge reconstruction. The necessary effort to develop right-of-way plans and go through CDOT's ROWPR process is included in the design fee estimated in this application should these minor acquisitions prove necessary.

- **Environmental/Historic:** A key component of the 30% Preliminary Design effort currently underway included significant environmental due diligence. The city's consultant has conducted a cursory review of all of the potentially impacted environmental resources that need to be evaluated per NEPA. Those resources include: air quality, noise, hazardous materials, endangered species, wetland/waters of the US, paleontology, archeology, history and section 4(f)/6(f) protections. A preliminary environmental scoping meeting was conducted with CDOT staff and a memorandum of those findings has been prepared summarizing CDOT's Environmental Division's review of the resources (included in Attachment F). The conclusion expressed in the environmental scoping meeting is that this project will most likely qualify for a Categorical Exclusion (CatEx) due to the minimal impacts to resources identified at these early stages of the project. This due diligence was not required, but city staff identified it as a best practice to be sure the project scope, budget, and timeline of this Final Design grant application are realistic and set up for success.
- **Other:** In addition to the Environmental due diligence described above, a similar process is under way with the City's 30% Design consultant and Mile High Flood District (MHFD). Detailed floodplain modeling has been conducted on multiple bridge scenarios to determine impacts to the Sand Creek Floodway and Floodplain. These scenarios have been reviewed with the City's Flood Plain Administrator and MHFD. It is believed this project will meet the requirements for a No-Rise Certification. However, MHFD may have program funding that would align with this project's construction timeline of approximately 2026 that would allow for improvements to the immediately downstream drop structure. This potential betterment would require a CLOMR/LOMR process, and thus one is accounted for in the funding being requested in this grant application. Ongoing coordination with MHFD is identified as a key component for project success moving forward.

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: [Choose an item](#)

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 N/A

e. Have other stakeholders in your project been identified and involved in project development?

Yes No N/A

If yes, who are the stakeholders? [Mile High Flood District and the Regional Transportation District \(RTD\)](#). The [Sand Creek Regional Greenway partnership](#) is aware of the current design effort and supportive of replacing the current bridge with a design that improves connectivity along Peoria Street and connections to the greenway.

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

To ensure project readiness, the City of Aurora put forward the funding to complete 30% Design (FIR Level) of these improvements. That preliminary design is anticipated to be completed by the end of 2022. Additionally, the City has had conversations with CDOT and the Mile High Flood District to identify any elements of the project that will need to be assessed so that this design project will remain on the anticipated schedule. These preliminary efforts have been advanced in an effort to assure proper project understanding and appropriate scoping of the Final Design / NEPA evaluation efforts in this proposed application. The conclusion of the 30% Design efforts will line up with the potential grant award (should it be awarded) and allow one process to continue into the next.

Section 2. Local Match Availability

- a. Is all the local match identified in your application currently available and not contingent on any additional decisions, and if a partnering agency is also committing match, do you have a commitment letter?

Yes No

Please describe: The City of Aurora's annual budgeting process includes a 5-year budget outlook that is updated and approved by City Council in each year's budget book. A project specific allocation of the Capital Projects Fund for the Peoria Bridge over Sand Creek has been approved in budget year 2024. That allocation will serve as the match dollars necessary for this grant application.

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

Yes No

Please describe: The local match necessary for completion of the Final Design and NEPA Evaluation proposed in this application (known as the "project") is currently identified in the City of Aurora's Capital Project Fund.

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:

- 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.

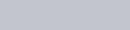
While the current project has not been through public outreach, the 2009 Area-wide Fitzsimons Multimodal Transportation Study, which identified this project, went thru a public review process.

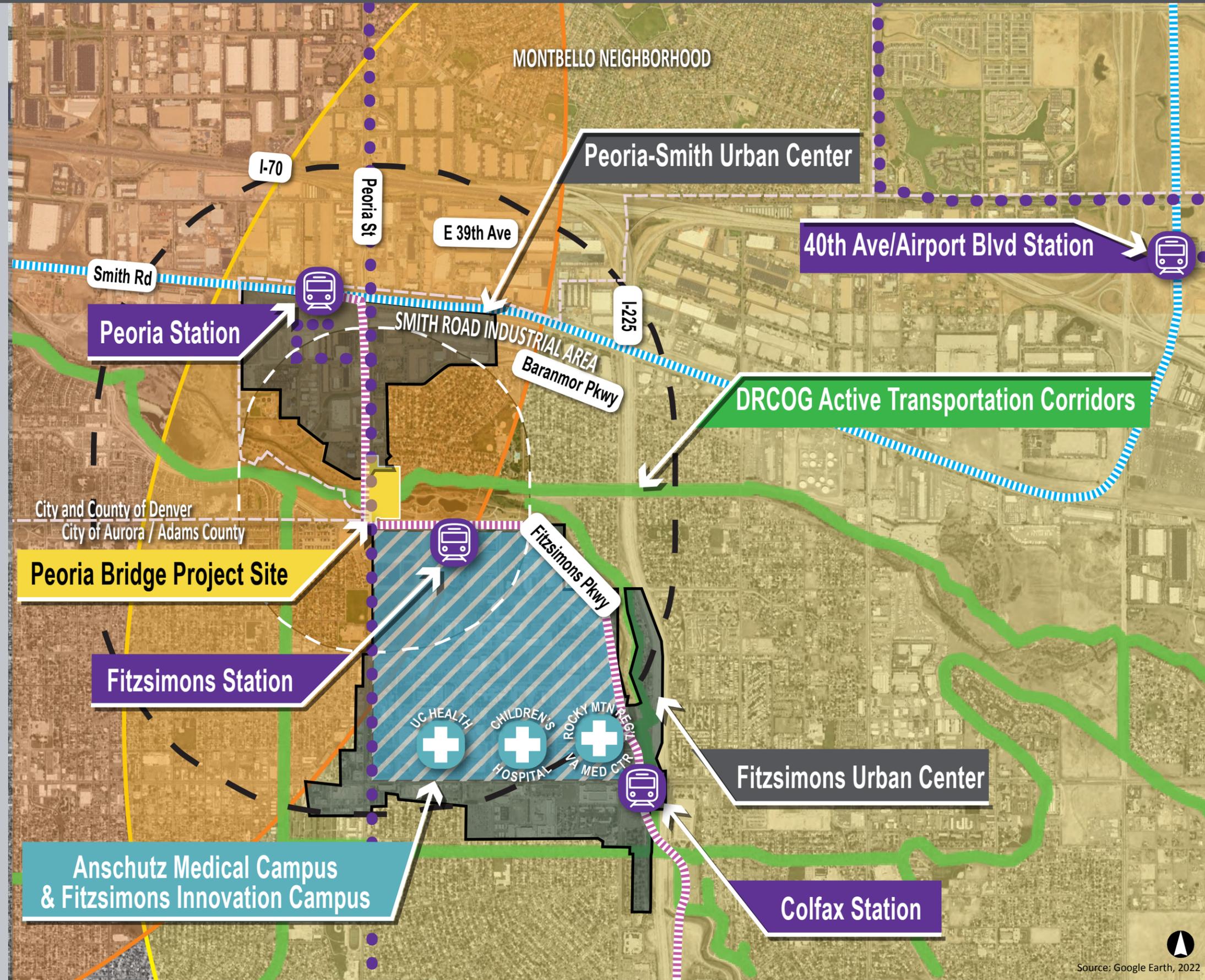
Submit completed applications through the [TIP Data Hub](#) no later than 3pm on October 11, 2022.

