



CHAPTER 2

Alternatives Considered

1 This chapter describes the alternatives evaluated in
2 this EA and explains how the Build Alternative was
3 developed to address the purpose and need for the
4 US 6/Wadsworth project. Additional information is
5 presented in the *Alternatives Development and*
6 *Screening Technical Memorandum* (CH2M HILL,
7 2008c) included in Appendix C.

8 Public and agency input has helped shape the Build
9 Alternative. In addition to scoping, three open houses
10 were held to solicit input and present details of the
11 alternatives development, screening, and evaluation
12 process, including the alternatives evaluation criteria,
13 initial design concepts, refined design concepts, and
14 the selection of the Build Alternative. Summary
15 reports from these meetings (CH2M HILL, 2008a;
16 CH2M HILL, 2008b) provide additional reference and
17 are included in Appendix C.

18 **2.1 PROCESS FOR DEVELOPING AND** 19 **EVALUATING ALTERNATIVES**

20 The Project Leadership Team (PLT), composed of
21 CDOT, their consultant CH2M HILL, and FHWA,
22 developed initial design alternatives for the
23 interchange and Wadsworth after gathering
24 background data and seeking input from Lakewood,
25 RTD, other federal and state agencies, and the
26 general public. The alternatives development and
27 evaluation process was initiated in September 2007
28 after considering the input received from the public
29 and agencies during the scoping period. The process
30 comprised the following stages: establishing criteria
31 by which to evaluate the alternatives (evaluation
32 criteria); developing a range of alternatives for
33 improvements to the interchange and Wadsworth;
34 evaluating alternatives in a two-step process of initial
35 screening and detailed evaluation; and refinement of
36 the Build Alternative.

37 Evaluation criteria were established initially based on
38 review of transportation problems and existing
39 environmental conditions, as well as input received
40 from the public and agencies during the scoping
41 period. Evaluation criteria were established for Level 1
42 screening and Level 2 evaluation. For both levels of
43 screening, the alternatives were judged on six broad
44 categories: safety/design, mobility/traffic operations,
45 local impacts, environmental impacts, cost feasibility,
46 and implementation. Separate screening criteria were
47 developed for the interchange and for Wadsworth
48 because the transportation goals and problems are
49 distinctly different in these two areas.

50 **2.1.1 LEVEL 1 SCREENING**

51 The Level 1 screening provided an initial review of
52 conceptual designs to eliminate options with “fatal
53 flaws.” Designs identified for Level 1 screening
54 included concepts that project staff, based on
55 experience with similar projects, felt could meet
56 transportation needs, along with concepts suggested
57 by public or non-transportation agency stakeholders.
58 Level 1 screening used available data and
59 engineering judgment and was conducted by
60 professionals with expertise in the applicable
61 evaluation areas, such as roadway design, traffic,
62 environmental resources, and cost estimating.

63 The Level 1 screening process considered eight
64 interchange replacement concepts and the No Build
65 Alternative, as presented in Exhibit 2-1. Four of these
66 concepts were eliminated because they did not meet
67 the project purpose and need, could not be
68 implemented at a reasonable cost, or would result in
69 unacceptable environmental or community impacts.
70 The reasons that these concepts were eliminated are
71 summarized in Exhibit 2-1. Although the No Build
72 Alternative would not meet the project purpose and
73 need, it was retained for baseline comparison.

