



WELCOME Why Are We Here?

The purpose of this meeting is to share information on the design alternative being recommended to advance to the National Environmental Policy Act (NEPA) process and preliminary design phase. As you learn more about this recommended alternative, you'll also be able to ask questions of the project team members and provide input by pointing your phone's camera on this code.



Project Purpose & Need (Draft)

Purpose Statement

The purpose of the Advancing Lincoln Avenue project is to provide safe, reliable, and efficient travel in the Lincoln Avenue corridor, including its interchange with I-25, while balancing regional mobility with existing and proposed local land use and property access. Improvements are needed to improve safety and operations, reduce traffic congestion, and enhance multimodal mobility and connectivity to integrate travel options for various Lincoln Avenue corridor users.

Need Statements

- **Improve operations on Lincoln Avenue and through the I-25/ Lincoln Avenue interchange**
 - The southbound I-25 to eastbound Lincoln Avenue movement is critical to operations as approximately 40% of users taking this exit want to continue east past the project area toward Parker
- **Address existing and projected traffic congestion**
 - Traffic through the interchange is projected to increase by more than 50% by 2050, pushing travel demand beyond the level that can be handled by existing infrastructure
- **Enhance multimodal travel and connectivity**
 - Existing multimodal connections and travel options across I-25 and to/from major destination points are lacking in the project area
- **Improve safety**
 - Pedestrian, bicycle, and vehicular safety are primary focuses of this project as traffic volumes and residential/employment growth are projected to increase significantly by 2050