ATTACHMENT A

Project Site Key Map

Attachment A - Project Area Key Features

-  Project Site
-  1/2-mile Radius Around Project Site
-  1-mile Radius Around Project Site
-  Bus Route 121
-  Light Rail Transit, A Line
-  Light Rail Transit, R Line
-  Transit Station
-  DRCOG Urban Center
-  DRCOG Freight Focus Area: RiNo Industrial District
-  DRCOG Freight Focus Area: I-70 East Distribution Corridor
-  Overlap of DRCOG Freight Focus Areas
-  City/County Limits



ATTACHMENT B

Cost Estimate

ATTACHMENT C

RTD Concurrence Response

From: [Christopher Quinn](#)
To: [Worker-Braddock, Tom](#)
Cc: [Josh Schwenk](#); [Todd Cottrell](#)
Subject: RTD Concurrence
Date: Friday, September 30, 2022 10:16:30 AM

This email is to provide RTD's concurrence with the City of Aurora's Peoria Street bridge reconstruction project. RTD requests that the City coordinate with RTD should there be any impacts from the project on RTD facilities.

Please let me know if I can provide any additional information.

Chris Quinn

Project Manager

Planning

he | him | his

o. 303.299.2439

chris.quinn@rtd-denver.com

rtd-denver.com



Regional Transportation District
1660 Blake Street, BLK-21
Denver, CO 80202

We make lives better through connections.

ATTACHMENT D

Emissions Calculations

Air Quality Calculations for the Widened Peoria Street Bridge

This project will reduce congestion that results from the current condition narrowing vehicle travel lanes from 6 lanes to 4 lanes across the Peoria Street bridge. While this reduced congestion is expected to improve air quality, this improvement is not listed in FHWA's CMAQ toolkit, making it difficult to quantify. Upon some research, a resource was identified citing an idling car uses somewhere between 1/5 to 1/7 gallon of fuel per hour. Additionally, the United States Environmental Protection Agency states that 8,887 grams of carbon dioxide is created from burning one gallon of fuel. Utilizing these sources, the assumptions/conditions below were utilized to estimate the carbon dioxide polluting the air around the project area during just one hour of congestion per day.

- The bottleneck is approximately 1,200 feet in length.
- Moving at a speed of 5 mph, it would take one vehicle 163 seconds to travel from one end of the bottleneck to the other.
- Since most congestion typically occurs during the peak hours and it is generally assumed that 9% of traffic occurs during the PM peak hour, we can determine that $(41,000 \times 9\% = 3,690)$ nearly 3,700 vehicles per day experience congestion during the PM peak hour on this segment of roadway.

Combination of those assumptions results in the following calculations:

- If all of these 3,690 vehicles must travel 5 mph for a distance of 1,200 feet, the traffic congestion for one hour during the PM peak, results in approximately 167 hours $(3,690 \text{ cars} \times 163 \text{ seconds} = 601,470 \text{ seconds} / 60 = 10,025 \text{ minutes} / 60 = 167 \text{ hours})$ of delay.
- That is the equivalent of 19 to 26.8 gallons of fuel burned $(1/7 * 167 \text{ hours} = 24 \text{ gallons}, 1/5 * 167 \text{ hours} = 33.4 \text{ gallons})$ and approximately $(24 \text{ gallons} * 8,887 \text{ grams} = 213,000 \text{ grams}, 33.4 \text{ gallons} * 8,887 \text{ grams} = 297,000 \text{ grams})$ **213,000 to 297,00 grams of carbon dioxide polluting the air around the project area during just one hour of congestion per day.**

After the proposed improvements are implemented, the same vehicles traveling at 35mph would only take 23 seconds to cross 1,200 feet. So, 3,690 vehicles would take 19 hours to cross the same distance $(3,690 \text{ vehicles} * 23 \text{ seconds} = 84,870 \text{ seconds} / 60 = 1,415 \text{ minutes} / 60 = 24 \text{ hours})$. That is the equivalent to 3.4 to 4.8 gallons of fuel burned and approximately **30,000 to 43,000 grams of carbon dioxide created during one hour of the day, without congestion.**

Based on these calculations, the widening of the bridge from 4 lanes to 6 lanes would significantly improve air quality, reducing the creation of carbon dioxide during one hour of the day by approximately 180,000 to 250,000 grams.



Bicycle and Pedestrian Improvements

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

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year?

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

Daily Passenger Vehicle Trips		
Before	After	Change
33000	32835	165

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

Trip Distance Source

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

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	
<input type="text" value="0.75"/>	80.00%	15.00%	5.00%			100.0%

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	1.227
Particulate Matter <2.5 μm (PM _{2.5})	0.002
Particulate Matter <10 μm (PM ₁₀)	0.006
Nitrogen Oxide (NO _x)	0.100
Volatile Organic Compounds (VOC)	0.108
Carbon Dioxide Equivalent (CO ₂ e)	56.576
Total Energy Consumption (MMBTU/day)	0.721

*Units in kg/day unless otherwise noted

ATTACHMENT E

Project Support Letters

City Manager
15151 E. Alameda Parkway, 5th Floor
Aurora, Colorado 80012
phone 303.739.7010



October 6, 2022

Todd Cottrell
Denver Regional Council of Governments
Project and Program Delivery Manager, Transportation Planning and Operations
1001 17th Street
Suite 700
Denver, Colorado 80202

Dear DRCOG Regional Call #3 Project Evaluation Committee,

The city of Aurora is pleased to submit our DRCOG 2024-2027 Transportation Improvement Program Regional Call #3 Project Application via the Adams County Subregional Forum for our key regionally significant Peoria Street Bridge Over Sand Creek - Replacement and Multimodal Improvements – NEPA and Final Design.

