Appendix H.

RECOMMENDED PROJECTS LISTS

ROADWAY PROJECTS

Santa Fe PEL
C-470 to I-25

Appendix H. RECOMMENDED PROJECTS LISTS

Roadway Projects

Purpose and Need Measurements Rating Definitions

Safety	1	Little to No Reduction (approximate reduction of 1 or fewer crashes per year)
	2	Low Reduction (approximate reduction of 2 to 3 crashes per year)
	3	Medium Low Reduction (approximate reduction of 4 to 6 crashes per year)
	4	Medium High Reduction (approximate reduction of 7 to 10 crashes per year)
	5	High Reduction (approximate reduction of 11 plus crashes per year)
Operational Performance	1	Would not improve intersection LOS or segment travel time
	2	Low potential to improve intersection LOS (1 peak hour letter grade) or segment travel time (<5% change)
	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) or segment travel time (15% to 30% change)
	5	High potential to improve intersection LOS (3 peak hour letter grades) or segment travel time (>30% change)
Multimodal Connectivity	1	No improvement for non-motorized users, such as channelizing a T intersection
	3	Some positive improvement for non-motorized users, where facilities already exist but receive a minor upgrade
	5	Dedicated multimodal facility provided for non-motorized users

Roadway Projects: Purpose and Need Measurement Ratings

Santa Fe Corridor Segment (south to north)	Roadway Recommendations (south to north)	P&N Measurement Ratings				Safety Analysis - Supporting Information		Operations Analysis - Supporting Information
		Safety	Operational Performance	Multimodal Connections	Overall Rating	Weighted Annual Crash Reduction Per Year (Damage Only = 1, Fatal/Injury = 3)	Notes (CMF = Crash Modification Factor)	Peak Period Change in LOS or Travel Time vs No Action
C-470 to Mineral	Preservation/Procurement ROW for Future Cross-section Elements, C-470 to Mineral Ave	NR	NR	NR				
Mineral to Bowles	Preservation/Procurement ROW for Future Cross-section Elements, Mineral Ave to Bowles Ave	NR	NR	NR				
	Aspen Grove Way: Channelized T	1	1	1	3	1 crash / year	A CMF for the conversion from a signalized T-intersection to a continous green T-intersection was applied.	The channelized-T reduces stops for NB traffic, does not reduce intersection LOS
	Brewery Ln: Channelized T	1	1	1	3	1 crash / year	A CMF for the conversion from a signalized T-intersection to a continous green T-intersection was applied.	The channelized-T reduces stops for NB traffic, does not reduce intersection LOS
	NB Auxiliary Lane Vinewood to Bowles (Early Action)	2	4	1	7	3 crashes / year	CMF for addition of a lane was applied	Reduces NB travel time by approximately 20% through this segment of the corridor
	Access Consolidation/Cross-access: Vinewood to Church	5	2	1	8	12 crashes / year	Closure of 12 driveways	Expected to slightly reduce turbulence, and therefore improve travel time <5% along this section
	Church Ave: Traffic Signal Timing	3	3	1	7	4 crashes / year	A CMF for implementation of an adaptive signal system was applied	FHWA studies indicate an average 10% travel time improvement with implementation of adaptive signals
Bowles to Hampden	Bowles Ave: Quadrant Road	2	5	5	12	2 crashes / year	Limited before and after data. Left-turn and angle crashes are expected to decrease as are congestion-related crashes. Crashes are expected to be of reduced severity. Conflicting volume at the secondary intersections should be minimized through coordinated timing of the signals. A CMF for implementation of an adaptive signal system was applied to reflect congestion reduction effects	When compared to the No Action, results in an improvement of 3 to 4 LOS grades (overall intersection) during the peak periods
	Crestline Ave : Right-in/Right-out (Early Action)	2	1	1	4	3 crashes / year	Reduced intersection movements and conflict points	As a single, low volume driveway, no noticeable improvement is anticipated
	Prince Street: Added NB Auxiliary Lane and Bike Lanes through Intersection (Early Action)	1	2	5	8	1 crash / year	CMF for addition of a lane was applied	Results in an improvement of 1 intersection LOS grade during the peak periods compared to No Action
