

Interagency (CDOT, DRCOG, RTD) project information

Interagency/ Subregional	Project applicant	Project name/corridor	Project location/limits	Project description	Estimated project cost	Estimated year of completion
CDOT	CDOT Region 1	Colfax and Federal Interchange	Colfax (US 40) and Federal Avenue (SH 88)	Planning study to determine the project scope of completing an interchange reconstruction project. The main goals are to increase safety for all users of the system and reconnect the grade separation of Federal and Colfax. CDOT has been awarded a Reconnecting Communities grant to hire a consultant to assist in the work alongside the City and County of Denver.	\$5,000,000	2025-2029
CDOT	CDOT Region 1	I-270 Phase 1	I-270 from US 36 to I-70	Reconstruction and modernization of infrastructure including the addition of express lanes in each direction of I-270. Interchange improvements including full reconstruction of Vasquez Interchange, auxiliary lanes, I-76 connections, and addition of a new freeway direct at the "east end" at I-70. Project will be phased with reconstruction of eight of twelve bridges anticipated as the first phase and all other work being done in future phases.	\$338,850,000	2025-2029
CDOT	CDOT Region 1	I-270 Phase 2	I-270 from US 36 to I-70	Reconstruction and modernization of infrastructure including the addition of express lanes in each direction of I-270. Interchange improvements including full reconstruction of Vasquez Interchange, auxiliary lanes, I-76 connections, and addition of a new freeway direct at the "east end" at I-70. Project will be phased with reconstruction of eight of twelve bridges anticipated as the first phase and all other work being done in future phases.	\$562,000,000	2030-2034
CDOT	CDOT Region 1	I-25 North Phase 2b	I-25 from 104th Avenue to 120th Avenue	Phase 2b includes operational and safety improvements, bridge improvements, and roadway widening for shoulder enhancements. It is part of the I-25 North Segment construction from Denver to Fort Collins.	\$85,000,000	2030-2034
CDOT	CDOT Region 1	I-25 North Segment 3b	I-25 from E470 to CO 7	The I-25 Segment 3b project includes completion of CDOT R1's managed lanes, CO 7 interchange reconstruction, and the CO 7 mobility hub full buildout.	\$315,000,000	2030-2034
CDOT	CDOT Region 4	CO 52 Roadway widening and Pedestrian Improvements	WCR 1 - WCR 15	Capacity, operations and bicycle/pedestrian improvements, including adding two through traffic lanes and increasing width of shoulders. Inclusion of a side path, and raised median, consistent with the ultimate buildout of the CO 52 Planning and Environmental Linkages (PEL) Study.	\$25,000,000	2030-2034
CDOT	CDOT Region 4	CO 66 Roadway widening and Pedestrian Improvements	WCR 1 - WCR 19	Capacity, operations and bicycle/pedestrian improvements, including adding two through traffic lanes and increasing width of shoulders. Inclusion of a side path, and raised median, consistent with the ultimate buildout of the CO 66 Planning and Environmental Linkages (PEL) Study.	\$40,000,000	2040-2050
CDOT	CDOT Region 4	US 85 Safety and Operational Improvements	WCR 2 - WCR 10	Safety and operational improvements consistent with the US 85 Planning and Environmental Linkages Study.	\$10,000,000	2025-2029
CDOT	CDOT Region 4	CO 42 / CDOT	SH 8 to US 287	Construct a complete streets, multimodal corridor on CO 42 consistent with the Future 42 recommended alternative. Major elements include: protected bike lanes on both sides; buffered, ADA-compliant sidewalks and curb ramps; protected intersections where feasible; access management and raised medians; channelized right-turn islands; transit-supportive treatments including bus queue jumps and transit signal priority (TSP); grade-separated shared-use path crossings; speed management and context-appropriate design to reduce operating speeds; wayfinding, lighting, drainage/utility adjustments, and landscape/streetscape amenities.	\$200,000,000	2030-2034
CDOT	CDOT Region 4	CO 66: US 287 to East County Line Road (ECLR)	CO 66 & US 287 in Longmont, CO to CO 66 & East County Line Road in Longmont, CO	The 2020 Planning and Environmental Linkage study of SH 66 analyzed this portion of the state highway and made several recommendations. The purpose of this project is to implement the near-term improvements as listed in the PEL. The PEL analyzed this segment both east and west of US 287, for the purpose of this application to the RTP, the segment is abbreviated to only the portion east of US 287 and West of County Line Road. This project will make critical safety and operational improvements to SH 66 in this segment by implementing the access control plan proposed in the PEL; by widening the shoulders of SH 66 to provide enhanced safety along the segment; by constructing a multimodal path along the segment; and making intersection improvements at the intersections of SH66 with US 287 as well as County Line Road.	\$18,000,000	2035-2039

CDOT	CDOT Region 4	CO 66: Longmont to Lyons	Start Point: CO 66 & Hover St. (Longmont, CO) End Point: CO 66 & McConnel Dr. (Lyons, CO)	The 2020 Planning and Environmental Linkage study of SH 66 analyzed this portion of the state highway and made several recommendations. The purpose of this project is to implement the near-term improvements as listed in the PEL. This project will make important safety improvements along the length of the proposed section, including: the conversion of the existing roadway to an arterial cross section in Lyons, providing bicycle facilities and reducing conflict between the roadway and access points; the installation of rumble strips along the corridor segment; the construction of an access road in key areas to consolidate business and residential access and improve safety; the widening of shoulders in key portions of the corridor to improve safety; and the construction of underpasses as well as other safety improvements at the intersections with US 36 in Lyons and 75th Street in Boulder County.	\$15,000,000	2030-2034
CDOT	CDOT Region 4	US 36 North Foothills	US 36 & Broadway (Boulder) to US 36 & CO 7 (Lyons)	US 36 (North Foothills) is a regionally significant corridor between the City of Boulder and the Town of Lyons in Boulder County. The corridor is primarily a two-lane, rural highway and the primary route between communities in Boulder, Larimer, and southwest Weld counties. The corridor is one of the most heavily traveled routes for cyclists, with more than 52,000 riders annually, sees 40% of all wildlife-vehicle collisions (WVCs) in Boulder County, and is one of the primary connections between the Denver region and Rocky Mountain National Park. The corridor serves regional transit including the county's Lyons Flyer and CDOT's Bustang to Estes Park. The corridor presents a significant barrier for migratory wildlife including elk and deer. Corridor safety improvements will include the construction of a dedicated, detached bikeway, wildlife crossings (both overpasses and underpasses), intersection safety improvements/realignments, and transit stop improvements.	\$150,000,000	2030-2034
CDOT	CDOT Region 4	I-25 North Express Lanes: Segment 4 (CO 7 to CO 66)	Start point: CO 7/ MP 229; End point: CO 66 / MP 243	This project will improve a 14-mile segment to add safety improvements, straighten horizontal and vertical curves, add lighting & technology, CO 52 and 119 interchange improvements, widen 13 bridges, and upgrade mobility hub from interim to median-loaded ultimate hub. The final roadway will have three 12'-general purpose lanes in each direction, one 4' buffer, and one 12' tolled express lane each direction. Address safety and operational needs (intersection improvements, technology deployment, etc.) to improve this Level of Safety Service (LOSS) IV (worst rating) interchanges at CO 119 and CO 52. Asset improvements include "fair-rated" culvert upgrades and multimodal improvements (sidewalks, bike lanes, etc., transit connectivity). Interchange improvements will upgrade regional network continuity by addressing frontage road proximity to the interchange on/off ramps for complete system benefits.	\$349,320,000	2030-2034
CDOT	CDOT Region 4	US 36/28th Street and CO 93/Broadway Intersection Improvements	US 36/28th Street between Baseline Road and Pearl Street; CO 93/Broadway between Table Mesa Drive and Canyon Boulevard	The full project vision for US 36/28th Street and CO 93/Broadway improvements will include intersection design enhancements and operational upgrades to provide mobility and safety benefits to all corridor users, and importantly, improve travel time and reliability for RTD's Flatiron Flyer BRT service, along with other regional transit routes, future arterial BRT service, and local transit. Phases 1 and 2 will include (1) signing and marking of Bus & Turn Lanes on CO 93/Broadway between Table Mesa and Regent Drives and (2) transit priority enhancements at the CO 93/Broadway and CO 119/ Canyon Boulevard intersection.	\$16,240,000	2035-2039
DRCOG	DRCOG	38th and Park Bus Rapid Transit	E Colfax and Park Ave to Wadsworth and 38th Ave	Transit lane, transit signal priority, and transit reliability improvements along Park Ave and 38th Ave.	\$40,000,000	2040-2050
DRCOG	DRCOG	Broadway/Lincoln Bus Rapid Transit	Highlands Ranch Parkway mobility hub to Colfax Ave and Broadway or Lincoln	Dedicated Transit Lanes, Transit signal priority, and speed/reliability improvements along Broadway and Lincoln St.	\$61,000,000	2035-2039
DRCOG	DRCOG	North I-25 Bus Rapid Transit	Union Station to State Highway 119	Use existing and planned managed lanes to extend a rapid transit network from Downtown Denver to Colorado Highway 119.	\$94,000,000	2035-2039
DRCOG	DRCOG	Havana/Hampden Bus Rapid Transit	Central Park Station to Southmoor Station	Implement bus rapid transit and associated multimodal and safety improvements.	\$61,000,000	2035-2039
DRCOG	DRCOG	CO 119 Extension Bus Rapid Transit	Downtown Longmont to Firestone-Longmont Mobility Hub	Implement bus rapid transit service and associated multimodal and safety improvements.	\$100,000,000	2030-2034
DRCOG	DRCOG	Alameda Bus Rapid Transit	Federal Center to R Line	Plan, design, and implement an east-west Bus Rapid Transit (BRT) corridor on Alameda Avenue connecting Lakewood, Denver, Glendale, and Aurora between Wadsworth Blvd and the R Line at Sable Blvd.	\$61,000,000	2030-2034
DRCOG	DRCOG	Speer/Leetsdale/Parker Bus Rapid Transit	Downtown Denver to I-225	Plan, design, and implement an east-southeast Bus Rapid Transit (BRT) corridor from Colfax Ave along Speer Blvd/Leetsdale Dr to Parker Rd (SH-83) and I-225, with phased speed/reliability treatments. Includes level-boarding stations, ADA/first-last-mile access, curb management, and state-of-good-repair upgrades at stations/bus pads.	\$95,000,000	2030-2034

