

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	Crystal Valley Parkway Interchange – Construction Project	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: I-25 End point: at Crystal Valley Parkway (see attached location map – Attachment - A) OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	Town of Castle Rock & Douglas County	
4. Project Contact Person:		
Name: Thomas Reiff	Title: Transportation Planning Project Manager	
Phone: 720.733.2483	Email: treiff@crgov.com	

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>
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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:	
	Local/Regional plan:	Planning Document Title: Town of Castle Rock and Douglas County Transportation Master Plan(s), CDOT I-25 South PEL Study, CDOT STIP, DRCOG 2050 RTP, DRCOG 2022-2025 TIP, Crystal Valley/Dawson Ridge Pkwy/I-25 Interchange EA, Crystal Valley/Dawson Ridge Pkwy/I-25 Interchange FONSI Adopting agency (local agency Council, CDOT, RTD, etc.): The various applicable agencies identified above have adopted the documents listed. Provide date of adoption by council/board/commission, if applicable: 10/2017, 9/2019, 9/2004, 2/2005
	Please describe public review/engagement to date:	The project has gone through extensive public review process at the local and regional levels, and as required NEPA process to get an EA and FONSI approved in 2004/2005. This includes events such as open houses, social media campaigns, interactive websites, stakeholder meetings, individual meetings, as well as public comment periods including during Council and Commission hearings for various plan adoptions. More recently, as part of the EA re-evaluation process, public engagement includes public meetings, a continuous open public comment period via project website, open houses, business and property owner meetings, other stakeholder meetings, and review by peer agencies.
	Other pertinent details:	The proposed project has already received a decision document in 2005 (FONSI), and more recently a federal BUILD grant was awarded for pre-construction activities currently underway.

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 type="checkbox"/> Preconstruction (including studies) <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Both		
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	06/2023
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	
	Design scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	
	Environmental scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire:	
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	09/2022
	FOR (Final Office Review):	12/2022
	Required clearances:	02/2023
	Project publicly advertised:	09/2023
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other Phase not Listed:	First invoice submitted to CDOT/RTD:	

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

Interstate 25 (I-25) is arguable the most important transportation corridor in the State. It serves residents, employees, visitors/tourists, and is a major freight corridor for the entire Front Range and State. This segment of I-25 also connects the two largest metropolitan areas in the State, namely, Denver and Colorado Springs. Inter-regional traffic on I-25 between the Denver area and Colorado Springs has increased greatly over the last decade and I-25 traffic in the project area is expected to grow 33% by 2042, according to CDOT traffic forecasts. This is especially true through Douglas County and the Town of Castle Rock.

CDOT is nearing completion of the I-25 South GAP project, a \$419 million investment to provide a safe and efficient flow of traffic on I-25 between Denver and Colorado Springs. As traffic volumes on I-25 continues to grow, it is imperative that the interstate operates safely, and efficient traffic flow is maintained. The expected development along Colorado's Front Range will jeopardize public safety and traffic flow on I-25 without implementing other regional transportation improvements that includes the Crystal Valley Interchange, the long-term Front Range Passenger Rail project, BUSTANG and incorporating local and regional bicycle and pedestrian improvements.

Currently, the Plum Creek Parkway interchange is one of these constraints. Traffic at this interchange is projected to worsen with the southbound (SB) exit ramp backing up into the I-25 through lanes. The projected queue is expected to surpass 2,000 feet. This negatively impacts traffic conditions on I-25 considerably resulting in a congested I-25. The southbound Level of Service (LOS) north of Plum Creek Parkway degrades to a LOS F with a projected speed of 12 mph.

Traffic analysis completed for the EA confirms that without the proposed Crystal Valley Parkway interchange project significant congestion is expected to occur at the Plum Creek Parkway interchange as SB I-25 exit ramp traffic backs up into the I-25 mainline creating congestion on I-25 and a serious public safety concern. Additional congestion would occur on Plum Creek Parkway interchange intersections straining the transportation network. The 2050 No Build Scenario shows the intersection Level of Service (LOS) at the SB ramp reaches an overall LOS E in the PM peak hour with several movements failing on the SB leg causing the back up onto I-25. Other nearby intersections are also degraded to an overall LOS E or failing (F), because there is no alternative access to I-25 for south Castle Rock and rural Douglas County.

The vehicle back up onto I-25 also creates a serious public safety issue that could result in severe injuries. The Town has already recognized the Plum Creek Parkway interchange has a Level of Service Safety factor of four (4) which indicates a high potential for crash reduction. This is a serious concern for the Town and County. And as traffic volumes increase so does the potential for more crashes.

Other regional problems or concerns include the following.

- Increase in air pollution and greenhouse gas (GHG) emissions due to the projected increase in congestion on I-25 and at the Plum Creek Parkway interchange.
- Lack of east/west crossings of I-25 creates an overall public safety issue, which includes slower response times for first responders aiding crashes on I-25, the lack of east/west connection causes over six miles of out of direction travel for bicyclists and pedestrians traveling to the communities separated by I-25, and the lack of east/west access over I-25 results in a less reliable evacuation route for residents fleeing from wildfires and causes significant delays to those responding to wildfires from the fire station located on the east side of I-25.
- Lack of a grade-separated railroad crossing jeopardizes public safety for pedestrians, bicyclists, and motorists.
- There are no multimodal facilities across I-25 and the BNSF railroad line between the Tomah Road / Skyview interchange and the Plum Creek Parkway interchange, nor are there any bike/pedestrian facilities along the I-25 W. Frontage Road south of Plum Creek Parkway. The current frontage road has no sidewalks, or paved shoulders and an abutting guard rail creates a very hostile and stressful biking environment and major safety concern for cyclists and pedestrians. (See Supplemental Materials for a photo of the existing conditions).

- Lack of an east/west crossing of I-25 also prevents a multimodal connection to the Colorado Front Range Trail which is just east of I-25.

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:

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.

Project will construct several components which are listed below.

- Construct new interchange approximately 2 miles south of the Plum Creek Parkway interchange and includes a bridge over I-25 and the BNSF railroad line.
- Realign the East I-25 Frontage Road about 800 feet to the east.
- Relocate the West I-25 Frontage Road approximately a quarter mile to the west. It will also be west of the BNSF railroad line.
- Construct pedestrian and bicycle facilities on all new and relocated streets and include a multimodal connection to the Colorado Front Range Trail.
- Construct a multi-lane roundabout on the east side of I-25. It will combine the NB ramps, East I-25 Frontage Road and Crystal Valley Parkway into one intersection.

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

The proposed interchange is not a new proposal. It has been planned since the 1980's. In 2004 the project went through the NEPA process and completed an Environmental Assessment (EA) and received a decision document or Finding of No Significant Impact (FONSI) in 2005. The project is also contained in several planning documents including the Castle Rock and Douglas County Transportation Master Plan(s), the current DRCOG RTP and current TIP for federal funded pre-construction activities underway.

At present, the project is going through a revised/updated design and the CDOT 1601 process, as well as the EA re-evaluation of the 2004 Environmental Assessment. Project design is more than 30% complete and FIR plans have recently been reviewed by CDOT, FHWA, and local agencies in September. The project has an approved Right-of-Way (ROW) plan, and most of the additional ROW has already been acquired. Utility relocation plans are also underway. Railroad coordination is also underway, which involves closing four (4) at-grade unprotected railroad crossings that will improve railroad freight operations. CDOT, Douglas County and the Town have jointly selected and currently retain a CMGC contractor for this new interchange project. All clearances and bid documents are expected to be completed in the first half of 2023.

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: \$5.0 million

Outline the differences between the scope outlined above and the reduced scope: No reduction in scope.

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)
Total amount of Regional Share Funding Request (in \$1,000's) <i>(No greater than \$20 million and not to exceed 80% of the total project cost)</i>	\$8000	10.26% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.	Contribution Amount	% Contribution to Overall Project Total
Local	\$70,000	89.74%
	\$	0.00%
	\$	0.00%
	\$	0.00%
	\$	0.00%
	\$	0.00%
Total Match <i>(private, local, state, subregional, or federal)</i>	\$70,000	89.74%
Project Total	\$78,000	

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	\$4,000	\$4000	\$	\$	\$8,000
CDOT or RTD Supplied Funds³	\$	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$35,000	\$35000	\$	\$	\$70,000
Total Funding	\$39,000	\$39,000	\$ 0	\$ 0	\$78,000
Phase to be Initiated	Construction	Construction	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.*

Interstate 25 (I-25) is a vital transportation corridor for the State of Colorado. It connects the State's two largest metropolitan regions, the Denver and Colorado Springs metro areas. As traffic volumes on I-25 continue to grow, it is imperative that safe and efficient traffic flow is maintained. CDOT is nearing completion of the I-25 South GAP project, a \$419 million investment to improve and preserve these goals. However, the expected growth along Colorado's Front Range and the increase in commuter and freight traffic between the regions jeopardizes these goals without other transportation improvements. Please see Section 2 of Supplemental Material that illustrates 68% of the traffic on I-25 through the GAP project is traveling between Denver and Colorado Springs/Monument on a typical weekday. According to the CDOT traffic maps, there are currently over 71,000 vehicles that travel this stretch of I-25 daily, which equates to 48,280 vehicles traveling between the Denver and Colorado Springs metro areas and passing through the Crystal Valley Parkway interchange project area. By 2042, traffic volumes are expected to increase to 94,856, a 33% increase. Further, truck traffic makes up 9% of volume showing the significance of I-25 as a major freight route for the Front Range and State. The project will also eliminate several unprotected at-grade railroad crossings. While the project is not specially listed on the 2019 Colorado State Freight Plan, Castle Rock is mentioned as a potential future project area to be tracked and monitored by CDOT for potential improvements to address freight issues. This project is the realization of this effort to improve the movement of freight along the I-25 corridor.

