

**DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Subregional Share (Call #4) –
Boulder County Subregion
Air Quality/Multimodal (AQ/MM) Project Application
APPLICATION OVERVIEW**

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #4)

Funding Available: \$8,329,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.

Eligibility: Air Quality & Multimodal (AQ/MM) eligible projects only.

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects (*Note: these types of projects are only allowed to be submitted with the STBG application*)

Call Dates: November 28, 2022 until January 27, 2023, 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 (**before saving to PDF, press Ctrl-A to select all, and F9 to update all formulas**), 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 December 30, 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](#)). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application). Further details can be found in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **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 December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – [JoAnn Mattson](#), CDOT Region 4 – [Josie Thomas](#), RTD – [Chris Quinn](#)
- **If a submitted application in Calls #1-3 was not funded,** and you wish to resubmit the same application for this call, please [contact DRCOG](#). 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, and datasets for download are available on the [TIP Data Hub](#). Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than December 30, 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
- **Evaluation Process:** DRCOG staff will review submittals for eligibility, develop scoring sheets, and post all applications (Jan. 30-Feb. 3, 2023). On Feb. 6, a public comment period will open until Feb. 24. Also at that time, details will be provided to each subregion to begin scoring, discussing, and recommending their projects back to DRCOG by March 15. Each forums' recommendation will then be forwarded to the DRCOG committee process for incorporation into a new 24-27 TIP anticipated to be adopted in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

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

Project Information

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

Evaluation Questions

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

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

Section A. Subregional Impact of Proposed Projects..... 25%

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

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

Section B. Metro Vision Regional Transportation Plan Priorities 60%

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”) 5%

Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	30-49.9%
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		Superior—McCaslin Underpass	
2. Project Location See Exhibit A attached.		Start point: 400 ft. east of McCaslin Blvd End point: 850 ft. west of McCaslin Blvd OR Geographic Area: Located on McCaslin Blvd, approximately 800 ft north of Rock Creek Parkway	
3. Project Sponsor (entity that will be financially responsible for the project)		Town of Superior	
4. Project Contact Person:			
Name: Brannon Richards		Title: Public Works and Utilities Director	
Phone: 303 499 3675 ext 111		Email: brannonr@superiorcolorado.gov	
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
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: Click or tap here to enter text.		
	Local/Regional/Subregional plan:	Planning Document Title: Click or tap here to enter text. Adopting agency (local agency Council, CDOT, RTD, etc.): Click or tap here to enter text. Provide date of adoption by council/board/commission, if applicable: Click or tap here to enter text.	
	Please describe public review/engagement to date:	Presented the concept plan at Town Board meeting and convened meeting in Superior which included staff members and citizens of the Town, as well as staff from Boulder County Parks and Open Space (11/15/2022)	
	Other pertinent details:	With assistance from DRCOG, The Town commissioned a Feasibility Study using an RFQ process to determine if the underpass project is conceivable in the desired location. RockSol was selected for the Feasibility Study.	
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 type="checkbox"/> Construction <input checked="" 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)		07/01/2024
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		09/01/2024
	Design scoping meeting held with CDOT (if no consultant):		Enter Date

	FIR (Field Inspection Review):	02/01/2025
	FOR (Final Office Review):	08/01/2025
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	Enter Date
	Estimated number of parcels to acquire: <input type="text" value="Enter Number"/>	Enter Date
	ROW acquisition completed:	Enter Date
<input checked="" type="checkbox"/> Construction	Required clearances:	09/01/2025
	Project publicly advertised:	12/01/2025
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
<input type="checkbox"/> Bus Service	Service begins:	Enter Date
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

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

Currently there is no protected pedestrian crossing of McCaslin Blvd between Main Street and Rock Creek Parkway—a distance of 2,400 ft. McCaslin Blvd carries about 15,000 vehicles per day with a speed limit of 45 mph on this segment, creating dangerous situations for people wanting and trying to access the extensive and popular trail network in Boulder County/City Open Space. By linking the trail network west of McCaslin with the US 36 Bikeway and Coal Creek Regional Trail, first & final mile connections to support the US 36 Bus Rapid Transit Corridor will be enhanced. The underpass will also provide a safe grade-separated crossing of McCaslin to allow residents of Superior living west of McCaslin (470 residential properties) to access employment, recreational and medical opportunities in Downtown Superior, Louisville and in Broomfield. Residents of the developing Downtown Superior development (1200 homes at buildout), located east of McCaslin Blvd., would use this underpass to access the Superior Town Center urban area and the trail network located west of McCaslin Blvd.

