Appendix H:
Project Categorization Table

CO 52 PEL
Categorization of Potential Projects

Worksheet Overview

Categorization Tab

Potential projects for the CO 52 corridor are listed in arbitrary order from west to east.
A Project ID is assigned to each project for worksheet cross-references purposes only.
Based on its estimated effectiveness in addressing each element of purpose and need, each project is rated with a score of 1 to 5 for each respective element.
A low to high range of estimated cost is provided for each project.
Ease of implementation is summarized for each project, regarding impact on environmental resources, alignment with local community support, and need for right-of-way.

Score Definitions Tab

Definitions and assumptions of the rating methods are described for each topic

Intersection Improvements Tab

Details of the potential improvements at each intersection are summarized
Improvements on roadway segments are grayed out

Funding Sources Tab

Typical funding sources are briefly described including eligibility criteria

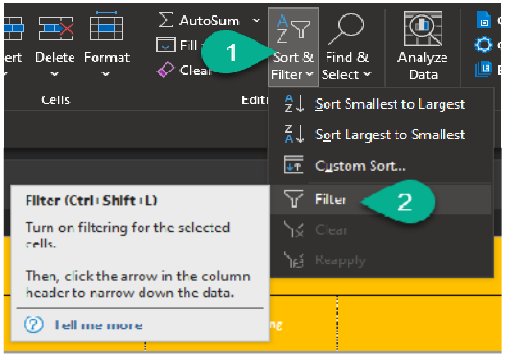
Funding Categories Tab

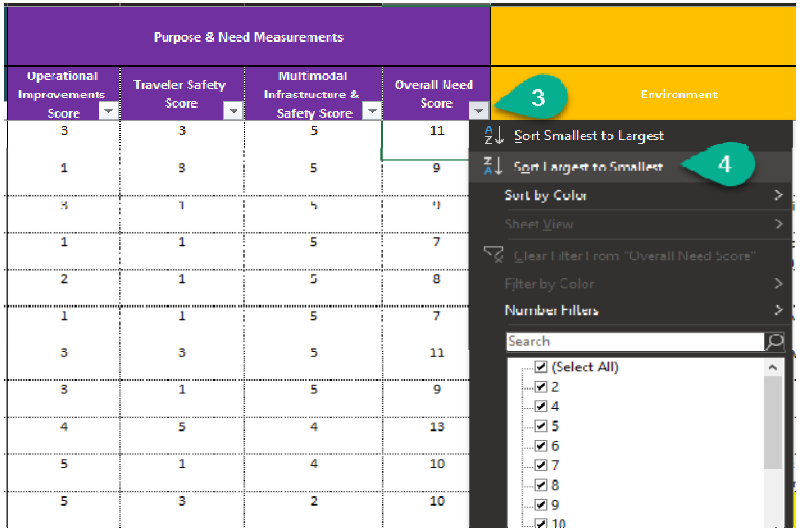
For each potential project, its expected eligiblility of funding categories are identified

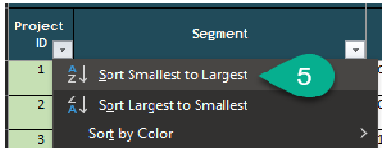
CO 52 PEL
Categorization of Potential Projects

Instructions

On the Categorization Tab, select any cell within the body of the table.
From the "Home" tab on the Excel Ribbon, click on the Sort and Filter button (1) and choose Filter (2) - Skip if drop-down arrows are already present in the Header (Row 2).
In the Header (Row 2), click on the drop-down arrow in the column you wish to sort by (3) and select the sort method (4)
To restore the table to the default order, sort the Project ID column from Smallest to Largest (5).







CO 52 PEL
Categorization of Potential Projects

P&N Measurements Score	
Operational Improvements (Quantitative score)	
	1 Would not improve intersection LOS or segment travel time
	2 Low potential to improve intersection LOS (1 peak hour letter grade)
	3 Moderate potential to improve intersection LOS (2 peak hour letter grades) or segment travel time (5% to 15% change)
	4 Above average potential to improve intersection LOS (3 peak hour letter grades)
	5 High potential to improve intersection LOS (3 peak hour letter grades) or segment travel time (>15% change)
Traveler Safety (Qualititative score)	
	1 Not expected to improve safety.
	3 Expected to have a positive safety impact.
	5 Improves safety by addressing an identified safety issue.
Multimodal Infrastructure and Safety (Qualitative score)	
	1 Does not provide multimodal infrastructure or safety improvements
	2 Provides minor improvements such as widening of existing shoulders that are already four-feet or greater
	3 Provides shoulders of at least four-foot width where no multimodal facilities already exist
	4 Provides on-street bicycle lanes or other dedicated improvements
	5 Provides separated bicycle/pedestrian infrastructure, such as multi-use path

Ease of Implementation - Brief Summary of Key Data	
ROW, Environmental, and Local Support	
	Substantial challenges associated with ROW (involves acquisition of a structure), Environmental, and/or Local Support
	Moderate challenges associated with ROW (ROW line close to a structure), Environmental, and/or Local Support
	No anticipated challenges associated with ROW, Environmental, and/or Local Support

Cost Attributes	
Cost Range	
	Highest cost items are roughly quantified. These items included at least pavement removal, proposed pavement, excavation and embankment, detour paving and structures (box culvert, bridges, and walls). A percentage of cost was applied to the other items that were not quantified including clearing and grubbing, minor drainage, and mobilization. An overall contingency of 40% was applied, in addition to 8% for a Force Account. The cost also assumed right-of-way, design, and NEPA.

CO 52 PEL
Categorization of Potential Projects

FUNDING SOURCE	Project Type
RAISE Grant	All (would have to be packaged)
INFRA Grant	All (would have to be packaged)
Competitive Highway Bridge Program	All bridges (would have to be packaged)
Surface Transportation Program (STP)-Metro	All intersections, multimodal, and segment projects
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	All multimodal and congestion-related projects
Transportation Alternatives Program (TAP)	All multimodal projects
Asset Management: Surface Treatment	Only rehabilitation-focused segment projects
Asset Management: Structures	All projects affecting existing bridges
Asset Management: Systems Operations	All intersections
Asset Management: Geohazards Mitigation	Assumed not applicable at the PEL information level
Asset Management: Permanent Water Quality Management	Major drainage improvements (not culvert replacements)
Safety: Highway Safety Improvement Program	Intersections
Safety: Rail-Highways Crossings Program	Rail-highway crossings
Safety: Hot Spots	Intersections and reverse-curve (would need to be refined on site-specific basis)
Safety: FASTER Bridge	Bridge projects
Safety: FASTER Safety	Intersections and reverse-curve (would need to be refined on site-specific basis)
Safety: ADA Compliance	Intersections
Mobility: Regional Priority Program	All
Mobility: Strategic Projects	All
Mobility: National Highway Freight Program	Intersections
Highways: Bridge Off-System	None
Transit and Multimodal: Safe Routes to School	Proximity to existing schools
Transit and Multimodal: Transit Grant Program	None
Transit and Multimodal: Multimodal Options Program	Multimodal
Property Tax	All
Tax Increment Financing (TIF) District	All
Development Mitigation/Impact Fees	All
Real Estate Transfer Tax	All
Land Contribution or Other Asset Sales	All
Developer Contributions	All