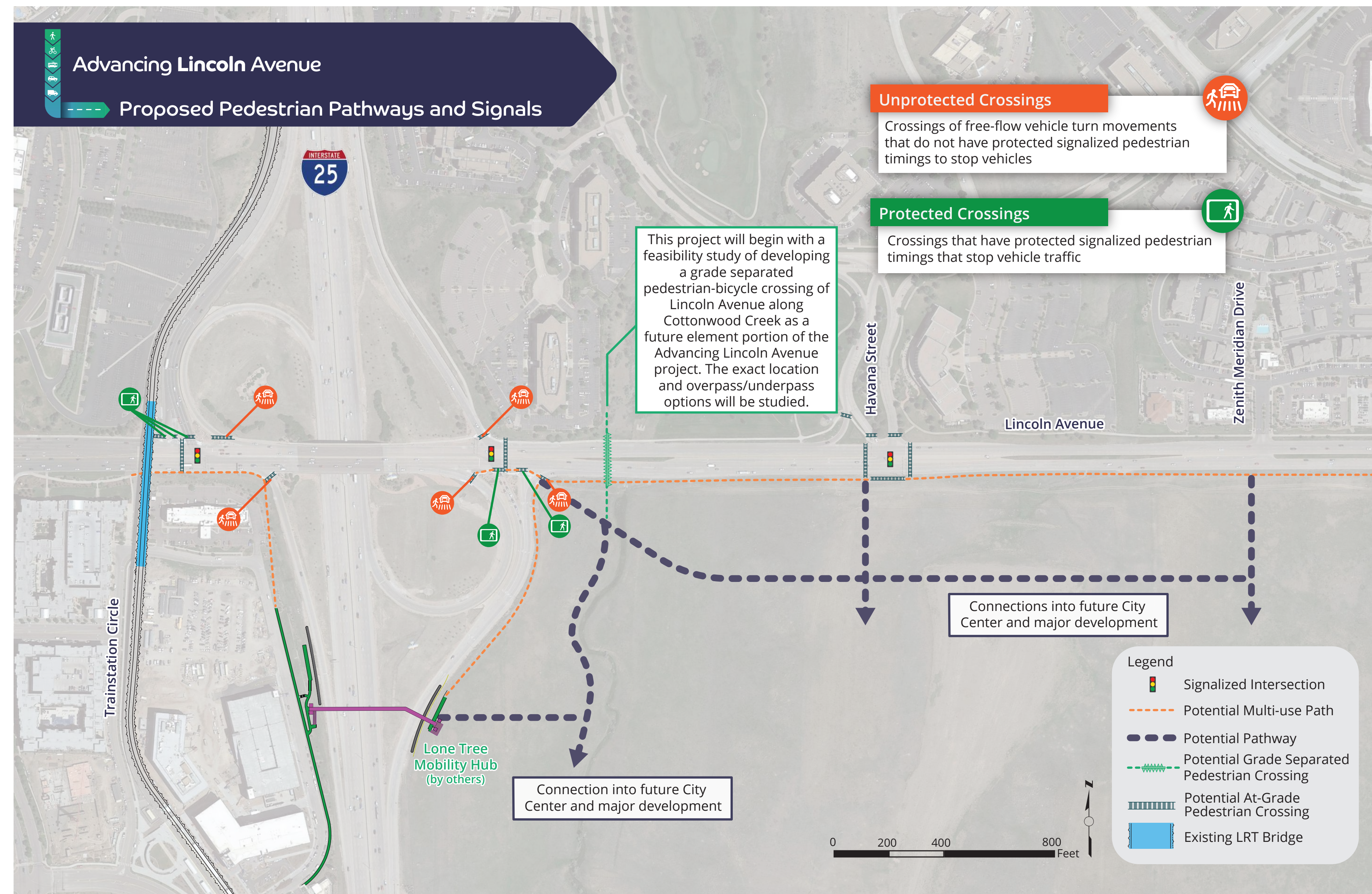
Stakeholder Engagement

In addition to community feedback from the first public meeting, many agencies and organizations have been involved in helping us develop the options being presented at this meeting. Along with the City of Lone Tree, Douglas County and Denver South, those engaged thus far include, but are not limited to:

- **Colorado Department of Transportation**
- **Coventry Development Corporation**
- **Denver Regional Council of Governments**
- **Federal Highway Administration**
- **Meridian Metro District**
- **Omni Park Metro District**
- **Rampart Range Metro District**
- **Regional Transportation District**
- **Town of Parker**