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

Roadway

Operational Improvements

Grade Separation

Roadway

Railway

Bicycle

Pedestrian

Regional Transit¹

Active Transportation Improvements

Bicycle Facility

Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

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

Safety Improvements

Complete Streets Improvements

Study

Other, briefly describe: [Connections to US 36 Bikeway and Coal Creek Regional Trail and provides safe crossing at McCaslin Blvd.](#)

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.***

Scope: Construct a multi-use trail underpass at McCaslin Blvd for safety, connectivity, convenience, recreation and improved air quality. The project will include construction of a 10-ft high by 14-ft wide x 220 ft- long concrete box culvert under McCaslin Blvd. along with about 1,000 feet of 10-ft wide trail approaches. The bottom of the box will be approximately 22 ft. under the top of the McCaslin pavement and there may be some relocations of storm pipe, water lines and dry utilities. Retaining walls will be needed on the trail approaches.

1. The underpass will provide residents and visitors access the extensive network of regional trails west of McCaslin Blvd., as well as the developing Downtown Superior area and residential areas.
2. With available connections to the recently completed bikeways and trails constructed in Superior, per capita greenhouse gas emissions are expected to modestly decline.
3. The use of at-grade crossings that are now common near the area where the underpass is planned to be constructed will greatly decline in use, in favor of the lighted, convenient and safe underpass.
4. The design of the underpass will be wide for safety.
5. The connection to open space will minimize disturbances to the flora and fauna, as a new path will connect to an existing path on the west side of the underpass.

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 Town completed a study to determine the feasibility of constructing an underpass along McCaslin in the desired location. Per the investigation conducted by the consultant, an underpass can be constructed at the proposed location.

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: [Click or tap here to enter text.](#)

Outline the differences between the scope outlined above and the reduced scope: [Click or tap here to enter text.](#)

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
<i>To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.</i>			
Total amount of Subregional Share Funding Request (in \$1,000's) (Not to exceed 90% of the total project cost) <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹		\$4,794,000	79.90% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
Town of Superior		\$606,000	10.1%
Boulder County		\$600,000	10.0%
Click or tap here to enter text.		\$Match Amount	0.0%
Click or tap here to enter text.		\$Match Amount	0.0%
Click or tap here to enter text.		\$Match Amount	0.0%
Click or tap here to enter text.		\$Match Amount	0.0%
Total Match (private, local, state, regional, or federal)		\$1,206,000	20.1%
Project Total		\$6,000,000	
Notes:	1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. All sponsors will still be required to have 20% match on any added federal funds.		

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds	\$600,000	\$4,194,000	\$0	\$4,794,000
CDOT or RTD Supplied Funds²	\$0	\$0	\$0	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$150,000	\$1,056,000	\$0	\$1,206,000
Total Funding	\$750,000	\$5,250,000	\$ 0	\$6,000,000
Phase to be Initiated	Design	Construction	Choose an item.	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). 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 minimum 3% inflation factor. 2. 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. Subregional Impact of Proposed Project

WEIGHT

25%

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

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

The underpass would provide a safe and convenient crossing of McCaslin Boulevard for trail users, encouraging active transportation use which will lead to reduction in vehicular travel. Residents of the developing Downtown Superior development (1200 homes at buildout), located east of McCaslin Blvd., would use this underpass to access the Superior Town Center urban center and the Boulder County trail network located west of McCaslin Blvd. In addition, there are another 470 residential properties west of McCaslin Blvd., that would use this underpass to cross McCaslin Blvd. and access the 300,000 SF of commercial space being built in Downtown Superior.

Currently, there is no protected pedestrian crossing of McCaslin Blvd between Main Street and Rock Creek Parkway, a distance of 2,400 Ft. McCaslin Blvd carries about 15,000 vehicles per day and has a speed limit of 45 mph on this segment.

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 underpass will provide a safe grade-separated crossing of McCaslin to allow residents of Superior living west of McCaslin to access employment, recreational and medical opportunities in Downtown Superior and in Louisville and in Broomfield. Residents of the developing Downtown Superior development (1200 homes at buildout), located east of McCaslin Blvd., would use this underpass to access the Superior Town Center urban area and the trail network located west of McCaslin Blvd.

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.