	Prince St. OPTION: Remove NB and SB Left Turns	2	1	3	6	3 crashes / year	A CMF for left turn prohbition was applied	No overall intersection LOS improvement compared to No Action
	Access Consolidation/Cross-access at Union: Santa Fe Cir to Stanford	1	2	1	4	1 crash / year	Closure of 3 access points. Estimated.	Expected to slightly reduce turbulence, and therefore improve travel time <5% along this section
	Union Ave: Channelized T	1	2	1	4	1 crash / year	A CMF for the conversion from a signalized T-intersection to a continous green T-intersection was applied.	Intersection LOS improves by 2 grades during the AM peak. No improvement during the PM peak
	Union Ave: OPTION Channelized T with Grade Separation	5	5	1	11	13 crashes / year	A CMF for the conversion from an at-grade intersection to grade spearation was applied.	Intersection LOS inproves by 4 grades during both peak periods, compared to No Action
	Oxford Ave: SW Quadrant Road	2	5	3	10	3 crashes / year	Limited before and after data. Left-turn and angle crashes are expected to decrease as are congestion-related crashes. Crashes are expected to be of reduced severity. Conflicting volume at the secondary intersections should be minimized through coordinated timing of the signals. A CMF for implementation of an adaptive signal system was applied to reflect congestion reduction effects	Intersection LOS inproves by 4 grades during both peak periods, compared to No Action
Hampden to Florida	Hampden Interchange Modification (no traffic signals on Santa Fe Dr)	2	5	1	8	3 crashes / year	Improvements are expected to eliminate intersection related conflicts on Santa Fe, while adding intersection related conflicts to Hampden. Crash history adjusted to account for change in conflicting traffic volumes.	Removes signal delay from Santa Fe, reduces travel time by 60% NB and SB between Oxford and Dartmouth
	Northbound Auxiliary Lane Through Dartmouth Ave	3	2	3	8	4 crashes / year	CMFs for signal system improvements and signing/visibility improvements were applied	Reduces intersection delay by 30%
	Frontage Rd Dartmouth to Harvard with Multimodal Facilities	3	2	5	10	4 crashes / year	Closure of 8 access points	Expected to slightly reduce turbulence, and therefore improve travel time <5% along this section
	Jewell Ave: Close Access at Santa Fe Dr	1	1	3	5	1 crash / year	Mitigation of all crashes that occur at the itnersection	As a single, low volume access, no noticeable improvement is anticipated
	Iowa Ave: Channelized T with Multimodal Facilities	2	2	3	7	2 crash / year	A CMF for the conversion from a signalized T-intersection to a continous green T-intersection was applied.	Intersection LOS improves by 2 grades during the AM peak. No improvement during the PM peak
	Florida Ave: Traffic Signal Timing	1	1	1	3	1 crash / year	Very minor improvements in congestion-related crash types could be expected	No overall intersection LOS improvement compared to No Action
North of Florida	SB Lane across Platte River Bridge to Florida	3	3	1	7	4 crashes / year	CMF for addition of a lane was applied	10% to 15% reduction in travel time compared to the No Action
	Kentucky Avenue: Traffic Signal System Timing Improvements – Iowa to Kentucky	4	3	1	8	7 crashes / year	A CMF for implementation of an adaptive signal system was applied	FHWA studies indicate an average 10% travel time improvement with implementation of adaptive signals
	Mississippi Ave: NW Quadrant Road	3	3	3	9	4 crashes / year	Limited before and after data. Left-turn and angle crashes are expected to decrease as are congestion-related crashes. Crashes are expected to be of reduced severity. Conflicting volume at the secondary intersections should be minimized through coordinated timing of the signals. A CMF for implementation of an adaptive signal system was applied to reflect congestion reduction effects	Intersection LOS improves by 3 grades during the PM peak. No improvement during the AM peak