Without the Crystal Valley Parkway interchange (No Build Scenario) an increase in traffic congestion and safety conditions are projected to worsen on I-25 and the Plum Creek Parkway interchange. According to the traffic analysis in the EA, the southbound (SB) I-25 Level of Service worsens to LOS F with a projected speed of 11-12 mph in 2050. The posted speed limit on I-25 is 65 mph. The SB exit ramp is also projected to back up into the I-25 through lanes (see Supplemental Materials for additional information). This will result in congestion and a critical public safety issue that could result in severe injuries. A copy of the EA traffic analysis is provided at the end of the Supplemental Material.

Construction of a new interchange at Crystal Valley Parkway will provide vital transportation access for residents in southern Castle Rock and rural Douglas County, and reduce traffic at the Plum Creek Parkway interchange, thus eliminating the projected backup onto I-25. Eliminating the backup will also allow for traffic on I-25 to continue to safely flow without congestion. There are also other key benefits of the project for the State and region, such as:

- Lower response times for first responders accessing a crash on I-25, or a call west of I-25. Currently, the Castle Rock Fire and Rescue Department responds to calls from the Downtown fire station, but with the new interchange the fire department can answer calls from their Crystal Valley Parkway station just a half mile from the project location. According to response times provided by the Fire Chief, the project is estimated to reduce response times by half. Currently, it can take up to 14 minutes to respond to a crash at the project location. Cutting this response time in half is vital to answering an emergency call when seconds matter in life threatening situations.
- The project will also improve the fire department's ability to fight wildfires west of I-25 in the high wildfire zones identified by the EPA website. A graphic showing the response times and wildfire hazard zones is provided in the Supplemental Material. Additionally, the project provides a more reliable evacuation route for residents fleeing from a wildfire or other natural or manmade disaster.
- The new interchange project improves response time to potential wildfires located west of I-25 and west of the BNSF Railway in the heavily wooded rural areas of Douglas County by as much as 20 minutes when first responders are waiting for a freight train to pass. There are on average 18 trains per day on the BNSF railroad line and are an average 6,440 feet in length.
- The relocated West I-25 Frontage Road will also lead to the removal of three additional unprotected at-grade railroad crossings (4 total) along the BNSF rail line as part of the Town's and County's plan to relocate the entire West I-25 Frontage Road south of Crystal Valley Parkway. Closure of unprotected at-grade railroad crossings on the BNSF rail line, allows this major freight corridor to operate safer and more efficiently and eliminate train / vehicle-bike-pedestrian crashes.

- Relocation of the West I-25 Frontage Road will close the existing road that has no multimodal facilities. It will be replaced with a multimodal street that has bike lanes and sidewalks. Currently the frontage has no shoulders and an abutting guardrail making for very unsafe and hostile bicycling environment.
- The relocation of the West I-25 Frontage Road will also lead to improving freight movement along the corridor by removing a total of 4 unprotected at-grade railroad crossings on the BNSF railroad line.
- The new interchange bridge will be able to accommodate the future rail line for the Front Range Passenger Rail service and provide direct access from communities located on both sides of I-25. Not only will the proposed Crystal Valley Interchange accommodate the future Front Range Passenger Rail, it will improve access to the planned mixed use development on the west side of I-25. The developer of Dawson Trails has dedicated land for a mobility hub to the Town of Castle Rock that will service Front Range Passenger Rail, CDOT BUSTANG, or serve as a park-n-ride or carpool lot.
- Mixed use development is proposed to accompany the project west of I-25. It is proposed to include housing, retail, and primary employment opportunities to improve the jobs/housing balance in the area. Today roughly 80% of the working population in the area commute north on I-25. By bringing the jobs to the homes it should result in less commutes on I-25, lower VMT, and less air pollution (e.g. GHG) for the region.
- Reduced congestion on I-25 and at the Plum Creek Parkway interchange, results in lower harmful emissions, including greenhouse gases.

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.

The proposed Crystal Valley Parkway interchange, 2 miles south of Plum Creek Parkway, will eliminate the safety and congestion concerns described in the Problem Statement by providing direct access to I-25 for the rural areas of Douglas County and south Castle Rock. Since traffic from these developments will no longer need to travel north to the Plum Creek Parkway interchange the projected back up onto I-25 and the poor LOS projected for the intersections is eliminated. According to the traffic analysis the 2050 LOS for the SB ramp is improved to an overall LOS C with no failing movements. Further the SB queue is reduced and contained within the SB exit lanes without queuing onto I-25. Additionally, the LOS is improved at the nearby intersections to an overall LOS D or E. No intersections are projected to fail with implementation of the proposed project. The traffic analysis is provided at the end of the supplemental material.

The W. Frontage Road, south of Crystal Valley Parkway, will be relocated in conjunction with this project. This will help address the lack of multimodal facilities west of I-25. The new frontage road will be relocated a quarter mile to the west on the other side of the BNSF railroad line. It will have on-street bike lanes and 10-foot sidewalks creating high comfort facilities for bikers and pedestrians. The new interchange bridge over I-25 will also have multimodal facilities and provide a bike/pedestrian connection to the Colorado Front Range Trail just east of the proposed interchange for residents, employees, and developments west of I-25.

The lack of east/west crossings also creates a public safety concern and issue for emergency responders who may need to cross I-25 or access a crash on I-25. The Castle Rock Fire and Rescue Department currently responds to emergency calls from the Downtown fire station rather than the newly built fire station on Crystal Valley Parkway because there is no way to cross I-25 near Crystal Valley Parkway. Once the new interchange is built emergency response times will be reduced by half or roughly 7 minutes, which doesn't include the additional time savings due to the new grade separated bridge of the railroad crossing for when long freight trains are blocking the crossing. This is critically important when responding to an injury crash, wildfire call west of I-25, or any life threatening issue where seconds matter.

The proposed Crystal Valley Parkway interchange project has many benefitting elements for the metro area and for the inter-regional travel between Denver and Colorado Springs. It will eliminate projected congestion and safety issues that would occur without the project. Improved multimodal mobility, fire safety and overall public safety will also be improved. The reduction in congestion and improved multimodal mobility will also improve the region's air quality. It is for these reasons that the new interchange receive the utmost importance and be constructed as soon as possible.

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.

As mentioned in previous questions the proposed project benefits not only the Denver metro area but also inter-regional travel between Colorado Springs and the Denver area. These are the two largest metro areas in the State and traffic volumes between these areas continues to increase. During the I-25 South GAP project, roughly 68% of the vehicles on I-25 were traveling between the Denver metro area and the Colorado Springs/Monument areas. This equates to benefitting almost 50,000 vehicles traveling on I-25 during a typical weekday. Further 22% of the vehicles were traveling between Castle Rock and Colorado Springs/Monument. Percentages do not add up to 100% because of the small number of trips in and out of the gap area.

This project will also benefit multiple municipalities along I-25 by providing safe, efficient and reliable travel times between trip origins and destinations. The GAP project has shown that the vast majority of I-25 trips in the project area are between the Denver area and Colorado Springs/Monument. People who work or live in different cities and need to travel on I-25 can benefit from less congestion and safer travel. Let’s not forget the major role I-25 plays in the movement of freight. Less congestion means fuel and time savings, and assures businesses that their orders will arrive on time. It is imperative for shipping companies to be able to deliver their goods in a timely manner.

CDOT’s Bustang transit service is also a benefactor. Reduced congestion on I-25 will allow the bus service to maintain competitive travel times to help maintain and increase ridership.

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	4,936	-	-
	b. Total households	2,479	-	-
	c. Individuals of color	725	15%	33%
	d. Low-income households	23	1%	9%
	e. Individuals with limited English proficiency	27	1%	3%
	f. Adults age 65 and over	723	15%	13%
	g. Children age 5-17	960	19%	16%
	h. Individuals with a disability	133	3%	9%
	i. Households without a motor vehicle	11	0%	5%
	j. Households that are housing cost-burdened	234	9%	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*:

The proposed interchange is a complete multimodal project. It will include travel lanes for motorized vehicles, and bike and pedestrian facilities that can also serve other forms of micromobility. It will also be constructed to accommodate buses if Bustang or local service is provided in the future. The interchange design will also accommodate the Front Range Passenger Rail.

ADA accessible pedestrian facilities for individuals that may have a disability and need an accessible route for mobility will be provided on all streets and connect to the existing ADA compliant infrastructure. This will also improve mobility for people that may be too young to drive or older adults who can no longer drive. New sidewalks along the relocated W. I-25 Frontage Road will be added where multimodal facilities do not currently exist. On-street bike facilities will also be provided for cyclists that feel comfortable using bike lanes, but the project will also provide wide sidewalks that can serve as multiuse sidepaths for less comfortable people riding in the bike lanes.

Individuals that may not have a car will be able to utilize the bike and pedestrian facilities built with the project. All of the new facilities will connect to existing roadways and bike lanes or sidewalks to create a continuous transportation route and provide mobility to the surrounding area, including multimodal connections to the Colorado Front Range Trail that people can use to travel up and down the Front Range. Castle Rock just awarded a \$7 million contract to complete the last remaining segment in Town. The final trail segments in the eastern portion of Town are expected to be completed in 2023.