Specifically, this project will address all necessary NEPA clearance requirements and deliver a final design package for the replacement bridge and associated multimodal improvements for the Peoria Street Bridge over Sand Creek. The current bridge carrying Peoria Street over Sand Creek is 56 years old, functionally obsolete, and rapidly approaching being structurally deficient. Significant sidewalk gaps are present, and the existing bridge sidewalks are substandard, being only 5 feet wide with no barrier separation from adjacent high-speed and high-volume vehicular traffic and proper railing elements on the outside. Completing final design efforts now for a replacement bridge with improved multimodal access to the Sand Creek Greenway Trail and much improved connections to the University of Colorado Anschutz Medical Campus and Fitzsimons Innovation Community will make this project “shovel worthy” for future construction funding.

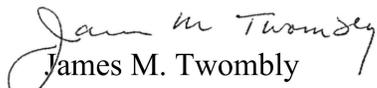
That will facilitate delivery of a replacement bridge for residents, employees and businesses in a planned, programmed and timely fashion. The Peoria Street bridge over Sand Creek directly serves the regionally significant Anschutz Medical Campus that in 2019 directly supported 29,000 jobs and indirectly or induced another 30,400 jobs. This design project is critical to substantially improving mobility and travel for our collective customers throughout Aurora, Denver, Adams County, and our region. Proactively designing a new bridge now will ultimately provide transit users, nearby residents, freight providers, and those accessing jobs and seeking medical services at Anschutz Medical Campus and Fitzsimons Innovation Community safer and more comfortable travel options along Peoria Street and across Sand Creek.

Completing the future construction of this project will provide a variety of calculated benefits including greenhouse gas emissions reductions, improved access and mobility for vulnerable populations, and anticipated crash/injury reductions. A new Peoria Street Bridge, when constructed, will improve travel operations and enhance and provide needed connectivity for travelers throughout the area.

Thank you for your favorable consideration of this high priority project funding request. This design project represents a key investment in our multimodal mobility system and will improve the quality and safety of our customer's mobility experience.

If you have any questions about this application, please contact Victor Rachael, vrachael@auroragov.org, 303.739.7324, or Mac Callison, mcalliso@auroragov.org, 303.739.7256.

Sincerely,


James M. Twombly
City Manager

cc: Mayor Mike Coffman.
Aurora City Council Members
Laura Perry, Deputy City manager
Jason Batchelor, Deputy City Manager
Cindy Colip, Public Works Deputy Director
Victor Rachael, Public Works Deputy Director
Jeannine Rustad, Planning & Development Services Director
Mac Callison, Transportation Planning Supervisor
Chris Chovan, Adams County



September 27, 2022

Adams County Subregional Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan, Senior Transportation and Mobility Planner
4430 South Adams County Parkway
Brighton, CO 80601-8204

Dear Adams County Subregional Forum Evaluation Committee:

We are writing in support of the City of Aurora’s DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek. The current bridge is functionally obsolete and rapidly becoming structurally deficient. The bridge over Sand Creek creates a bottleneck as drivers on Peoria Street must merge from 6 lanes on either side of the bridge, to only 4 lanes on the bridge itself. It was constructed in 1966, and is showing signs of major degradation, including: multiple girders that are cracked and spalling; concrete that has peeled away allowing the underlying rebar to corrode; failed joints and rocker bearings that will increase the amount of concrete cracking throughout the rest of the bridge; and ground fissures opening on the surrounding embankments that further stress the bridge structure. The current sidewalks on the bridge are only 5’ wide with no separation from adjacent high-speed and high-volume vehicular traffic. The bridge railings are an obsolete design that increases the chances for serious injury to pedestrians and have a limited ability to stop vehicles from crashing through and falling off the bridge. Additionally, the current bridge is susceptible to damage from future flood events.

Peoria Street is a vital travel corridor within the eastern portion of the region particularly in providing direct access to the regionally significant Anschutz Medical Campus including University Hospital, Rocky Mountain VA Center, The Childrens’ Hospital and the Fitzsimons Innovation Center. Our organization supports the design of a replacement for the current Peoria Street Bridge over Sand Creek, to ensure the region’s transportation system is safe, well maintained, resilient to climate change, and provides vital multimodal transportation choices for people needing to access key medical services and jobs in Aurora, freight access for research, medical, or industrial uses, and access for employees and residents to the Sand Creek Regional Greenway.

Please contact me if you have any questions.

Sincerely,

Adam Phipps
Executive Director

City and County of Denver Department of Transportation & Infrastructure
Office of the Executive Director
201 West Colfax Avenue; Dept 608 | Denver, CO 80202
www.denvergov.org/doti
Phone: 720.865.8630 | Fax: 720.865.8795



Brad Chamberlin
Bridge Engineering Manager
Denver Department of Transportation and Infrastructure
201 W. Colfax Ave Dept 506
Denver, CO 80202

Dear Adams County Subregional Forum Evaluation Committee:

We are writing in support of the City of Aurora's DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek. The current bridge is functionally obsolete and rapidly becoming structurally deficient. The bridge over Sand Creek creates a bottleneck as drivers on Peoria Street must merge from 6 lanes on either side of the bridge, to only 4 lanes on the bridge itself. It was constructed in 1966, and is showing signs of major degradation, including: multiple girders that are cracked and spalling; concrete that has peeled away allowing the underlying rebar to corrode; failed joints and rocker bearings that will increase the amount of concrete cracking throughout the rest of the bridge; and ground fissures opening on the surrounding embankments that further stress the bridge structure. The current sidewalks on the bridge are only 5' wide with no separation from adjacent high-speed and high-volume vehicular traffic. The bridge railings are an obsolete design that increases the chances for serious injury to pedestrians and have a limited ability to stop vehicles from crashing through and falling off the bridge. Additionally, the current bridge is susceptible to damage from future flood events.