Location and Project Description				Purpose & Need Measurements				Ease of Implementation			Cost Attributes	
Project ID	Segment	Location	Improvement	Operational Improvements Score	Traveler Safety Score	Multimodal Infrastructure & Safety Score	Overall Need Score	Environment	Local Planning	Right-of-Way	Low	High
1	Segment 1 CO 119 to County Line Rd	CO 119 to County Line Rd	2-Lane Resurfacing Shoulder Widening	3	3	5	11	Three Historic Sites and Open Space	No anticipated challenges	County Owned ROW and/or Conservation easements ROW line close to structure	$ 41,200,000	$ 50,300,000
2	Segment 1 CO 119 to County Line Rd	CO 119 to Monarch Pl	Multi-Use Trail	1	3	5	9	Three Historic Sites and Open Space	No anticipated challenges	County Owned ROW and/or Conservation easements ROW line close to structure	$ 2,200,000	$ 2,700,000
3	Segment 1 CO 119 to US 287	71st Ave	Intersection Improvements	3	1	5	9	Open space located near 71st street intersection , CO 52 Historic	No anticipated challenges	County Owned ROW and/or Conservation easements ROW line close to structure	$ 4,500,000	$ 5,500,000
4	Segment 1 CO 119 to US 287	79th Ave	Intersection Improvements	1	1	5	7	Crosses Boulder Left-hand ditch , Historic - Alan Farm House, and Boulder and White Rock Ditch, and CO 52, County owned open space that leads to a trail	No anticipated challenges	County Owned ROW and/or Conservation easements	$ 9,000,000	$ 10,900,000
5	Segment 1 CO 119 to US 287	Hover St/95th Ave	Intersection Improvements	2	1	5	8	Bald Eagle habitat, CO 52 Historic	No anticipated challenges	County Owned ROW and/or Conservation easements	$ 8,300,000	$ 10,100,000
6	Segment 1 US 287 to County Line Rd	US 287 - Option 1	Intersection Improvements (Traditional Configuration)	1	1	5	7	Johnson-Vallet Farm and Open space, sensitive noise receptors residential, , CO 52 Historic	No anticipated challenges	County Owned ROW and/or Conservation easements ROW line close to structure	$ 11,800,000	$ 14,400,000
7	Segment 1 US 287 to County Line Rd	US 287 - Option 2	Intersection Improvements (Non-Traditional Configuration)	3	3	5	11	Johnson-Vallet Farm and Open space, sensitive noise receptors residential, , CO 52 Historic	Substantial challenges	County Owned ROW and/or Conservation easements County support for non-traditional intersection lacking	$ 21,100,000	$ 25,800,000
8	Segment 2 County Line Rd to WCR 7	County Line Rd	Intersection Improvements	3	1	5	9	Potential for residental noise receptors	No anticipated challenges	ROW line close to structure	$ 23,100,000	$ 28,300,000
9	Segment 2 County Line Rd to WCR 7	WCR 3	Intersection Improvements	4	5	4	13	CO 52 Historic	No anticipated challenges	ROW line close to structure	$ 10,300,000	$ 12,500,000
10	Segment 2 County Line Rd to WCR 7	WCR 5	Intersection Improvements	5	1	4	10	CO 52 Historic, bald eagle habitat (nest), sensitive noise receptors (residential), proposed off-street trail paved	No anticipated challenges	ROW line close to structure	$ 8,900,000	$ 10,800,000
11	Segment 2 County Line Rd to WCR 7	County Line Rd to WCR 7	4-Lane Widening Shoulder Widening	5	3	2	10	CO 52 Historic, bald eagle habitat (nest), sensitive noise receptors (residential), proposed off-street trail paved	No anticipated challenges	ROW line close to structure	$ 30,400,000	$ 37,100,000
12	Segment 2 WCR 7 to I-25 SB FR	WCR 7	Intersection Improvements	4	3	4	11	CO 52 Historic and residental home historic, bald eagle habitat, sensitive noise receptors (residential),	No anticipated challenges	No anticipated challenges	$ 10,300,000	$ 12,500,000
13	Segment 2 WCR 7 to I-25 SB FR	WCR 7 to I-25 SB FR	6-Lane Widening Shoulder Widening	3	3	4	10	CO 52 Historic, sensitive noise receptors (residential, place of worship, businesses with outdoor seating), Bald eagle and red tailed hawk habitat	Moderate challenges	No anticipated challenges	$ 24,900,000	$ 30,500,000
14	Segment 2 I-25 NB FR to Silver Birch (York)	I-25 NB FR to Silver Birch (York)	6-Lane Widening Shoulder Widening	1	3	4	8	CO 52 Historic South Platte Supply Canal - Coalridge Ditch, wetlands, Red-tailed Hawk Habitat, exisiting on-street bike facility, Sensitive noise receptors (businesses with outdoor seating).	Moderate challenges	No anticipated challenges	$ 28,100,000	$ 34,300,000
15	Segment 2 Silver Birch (York) to WCR 15	Silver Birch Rd (York)	Intersection Improvements	3	1	4	8	CO 52 and Nelson Farm Historic, red-tail hawk habitat, south platte supply canal (wetlands)	No anticipated challenges	No anticipated challenges	$ 14,300,000	$ 17,500,000
16	Segment 2 Silver Birch (York) to WCR 15	Colorado Blvd	Intersection Improvements	3	1	4	8	CO 52 UP (dent branch-segment) and Sharpe Farmstead Historic, sensitive noise respectors	No anticipated challenges	No anticipated challenges	$ 10,000,000	$ 12,200,000
17	Segment 2 Silver Birch (York) to WCR 15	Glen Creighton/Frederick Way	Intersection Improvements	4	3	4	11	CO 52 Historic, sensitve noise receptors, open space and trail,	No anticipated challenges	No anticipated challenges	$ 10,200,000	$ 12,500,000
18	Segment 2 Silver Birch (York) to WCR 15	WCR 15	Intersection Improvements	4	1	4	9	CO 52 Historic, sensitive noise receptors	No anticipated challenges	No anticipated challenges	$ 5,700,000	$ 6,900,000
19	Segment 2 Silver Birch (York) to WCR 15	Silver Birch (York) to WCR 15	4-Lane Widening Shoulder Widening	5	3	4	12	CO 52 Historic, sensitive noise receptors	No anticipated challenges	No anticipated challenges	$ 19,800,000	$ 24,200,000
20	Segment 2 WCR 15 to WCR 19	Reverse Curves - Option 1	Realignment (4% Superelevation)	1	3	2	6	CO 52 Historic, oil well	Moderate challenges	Amount of ROW acquisition depends on superelevation design, but is expected to be substantial. WCR 17 improvements may include realignment/consolidation.	$ 26,000,000	$ 31,700,000
21	Segment 2 WCR 15 to WCR 19	Reverse Curves - Option 2	Realignment (6% Superelevation)	1	3	2	6	CO 52 Historic, oil well	No anticipated challenges	Amount of ROW acquisition depends on superelevation design, but is expected to be substantial. WCR 17 improvements may include realignment/consolidation.	$ 26,500,000	$ 32,400,000
22	Segment 2 WCR 15 to WCR 19	WCR 15 to WCR 19	2-Lane Resurfacing Shoulder Widening (Interim)	1	3	2	6	CO 52 Historic, oil well	Moderate challenges	No anticipated challenges	$ 19,200,000	$ 23,400,000
23	Segment 3 WCR 19 to US 85	WCR 19 to US 85	4-Lane Widening Shoulder Widening	5	3	2	10	CO 52 Historic, open space, park, sensitive noise receptors, potential for wetlands, oil wells	No challenges	No anticipated challenges	$ 13,000,000	$ 15,800,000
24	Segment 3 WCR 19 to US 85	WCR 19 to US 85	2-Lane Resurfacing Shoulder Widening (Interim)	1	3	2	6	CO 52 Historic, open space, park, sensitive noise receptors, potential for wetlands, oil wells	Moderate challenges	No anticipated challenges	$ 23,900,000	$ 29,100,000
25	Segment 3 US 85 to Denver Ave	Through Fort Lupton	2-Lane Resurfacing Urban	3	1	5	9	CO 52 Historic, sensitive noise receptors (homes and businesses)	Substantial challenges	No anticipated challenges	$ 5,300,000	$ 6,500,000
26	Segment 3 US 85 to Denver Ave	Through Fort Lupton	4-Lane Widening Urban	5	3	5	13	CO 52 Historic, sensitive noise receptors (homes and businesses)	No challenges	Acquisition of structure	$ 5,700,000	$ 7,000,000
27	Segment 3 Denver Ave to WCR 31	Denver Ave to WCR 31	4-Lane Widening Urban	5	3	5	13	CO 52 Historic, potential for wetlands, sensitive noise receptors, scattered oil wells	No challenges	ROW line close to structure	$ 5,400,000	$ 6,500,000
28	Segment 3 Denver Ave to WCR 31	Denver Ave to WCR 31	2-Lane Resurfacing Shoulder Widening (Interim)	1	3	5	9	CO 52 Historic, potential for wetlands, sensitive noise receptors, scattered oil wells	Moderate challenges	No anticipated challenges	$ 8,300,000	$ 10,100,000
29	Segment 3 WCR 19 to US 85	WCR 19	Culvert Replacement (In progress)	1	1	1	3	CO 52 Historic, potential for wetlands	No challenges	No anticipated challenges	$ 1,900,000	$ 2,300,000
30	Segment 3 WCR 19 to US 85	WCR 19	Intersection Improvements	5	5	4	14	CO 52 Historic, potential for wetlands	No challenges	No anticipated challenges	$ 14,700,000	$ 17,900,000
31	Segment 3 WCR 19 to US 85	WCR 23	Intersection Improvements	3	1	4	8	CO 52 Historic, sensitive noise receptors, scattered oil wells	No challenges	Impact to commercial property, but no impact to structure.	$ 9,300,000	$ 11,400,000
32	Segment 3 WCR 19 to US 85	Pedestrian Underpass West of US 85	Multimodal Connections	1	1	5	7	CO 52 Historic, open space, park, sensitive noise receptors, potential for wetlands, oil wells	No challenges	No anticipated challenges	$ 3,500,000	$ 4,300,000
33	Segment 3 US 85 to Denver Ave	US 85 Interchange	Intersection Improvements	5	5	5	15	CO 52 Historic, open space, park, sensitive noise receptors, potential for wetlands, oil wells	No challenges	Possible impacts to commercial store fronts. No structure impacts anticipated.	$ 5,900,000	$ 7,300,000
34	Segment 3 US 85 to Denver Ave	Grand Ave	Intersection Improvements	5	5	5	15	CO 52 Historic, open space, park, sensitive noise receptors, potential for wetlands, oil wells	No challenges	Possible impacts to commercial store fronts. No structure impacts anticipated.	$ 2,300,000	$ 2,800,000
35	Segment 3 US 85 to Denver Ave	Fulton Street	Intersection Improvements	4	3	5	12	CO 52 Historic, senstive noise receptors	No challenges	Possible impacts to commercial store fronts. No structure impacts anticipated.	$ 3,200,000	$ 3,900,000
36	Segment 3 US 85 to Denver Ave	Grand Ave to Denver Ave	Multimodal Ped Connections	1	5	5	11	CO 52 and additional historic buildings - Historic, senstive noise receptors, town parks	No challenges	Possible impacts to commercial store fronts. No structure impacts anticipated.	$ 2,100,000	$ 2,500,000
37	Segment 3 Denver Ave to WCR 31	WCR 29.5	Intersection Improvements	2	3	5	10	CO 52 Historic, sensitive noise receptors, potential for wetlands, openspace/parks, Aims Community College	No challenges	No anticipated challenges	$ 7,300,000	$ 8,900,000
38	Segment 3 WCR 19 to US 85	Structure D-17-1 (Bridge Over South Platte)	Structure Replacement Structure Widening	1	1	1	3	CO 52 Historic, wetlands, sensitive noise receptors, trail, open space	No challenges	No anticipated challenges	$ 16,300,000	$ 19,900,000