DRCOG	DRCOG	East Colfax Extension Bus Rapid Transit	R Line to E-470	Plan, design, and implement BRT service on East Colfax Avenue between I-225 and Picadilly/E-470. The extension is separate from (but will connect to) the East Colfax BRT now under construction (Union Station-I-225).	\$100,000,000	2025-2029
RTD	RTD	RTD Light Rail Upgrades -- Level Boarding	District-wide	RTD Light Rail Level Boarding Project would include the following: Upgrade all light rail stations to accommodate ADA required level boarding New light rail fleet which will consist of low-floor vehicles Associated upgrade to signaling system	\$1,000,000,000	2035-2039

Subregional (County Transportation Forum) project information

Interagency/ Subregional	Project applicant	Project name/corridor	Project location/limits	Project description	Estimated project cost	Estimated year of completion
Adams	City of Aurora	Picadilly Road Grade Separation Over E-470	Picadilly Road and E-470	Grade separation of Picadilly Road over E-470. Project will include safety and multimodal improvements on the grade separation, include shared use side paths on both sides of the bridge. Grade separation of Picadilly Road over E-470 will improve network resiliency and regional connectivity for vehicular, freight, and active transportation users.	\$30,000,000	2030-2034
Adams	City of Aurora	Picadilly Road Grade Separation over Smith Road & UPRR	Picadilly Road and Smith Road / UPRR	Grade separation of Picadilly Road over Smith Road and the Union Pacific Railroad mainline tracks (UPRR). Project will include safety and multimodal improvements on the grade separation, including shared use side paths on both side of the bridge. Grade separation of Picadilly Road from both Smith Road and the UPRR mainline will provide both better accommodation of increased vehicular traffic accessing the new I-70 / Picadilly Road interchange, as well as separation from the freight traffic carried on both Smith Road and significant number of main line train cars operating daily on the UPRR tracks.	\$30,000,000	2030-2034
Adams	City of Aurora	Tower Road - Colfax Ave to I-70	Tower Road between Colfax Avenue and I-70	Street widening from existing 2 to 4 lanes resulting in completing the overall planned cross section for this segment of Tower Rd. Project will include safety and multimodal improvements including shared use side paths on both sides of Tower Rd. Upon completion of Tower Road between 6th Avenue and Colfax, Tower Road will provide a direct regional connection from the I-70/Tower Road interchange to the Buckley Space Force Base, a major regional employment center with its main gate located adjacent to the 6th Ave/Tower Road intersection.	\$20,000,000	2030-2034
Adams	City of Aurora	Montview Boulevard Multimodal Improvements	Montview Boulevard between Peoria Street and Fitzsimons Parkway	The project will widen the road to include turn lanes to facilitate traffic flow along the corridor and safe access for entering and leaving the street and provide an enhanced sidewalk and a protected bikeway that are separated by an amenity zone and buffer with opportunities for placemaking. Improving Montview Boulevard will enhance a core corridor in a transit-oriented, urban area, with local, regional, and national medical care, educational institutions, and regional trails.	\$38,000,000	2030-2034
Adams	Adams County	Pecos Corridor Improvements	Start point: 84th Ave End point: 62nd Pkwy	This project has the goal of reconstructing Pecos from 84th Ave to 62nd Pkwy to improve safety and multimodal connectivity for all roadway users. It's anticipated that safety focused changes will include access management, medians, and pedestrian and bicycle crossing improvements. Multimodal elements will include separated facilities for active transportation along the corridor. Construction and final design will leverage the existing Pecos Corridor Study that Adams County is partnering with DRCOG to complete.	\$40,000,000	2035-2039

Adams	City of Brighton	I-76 & Bridge Street Mobility Hub Project	39.98712359833974, -104.73592200194811	The project updates the preliminary design and Environmental Assessment (EA) for the future interchange at I-76 and Bridge Street. It will evaluate the potential to expand the current two-roundabout interchange design into a multimodal hub. This includes assessing the integration of bus stops to support seamless transfers between local, regional, and interregional services, limited parking options, and micro-mobility solutions such as first/last-mile shuttles, bicycles, and pedestrian access. Additionally, the proposed project will evaluate the design and environmental clearances required to build a direct access road for a proposed regional bus maintenance and layover facility located on the east side of I-76. This process will also involve initiating CDOT's 1601 interchange process and adhering to TDM directives to approve these transit and mobility solutions for the hub. This application aims to demonstrate how current planning, development, and construction efforts along the CO 7/Bridge Street corridor and I-76 are necessitating an accelerated update of the interchange's design and NEPA clearance since the 2015 Finding of No Significant Impact (FONSI).	\$8,000,000	2025-2029
Adams	City of Brighton	Bridge Street Multimodal and Safety Improvements	Bridge Street between South Platte River and 22nd Avenue	The project will produce a preliminary design for the medium and long-term safety, transit, bike, and pedestrian concepts that were identified in the Core City Circulation Study (CCC). The CCC focuses on Bridge Street from 22nd Avenue to the South Platte River. Building out Bridge Street is the city's top priority, and the timing for completing the preliminary design for this section is key to advancing the safety and multimodal improvements along the regionally significant 30-mile CO 7/Bridge Street corridor from I-76 to US 36.	\$2,000,000	2025-2029
Adams	City of Thornton	Colorado Boulevard Multimodal Improvements	88th Avenue to E-470	Implement corridor study improvements currently funded in the TIP and called out in Thornton's Transportation and Mobility Master Plan. This includes protected bike lanes, sidepaths, a median, complete street concepts, improving existing transit stops and preparing for future transit, and widening to six lanes north of 136th Avenue to E-470.	\$80,000,000	2040-2050
Adams	City of Arvada	Sheridan Boulevard Trail	Sheridan Boulevard & 52nd Avenue to Sheridan Blvd & 72nd Ave	The project includes the design and construction of a shared use path along Sheridan Boulevard, from 52nd Avenue to 72nd Avenue. The project will address the lack of continuous and comfortable bike and pedestrian facilities along Sheridan Boulevard and provide a safe multimodal connection along a transit and travel corridor that serves local and regional needs.	\$7,700,000	2030-2034
Adams	City of Thornton	88th Avenue Complete Streets Project	Pecos Street to Dahlia Street	This project implements the recently completed 88th Avenue TIP study that includes removing lanes of traffic between Grant Street and Pecos Street, implementing protected bike lanes, sidepaths, median, complete street concepts, and improving the transit stop experience.	\$45,110,000	2035-2039
Adams	City of Thornton	Washington Street Multimodal Improvements	136th Avenue to 144th Avenue	Improve multimodal transportation by adding protected bike lanes, sidepaths, a pedestrian and bicycle underpass at the Big Dry Creek Washington Street bridge, a median and a lane in each direction. This project takes this section of Washington Street from an auto-centric street to a complete street and ties into bicycle and pedestrian infrastructure on each end of the project.	\$33,500,000	2030-2034
Adams	City of Thornton	McKay Road Multimodal Improvements	96th Avenue to 112th Avenue	This project designs and builds McKay Road from 96th Avenue to 112th Avenue. The project changes McKay Road from a vehicle-only roadway to a multimodal corridor connecting to the South Platte Regional Trail, the improvements about to be constructed on 104th Avenue for multimodal travel, and on the north end to existing pedestrian and bicycle infrastructure.	\$35,000,000	2030-2034
Adams	City of Thornton	Quebec Street Multimodal Project	120th Avenue to north of 138th Avenue	This project includes design, right-of-way acquisition, construction of additional lanes and upgrading existing and building new infrastructure for pedestrians and bicycles.	\$10,400,000	2035-2039