EXHIBIT 2-1: US 6/WADSWORTH INTERCHANGE LEVEL 1 SCREENING RESULTS

Category	Level 1 Interchange Screening Criteria	Interchange Type								
		No Build	Traditional Diamond	Tight Diamond	Tight Diamond with Loop (Build Alternative)	Single Point Urban Interchange	Partial Cloverleaf	Partial Cloverleaf with Directional Ramp	Full Cloverleaf with Collector/Distributor Roads	Diverging Diamond
Safety/Design	Is the alternative feasible from an engineering perspective?	Full Cloverleaf								
	Can this alternative provide for safer bicycle and pedestrian travel conditions?	N/A	YES	YES	YES	YES	YES	YES	YES	YES
	Does the alternative improve weaving/merge conditions?	NO	YES	YES	YES	YES	YES	YES	NO	YES
Mobility/Traffic Operations	Can the alternative meet current and future traffic needs?	NO	YES	YES	YES	YES	YES	YES	YES	YES
	Does the alternative address the interaction of the interchange with Carr/Garrison Street ramps?	NO	YES	YES	YES	YES	YES	YES	YES	YES
Local Impacts	Does the alternative provide residential and business access?	YES	YES	YES	YES	YES	YES	YES	YES	YES
Environmental Impacts	Can environmental impacts be reasonably mitigated?	N/A	NO	YES	YES	YES	YES	NO	NO	NO
Cost Feasibility	Can the alternative be constructed within 150 percent of estimated costs?	N/A	YES	YES	YES	YES	YES	NO	NO	YES
Implementation	Is the alternative compatible with established local plans and visions?	NO	YES	YES	YES	YES	YES	YES	NO	NO
SUMMARY OF RESULTS		Carried Forward: Baseline Comparison	Eliminated: Larger ROW impacts in all quadrants of the interchange and additional relocations compared to tight diamond.	Carried Forward: Level 2 Evaluation	Carried Forward: Level 2 Evaluation	Carried Forward: Level 2 Evaluation	Carried Forward: Level 2 Evaluation	Eliminated: Flyover ramp requires significant additional ROW; elevated ramp increases noise impacts; and costs are 20 percent higher than other alternatives retained for evaluation.	Eliminated: Largest footprint interchange requires significantly more ROW and higher cost; does not address bicyclist and pedestrian conflicts.	Eliminated: Rare interchange type that may not meet driver expectations; slower speeds through interchange area affect Wadsworth LOS thus does not meet purpose and need.

1 Additional details on the Level 1 screening process
 2 and results for the interchange can be found in the
 3 *Alternatives Development and Screening Technical*
 4 *Memorandum* (CH2M HILL, 2008c) and *Open House*
 5 *#2 Summary Report* (CH2M HILL, 2008a) included in
 6 Appendix C.

7 Level 1 screening also considered eleven concepts for
 8 the configuration of Wadsworth, which ranged from
 9 traffic management options to varying degrees of
 10 roadway reconstruction. Level 1 screening identified
 11 three travel lanes, sidewalks, and a raised median as
 12 features critical to meeting the project's purpose and
 13 need, and thus, only one concept was advanced to
 14 Level 2 evaluation. Details on the concepts eliminated
 15 in the Level 1 screening are included in the
 16 *Alternatives Development and Screening Technical*
 17 *Memorandum* (CH2M HILL, 2008c) and *Open House*
 18 *#2 Summary Report* (CH2M HILL, 2008a) included in
 19 Appendix C.

20 2.1.2 LEVEL 2 EVALUATION

21 The Level 2 evaluation studied the remaining four
 22 interchange design concepts. The purpose of the
 23 Level 2 evaluation was to establish a means for
 24 estimating and comparing how well design concepts
 25 performed in meeting transportation needs in a cost-
 26 effective and least environmentally harmful manner.
 27 The Level 2 evaluation established quantitative
 28 performance measures for each of the six broad
 29 categories from Level 1 screening and provided a
 30 method for comparing concepts to support the
 31 selection of build alternative(s) to be evaluated in the
 32 EA. Performance measures were established to rate
 33 each alternative as "good," "fair," or "poor" for 20
 34 criteria related to design and safety features, mobility
 35 and traffic operations, local impacts, environmental
 36 impacts, costs, and implementation elements.

37 The four interchange concepts performed similarly on
 38 many of the criteria (for instance, all eliminated
 39 weaving conflicts and improved ramp entrances and
 40 exits). To distinguish the comparison of design
 41 concepts, the project team determined which criteria
 42 were measurably different among the concepts, and
 43 of those, which were the highest priority, based on the
 44 purpose and need of the project and priorities

45 identified by the public at Open House #2 (see
 46 CH2M HILL, 2008a). In order of importance, the top
 47 priority distinguishing criteria were: interchange
 48 capacity, pedestrian and bicycle crossings, corridor
 49 travel time, and cost.