Roadway Recommendations (Overall Rating Order)	P&N Measurement Ratings			
	Safety	Operational Performance	Multimodal Connections	Overall Rating
Bowles Ave: Quadrant Road	2	5	5	12
Union Ave: OPTION Channelized T with Grade Separation	5	5	1	11
Oxford Ave: SW Quadrant Road	2	5	3	10
Frontage Rd Dartmouth to Harvard with Multimodal Facilities	3	2	5	10
Mississippi Ave: NW Quadrant Road	3	3	3	9
Access Consolidation/Cross-access: Vinewood to Church	5	2	1	8
Prince Street: Added NB Auxiliary Lane and Bike Lanes through Intersection (Early Action)	1	2	5	8
Hampden Interchange Modification (no traffic signals on Santa Fe Dr)	2	5	1	8
Northbound Auxiliary Lane Through Dartmouth Ave	3	2	3	8
Kentucky Ave: Traffic Signal System Timing Improvements – Iowa to Kentucky	4	3	1	8
NB Auxiliary Lane Vinewood to Bowles (Early Action)	2	4	1	7
Church Ave: Traffic Signal Timing	3	3	1	7
Iowa Ave: Channelized T with Multimodal Facilities	2	2	3	7
SB Lane across Platte River Bridge to Florida	3	3	1	7
Prince St. OPTION: Remove NB and SB Left Turns	2	1	3	6
Jewell Ave: Close Access at Santa Fe Dr	1	1	3	5
Crestline Ave: Right-in/Right-out (Early Action)	2	1	1	4
Access Consolidation/Cross-access at Union: Santa Fe Cir to Stanford	1	2	1	4
Union Ave: Channelized T	1	2	1	4
Aspen Grove Way: Channelized T	1	1	1	3
Brewery Ln: Channelized T	1	1	1	3
Florida Ave: Traffic Signal Timing	1	1	1	3
Preservation/Procurement ROW for Future Cross-section Elements, C-470 to Mineral Ave	NR	NR	NR	0
Preservation/Procurement ROW for Future Cross-section Elements, Mineral Ave to Bowles Ave	NR	NR	NR	0