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.)*
 - While land use is a separate action and not funded by the transportation project. There is a proposed mixed use development (Dawson Trails) accompanying the new interchange project, and which the Town Council has recently approved zoning for. The proposed development consists of housing (single family and multi-family), retail, and primary office space. The planning areas are following the Transact approach to urban development. Higher density development including the multi-family, retail and office space will be built closer to the interchange project. The lower density single family homes will be built closer to the existing rural areas in the County making for a more proper transition. See Section Five of the Supplemental Material for a map of the Dawson Trails planning areas and zoning.
 - More importantly the office space that is part of the development will provide primary employment which is lacking in the Town. Currently about 80% of the work force in Castle Rock commute outside the Town to work. It is the Town's plan to work with the developer and the local Economic Development Council to locate primary jobs in Castle Rock. This would reduce the number of vehicles on I-25 and reduce regional VMT. By bringing the jobs to the homes and creating a better jobs/housing balance regional air quality will be improved with less GHG emissions. Support letters from the Dawson Trails developer and Castle Rock Economic Development Council are attached.
 - As the Dawson Trails project is developed it will include off-street multiuse trails with grade separated crossings that connect the planning areas, such as housing to the employment areas without having to cross major arterials at-grade. This criteria is already in the Development Agreement and required by the developer.
 - The new development is also required to provide multimodal connections between planning areas so that people do not have to drive short distances between destinations, such as home to work or shopping.
 - 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.)*
 - All streets of the proposed interchange project are required to be multimodal, which includes bike and pedestrian facilities. These new multimodal facilities will be integrated into the surrounding transportation network. This includes a connection to the regional Colorado Front Range Trail just east of the project and the proposed Dawson Trails development. All streets in Castle Rock are required to be multimodal. Complete streets standards were codified in 2012.
 - Project design will also allow for and accommodate future bus service and the Front Range Passenger Rail service.
 - Along with reducing congestion and creating a better jobs/housing balance through development, the multimodal elements of the project will result in less air pollution and GHG emissions.
 - 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 new east/west interchange connection eliminates the existing I-25 and BNSF railroad barrier by providing people a more direct access to the surrounding natural and recreational areas provided by the Town and County, such as Dawson Butte or Rhyolite Regional Park(s). It will also provide connectivity to a nearby school, existing and proposed parks, and passive open space with hiking and biking trails.

- A multimodal connection to the regional Colorado Front Range Trail will be part of the new interchange project. It will connect people on the west side of I-25 to the trail on the east side as well as other Castle Rock parks and open space east of I-25. The Town recently awarded a \$7 million contract to complete construction of the trail in 2023. Refer to Section 6 of the Supplemental Material for maps of the Town’s existing and proposed Parks/Recreation and Open Space Maps.
- There will also be plenty of open space and public parks built with the Dawson Trails development. The new interchange over I-25 and the BNSF railroad will provide the people on the east side of I-25 direct access to these public parks, open space, and schools.
- Currently the closest health care facilities are in Downtown Castle Rock. They can be easily reached via the new interchange and streets that lead to Downtown, as well as by bike via the Colorado Front Range Trail that travels directly into Downtown, or by existing bike lanes on streets east of I-25.

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:
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many?
- Rail station: Yes No If yes, how many?
- Is the project in a locally-defined priority growth and development area 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: <https://castlerock-co.legistar.com/LegislationDetail.aspx?ID=5781631&GUID=E9E95992-D748-4033-BC87-F02C7AD5C627>

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

Provide households and employment data*	2020	2050
Households within ½ mile	2,348	3,230
Jobs within ½ mile	9,130	13,566
Household density (per acre) within ½ mile	1.11	1.85
Job density (per acre) within ½ mile	11.02	14.49

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*:

Downtown Castle Rock is identified as a DRCOG urban center and is located just 2 miles to the north of the proposed new interchange. The existing street network east of the project location are multimodal corridors, except for the CDOT frontage roads. The Town has plans to improve the East I-25 Frontage Road with on-street bike lanes and sidewalks. The West I-25 Frontage Road which has no paved shoulder or sidewalks will be relocated and replaced with a Town designed multimodal street with on-street bike lanes and sidewalks.

The new interchange will provide a new east/west bridge connection eliminating I-25 and the BNSF railroad as a transportation barrier. At present there is a 7 mile stretch of I-25 without any crossings requiring people to travel much greater distances to reach urban services such as grocery stores, medical facilities, recreational areas, and work. New bike and pedestrian facilities will be built as part of the project that will expand people's transportation choices when accessing these land uses. Connections to regional trails that provide direct connections to Downtown Castle Rock will give people an easy and comfortable route to access an identified 'urban center' in the DRCOG Metro Vision document. The new multimodal interchange will also connect to existing multimodal streets that also provide routes to Downtown.

In addition, the proposed mixed use development (Dawson Trails) that is accompanying the new interchange is a priority growth area for the Town of Castle Rock. Town Council in August 2022 approved the mixed used zoning and development agreement for Dawson Trails. Because the development will be built over 2,000 plus acres, the zoning calls for less density along the rural borders, but higher mixed use development near the new interchange and along I-25. This zoning allows for multi-family homes, retail, and primary office space. Working with the Dawson Trails developer and Economic Development Council, the Town is bringing primary employment to the area that will create a better jobs/housing balance and reduce the number of people commuting on I-25. This benefits the region by having less traffic on I-25, reducing regional VMT, and reducing emissions, including GHG.

The multimodal facilities on the new interchange will also provide transportation choices for existing development east of the interstate and the new Dawson Trails development. The existing street network to the east has bike lanes and sidewalks that will connect to the new interchange. These bike lanes and sidewalks will also be able to serve other forms of micromobility as they evolve over time.

In addition, the accompanying Dawson Trails development was required to dedicate land for a future mobility hub. This hub will be able to serve Bustang and the future Front Range Passenger Rail if CDOT decides to locate transit stops at the interchange. Otherwise the dedicated mobility hub can serve as a park-n-ride for carpool and vanpool services that already operate in Castle Rock as part of the DRCOG Way to Go program.

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**.**

The Crystal Valley Parkway interchange project will provide a new east/west connection for vehicles and all transportation choices (e.g. bikes) to an area that currently lacks connectivity. Multimodal facilities on the interchange and relocated W. I-25 Frontage Road will provide direct connections to existing multimodal facilities on the surrounding street network. This network provides direct access to Downtown Castle Rock which is identified by DRCOG as a mixed use urban center, and is situated just 2 miles north of the project. Downtown has become a regional destination for events, activities, and employment over the last decade.

As mentioned previously the proposed interchange is accompanied by the Dawson Trails mixed use development. This development is zoned for a variety of housing types, retail, and primary office space. Not only will the new interchange improve access and connections to the new development, the new east/west I-25 crossing offers improved connections to the existing development east of the project. With the area lacking primary office space the Dawson Trails development and improved connections gives employees in the area an opportunity to have a shorter commute to work.

In addition to Downtown, new mixed use developments have been approved or are in the review process and are located just west of Downtown, but still 2 miles north of the project. These developments include Millers Landing and the ACME Brickyard. Both developments are a mix of retail, office, hotel, recreation, and housing. The new interchange will provide connections to the existing transportation system that provides connectivity to these new developments. The recently approved DRCOG Board's TIP funding for the Industrial Tributary Trail will directly connect to these two developments from the Colorado Front Range Trail in Downtown, which will also be connected to this new interchange project.

The reduction in congestion on I-25 will improve mobility and access for 71,000 people traveling on I-25 in the project area. Of that 48,280 commuters between Colorado Springs/Monument and Denver area will benefit on a typical weekday. Within the next 20 years the number of motorists on I-25 is expected to increase by 33% to 94,856 people. Nine percent of that traffic is truck traffic which benefits freight movement along the Front Range.

By improving access to these major developments and future employment areas it is possible that commutes between the Colorado Springs and Denver metro areas could be reduced because people will now be working in Castle Rock, or work and live in Castle Rock. Responsible and smart land use decisions are likely to have the greatest impact on commuting via automobiles along the Front Range. This includes providing shorter commutes, reducing VMT and fuel consumption, all while reducing air emissions and greenhouse gases.

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:
- 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.): [Sidewalks, bike lanes, general purpose travel lanes, I-25/railroad bridge](#)
- 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](#).*

The Crystal Valley Parkway Interchange project will be built as a complete street. Town standards since 2012 have required that all streets designed and built after the adoption of the standards be built as complete streets. Arterials, such as Crystal Valley Parkway, and collector streets are required to have wide sidewalks to accommodate pedestrians, types of micromobility, and bicyclists who don't feel comfortable using the on-street bikelanes, and travel lanes for motorized vehicles such as cars, trucks, and buses. All of these components and supporting elements, such as streetlights, curb ramps, medians, crosswalks, etc... will be part of the proposed interchange project.

Implementation of other strategies include, installing raised crosswalks at strategic locations to manage speeds at crosswalks. A roundabout is being utilized to help improve air quality at the NB ramps / E. Frontage Road intersections. Not only does this improve air quality by reducing idling and hard accelerations, it saves fuel and improves public safety by reducing the severity of crash types. A mobility hub in the project location has been dedicated to the Town by the Dawson Trails development provides a transit supportive facility should CDOT decide to locate a Bustang stop or a station for the Front Range Passenger Rail service.

Travel time reliability will be improved for travelers on I-25 since the new interchange relieves congestion and vehicle back ups into I-25 at the Plum Creek Parkway interchange. Without the Crystal Valley Parkway interchange project the traffic analysis completed for the EA projects traffic from the SB exit ramp backing up into the I-25 through lanes negatively impacting traffic on I-25. The LOS for SB I-25 just north of the Plum Creek Parkway degrades to a LOS F with a projected speed of 11-12 mph. This not only creates congestion on I-25 but a critical public safety issue that could lead to serious injuries. With the new interchange the projected congestion is gone (LOS B is achieved and projected speed is 66 mph), and the safety issue is eliminated while travel time reliability is maintained on I-25.