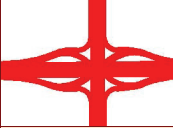

50 During the Level 2 evaluation, the partial cloverleaf
 51 was removed from consideration because it ranked
 52 poorly for conflicts with pedestrian and bicycle
 53 crossings, resulted in the greatest environmental and
 54 right-of-way impacts, and was the most costly. The
 55 other three alternatives remained under consideration.

56 The tight diamond with loop was identified as the Build
 57 Alternative primarily because it would provide
 58 measurably better interchange capacity than the tight
 59 diamond and SPUI concepts. The loop ramp would
 60 allow the highest volume traffic movement (from
 61 westbound US 6 to southbound Wadsworth) to
 62 bypass traffic signals and keep traffic more free-
 63 flowing. Additionally, this concept performed better in
 64 off-peak conditions. The loop option also had a
 65 greater level of support from Lakewood because of
 66 the measurably better interchange capacity, and it
 67 performed relatively well in the other priority criteria.

68 The tight diamond was the worst performing of the
 69 three remaining alternatives with regard to capacity,
 70 both at the interchange and on Wadsworth. Although
 71 the least expensive option, it was not identified as the
 72 Build Alternative because of its relatively poor
 73 capacity, which is a critical project purpose. The SPUI
 74 performed equally poorly for interchange capacity.
 75 Although it performed better for Wadsworth through
 76 traffic during peak hours, the SPUI was not selected
 77 as the Build Alternative primarily because it did not
 78 meet the capacity needs at the interchange as well as
 79 the tight diamond with loop.

80 The results of the Level 2 screening are summarized
 81 in Exhibit 2-2. The distinguishing criteria are shaded
 82 in this exhibit. Full details of the Level 2 evaluation
 83 and selection of the Build Alternative are contained in
 84 the *Alternatives Development and Screening*
 85 *Technical Memorandum* (CH2M HILL, 2008c)
 86 included in Appendix C.