Early Action Item: Multimodal Implementation

TIP Project funding application submitted January 2023





Alternatives Screening Process

19 alternatives

LEVEL 1 SCREENING
Fatal Flaws

LEVEL 2 SCREENING
Qualitative and Quantitative Assessment

3 alternatives
recommended
to advance

LEVEL 3 SCREENING
Detailed Technical Evaluation
and Traffic Modeling

We are here

**1 alternative recommended to advance
to NEPA and Preliminary Design**

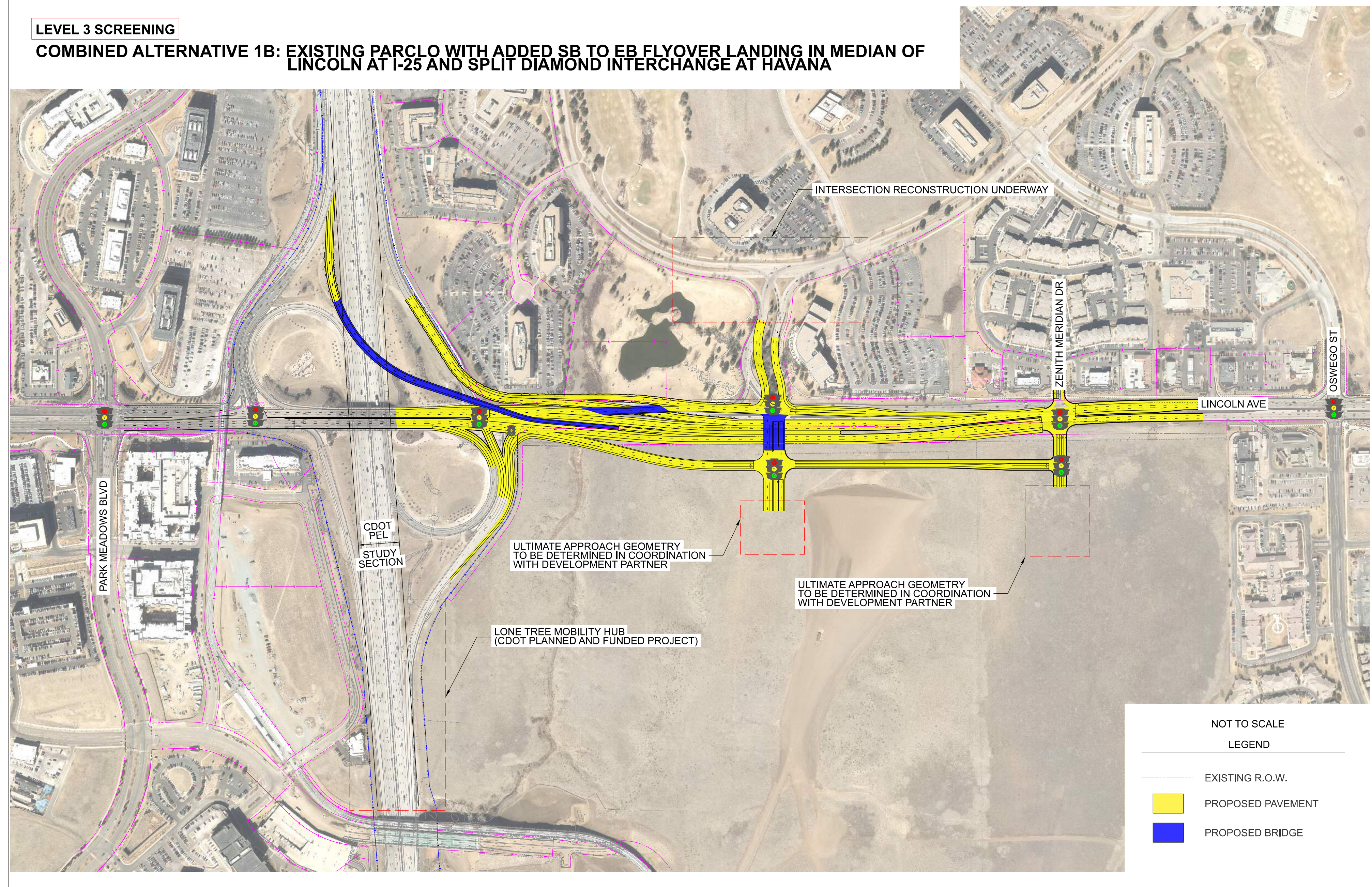


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Alternative 1B

LEVEL 3 SCREENING

COMBINED ALTERNATIVE 1B: EXISTING PARCLO WITH ADDED SB TO EB FLYOVER LANDING IN MEDIAN OF LINCOLN AT I-25 AND SPLIT DIAMOND INTERCHANGE AT HAVANA