Location and Project Description				Purpose & Need Measurements				Ease of Implementation			Cost Attributes	
Project ID	Segment	Location	Improvement	Operational Improvements Score	Traveler Safety Score	Multimodal Infrastructure & Safety Score	Overall Need Score	Environment	Local Planning	Right-of-Way	Low	High
39	Segment 4 WCR 31 to WCR 49	WCR 31 to WCR 43	4-Lane Widening (future) Shoulder Widening	1	3	3	7	CO 52 Historic, senstive noise receptors, oil wells, railroad	No challenges	ROW line close to a few structures	$ 46,100,000	$ 56,300,000
40	Segment 4 WCR 31 to WCR 49	WCR 31 to WCR 43; Holly to WCR 49	2-Lane Resurfacing Shoulder Widening	1	3	3	7	CO 52 Historic, senstive noise receptors, oil wells, railroad	No challenges	No anticipated challenges	$ 71,900,000	$ 87,800,000
41	Segment 4 WCR 31 to WCR 49	Through Hudson	2-Lane Widening Urban	1	3	4	8	CO 52 Historic, town parks, senstive noise receptors, potential for wetlands, railroad	No challenges	Possible impacts to commercial store fronts. No structure impacts anticipated.	$ 10,000,000	$ 12,200,000
42	Segment 4 WCR 31 to WCR 49	WCR 31	Intersection Improvements	1	3	4	8	CO 52 Historic, senstive noise receptors, oil wells	No challenges	No anticipated challenges	$ 8,400,000	$ 10,300,000
43	Segment 4 WCR 31 to WCR 49	WCR 37	Intersection Improvements	3	3	4	10	CO 52 Historic, senstive noise receptors	No challenges	ROW line close to structure	$ 7,400,000	$ 9,000,000
44	Segment 4 WCR 31 to WCR 49	WCR 41	Intersection Improvements (In Progress)	1	5	4	10	CO 52 Historic, oil wells, sensitive noise receptors	No challenges	No anticipated challenges	$ 8,200,000	$ 10,100,000
45	Segment 4 WCR 31 to WCR 49	WCR 45	Intersection Improvements	1	3	4	8	CO 52 Historic, town parks, senstive noise receptors, potential for wetlands, railroad	No challenges	Possible impacts to commercial store fronts. No structure impacts anticipated.	$ 1,300,000	$ 1,600,000
46	Segment 4 WCR 31 to WCR 49	Railroad Pedestrian Crossing	Multimodal Ped Connections	1	5	5	11	CO 52 Historic	No challenges	Possible impacts to commercial property. No structure impacts anticipated.	$ 700,000	$ 900,000
47	Segment 5 WCR 49 to CO 79	WCR 49 to CO 79	2-Lane Resurfacing Shoulder Widening	1	3	3	7	CO 52 Historic	No challenges	No anticipated challenges	$ 107,000,000	$ 130,700,000
48	Segment 5 WCR 49 to CO 79	WCR 53	Intersection Improvements	1	3	4	8	CO 52 Historic	No challenges	No anticipated challenges	$ 7,300,000	$ 8,900,000
49	Segment 5 WCR 49 to CO 79	WCR 59	Intersection Improvements (Roundabout)	3	5	3	11	CO 52 Historic	Moderate challenges	Acquisition of structure	$ 10,000,000	$ 12,000,000
50	Segment 5 WCR 49 to CO 79	CO 79	Intersection Improvements (Note: ROW and Irrigation Issues)	1	1	3	5	CO 52 Historic	No challenges	Acquisition of multiple structures.	$ 5,000,000	$ 6,200,000
51	Segment 5 WCR 49 to CO 79	Bridge at MP 32.825	Structure Replacement	1	1	1	3	CO 52 Historic	No challenges	ROW line close to structure	$ 4,100,000	$ 5,000,000