EXHIBIT 2-2: LEVEL 2 INTERCHANGE EVALUATION RESULTS

Category	Level 2 Interchange Evaluation Criteria ¹	No Build	Tight Diamond	Tight Diamond with Loop (Build Alternative)	Single Point Urban Interchange	Partial Cloverleaf
		Full Cloverleaf				
Safety/Design	Pedestrian and bicycle safety (controlled crossings)	Poor 8 uncontrolled	Poor 2 uncontrolled, 6 controlled	Poor 3 uncontrolled, 5 controlled	Poor 3 uncontrolled, 5 controlled	Poor 4 uncontrolled, 4 controlled
	Ramp entrance design (parallel/tapered entrances)	Poor	Good	Good	Good	Good
	Design exceptions (# required)	N/A	Good	Poor	Good	Poor
Mobility/Traffic Operations	Weave sections (# of weave sections)	Poor	Good	Good	Good	Good
	Ramp operations (LOS on US 6 ramps)	Fair	Good	Good	Good	Good
	Wadsworth corridor travel time (# signalized intersections)	N/A	Poor 2 new signals	Fair / Poor 1.5 new signals	Fair 1 new signal	Poor 2 new signals
	Interchange capacity (peak hour volume-to-capacity ratio ²)	Good NB/EB=0.80 WB/SB=0.85	Fair NB/EB=0.80 WB/SB=1.0	Good NB/EB=0.80 WB/SB=0.85	Fair NB/EB=0.80 WB/SB=1.0	Good NB/EB=0.80 WB/SB=0.85
	Spacing between frontage roads and ramps (feet)	Poor North=175 ft South=225 ft	Fair North=375 ft South=415 ft	Fair North=125 ft South=415 ft	Fair North=425 ft South=425 ft	Poor North=125 ft South=175 ft
Local Impacts	Local access to/from US 6 (travel distance)	Good	Poor	Poor	Poor	Poor
	Effects to local businesses (access, parking, visibility)	N/A	Poor	Poor	Poor	Poor
Environmental Impacts ³	# relocations (residences and businesses)	N/A	Poor 9 businesses; 17 residences	Poor 20 businesses; 13 residences	Poor 9 businesses; 17 residences	Poor 21 businesses; 31 residences
	# properties affected by ROW acquisition (# required)	N/A	Poor 76 properties	Poor 78 properties	Poor 76 properties	Poor 78 properties
	# residences within 66 dBA noise contour (# of residences)	Fair 137 residences	Fair 137 residences	Poor 138 residences	Good 133 residences	Poor 141 residences
	Wetlands affected (type of permit required)	N/A	Fair (<0.25 acre)	Fair (<0.25 acre)	Fair (<0.25 acre)	Fair (<0.25 acre)
	Section 4(f) uses (# and type)	N/A	Poor 4 uses	Poor 4 uses	Poor 4 uses	Poor 4 uses
Cost Feasibility	Cost (\$ 2010) ³ (interchange only)	N/A	Poor \$61.5M	Poor \$74.4M	Poor \$76.4M	Poor \$80.7M
	Right-of-way costs (percentage of total costs)	N/A	Good 20%	Fair 23%	Good 15%	Fair 26%
Implementation	Emergency response (emergency response goals)	Fair	Good	Good	Good	Good
	Construction staging (compliance with CDOT lane closure policy)	N/A	Fair some variance	Fair some variance	Poor would not comply	Fair some variance
	Expandability (reconstruction required for future expansion)	Poor	Fair partial intersection reconstruction	Poor loop ramp reconstruction	Fair partial intersection reconstruction	Poor reconstruction of both loop ramps
SUMMARY OF RESULTS						
No Build	Does not meet purpose and need. Carried forward for baseline comparison.					
Tight Diamond	Worst performance for traffic at the interchange and along Wadsworth; interchange would operate at capacity in design year; least expensive option; best pedestrian and bicycle crossings through the interchange.					
Tight Diamond with Loop	Best interchange capacity after partial cloverleaf (measurably better than tight diamond or SPU); relatively good performance for Wadsworth corridor travel time and project cost; some bicycle/pedestrian conflicts but could be mitigated in design; relatively easy construction staging.					
SPUI	Best performance for through traffic on Wadsworth; lower capacity for interchange; bicycle and pedestrian crossings at signals help remove conflicts but large intersection difficult for pedestrians to maneuver; high cost; most complicated to construct due to large bridge span.					
Partial Cloverleaf	Good performance for interchange capacity. Poor performance for bicycle and pedestrian conflicts through the interchange; would require most noise mitigation; most expensive option; highest right-of-way costs and impacts.					

2 Notes: ¹ Shaded cells represent criteria that helped differentiate the concepts. ² Volume to capacity ratio or V/C ratio compares flow rate to capacity (1.0 indicates a road is at capacity). See definition in Appendix A. ³ Indicates preliminary estimates that were refined during final analysis of the Build Alternative.

1 Elements of the Wadsworth alternative, such as the
2 widths of travel lanes and sidewalks, were evaluated
3 during Level 2 evaluation to identify mitigation
4 opportunities and finalize the basic cross section of
5 the Wadsworth Build Alternative.

6 CDOT held public open houses in April and May
7 2008, and attended several neighborhood and
8 business group meetings to present and obtain input
9 on the results of the Level 2 evaluation and selection
10 of the Build Alternative. Comments received at these
11 meetings indicated concurrence with the results, and
12 public support for the Build Alternative. Public input
13 and environmental mitigation measures shaped
14 additional refinements to the Build Alternative
15 discussed in Section 2.2.3.

16 **2.2 DESCRIPTION OF ALTERNATIVES**

17 Terminology used to describe the alternatives is
18 defined in the Glossary in Appendix A.

19 **2.2.1 NO BUILD ALTERNATIVE**

20 The No Build Alternative does not meet the purpose
21 and need, but is carried forward as a baseline against
22 which the Build Alternative is compared. Like the Build
23 Alternative, the No Build Alternative is evaluated
24 under 2035 traffic conditions.