Adams	Town of Bennett	I-70 at SH 79 Interchange Improvements	Start point: 39.735982, -104.433458 End point: 39.742054, -104.433319	This project will include bridge widening and improvements, including signalization, additional left-turn lane capacity and queuing, pedestrian and safety improvements, free-release right-turn lanes, railing, lighting, signage, stormwater, and ramp improvements towards a much better functioning, safe and efficient full interchange at I-70 and State Highway 79. The project will improve regional mobility benefits by improving traffic operations and handling capacity, reducing congestion at the interchange. The project will also address the safety concerns with sight distance at the I-70 off-ramp intersections, additional lanes and turn pockets, as well as providing continuous pedestrian sidewalks with turn median refuges.	\$21,500,000	2025-2029
Arapahoe	Arapahoe County	6th Avenue Extension - Powhaton Road to Watkins	AC_6th_Ave_Extension	The extension of 6th Avenue from Powhaton Road to Watkins Road will include a 6 lane facility with a new stream crossings over First Creek and Coyote Run. The project will include bicycle facilities along the entire length of the project.	\$48,500,000	2030-2034
Arapahoe	Arapahoe County	Bellevue Ave Bike/Ped Extension	AC_Bellevue_Bike_Bridge	The project will install a bike and pedestrian bridge connecting the High Plains Trail to Gun Club Road.	\$9,500,000	2030-2034
Arapahoe	Arapahoe County	Gun Club Road Widening - State Highway 30 to 6th Avenue	AC_Gun_Club_Widening	The project will widen Gun Club Road from State Highway 30 to 6th Avenue from 2 lanes to 4 lanes, consolidation of existing driveway accesses and other access management, a new bridge structure at Coal Creek, associated corridor drainage improvements, multimodal path, and other ancillary improvements. Work will include ROW acquisition and utility relocations. The project will also include a multi-use path per the Arapahoe County Bicycle and Pedestrian Master Plan that connects to the regional trail system.	\$38,500,000	2025-2029
Arapahoe	City of Aurora	Stephen D Hogan Pkwy Widening: SH-30 to Gun Club Rd	Stephen D Hogan Pkwy: SH-30 to Gun Club Rd	Roadway widening from 2 to 4 lanes delivering a continuous, complete cross section between SH-30 and Gun Club Road. This project will include safety and multimodal improvements including multiuse paths on each side, and a bridge over Coal Creek. The project will provide a direct regional connection to the Buckley Space Force Base's 6th Avenue main gate as well as E-470.	\$50,000,000	2030-2034
Arapahoe	City of Aurora	State Highway 30 - Airport Blvd to Quincy Ave	State Highway 30 between Airport Blvd and Quincy Ave	Roadway widening from 2 to 4 lanes (two in each direction) throughout the length of the corridor. Project will include safety and multimodal improvements, including multiuse paths on each side. The project will improve resiliency for north-south travel on E-470, and serve as a primary non-toll travel option, for people traveling throughout Aurora east of E-470, connecting multiple residential, shopping, service and employment areas.	\$205,000,000	2030-2034
Arapahoe	City of Aurora	Tower Road Complete Street - 6th Ave to Colfax Ave	Tower Road between 6th Avenue and Colfax Avenue	Construct a new complete streets segment between 6th Avenue and Colfax Avenue. This will be a new 4 lane street in an existing undeveloped corridor delivering a continuous, complete street connection north of 6th Avenue to Colfax Avenue. This complete streets project will include safety and multimodal improvements and a bridge spanning Coal Creek. This project will provide a direct regional connection from the I-70/Tower Road interchange to the Buckley Space Force Base, a major regional employment center with its main gate located adjacent to the 6th Ave/Tower Road intersection.	\$71,000,000	2030-2034
Arapahoe	Arapahoe County	I-70 & Watkins Road Interchange	I-70 & Watkins Road Interchange	The project will build the ultimate interchange improvements at I-70 and Watkins Road to accommodate the substantial future traffic demand volumes with the goal of utilizing the existing infrastructure in meeting this demand. The improvements will include regional plan connectivity as this area's regional road system is currently being planned and developed. The project will meet the requirements of the CDOT 1601 process.	\$60,000,000	2035-2039
Arapahoe	Arapahoe County	I-70 & Airport Interchange	I-70 & Airport Interchange	The project will build the ultimate interchange improvements at I-70 and Airport to accommodate the substantial future traffic demand volumes with the goal of utilizing the existing infrastructure in meeting this demand. The improvements will include regional plan connectivity as this area's regional road system is currently being planned and developed. The project will meet the requirements of the CDOT 1601 process.	\$60,000,000	2035-2039
Arapahoe	Arapahoe County	East Quincy Avenue Improvement Project	Gun Club Road to Powhaton	Corridor improvements of Quincy Avenue that include the installation of a shared use path, increase through lanes from 2 to 4, stream crossing improvements at Murphy Creek, drainage improvements throughout the corridor, and other ancillary improvements. Work will include ROW acquisition and utility relocations.	\$30,000,000	2030-2034
Arapahoe	Arapahoe County	Watkins Road Improvement	I-70 to Quincy Ave.	This project will include the widening of Watkins Road from 2 lanes to 4 lanes. The project will also include bike/pedestrian amenities, drainage improvements and right-of-way acquisition.	\$41,450,000	2040-2050

Arapahoe	City of Centennial	Broncos Parkway/Easter Ave Road Widening	Broncos Parkway/Easter Ave Start point: Havana Street End point: Parker Road	Roadway widening from 4 lanes to 6 lanes (three lanes in each direction) for Easter Avenue and Broncos Parkway stretching from Havana Street on the west end to Parker Road on the east end. Project will include bridge widening, intersection, and multimodal improvements. As the Arapahoe Road corridor continues to attract additional traffic and becomes increasingly congested, alternate east-west arterial corridors are critical to provide relief to Arapahoe Road and consistency for the traveling public. Easter Avenue and Broncos Parkway will provide this alternate east-west connection for Centennial, unincorporated Arapahoe County, Foxfield, Parker, Inverness, Dove Valley, and Greenwood Village as a relief for Arapahoe Road (SH-88).	\$40,000,000	2040-2050
Arapahoe	City of Centennial	Smoky Hill Road	Start point: Buckley Road End point: Picadilly Street	Roadway widening from 4 to 6 lanes (three in each direction) throughout the length of this segment of Smoky Hill Road. Roadway widening will occur into the median by implementing additional travel lanes and a raised median, that will serve as a safety enhancement and access control. Congested intersections along Smoky Hill Road will be evaluated and operational improvements will be constructed. Smoky Hill Road is a vital east-west arterial roadway that connects southeast Aurora and Unincorporated Arapahoe County to eastern Centennial and funnels commuters to Parker Road (SH 83) and ultimately into Downtown Denver. This critical corridor serves multiple communities, residences, commercial businesses, and employment centers.	\$60,000,000	2035-2039
Arapahoe	City of Centennial	Arapahoe Road Widening	Arapahoe Road Start point: Chaparral Circle West End point: Himalaya Street	Roadway widening from 4 to 6 lanes (3 lanes in each direction) will fill in the gap for this backbone of Centennial's infrastructure that stretches from Broadway to E-470, connecting through Littleton, Greenwood Village, Foxfield, Aurora, and unincorporated Arapahoe County. The project will include multimodal improvements implementing new sidewalks on both sides of Arapahoe Road providing a key pedestrian/bicycle pathway connecting the surrounding communities to Grandview High School and Regis Jesuit High School.	\$23,000,000	2040-2050
Arapahoe	City of Littleton	Bellevue Ave Corridor Improvements	Start point: Bellevue Ave & Lowell Blvd. End point: Bellevue Ave & Broadway	Improvements along the Bellevue Avenue corridor will focus on operational and safety upgrades at key intersections, expanded multimodal facilities, and enhanced connections to regional trails and recreational assets.	\$61,730,000	2035-2039
Arapahoe	City of Littleton	Bowles Avenue / Littleton Boulevard Corridor Improvements	Start point: Bowles Avenue at Sheridan Boulevard (west). End point: Littleton Boulevard at Clarkson Street (east).	The Bowles Avenue / Littleton Boulevard Corridor Improvements project builds on ongoing and planned investments to create a safer, more efficient, and more connected east-west corridor through the heart of Littleton. Recent planning efforts under Project Downtown have made recommendations for the central section from Santa Fe to Bemis. On the west end, TIP funding is secured to study and recommend improvements between Sheridan and Santa Fe, and the City is preparing to launch the Littleton Boulevard Subarea Plan for the eastern segment between Bemis and Clarkson. This project will advance recommendations from all three plans making improvements to the entire corridor, targeting critical safety needs, congestion management, and multimodal connectivity along one of Littleton's most important regional arterials.	\$174,530,000	2035-2039
Arapahoe	City of Littleton	County Line Rd Corridor Improvements	Start point: County Line Rd & Santa Fe Dr (west). End point: County Line Rd & Broadway (east).	The County Line Road Improvements project will widen the roadway between Broadway and Santa Fe Drive to increase capacity and improve operational performance as future development on the corridor increases. In addition to roadway widening, the project will continue planned bicycle and pedestrian facilities to the west, providing safe and consistent active transportation options along the corridor. It will also enhance access to the High Line Canal Trail, creating stronger regional trail connections. By addressing future transportation needs and multimodal gaps, the project sets the stage for future development and redevelopment opportunities along the corridor, ensuring that County Line Road performs as well as possible as a regional connector.	\$23,320,000	2040-2050
Arapahoe	City of Littleton	Mineral Avenue Corridor Improvements	Start point: Mineral Avenue & Platte Canyon Rd (west). End point: Mineral Avenue & Dry Creek Rd (east).	The Mineral Avenue Corridor Improvements build on a series of ongoing and planned investments, including construction at the Platte Canyon intersection, near-term improvements at Santa Fe, early design work at Broadway, and major redevelopment of the former Lumen site. This project will take a corridor-wide approach, focusing on operational and safety enhancements, improved multimodal access, and coordinated design that ties together these spot projects. The goal is to ensure Mineral Avenue functions as a safe, efficient, and accessible east-west corridor that supports current and future development is the primary multimodal connection on the south side of Littleton.	\$94,800,000	2030-2034
Arapahoe	City of Littleton	Santa Fe Dr Corridor Improvements	Start point: Santa Fe Dr & C-470. End point: Santa Fe Dr & County Boundary (Yale Ave Extended).	The Santa Fe Drive Action Plan identifies a coordinated package of multimodal and safety improvements along a critical regional corridor. Collectively, the recommendations aim to: improve safety, provide multimodal connections, address congestion, and set the stage longer term improvements. This project will construct those improvements.	\$92,240,000	2035-2039

