

# 2022–2023 Community Mobility Planning and Implementation Set-Aside Project Application Form

## APPLICATION OVERVIEW

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The **Community Mobility Planning and Implementation (CMPI) Set-Aside Call for Projects** opened on **April 22, 2021**. This is a two-step application process that includes/requires the submittal of a letter of intent followed by an application. If you did not submit a letter of intent for your project and have not had a discussion with DRCOG staff, it is not eligible at this time. **Applications are due no later than 5 PM on June 30, 2021**. Please submit your application to Derrick Webb at [dwebb@drcog.org](mailto:dwebb@drcog.org).

- Projects requiring CDOT and/or RTD concurrence must provide their official response with this application submittal. Please reach out to them by June 11.
- The application must be affirmed by the department director AND either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments. An agency director or equivalent is sufficient for other applicants.
- Further details on project eligibility, evaluation criteria and selection process are defined on the **Community Mobility Planning and Implementation** [webpage](#).
- If you are submitting more than one project for consideration, please submit a separate application for each.
- If you have any questions, please reach out to Derrick Webb ([dwebb@drcog.org](mailto:dwebb@drcog.org)) or Josh Schwenk ([jschwenk@drcog.org](mailto:jschwenk@drcog.org)).

## APPLICATION OUTLINE

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### Part 1 | Project Information

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

### Part 2 | Evaluation Criteria, Questions and Scoring

This part includes sections for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. To learn more about how projects will be scored, please see the eligibility rules and selection process document at [www.drcog.org/mpi](http://www.drcog.org/mpi).

**Part 1****Project Information**

|  |   |  |
|--|---|--|
| 1. Project Title   | McCaslin Underpass Feasibility Study  |  |
| 2. Project Type  | Planning  |  |
| 3. Project Start/End points or Geographic Area<br><i>Provide a map with submittal that includes the planning area or project location.</i>   | McCaslin Blvd, between Discovery Pkwy and Rock Creek Pkwy (see attached location map)   |  |
| 4. Project Sponsor <i>(entity that will construct/complete and be financially responsible for the project)</i>   | Town of Superior  |  |
| 5. Project Contact Person, Title, Phone Number, and Email  | Alex Ariniello, Public Works Director, 303-499-3675x111, alexa@superiorcolorado.gov   |  |
| 6. 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<br><i>If yes, provide applicable concurrence documentation with submittal (please use prepared form)</i>                      |  |
| 7. <b>For planning projects</b> , non-local government applicants are required to submit a letter of support from the applicable local government(s) where the project is located. Have you have met/corresponded with the local jurisdiction(s) where your project is located and attached letter(s) of support?  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A<br><i>If yes, please attach Letter(s) of Support.</i>  |  |
| 8. What planning document(s) identifies the need for this plan or project?   | <input type="checkbox"/><br><i>Provide link to document/s and referenced page number/</i><br><input checked="" type="checkbox"/> This plan or project is not associated with a planning document. |  |
| <b>9. Project Overview</b> (concise abstract limited to 500 characters)<br><br><i>This project is a feasibility study to evaluate the potential for a multi-use trail underpass on McCaslin Blvd, north of Rock Creek Parkway and south of Discovery Parkway as shown on the attached location map. East of McCaslin, the Town has constructed a trail (Tract H Trail) which will connect with the new US 36 Bikeway extension to be constructed in 2021-22. West of McCaslin is open space and the extensive Mayhoffer/Single Tree trail network. An underpass at this location will provide a safe &amp; convenient connection of these two trail networks.</i>  |   |  |
| <b>10. Project Description.</b> Describe your project and what it is going to do. Do not include background information or justification language. Please only include details specific to the work that will occur as part of this project. (limited to 1,500 characters)<br><br><i>The purpose of the feasibility study is to evaluate the potential for a multi-use trail underpass on McCaslin Boulevard. The study will investigate existing grades and topographical information, parcel ownership, restrictions listed under conservation easements, impacts on environmental resources and potential utility conflicts, among other factors. It will develop a conceptual design with plan and profiles of the crossing along with a cost estimate. The Town will utilize this information to prepare for future federal or state grant applications for the project and to program the project in the Town's Capital Improvement Program.</i> |   |  |

**11. Project Innovation.** Briefly describe any innovative features of the proposed project. *Example: Project elements haven't been implemented in the region, project reaches new market, project has potentially transferrable products.*

*The project will study the feasibility of the underpass, determine a location and alignment of connecting approaches, and prepare a detailed cost estimate in advance of state and federal funding applications. This approach will assure that a funding application will be based on sound engineering to minimize cost overruns or project cancellation due to major utility conflicts, ROW acquisition issues or environmental impacts.*

**12.** Define the **scope** and **specific elements** of the project. For planning projects, please include any stakeholder events and deliverables under specific tasks. Each task should start with a title and follow with a description.