East of McCaslin, the Town has constructed a trail (Tract H trail) which will connect with the new US 36 Bikeway extension which opened in late 2022. West of McCaslin is open space and the extensive Mayhoffer/Single Tree trail network. Residents of **Louisville, Broomfield, Boulder**, and other nearby municipalities can use the US 36 Bikeway and the Tract H trail to access the Mayhoffer/Single Tree trail network with this underpass without crossing any major streets at-grade.

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.*

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	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	4029	-	-
	b. Total households	1483	-	-
	c. Individuals of color	965	24%	33%
	d. Low-income households	59	4%	9%
	e. Individuals with limited English proficiency	42	1%	3%
	f. Adults age 65 and over	364	9%	13%
	g. Children age 5-17	854	21%	16%
	h. Individuals with a disability	119	3%	9%
	i. Households without a motor vehicle	621	1%	5%
	j. Households that are housing cost-burdened	283	21%	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*:

An analysis to determine community impacts, with consideration of minority populations and low-income populations, was completed using the Federal Highway Administration (FHWA) Screening Tool for Equity Analysis of Projects (STEAP). The core data used to calculate the demographics is the latest American Community Survey 2015-2019 Five Year data and will be updated with the 2020 census data when it becomes available. The STEAP completed a buffer analysis of McCaslin Blvd and the surrounding 0.5 miles and created a summary of the Title VI and environmental justice populations within the buffer boundary. Superior has a diverse population. Based on census tracts within and immediately adjacent to the Town, 9% of the population is over 65, 24% are individuals of color, 4% live in poverty and 21% are under the age of 17. This diverse population will take advantage of this underpass and Superior’s extensive trail network to reach employment, educational and recreational opportunities. Based on the summary of results generated, the proposed project will not have any disproportionate impacts to minority or low-income populations.

5. How will this project move the subregion 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.)*

Recent approved developments (Downtown Superior, Lanterns and Rogers Farm) are designed with less reliance on the automobile and more emphasis on other modes of travel such as transit, walking & biking. Trail connections to the US 36 Bikeway, the Mayhoffer-Singletree Trail and other regional trails are planned to and from these developments. Downtown Superior (planned for over 1,200 multi-family residential units) and Rogers Farm (planned for 60 wee cottages) will be directly served by this underpass.

- 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.)*
 - The underpass would provide a safe and convenient crossing of McCaslin for trail users, encouraging active transportation use which will lead to reduction in vehicular travel.
 - The underpass connects the extensive Mayhoffer-Singletree and Boulder County Open Space trail network located west of McCaslin Blvd with the US 36 Bikeway and Coal Creek Regional Trail networks.

- 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.)*

By linking the trail network west of McCaslin with the US 36 Bikeway and Coal Creek Regional Trail the project will encourage active transportation use not only for commuting but for recreational opportunities. Destinations will include parks and open space trail networks. Recent approved developments (Downtown Superior, Lanterns and Rogers Farm) are designed with less reliance on the automobile and more emphasis on other modes of travel such as walking & biking. Trail connections to the US 36 Bikeway, the Mayhoffer-Singletree Trail and other regional trails are planned to and from these developments. Downtown Superior (planned for over 1,200 multi-family residential units) and the Town of Superior developed area west of McCaslin Boulevard (470 residential properties) will use this underpass to access trails and open space, and also access the commerical, healthcare, and recreational development in Downtown Superior.

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: [Superior Town Center](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [Click or tap here to enter text.](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many: [Six](#)
- Rail station: Yes No If yes, how many: [Click or tap here to enter text.](#)
- 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: [Microsoft Word - Superior Comp Plan Adopted December2012 final \(superiorcolorado.gov\)](#)

If yes, provide how the area is defined in the relevant planning document: See pages 4-14 to 4-17

Provide households and employment data*	2020	2050
Households within ½ mile	1,483	2,996
Jobs within ½ mile	5,378	6,868
Household density (per acre) within ½ mile	.74	1.69
Job density (per acre) within ½ mile	4.3	5.22

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*:

- The underpass would provide a safe and convenient crossing of McCaslin Blvd. for trail users, encouraging active transportation use which will lead to reduction in vehicular travel. Residents of the developing Downtown Superior development (1200 homes at buildout), located east of McCaslin Blvd., would use this underpass to access Superior Town Center urban center and the trail network located west of McCaslin Blvd. The 470 residential units west of McCaslin Blvd. would use the underpass to access the Downtown Superior urban center under construction.
- East of McCaslin, the Town has constructed a trail (Tract H trail) which will connect with the new US 36 Bikeway extension which opened in 2022. West of McCaslin is open space and the extensive Mayhoffer/Single Tree trail network. Residents of **Louisville, Broomfield**, and other nearby municipalities can use the US 36 Bikeway and the Tract H trail to access the Mayhoffer/Single Tree trail network with this underpass without crossing any major street at-grade.
- The project goal is to safely link two extensive trail networks. Currently, there is no protected pedestrian crossing of McCaslin Blvd between Main Street and Rock Creek Parkway, a distance of 2,400 Ft. McCaslin Blvd carries 15,000 vehicles per day and has a speed limit of 45 mph on this segment. By linking the trail network west of McCaslin with the US 36 Bikeway and Coal Creek Regional Trail, first & final mile connections to support the US 36 Bus Rapid Transit Corridor will be enhanced. The underpass will also provide a safe grade-separated crossing of McCaslin to allow residents of Superior living west of McCaslin to access employment, recreational and medical opportunities in Downtown Superior, in Louisville and in Broomfield. Residents of the developing Downtown Superior development (1200 homes at buildout), located east of McCaslin Blvd., would use this underpass to access the trail network located west of McCaslin Blvd.

7. Describe how this project will improve **access** and **connections** to key employment centers or subregional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.
- The underpass will also provide a safe grade-separated crossing of McCaslin to allow residents of Superior living west of McCaslin to access employment, recreational and medical opportunities in Downtown Superior, in Louisville and in Broomfield. Residents of the developing Downtown Superior development (1200 homes at buildout), located east of McCaslin Blvd., would use this underpass to access the Superior Town Center urban area and trail network located west of McCaslin Blvd.

B. MVRTP Priorities

WEIGHT

60%

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

Multimodal Mobility

Provide improved travel options for all modes.

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

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

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other: The project will include construction of a 10-ft high by 14-ft wide x 200 ft- long concrete box culvert under McCaslin Blvd. along with about 1,000 feet of 10-ft wide trail approaches. The project will provide a multi-use trail connection linking extensive trail networks east and west of McCaslin Blvd. Pedestrians, bicyclists, and wildlife will now have a safer and more convenient crossing of McCaslin Blvd. A bus stop on Rock Creek Parkway is located just 750 ft. south of the project site, allowing bus riders safer access to the McCaslin trail crossing.
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): The project will provide a multi-use trail connection linking extensive trail networks east and west of McCaslin Blvd. Trail connections will be provided to the Mayhoffer-Singletree trail network on the west and to Tract H on the east. A trail connection to the south will also be provided to serve the bus stop on Rock Creek Parkway.
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the subregion 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](#).*

McCaslin Blvd is a Regional Arterial which carries 15,000 vehicles per day in this part of Superior. With a 6% downgrade in the northbound direction, 85th percentile speeds are over 50 MPH. It is a significant barrier for bicyclists and pedestrians (who may be bus riders) to cross. By creating a safe and convenient grade separated multi-use trail crossing of McCaslin, this barrier will be eliminated leading to increased mobility choices for residents and employees of Superior and nearby communities. In the short-term, about 300 trail users are expected to use the underpass, with users to increase as Downtown Superior is built-out.

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
	.58	.029	.022	.008	64.563

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.

About 300 trail users per day are expected to use the underpass, resulting in an estimated reduction of 105 single-occupant vehicle trips and a reduction of 176.4 vehicle miles of travel per day. Using the FHWA CMAQ Calculator, emissions reductions would be .58 kg/day of carbon monoxide; .008 kg/day of particulate matter (PM-10); .029 kg/day of nitrogen oxide; .022 kg/day of volatile organic compounds; and 64.563 kg/day of carbon dioxide equivalent.

**Regional
Transit**

Expand and improve the subregion’s transit network.

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

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

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

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: [Click or tap here to enter text.](#)
- 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: [Click or tap here to enter text.](#)
- Does this project implement a mobility hub (as defined in the [2050 MVRTP](#))?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service: [Click or tap here to enter text.](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No

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

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

[This is a bicycle/pedestrian project. It will not provide transit service directly. It does provide trail access to the US 36 Bikeway which connects with US 36 BRT stations.](#)

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	9	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0	Click or tap here to enter text.
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

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](#).*

Constructing an underpass across Superior’s busiest road would ensure drivers would not be able to interact with pedestrians who use the underpass.

Freight**Maintain efficient movement of goods within and beyond the subregion.**

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

Examples of Project Elements: roadway operational improvements, etc.