	Segment Identification		Project Recommendations		
Project ID	Segment	SubSegment	Location	Improvement	Intersection Improvement Details
1	SEGMENT 1: CO 119 to west of County Line Rd	CO 119 to County Line Rd	CO 119 to County Line Rd	2-Lane Resurfacing Shoulder Widening	Roadway Project
2		CO 119 to County Line Rd	CO 119 to Monarch Pl	Multi-Use Trail	Roadway Project
3		CO 119 to US 287	71st Ave	Intersection Improvements	Existing project to realign 71st to right-angle and add northbound right-turn lane. Signalize intersection when warrants are met. Pedestrian/Bicycle Improvement(s) • Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative.
4		CO 119 to US 287	79th Ave	Intersection Improvements	Currently signalized. No required capacity improvements; however, consider adding right-turn lanes as conditions warrant. Pedestrian/Bicycle Improvement(s) •Provide bicycle crossing improvements east-west and north-south. •Evaluate bicycle detection for on-shoulder alternative and potential signal for multiuse path alternative. •Improve crossing for left-turning bicyclists •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative.
5		CO 119 to US 287	Hover St/95th Ave	Intersection Improvements	Currently signalized. Assuming 2-Lane Cross Section: - Add second through lane in each direction on CO 52 (secondary through lanes terminate) Pedestrian/Bicycle Improvement(s) •Evaluate bicycle detection for on-shoulder alternative and potential signal for multiuse path alternative. •Improve crossing for left-turning bicyclists •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative.
6		US 287 to County Line Rd	US 287 - Option 1	Intersection Improvements (Traditional Configuration)	Base Condition (Traditional Intersection Improvements): Dual left-turns on all approaches, two-through lanes, channelized right-turn lanes. (CO 52 secondary through lanes terminate in 2-Lane alternatives). - Significant queuing, in particular due to heavy southbound left-turn movements (550 - 800 vph), result in bottleneck/gridlock conditic Grade Separated Intersection: Would improve operations but even minimal footprint options have significant infrastructure needs. Pedestrian/Bicycle Improvement(s) •Evaluate bicycle detection for on-shoulder alternative and potential signal for multiuse path alternative. •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative.
7		US 287 to County Line Rd	US 287 - Option 2	Intersection Improvements (Non-Traditional Configuration)	Continuous Flow Intersection was modeled and could substantiallly improve operations (LOS F to LOS C). Pedestrian/Bicycle Improvement(s) •Evaluate bicycle detection for on-shoulder alternative and potential signal for multiuse path alternative. •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative.
8	SEGMENT 2: County Line Rd to west of WCR 19	County Line Rd to WCR 7	County Line Rd	Intersection Improvements	Currently signalized. Assuming 4-Lane cross section (2-Lanes west of intersection): - Add second through lane in each direction on CO 52 (secondary lanes to terminate on 2-Lane approaches) - Maintain separate left and right-turn lanes. - Add dual southbound left-turns, maintain single northbound left-turn lane, add right-turn lanes. - Add seond through lane in each direction on CLR (secondary lanes terminate beyond intersection). Note: Significant growth projected at this location. Widening CLR provides more bandwidth for CO 52 movements. Narrower CLR cross sections would likely lead to significant side-street delays without providing dual left-turn lanes at CO 52, which would also necessitate widening on CLR to provide receiving lanes. Pedestrian/Bicycle Improvement(s) •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative. •For multiuse path alternative, provide bicycle crossing improvements for eastbound bicyclists to transition from multiuse path to shoulder.
9		County Line Rd to WCR 7	WCR 3	Intersection Improvements	Irrigation Ditch Expected to remain unsignalized. Add eastbound right-turn decel, and accel lane on eastbound CO 52 for northbound to eastbound right-turn movement. Add westbound left-turn lane. Note: Lane recommendations per CDOT access code. Pedestrian/Bicycle Improvement(s) •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative.
10		County Line Rd to WCR 7	WCR 5	Intersection Improvements	Signalize intersection when warrants are met (currently unsignalized) Assuming 4-Lane Cross Section: - Add eastbound and westbound right-turn lanes. - Add left-turn and right-turn lanes on WCR 5. Pedestrian/Bicycle Improvement(s) •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative.
11		County Line Rd to WCR 7	County Line Rd to WCR 7	4-Lane Widening Shoulder Widening	Roadway Project
12		WCR 7 to I-25 SB FR	WCR 7	Intersection Improvements	Currently signalized. Assuming 4-Lane cross section to west, 6-Lane cross section to east: -Add eastbound and westbound right-turn lanes. - Westbound right-turn lane-drop - Eastbound right-turn lane-add Pedestrian/Bicycle Improvement(s) •Evaluate bicycle detection for on-shoulder alternative and potential signal for multiuse path alternative. •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative. •Improve bicycle connections to the north.
13		WCR 7 to I-25 SB FR	WCR 7 to I-25 SB FR	6-Lane Widening Shoulder Widening	
14		I-25 NB FR to Silver Birch (York)	I-25 NB FR to Silver Birch (York)	6-Lane Widening Shoulder Widening	
15		Silver Birch (York) to WCR 15	Silver Birch Rd (York)	Intersection Improvements	Currently signalized Assuming 6-Lane cross section to west, 4-Lane cross section to east: - Provide eastbound dual left-turn lane (Add left-turn lane and northbound receiving lane (terminates). - Add northbound right-turn lane. - Eastbound right-turn lane-drop. - Westbound right-turn lane-add. - Expand northbound and southbound storage to accommodate queues. Pedestrian/Bicycle Improvement(s) •Evaluate bicycle detection for on-shoulder alternative. •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative or bring bikes to the intersection and have them cross with pedestrians. •Install turn islands and provide pedestrian accessibility improvements at intersection.
16		Silver Birch (York) to WCR 15	Colorado Blvd	Intersection Improvements	Currently signalized Assuming 4-Lane Cross Section: - All approaches to have dual left-turn lanes, two thru lanes, and a channelized right-turn lane. Pedestrian/Bicycle Improvement(s) •Evaluate bicycle detection for on-shoulder alternative. •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative or bring bikes to the intersection and have them cross with pedestrians. •Consider tunnel or ped/bike bridge for Old Railroad Trail.