Peoria Street is a vital travel corridor within the eastern portion of the region particularly in providing direct access to the regionally significant Anschutz Medical Campus including University Hospital, Rocky Mountain VA Center, The Childrens' Hospital and the Fitzsimons Innovation Center. Our organization supports the design of a replacement for the current Peoria Street Bridge over Sand Creek, to ensure the region's transportation system is safe, well maintained, resilient to climate change, and provides vital multimodal transportation choices for people needing to access key medical services and jobs in Aurora, freight access for research, medical, or industrial uses, and access for employees and residents to the Sand Creek Regional Greenway.

Please contact me if you have any questions.

Sincerely,

Brad Chamberlin

City and County of Denver Department of Transportation & Infrastructure
IPM-Infrastructure | Bridge
201 W Colfax Ave. | Denver, CO 80202
www.denvergov.org/dot
Phone: 720-913-1311

Colin Haggerty, PE, PMP
Sand Creek Watershed Manager
2480 W. 26th Avenue, Suite 156-B
Denver, CO 80211

Dear Adams County Subregional Forum Evaluation Committee:

We are writing in support of the City of Aurora's DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek. The current bridge is functionally obsolete and rapidly becoming structurally deficient. As we understand it, the bridge over Sand Creek creates a bottleneck as drivers on Peoria Street must merge from 6 lanes on either side of the bridge, to only 4 lanes on the bridge itself. It was constructed in 1966, and is showing signs of major degradation, including: multiple girders that are cracked and spalling; concrete that has peeled away allowing the underlying rebar to corrode; failed joints and rocker bearings that will increase the amount of concrete cracking throughout the rest of the bridge; and ground fissures opening on the surrounding embankments that further stress the bridge structure. Additionally, the current bridge is not sufficient to pass the 500-year and future 100-year flow rates, is susceptible to damage from these flood events, and has reduced the channel width of the Sand Creek Corridor. The proposed bridge will provide additional room for the channel, lower the velocity of flow through the bridge, and increase the available freeboard for debris to pass. Lowering velocities will reduce maintenance and provide opportunity for riparian benefits that will create a more sustainable and resilient system.

Peoria Street is a vital travel corridor within the eastern portion of the region particularly in providing direct access to the regionally significant Anschutz Medical Campus including University Hospital, Rocky Mountain VA Center, The Childrens' Hospital and the Fitzsimons Innovation Center. Improving this structure will provide a higher level of conveyance and reduce the risk of flooding during major storm events which would impact access to the before mentioned facilities. The Mile High Flood District supports the design of a replacement for the current Peoria Street Bridge over Sand Creek, to ensure the region's transportation system is safe, well maintained, resilient to climate change, and provides vital multimodal transportation choices for people needing to access key medical services and jobs in Aurora, freight access for research, medical, or industrial uses, and access for employees and residents to the Sand Creek Regional Greenway.

Please contact me if you have any questions.

Sincerely,



Colin Haggerty, PE, PMP
Sand Creek Watershed Manager



October 6, 2022

RE: Replacement of Peoria Bridge over Sand Creek

Dear Adams County Sub-regional Forum Evaluation Committee:

I am writing in support of the City of Aurora's DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek. The current bridge is functionally obsolete and rapidly becoming structurally deficient. The bridge over Sand Creek creates a bottleneck as drivers on Peoria Street must merge from 6 lanes on either side of the bridge, to only 4 lanes on the bridge itself. It was constructed in 1966, and is showing signs of major degradation, including: multiple girders that are cracked and spalling; concrete that has peeled away allowing the underlying rebar to corrode; failed joints and rocker bearings that will increase the amount of concrete cracking throughout the rest of the bridge; and ground fissures opening on the surrounding embankments that further stress the bridge structure. The current sidewalks on the bridge are only 5' wide with no separation from adjacent high-speed and high-volume vehicular traffic. The bridge railings are an obsolete design that increases the chances for serious injury to pedestrians and have a limited ability to stop vehicles from crashing through and falling off the bridge. Additionally, the current bridge is susceptible to damage from future flood events.

Peoria Street is a vital travel corridor within the eastern portion of the region particularly in providing direct access to the regionally significant University of Colorado Anschutz Medical Campus; which includes the university, UCHealth University of Colorado Hospital, Rocky Mountain VA Center, The Childrens' Hospital of Colorado, and the Fitzsimons Innovation Center. Our organization supports the design of a replacement for the current Peoria Street Bridge over Sand Creek, to ensure the region's transportation system is safe, well maintained, resilient to climate change, and provides vital multimodal transportation choices for people needing to access key medical services and jobs in Aurora, freight access for research, medical, or industrial uses, and access for employees and residents to the Sand Creek Regional Greenway.

Please contact me if you have any questions.



Jay Campbell, MBA, CFM, CEFP, SFP
Associate Vice Chancellor
Facilities Management and Planning
University of Colorado Anschutz Medical Campus



October 6, 2022

Adams County Subregional Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan
Senior Transportation and Mobility Planner
4430 South Adams County Parkway
Brighton, CO 80601-8204

Dear Adams County Subregional Forum Evaluation Committee:

This letter is written in support of the City of Aurora’s DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Street Bridge over Sand Creek.

This segment of Peoria Street provides a critical link to the Peoria Station, which is a major RTD transfer station between the R-Line light rail and the A-Line commuter rail. Two routes, the 151 Peoria Street Local and the FF5 Boulder – Anschutz Regional travel this segment of Peoria. However, throughput in this segment is currently constrained by the narrow bridge, which reduces the number of through lanes on Peoria from six to four thereby creating a bottleneck. Further, the current sidewalks on the bridge are only five feet wide with no separation from adjacent high-speed and high-volume vehicular traffic. The obsolete design for the bridge railings increases the chances for serious injury to pedestrians accessing the Peoria Station.

RTD supports the design of a replacement for the current Peoria Street Bridge over Sand Creek to ensure the region’s transportation system is safe, well maintained and provides vital multimodal transportation choices for those needing to access transit.

Please let me know if I can provide any additional information.

Sincerely,

A handwritten signature in black ink that reads "Brian T. Welch".

Brian T. Welch
Acting, Assistant General Manager, Planning

c: Chris Quinn, Planning Project Manager



COLORADO MOTOR CARRIERS ASSOCIATION

An Affiliate of the American Trucking Associations, Inc.