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: [Click or tap here to enter text.](#)
- 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
Please provide the location(s) being addressed: [McCaslin Boulevard and Rock Creek Parkway](#)
- 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](#).*

[Not Applicable](#)

Active Transportation	Expand and enhance active transportation travel options. (drawn from 2050 MVRTP priorities ; Denver Regional Active Transportation Plan ; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.
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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?*
 - Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
 - Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
 - 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. [This project will provide a safe and high comfort grade separated multi-use trail crossing of McCaslin.](#)

Bicycle Use

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

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.	240	900
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: {#2 X 50%} or other percent, if justified on line 10 below)	120	450
4. = Initial number of new bicycle trips from project (#2 – #3)	120	450
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	36	135
6. = Number of SOV trips reduced per day (#4 - #5)	84.00	315
7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	168	630
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	159.60	598.50
9. If values would be distinctly greater for weekends, describe the magnitude of difference: 10% higher on weekends due to the connection to Boulder County Open Space trails		
10. If different values other than the suggested are used, please explain here: Suggested values were used		

Pedestrian Use

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

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	60	225
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: {#2 X 50%} or other percent, if justified on line 10 below)	30	112
4. = Number of new trips from project (#2 – #3)	30	113
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	9	34
6. = Number of SOV trips reduced per day (#4 - #5)	21.00	79

7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor on line 10 below)</i>	8.4	31.6
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	7.98	30.02
9. If values would be distinctly greater for weekends, describe the magnitude of difference: 10% higher on weekends due to the connection to Boulder County Open Space trails		
10. If different values other than the suggested are used, please explain here: Suggested values were used		

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 project goal is to safely link two extensive multi-use trail networks. Currently there is no protected pedestrian crossing of McCaslin Blvd between Main Street and Rock Creek Parkway—a distance of 2,400 ft. McCaslin Blvd carries 15,000 vehicles per day with a speed limit of 45 mph on this segment, creating dangerous situations for people wanting and trying to access the extensive and popular trail network in Boulder County/City Open Space. By linking the trail network west of McCaslin with the US 36 Bikeway and Coal Creek Regional Trail, first & final mile connections to support the US 36 Bus Rapid Transit Corridor will be enhanced. The underpass will also provide a safe grade-separated crossing of McCaslin to allow residents of Superior living west of McCaslin to access employment, recreational and medical opportunities in Downtown Superior and in Louisville and in Broomfield. Residents of the developing Downtown Superior development (1200 homes at buildout), located east of McCaslin Blvd., would use this underpass to access Superior Town Center urban center and the trail network located west of McCaslin Blvd.
- The project is expected to be used by 300 pedestrians and bicyclists when it opens and about 1,125 in 2050.
- For trail users coming from/going to the east desiring to access Boulder County Open Space trails, the new Tract H trail and the McCaslin underpass will be about a half-mile shorter with less grades to negotiate than using the Coal Creek Regional Trail.

C. Project Leveraging	WEIGHT	5%
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<p>What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table. If this has not updated, select the box to the right and click F9)</i></p>	<div style="border: 1px solid blue; padding: 2px; display: inline-block;">20.1%</div>	<table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources</td><td>5 pts</td></tr> <tr><td>50-59.9%</td><td>4 pts</td></tr> <tr><td>40-49.9%</td><td>3 pts</td></tr> <tr><td>20-39.9%</td><td>2 pts</td></tr> <tr><td>10.1-19.9%</td><td>1 pt</td></tr> <tr><td>10%.....</td><td>0 pts</td></tr> </table>	60%+ outside funding sources	5 pts	50-59.9%	4 pts	40-49.9%	3 pts	20-39.9%	2 pts	10.1-19.9%	1 pt	10%.....	0 pts
60%+ outside funding sources	5 pts													
50-59.9%	4 pts													
40-49.9%	3 pts													
20-39.9%	2 pts													
10.1-19.9%	1 pt													
10%.....	0 pts													

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:
- Rod Rindal, RockSol
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: Water, stormwater, electric, gas and dry utilities have been located and conflicts have been identified. The Underpass has been conceptually designed to minimize conflicts. Expected costs of utility protection are included in the cost estimate.
 - Railroad: None located near the project
 - Right-of-Way: Underpass will be located within Town-owned ROW. A portion of the trail connections will be located on Boulder County Open Space
 - Environmental/Historic: All impacts have been identified
 - Other: Click or tap here to enter text.
- b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?
- Yes No
- If yes, are the other prerequisite phases complete? Yes No N/A
- If this project is for construction, please note the NEPA status: Not Started
- c. Has all required ROW been identified? Yes No N/A
- Has all required ROW already been acquired and cleared by CDOT? Yes No N/A
- d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
- Yes No The McCaslin Underpass Feasibility Study has provided sufficient information to move forward with the IGA for design and construction.