	Segment Identification		Project Recommendations		
Project ID	Segment	SubSegment	Location	Improvement	Intersection Improvement Details
17	SEGMENT 2: County Line Rd to west of WCR 19	Silver Birch (York) to WCR 15	Glen Creighton/Frederick Way	Intersection Improvements	Currently signalized Assuming 4-Lane Cross Section: - Add southbound left-turn lane. - Extend northbound storage and modify lane designations for one left-turn, shared left-turn/thru lane, and right-turn lane (maintains split phasing). - Maintain eastbound and westbound right-turn lanes. Note: Proximity to WCR 15 suggests westbound right-turn auxiliary lane between intersections. Pedestrian/Bicycle Improvement(s) •Evaluate bicycle detection for on-shoulder alternative. •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative or bring bikes to the intersection and have them cross with pedestrians. •Future connection to proposed off-street paved trail to the north. •Provide pedestrian accessibility improvements at intersection
18		Silver Birch (York) to WCR 15	WCR 15	Intersection Improvements	Signalize intersection when warrants are met (currently unsignalized). Assuming 4-Lane Cross Section: - Secondary through lane terminates east of intersection in 2-Lane alternatives - Add northbound left-turn lane - Add southbound left-turn and right-turn lanes - Maintain westbound right-turn lane Pedestrian/Bicycle Improvement(s) •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative •Provide pedestrian accessibility improvements at intersection. •Future connection to proposed off-street paved trail north. •Install crossing visibility improvements.
19		Silver Birch (York) to WCR 15	Silver Birch (York) to WCR 15	4-Lane Widening Shoulder Widening	Roadway Project
20		WCR 15 to WCR 19	Reverse Curves - Option 1	Realignment (4% Superelevation)	Roadway Project
21		WCR 15 to WCR 19	Reverse Curves - Option 2	Realignment (6% Superelevation)	Roadway Project
22		WCR 15 to WCR 19	WCR 15 to WCR 19	2-Lane Resurfacing Shoulder Widening (Interim)	Roadway Project
23	SEGMENT 3: WCR 19 to west of WCR 31	WCR 19 to US 85	WCR 19 to US 85	4-Lane Widening Shoulder Widening	Roadway Project
24		WCR 19 to US 85	WCR 19 to US 85	2-Lane Resurfacing Shoulder Widening (Interim)	Roadway Project
25		US 85 to Denver Ave	Through Fort Lupton	2-Lane Resurfacing Urban	Roadway Project
26		US 85 to Denver Ave	Through Fort Lupton	4-Lane Widening Urban	Roadway Project
27		Denver Ave to WCR 31	Denver Ave to WCR 31	4-Lane Widening Urban	Roadway Project
28		Denver Ave to WCR 31	Denver Ave to WCR 31	2-Lane Resurfacing Shoulder Widening (Interim)	Roadway Project
29		WCR 19 to US 85	WCR 19	Culvert Replacement (In progress)	Roadway Project
30		WCR 19 to US 85	WCR 19	Intersection Improvements	Signalize intersection when warrants are met (currently unsignalized). Assuming 2-Lane Cross Section: - Add eastbound and westbound left-turn and right-turn lanes - Add northbound and southbound left-turn lane Note: High volume for 2-Lane facility. Consider adding auxiliary thru lane at intersection in 2-Lane alternative. Pedestrian/Bicycle Improvement(s) •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative
31		WCR 19 to US 85	WCR 23	Intersection Improvements	Signalize intersection when warrants are met (currently unsignalized). Assuming 2-Lane Cross Section: - Add eastbound and westbound left-turn and right-turn lanes - Add northbound and southbound left-turn lane Note: High volume for 2-Lane facility. Consider adding auxiliary thru lane at intersection in 2-Lane alternative. Pedestrian/Bicycle Improvement(s) •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative
32		WCR 19 to US 85	Pedestrian Underpass West of US 85	Multimodal Connections	Roadway Project
33		US 85 to Denver Ave	US 85 Interchange	Intersection Improvements	Currently Signalized Assuming 2-Lane Cross Section: - Widen bridge west of interchange to 4-Lanes to extend eastbound storage and westbound auxiliary lane. - Add westbound thru lane under bridge to allow for northbound dual-left-turn lanes. - Consider adding northbound right-turn lane on ramp. - Extend westbound left-turn lane storage through Grand Avenue intersection (Grand Avenue to RIRO). Intersection proximity between US 85, Grand, and Fulton will require coordination.
34		US 85 to Denver Ave	Grand Ave	Intersection Improvements	Currently unsignalized, offset intersection within 250-ft of US 85 ramps. - Restrict access to 3/4 movement (not recommended) or RIRO (recommended) - Accommodating left-turns from sidestreet would require signal to be combined with US 85 signal due to proximity (not recommended Note: Assumed RIRO in models due to excessive delay for side-street movements. Traffic rerouted to Fulton Avenue. Pedestrian/Bicycle Improvement(s) •Multiuse path and pedestrian crossing improvements Intersection proximity between US 85, Grand, and Fulton will require coordination.
35		US 85 to Denver Ave	Fulton Street	Intersection Improvements	Signalize intersections when warrants are met (currently unsignalized). Assuming 2-Lane or 4-Lane Cross Section: - Provide left-turn lanes from Fulton Street and a southbound right-turn lane to accommodate redirected traffic. Note: Location has the potential to meet signal warrants with or without traffic redirected from Grand Avenue. Pedestrian/Bicycle Improvement(s) •Multiuse path and pedestrian crossing improvements Intersection proximity between US 85, Grand, and Fulton will require coordination.
36		US 85 to Denver Ave	Grand Ave to Denver Ave	Multimodal Ped Connections	•Install multiuse path crossing improvements. •Consider a bicycle signal at signalized intersections for the proposed multi use path on the north side
37		Denver Ave to WCR 31	WCR 29.5	Intersection Improvements	Currently Unsignalized Assuming 2-Lane Cross Section: - Add eastbound and westbound right-turn lanes - Extend eastbound and westbound left-turn lanes - Add northbound and southbound left-turn lanes Note: Per CDOT Access Code Pedestrian/Bicycle Improvement(s) •Multiuse path and pedestrian crossing improvements
38		WCR 19 to US 85	Structure D-17-1 (Bridge Over South Platte)	Structure Replacement Structure Widening	Roadway Project

	Segment Identification		Project Recommendations		
Project ID	Segment	SubSegment	Location	Improvement	Intersection Improvement Details
39	SEGMENT 4: West of WCR 31 to WCR 49	WCR 31 to WCR 49	WCR 31 to WCR 43	4-Lane Widening (future) Shoulder Widening	Roadway Project
40		WCR 31 to WCR 49	WCR 31 to WCR 43; Holly to WCR 49	2-Lane Resurfacing Shoulder Widening	Roadway Project
41		WCR 31 to WCR 49	Through Hudson	2-Lane Widening Urban	Roadway Project
42		WCR 31 to WCR 49	WCR 31	Intersection Improvements	Currently Unsignalized Assuming 2-Lane Cross Section: - Add southbound right-turn lane - Extend lanes to Access Code standards Pedestrian/Bicycle Improvement(s) •Multiuse path begins to the west. Bicycles on shoulder to the east. •Provide bicycle crossing improvements for eastbound bicyclists to transition from multiuse path to shoulder.
43		WCR 31 to WCR 49	WCR 37	Intersection Improvements	Currently Unsignalized Assuming 2-Lane Cross Section: - Add eastbound and westbound left-turn and right-turn lanes - Add northbound and southbound left-turn lanes Note: Per CDOT Access Code Pedestrian/Bicycle Improvement(s) •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative
44		WCR 31 to WCR 49	WCR 41	Intersection Improvements (In Progress)	Pedestrian/Bicycle Improvement(s) •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative. •Evaluate bicycle detection for on-shoulder alternative.
45		WCR 31 to WCR 49	WCR 45	Intersection Improvements	Currently Unsignalized Assuming 2-Lane Cross Section: - Add eastbound right-turn - Add westbound left-turn Note: Per CDOT Access Code Pedestrian/Bicycle Improvement(s) •Provide crossing improvements
46		WCR 31 to WCR 49	Railroad Pedestrian Crossing	Multimodal Ped Connections	•Ensure bike facility crosses tracks at 60 - 90 degrees. •Include similar treatment for westbound bicyclists as the existing path on the south side for eastbound bicyclists. •Potential to utilize existing trail on the south side of 52 (would require wayfinding/guiding westbound bicyclists to use existing crossin at Beech St and Hudson Dr).
47	SEGMENT 5: WCR 49 to SH 79	WCR 49 to CO 79	WCR 49 to CO 79	2-Lane Resurfacing Shoulder Widening	Roadway Project
48		WCR 49 to CO 79	WCR 53	Intersection Improvements	Currently Unsignalized Assuming 2-Lane Cross Section: - Add eastbound right-turn - Add westbound left-turn Note: Per CDOT Access Code Pedestrian/Bicycle Improvement(s) •Include bike lanes through the intersection located left of right-turn lanes for on-shoulder alternative
49		WCR 49 to CO 79	WCR 59	Intersection Improvements (Roundabout)	Roundabout: Single lane high-speed roundabout would allow for significant safety improvements while allowing consistent operation throughout the day. Pedestrian/Bicycle Improvement(s) •Install bicycle crossing treatments for left-turns onto/off of CO 52
50		WCR 49 to CO 79	CO 79	Intersection Improvements (Note: ROW and Irrigation Issues)	Irrigation ditch issues; ROW issues Currently Unsignalized Assuming 2-Lane Cross Section: - Add lanes per access code pending evaluation of ROW impacts. Note: No operational deficiencies noted. Pedestrian/Bicycle Improvement(s) •Provide pedestrian accessibility improvements
51		WCR 49 to CO 79	Bridge at MP 32.825	Structure Replacement	Roadway Project