4060 Elati Street ▲ Denver, Colorado 80216 ▲ Phone: 303-433-3375 ▲ Fax: 303-477-6977 ▲ Web Site: www.cmca.com

October 11, 2022

Adams County Subregional Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan
Senior Transportation and Mobility Planner
4430 South Adams County Parkway
Brighton, CO 80601-8204

Dear Adams County Subregional Transportation Forum – ADCOG:

We are writing in support of the City of Aurora’s DRCOG Transportation Improvement Program (TIP) FY 2024-2027 Regional Share Call #3 project application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek. The current bridge is functionally obsolete and rapidly becoming structurally deficient. The bridge over Sand Creek creates a bottleneck as drivers on Peoria Street must merge from 6 lanes on either side of the bridge, to only 4 lanes on the bridge itself. It was constructed in 1966, and is showing signs of major degradation, including: multiple girders that are cracked and spalling; concrete that has peeled away allowing the underlying rebar to corrode; failed joints and rocker bearings that will increase the amount of concrete cracking throughout the rest of the bridge; and ground fissures opening on the surrounding embankments that further stress the bridge structure. The current sidewalks on the bridge are only 5’ wide with no separation from adjacent high-speed and high-volume vehicular traffic. The bridge railings are an obsolete design that increases the chances for serious injury to pedestrians and have a limited ability to stop vehicles from crashing through and falling off the bridge. Additionally, the current bridge is susceptible to damage from future flood events.

Peoria Street is a vital travel corridor within the eastern portion of the region particularly in providing direct access to the regionally significant Anschutz Medical Campus including University Hospital, Rocky Mountain VA Center, The Children’s’ Hospital, and the Fitzsimons Innovation Center. Our organization supports the design of a replacement for the current Peoria Street Bridge over Sand Creek, to ensure the region’s transportation system is safe, well maintained, resilient to climate change, and provides vital multimodal transportation choices for people needing to access key medical services and jobs in Aurora, freight access for research, medical, or industrial uses, and access for employees and residents to the Sand Creek Regional Greenway.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Gregory D. Fulton". The signature is written in a cursive, flowing style.

Gregory D. Fulton
President



**SAND
CREEK**
REGIONAL
GREENWAY
| Wilderness In the City

7350 East 29th Avenue
Suite 300
Denver, CO 80238
303-468-3263
sandcreekgreenway.org

18 September 2022

Adams County Subregional Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan
Senior Transportation and Mobility Planner
4430 South Adams County Parkway
Brighton, CO 80601-8204

Dear Adams County Subregional Forum Evaluation Committee:

We are writing to provide our support for the City of Aurora’s DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek.

The Sand Creek Regional Greenway Partnership was recently commissioned to perform a walk audit for the area around the Montbello neighborhood for pedestrian and bicycle access to the Sand Creek Greenway and areas along Peoria Street in Aurora. The results of the walk audit can be found at <https://sandcreekgreenway.org/montbello-walk-audit-results/>

As our audit group documented, the sidewalks on the Peoria Bridge are very narrow and very close to fast moving traffic. The audit group walked across the bridge, and felt very intimidated and unsafe. There also is no safe crossing on the bridge for bicycles. The Sand Creek Greenway Partnership feels that the existing bridge is very inadequate for supporting the large communities both north and south of Sand Creek. A new bridge is needed for safe pedestrian and bicycle users along with easy access to the regional trail. Today, the Peoria Bridge over the Sand Creek is a barrier for people trying to access the Sand Creek Green, the Anschutz Camps along with all of the businesses and neighborhood along the street and needs desperately to be replaced.

The Sand Creek Greenway Partnership is a 501c3 that, for over 20 years, has been advocating for a contiguous greenway trail that runs along the Sand Creek through Aurora, Denver and Commerce City and intersects the Platte River Trail in Adams County. The Partnership also provides programs for young people living along the greenway that allows them to experience the beauty of nature that the Greenway provides.

We appreciate all that Adams County has done to support the Sand Creek Greenway and would appreciate your full support of this bridge project. Should you have any questions, please do not hesitate to contact me at (720) 301-3976.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mo Fair".

Mo Fair
Executive Director
Sand Creek Regional Greenway Partnership.



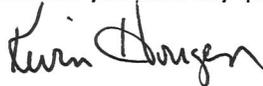
Adams County Subregional Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan
Senior Transportation and Mobility Planner
4430 South Adams County Parkway
Brighton, CO 80601-8204

Dear Adams County Subregional Forum Evaluation Committee:

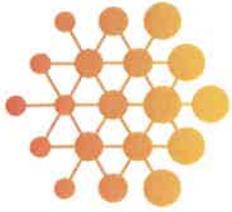
We are writing in support of the City of Aurora’s DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek. The current bridge is functionally obsolete and rapidly becoming structurally deficient. The bridge over Sand Creek creates a bottleneck as drivers on Peoria Street must merge from 6 lanes on either side of the bridge, to only 4 lanes on the bridge itself. It was constructed in 1966, and is showing signs of major degradation, including: multiple girders that are cracked and spalling; concrete that has peeled away allowing the underlying rebar to corrode; failed joints and rocker bearings that will increase the amount of concrete cracking throughout the rest of the bridge; and ground fissures opening on the surrounding embankments that further stress the bridge structure. The current sidewalks on the bridge are only 5’ wide with no separation from adjacent high-speed and high-volume vehicular traffic. The bridge railings are an obsolete design that increases the chances for serious injury to pedestrians and have a limited ability to stop vehicles from crashing through and falling off the bridge. Additionally, the current bridge is susceptible to damage from future flood events.

Peoria Street is a vital travel corridor within the eastern portion of the region particularly in providing direct access to the regionally significant Anschutz Medical Campus including University Hospital, Rocky Mountain VA Center, The Childrens’ Hospital and the Fitzsimons Innovation Center. Our organization supports the design of a replacement for the current Peoria Street Bridge over Sand Creek, to ensure the region’s transportation system is safe, well maintained, resilient to climate change, and provides vital multimodal transportation choices for people needing to access key medical services and jobs in Aurora, freight access for research, medical, or industrial uses, and access for employees and residents to the Sand Creek Regional Greenway.

Please contact me if you have any questions.

Sincerely, 
Kevin Hougen
President/CEO
Aurora Chamber of Commerce

14305 EAST ALAMEDA AVENUE, SUITE 300
AURORA, CO 80012
303-344-1500
Fax 303-344-1564
www.aurorachamber.org



fitzsimons

Innovation Community

October 5, 2022

Dear: Adams County Subregional Forum Evaluation Committee:

We are writing in support of the City of Aurora's DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek. The current bridge is functionally obsolete and rapidly becoming structurally deficient. The bridge over Sand Creek creates a bottleneck as drivers on Peoria Street must merge from 6 lanes on either side of the bridge, to only 4 lanes on the bridge itself. It was constructed in 1966, and is showing signs of major degradation, including: multiple girders that are cracked and spalling; concrete that has peeled away allowing the underlying rebar to corrode; failed joints and rocker bearings that will increase the amount of concrete cracking throughout the rest of the bridge; and ground fissures opening on the surrounding embankments that further stress the bridge structure.