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?

[Boulder County Parks and Open Space](#)

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

[Click or tap here to enter text.](#)

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:

[Project has been included in Superior's 5-year Capital Improvement Program. Funding from Boulder County was included in the recent Boulder County sales tax ballot issue approved by voters in 2022.](#)

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

Yes No

Please describe:

[Funds have been programmed for 2024 but additional funding may be needed based on the updated cost estimate.](#)

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:

[Click or tap here to enter text.](#)

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.

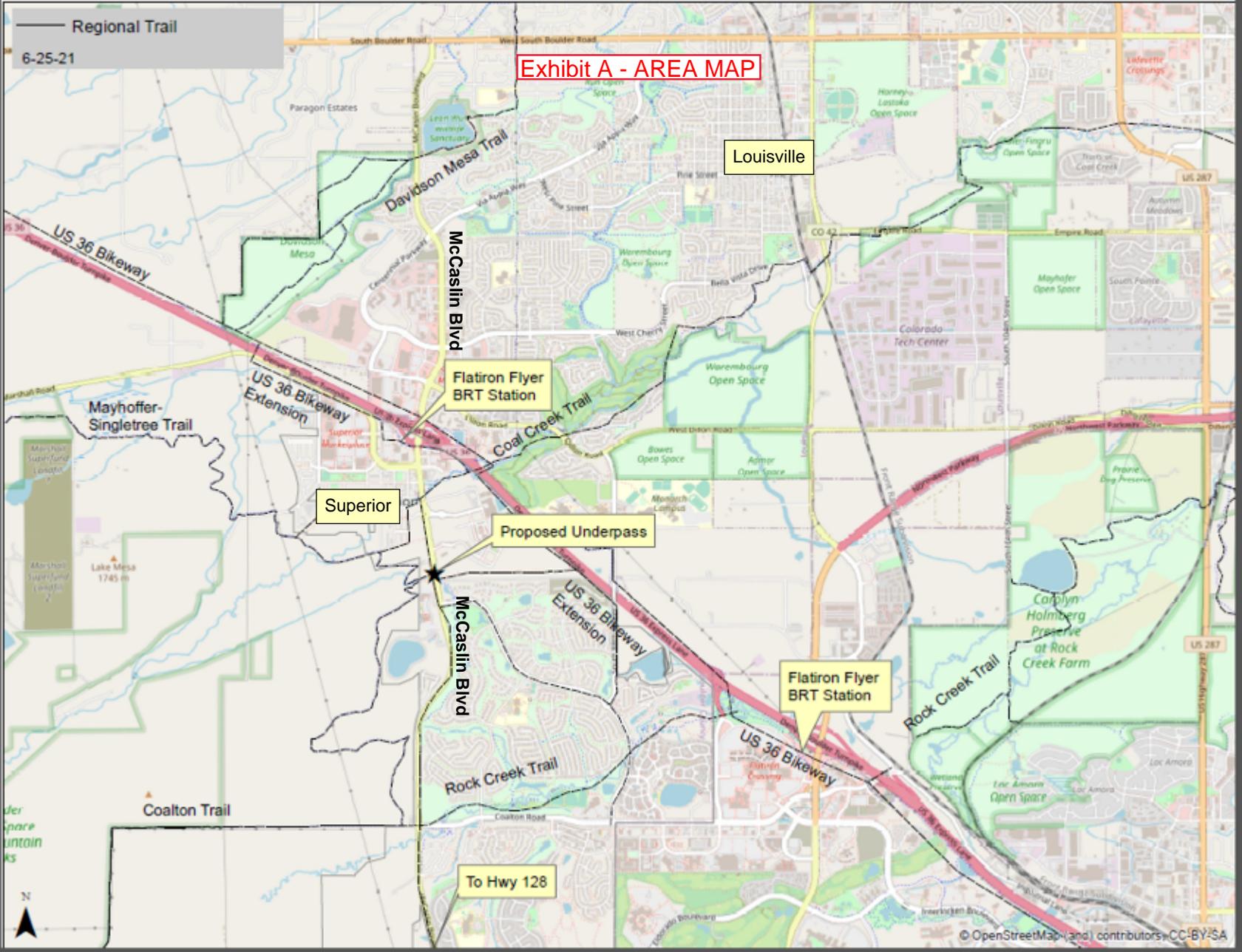
[Click or tap here to enter text.](#)

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on January 27, 2023.