Roadway Projects: Ease of Implementation Ratings

Santa Fe Corridor Segment (south to north)	Roadway Recommendations (south to north)	Ease of Implementation		
		Environmental	Local Planning	Right-of-Way
C-470 to Mineral	Santa Fe mainline: Preserve/procure ROW for future potential cross-sections with additional lanes and/or multimodal elements	Environmental Justice: Potential impacts to EJ population at Wolhurst adjacent to Santa Fe Drive Land Use: Converting existing land use to transportation use.		Major Property Impacts
Mineral to Bowles	Santa Fe mainline: Preserve/procure ROW for future potential cross-sections with additional lanes and/or multimodal elements	Land Use: Converting existing land use to transportation use.		Major Property Impacts
	Aspen Grove Way: Channelized T	Wetlands, Waters of the U.S. and riparian habitat: City Ditch Historic Resources: Linear resource	High	Minor Property Impacts
	Brewery Ln: Channelized T	Locally Designated Floodplain Environmental Justice: Potential EJ population adjacent to Santa Fe Drive. Historic Resources: Potentially Historic Site	High	Minor Property Impacts
	Santa Fe NB Auxiliary Lane Vinewood - Bowles	Wetlands, Waters of the U.S. and riparian habitat: Littles Creek Locally Designated Floodplain and 100-year Floodplain Socioeconomic: Anticipated acquisition of ROW but access maintained Recreational Resources: Littles Creek Trail, Arapahoe Community College Frisbee Golf Course Noise	High	Minor Property Impacts
	Access Consolidation/Cross-access: Vinewood to Church	Socioeconomic: ROW and access consolidation	Medium/High	Minor Property Impacts
	Church Ave: Traffic Signal Timing (potential adaptive traffic signal system with signals at Vinewood and Bowles)	None	High	None
Bowles to Hampden	Bowles Ave: Quadrant Road	Land Use: Land use in the parcel would likely change Historic Resources: Linear resource Recreational Resources: The Mary Carter Greenway is in close proximity. Noise: New roadway alignment closer to Mary Carter Greenway (Category C receptor)	Medium	Major Property Impacts
	Crestline: Right-in/Right-out (Early Action)	Historic Resources: Potentially Historic Site(s) and linear resource	Medium/High	None
	Prince Street: Added NB Auxiliary Lane and Bike Lanes through Intersection (Early Action)	Wetlands, Waters of the U.S. and riparian habitat: Adjacent to South Platte River 500-year Floodplain, South Platte River Floodway Recreational Resources: Mary Carter Greenway	High	None
	Prince St. OPTION: Remove NB and SB Left Turns	None	Medium/High	None
	Access Consolidation/Cross-access at Union: Santa Fe Cir to Stanford Ave	Socioeconomic: ROW and access consolidation	Medium/High	Minor Property Impacts
	Union Ave: Channelized T	Wetlands, Waters of the U.S. and riparian habitat: Big Dry Creek Locally Designated, 100-year and 500-year floodplain Recreational Resources: Big Dry Creek Trail, Creekside Experience	High	Minor Property Impacts
	Union Ave: OPTION Channelized T with Grade Separation	Wetlands, Waters of the U.S. and riparian habitat: Big Dry Creek Locally Designated, 100-year and 500-year floodplain Recreational Resources: Big Dry Creek Trail, Creekside Experience	High	Moderate Property Impacts
	Oxford Ave: SW Quadrant Road	Socioeconomic and Land use: Access changes and redevelopment potential. Hazardous Materials: Recognized Environmental Conditions Recreational Resources: Oxford Avenue Trail Noise	Medium	Minor Property Impacts
Hampden to Florida	Hampden Interchange Modification (no traffic signals on Santa Fe Dr)	None	Medium	None
	Northbound Auxiliary Lane through Dartmouth	Environmental Justice: Potential EJ population adjacent to Santa Fe Drive	High	None
	Frontage Road Dartmouth to Harvard with Multimodal Facilities	Socioeconomic: ROW requirements and access consolidated Environmental Justice: Potential EJ population adjacent to frontage road Hazardous Materials: Potential Environmental Concern and Recognized Environmental Conditions Historic Resources: Linear resource Noise	Medium/High	Minor Property Impacts
	Jewell Ave: Close Access at Santa Fe	None	High	None
	Iowa Ave: Channelized T with Multimodal Facilities to Cross Santa Fe	Locally Designated Floodplain Hazardous Materials: Potential Environmental Concerns Historic Resources: Potentially Historic Site	High	Minor Property Impacts
	Florida Ave: Traffic Signal Timing	None	High	None
	Santa Fe mainline: SB Lane across Platte River Bridge to Florida	Wetlands, waters of the U.S. and riparian habitat: South Platte River 100-year Floodplain Environmental Justice: Potential EJ populations east of Santa Fe Drive Hazardous Materials: Potential Environmental Concerns, Recognized Environmental Conditions Recreational Resources: South Platte River Trail, Habitat Park, Vanderbilt Park Noise	High	Minor Property Impacts
North of Florida	Traffic Signal System Timing Improvements Iowa – Iowa to Kentucky (potential adaptive traffic signal system)	None	High	None
	Mississippi Ave: NW Quadrant Road	100-year Floodplain Environmental Justice: Potential EJ populations east of Santa Fe Drive Hazardous Materials: Recognized Environmental Conditions Recreational Resources: Vanderbilt Park Noise	Medium	Minor Property Impacts

MULTIMODAL PROJECTS

Santa Fe PEL
C-470 to I-25

Appendix H. RECOMMENDED PROJECTS LISTS

Multimodal Projects

Purpose and Need Measurements Rating Definitions

Safety	1	Expected to have minimal level of safety improvement to existing or new facility.
	2	N/A
	3	Expected to have a modest safety improvement (improvements to existing facility).
	4	Expected to have high level of safety improvement (different facility for bicyclists from vehicles but still on-street).
	5	Expected to have high level of safety improvement (grade separated or completely separated from vehicles).
Operational Performance	1	Expected to have minimal operational improvement.
	2	N/A
	3	Improvement that allows bicyclists and pedestrians to share a facility better (coexist).
	4	N/A
	5	Improvement that separates bicyclists from drivers.
Multimodal Connectivity	1	Facility that serves pedestrians and/or bicyclists.
	2	Facility that serves either pedestrians or bicyclists with direct access to activity center (park, shopping center, major employer, and/or urban center).
	3	Facility that serves both pedestrians and bicyclists with direct access to activity center (park, shopping center, major employer, and/or urban center).
	4	Facility that serves both pedestrians and bicyclists and fills a trail network gap.
	5	Facility that serves both pedestrians and bicyclists with access to transit.