The current sidewalks on the bridge are only 5' wide with no separation from adjacent high-speed and high-volume vehicular traffic. The bridge railings are an obsolete design that increases the chances for serious injury to pedestrians and have a limited ability to stop vehicles from crashing through and falling off the bridge. Additionally, the current bridge is susceptible to damage from future flood events.

Peoria Street is a vital travel corridor within the eastern portion of the region particularly in providing direct access to the regionally significant Anschutz Medical Campus including University Hospital, Rocky Mountain VA Center, The Childrens' Hospital Colorado, and the Fitzsimons Innovation Center. Our organization supports the design of a replacement for the current Peoria Street Bridge over Sand Creek, to ensure the region's transportation system is safe, well maintained, resilient to climate change, and provides vital multimodal transportation choices for people needing to access key medical services and jobs in Aurora, freight access for research, medical, or industrial uses, and access for employees and residents to the Sand Creek Regional Greenway.

Please contact me if you have any questions.

Sincerely

Steve VanNurden
President and CEO
Fitzsimons Redevelopment Authority
DBA: Fitzsimons Innovation Community



Children's Hospital Colorado

www.childrenscolorado.org

Adams County Subregional Forum – Commissioner Steve O'Dorisio
C/O Chris Chovan
Senior Transportation and Mobility Planner
4430 South Adams County Parkway
Brighton, CO 80601-8204

Dear Adams County, Subregional Forum Evaluation Committee:

We are writing in support of the City of Aurora's DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek. The current bridge is functionally obsolete and rapidly becoming structurally deficient. The bridge over Sand Creek creates a bottleneck as drivers on Peoria Street must merge from 6 lanes on either side of the bridge, to only 4 lanes on the bridge itself. The current sidewalks on the bridge are only 5' wide with no separation from adjacent high-speed and high-volume vehicular traffic.

Peoria Street is a vital travel corridor within the eastern portion of the region particularly in providing direct access to the regionally significant Anschutz Medical Campus including University Hospital, Rocky Mountain VA Center, Children's Hospital Colorado, and the Fitzsimons Innovation Center. Our organization supports the design of a replacement for the current Peoria Street Bridge over Sand Creek, to ensure the region's transportation system is safe, well maintained, resilient to climate change, and provides vital multimodal transportation choices for people needing to access key medical services and jobs in Aurora, freight access for research, medical, or industrial uses, and access for employees and residents to the Sand Creek Regional Greenway.

Please contact me if you have any questions.

Sincerely,

Dan Coxall

Vice President of Support Services

Dan.Coxall@childrenscolorado.org

720-777-5353



The
Housing Authority
of the City of Aurora

Adams County Subregional Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan
Senior Transportation and Mobility Planner
4430 South Adams County Parkway
Brighton, CO 80601-8204

Dear Adams County Subregional Forum Evaluation Committee:

We are writing in support of the City of Aurora’s DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek. The current bridge is functionally obsolete and rapidly becoming structurally deficient. The bridge over Sand Creek creates a bottleneck as drivers on Peoria Street must merge from 6 lanes on either side of the bridge, to only 4 lanes on the bridge itself. It was constructed in 1966, and is showing signs of major degradation, including: multiple girders that are cracked and spalling; concrete that has peeled away allowing the underlying rebar to corrode; failed joints and rocker bearings that will increase the amount of concrete cracking throughout the rest of the bridge; and ground fissures opening on the surrounding embankments that further stress the bridge structure. The current sidewalks on the bridge are only 5’ wide with no separation from adjacent high-speed and high-volume vehicular traffic. The bridge railings are an obsolete design that increases the chances for serious injury to pedestrians and have a limited ability to stop vehicles from crashing through and falling off the bridge. Additionally, the current bridge is susceptible to damage from future flood events.

Peoria Street is a vital travel corridor within the eastern portion of the region particularly in providing direct access to the regionally significant Anschutz Medical Campus including University Hospital, Rocky Mountain VA Center, The Childrens’ Hospital, and the Fitzsimons Innovation Center. Our organization supports the design of a replacement for the current Peoria Street Bridge over Sand Creek, to ensure the region’s transportation system is safe, well maintained, resilient to climate change, and provides vital multimodal transportation choices for people needing to access key medical services and jobs in Aurora, freight access for research, medical, or industrial uses, and access for employees and residents to the Sand Creek Regional Greenway.

Please contact me if you have any questions.

Sincerely,

Craig A. Maraschky



18 September 2022

Adams County Subregional Forum – Commissioner Steve O’Dorisio
C/O Chris Chovan
Senior Transportation and Mobility Planner
4430 South Adams County Parkway
Brighton, CO 80601-8204

Dear Adams County Subregional Forum Evaluation Committee:

We are writing to provide our enthusiastic support for the City of Aurora’s DRCOG Transportation Improvement Program (TIP) application for the design and NEPA activities to replace the current 56-year-old Peoria Bridge over Sand Creek.

The Peoria Bridge over Sand Creek, just north of the Anschutz Campus is an important arterial road not only for the automobile traffic that use the bridge but also, it’s important to both pedestrians and bicycle riders for crossing Sand Creek. The existing bridge was built during a time when pedestrians and bicycle riders were not considered in the design and today, the bridge it unsafe for bikes and pedestrians. This area around Peoria and Sand Creek is a major hub linking the regional bicycle / pedestrian trails like the Sand Creek and Tollgate Creek Trails into the regional trail network. These trails provide access to the Anschutz Campus, Central Park and neighborhoods all along the trails. Replacing this bridge with a modern, bicycle / pedestrian friendly bridge will allow the thousands of people that live and work both north and south of Sand Creek to safely cross Sand Creek which is difficult today.

Bicycle Aurora is a group of concerned volunteer citizens and businesses interested in improving the quality of bicycle trails and routes throughout Aurora. We advocate for, and strongly support, expansion of the trail network in the city to better serve the bicycling community as well as other trail users. We also work closely with Aurora park and trail planners and meet monthly to discuss updates and trail related impacts in the city.