The new east/west I-25 crossing will help to mitigate any natural or human-made disaster such as house fires or a wildfire. According to the EPA's web site much of the rural area is heavily wooded west of I-25 and identified as moderate to high wildfire hazard zones (see Section 4 of Supplemental Material). The new I-25 crossing will give the Castle Rock Fire and Rescue Department a more efficient route to access emergency calls. Currently first responders access emergency calls from the Downtown Fire Station which can take up to 14 minutes to access a call near the new interchange. But once the new interchange is constructed response times will be reduced by more than half because they will be coming from the Crystal Valley Parkway Fire Station, which is ½ mile from I-25 and will also not need to wait for a train to clear the railroad crossing. According to the Fire Chief, the interchange will greatly improve their level of service to the west side of I-25 and access to the interstate itself. It will also enhance their ability to perform emergency evacuations due to wildfires or other natural or human-made disasters by allowing quicker access and a more reliable evacuation route for area residents.

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
	0.00	0.00	0.00	0.00	0.00

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

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

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.

The Crystal Valley Parkway interchange will eliminate the projected traffic backing up onto I-25 from the SB exit ramp at Plum Creek Parkway. The new interchange will provide direct access to the interstate from Crystal Valley Parkway thus removing the need for thousands of people having to utilize the Plum Creek Parkway interchange. By redistributing the traffic to two interchanges the back up onto I-25 is no longer occurring and impacting the traffic on I-25. Without the new interchange traffic will back up into the through lanes on I-25 causing cars to slow down creating congestion. The EA traffic analysis shows that traffic will slow to 11-12 mph in the southbound direction north of the Plum Creek Parkway and the interstate's level of service (LOS) goes to an LOS F.

Further, the new interchange will also contain a roundabout on the east side of the interstate. It will include the northbound I-25 ramp and East I-25 Frontage Road intersections at Crystal Valley Parkway (see Supplemental Material for design of the new interchange). While the EA did not require air quality analysis, we can reasonably conclude that the roundabout will improve air quality over traditional signalized intersections. In this particular case the roundabout is replacing two signalized intersections. According to the Insurance Institute for Highway Safety, research papers have shown that installing roundabouts have been found to reduce carbon monoxide emissions by 15-45 percent, nitrous oxides by 21-44 percent, and carbon dioxide (CO₂) by 23-34 percent. Because roundabouts improve the efficiency of traffic flow they not only reduce emissions, but also fuel consumption by an estimated 23-24 percent.

In addition, the proposed project will be adding bike and pedestrian facilities to an area that is lacking multimodal facilities. New on-street bike lanes and sidewalks will be included in the new interchange. These new facilities will connect to other multimodal facilities already in the area, such as the Colorado Front Range Trail that will give people a transportation option to use a bike or other form of micromobility to reach area destinations. This includes Downtown Castle Rock, which is located 2 miles to the north of the project and is identified by DRCOG as a mixed use 'urban center.'

Adding bike and pedestrian facilities to the project will also provide some additional reduction in air pollution. While not reducing emissions as much as congestion relieve, or the roundabout. Bike and pedestrian facilities were calculated on the CMAQ Emissions Calculator Tool Kit to reduce emissions as follows:

- Carbon Monoxide = -1.067
- Particulate Matter <2.5 = -0.004
- Particulate Matter <10 = -0.019
- Nitrogen Oxide = -0.064
- Volatile Organic Compounds = -0.053
- Carbon Dioxide Equivalent = -142.729

The calculation worksheet is attached.

Lastly, there are additional air quality benefits the proposed project contributes to the region.

1. By eliminating the existing at-grade unprotected railroad crossing at Territorial Road and diverting 65% of the traffic from the Tomah Road at-grade crossing, the queuing for people traveling SB waiting to cross the railroad from the W. I-25 Frontage Road is eliminated. This percentage is even higher in the AM peak hour (80%) and PM peak hour (70%). There are on average 18 trains per day that average 6,442 feet long. These trains can create significant queues of vehicles that are idling for minutes as the slow moving freight laden trains block the crossing. These queuing vehicles also contribute to air pollution and GHG emissions as they idle waiting for the trains to clear. This is no longer an issue with the proposed project.
2. The Dawson Trails development that is accompanying the new interchange project brings retail to the southern portion of Castle Rock that is lacking at this moment. As a result new and existing residents and employees in the area will not have to drive as far to the grocery store or other retail businesses.

3. The Crystal Valley Parkway interchange project will utilize construction techniques to reduce greenhouse gas emissions. These innovative construction techniques include using partial decked girders and modern project management to reduce the project's GHG footprint.

- Use of Partial Decked Girders

The construction contractor (Kraemer North America) will use the partial decked girder type which allows for reduced overall structure depth, eliminates haunch, and reduces deck thickness by approximately 2 inches of deck concrete resulting in a savings of 75 cubic yards of concrete. Collectively, one cubic yard (about 3,900 pounds) of concrete produces roughly 400 pounds of carbon dioxide. This innovation has allowed for the profile of the bridge to be lowered substantially while still providing the required clearance over the railroad and I-25 reducing embankment quantities substantially on each side of the bridge. An estimated 0.9 pounds of carbon dioxide is generated for every pound of cement, so this partial decked girder technique results in a reduction of 30,000 pounds of carbon dioxide.

- Enhanced Project Management & Emissions Monitoring

The contractor has also implemented a program on other projects which allows for the monitoring and ultimately reduction of carbon dioxide emissions. This is performed using the EPA MOVES3 model, in concert with updated technology in equipment. Emissions associated with the contractor's construction fleet can be estimated using available equipment use reports (hours of equipment operation) and telematics data (fuel consumption) collected from select fleet equipment to estimate emissions in carbon dioxide as a function of hours of operation and fuel consumed.

**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? I-25
- 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](#).

The Crystal Valley Parkway Interchange project is located along the I-25 transit planning corridor. This corridor accounts for both the CDOT Bustang service and the planned Front Range Passenger Rail service. As part of the project’s design and accompanying development, a mobility hub has been dedicated to the Town to accommodate either or both the Bustang and Front Range Passenger Rail service. Should CDOT decide to locate a Bustang stop or a train station in the vicinity of the new interchange the dedicated mobility hub will be used to serve the future service. The adjacent Dawson Trails development has been approved for mixed use zoning and will be supportive of either transit service. Urban design elements can also be incorporated if CDOT makes a decision on transit service before the development is built. The land dedicated for a mobility hub can also serve as a park-n-ride or carpool lot for DRCOG’s vanpool or Way to Go program that is already operating in Castle Rock.

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* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash 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	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
Estimated reduction in crashes applicable to the project scope <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

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](#).*

I-25 through the project area is identified by DRCOG as part of the High-injury Network in the Regional Vision Zero document. There is currently no crash data at the project location since the proposed project is a new facility. However, the traffic analysis in the EA document shows that existing traffic at the SB Plum Creek Parkway interchange will back up into I-25 creating a critical public safety issue that could lead to severe injuries, if the Crystal Valley Parkway interchange is not built. The proposed new interchange relieves this safety concern by eliminating the projected vehicle back up into I-25.

Several countermeasures from the Vision Zero document are proposed as part of the project. These countermeasures include the following;

- Roundabout
- Raised crosswalks
- Traverse rumble strips
- Sidewalks
- Traffic signal coordination

Another safety countermeasure that is part of the project, but not mentioned in the Vision Zero document is the elimination of at-grade unprotected railroad crossings. The new interchange bridge will span not only I-25 but also the BNSF railroad. This eliminates all current and future at-grade crossings for all modes of transportation. And leads to the closure of 4 unprotected at-grade railroad crossings.

As mentioned earlier the new interchange project will also improve access to the west side of I-25 and the interstate itself. This significantly improves public safety by improving access for first responders that may be answering a house fire call, wildfire call, or a crash on I-25. Without the new interchange, first responders access emergency calls from the Downtown Fire Station which can take up to 14 minutes to access a call near the new interchange. However, that response time is reduced more than half once they start using the fire station on Crystal Valley Parkway. This fire station is only a ½ mile from I-25 and the project area. According to the Fire Chief, the interchange will greatly improve their level of service and ability to respond to emergency calls west of I-25 or on I-25 itself. The Fire Chief's support letter is attached for more information.

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:
- 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: [BNSF Railway at RR mile post 34.473, and I-25 mile post 179](#)
- 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 importance of I-25 as a freight route is reflected in the Regional Highway Freight Vision Network with its Tier 1 ranking. It is therefore imperative that impacts to freight movement be kept at a minimum.

Without the Crystal Valley Parkway interchange project, SB traffic exiting at the Plum Creek Parkway interchange is projected to back up into I-25 creating a congested bottleneck condition and causing the LOS for the southbound section of I-25 to fail. A major drop in highway speed is forecasted thus negatively impacting travel times, increase delays, and reliability on the interstate, including freight traffic. Speeds of 11-12 mph are forecasted for this stretch of highway without the proposed project. However, with the project the forecasted LOS is B and highway speed is 66 mph mitigating any negative impacts to freight movement.

The new interchange bridge and relocation of the W. Frontage Road will eliminate 4 unprotected at-grade railroad crossings. This improves rail crossing safety and reliability of freight by train. There is an average of 18 trains per day on the BNSF railroad line with a peak average of 23 trains per day and an average train length of 6,442 feet. The high number of daily trains and increase vehicle crossings due to the Dawson Trails development would increase train/auto conflicts if the interchange and new bridge were not constructed. The long lengths of the trains would also cause significant vehicle delays at the at-grade crossings. Currently there is major vehicle delays at Tomah Road waiting for trains to clear the crossing.