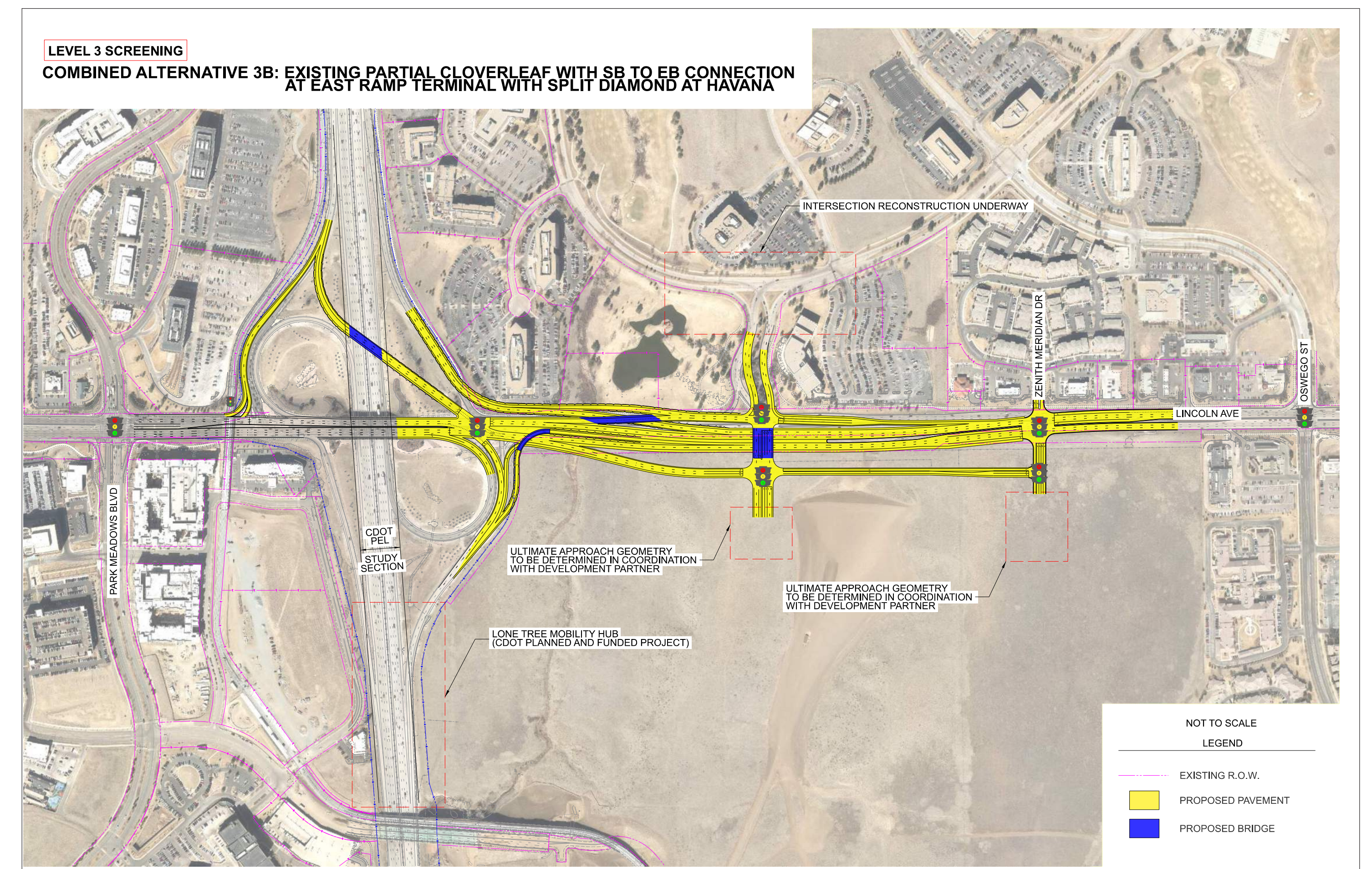
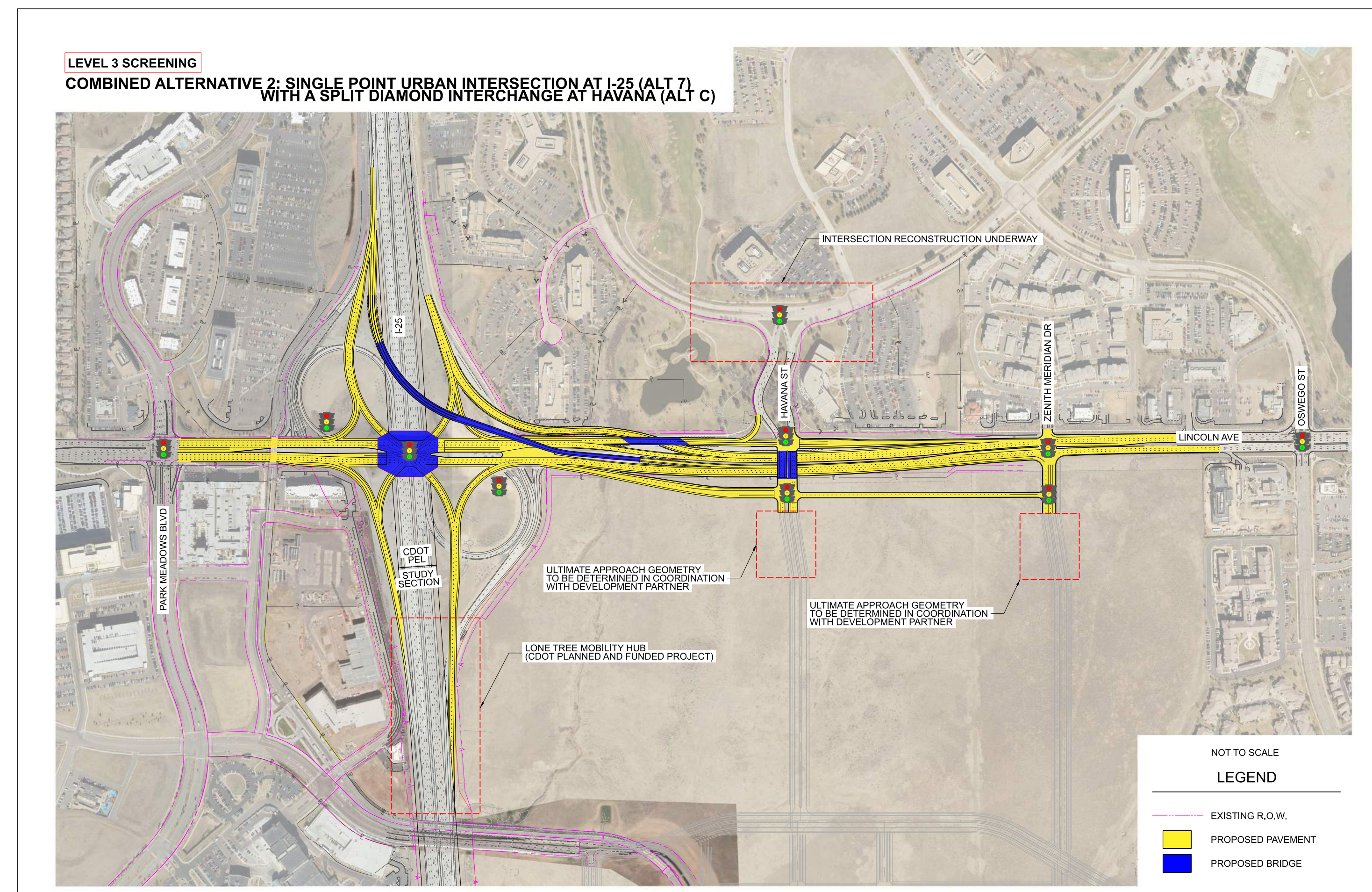