25 The No Build Alternative would not meet the project
26 needs described in Chapter 1. CDOT would continue
27 to maintain the existing transportation facilities, but no
28 capital improvements or expansion of facilities would
29 occur for the interchange, US 6, or Wadsworth.

30 **2.2.2 BUILD ALTERNATIVE**

31 The Build Alternative would replace the existing
32 US 6/Wadsworth interchange, including the bridge
33 and all entrance and exit ramps, and widen
34 Wadsworth between 4th and 14th Avenues. The
35 proposed interchange design, referred to as the tight
36 diamond with loop, is shown in Exhibit 2-3.

37 The proposed design would address the project
38 purpose and needs described in Chapter 1. It would
39 be a diamond interchange with a loop ramp in the
40 northwest quadrant of the interchange. The loop ramp
41 was chosen for the northwest quadrant of the
42 interchange to accommodate peak evening traffic
43 moving from westbound US 6 to southbound
44 Wadsworth. The loop would be constructed to
45 improve speed transitions from US 6 to Wadsworth. A
46 longer deceleration lane would be provided to allow
47 vehicles to maintain a higher speed while exiting
48 US 6, reducing the amount of deceleration required in
49 the through lanes of US 6.

50 The auxiliary lane from the loop onto Wadsworth
51 would extend through to 5th Avenue to allow a longer
52 distance to merge with Wadsworth traffic. The
53 remaining ramps would be constructed in a diamond
54 configuration. All of the ramp tapers in the interchange
55 area would be lengthened to provide adequate
56 acceleration and deceleration distances for vehicles
57 entering and exiting US 6.

58 US 6 would remain a six-lane freeway corridor. The
59 existing on/off ramps at Carr and Garrison Streets
60 would remain, but the new interchange configuration
61 would add auxiliary lanes between those ramps and
62 the west Wadsworth on/off ramps to provide safer
63 weaving distances between the two sets of ramps.
64 The US 6 bridge over Wadsworth would be replaced,
65 addressing the structural deficiency of the bridge
66 deck.

EXHIBIT 2-3: PROPOSED INTERCHANGE DESIGN

Northwest Quadrant

Interchange

- 1 Reconstructed loop off-ramp from westbound US 6 to southbound Wadsworth.
- 2 A grade-separated or at-grade pedestrian crossing at on-ramp and loop ramp will be determined at final design.
- 3 New longer on-ramp from northbound and southbound Wadsworth to westbound US 6 provides adequate acceleration and merge distances for vehicles entering US 6.
- 4 Continuous lane on US 6 between on-ramp and Carr St. off-ramp provides safer merging conditions.

Frontage Road

- 5 Frontage road access is shifted north and changed to two-way traffic between the 6th Ave. Business Center and Wadsworth.
- 6 Channel improvements to Lakewood Gulch to reduce floodplain.

Northeast Quadrant

Interchange

- 10 New longer off-ramp from westbound US 6 to northbound Wadsworth provides adequate deceleration and vehicle queue distances for vehicles accessing Wadsworth. Free flow movement onto Wadsworth.

Frontage Road

- 11 Frontage road is reconfigured to provide access directly to Wadsworth. Provides two-way operation that reduces neighborhood cut-through traffic.
- 12 New noise walls next to the frontage road.



Southwest Quadrant

Interchange

- 7 Continuous lane on US 6 between Carr St. on-ramp and Wadsworth off-ramp provides safer merging conditions.
- 8 New longer off-ramp from eastbound US 6 to northbound and southbound Wadsworth feeds into a multi-lane intersection that accommodates expected vehicle queues. Exiting vehicles wanting to travel east at the 5th Ave. intersection utilize the signalized intersection to make a hard right and vehicles destined farther south can use the adjacent right-turn yield lane to merge onto southbound Wadsworth.

Frontage Road

- 9 Frontage road remains one-way and continues to connect to 5th Ave. at Yukon St.

Southeast Quadrant

Interchange

- 13 New longer on-ramp from northbound and southbound Wadsworth to eastbound US 6 provides adequate acceleration and merge distance for vehicles entering US 6.

