



I-25 (US 36 to 104th Avenue)

Safety and Operations Improvements Study



Photo of the I-25 (US 36 to 104th Avenue) Safety and Operations Improvements project area looking north.

Project Overview

This project is in the study phase refining the proposed design and evaluating improvements to traffic and safety operations on a five-mile segment of I-25 between US 36 and 104th Avenue. The project corridor has seen a steady increase in crashes since 2012, with most of these being rear-end crashes typically associated with congestion.

In fall 2025, the team presented the Proposed Action, or project alternative, that is expected to lower crashes and ease congestion by widening shoulders, adding auxiliary lanes, adding a climbing lane to ease freight travel and many other safety features. Over the last several months, the team has further studied the Proposed Action and will present design work and potential environmental impacts during a public open house planned for fall of 2026.

Proposed Action

- A new southbound general-purpose lane from 104th Avenue to south of 84th Avenue.
- A new northbound climbing lane from the I-76 entrance ramp to 104th Avenue.
- An expanded buffer of four feet between the Express Lanes and the adjacent general-purpose lanes.
- New continuous auxiliary lanes (northbound between the I-270 and Thornton Parkway interchanges, and southbound between Thornton Parkway and 84th Avenue interchanges).
- Wider inside and outside shoulders.
- Realignment of the combined I-76 and US 36 on-ramp connection.
- The replacement of the 88th Avenue bridge.
- The removal of bus slip ramps at Thornton Park-n-Ride.
- The realignment of Niver Creek Trail.
- The replacement of the aging pedestrian and bikeway underpass at Thornton Park-n-Ride.

As design work continues, the project team recently completed a Value Engineering study. The study identified several opportunities to improve the project, including

- Upgrading bike and pedestrian facilities and lane configuration on 88th Avenue bridge.
- Restoring Niver Creek by replacing the piped infrastructure south of 88th Avenue with a natural open channel along southbound I-25.
- Consolidating Thornton Park-n-Ride facilities and improving transit amenities.
- Adding a new continuous auxiliary lane (northbound I-25 between the Thornton Parkway and 104th Ave interchanges).

Benefits of Proposed Improvements by 2050



**Crash rate
reduction of 46%**



**Reduce the
northbound
peak travel
time by 25%**



**Reduce the
southbound peak
travel time by 42%**

What's Next In Progress

- Refining the design.
- Evaluating the Proposed Action's impacts on environmental and community resources.
- Identifying mitigation measures to address potential impacts.

Upcoming

- Prepare the NEPA document for release ahead of the next public open house, expected in the fall of 2026.
- Host the third public open house during the official comment period of 30 days for the public.
- Finalize the NEPA document after reviewing public comments and environmental analysis findings.

About NEPA

NEPA stands for National Environmental Policy Act. CDOT must follow this federal legal process to evaluate potential environmental, social and economic impacts of a Proposed Action to improve a roadway such as I-25. The findings of the environmental impacts analysis will be in a document for public review.



COLORADO
Department of Transportation

Contact Information



(720) 378-8859



i25.us36to104thavenue@gmail.com



codot.gov/projects/studies/i25us36to104th



Do you have any comments or questions about the project, please fill out a comment form:

www.codot.gov/projects/studies/i25us36to104th/feedbackform