Boulder	Town of Superior	McCaslin Regional Trail	Trail-10_McCaslin	McCaslin Blvd Multi-use Trail - This project will construct an 8-foot wide separated multi-use trail along the west side of McCaslin, from Rock Creek Parkway to Hwy 128, a distance of 2.6 miles. McCaslin Blvd is an important bike route within Boulder County and part of the historic Morgul-Bismark route. McCaslin Blvd currently has a high-stress roadway bike lane, which creates dangerous encounters for bicyclists and motorist. The trail would provide a safe trail link for bicyclists and trail users in Superior and Boulder County. This trail would connect to important Oerman-Roche and Coalton Trailheads, the Boulder County Open Space trail network, Jefferson County trail system, and would also connect to the Rock Creek Regional Trail which now connects to the US 36 Bikeway.	\$3,000,000	2025-2029
Boulder	Boulder County	CO 119/Sugarloaf Safety	CO 119/Fourmile Canyon Dr to Sugarloaf Road end of pavement	Safety improvements and repairs including sections of uphill shoulder, upgraded guardrail, new pavement and striping on segments of CO 119 (Boulder Canyon Drive) and Sugarloaf Road.	\$6,000,000	2035-2039
Boulder	Boulder County	South Boulder Road	South Boulder Road &120th Street in the City of Lafayette) to Table Mesa Drive & Broadway in the City of Boulder	The South Boulder Road project will advance design, implementation, and future construction of safety and mobility improvements along one of Boulder County's key east-west corridors, connecting the cities of Boulder, Louisville, and Lafayette. The project will deliver continuous bicycle, pedestrian, and transit infrastructure including protected bicycle facilities, enhanced crossings, and targeted transit upgrades such as queue jumps, transit signal priority, bus-only lanes, and bus stop improvements. The project will provide viable, time- and cost-competitive active transportation and multi-modal transportation options for people of all ages and abilities.	\$75,000,000	2040-2050
Boulder	Boulder County	US 287	U.S. Highway 287 between the Boulder County/Larimer County boundary line to U.S. Highway 36 in the City & County of Broomfield.	The project advances safety, mobility, and multimodal improvements along the US Highway 287 corridor, building on the findings and recommendations of two studies. First, the US 287 Bus Rapid Transit Feasibility Study (2022) identified investments in regional transit operations and facilities such as intersection treatments to support speed and reliability as well as enhanced bus stops to promote multimodal travel chains and draw new riders. A US 287 BRT Stations Area Toolkit will provide design guidance such as intersection treatments, BRT roadway configurations, bicycle parking, and multimodal connection to the adjacent network. Second, the US 287 Vision Zero Safety & Mobility Study (2024) recommended engineering countermeasures coupled with education and enforcement activities to improve multimodal access, raise the level of safety for all travelers, and reduce (towards elimination) vehicle crashes causing serious injuries and fatalities.	\$250,000,000	2030-2034
Boulder	Boulder County	Boulder to Erie Regional Trail (BERT)	Within the railroad right-of-way between 61st Street and Valmont Road in Boulder and Lombardi Street in Erie	The Boulder to Erie Regional Trail (BERT) is a proposed 8-mile multi-use trail connecting the City of Boulder and the Town of Erie in eastern Boulder County, Colorado. This surface transportation project will utilize an out-of-service railroad corridor to create a 10-foot-wide, traffic-separated route for cyclists, pedestrians, and other non-motorized users. The trail will serve both commuting and recreation purposes providing a safe, low-stress way to travel between Boulder and Erie. The trail will significantly improve east-west connectivity and provide important connections in rural Boulder County between existing trails and recreational open spaces, rural residential neighborhoods, schools, equestrian centers, and places of worship. The trail will also provide new links to regional public transportation facilities and services, supporting first- and final-mile connections to local and regional bus routes and facilities.	\$30,000,000	2030-2034
Boulder	Boulder County	Valmont Road - Isabelle Road Corridor Safety Improvements	55th Street & Valmont in City of Boulder to Town of Erie boundary on Isabelle Road (approximately 8 miles)	The Valmont Road - Isabelle Road Corridor Safety Improvements Project will construct paved shoulders or buffered shoulders and deploy other safety improvements along Valmont and Isabelle Roads creating a safer, connected bicycle corridor between the City of Boulder and the Town of Erie. Identified in Boulder County's Transportation Master Plan (2020) and reinforced by the Vision Zero Action Plan (2025), the corridor includes segments of the County's High-Injury Network. These improvements will reduce serious crash risk for all road users, improve comfort for bicyclists, and advance County and DRCOG goals for Vision Zero, multimodal mobility, and regional connectivity.	\$16,000,000	2035-2039

Boulder	Boulder County	St. Vrain Greenway Trail	Lyons (US 36) to Longmont (Airport Road) in Boulder County	The St. Vrain Greenway Trail is envisioned as a regional trail to connect Longmont and Lyons, as described in Boulder County's 2004 St. Vrain Trail Master Plan and the City of Longmont's original master plan from 1992. This project is to construct missing links in the regional trail. The remaining unbuilt section lies west of Golden Ponds Park, where the City of Longmont's existing trail currently ends. The planned extension will continue approximately 8 miles west to the Town of Lyons, creating a continuous regional connection within the St. Vrain Creek corridor. Once this section of the St. Vrain trail is complete, it will connect into other existing trail segments along St. Vrain in Lyons and Longmont thus creating over 18 miles of trail from Lyons down to St. Vrain St. Park.	\$20,000,000	2030-2034
Boulder	Boulder County	La-Lou-Bo Regional Bike Connection	Lafayette to Boulder (through Louisville)	The Lafayette-Louisville-Boulder Regional Bicycle Connection (La-Lou-Bo) will provide a continuous, separated protected commuter bike facility linking three of Boulder County's largest residential and employment centers/communities. The project will close critical gaps in the regional bikeway network by providing a safe, comfortable, and direct route for cyclists and pedestrians.	\$60,000,000	2035-2039
Boulder	City of Lafayette	120th Bridge @ Coal Creek	120th Street from 1000' North of Coal Creek to 1000' South of Coal Creek	The existing bridge on 120th over Coal Creek had some short term repairs completed this year with an expected lifespan of 10-15 years. There are no pedestrian bicycle or pedestrian facilities on the bridge currently. The bridge will need to be fully replaced in less than 15 years, and at that time, the bridge will be widened to accommodate multimodal facilities along 120th, flood mitigation will occur along the creek to reduce flooding of nearby properties, reduce the risk of roadway damage, and provide a usable multimodal underpass.	\$16,000,000	2035-2039
Broomfield	City and County of Broomfield	I-25 Segment 3B	E-470/Northwest Parkway to CO 7	I-25 Managed Lanes, I-25/CO7 Diverging Diamond interchange reconstruction with center-loading Mobility Hub and grade-separated pedestrian and bicycle access	\$315,000,000	2030-2034
Broomfield	City and County of Broomfield	I-25 Segment 4	CO 7 to CO 66	Managed lanes, CO 7 DDI and mobility hub, CO 119 mobility hub, intelligent transportation systems, bicycle and pedestrian trail connections	\$350,000,000	2030-2034
Broomfield	City and County of Broomfield	CO 7 Multimodal Corridor	County Line Road to Sheridan Parkway	Request to move from locally funded to regionally funded. Widen from 2 to 4 lanes, multimodal safety improvements, congestion mitigation, multimodal transportation access, business access, and transit access and operational improvements The widening from 2 to 4 lanes will be complete by the end of the calendar year 2025.	\$120,000,000	2035-2039
Broomfield	City and County of Broomfield	CO 7 Multimodal Corridor	Sheridan Parkway to I-25	Request to move the remainder of the project from locally funded to regionally funded: Widen from 4 to 6 lanes, multimodal safety improvements, congestion mitigation, multimodal transportation access, business access, and transit access and operational improvements	\$76,000,000	2030-2034
Broomfield	City and County of Broomfield	US 36 Wadsworth Interchange (US36/US287/CO121/CO128)	US 36 Wadsworth Interchange EIS extents	Re-evaluate the US 36 Wadsworth Interchange EIS and ROD to reassess the final configuration for multimodal circulation, access, and safety.	\$5,000,000	2025-2029
Clear Creek	Clear Creek County	Downieville Interchange & Pedestrian Safety Improvements	I-70/Stanley Road	Safety and pedestrian improvements to enhance safety for low-income and older residents traveling across I-70 to connect to key community services.	\$25,000,000	2035-2039
Clear Creek	Clear Creek County	Bakersville-Loveland Trail Resurfacing	Bakerville Road @ Stevens Gulch Road to US-6 at Loveland Ski Area	The Bakersville-Loveland Trail connects the Bakersville exit to the Loveland Ski Area and Pass.	\$5,000,000	2030-2034
Clear Creek	Clear Creek County	Clear Creek Trail	Jefferson/Clear Creek County line on Highway 6 in Clear Creek Canyon to Loveland Ski Area	The Clear Creek Greenway is a section of the Peaks to Plains trail system envisioned in 2016. The Greenway has officially been part of the County's long-term plan since 2005 when the County adopted the Clear Creek Greenway Plan, though the vision has been on the horizon for more than thirty years. The 2005 plan includes alignments, design profiles and other amenities along the trail. It is intended to be a paved multi use recreational trail that extends 39 miles from Jeffco to the Eisenhower Johnson Memorial Tunnel. We have received significant support, design and construction from CDOT who has said they are committed to a bike path connecting Golden Colorado with Vail Colorado. This connected trail cannot happen without the Clear Creek Greenway	\$100,000,000	2040-2050
Denver	City and County of Denver	38th Avenue Multimodal Corridor Improvements	Sheridan Boulevard to Fox Street	This project will implement the preferred alternative from the 38th Avenue Corridor study by designing and constructing multimodal and safety improvements on W. 38th Ave. between Sheridan Blvd and Fox St., including but not limited to widening sidewalks where feasible, constructing pedestrian crossing improvements, and adding landscaping and green infrastructure. It will also improve traffic and bus operations.	\$60,000,000	2030-2034