Funding Reference Number	Federal Competitive Grants	Description	Key Criteria	Schedule	Total Funds Available / Typical Award	Applicable Project Categories
1	**USDOT RAISE Grant**	Projects that leverage resources, encourage partnership, catalyze investment and growth, fill a critical void in the transportation system or provide a substantial benefit.	Merit criteria include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, USDOT will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change, and create good-paying jobs.	Current application cycle: July 12, 2021	Total available nationwide (this cycle): $900 million; historically the largest awards have been approximately $20 million, and the **average award has been $10 to $12 million**.	Capital: Roadway, Transit, and Active Transportation
2	**USDOT INFRA Grant**	Projects that address critical issues facing our nation's highway and bridges, specifically highway and freight projects of national or regional significance.	Criteria focus on economic vitality, climate change and environmental justice, racial equity, leveraging Federal funding to attract non-Federal sources, innovation, and performance.	Most recent application cycle: March 19, 2021	Total available nationwide (last cycle): $889 million in 2021 funds, and up to $150 million remaining from prior authorizations; 2020 **awards ranged from $6 million to $35 million** (20% to 56% of total costs) in the Small Project category, and from $25 million to $135 million (4% to 60% of total costs) in the Large Project category	Capital: Roadway (specifically improving freight and goods movement)
3	**FHWA Competitive Highway Bridge Program**	By law, the funds are restricted to states with a population density of less than 100 people per square mile. Colorado is one of the 25 states that qualify. The funds must be used for highway bridge replacement or rehabilitation projects on public roads that leverage the efficiencies associated with "bundling" at least two highway bridge projects into a single contract.	Selection criteria include innovation, support for economic vitality, lifecycle cost and state of good repair, and project readiness.	Most recent application cycle: December 4, 2018	Total available nationwide (last cycle): $225 million 2019 **awards ranged from $2 million to $33 million**	Capital: Roadway

Funding Reference Number	FHWA Formula Grants: Programmed by DRCOG & NFRMPO	Description / Eligible Expenses	Annual Funding Estimates	Applicable Project Categories
4	**FHWA - Surface Transportation Program (STP)-Metro**	Provides funds for constructing new streets or widening, improving, or reconstructing existing streets classified as Federal Aid Eligible (FAE) freeways, highways, arterials, or collectors. Funds can also be used for bridge replacement; intersection improvements; projects which reduce traffic demand, such as transit capital improvements and active transportation; and other projects as provided for in federal law.	Programmed Funding 2019: $41.7 M	Capital: Roadway, Transit, and Active Transportation
5	**FHWA – Congestion Mitigation and Air Quality (CMAQ) Improvement Program**	Provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).	Programmed Funding 2019: $42.6 M	Capital: Roadway, Transit, and Active Transportation
6	**FHWA – Transportation Alternatives Program (TAP) (*note: CDOT also awards TAP Funding* – see below)**	Provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	Programmed Funding 2019: $2.4 M	Capital: Active Transportation

Funding Reference Number	FHWA Formula Grants: Programmed by CDOT	Description / Eligible Expenses	Annual Funding Estimates	Applicable Project Categories
7	**FHWA –TAP (*Note: DRCOG and NFRMPO also award TAP Funding* - see above)**	Provides funding for projects that enhance safety and expand options for non-drivers, mitigate environmental impacts, and convert former interstate facilities to new uses. Examples include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities (historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity); recreational trail projects; and safe routes to school projects.	Programmed Funding FY 2018-19: $13.9 M	Capital: Active Transportation

Funding Reference Number	CDOT Revenue Allocation Programs	Description / Eligible Expenses	Annual Funding Estimates	Applicable Project Categories
	Construction Programs (Asset Management, Safety, and Mobility)			
8	**Asset Management: Surface Treatment**	Provides funding to maintains the quality of the pavement on state highways at the highest possible level. Department staff utilizes pavement management software and annual data collection to make recommendations on the segments of the state highway system should be prioritized for rehabilitation.	Programmed Funding FY 2021-22: $223M	Capital: Roadway
9	**Asset Management: Structures**	Provides funding for the inspection and inventory of the statewide structures, manages all essential repairs and critical findings for statewide structural asset programs, and evaluates permits required for oversize and overweight vehicles.	Programmed Funding FY 2021-22: $62M	Capital: Roadway
10	**Asset Management: Systems Operations**	Funding to implement new and innovative technology, deploy and integrating statewide Intelligent Technology Systems (ITS), incorporate automated performance measures, and extend technical resources to CDOT regions in the areas of traffic signal and ramp metering. This program also leads and/or participates in the development and implementation of arterial and freeway management strategies throughout the state..	Programmed Funding FY 2021-22: $34M	Capital: Roadway
11	**Asset Management: Geohazards Mitigation**	Funding to design mitigation plans, review consultant designs, perform site inspections during construction, respond to rock falls, and other geological hazards-related emergencies. Other work includes responding to requests from Maintenance, Engineering, and the public when slope issues are observed.	Programmed Funding FY 2021-22: $10M	Capital: Roadway
12	**Asset Management: Permanent Water Quality Management**	Provides funding to treat pollution in stormwater from CDOT roadways before it flows into Colorado's rivers, lakes and streams. Pollutants from CDOT roadways includes oil and grease, copper, any fluids from vehicles, lead and chloride.	Programmed Funding FY 2021-22: $7M	Capital: Roadway
13	**Safety: Highway Safety Improvement Program**	Funding for project that will achieve a significant reduction in fatalities and serious injuries on all publicly maintained roads. This includes public roads not owned by the state and roads on tribal lands.	Programmed Funding FY 2021-22: $33M	Capital: Roadway
14	**Safety: Rail-Highways Crossings Program**	Funds projects that eliminate the hazards at railway-highway crossings. The purpose of this program is to reduce the number of injuries and fatalities at public crossings throughout the state.	Programmed Funding FY 2021-22: $4M	Capital: Roadway
15	**Safety: Hot Spots**	Provides funding to mitigate minor unforeseen issues that need immediate attention, as well as add funding to ongoing projects for unforeseen safety issues discovered during the project implementation process.	Programmed Funding FY 2021-22: $2M	Capital: Roadway
16	**Safety: FASTER Bridge**	Funding for bridge replaement projects	Programmed Funding FY 2021-22: $?M	Capital: Bridges
17	**Safety: FASTER Safety**	Funding for road safety projects including pavement and other asset management projects, intersection and interchange improvements, shoulders and safety-related widening, and wildlife fencing	Programmed Funding FY 2021-22: $69M	Capital: Roadway
18	**Safety: ADA Compliance**	Funds ADA programs or activities including but not limited to roadways, contiguous walkways, intersections, rest areas, roadside emergency telephones, public conveyances such as buses and light rail, and literature related to any of these.	Programmed Funding FY 2021-22: $7M	Capital: Roadway, Transit, and Active Transportation