Multimodal Projects: Purpose and Need Measurement Ratings

Santa Fe Corridor Segment (south to north)	Multimodal Recommendations (south to north)	P&N Measurement Ratings				Safety Analysis - Supporting Information	Operational Performance - Supporting Information	Multimodal Connections - Supporting information
		Safety	Operational Performance	Multimodal Connections	Overall Rating	Note: Recommendations score mostly a 5 because they are completely separated from the roadway	Note: Almost all recommendations score a 3 or 5 because they are improvements that improve operations for bike/peds or completely separate from vehicles.	Note: "Park" is loosely defined as any recreation facility, some of which are noted here are probably private but since they had some recreational element, they were included.
Mineral to Bowles	Mineral Sidewalk and Pedestrian Bridge Widening	1	3	5	9	Minimal improvement of existing facility: Widening of existing facility only expected to have minimal safety improvement	Improvement that allows bikes/peds to share facility better: widening	Provides access to transit: improved Mineral Station ped bridge
	Mineral Station Parking Lot Path	5	5	5	15	New facility completely separate from vehicles: path	Improvement that separates bikes/peds from drivers: path	Improves access to transit: between the park and ride and the Mineral Station
	Mary Carter Greenway Trail Bridge Widening near Mineral	1	3	3	7	Minimal improvement of existing facility: trail bridge widening	Improvement that allows bikes/peds to share facility better: widening	Improvement to both bike/peds to an existing park (South Platte Park and Carson Nature Center)
	Lee Gulch Trail Paving	3	3	3	9	Improvement to existing facility: paving	Improvement that allows bikes/peds to share facility better: paving	Improvement to both bike/peds to an existing park (Lower Ridgewood Park and Lee Gulch Overlook)
	Littleton Community Trail Paving	3	3	3	9	Improvement to existing facility: paving	Improvement that allows bikes/peds to share facility better: paving	Improvement to both bike/peds to an existing park (South Suburban Park)
	Santa Fe Dr Sidewalk Gaps	5	5	2	12	New facility completely separate from vehicles: sidewalks	Improvement that separates pedestrians from drivers: sidewalk	Provides improvement to peds to a park (Hudson Gardens and Event Center) and major employer (Denver Seminary)
	Littleton/Downtown Trail to Station Connection Improvements	3	1	5	9	Improvement to existing facility: improving curves of trail, wayfinding	Improvement with minimal operational improvement that allows bikes/peds to share facility better: improve curves, wayfinding	Improves access to transit: improved connection to Littleton Station
Bowles to Hampden	Mary Carter Greenway Trail Bridge Widening near Bowles	1	3	3	7	Minimal improvement of existing facility: trail bridge widening	Improvement that allows bikes/peds to share facility better: widening	Improvement to both bike/peds to an existing park (Littleton Golf and Tennis Club)
	Bowles Connection to Mary Carter Greenway Trail	3	1	1	5	Improvement to existing facility to offer an additional connection, but it is not a new connection	Trail connection already exists	Facility would serve peds and bicyclists
	Trail Underpass at Crestline with Prince Connection	5	5	4	14	New grade separated facility: underpass	Improvement that separates bikes/peds from drivers: underpass	Provides improvement to both bike/peds (trail connection) that fills a trail gap between Prince Street and MCG Trail
	Prince Street Bike Lanes	4	5	5	14	New facility separate from vehicles: bike lanes	Improvement that separates bikes from drivers: bike lanes	Provides access to transit: bike lanes on Prince to Littleton Station
	Belleview Ave Sidewalk	5	5	2	12	New facility completely separate from vehicles: sidewalks	Improvement that separates bikes/peds from drivers: sidewalk	Provides improvement for pedestrians with direct access to activity center: sidewalk to shopping center
	Mary Carter Greenway Trail Widening at Oxford	1	3	3	7	Minimal improvement of existing facility: trail widening	Improvement that allows bikes/peds to share facility better: widening	Provides improvement for bikes/peds to park: widening to River Run Park
	Oxford Ave Sidewalk (Early Action)	5	5	1	11	New facility completely separate from vehicles: sidewalks	Improvement that separates pedestrians from drivers: sidewalk	Provides improvement for pedestrians: sidewalk
	Oxford Ave Bike Lanes	4	5	5	14	New facility separate from vehicles: bike lanes	Improvement that separates bikes from drivers: bike lanes	Provides access to transit: bike lanes between Oxford Station and MCG Trail
Hampden to Florida	Mary Carter Greenway Trail Widening under US 285	1	3	1	5	Minimal improvement of existing facility: trail widening	Improvement that allows bikes/peds to share facility better: widening	Provides improvement for bikes/peds: path
	Pedestrian/Bicyclist Grade Separation - Englewood Station	5	5	5	15	New grade separated facility: grade separation	Improvement that separates bikes/peds from drivers: grade separation	Provides access to transit: grade separation to Englewood Station
	Hampden Ave Sidewalk (Early Action)	5	5	5	15	New facility completely separate from vehicles: path	Improvement that separates bikes/peds from drivers: path	Provides access to transit: path for bike/peds
	Little Dry Creek Trail Wayfinding at Dartmouth	5	5	3	13	New facility completely separate from vehicles: trail connection and trail widening	Improvement that allows bike/peds to share facility better (widening) and separation from drivers (trail connection)	Provides a bike/ped improvement to a park: Cushing Park
	Pedestrian/Bicyclist Grade Separation – Iliff	5	5	5	15	New grade separated facility: underpass or overpass over Santa Fe	Improvement that separates bikes/peds from drivers: grade separation	Provides access to transit: grade separation to Evans Station
	South Platte River Trail Bridge over South Platte River near Jewell	1	3	3	7	Minimal improvement of new facility: trail bridge	New facility that allows access across the S. Platte River	Provides improvement for bikes/peds to a park: Ruby Hill Park
North of Florida	Improved Mississippi Connection to S Platte River Trail	5	3	4	12	New facility completely separate from vehicles: trail connection	Improvement that allows bikes/peds to share facility better: trail connection	Provides improvement to both bike/peds (trail connection) that fills a trail gap between the roadway and the SPR Trail