Denver	City and County of Denver	Broadway North Station Pedestrian Bridge	Broadway & I-25	The Broadway North Station Pedestrian Bridge project located within the I-25 & Broadway Light Rail Station will provide connectivity over I-25 and the consolidated mainline. This improved connection will provide access to one of the region's busiest transit stations to neighborhoods to the west. The Project is generally bounded geographically by I-25, South-Mississippi Avenue, South Broadway and South Platte River Drive to the west.	\$15,000,000	2030-2034
Denver	City and County of Denver	South Platte River Trail Improvements	Norther city limits near 53rd Avenue to southern city limits at Harvard Avenue.	Increase capacity of South Platte River trail by completing missing links and upgrading narrow sections to modern standards while also improving accessibility and access between northern city limits near 53rd Avenue to southern city limits at Harvard Avenue.	\$50,000,000	2040-2050
Denver	City and County of Denver	Tower Road Multimodal Improvements	Pena Boulevard to E 38th Ave	Reimagine Tower Road as a multimodal street by building out or retrofitting Tower Road as a four lane arterial. Add dedicated bus-only lanes in either directions (for a total six-lane cross-section) and shared use paths along both sides of the street. Consider adding medians for safety where possible.	\$187,793,800	2040-2050
Denver	City and County of Denver	21st Street Festival Street Implementation	Wynkoop St to E 20th Ave.	Transform 21st Street just outside of Downtown Denver into a park-like urban trail providing safe and high-comfort mobility options for all ages in abilities while connecting densely populated neighborhoods with Coors Field and Union Station. Designs include green infrastructure and streetscaping in an area that lacks tree canopy. This would complete a critical section of the 5280 Trail.	\$40,000,000	2025-2029
Denver	City and County of Denver	North Broadway Multimodal Reconstruction	6th Avenue to 16th Avenue	Improve north and south connectivity in the heart of Denver by constructing a protected bike lane and implementing improved multimodal facilities on North Broadway from 6th Ave to 16th Ave. This project aims to increase safety and comfort for all street users and increase the speed and reliability of transit. A concept for these extents has already been completed. Completing the segment would compliment the recently completed section between Center Avenue and Speer and could eventually connect to the protected bikeway to the north on Brighton Boulevard.	\$74,893,000	2030-2034
Denver	City and County of Denver	Cherry Creek Trail Improvements	Confluence Park to University Boulevard	Reconstruct and widen and Cherry Creek trail to increase capacity of Cherry Creek Trail from Confluence Park to University Avenue, prioritizing the most critical segments first. This includes reconstruction of 1st Ave between Downing Street and University Street to widen trail to modern standards and prepare the corridor for future Bus Rapid Transit Implementation.	\$50,000,000	2035-2039
Denver	City and County of Denver	Downtown Two-Way Conversion Feasibility, Design, and Construction.	Downtown Denver (selected named streets within Downtown)	Improve safety, circulation, and access throughout Downtown Denver by converting selected streets from one-way to two-way operation. Redesign and construction of these streets would include new cross-sections with bikeways, transit, or curbside needs to tie into Downtown's multimodal network.	\$50,000,000	2025-2029
Denver	City and County of Denver	13th and 14th Avenue Traffic Calming and Safety Improvements	Broadway to Yosemite	Construction of bike, pedestrian and traffic calming elements on 13th and 14th Avenues from Broadway to Yosemite. Improvements could include conversion from one-way to two-way traffic operation, safety elements, crossing enhancements, and bicycle facilities. There is currently \$18,000,000 allocated in the proposed Vibrant Denver bond package that will go to voters during fall of 2025, however this is slated for Colorado to Quebec only. This project would include the full limits between Broadway and Yosemite to complete the full project, which is estimated at \$82,105,000.	\$82,105,000	2030-2034
Denver	City and County of Denver	Chambers Road Multimodal Improvements	E 40th Ave and E 56th	Reconstruction of Chambers as a multimodal street with sidewalks, improved crossings, and green infrastructure as identified in the Far Northeast Neighborhood Next Steps Study. This includes the addition of safety element such as ADA sidewalks and ramps, protected left turns, and speed mitigations to this High Injury Network corridor identified via the completed Roadway Safety Audit. This project would also include operational transit improvements to the street as identified by the Denver Moves Transit Plan.	\$20,682,001	2035-2039

Denver	City and County of Denver	Evans Avenue Multimodal Reconstruction	Reconstruction of Evans Avenue as multimodal street in alignment with vision defined in Evans Corridor Study (2024) with wider sidewalks, medians, improved crossings and bus stops. \$15 million is proposed in Vibrant Denver bond package that will go to voters in November 2025 with reduced scope which could include but not limited to, signals and pedestrian crossings on Evans Ave between Colorado Boulevard and South Downing Street and I-25 to Quebec Street.	Reconstruction of Evans Avenue as multimodal street in alignment with vision defined in Evans Corridor Study (2024) with wider sidewalks, medians, improved crossings and bus stops. \$15 million is proposed in Vibrant Denver bond package that will go to voters in November 2025 with reduced scope which could include but not limited to, signals and pedestrian crossings on Evans Ave between Colorado Boulevard and South Downing Street and I-25 to Quebec Street.	\$86,000,000	2030-2034
Denver	City and County of Denver	Santa Fe Streetscape Improvements	W 6th Ave to W 13th Ave	Transform Santa Fe Drive from W 6th Ave to W 13th Ave into a multimodal street by constructing wider sidewalks, establishing greater buffer between pedestrians and vehicle traffic, and upgraded intersections and traffic calming to enhance safety for all. Scope elements include full-depth reconstruction of Santa Fe Drive between 6th Ave and 13th Ave, and minor adjustments to curbs and flowlines between 13th Ave and 14th Ave. This also includes relocation of utilities including inlets and a storm-main, green infrastructure facilities and new trees. \$29,085,000 is currently allocated in Vibrant Bond proposal that will go to Denver voters during fall of 2025. The full project is expected to cost \$39,686,900.	\$39,686,900	2025-2029
Denver	City and County of Denver	Smith Road Multimodal Connection	Central Park Boulevard and Havana Street	Completion and construction of Smith Rd as a new multimodal roadway connection between Central Park Road and Havana Street. Construct portion as greenway with green infrastructure, shared-use paths and sidewalks. Specific scope elements include construction of a new traffic signal and curb ramps at Xanthia St, full reconstruction of the bridge over Sand Creek, construction of sidewalks (or multi-use path,) green infrastructure, and a connection to the Sand Creek Regional Greenway.	\$76,028,800	2040-2050
Denver	City and County of Denver	6th Avenue Viaduct Reconstruction and Mobility & Access Improvements	Seminole St to Kalamath St	"The 6th Avenue Viaduct is one of the busiest roads in the central core of Denver. Carrying about 64,000 vehicles a day, it's a critical east/west connection that supports the movement of people and goods between our city and the region and state. The 6th Ave Viaduct consists of three independent structures (bridges). The piers exhibit deterioration, the structures do not have load redundancy (fracture critical), and this infrastructure has high criticality and consequence of failure. This is a major, critical corridor with significant economic impact. Failure of this bridge (or even load rating it) would have major consequences for the region. Funding is needed to progress planning, design, and future replacement of the bridges within the next 20 years. This project will progress the design and ultimate replacement of the 6th Avenue Viaduct and supporting mobility needs. Future reconstruction of the 6th Avenue Viaduct requires careful proactive preparation and coordination with other infrastructure changes in the area. The Small Area Plan for Burnham Yard will inform the future of the neighborhood's land use and will provide mobility recommendations based on the existing conditions, community outreach and visioning. This project will advance the Small Area Plan recommendations for 6th Ave. Viaduct, improve connectivity, capacity, and efficiency of our transportation network, and help the City reduce our liability and risk associated with this asset."	\$495,000,000	2035-2039