Another benefit to the new interchange will be the traffic diverted from the Tomah Road at-grade railroad crossing to the new interchange. It is estimated that 65% of the traffic in 2050 will be diverted to the relocated W. I-25 Frontage Road to access I-25 via the new interchange. This equates to roughly 4,700 daily vehicles that will no longer be crossing the BNSF railroad line at Tomah Road. Traffic diversion is even higher in the AM peak hour (80%) and PM peak hour (70%).

Active Transportation	Expand and enhance active transportation travel options. <small>(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.</small>
------------------------------	--

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:	0	
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.	25	150
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	25	150
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.). <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	25.00	150.00
7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) <small>(Values other than 2 miles must be justified by sponsor on line 10 below)</small>	50.00	300.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	47.50	285.00
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here: The values provided above are based on all bicycle trips will be new trips since this is a new facility and no current data exists.		

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):	0	
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	20	50
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	0	0
4. = Number of new trips from project (#2 – #3)	20	50
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.). <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	20.00	50.00
7. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) <small>(Values other than .4 miles must be justified by sponsor on line 10 below)</small>	8.00	20.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	7.60	19.00

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



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

The values provided above are based on all bicycle trips will be new trips since this is a new facility and no current data exists.

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.

The Denver Regional Active Transportation Plan identifies this stretch of I-25/Colorado Front Range Trail as a future regional active transportation corridor. Downtown Castle Rock, 2 miles to the north, is also identified as a pedestrian focus area and a short trip opportunity zone. The regional Colorado Front Range Trail directly connects Downtown Castle Rock to the new interchange project. The trail is part of the new interchange project and integrated into the design.

The proposed Crystal Valley Parkway interchange project eliminates I-25 and the BNSF railroad as barriers to active transportation choices. At present there is no crossing of I-25 or the BNSF railroad line for a seven mile stretch between the Plum Creek Parkway and Tomah Road interchanges. People have to travel to one of these interchanges to reach their destinations east of I-25 via the W. Frontage Road. Unfortunately, this roadway has no shoulders or sidewalks. In fact, for a much of the frontage road has a guardrail that abuts the edge of pavement which makes walking or biking very stressful and hostile. Needless to say there is no ADA compliant facility along this existing public right-of-way.

The proposed project will construct a multimodal bridge over the BNSF railroad and I-25. ADA compliant sidewalks will be included in the project along with on-street bike lanes. The sidewalks will be wide enough to be used as multiuse sidepaths. Wider sidewalks buffered by on-street bike lanes greatly improves the comfort levels for the sidewalk. Also the bike and pedestrian facilities across the bridge section are also currently designed to be physically separated from the travel lanes further increasing the comfort level for users. Separated bike lanes are considered the most comfortable by the DRCOG Active Transportation Plan.

Since Downtown Castle Rock is only 2 miles to the north it is well within the biking/walking distance from the project area and the proposed mixed use development west of I-25. The planned multimodal elements of the new interchange will provide direct access to Downtown from the Dawson Trails development and vice-versa. Recent biking improvements in Downtown, such as bike parking, route markings, and proposed wayfinding signage will further enhance the viability of biking to Downtown.

Presently there are no bike or pedestrian trips across I-25 in the project area because of the I-25 and BNSF railroad barriers. But with the project those barriers will be removed and bike and walking trips are projected to increase. The opening day bike (25) and pedestrian (20) trips are primarily associated with the synergies that will be created between the existing land uses to the east and the proposed retail/housing west of I-25. There is also a charter school in the area (World Compass) that could benefit as the multimodal infrastructure is built out. The 2050 numbers are a conservative estimate as the mixed use development is built out and people utilize the proposed project infrastructure to go between land uses on both the east and west side of I-25 and the BNSF railroad line. The approved Dawson Trails development project will add 5,850 homes and over 3.2 million square feet of commercial use in the immediate vicinity of the proposed interchange.

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>	89.74%	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%
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Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?

Yes No N/A (for projects which do not require engineering services)

If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:

[Michelle Pinkerton, Jacobs Engineering](#)

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

- Utilities: [No anticipated roadblocks or mitigation needed](#)
- Railroad: [No anticipated issues with the BNSF Railway, in fact a support letter is included in this application](#)
- Right-of-Way: [No roadblocks are expected or mitigation needed](#)
- Environmental/Historic: [No pitfalls are anticipated and no mitigation has been identified](#)
- Other: [NA](#)

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: [In Progress](#)

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?

Local land owners, developers (Dawson Trails), utilities, nearby residents and HOAs, fire department,

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

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 Town and Dawson Trails developer have executed a Development Agreement to secure \$50 million in private sector funding for the construction of the interchange. The Town and Douglas County have budgeted the majority of funds for the project in their CIPs and on working on securing the small remainder.

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

Please describe:

The majority of funding has been identified as part of the public/private partnership mentioned above. And the Town and Douglas County have budgeted a significant amount of funds for the project in their CIPs. The Town is currently in the process of updating the 5-year CIP.

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.

There is a strong and diverse group of stakeholders that have come together to see the proposed Crystal Valley Parkway interchange project be constructed. A coalition consisting of members from the Town, the County, other jurisdictions in Douglas County, Castle Rock Economic Development Council, Castle Rock Chamber of Commerce, local businesses, developers, and area landowners has formed with the purpose of accelerating the funding and construction of the project. In addition, there is also strong political support for the project, including U.S. Congressman Ken Buck, U.S. Senator Michael Bennet, U.S. Senator John Hickenlooper, Castle Rock Mayor Gray, the County Commissioners, and the Douglas County Transportation Forum who have expressed their support and recognize the need for this critical transportation improvement. BNSF Railways has also voiced support for the closure of the four at-grade unprotected railroad crossings that are part of the project, as it improves the safety and efficiency of their freight train operations.

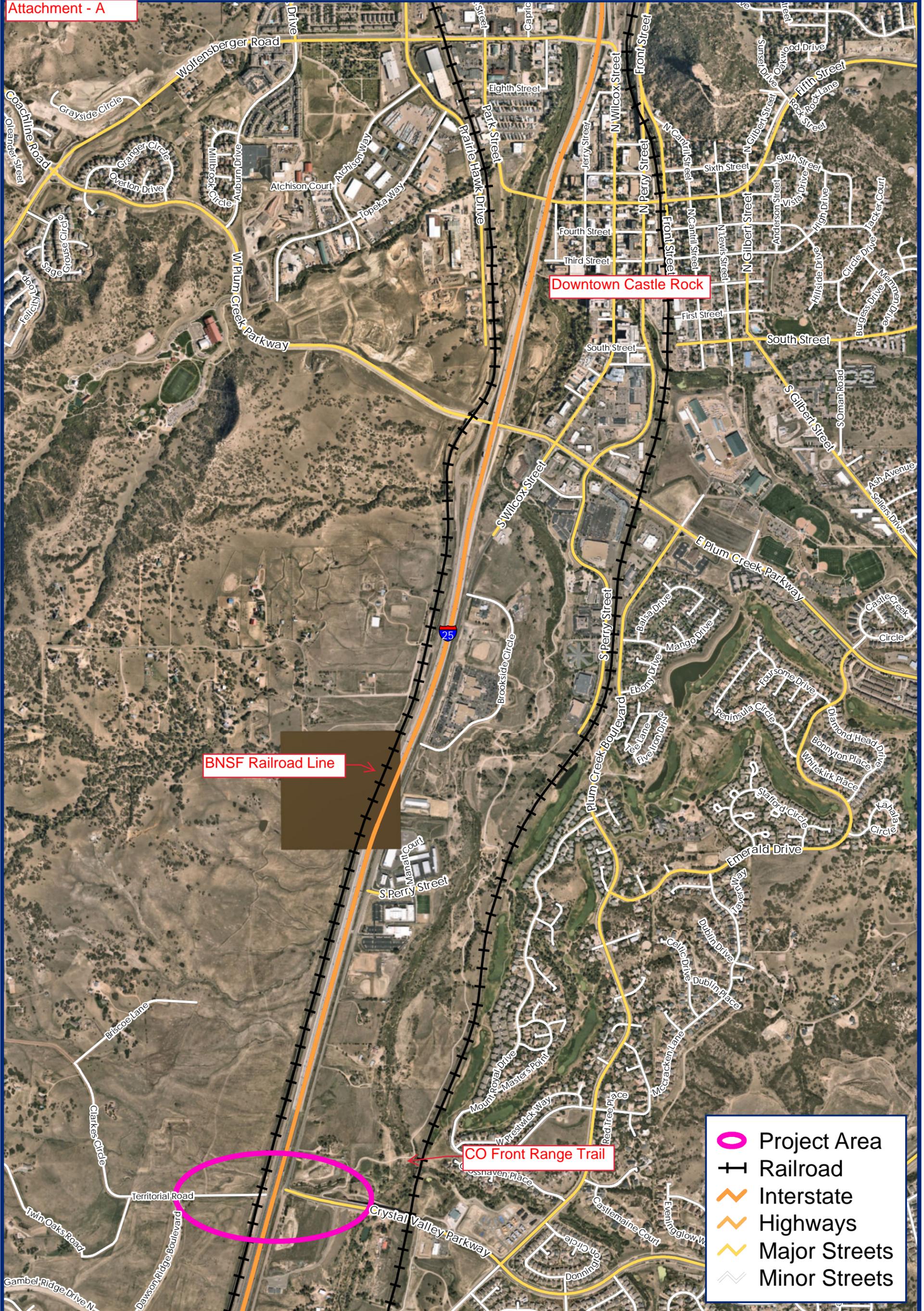
Letters of support have been attached to the application and include the following.