Prior to submitting, press Ctrl+A to select all, then press F9 to update all formulas. You can then print to PDF.

Regional Trail
6-25-21

Exhibit A - AREA MAP



Louisville

McCaslin Blvd

Flatiron Flyer BRT Station

Superior

Proposed Underpass

Flatiron Flyer BRT Station

To Hwy 128

Exhibit B - COST ESTIMATE



**Engineer's Opinion of
Probable Construction Cost
McCaslin Blvd Underpass
January 12, 2023**

ITEM NUMBER	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
201-00000	Clearing and Grubbing	LS	1	\$ 20,000	\$ 20,000
202-00010	Removal of Tree	EACH	5	\$ 1,000	\$ 5,000
202-00021	Removal of Manhole	EACH	2	\$ 2,000	\$ 4,000
202-00035	Removal of Pipe	LF	600	\$ 20	\$ 12,000
202-00037	Removal of End Section	EACH	1	\$ 500	\$ 500
202-00190	Removal of Concrete Median Cover Material	SY	960	\$ 15	\$ 14,400
202-00200	Removal of Sidewalk	SY	365	\$ 50	\$ 18,250
202-00203	Removal of Curb and Gutter	LF	1450	\$ 15	\$ 21,750
202-00220	Removal of Asphalt Mat	SY	800	\$ 15	\$ 12,000
202-00222	Removal of Detour Pavement	SY	510	\$ 10	\$ 5,100
203-00010	Unclassified Excavation (Complete in Place)	CY	9,572	\$ 22	\$ 210,584
203-01597	Potholing	HOURL	32	\$ 400	\$ 12,800
207-00205	Topsoil	CY	700	\$ 15	\$ 10,500
207-00210	Stockpile Topsoil	CY	700	\$ 8	\$ 5,600
208	Erosion Control	LS	1	\$ 80,000	\$ 80,000
212-00006	Seeding (Native)	ACRE	1.0	\$ 5,000	\$ 5,000
212-00032	Soil Conditioning	ACRE	1.0	\$ 6,000	\$ 6,000
213-00003	Mulching (Weed Free)	ACRE	1.0	\$ 5,000	\$ 5,000
240-00000	Wildlife Biologist	HOURL	40	\$ 120	\$ 4,800
304-06007	Aggregate Base Course (Class 6)	CY	1,000	\$ 60	\$ 60,000
403-00720	Hot Mix Asphalt (Patching) (Asphalt)	TONS	350	\$ 250	\$ 87,500
506-00209	Riprap (9 Inch)	CY	12	\$ 200	\$ 2,400
603-01185	18 Inch Reinforced Concrete Pipe (Complete in Place)	LF	370	\$ 150	\$ 55,500
603-01485	48 Inch Reinforced Concrete Pipe (Complete In Place)	LF	45	\$ 400	\$ 18,000
603-05018	18 Inch Reinforced Concrete End Section	EACH	2	\$ 2,000	\$ 4,000
603-05048	48 Inch Reinforced Concrete End Section	EACH	2	\$ 3,000	\$ 6,000
604-00305	Inlet Type C (5 Foot)	EACH	4	\$ 6,500	\$ 26,000
604-30020	Manhole Slab Base (10 Foot)	EACH	1	\$ 8,000	\$ 8,000
604-30020	Manhole Slab Base (20 Foot)	EACH	2	\$ 12,000	\$ 24,000
607-11220	Fence Combination Wire With Metal Posts (Special)	LF	400	\$ 6	\$ 2,400
607-99999	Open Space Gate	EACH	1	\$ 3,000	\$ 3,000
608-00006	Concrete Sidewalk (6 Inch)	SY	365	\$ 90	\$ 32,850
608-00026	Concrete Bikeway (6 Inch)	SY	1,900	\$ 90	\$ 171,000
609-21010	Curb and Gutter Type 2 (Section I-B)	LF	1,200	\$ 35	\$ 42,000
609-21020	Curb and Gutter Type 2 (Section II-B)	LF	250	\$ 35	\$ 8,750
610-00026	Median Cover Material (6 Inch Patterned Concrete)	SF	8,560	\$ 8	\$ 68,480
619-50480	6 Inch Plastic Pipe	LF	100	\$ 250	\$ 25,000
619-50640	8 Inch Plastic Pipe	LF	100	\$ 300	\$ 30,000
619-50960	12 Inch Plastic Pipe	LF	100	\$ 350	\$ 35,000
619-75048	6 Inch Gate Valve	EACH	1	\$ 2,000	\$ 2,000
619-75064	8 Inch Gate Valve	EACH	2	\$ 3,000	\$ 6,000
619-75096	12 Inch Gate Valve	EACH	1	\$ 4,000	\$ 4,000
621-00450	Detour Pavement	SY	510	\$ 60	\$ 30,600
623-09901	Sprinkler System (Restore)	LS	1	\$ 5,000	\$ 5,000