Denver	City and County of Denver	8th Ave Viaduct Replacement & Multimodal Improvements	Vallejo to Mariposa St	The 8th Avenue viaduct is an aging asset and a significant liability for the City. Minor repairs were made in 2025 to keep it operational in the very near term, but greater investment is required to reduce the City's risk and enhance transportation network connectivity in and around the area. This investment will preserve the ability for 8th Avenue to be an important east-west connection within our transportation network that meets the needs of our community for decades to come. This project will remove a portion of the existing 8th Avenue Viaduct, ramping down to grade east of the Consolidated Main Line (serving major railroads), providing opportunities to reconnect the grid and enhance multimodal infrastructure connectivity. The 8th Avenue project would leave the western portion of the viaduct from approximately Vallejo to west of Seminole and remove the eastern portion of the viaduct from west of Seminole to Mariposa, reconstructing the eastern portion as an at-grade roadway after it ramps down over the Consolidated Main Line.	\$89,000,000	2030-2034
Denver	City and County of Denver	Multimodal Reconstruction of Sheridan Blvd	Sheridan Boulevard from Hampden to 52nd Avenue	Reconstruct portions of Sheridan Boulevard as a multimodal street by implementing safety elements, wider sidewalks, and improved crossings. Implement critical safety improvements such as ADA sidewalks and ramps, upgraded signals including protected left turns, speed mitigations, removing valley gutters and undergrounding utilities to this High Injury Network corridor identified via the completed Roadway Safety Audit and Corridor Study. Complete recommendations for north Sheridan Boulevard and 52nd Avenue from Pedestrian Safety Improvement Study including multimodal, drainage, and utility improvements. In the longer-term, work with CDOT to replace I-70 underpass at Sheridan to bring to multimodal standards and reduce I-70 as a barrier. This will provide greater connections for people walking or rolling and biking and connecting between the Sheridan & 60th RTD station and Clear Creek Trail north of I-70 and Denver neighborhoods and park amenities to the south.	\$66,799,000	2035-2039
Denver	City and County of Denver	Welton Streetscape Enhancements	24th St to 30th St	Reconstruct intersections along Welton Street with crossing improvements and green infrastructure. Identify additional opportunities to reconstruct portions of Welton including but not limited to two-way street conversion, potential addition of bikeway, and sidewalk enhancements. Note: Transit and FasTracks considerations for this corridor would be made through RTD.	\$11,644,000	2035-2039
Denver	City and County of Denver	York and Josephine, Two Way Conversion (47th Ave to 40th Ave); Multimodal and Transit Priority Improvements (40th to Colfax)	40th Ave to Colfax.	Implement the vision for the York and Josephine Corridor, and previous area studies to transform into a multimodal street by building upon the recently installed low-cost safety elements with permanent improvements including redesigned intersections, bike and pedestrian crossing enhancements, green infrastructure, and dedicated space for bikes and pedestrians. Convert the one-way couplets of York and Josephine Streets between 47th Ave and 40th into two-way streets. Redesign to safely accommodate freight trips as well as bike and pedestrian improvements as identified corridor study.	\$64,000,000	2030-2034
Denver	City and County of Denver	Evans Avenue Pedestrian & Bicycle Overpass at US 85 and the Railroad	Evans Avenue at US 85 and railroad between S Galapago and S Bannock.	Reconstruct existing bridge on Evans Avenue across South Platte River to include multimodal infrastructure that is consistent with modern DOTI standards.	\$30,039,700	2040-2050
Denver	City and County of Denver	38th Street Underpass	38th street between Walnut & Brighton	Reconstruct 38th Street Underpass and bring to modern standards with multimodal improvements. Project includes reconstructing intersections of Brighton Blvd, Wynkoop St, and Walnut St as needed to accommodate reconfigured cross-section. Project also includes enhancements to existing bus stops along this stretch of the corridor.	\$329,166,000	2040-2050
Denver	City and County of Denver	Multimodal Reconstruction: Quebec Ave	26th to Smith Rd	Rebuild Quebec as a multimodal street by constructing critical safety improvements to this corridor identified via the completed Roadway Safety Audit such as wider sidewalks, medians, reconfigured intersections, additional lighting, and reduced crossing distances.	\$36,364,700	2030-2034
Denver	City and County of Denver	Alameda Avenue Multimodal Corridor Improvements	Sheridan to Yosemite	Reconstruct Alameda as a multimodal corridor and support future Bus Rapid Transit (BRT) by implementing the safety recommendations identified from the Alameda Avenue Corridor study and the Road Safety Audit including redesigned intersections, improved crossings, wider sidewalks, green infrastructure, and traffic calming elements.	\$49,051,300	2035-2039

Denver	City and County of Denver	Washington Street Reconstruction	47th Ave to Brighton	Reconstruct Washington Street as a multimodal street by implementing the improvements recommended from the Washington Street Study from 47th to Brighton. This will encourage more trip options through improved sidewalks, green infrastructure, bikeways, and improved crossings. Completion of this section of Washington will compliment the northern segment from 47th to 52nd that began construction in 2025.	\$67,643,500	2030-2034
Douglas	Town of Castle Rock	SH-86 Widening Project	Ridge Road to Enderud Blvd.	The SH-86 Widening Project from Ridge Road to Enderud Blvd is a roadway widening project on a Regionally Significant Arterial corridor that will increase roadway capacity, improve safety and traffic operations, enhance multi-modal options and build on the transportation improvements recently completed for the Transportation Improvement Program (TIP) project at the Founders Pkwy/SH-86/Ridge Road/Fifth Street (Four Corners Intersection Project). The proposed widening project will increase this portion of SH-86 from one lane in each direction to two lanes in each direction. It will also fill in missing gaps in the roadside trail network. Other improvements will include drainage including water quality ponds to treat the expanded pavement sections. A traffic study will be completed to determine if additional auxiliary lanes are needed.	\$11,000,000	2030-2034
Douglas	Town of Castle Rock	US 85 / Meadows Pkwy Intersection Reconstruction	Intersection of US 85 and Meadows Pkwy	Project will analyze current and future intersection conditions to determine what improvements need to be constructed, including a possible new interchange. The project will be designed to follow up on the CDOT project to widen US 85 from Meadows Pkwy to Sedalia. Multimodal improvements will be included like a roadside trail along the east side US 85 and connections to the Town's existing and future bike/pedestrian network. Depending on identified improvements bridge improvements may be made to the existing Meadows Pkwy bridge structure.	\$25,000,000	2035-2039
Douglas	Douglas County	DC-08-2025 US 85 / Airport Road New Interchange	this project realigns Airport Road to the south on the west side of US 85 for a new interchange	This project involves building grade separations that will carry Airport Road (aka Waterton Road) over two railroads (namely the BNSF and UPRR) as well as building a new interchange to carry Airport Road over US Highway 85.	\$74,000,000	2030-2034
Douglas	Douglas County	DC-09-2025 Parker Road (Bayou Gulch Road to Russellville Road)	Parker Road (State Hwy 83) from Bayou Gulch Road to Russellville Road (North) located south of SH 86 in Franktown	This project involves widening Parker Road (SH 83) from 1 thru lane in each direction to 2 thru lanes in each direction between Bayou Gulch Road and Russellville Road (north end); and making multimodal improvements either utilizing on street shoulders and / or a detached multi-use trail. Design of safety and operational improvements are currently underway, which focuses primarily on making safety improvements at several existing intersections.	\$52,000,000	2040-2050
Douglas	City of Lone Tree	DC-03-2025 RidgeGate Parkway Transit Mobility Corridor (Parker Road to RidgeGate RTD Station)	Main Street, Parker, to RTD RidgeGate Station, Lone Tree, via RidgeGate Parkway	This project would fund transit improvements and transit operations to the RidgeGate Parkway/Main Street corridor between Main Street in Parker and the Lone Tree RTD RidgeGate Station for improved transit opportunities. This project will support existing and planned housing, retail, community amenities and employment in the urban centers along the project limits. This project will also connect the Mainstreet of the Town of Parker to the future downtown center of the City of Lone Tree, providing a seamless transit connection between these two Douglas County communities. In addition, this transit project will provide connections for people to regional (RTD) and statewide (Bustang) transit, with access to numerous recreational areas as well as providing connections to the East-West Regional Trail Network, the future Regional Park within the City of Lone Tree, Schweiger Ranch, Echo Park and the Cherry Creek Trail network.	\$100,000,000	2040-2050
Douglas	Douglas County	DC-10-2025 Bayou Gulch Road (Parker Road to Crowfoot Valley Road)	Bayou Gulch Road begins at SH 83 and extends northwest to Crowfoot Valley Road	This project involves widening Bayou Gulch Road from one thru lane in each direction to two thru lanes in each direction from Parker Road (SH 83) to Crowfoot Valley Road; and adding on street bike lanes and / or a multi-use trail in places where no bike/ped infrastructure exists today.	\$38,000,000	2035-2039

Douglas	Douglas County	DC-01-2025 Lincoln Avenue Congestion Mitigation & Multimodal Improvements	Oswego Street to Keystone Boulevard	Lincoln Avenue serves as the primary arterial connecting the City of Lone Tree and Town of Parker in northern Douglas County. This project would mitigate congestion by creating future opportunities for improved bus service, eliminating a bottleneck, establishing lane continuity, improving intersection operations, enhancing bus stops, and closing critical gaps in the multimodal transportation network. The central stretch of Lincoln Avenue between Peoria Street and Chambers Street is the last remaining 4-lane section and has no bicycle or pedestrian facilities for more than a mile on both sides of the roadway. RTD stops are not accessible and have no amenities with riders boarding buses from gravel shoulders.	\$50,000,000	2035-2039
				The proposed lane continuity would provide a six-lane arterial section with turn lanes consistent with the roadway cross sections on both ends. This would involve bridge improvements at Happy Canyon creek, converting from a rural street cross section with ditches to an urban complete street cross section with curb and gutter, drainage improvements, water quality features, and multimodal enhancements.		
Douglas	Douglas County	DC-02-2025 Douglas County Link (MicroTransit and / or Fixed Route Services)	Northern Douglas County	Capitalizing on the decade long success of the City of Lone Tree's Link on Demand transit, Douglas County began complimentary similar transit service in Highlands Ranch in May 2025. This new regional rideshare has been a resounding success with approximately 10,000 rides per month. This project would augment local agency funding to expand regional rideshare into other areas of the county such as Castle Pines, Castle Rock, Parker, Sterling Ranch, and other unincorporated areas of the County.	\$10,000,000	2030-2034
Douglas	Town of Parker	DC-04-2025 Parker Road / Mainstreet Intersection Safety, Operational & Reliability Project	Intersection area of Parker Road (State Highway 83) and Mainstreet	This project and the associated improvements were identified as one of the top priorities in the Town's Parker Road Corridor Plan that was completed in December of 2019. CDOT and Douglas County were vested partners with the Town in the creation of this Plan, including the alternative analyses and conceptual plan selection process. This intersection is one of the most congested intersections in the Town due to the increasing vehicular volumes and pedestrian crossings at this location. The proposed project will significantly improve the vehicular levels of service while enhancing pedestrian safety at this popular intersection in the heart of Downtown Parker.	\$20,000,000	2030-2034
Douglas	Town of Parker	DC-07-2025 Parker Road / Lincoln Avenue New Interchange	Intersection area of Parker Road (State Highway 83) and Lincoln Avenue	This proposed interchange was identified as the top priority in the Town's Parker Road Corridor Plan that was completed in December of 2019. CDOT and Douglas County were vested partners with the Town in the creation of this Plan, including the alternative analyses and conceptual plan selection process. Due to the significant traffic volumes on both Parker Road and Lincoln Avenue, this signalized intersection is one of the most congested intersections in the region and has been operating at a failing level of service (LOS F) for many years. This intersection has also been identified on the DRCOG Crash Data Dashboard as one of the top intersections by number of crashes (#3) in the Denver Metro Area. This project and proposed interchange will significantly improve congestion and reduce the severity of accidents at this intersection.	\$75,000,000	2035-2039
Gilpin	Gilpin County	Community Center Campus Mobility & Safety Improvements	On and around 250 Norton Drive in Gilpin County	Improve multimodal paths and internal roads within the Gilpin County Community Center Campus area, enhancing safety and trail connections, introducing traffic calming, EV chargers, and adding a protected pedestrian crosswalk at the CO-46 intersection.	\$3,000,000	2030-2034
Gilpin	Gilpin County	Gilpin County Rail Corridor Crossings Safety Improvements	6 rail crossing points within Gilpin County	Upgrade rail crossings throughout the County with gates, lights, and surfacing to improve freight safety, emergency response, and regional mobility across county lines. The crossings currently feature no safety or warning mechanisms.	\$5,500,000	2035-2039
Gilpin	Gilpin County	Rollinsville Complete Streets Retrofit	Rollinsville CDP	Infrastructure and streetscape improvements through the Rollinsville commercial corridor near the intersection with CO-119 with paving, stormwater infrastructure, sidewalks, crossings, and traffic calming to improve multimodal safety and support regional byway travel and cross-county recreation access.	\$4,500,000	2030-2034
Gilpin	Gilpin County	Wildfire Evacuation Corridor Resilience Improvements	Strategic evacuation corridors throughout Gilpin County	Implement tactical evacuation safety upgrades previously identified in planning efforts on strategic emergency evacuation routes, such as road widening, pull-outs, signage and wayfinding, vegetation clearance, and ROW acquisition. (The Board emphasized that this project needed to be more about implementation and not a study or further planning.)	\$25,000,000	2035-2039