- Senator Michael Bennett, Senator John Hickenlooper and US House representative Ken Buck
- Mayor Gray of Castle Rock
- Douglas County Commissioners
- Douglas County Transportation Forum Steering Committee
- Castle Rock Chamber of Commerce
- Castle Rock Economic Development Council
- Castle Rock Downtown Alliance
- Westside Investment Partners (Dawson Trails)
- Castle Rock Fire and Rescue Department
- BNSF Railways

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

CRYSTAL VALLEY INTERCHANGE PROJECT AREA

Attachment - A

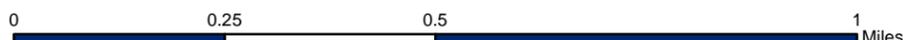


BNSF Railroad Line

Downtown Castle Rock

CO Front Range Trail

-  Project Area
-  Railroad
-  Interstate
-  Highways
-  Major Streets
-  Minor Streets



Disclaimer: The data presented has been compiled from various sources, each of which introduces varying degrees of inaccuracies or inconsistencies. Such discrepancies in data are inherent and in supplying this product to the public the Town of Castle Rock assumes no liability for its use or accuracy. For questions or comments regarding omissions, corrections, or updates please visit CRgov.com/directory for contact information.
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Attachment B

Crystal Vally Interchange
 Rough Order of Magnitude (ROM) Cost Estimate
 Total Project
 5/20/2022

Summary by D Group	Total	Contingency Included in Total
D GROUP 1 - REMOVALS	\$ 847,215.22	\$ 112,500.00
D GROUP 2 - EARTHWORK	\$ 12,675,280.02	\$ 1,150,000.00
D GROUP 3 - PAVEMENT	\$ 5,372,193.83	\$ 712,500.00
D GROUP 4 - EROSION CONTROL	\$ 1,125,000.00	\$ -
D GROUP 5 - WALLS	\$ 5,818,950.00	\$ 530,000.00
D GROUP 6 - SOUND WALLS	\$ -	\$ -
D GROUP 7 - BRIDGES/CBC's	\$ 21,472,620.00	\$ 1,950,000.00
D GROUP 8 - DRAINAGE	\$ 5,250,000.00	\$ -
D GROUP 9 - MOT	\$ 2,903,133.33	\$ -
D GROUP 10 - MAINTENANCE DURING CONSTRUCTION	\$ 535,300.00	\$ 375,000.00
D GROUP 11 - SIGNS	\$ 927,100.00	\$ 67,500.00
D GROUP 12 - ITS / LIGHTING / ELECTRICAL / SIGNALS	\$ 2,925,000.00	\$ 85,000.00
D GROUP 13 - PAVEMENT MARKING	\$ 525,000.00	\$ -
D GROUP 14 - FENCE / GUARDRAIL	\$ 904,196.00	\$ 85,000.00
D GROUP 15 - FLATWORK	\$ 3,111,225.00	\$ 300,000.00
D GROUP 16 - LANDSCAPING	\$ 1,168,750.00	\$ 100,000.00
D GROUP 17 - UTILITIES	\$ 250,000.00	\$ 250,000.00
D GROUP 18 - CONSTRUCTION SUPPORT	\$ 1,795,200.00	\$ -
D GROUP 19 - INDIRECTS	\$ 5,822,138.94	\$ -

SUBTOTAL D-GROUPS DIRECT COST \$ **73,428,302.35**
 Additional Escalation \$ -
 Total Direct Cost + Additional Escalation \$ 73,428,302.35
 CMGC Fee \$ 5,139,981.16
Total Construction Cost - ROM \$ **78,568,283.51**

Total Contingencies Included above: \$ 5,717,500.00



COLORADO
Department of Transportation
Region 1

September 30, 2022

Thomas Reiff
Transportation Planning Project Manager
Castle Rock
4175 Castleton Court
Castle Rock, CO 80109

RE: CDOT Region 1 Support Request for DRCOG TIP Regional Call FY24-FY27

Dear Mr. Reiff,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following Castle Rock application for the Denver Regional Council of Governments (DRCOG) Regional FY24-27 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Crystal Valley Parkway Interchange Construction project, in the event this project is selected by DRCOG as a regional project on or around November/December 2022. If this regional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time.

An accurate project cost estimation, that accounts for cost escalation, is vital to the success of a project. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects or the cost estimate is low, sponsors must make up any shortfalls. Regardless of CDOT's concurrence or support, sponsors should have no expectation of CDOT funding being available to help cover any funding shortfalls.

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

This project must comply with all CDOT and/or Federal Highway Administration (FHWA) requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at: https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual

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

Sincerely,

Jessica Myklebust



CDOT Region 1 Transportation Director



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
0	150	-150

(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)

x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	Sum

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	-1.067
Particulate Matter <2.5 μm (PM _{2.5})	-0.004
Particulate Matter <10 μm (PM ₁₀)	-0.019
Nitrogen Oxide (NOx)	-0.064
Volatile Organic Compounds (VOC)	-0.053
Carbon Dioxide Equivalent (CO ₂ e)	-142.729
Total Energy Consumption (MMBTU/day)	-1.862

*Units in kg/day unless otherwise noted

Congress of the United States
Washington, DC 20515

July 25, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

We write to support the Crystal Valley Parkway Interchange Construction Project for consideration in the U.S. Department of Transportation's (DOT) FY 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. This is an important infrastructure project that is integral to DOT's efforts to modernize Interstate 25 in the greater Denver metropolitan area. It will provide much-needed traffic flow and safety upgrades to the I-25 corridor running through Castle Rock, Colorado, a vibrant and growing suburb south of Denver.

Officials from the Town of Castle Rock and Douglas County have worked collaboratively with the Colorado Department of Transportation (CDOT) to modernize the Crystal Valley Parkway Interchange to reduce traffic backups, address dangerous frontage road conditions, and overhaul currently unguarded railroad crossings abutting the intersection. This project only continues to grow in importance as Colorado's Front Range, especially the Castle Rock region, experiences exponential growth and greater use of the I-25 corridor by motorists. The town's population growth has exploded 145% over the past twenty years and the number of households has grown 126% over that same time. In fact, the U.S. Census Bureau recognized Denver and its suburbs as the area with the 11th largest population increase in the past decade, highlighting the urgent need to upgrade an increasingly congested and dangerous intersection on Colorado's most important thoroughfare.

This critical infrastructure project will address growing local traffic safety concerns on one of the busiest interstates in America. Specifically, the Crystal Valley Interchange project will combine robust local and private investment to upgrade and enhance safety, relieve backups onto I-25, and reduce costly delays for motorists and shipping interests.

We request that you give full and fair consideration to the Crystal Valley Interchange project. Thank you in advance for your consideration. Should you require additional information, please contact my Washington, D.C. office at 202-225-4676.

Sincerely,



Ken Buck
Member of Congress



Michael F. Bennet
United States Senator



John Hickenlooper
United States Senator



October 7, 2022

Todd Cottrell, Senior Planner
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Dear Mr. Cottrell,

I'm writing to draw your attention to a critical infrastructure need for the State of Colorado, Town of Castle Rock, and Douglas County. Construction of a new interchange at Interstate 25 and Crystal Valley Parkway will provide vital transportation access for residents in southern Castle Rock and Douglas County. Further, the project will facilitate business development in the immediate area as well as in the region, which is why it has support from the Castle Rock Chamber of Commerce and the Castle Rock Economic Development Council. It will also result in a better jobs/housing balance for the area, reducing long commutes and vehicle emissions. Senators Michael Bennet and John Hickenlooper, along with Congressman Ken Buck, also support the project.

According to 2019 Census data, Castle Rock is among the 15 fastest-growing cities of more than 50,000 residents in the United States. The Town is the only Colorado community on this list, and growth here is expected to continue. As more families move to our area, we will continue to see increases in the use of I-25. Without a new interchange at Crystal Valley Parkway, transportation planners expect traffic congestion to continually worsen at the Plum Creek Parkway interchange, several miles to the north. Southbound off-ramp traffic already backs up onto southbound I-25 through-lanes at Plum Creek Parkway under certain conditions. This is expected to become a regular occurrence by 2028, creating a critical safety concern and congestion on I-25. The interchange project will alleviate this concern. The project will also relocate a dangerous existing frontage road, removing several at-grade unprotected railroad crossings, which will further improve safety in the area.

Roughly \$118 million in total will be needed to complete the Crystal Valley Parkway interchange project, including land acquisition, design and construction. The Town, County and private sector partners are committed to investing \$100 million overall in the project. Still, funding in the project's construction is not feasible in the near term without additional support. Additional federal resources will help ensure that construction can begin in 2023, addressing an immediate transportation and safety need affecting those traveling on this vital stretch of interstate between Denver and Colorado Springs.

Please let us know what additional information we can provide to facilitate this request. We thank you for your support for this effort and look forward to working with you to see construction of the Crystal Valley interchange come to fruition.

Sincerely,

A handwritten signature in black ink, appearing to read "JE Gray", written over a white background.

Mayor Jason Gray

C: Town Council

September 14, 2022

(DRCOG TIP application attachment)

Todd Cottrell, Project & Program Delivery Manager
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

RE: Letter of Support from Douglas County concerning the Town of Castle Rock's request for funding assistance for the proposed I-25 / Crystal Valley Interchange Project

Dear Todd,

On behalf of the Douglas County Board of County Commissioners, we are pleased to inform you that Douglas County is very supportive of the proposed I-25 / Crystal Valley Interchange Project; and the Town of Castle Rock's decision to submit a **DRCOG TIP Project Application** requesting partial funding needed to construct this project. Douglas County recognizes the vital role this project will have in providing a more reliable and resilient multi-modal transportation network in central Douglas County; and we have identified **\$18 million** to contribute towards the construction costs as identified in the County's current Capital Improvement Program Five Year Budget Project Priorities List. Additionally, the County identified **\$8 million** to contribute towards relocating a portion of the West I-25 Frontage Road (aka Dawson Trails Blvd. Extension) – and these budgets are subject to annual appropriations.