**Engineer's Opinion of
Probable Construction Cost
McCaslin Blvd Underpass
January 12, 2023**

ITEM NUMBER	ITEM	UNIT	QUANTITY	UNIT PRICE	COST
624-22043	42 Inch Drainage Pipe (Class 2) (Complete In Place)	LF	90	\$ 250	\$ 22,500
625-00000	Construction Surveying	LS	1	\$ 35,000	\$ 35,000
626-00000	Mobilization	LS	1	\$ 200,000	\$ 200,000
630-00016	Traffic Control (Special) LS	LS	1	\$ 325,000	\$ 325,000
	FORCE ACCOUNT				
700-70010	F/A Minor Contract Revisions/Unlisted Items	LS	1	\$ 150,000	\$ 150,000
700-70082	F/A Furnish & Install Electrical Service	LS	1	\$ 40,000	\$ 40,000
700-70587	F/A Hazardous Waste Disposal	LS	1	\$ 5,000	\$ 5,000
700-70589	F/A Environmental Health & Safety Management	LS	1	\$ 8,000	\$ 8,000

Subtotal Estimated Construction Cost for Trail, Utilities, and Roadway	\$ 1,996,000
Subtotal Estimated Construction Cost for Box Culvert and Structures	\$ 2,308,000 *
Subtotal Construction Cost	\$ 4,304,000
Contingency @ 15%	\$ 646,000
Total Estimated Construction Cost:	\$ 4,950,000
Design Engineering	\$ 550,000
Construction Engineering & Testing (10%)	\$ 500,000
Total Estimated Project Cost:	\$ 6,000,000

* See Next Page for Structure Cost Detail

Roadway/Detour	\$ 347,000
Trail	\$ 589,000
Utilities	\$ 298,000
Box Culvert/Walls	\$ 2,308,000
Traffic Control	\$ 325,000
Lump Sum & F/A, Misc	\$ 437,000
	\$ 4,304,000



Community Planning & Permitting

Courthouse Annex • 2045 13th Street • Boulder, Colorado 80302
Mailing Address: P.O. Box 471 • Boulder, Colorado 80306
303-441-3930 • www.BoulderCounty.gov

Exhibit C - Letter of Support

January 26, 2023

Mr. Todd Cottrell
Project and Program Delivery Manager
Denver Regional Council of Governments
Transportation Planning and Operations
1001 17th St., Suite 70
Denver, Co 80202

RE: Town of Superior's McCaslin Boulevard Underpass TIP Grant Application

Dear Mr. Cottrell:

Boulder County's Community Planning & Permitting- Transportation Planning Division supports the Town of Superior's grant application to construct an underpass at McCaslin Boulevard between Discovery Parkway and Rock Creek Parkway. This underpass will create a safe and accessible connection from Superior's trail on the east to the recreational trails on county open space west of McCaslin Boulevard. This project will serve the Town of Superior as well as residents of Louisville, Broomfield and other residents of southeast Boulder County to safely access the trail network located on Boulder County Open Space.

This project is listed in the Boulder County Transportation Sales Tax Project List which was passed by Boulder County voters in the fall of 2022. If this project is approved for DRCOG Transportation Improvement Program (TIP) funding, Boulder County will support the Town of Superior's local matching funds in the amount of \$600,000.

This project will create an important trail connection for people to reach and enjoy open space in a sustainable and safe manner. By linking regional trail systems, we can provide ways for people to easily access places and trails and reduce the likelihood that people will drive to a trailhead and contribute to our trailhead overcrowding issues.

We encourage you to fund the Town of Superior's application for this project.

Sincerely,

L. Kathleen Bracke

Kathleen Bracke, AICP
Deputy Director
Community Planning & Permitting- Transportation Planning