

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		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 vet 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

Jefferson	City of Lakewood	Wadsworth Blvd Multimodal Improvements	W 16th Ave to W 35th Ave Denver Union Station -	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. Joint Service for Northwest Rail operating three peak-period trains between Downtown Longmont and	\$60,000,000	2040-2050
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	\$33,500,000	2025-2029