Providing funding for this project is consistent with our goals of improving mobility, the quality of life, providing good jobs, reducing congestion and greenhouse gas emissions while improving traffic operations and the movement of people and freight along the I-25 Corridor. The I-25 Corridor is Colorado's only north-south Interstate Highway that serves the entire Front Range communities stretching from New Mexico to Wyoming. Additionally, constructing this project will improve public safety by **closure of four (4) at-grade unprotected railroad crossings** that serve rural roads, commercial businesses, and residents. Closing these four at-grade railroad crossings benefits the movement of Freight carried by the BNSF Railway and the Union Pacific Railroad and benefits the proposed Colorado Front Range Passenger Train Project, where its proposed alignment parallels I-25 through this part of rural Douglas County. The project will improve emergency response times to accidents on I-25 and improve access to constituents living on the west side I-25, including response to wildfires where currently emergency response teams can be delayed up to 10 minutes waiting for freight trains to pass.

Douglas County recognizes the regional importance of this project, and we are working closely with the Town of Castle Rock, CDOT and FHWA to construct this new interchange. We are grateful for this funding opportunity, and we appreciate your staff's time to evaluate this funding request to advance construction of the I-25 / Crystal Valley Interchange Project. If you or your staff has any questions regarding the importance of this project, please contact me at agriffit@douglas.co.us or at **303-947-8731**.

Sincerely,

art griffith
Digitally signed by art griffith
DN: cn=art griffith, o=Douglas County,
ou=Public Works Engineering,
email=agriffit@douglas.co.us, c=US
Date: 2022.09.14 12:17:47 -06'00'

Arthur E. Griffith, Transportation CIP Manager

Copy: Doug DeBord, Janet Herman, Tom Reiff (Castle Rock), (via email)

Memorandum from Douglas County Transportation Forum Steering Committee

October 6, 2022

Todd Cottrell, Project and Program Delivery Manager
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202
tcottrell@drcog.org

RE: Letter of Support for the Crystal Valley Parkway Interchange Project for
DRCOG Call #3 (Regional) Transportation Improvement Program (TIP) Application

Dear Mr. Cottrell,

Interstate 25 (I-25) is a crucial transportation corridor for the State of Colorado and the Denver Metro region. I-25 connects the State's two largest metropolitan areas, namely, Denver and Colorado Springs and it is a major freight corridor and route for tourist visiting the State. As traffic volumes on I-25 continues to grow, it is imperative that the interstate operates safely, and efficient traffic flow is maintained. The Colorado Department of Transportation (CDOT), Douglas and El Paso counties recognized the importance of the corridor by constructing the I-25 South GAP Project, a \$420 million investment. However, the expected development along Colorado's Front Range will jeopardize public safety and traffic flow on I-25 without implementing other regional transportation improvements that include the Crystal Valley Interchange.

According to 2019 Census data, Castle Rock is among the 15 fastest-growing cities of more than 50,000 residents in the United States. As more families choose to move to the area, traffic volumes will increase usage of I-25. This increase will worsen traffic conditions and safety, especially at the existing Plum Creek Parkway Interchange. The proposed interchange at Crystal Valley Parkway, is expected to reduce traffic congestion & improve safety on I-25. Without the new interchange, traffic on the southbound off-ramp at Plum Creek Parkway Interchange is projected to back up into the southbound I-25 through lanes, creating congestion that could seriously jeopardizing public safety that could result in severe injuries.

Constructing Crystal Valley Parkway Interchange will provide essential transportation access for residents in southern Castle Rock and rural Douglas County. The proposed new interchange will better distribute the traffic and reduce the congestion at the Plum Creek Parkway Interchange and eliminate projected back up into southbound I-25 through lanes and thus allow I-25 to flow safely without congestion.

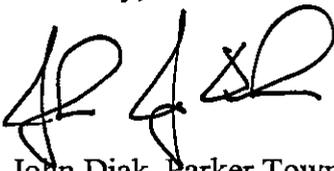
There are several other benefits associated with this project that will improve the Local, State and Region multi-modal transportation system, which include the following:

- The new interchange will allow faster response times for first responders accessing crashes on I-25 as well as responding to emergency calls west of I-25 and providing a more reliable evacuation route for residents fleeing from wildfires.

- The new interchange will improve response time to potential wildfires located west of I-25 and west of the BNSF Railway by as much as 20 minutes (as the existing at-grade railroad crossing cut off local access for over mile long freight trains that pass by frequently (an average of 18 times a day).
- Reduced congestion on I-25 and at Plum Creek Parkway results in reduced travel time, and lower emissions, including greenhouse gases.
- Closure and relocation of a portion of the existing West I-25 Frontage Road that contains no bike or pedestrian facilities will be replaced with a local street that has both on-street bike lanes and off-street multi-modal trails / sidewalks.
- The relocated West I-25 Frontage Road will also result in removal of four unprotected at-grade railroad crossings along the BNSF railway, allowing this major freight line to operate safer and more efficiently and eliminate railroad / car-bike-ped accidents.
- Crystal Valley Parkway will cross over both I-25 and the BNSF railway removing these physical barriers for bicyclist and pedestrians that currently would travel six miles out of direction to connect the communities located on both sides of I-25.
- The proposed Crystal Valley Interchange project provides connections to communities on both sides of I-25 with the Front Range Trail that is proposed to run the entire length of Colorado; and portions of the Front Range Trail are already constructed north and south of the new interchange and connect to town, parks and active open spaces.
- The proposed Crystal Valley Interchange will accommodate the future construction of the Front Range Passenger Rail and planned mixed use development on the west side of I-25 as a designated mobility hub was dedicated to the Town of Castle Rock that will service Front Range Passenger Rail, CDOT BUSTANG or serve as a carpool lot.

Inclosing, please accept this letter of support for Castle Rock's Crystal Valley Parkway Interchange project. It is imperative that this project receive the upmost attention and support for this regionally and inter-regionally significant project. We believe this project is a critical regionally significant transportation improvement project that advances the goals and strategies of Metro Vision.

Sincerely,



John Diak, Parker Town Council
DC Forum Steering Committee Chair

CC: Tom Reiff, Castle Rock (via email)
Art Griffith, Douglas County (via email)



September 15, 2022

Todd Cottrell, Senior Planner
Denver Regional Council of Governments
1001 17th Street 17th Street, Suite 700
Denver CO 80202

Dear Mr. Cottrell:

I am writing to bring your attention to an important infrastructure project that is integral to the Department of Transportation's (DOT) need for projects that create high-quality jobs, improve safety, protect our environment, and generate equitable economic opportunities. Construction of a new interchange at Interstate 25 and Crystal Valley Parkway will provide vital transportation access for residents in southern Castle Rock Colorado.

With the Crystal Valley interchange the Dawson Trails development can occur and bring with it new office and commercial development for creating new good paying jobs in Town. Without the interchange the Dawson Trails development could not happen because of the poor access. The interchange will create short term good paying construction jobs but will also bring with it sustainable long term good paying professional employment.

In addition, the project will relieve congestion at the Plum Creek Pkwy interchange, which will help the Downtown as it evolves since this is one of only two access points to I-25 for the Downtown. As more families move to our area, we will continue to see significant increases in the use of I-25. This increased use will intensify existing traffic and safety concerns. Without a new interchange at Crystal Valley Parkway, transportation planners expect traffic congestion to continually deteriorate at the current Plum Creek Parkway interchange. Not only does relieving congestion at Plum Creek interchange help downtown, it also helps future planned development at Miller's Landing and Castle Meadows, both of which will also bring more long-term good paying jobs to Castle Rock.

Thank you for your consideration

Sincerely,

A handwritten signature in black ink, appearing to read 'Pam Ridler', is written over a light blue background.

Pam Ridler, CCE
President/CEO



The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

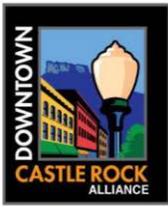
Secretary Buttigieg, Castle Rock Economic Development Council (Castle Rock EDC) is an award-winning public/private partnership consisting of local and regional business leaders from Castle Rock, Douglas County and the Metro Denver region that work in close collaboration with our regional elected officials on projects of economic development significance. It is with the unanimous backing of the Castle Rock EDC Board of Directors that I submit this letter to you in strong support of the Crystal Valley Interchange project (CVI). The CVI project is the single highest economic development priority for Castle Rock EDC as it would spark both short term and long-term primary employment in the region. The project would create infrastructure that would directly create over three million sqft of commercial activity and would supply access to an additional five million sqft of ground for primary job creation leading to thousands of new primary jobs. Our public and private partners have actively demonstrated their commitment by allocating several different financial resources to this \$80M project and we hope you will join forces with our community in investing in both the immediate and long-term economic vitality and improved safety of Castle Rock and Douglas County.

Frank Gray

A handwritten signature in black ink, appearing to read 'Frank Gray', written in a cursive style.