We appreciate all that the Adams County has done in support of trails and would appreciate your full support of this bridge project.

Sincerely,

A handwritten signature in black ink that reads "Tom Tobiassen".

Tom Tobiassen
Bicycle Aurora

October 6, 2022

Commissioner Steve O'Dorisio
C/O Chris Chovan
Senior Transportation and Mobility Planner
4430 South Adams County Parkway
Brighton, CO 80601-8204



Dear Commissioner:

We are writing to support the City of Aurora's DRCOG Transportation Improvement Program (TIP) application for the Peoria Bridge at Sand Creek design project. Bicycle Colorado is Colorado's statewide 501c3 bicycle advocacy organization and we represent the voices of 2.3 million bicyclists in Colorado, many of whom live in Greater Denver.

The need for a safe crossing for bicyclists and pedestrians via a new bridge is clear. The bridge itself is a key north-south connection for drivers, bicyclists and pedestrians to access the communities of Montbello, Central Park and Aurora, as well as to I-70 (for drivers) and the Sand Creek Greenway Regional Trail (for bicyclists and others) to communities from East (Aurora, Commerce City) to West (Wheat Ridge, Arvada, Westminster and as far as Golden).

Consider:

- The bridge is 56 years old and in danger of being structurally deficient
- There is no separation from high-volume traffic for people walking or biking
- The shared sidewalk space is only 5 feet - not enough for two cargo bikes or two baby strollers to safely pass
- Community members need to be able to safely access key workplaces such as the Anschutz Medical Campus and jobs in Aurora
- Driver safety and the safety of vulnerable users is an issue with the current merge from 6 lanes on the roadway to 4 lanes on the bridge

Thank you for your support for this important, overdue, multimodal safety project.

Sincerely,

A handwritten signature in black ink that reads "Piep van Heuven".

Piep van Heuven
Director of Government Relations
Bicycle Colorado

ATTACHMENT F

Supplemental Materials

Peoria Bridge over Sand Creek Replacement – Design and NPA:

Major issues identified during inspection of existing bridge



Major Issues

Delaminations,
spalls with exposed
corroding rebar



Cracking and
spalling on girders



Major Issues

Curb horizontal cracking, spalling, with corroded bar



Vertical Cracks on girders





Ground fissure,
adjacent to
wingwall

Major Issues

Girder with cracks and
spalls with exposed
corroded rebar



Major Issues

Spalling with
exposed rebar in
exterior face of
deck



Horizontal cracking along
bottom of diaphragm at
abutment



Major Issues

End of girder is
damaged



Rocker bearings are
non-functioning



Major Issues

Failed joints



Obsolete Type K Railings and substandard walkways



Major Issues



Deck is failing

Split pier cap and efflorescence



City of Aurora/CDOT Preliminary Environmental Scoping Meeting Summary
Peoria over Sand Creek Bridge Replacement
9/22/2022 11:00 AM

Attendees:

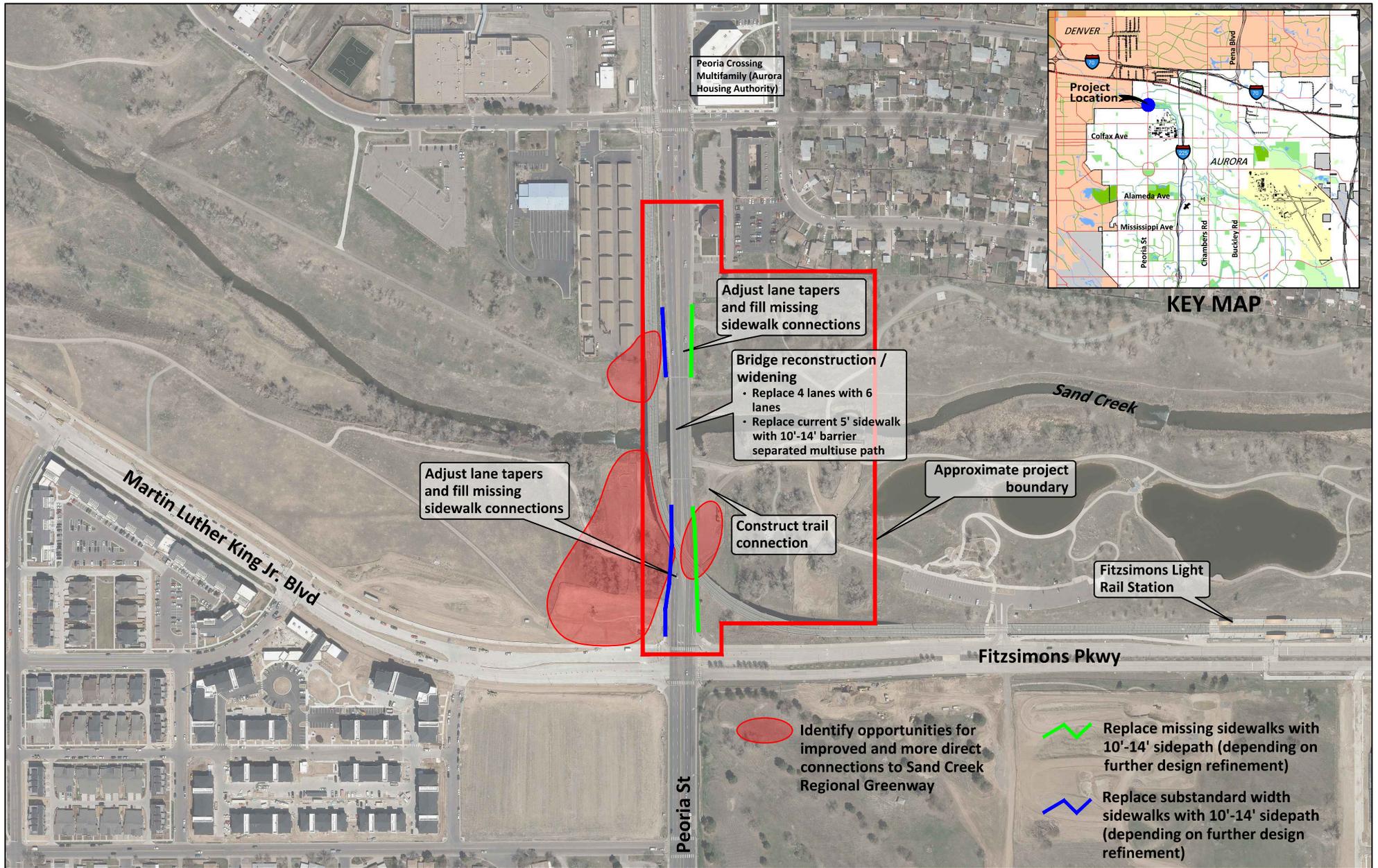
- CDOT: Cassie Aymami, Conni Davidson, Greg Wolff, Erik Schmude, Wendy Williams, Curt Frischkorn, Nicole Peavey, Basil Ryer, Barbara Stocklin, Veronica McCall
- City of Aurora: Mike Mohseni, Bret Banwart, Tom Worker-Braddock
- RockSol: Martin Merklinger, Lauren Gentile