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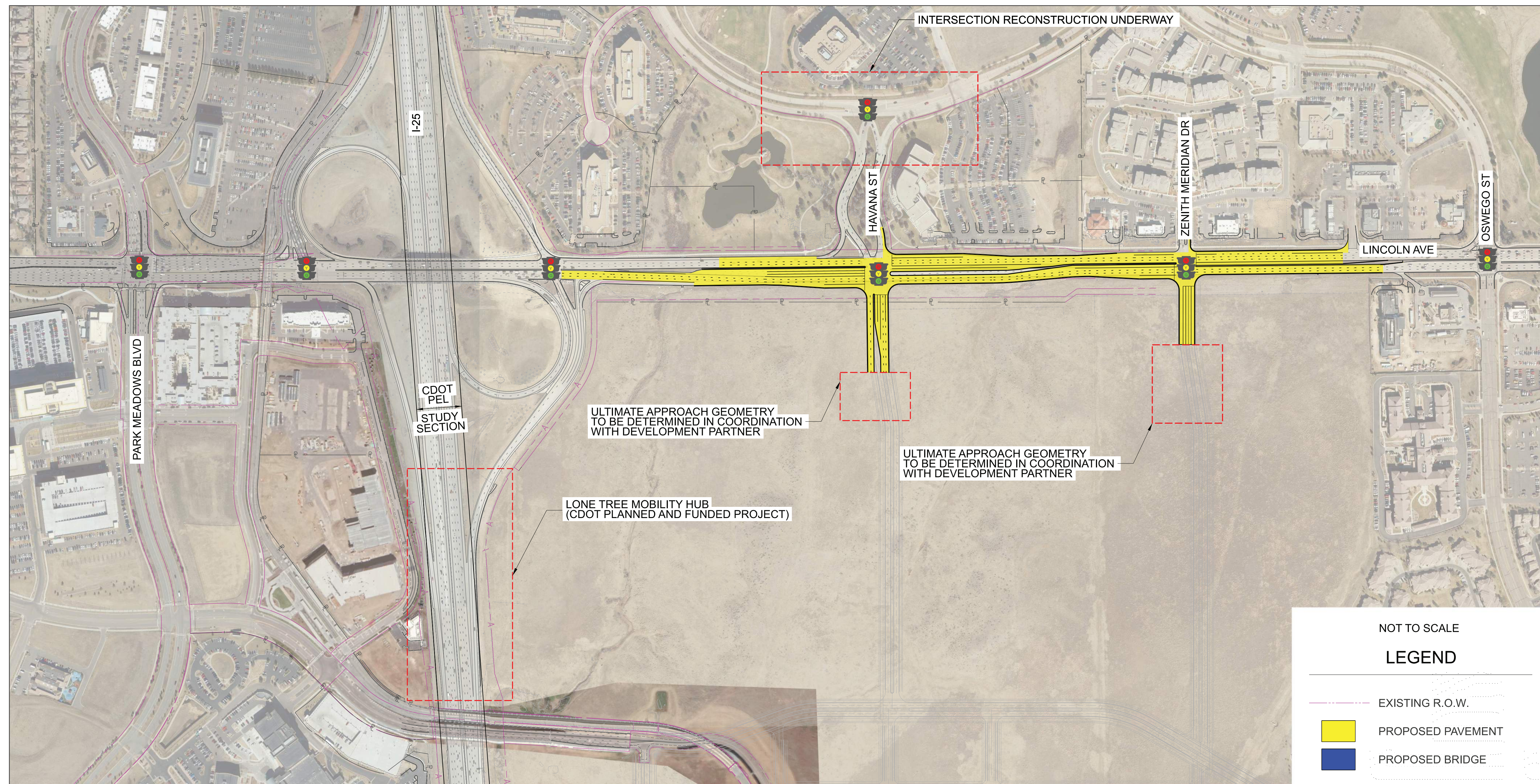
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Alternatives 2B and 3B