Funding Reference Number	CDOT Revenue Allocation Programs	Description / Eligible Expenses	Annual Funding Estimates	Applicable Project Categories
19	**Mobility: Regional Priority Program**	Supplements the formula-driven funding allocations to the five CDOT engineering regions with flexible state funding. This funding is used at the discretion of each Regional Transportation Director, in consultation with local elected officials and other stakeholders in each region. RPP funds are distributed to the CDOT Regions according to a formula that is weighted on these factors: 50 percent population, 35 percent state highway system lane miles, and 15 percent state highway system truck Vehicle Miles Traveled (VMT).	Programmed Funding FY 2021-22: $48M	Capital: Roadway, Freight, Transit and Active Transportation
20	**Mobility: Strategic Projects**	Funding from General Fund transfers that primarily goes to strategic construction projects.	Programmed Funding FY 2021-22: $450M	Capital: Roadway, Freight, Transit and Active Transportation
21	**Mobility: National Highway Freight Program**	Funding to improve the efficient movement of freight on the National Highway Freight Network (NHFN). The NHFN includes the interstates, several small segments of other corridors important to freight movement, and approximately 240 miles of Critical Urban and Critical Rural Freight Corridors to be designated by the state	Programmed Funding FY 2021-22: $23M	Capital: Freight
	Suballocated Programs (Highway and Transit/Multimodal)			
22	**Highway: STP - Metro**	DRCOG and NFRMPO select project to receive funding (see Table 2)		
23	**Highways: CMAQ Program**	DRCOG and NFRMPO select project to receive funding (see Table 2)		
24	**Highways: Bridge Off-System**	The Joint Highway Commission oversees the program and accepts project applications on an annual basis. The program improves public safety and reduces ongoing maintenance costs associated with aging infrastructure. The structure must be a location on a rural minor collector or urban or rural local road.	Programmed Funding FY 2021 -22: $11 M	Capital: Roadway
25	**Transit and Multimodal: Safe Routes to School**	Funds projects that improve safety for pedestrians and bicyclists in school areas, and encourage children in K-8 to safely bicycle and walk to and from school.	Programmed Funding FY 2021-22: $3 M	Capital: Active Transportation
26	**Transit and Multimodal: TAP (*Note: DRCOG and NFRMPO also award TAP Funding* - see above)**	Provides funding for projects that enhance safety and expand options for non-drivers, mitigate environmental impacts, and convert former interstate facilities to new uses. Examples include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities (historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity); recreational trail projects; and safe routes to school projects.	Programmed Funding FY 2021-22: $12 M	Capital: Active Transportation
27	**Transit and Multimodal: Transit Grant Program**	Funding for projects to purchase or replacement of transit vehicles, construction of multimodal stations, and acquisition of equipment for consolidated call centers.	Programmed Funding FY 2021-22: $50 M	Capital: Transit
28	**Transit and Multimodal: Multimodal Options Program**	Senate Bill 18-001 allocated $94.25 million to the Multimodal Transportation Options Fund. Of this funding, 85 percent ($80.12 million) must be used for local multimodal projects, and 15 percent ($14.13 million) must be used for statewide multimodal projects	Programmed Funding FY 2021-22: $0 M (funding authorized in SB 18-001 totaled $94.25 M)	Capital: Transit

Funding Reference	Existing Taxes	Description	Initial Comments
A	**Property Tax**	For a specific project or projects, increase city-wide property tax to fund the improvements.	
Funding Reference	**Value Capture Sources**	**Description**	**Initial Comments**
B	**Tax Increment Financing (TIF) District**	Property tax revenues generated beyond an established baseline are pledged specifically for infrastructure-related improvements within an area or district.	
C	**Development Mitigation / Impact Fees**	A one-time charge imposed by local governments to mitigate the impact on local infrastructure caused by new development. Growth in the form of new homes and businesses requires expansion or enlargement of public facilities to maintain the same level and quality of public services for all residents of a community. Impact fees help fund expansion of public facilities necessary to accommodate new growth	
D	**Real Estate Transfer Tax**	A tax is collected whenever the ownership of a property changes. This tax typically reflects a percentage of the sale price.	Current rate is 0.01% in Colorado
E	**Land Contribution or Other Asset Sales**	Revenues generated from the disposition of excess land owned by counties, cities, or local agencies. Right-of-way contributions are also possible.	
Funding Reference	**Private Sector Funding**	**Description**	**Initial Comments**
F	**Developer Contributions**	Private developers along project alignments may pay for enhanced access/connection to transportation facilities. Especially applicable to adjacent retail developments.	

POTENTIAL PROJECTS				USDOT		FHWA	DRCOG (TIP)			CDOT																		Other					
Project ID	Segment	Location	Improvement	RAISE Grant	INFRA Grant	Competitive Highway Bridge Program	Surface Transportation Program (STP)-Metro	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Transportation Alternatives Program (TAP)	Asset Management: Surface Treatment	Asset Management: Structures	Asset Management: Systems Operations	Asset Management: Geohazards Mitigation	Asset Management: Permanent Water Quality Management	Safety: Highway Safety Improvement Program	Safety: Rail-Highways Crossings Program	Safety: Hot Spots	Safety: FASTER Bridge	Safety: FASTER Safety	Safety: ADA Compliance	Mobility: Regional Priority Program	Mobility: Strategic Projects	Mobility: National Highway Freight Program	Highways: Bridge Off-System	Transit and Multimodal: Safe Routes to School	Transit and Multimodal: Transit Grant Program	Transit and Multimodal: Multimodal Options Program	Property Tax	Tax Increment Financing (TIF) District	Development Mitigation/Impact Fees	Real Estate Transfer Tax	Land Contribution or Other Asset Sales	Developer Contributions
1	Segment 1 CO 119 to County Line Rd	CO 119 to County Line Rd	2-Lane Resurfacing Shoulder Widening	x	x			x	x	x						x					x	x					x	x	x	x	x	x
2	Segment 1 CO 119 to County Line Rd	CO 119 to Monarch Pl	Multi-Use Trail	x	x			x													x	x				x	x	x	x	x	x	x
3	Segment 1 CO 119 to US 287	71st Ave	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
4	Segment 1 CO 119 to US 287	79th Ave	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
5	Segment 1 CO 119 to US 287	Hover St/95th Ave	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
6	Segment 1 US 287 to County Line Rd	US 287 - Option 1	Intersection Improvements (Traditional Configuration)	x	x	x	x	x			x	x		x	x		x	x	x	x	x	x	x				x	x	x	x	x	x
7	Segment 1 US 287 to County Line Rd	US 287 - Option 2	Intersection Improvements (Non-Traditional Configuration)	x	x			x						x							x	x					x	x	x	x	x	x
8	Segment 2 County Line Rd to WCR 7	County Line Rd	Intersection Improvements	x	x	x	x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
9	Segment 2 County Line Rd to WCR 7	WCR 3	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
10	Segment 2 County Line Rd to WCR 7	WCR 5	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
11	Segment 2 County Line Rd to WCR 7	County Line Rd to WCR 7	4-Lane Widening Shoulder Widening	x	x			x													x	x					x	x	x	x	x	x
12	Segment 2 WCR 7 to I-25 SB FR	WCR 7	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
13	Segment 2 WCR 7 to I-25 SB FR	WCR 7 to I-25 SB FR	6-Lane Widening Shoulder Widening	x	x			x													x	x					x	x	x	x	x	x
14	Segment 2 I-25 NB FR to Silver Birch (York)	I-25 NB FR to Silver Birch (York)	6-Lane Widening Shoulder Widening	x	x			x													x	x					x	x	x	x	x	x
15	Segment 2 Silver Birch (York) to WCR 15	Silver Birch Rd (York)	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
16	Segment 2 Silver Birch (York) to WCR 15	Colorado Blvd	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
17	Segment 2 Silver Birch (York) to WCR 15	Glen Creighton/Frederick Way	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
18	Segment 2 Silver Birch (York) to WCR 15	WCR 15	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x				x	x	x	x	x	x
19	Segment 2 Silver Birch (York) to WCR 15	Silver Birch (York) to WCR 15	4-Lane Widening Shoulder Widening	x	x			x													x	x					x	x	x	x	x	x
20	Segment 2 WCR 15 to WCR 19	Reverse Curves - Option 1	Realignment (4% Superelevation)	x	x			x									x		x		x	x					x	x	x	x	x	x
21	Segment 2 WCR 15 to WCR 19	Reverse Curves - Option 2	Realignment (6% Superelevation)	x	x			x									x		x		x	x					x	x	x	x	x	x
22	Segment 2 WCR 15 to WCR 19	WCR 15 to WCR 19	2-Lane Resurfacing Shoulder Widening (Interim)	x	x			x	x												x	x					x	x	x	x	x	x