*Task 1: Consultant Selection*

- A. Using the Town of Superior's adopted Purchasing Policies, an RFP will be issued for a consultant to perform the underpass feasibility study.*
- B. The Town will select the most qualified firm and refine the scope of work for the project.*

*Task 2: Inventory of Existing Conditions*

- A. Consultant will assemble an inventory of existing utilities, ROW, property ownership, grades and widths of roadway elements, environmental resources, and drainage facilities.*

*Task 3: Develop Conceptual and Preliminary Design*

- A. Consultant will develop design concepts based on minimizing utility conflicts, impacts to private property and conservation easements while meeting ADA criteria.*
- B. Consultant will prepare concept-level costs estimates of alternative alignments.*

*Task 4: Stakeholder Outreach*

- A. Consultant and Town staff will identify stakeholder groups and convene a first meeting of the Stakeholder Working Group (SWG) to discuss project scope and schedule as well as design vision and goals for the project.*
- B. At subsequent SWG meetings conceptual and preliminary engineering plans will be reviewed and critiqued.*

*Task 5: Selection of Preferred Alignment*

- A. Consultant and staff will review impacts and costs of alignment alternatives with the SWG and select a preferred alternative.*
- B. Consultant will prepare a design report with detailed plans of the preferred alignment along with an opinion of probable cost in CDOT format.*

**13.** Would a smaller amount than requested be acceptable, while maintaining the original intent of the project?

☐ Yes ☒ No

*If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each, if the project is scalable.*

**14.** Please confirm you have completed and attached the **CDOT Risk Assessment Form**.

☒ Yes, I have completed and attached the CDOT Risk Assessment Form

**15.** Please confirm with your initials that you have read and understand the expectations outlined in **eligibility rules and selection process** document; that you will ensure a DRCOG staff member is included in **project management-level meetings**; and that **project deliverables will be transmitted to DRCOG** upon completion if the project is selected for funding. AA

## A. Project Financial Information and Funding Request

|   |                           |   |
|---|---------------------------|---|
| 1. Total Project Cost   |                           | \$100,000   |
| 2. <b>Total amount of DRCOG Request</b><br><i>Maximum is 82.79% of total project cost per federal match requirements.</i> | \$82,790                  | 82.79%<br>of total project cost                       |
| 3. <b>Outside Funding Partners</b><br>List each funding partner/source and contribution amount.                           | \$<br>Contribution Amount | % of Contribution<br>to Overall Total<br>Project Cost |
| Town of Superior  | \$17,210                  | 17.21%  |
|   | \$                        |   |
|   | \$                        |   |
|   | \$                        |   |
|   | \$                        |   |
|   | \$                        |   |
| Total amount of funding provided by other funding partners<br>(private, local, state, regional or federal)                | \$17,210                  |   |

| Funding Breakdown (by year)  |  |  |           |         |                                     |
|--|--|--|-----------|---------|-------------------------------------|
|  |  |  | FY 2022   | FY 2023 | Total                               |
| Federal Funds  |  |  | \$82,790  | \$      | \$82,790                            |
| State Funds  |  |  | \$        | \$      | \$0                                 |
| Local Funds  |  |  | \$17,210  | \$      | \$17,210                            |
| Total Funding  |  |  | \$100,000 | \$0     | \$100,000                           |
| 4. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager or Executive Director <b>AND</b> Department Director, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded. |  |  |           |         | <input checked="" type="checkbox"/> |

## Part 2 Evaluation Criteria, Questions and Scoring

### A. Project type, collaboration and innovation

Provide **qualitative and quantitative** responses to the following questions on the significance of the proposed project and multi-jurisdictional or multi-agency collaboration.

#### 1. Why is this project important?

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 the trail network located west of McCaslin Blvd. 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. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?

East of McCaslin, the Town has constructed a trail (Tract H trail) which will connect with the new US 36 Bikeway extension to be constructed in 2021-22. 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.

3. Does the proposed project include **multi-agency collaboration**? If yes, which agencies will be involved and how will the outcome impact them?

The Town of Superior will collaborate with Boulder County on this project. The Boulder County Parks & Open Space Department has been contacted and has provided a letter of support. There is a potential impact on a conservation easement.

4. What aspects of this project are innovative?

The project will study the feasibility of the underpass and prepare a detailed cost estimate in advance of state and federal funding applications. This approach will assure that a funding application will be based on sound engineering to minimize cost overruns or project cancellation due to major utility conflicts, environmental impacts, or ROW acquisition issues.

5. What **transportation-related problem** will this project address? How will the proposed project address the specific problem?