Multimodal Recommendations (Overall Rating Order)	P&N Measurement Ratings			
	Safety	Operational Performance	Multimodal Connections	Overall Rating
Mineral Station Parking Lot Path	5	5	5	15
Pedestrian/Bicyclist Grade Separation - Englewood Station	5	5	5	15
Hampden Ave Sidewalk (Early Action)	5	5	5	15
Pedestrian/Bicyclist Grade Separation – Iliff	5	5	5	15
Trail Underpass at Crestline with Prince Connection	5	5	4	14
Prince Street Bike Lanes	4	5	5	14
Oxford Ave Bike Lanes	4	5	5	14
Little Dry Creek Trail Wayfinding at Dartmouth	5	5	3	13
Santa Fe Dr Sidewalk Gaps	5	5	2	12
Belleview Ave Sidewalk	5	5	2	12
Improved Mississippi Connection to S Platte River Trail	5	3	4	12
Oxford Ave Sidewalk (Early Action)	5	5	1	11
Mineral Sidewalk and Pedestrian Bridge Widening	1	3	5	9
Lee Gulch Trail Paving	3	3	3	9
Littleton Community Trail Paving	3	3	3	9
Littleton/Downtown Trail to Station Connection Improvements	3	1	5	9
Mary Carter Greenway Trail Bridge Widening near Mineral	1	3	3	7
Mary Carter Greenway Trail Bridge Widening near Bowles	1	3	3	7
Mary Carter Greenway Trail Widening at Oxford	1	3	3	7
South Platte River Trail Bridge over South Platte River near Jewell	1	3	3	7
Bowles Connection to Mary Carter Greenway Trail	3	1	1	5
Mary Carter Greenway Trail Widening under US 285	1	3	1	5