President & CEO





Castle Rock Downtown Alliance

A partnership between the Downtown Development Authority and Downtown Merchants Association

Castle Rock Downtown Alliance
18 S. Wilcox Street #202
Castle Rock, CO 80104

March 14, 2022

Todd Cottrell, Senior Planner
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Dear Todd Cottrell,

The Castle Rock Downtown Alliance is extremely supportive of the Town seeking funding to address a critical infrastructure need for the Town of Castle Rock, Douglas County and the entire region between Denver and Colorado Springs. This financial support will, when paired with significant local funding that is already committed from the Town, County and private sector partners, be used to build the Crystal Valley Interchange at the intersection of I-25 and Crystal Valley Parkway.

This interchange is the most important piece of transportation infrastructure that we see in our near or distant future from an economic development standpoint. This interchange will provide transportation access to an area of the Town that will lead to significant commercial activity, job creation and new economic dollars coming into the region.

Our organization, the Castle Rock Downtown Alliance, is a public private partnership working to create an active and vibrant downtown in partnership with the Town of Castle Rock. The construction of the Crystal Valley Interchange will bring a significant amount of primary employment to the region, bringing in new dollars to our community with the export of goods and services. This new economic activity just 3 minutes south of our historic downtown is expected to have a significant positive impact on the Downtown Castle Rock economy where many small and locally owned businesses call home. As such, we are in **STRONG SUPPORT** of the construction of the Crystal Valley Interchange and appreciate any support you can provide in securing funding for this important infrastructure.

Thank you for your support of important transportation infrastructure in Castle Rock, Douglas County and the State of Colorado.

Sincerely,

Kevin Tilson
Director
Castle Rock Downtown Alliance



**Dawson Trails I LLC
Dawson Trails II LLC
4100 E. Mississippi Avenue
Suite 500
Denver, CO 80246
(303) 984-9800
www.westsideinv.com**

September 14, 2022

Todd Cottrell
Senior Planner
Denver Regional Council of Governments
1001 17th Street Suite 700
Denver, CO 80202

Dear Mr. Cottrell,

Dawson Trails I, LLC and Dawson Trails II, LLC are the owner and contract purchaser, respectively, of a total of approximately 2,060 acres located west of Interstate 25 in Castle Rock, CO (the “Town”), commonly referred to as Dawson Trails (“Dawson Trails”). On September 6, 2022, the Town Council approved the rezoning of Dawson Trails as a dynamic master planned mixed use neighborhood to include retail, office, flex/light industrial and a wide variety of residential uses. The planned Crystal Valley Interchange on I-25 (the “Interchange”) would intersect with Dawson Trails on its north side, (1) providing a much needed addition to the Town’s transportation infrastructure; (2) adding a high quality CDOT and FHWA approved grade-separated railroad crossing to the southern portion of the Town and (3) removing 4 dangerous at-grade railroad crossings from the surrounding neighborhood. In addition, the Interchange will be an economic ignitor, creating billions in development, employment and housing opportunities for all income levels in the southern portion of the Town.

We are very supportive of the construction of the Interchange – so much so that, in conjunction with various Town approvals and permitting, we are committed to providing \$50 MM towards the cost of the Interchange project to assist in its completion. The Interchange is truly an essential infrastructure improvement which will create a myriad of tangible and intangible benefits not merely to Dawson Trails, but also to the Town, Douglas County (the “County”) and the region as a whole. Examples of these benefits include the following:

- Providing a new economic impetus to the southern Castle Rock and Douglas County area by stimulating additional retail and primary employment opportunities, totaling

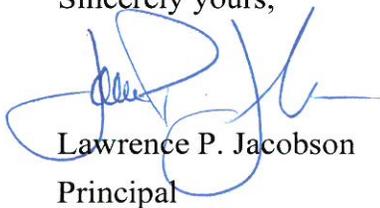
over 3.2 MM square feet in Dawson Trails alone, leading to thousands of new permanent high-paying jobs and millions of additional annual revenue to the Town, County and region (please note that currently more than 80% of the Town residents commute to employment outside of the Town);

- Alleviating existing congested and potentially unsafe traffic conditions by reducing traffic impacts at the Plum Creek Parkway/I-25 Intersection to the north;
- Lessening long term traffic conditions by providing primary employment, reducing the number of residents that will commute out of the Town and the County on I-25, which in turn dramatically diminishes the Town's and the County's carbon footprint;
- Reducing health/safety concerns by improving transportation patterns and access – particularly as these relate to the public's interaction with the existing at-grade crossings of the BNSF railroad track.

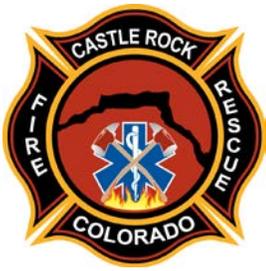
As property owners, we are working collaboratively with the Town and County in bringing Dawson Trails to fruition. A further investment by DRCOG would be a welcome addition to this essential infrastructure project and will assist the Town, the County and the region by providing essential and significant short and long-term economic, traffic and health-related benefits to a rapidly growing submarket within Colorado.

Thank you in advance for your consideration; we are available to provide you with additional information and/or to discuss this matter with you further should you desire.

Sincerely yours,



Lawrence P. Jacobson
Principal



TOWN OF CASTLE ROCK

FIRE AND RESCUE DEPARTMENT

OFFICE OF THE FIRE CHIEF
300 PERRY STREET • CASTLE ROCK, CO 80104

17 August 2022

Aaron Monks, Project Manager – CIP
Town of Castle Rock Public Works
4175 Castleton Court
Castle Rock, Colorado 80109

Aaron,

At your request, I wish to provide some additional detail to a statement made in a letter to the Honorable Pete Buttigieg, Secretary of Transportation at the US DOT, in reference the Crystal Valley Interchange. In that letter, there was reference to a reduction in response times, improved access to the interstate and the west side of the interstate, and an enhanced ability to perform emergency evacuations in the event of a natural or human-made disaster.

While the interchange will provide immediate access to the west side from our fire station in Crystal Valley Ranch, response times will still be hampered due to the at-grade railroad crossings at Yucca Hills Road. Additionally, until the interchange construction is completed, the only access to Twin Oaks is via the at-grade crossing at Territorial Road, so the same concern exists here as with Yucca Hills.

Both of these crossings are on the southbound railroad tracks, and there is a significant grade the trains must pull leaving Castle Rock enroute to Monument Hill. Due to the extremely slow speed to climb this grade and depending on the number of cars in the train, it is not uncommon for these crossings to be blocked for an extended period of time while the train travels south.

There is no other ingress/egress to Yucca Hills when this crossing is blocked. Twin Oaks does have an alternate ingress/egress point via Peakview Road, but this would extend our response by approximately ten minutes to use this route. Therefore, if a train is blocking either crossing during an emergency response, our units will simply wait at the crossing until the train has cleared it.

By relocating the West Frontage Road to the west side of the railroad tracks, this would not only eliminate two at-grade crossings and the hazards associated with them, it would also reduce our response times by no longer having to wait for the train to clear the crossing.



An internationally accredited Fire/Rescue agency since 2012

Office: (303) 660-1066 • Fax: (303) 660-1069

EMERGENCY DIAL 9-1-1



TOWN OF CASTLE ROCK

FIRE AND RESCUE DEPARTMENT

OFFICE OF THE FIRE CHIEF
300 PERRY STREET • CASTLE ROCK, CO 80104

Additionally, in the event of a natural or human-made disaster, evacuating residents may be impossible if a train is present in the crossing. This could also prevent emergency vehicles from accessing the incident as well.

Again, relocating the road to the west side of the tracks eliminates this risk, and would provide an unimpeded route for both emergency vehicles and evacuation of residents.

In summary, the relocation of the Frontage Road to the west side of the tracks will offer the potential for improved response times, improved emergency vehicle access, and the opportunity to perform emergency evacuations without having to navigate an at-grade crossing. This would also eliminate the risk of a train versus vehicle crash, again, due to the elimination of the at-grade crossings.

If you have any questions or need additional information, please do not hesitate to contact me.

Respectfully,

A handwritten signature in black ink, appearing to read 'Norris W. Croom III'.

Norris W. Croom III, EFO, CEMSO, CFO
Fire Chief / Emergency Manager



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Office: (303) 660-1066 • Fax: (303) 660-1069

EMERGENCY DIAL 9-1-1



French Thompson
General Director
Public Infrastructure & Investments

BNSF Railway Company
P. O. Box 961502
Fort Worth, TX 76161-0052

2600 Lou Menk Drive
Fort Worth, Texas 76131-2830
(817) 352-6316

French.Thompson@BNSF.com

October 11, 2022

Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: BNSF Letter of Support – Crystal Valley Interchange Railroad Crossing Elimination

Dear Administrator Bose,

BNSF Railway supports efforts by the Town of Castle Rock, CO, to secure federal discretionary funding under the 2022 Railroad Crossing Elimination (RCE) grant for the Crystal Valley Interchange Railroad Crossing Elimination project. If awarded, the project will construct a new interchange on Crystal Valley Parkway over I-25 and eliminate the at-grade crossing on Territorial Road.

This project will construct a new overpass across the BNSF Pike's Peak Subdivision, eliminate the at-grade crossing at Territorial Road, and reconstruct West Frontage Road. This project will help improve access for emergency services, improve safety for vehicular and pedestrian traffic, and help support operational reliability.

BNSF values our working relationship with the Town of Castle Rock and is prepared to work with all involved public agencies on further development of this project, subject to satisfactory review of final engineering and entering into definitive agreements as may be required by BNSF or other project stakeholders.

BNSF appreciates your thorough review of this application and looks forward to continuing its relationship with the Town of Castle Rock through this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "French Thompson". The signature is fluid and cursive, with a large loop at the beginning and a tail that ends in a small flourish.

French Thompson
General Director – Public Infrastructure & Investments