Discussion:

- Project Scope
 - o Current design project is 30% Preliminary Design. A future project would advance the project from 30% to Final.
 - o Working on obtaining grant funding for DRCOG – anticipating federal funding to bring the project to fruition.
 - o Project will include bridge replacement, adding north and south travel lane in the bottle-necked portion, multi-use trails on the new bridge, and connection(s) to the Sand Creek Greenway Trail underneath the bridge.
- Environmental Resources
 - o Air Quality – air quality report will be required, but no modeling or a field analysis. This will be done after 30% plans.
 - o Noise – current project description is Type III – exempt from noise analysis, since the project length is approximately 900 feet. This falls into the auxiliary lane exemption. 30% plans will be needed before any additional work.
 - If the vertical height of the roadway/ bridge changes by 5 feet, this will push the project to Type I. Vertical height change is less than 5 feet.
 - If the horizontal alignment causes the distance from any receptor to be cut in half, this will push the project to Type I. Noise analysis does consider trail users. However, the receptor for trail users is typically placed 50 ft off the edge of ROW.
 - o Hazardous Materials – ISA is sufficient per CDOT. This will be done after 30% plans.
 - o State and Federally Listed Threatened and Endangered Species
 - Consider Ute Ladies’ Tresses, though none have currently been found along Sand Creek
 - This will be done after 30% plans.
 - o MBTA
 - Bald eagles known along Sand Creek, though not necessarily 0.5 miles from project. Further investigation will be required. This will be done after 30% plans.
 - Swallows nests will need to be scraped outside the nesting window and possibly during construction.
 - o Wetland and Waters of the U.S.
 - 404 permit required.

- USACE 2021 404 permit updates include a new requirement of 3/100 of an acre of aerial disturbance that leads to a loss of waters may require compensatory mitigation.
 - Impacts to wetlands are anticipated. Wetland impacts due to shading will need to be considered as project progresses towards final design.
 - More work on this will be done after 30% plans.
- Water Quality – water quality expert was not present to comment on stormwater permit or MS4 requirements. Likely additional information is needed to determine the size of the project impacts. This will be done after 30% plans.
- Paleontology – CDOT will be able to clear in-house. Not a concern unless construction will be greater than 40 ft deep, though still a low potential for fossils to be found in the sand. Nicole thought the chances were low, since there has been so much prior disturbance.
 - Would like a KMZ file of project area with callouts for areas of excavation that are much deeper than others.
 - This will be done after 30% plans.
- Archeology - CDOT will be able to clear in-house. Nicole thought the chances of encountering archeology were low, since there has been so much prior disturbance.
 - Would like a KMZ/shapefile of project area.
 - This will be done after 30% plans.
- History – SHPO consultation for direct/indirect impacts is expected.
 - Historic buildings that could potentially need to be considered include the apartment complex in the SE corner of Peoria St and 30th Ave, as well as the neighborhood in the same general area.
 - The bridge is not a concern, since it is constructed after 1945 and is a common bridge type
 - History clearance will need to take into consideration noise impacts, if the project becomes a Type I
 - This will be done after 30% plans.
- Non-historic Section 4(f) – due to trail systems around the Peoria bridge, 4(f) will need to be taken into consideration
 - All trail connections
 - Sand Creek Park
 - Temp impacts – closing trails with a detour. If the project is unable to create a detour, becomes an adverse impact. Because of this, we will need to consider phasing. A detour around the bridge replacement site exists.
 - If the trails have hours of operation (such as it is closed at night), night work would not be considered an adverse impact, since it is not open at that time.
 - City of Aurora parks will need to be involved as well.
 - This will be done after 30% plans.
- Section 6(f) – None
- Visual/Aesthetics – Aurora design guidelines will need to be followed (if any).
 - A VIA questionnaire will need to be completed.
 - A Visual memo will be required
 - This will be done after 30% plans.
- Environmental Justice – CDOT concurred with preliminary report.
 - Will need a memo explaining how and why that conclusion was reached. This will be done after 30% plans.

- Public Information – no public involvement is required at this point in the process, though will be required between FIR and Final Plans.
- Other topics discussed:
 - ROW – the city does not have what they call “ROW” in the project area specifically, but rather it is a city owned parcel. Temporary easements are anticipated to complete the work and potentially permanent easements for the new trail connections.
 - Air Rights – are there air rights associated with the bridge? Cassie said she will check into this.
- Conclusion
 - CDOT concurred with RockSol that the effort put into environmental clearances at this time (heading toward 30% Preliminary Design) was sufficient.
 - The only additional environmental work required for future final design will be updates made to the preliminary environmental report to include CDOT input.
 - Cassie stated that her opinion is that the project currently is **Programmatic CatEx**



Public Works Department
 15151 E. Alameda Pkwy
 Aurora, CO 80012
 303-739-7300
 www.auroragov.org

City of Aurora, Colorado
Project Location & Scope Exhibit
Peoria Bridge over Sand Creek Replacement & Multimodal Improvement Project

October 5, 2022



DRCOG TIP Tool - Peoria Street Bridge - 1 Mile Buffer

DI and EJ Population groups	Number within 1 Mile	% of Total	Regional %
A. Total Population	28,401		
b. Total Households	8,896		
c. Individuals of color	17,196	61%	33%
d. Low-income households	1,246	14%	9%
e. Individuals with limited english proficiency	2,666	9%	3%
f. Adults age 65 and over	2,153	8%	13%
g. Children age 5-17	5,607	20%	16%
h. Individuals with a disability	1,747	6%	9%
I. Households without a motor vehicle	867	10%	5%
J. Households that are housing cost budened	3,116	35%	32%
2020 Households	8896		
2020 Jobs	43086		
2050 Households	14570		
2050 Jobs	52076		