Frontage Road

- 14 Frontage road remains two-way and connects to 5th Ave. on Vance St. instead of Webster St.

Project Wide

- 15 New noise walls between the frontage roads and US 6, west of Wadsworth.
- 16 Detached multi-use sidewalk along both sides of Wadsworth.

1 The Wadsworth cross section, shown in Exhibit 2-4,
 2 would feature an additional travel lane in each
 3 direction, a raised median, and a multi-use sidewalk.
 4 The additional travel lanes would reduce congestion
 5 for vehicles traveling through the study area. The
 6 median would direct left turns and U-turns to
 7 intersections with cross streets and prevent mid-block
 8 turns. Exhibit 2-5 shows where left turns and U-turns
 9 would be allowed. By limiting left turns from cross
 10 streets, there would be fewer locations along
 11 Wadsworth where left-turning vehicles would conflict
 12 with through-traffic or pedestrians/bicyclists. In
 13 addition, an Access Management Plan would be
 14 developed and implemented to consolidate driveways
 15 and limit the number of locations where cars enter
 16 Wadsworth traffic.

17 An 8-foot multi-use sidewalk, which would be
 18 detached or offset from the roadway in most locations,
 19 would be provided on both sides of Wadsworth,
 20 including through the interchange area. Separating
 21 pedestrians and bicyclists from vehicular traffic would
 22 provide a higher level of safety. The sidewalk would
 23 also improve access to and convenience of bus stops.

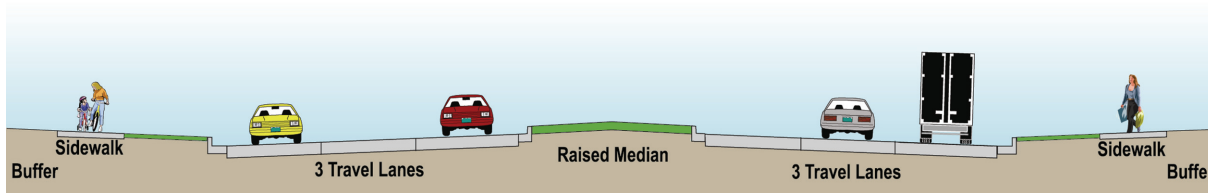
24 McIntyre, Lakewood, and Dry Gulches would be
 25 widened and realigned to remove US 6 and
 26 Wadsworth from the floodplains, improve drainage

27 flow, and reduce flooding in locations where the
 28 roadways cross the drainages. Riparian values along
 29 the banks would be enhanced.

30 The Build Alternative would also include water quality
 31 ponds to treat stormwater runoff and comply with
 32 federal and state water quality permitting
 33 requirements. As shown in Exhibit 3-21, seven ponds
 34 would be located in the study area. Locations, sizes,
 35 and configurations of planned ponds were designed to
 36 minimize property acquisition and take advantage of
 37 property remnants that would have no other
 38 economical function. The ponds would be adequately
 39 sized to filter roadway runoff from existing and
 40 expanded paved areas. In some cases, the water
 41 quality ponds would also treat stormwater from non-
 42 roadway development that enters the roadways. The
 43 ponds would typically be dry except during and after
 44 storm events.