Gilpin	City of Central City	South County Gateway Plan	Main Street, Central City - I-70/Central City Parkway	The Central City Parkway built in 2004 has not seen the traffic as anticipated when originally constructed. There is a desire to terminate limited access of the Parkway at Exit 7 with a roundabout at the intersection which would reduce the four lane highway to a two lane boulevard to Nevadaville Road, where another roundabout would be constructed as the gateway to the downtown core. The intersection of Main Street with Nevada Street would see a third roundabout to improve safety of pedestrian movements and force vehicular traffic to slow considerably through the downtown core.	\$10,000,000	2030-2034
Jefferson	City of Arvada	Indiana Street Reconstruction	Start point: W. 64th Avenue End point: W. 96th Avenue	The Indiana Street project will widen and modernize a critical north-south arterial corridor between W. 64th Avenue and W. 96th Avenue to improve safety, capacity, and multimodal access. Indiana Street serves as a key regional connector for residents, students, commuters, and multimodal users, yet currently faces significant deficiencies, including a railroad pinch point, narrow shoulders, and a lack of multimodal facilities, creating safety risks and limiting travel options for all users. The City of Arvada's Transportation Systems Plan (TSP) identifies Indiana Street as a high-priority corridor and breaks the improvements into three segments: - W. 64th to W. 82nd Avenue (CDOT right-of-way) - W. 82nd to W. 86th Avenue (CDOT right-of-way; currently included in DRCOG's 2050 RTP, 2030-2039 staging period) - W. 86th to W. 96th Avenue (City of Arvada right-of-way) Together these segments address growing multimodal demand generated by nearby neighborhoods, a major high school, and an active equestrian community that relies on safe crossings. Planned improvements include multimodal facilities such as sidewalks, shared-use paths, enhanced crossings, and roadway geometry and safety upgrades at the railroad crossing. Development pressures along and adjacent to the corridor are accelerating, underscoring the urgency of advancing design and construction before future constraints and safety concerns intensify. Indiana Street is also strategically positioned along the future Mountain Rail alignment, where a potential station location could further strengthen regional connectivity. Advancing this project now will transform Indiana Street into a safe, complete, and multimodal corridor that supports long-term growth and near-term safety needs.	\$178,600,000	2035-2039
Jefferson	City of Arvada	SH-72 Safety Improvements	Start point: SH-93 End point: Indiana Street	The SH-72 Corridor between SH-93 and Indiana Street is a critical regional connection experiencing increasing development pressure and growing multimodal demand. The proposed project would widen shoulders to 8 feet where no curb is present, improving safety and access. It also includes intersection studies at major crossings to enhance operations and safety. With future potential for a Mountain Rail stop nearby and recommended transit connections to Olde Town Arvada and Westminster, these improvements lay the groundwork for a safer and more connected corridor.	\$6,200,000	2035-2039
Jefferson	City of Arvada	Ralston Road Complete Street	Start point: Kipling Parkway End point: 58th Avenue/Ralston Road	The Ralston Road Complete Street project will transform this corridor into a safe, multimodal route for all users. The project includes the addition of transit-supportive infrastructure, continuous sidewalks, bike facilities, improved crossings, and enhanced streetscape elements. By integrating active transportation and transit features, the project supports local and regional connectivity, improves safety, and encourages sustainable travel choices. The Alkire Connection project is proposed to reconstruct the existing roadway to a complete arterial cross-section and provide a new grade separated crossing of the railroad where nothing currently exists. This corridor will provide a pedestrian and bicycle connection north of the railroad, significantly improving access between the Five Parks neighborhood with Ralston Valley High School and Van Arsdale Elementary School. This project will enhance the safety, mobility, and connectivity for walking, biking, and vehicular travel.	\$4,800,000	2030-2034
Jefferson	City of Arvada	Alkire Connection	Start point: W. 80th Avenue End point: W. 86th Parkway	The Alkire Connection project is proposed to reconstruct the existing roadway to a complete arterial cross-section and provide a new grade separated crossing of the railroad where nothing currently exists. This corridor will provide a pedestrian and bicycle connection north of the railroad, significantly improving access between the Five Parks neighborhood with Ralston Valley High School and Van Arsdale Elementary School. This project will enhance the safety, mobility, and connectivity for walking, biking, and vehicular travel.	\$99,800,000	2040-2050
Jefferson	City of Arvada	80th Avenue Reconstruction	Start point: Indiana Street End point: Kipling Street	The 80th Avenue Reconstruction project will widen and implement multimodal elements along the corridor between Indiana Street and Kipling Street to improve safety, capacity, and multimodal access. The project will address key deficiencies, including limited pedestrian and bicycle facilities and upgrading from a rural roadway cross section to meet the needs of the community with an arterial cross section.	\$69,900,000	2040-2050

Jefferson	City of Arvada	72nd Avenue Widening	Start point: Indiana Street End point: Simms Street	The W. 72nd Avenue Widening project will complete a key missing segment of a major east-west arterial in Arvada. The corridor currently lacks multimodal infrastructure and consistent capacity, resulting in safety and operational challenges. This project would extend the newly constructed cross-section of W. 72nd Avenue, four travel lanes with separated bicycle and pedestrian facilities, west to Indiana Street. This connection will create a continuous, safe, and efficient multimodal corridor supporting both local and regional travel needs.	\$48,800,000	2040-2050
Jefferson	Jefferson County	County Hwy 73 Roundabouts and Multimodal Improvements	CH 73 from US 285 to Shadow Mountain Drive	Install roundabouts at intersections to improve safety for all roadway users and reduce crash volumes. Implement bicycle shoulders/rural pedestrian pathways to provide multimodal improvements for the Conifer community. Improve multimodal connections between Conifer and Evergreen.	\$18,000,000	2025-2029
Jefferson	Jefferson County	52nd Avenue Multimodal Improvements	52nd Avenue between McIntyre Street and Ward Road	This project would install much-needed sidewalk and bicycle infrastructure to support access to the Wheat Ridge-Ward Station and Drake Middle School. A portion of the corridor is subject to HB24-1313 and Drake Middle School has over 400 students currently walking in an irrigation ditch to school. Enhanced crossings would be installed at key locations to ensure pedestrians and bicyclists are crossing in predictable locations with greater visibility. In order for sidewalk to be installed on 52nd Avenue, stormwater infrastructure must be installed.	\$14,000,000	2030-2034
Jefferson	City of Wheat Ridge	Kipling Multimodal Corridor Improvements / SH 391	Start point: W 48th Avenue, End point: Kentucky Avenue	Develop, design and construct corridor wide plan for multimodal improvements including vehicular capacity and traffic improvements, multimodal improvements, and replacement of the Clear Creek bridge.	\$300,000,000	2035-2039
Jefferson	City of Wheat Ridge	Ward Road / BNSF Multimodal Grade Separation Freight Project	Start point: Ridge Road, End point: I-70 Frontage Road North	Grade separate the existing at-grade crossing including adding multi-modal facilities along Ward Road	\$74,000,000	2030-2034
Jefferson	City of Wheat Ridge	State Hwy. 58: Clear Creek Drive Interchange	Start point: West 44th Avenue, End point: North Terminus of Clear Creek Drive	Extend Clear Creek Drive north across Clear Creek, Clear Creek Trail, and Highway 58 to West 44th Avenue. The project will include connections to the Clear Creek Trail system, access to properties north of the river and a new interchange with Highway 58. ROW for the project has been previously acquired by the City. Note Clear Creek was previously referred to as Cabela's.	\$30,000,000	2035-2039
Jefferson	Jefferson County	South Golden Road Complete Street	South Golden Rd from Johnson Rd to Colfax Avenue	Implement multimodal and safety improvements, including context-sensitive sidewalk widths, to establish a walkable and bikeable corridor that supports the densities associated with HB24-1313. Install roundabouts at intersections to improve safety for all roadway users. Improvements to be informed by corridor and area study currently underway. Multimodal improvements on this newly identified ATP active corridor will better connect pedestrian focus areas and short trip opportunity zones between Golden and Lakewood.	\$13,000,000	2025-2029
Jefferson	Jefferson County	Easley Road Multimodal Improvements	Easley Road from Easley Way to 60th Avenue	In order to implement a segment of critical improvements, the I-70 bridge over South Golden Road must be reconstructed. CDOT has this on their I-70 bridge projects. It is understood that roadway widening for operations would not be eligible, but all other safety and multimodal options would.		
Jefferson	Jefferson County	Easley Road Multimodal Improvements	Easley Road from Easley Way to 60th Avenue	This project would install bicycle and pedestrian facilities on Easley Road from Easley Way to 60th Avenue. 60th Avenue is the boundary with City of Arvada and would include a roundabout to eliminate the intersection offset, mitigating a current crash pattern. Analysis would be completed before design and construction to determine if additional roundabouts would be necessary to reduce speeds and improve safety. An existing structure would need to be replaced just south of 60th Avenue to support widening to accommodate bicycle and pedestrian facilities.	\$12,000,000	2030-2034
Jefferson	Jefferson County	32nd Avenue Multimodal Improvements	32nd Avenue from McIntyre Street to Alkire Ct	This project would complete gaps in the bicycle and pedestrian network on 32nd Avenue from McIntyre Street to Alkire Ct and include enhanced crossing locations to ensure safe, comfortable multimodal facilities and connections exist. Completing final gaps in the bicycle network would ensure a complete and connected subregional corridor connecting City of Golden to the City/County boundary between Lakewood, Wheat Ridge and Denver.	\$12,000,000	2030-2034