POTENTIAL PROJECTS				USDOT		FHWA	DRCOG (TIP)			CDOT																	Other					
Project ID	Segment	Location	Improvement	RAISE Grant	INFRA Grant	Competitive Highway Bridge Program	Surface Transportation Program (STP)-Metro	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Transportation Alternatives Program (TAP)	Asset Management: Surface Treatment	Asset Management: Structures	Asset Management: Systems Operations	Asset Management: Geohazards Mitigation	Asset Management: Permanent Water Quality Management	Safety: Highway Safety Improvement Program	Safety: Rail-Highways Crossings Program	Safety: Hot Spots	Safety: FASTER Bridge	Safety: FASTER Safety	Safety: ADA Compliance	Mobility: Regional Priority Program	Mobility: Strategic Projects	Mobility: National Highway Freight Program	Highways: Bridge Off-System	Transit and Multimodal: Safe Routes to School	Transit and Multimodal: Transit Grant Program	Transit and Multimodal: Multimodal Options Program	Property Tax	Tax Increment Financing (TIF) District	Development Mitigation/Impact Fees	Real Estate Transfer Tax	Land Contribution or Other Asset Sales	Developer Contributions
23	Segment 3 WCR 19 to US 85	WCR 19 to US 85	4-Lane Widening Shoulder Widening	x	x			x	x												x	x						x	x	x	x	x	x
24	Segment 3 WCR 19 to US 85	WCR 19 to US 85	2-Lane Resurfacing Shoulder Widening (Interim)	x	x			x	x							x									x			x	x	x	x	x	x
25	Segment 3 US 85 to Denver Ave	Through Fort Lupton	2-Lane Resurfacing Urban	x	x			x	x												x	x						x	x	x	x	x	x
26	Segment 3 US 85 to Denver Ave	Through Fort Lupton	4-Lane Widening Urban	x	x			x	x							x					x	x			x			x	x	x	x	x	x
27	Segment 3 Denver Ave to WCR 31	Denver Ave to WCR 31	4-Lane Widening Urban	x	x			x	x												x	x						x	x	x	x	x	x
28	Segment 3 Denver Ave to WCR 31	Denver Ave to WCR 31	2-Lane Resurfacing Shoulder Widening (Interim)	x	x			x	x												x	x						x	x	x	x	x	x
29	Segment 3 WCR 19 to US 85	WCR 19	Culvert Replacement (In progress)	x	x			x													x	x						x	x	x	x	x	x
30	Segment 3 WCR 19 to US 85	WCR 19	Intersection Improvements	x	x	x	x	x			x	x			x		x	x	x	x	x	x	x					x	x	x	x	x	x
31	Segment 3 WCR 19 to US 85	WCR 23	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x	x				x	x	x	x	x	x
32	Segment 3 WCR 19 to US 85	Pedestrian Underpass West of US 85	Multimodal Connections	x	x	x		x	x		x							x			x	x					x	x	x	x	x	x	x
33	Segment 3 US 85 to Denver Ave	US 85 Interchange	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x					x	x	x	x	x	x
34	Segment 3 US 85 to Denver Ave	Grand Ave	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x					x	x	x	x	x	x
35	Segment 3 US 85 to Denver Ave	Fulton Street	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x		x			x	x	x	x	x	x
36	Segment 3 US 85 to Denver Ave	Grand Ave to Denver Ave	Multimodal Ped Connections	x	x			x													x	x					x	x	x	x	x	x	x
37	Segment 3 Denver Ave to WCR 31	WCR 29.5	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x					x	x	x	x	x	x
38	Segment 3 WCR 19 to US 85	Structure D-17-1 (Bridge Over South Platte)	Structure Replacement Structure Widening	x	x	x		x			x							x			x	x						x	x	x	x	x	x
39	Segment 4 WCR 31 to WCR 49	WCR 31 to WCR 43	4-Lane Widening (future) Shoulder Widening	x	x			x	x												x	x						x	x	x	x	x	x
40	Segment 4 WCR 31 to WCR 49	WCR 31 to WCR 43; Holly to WCR 49	2-Lane Resurfacing Shoulder Widening	x	x			x	x												x	x						x	x	x	x	x	x
41	Segment 4 WCR 31 to WCR 49	Through Hudson	2-Lane Widening Urban	x	x			x	x												x	x			x			x	x	x	x	x	x
42	Segment 4 WCR 31 to WCR 49	WCR 31	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x					x	x	x	x	x	x
43	Segment 4 WCR 31 to WCR 49	WCR 37	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x					x	x	x	x	x	x
44	Segment 4 WCR 31 to WCR 49	WCR 41	Intersection Improvements (In Progress)	x	x			x													x	x						x	x	x	x	x	x
45	Segment 4 WCR 31 to WCR 49	WCR 45	Intersection Improvements	x	x		x	x				x			x		x		x	x	x	x	x					x	x	x	x	x	x
46	Segment 4 WCR 31 to WCR 49	Railroad Pedestrian Crossing	Multimodal Ped Connections	x	x	x		x	x		x							x			x	x					x	x	x	x	x	x	x
47	Segment 5 WCR 49 to CO 79	WCR 49 to CO 79	2-Lane Resurfacing Shoulder Widening	x	x	x		x	x		x			x				x			x	x						x	x	x	x	x	x
48	Segment 5 WCR 49 to CO 79	WCR 53	Intersection Improvements	x	x	x	x	x	x		x	x		x	x		x	x	x	x	x	x	x					x	x	x	x	x	x
49	Segment 5 WCR 49 to CO 79	WCR 59	Intersection Improvements (Roundabout)	x	x		x	x				x			x		x		x	x	x	x	x		x			x	x	x	x	x	x
50	Segment 5 WCR 49 to CO 79	CO 79	Intersection Improvements (Note: ROW and Irrigation Issues)	x	x		x	x				x			x		x		x	x	x	x	x					x	x	x	x	x	x
51	Segment 5 WCR 49 to CO 79	Bridge at MP 32.825	Structure Replacement	x	x	x		x	x		x							x			x	x						x	x	x	x	x	x