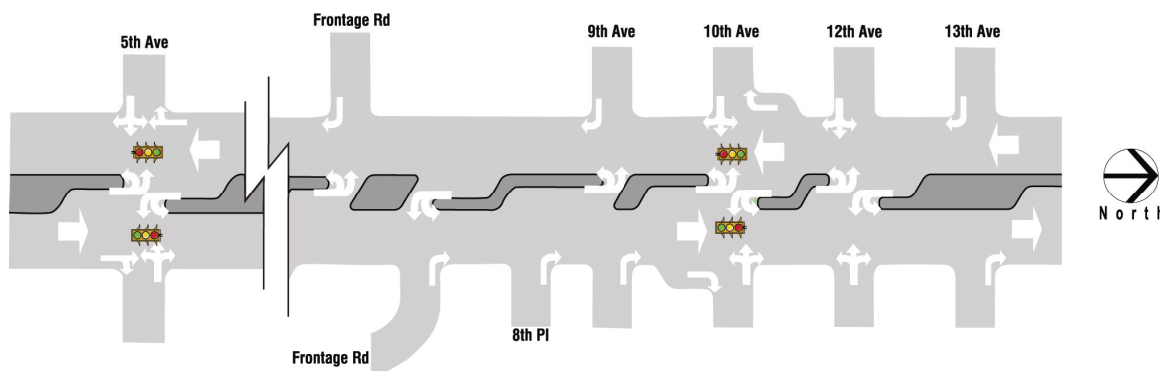
45 Finally, noise walls would be installed between US 6
 46 and its frontage roads from the interchange west to
 47 near Garrison Street. Existing walls east of
 48 Wadsworth, and within the limits of the proposed
 49 improvements, would be reconstructed and extended
 50 farther west toward Wadsworth to improve noise
 51 mitigation for residents in the interchange area.

EXHIBIT 2-4: WADSWORTH BUILD ALTERNATIVE CROSS SECTION



52

EXHIBIT 2-5: PROPOSED TURNING MOVEMENTS ON WADSWORTH



2.2.3 REFINEMENTS TO THE BUILD ALTERNATIVE

The Build Alternative was refined after the Level 2 evaluation to minimize property acquisitions and other environmental impacts. Changes to the Build Alternative were discussed with, and often initiated by, the public. Some of the refinements include:

◆ The sidewalk buffer area next to Wadsworth was removed, attaching the sidewalk to the roadway in some locations, if doing so allowed a property to remain (avoided a total acquisition).

◆ The width of the inside travel lanes (two in each direction) was reduced to 11 feet, rather than 12 feet, to minimize right-of-way (ROW) requirements.

◆ The 25-mile-per-hour (mph) design speed of the northwest loop ramp was maintained to reduce the radius of the ramp and minimize impacts to surrounding businesses.

◆ Nonconforming land uses, such as encroachments into setback requirements, that could otherwise turn partial property acquisitions into total acquisitions were identified; allowance of these nonconforming uses was discussed with Lakewood.

◆ The frontage road alignment and configuration on the north side of US 6 was changed to two-way near residences and businesses to improve business access and reduce neighborhood cut-through traffic.

◆ Water quality features were sited to be compatible with surrounding land use and provide productive use of “remnant” ROW parcels.

Other mitigation measures and design refinements incorporated to avoid or minimize impacts to community and environmental resources are discussed in Chapter 3 of this EA.

2.2.4 RTD WEST CORRIDOR

Unassociated with the US 6/Wadsworth project, RTD and/or private developers may construct some sidewalk and intersection improvements on the north end of the project area associated with the West Corridor light rail project and recent transit mixed-use zoning. Changes in traffic patterns associated with these improvements have been accounted for in both the No Build and Build Alternatives. The cumulative effects of these potential projects with the Build Alternative are factored into the cumulative impact analysis (Section 3.13).

2.2.5 COST

Costs associated with the No Build Alternative would be limited to general maintenance because no capital improvements would be initiated. Maintenance of the US 6 bridge over Wadsworth would become more frequent and, therefore, costly as the condition of the bridge deck continues to worsen.

The Build Alternative (including both the interchange and Wadsworth improvements) is estimated to cost approximately \$100 million to implement (in 2010 dollars). Costs, which include materials, labor, and ROW acquisition, would likely increase if construction is delayed.

2.2.6 FUNDING

The US 6/Wadsworth project is included in the Denver Regional Council of Governments (DRCOG) *Fiscally Constrained 2035 Regional Transportation Plan* (DRCOG, 2007). Like many projects in the current plan, funding for this project has been subject to declining tax revenue and volatile construction costs.

The funds in the current budget forecast are expected to fall short of the full funding required to construct the Build Alternative. US 6/Wadsworth improvements remain a high priority for the region and the state, and CDOT and FHWA continue to work to secure full funding. The City of Lakewood also is actively seeking additional local funding opportunities.