Southwest Weld	Town of Mead	WCR 38 and I-25 Interchange Construction	Intersection of I-25 and Weld County Road 38	Addition of on/off access ramps to the new overpass located at Weld County Road 38 and I-25 creating a full movement interchange. The Town of Mead met with CDOT Headquarters Transportation Planning staff on October 5, 2023 to officially kick-off the 1601 process for the proposed interchange at I-25 and WCR38. Town has collaborated with CDOT, the Federal Highway Administration (FHWA), and both Metropolitan Planning Organizations (MPO's) within the Town's boundary over the past 24 months. During this time our consultant team has been focused on data collection and data sharing with the CDOT I-25 Segment 5 design and construction team. Approval is expected in the first quarter of 2022.	\$57,500,000	2025-2029
Southwest Weld	Weld County	I-76/WCR 8 New Interchange	I-76 @ WCR 8	New partial cloverleaf interchange at WCR 8 and I-76. The project was initiated to allow for a full movement interchange between WCR 8 and I-76. This interchange is needed to allow efficient and safe movement of traffic in the future. The BNSF Railway (BNSF) is developing an Intermodal Facility (IMF) and Logistics Park (LP) to the east of I-76 in this area. This project will advance the full buildout of Colorado Boulevard from Highway 52 to Highway 66, transforming it into a safe, efficient, and multimodal regional corridor that serves the growing needs of the community. The design will follow local jurisdiction standards and support seamless pedestrian, bicycle, and vehicle connectivity across municipal boundaries. Typical improvements include expanding the roadway to four through lanes with dedicated bike lanes, auxiliary lanes, raised medians, and shared-use trails and sidewalks. These enhancements will create a cohesive transportation network that improves regional mobility, safety, and access for all users. While the primary project area lies within the Towns of Firestone and Frederick, extending the improvements north and south to include Dacono and Mead would further strengthen the regional impact and benefit the broader traveling public.	\$185,000,000	2025-2029
Southwest Weld	Town of Firestone	WCR 13 Roadway Widening and Pedestrian Improvements	SH 52 - SH 66	This project will advance the full buildout of Colorado Boulevard from Highway 52 to Highway 66, transforming it into a safe, efficient, and multimodal regional corridor that serves the growing needs of the community. The design will follow local jurisdiction standards and support seamless pedestrian, bicycle, and vehicle connectivity across municipal boundaries. Typical improvements include expanding the roadway to four through lanes with dedicated bike lanes, auxiliary lanes, raised medians, and shared-use trails and sidewalks. These enhancements will create a cohesive transportation network that improves regional mobility, safety, and access for all users. While the primary project area lies within the Towns of Firestone and Frederick, extending the improvements north and south to include Dacono and Mead would further strengthen the regional impact and benefit the broader traveling public.	\$130,000,000	2030-2034

Late submittals

Interagency/ Subregional	Project applicant	Project name/corridor	Project location/limits	Project description	Estimated project cost	Estimated year of completion
Adams	City of Commerce City	E 88th Avenue Improvements	I-76 on the west, Highway 2 on the east	Improvements to E 88th Avenue from I-76 on the west to Highway 2 on the east, plus Rosemary Street from E 86th Ave to E 88th Ave. The improvements include widening the road to from 2 to 4 lanes east of Rosemary, constructing curb and gutter for the full length, and adding a multimodal path on the north side, a sidewalk along the south side, improved drainage, lighting and landscaping. Segment A (from I-76 to the Mile High Flea Market east entrance) is under construction. Segment B (to Rosemary intersection and Rosemary from 86th to 88th) and Segment C (from Rosemary to Highway 2) are not yet fully funded.	\$30,000,000	2025-2029
Southwest Weld	Town of Erie	Sheridan Pkwy Connection (CO-7 to WCR7)	Sheridan Parkway Extending from CO-7 (Baseline Rd Intersection) to WCR-7 (WCR-6 Intersection)	The Sheridan Pkwy Connection project focuses on a missing segment of arterial roadway between WCR-4 and WCR-7, and lacking multimodal roadway infrastructure to/from CO-7 where transit and other investments are planned through CDOT. The local residential neighborhoods are located in Broomfield County, Weld County, and the Town of Erie. The corridor would also provide important freight (truck) access to the Denver Regional Landfill, State/County permitted Oil and Gas operations, and rural Agricultural land-uses. The project will establish a "complete street" for the entire segment Sheridan Pkwy between CO-7 and WCR7 including bicycle and pedestrian infrastructure for VRUs. Within the project area, Sheridan supports access to Children's Hospital, a new Healthcare Facility in Broomfield, Grocery Stores on CO-7, Schools, and Businesses (job access) while serving the regional freight needs. The ultimate roadway will have a cross-section matching the Town's Principle Arterial cross-section to match Broomfield's existing roadway configuration. When complete, the project extend the existing 27.5 Miles of roadway by 10 Miles to SH-119 (Longmont).	\$1,320,000	2025-2029

Southwest Weld	Town of Erie	Erie Pkwy Improvements - WCR 7 to I-25	Erie Parkway Extending from WCR-7 to I-25	The Erie Pkwy Improvements project focuses on the final segment of arterial roadway between WCR-3 and I-25, and lacking multimodal roadway infrastructure to/from I-25 where transit and other investments are planned through RTD. The Town of Erie owns the land and plans for a large development, called Gateway, on the north side of this segment. Existing developments in the area are pushing Erie Parkway to capacity. The corridor would also provide important freight (truck) access to the Denver Regional Landfill, State/County permitted Oil and Gas operations, and rural Agricultural land-uses. The project will establish a "complete street" for the entire segment Erie Parkway including bicycle and pedestrian infrastructure for VRUs. Within the project area, Erie Parkway supports access to downtown Erie, Erie High School, I-25, a new transit facility in the Gateway development. The ultimate roadway will have a cross-section matching the Town's Principle Arterial cross-section which includes a cycle track.	\$2,000,000	2025-2029
Arapahoe	Town of Bennett	I-70 at Kiowa-Bennett Road Interchange Improvements	39.738237, -104.414550	This project will include improvement to a full 4-ramp interchange at I-70 and Kiowa-Bennett Road. The project will improve regional mobility benefits by significantly improving area and regional traffic operations and handling capacity. The project will also address multiple safety concerns associated with existing bridge, guardrail and approach conditions, including structural as well as sight and stopping distances. The current interchange configuration is non-standard, and requires awkward / unorthodox and unexpected area traffic patterns and movements. The interchange improvement will provide more direct routes and connections for users, especially freight traffic, while reducing burdens at adjacent interchanges, especially the I-70 at SH 79 interchange one mile to the west. The interchange will address key and significant future pedestrian connectivity not possible with the current interchange.	\$33,500,000	2025-2029
Jefferson	City of Lakewood	Wadsworth Blvd Multimodal Improvements	W 16th Ave to W 35th Ave	Incorporate and update as necessary Lakewood's North Wadsworth Boulevard corridor plan from 2009 with Wheat Ridge and CDOT input for the corridor. The section is roughly from W 16th Ave on the south to the existing Wheat Ridge project at W 35th. This section forms a bottleneck for vehicular traffic and is lacking sidewalk and bike infrastructure in many blocks. The target is to provide detached 10' side paths where we have the necessary right of way and easements. Transit stops would be ADA accessible. This section has a high crash rate and can be improved by repurposing some of the right turn lanes and side by side left turn lanes in addition to access control medians in segments.	\$60,000,000	2040-2050
RTD	RTD	Northwest Rail/Joint Service	Denver Union Station - Downtown Longmont	Joint Service for Northwest Rail operating three peak-period trains between Downtown Longmont and Union Station.	\$650,000,000	2030-2034