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 about 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 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 trail network located west of McCaslin Blvd.

6. **For planning projects:** what will the completion of this project lead to? Please describe specific outcomes (ordinance development, policy adoption, project list, etc.) of this planning project.

This project will determine the feasibility and cost of a multi-use underpass on McCaslin Blvd to safely link two extensive trail networks. The Town will utilize this information to prepare for future federal or state grant applications and to program the project in the Town's Capital Improvement Program. 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.

7. **For small infrastructure projects:** where did the need for this project originate? Is this project identified in a previous plan or study?

NA

## B. CMPI Set-Aside Goals

Provide **qualitative and quantitative** responses to the following questions on how the proposed project addresses the set-aside goals.

**1. Describe how the project will support diverse, livable communities.**

*Superior has a diverse population. Based on census tracts within and immediately adjacent to the Town, 9% of the population is over 65, 22% is minority, 5% live in poverty and 17% are under the age of 17. This diverse population will take advantage this underpass and Superior's extensive trail network to reach employment, educational and recreational opportunities.*

*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 Rogers Farm (planned for 60 wee cottages) will be directly served by this underpass.*

**2. Describe how the project will support the development of connected urban centers and multimodal corridors.**

*Superior, along with its nearby jurisdictions, has developed an extensive network of regional multi-use trails which connect residential areas with employment, recreational and educational opportunities. The trail network also provides first and final mile facilities for the US 36 Bus Rapid Transit Corridor. The McCaslin underpass will safely link the US 36 Bikeway and Coal Creek Regional Trail with the extensive trail network located west of McCaslin Blvd. The US 36 Bikeway, and Coal Creek Regional Trail connect Superior with Boulder, Louisville, Broomfield, Westminster and other nearby communities.*

**3. Describe how the project will support a transportation system that is well-connected and serves all modes of travel.**

*The project goal is to safely link two extensive trail networks. The trail network also provides first and final mile facilities for the US 36 Bus Rapid Transit Corridor. The McCaslin underpass will safely link the US 36 Bikeway and Coal Creek Regional Trail with the extensive trail network located west of McCaslin Blvd. The US 36 Bikeway, and Coal Creek Regional Trail connect Superior with Boulder, Louisville, Broomfield, Westminster and other nearby communities.*

**4. Describe how the project will support healthy and active choices.**

*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 Rogers Farm (planned for 60 wee cottages) will be directly served by this underpass.*

5. Describe how the project will expand **access to opportunity for residents of all ages, incomes and abilities.**

*Superior has a diverse population. Based on census tracts within and immediately adjacent to the Town, 9% of the population is over 65, 22% is minority, 5% live in poverty and 17% are under the age of 17. Superior's extensive local and regional trail network will be especially important to those with limited access to an automobile because of age, income or physical impairment. By linking the trail network west of McCaslin with the US 36 Bikeway and Coal Creek Regional Trail the project will increase the access to employment, recreation and educational opportunities for these groups.*

6. Describe how the project will **support a transportation system that is safe, reliable and well maintained.**

*By linking the trail network west of McCaslin with the US 36 Bikeway and Coal Creek Regional Trail the joint network will, for the most part, cross streets at grade separations. This network will be inherently safer than on-street bike routes since most bike-vehicle conflicts are eliminated. On the trails, any crashes are at low speed resulting in minory injury. Without traffic signals and other traffic control designed for high speed vehicles, the system will be reliable. Without heavy vehicles, pavements can be maintained in smooth condition.*

## C. Priority Emphasis Areas

*Provide **qualitative and quantitative** responses to the following questions on how the proposed project addresses the priority emphasis areas. NOTE: Projects that address one or more priority emphasis area are likely to be more competitive during this round.*

1. Describe how the project will **plan for or implement active transportation** as exemplified in DRCOG's Active Transportation Plan.

*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.*

2. Describe how the project will **plan for or implement safety** as exemplified in DRCOG's Taking Action on Regional Vision Zero, DRCOG/CDOT's Safer Main Streets program, or CDOT's Strategic Transportation Safety plan.

*By linking the trail network west of McCaslin with the US 36 Bikeway and Coal Creek Regional Trail the joint network will, for the most part, cross streets at grade separations. This network will be inherently safer than on-street bike routes since most bike-vehicle conflicts are eliminated. On the trails, any crashes are at low speed resulting in minory injury.*

3. Describe how the project will **plan for or implement improvements and transit-supportive land use along regional Bus Rapid Transit corridors identified in the 2050 Metro Vision Regional Transportation Plan.**

*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. Downtown Superior (planned for over 1,200 multi-family residential units and 450,000 sf of commercial space) will be served and supported by the underpass.*