Multimodal Projects: Ease of Implementation Ratings

Santa Fe Corridor Segment (south to north)	Multimodal Recommendations (south to north)	Ease of Implementation		
		Environmental	Local Planning	Right-of-Way
Mineral to Bowles	Mineral Sidewalk and Pedestrian Bridge Widening	Locally Designated Floodplain Historic Resources: Linear resource Recreational Resources: Mineral Trail	High	None
	Mineral Station Parking Lot Path	Locally Designated Floodplain Historic Resources: Linear resources	High	None
	Mary Carter Greenway Trail Bridge Widening near Mineral	Wetlands, Waters of the U.S. and riparian habitat: South Platte River South Platte River floodway Recreational Resources: Mary Carter Greenway	Medium	None
	Lee Gulch Trail Paving	Wetlands, Waters of the U.S. and riparian habitat: Lee Gulch 100- and 500-year Floodplain Recreational Resources: Lee Gulch	High	None
	Littleton Community Trail Paving	Wetlands, Waters of the U.S. and riparian habitat: City Ditch 100-year Floodplain Historic Resources: Linear Recreational Resources: Littleton Community Trail resource	High	None
	Santa Fe Dr Sidewalk Gaps	None	Medium	Property Impacts
	Littleton/Downtown Trail to Station Connection Improvements	Wetlands, Waters of the U.S. and riparian habitat: Littles Creek Locally Designated Floodplain and 100-year Floodplain Recreational Resources: Littles Creek Trail	High	None
Bowles to Hampden	Mary Carter Greenway Trail Bridge Widening near Bowles	Wetlands, waters of the U.S. and riparian habitat: South Platte River South Platte River floodway Recreational Resources: Mary Carter Greenway	High	None
	Bowles Connection to Mary Carter Greenway Trail	Wetlands, Waters of the U.S. and riparian habitat: Adjacent to South Platte River Recreational Resources: Mary Carter Greenway	High	Property Impacts
	Trail Underpass at Crestline with Prince Connection	Water Quality: Design to fit on site with water quality pond Hazardous Materials: Recognized Environmental Condition Historic Resources: Potentially Historic Site(s) and linear resource Recreational Resources: Mary Carter Greenway	High	None
	Prince Street Bike Lanes	Wetlands, waters of the U.S. and riparian habitat: Slaughterhouse Gulch Locally Designated, 100-year and 500-year floodplain Recreational Resources: Littleton City Hall Park, Littles Creek Trail Historic Resources: Historic District and Potentially Historic Sites Socioeconomic: ROW needs along Prince Street	High	Property Impacts
	Belleview Ave Sidewalk	None	High	Property Impacts
	Mary Carter Greenway Trail Widening at Oxford	Wetlands, waters of the U.S. and riparian habitat: Adjacent to South Platte River 100-year Floodplain Hazardous Materials: Recognized Environmental Conditions Recreational Resources: Mary Carter Greenway, Broken Tee Golf Course	High	None
	Oxford Ave Sidewalk (Early Action)	Hazardous Materials: Recognized Environmental Conditions	High	Potential Property Impacts
	Oxford Ave Bike Lanes	Hazardous Materials: Recognized Environmental Conditions	Medium	Potential Property Impacts
Hampden to Florida	Mary Carter Greenway Trail Widening under US 285	Wetlands, waters of the U.S. and riparian habitat: Adjacent to South Platte River South Platte River Floodway Recreational Resources: Mary Carter Greenway	Medium	None
	Pedestrian/Bicyclist Grade Separation - Englewood Station	Hazardous Martials: Potential Environmental Concerns	High	None
	Hampden Ave Sidewalk (Early Action)	None	High	Potential Property Impacts
	Little Dry Creek Trail Wayfinding at Dartmouth	Wetlands, waters of the U.S. and riparian habitat: Little Dry Creek 100- and 500-year floodplain Recreational Resources: Little Dry Creek Trail	High	None
	Pedestrian/Bicyclist Grade Separation – Iliff	Locally Designated Floodplain, 100-year Floodplain Historic Resources: Potentially historic site	High	None
	South Platte River Trail Bridge over South Platte River near Jewell	Wetlands, Waters of the U.S. and riparian habitat: South Platte River South Platte River floodway, 100-year Floodplain Hazardous Materials: Potential Environmental Concerns Recreational Resources: South Platte River Trail Historic Resources: Potentially Historic Site	High	None
North of Florida	Improved Mississippi Connection to S Platte River Trail	Wetlands, waters of the U.S. and riparian habitat: South Platte River 100-year Floodplain Hazardous Materials: Potential Environmental Concerns Recreational Resources: South Platte River Trail	High	None