No Action – Existing PARCLO with Planned Improvements (Havana and Zenith)



Recommendation to Advance Alternative 1B

Alternative 1B best addresses Purpose and Need and balances regional mobility and local access.

Alternative 1 (PARCLO with Flyover at I-25):

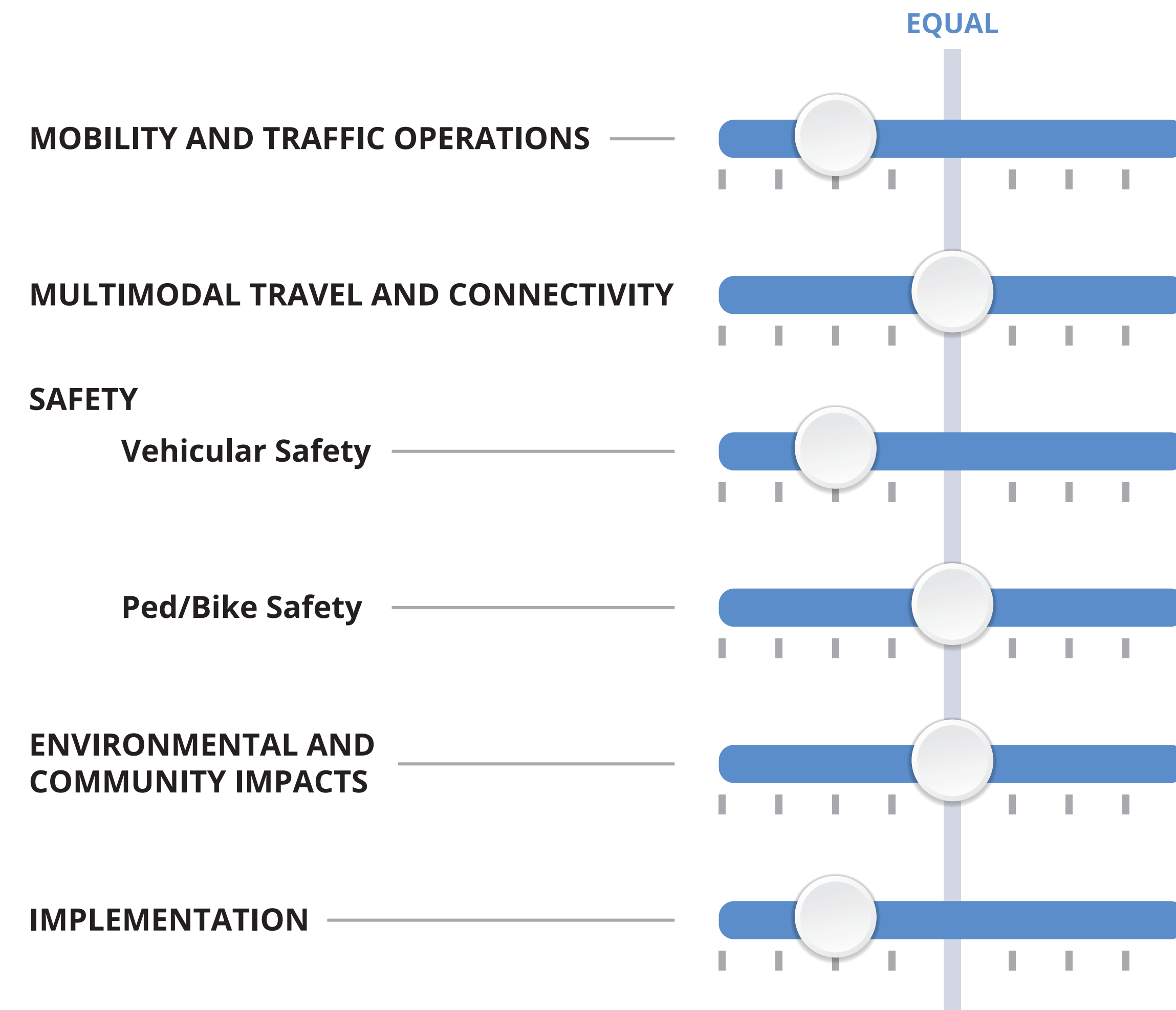
- Provides higher capacity for high-volume SB I-25 to EB Lincoln traffic
- Can best accommodate additional future traffic volume
- Has more conventional geometry, better meets driver expectations, and is easier to construct than Alt 3

Alternative B (Split Diamond at Havana):

- No weaving on Lincoln between Havana and Zenith
- Provides full movement signalized intersection at Zenith
- Allows development potential between Lincoln and C/D road

ALTERNATIVE 1:
EXISTING PARTIAL CLOVERLEAF (PARCLO)
WITH SB I-25 TO EB LINCOLN FLYOVER

ALTERNATIVE 3:
EXISTING PARCLO RAMPS WITH ADDED
SB CONNECTION TO EAST RAMP TERMINAL





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Combination 1B with Split Diamond Interchange at Havana



Access Points - Lincoln Ave

Limiting the number of access points can potentially reduce the number of conflict points with pedestrians

Unprotected Crossings

Crossings of free-flow vehicle turn movements that do not have protected signaled pedestrian timings to stop vehicles

Protected Crossings

Crossings that have protected signaled pedestrian timings that stop vehicle traffic

Sidewalk Placement

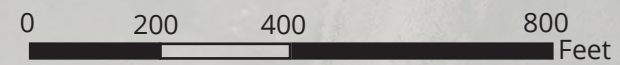
Detached sidewalks are preferred to enhance pedestrian comfort and attract additional pedestrian activity along Lincoln Avenue

Multi-use path section is not a part of this project, but could be a future connection to the urban center trail system.

Lone Tree Mobility Hub (by others)

Legend

- Potential Signalized Intersections
- Potential At-Grade Pedestrian Crossing
- Potential Grade Separated Pedestrian Crossing
- Potential Sidewalk
- Potential Multi-use Path
- Potential Switchback Connection
- Existing LRT Bridge
- Potential Pavement
- Potential Bridge

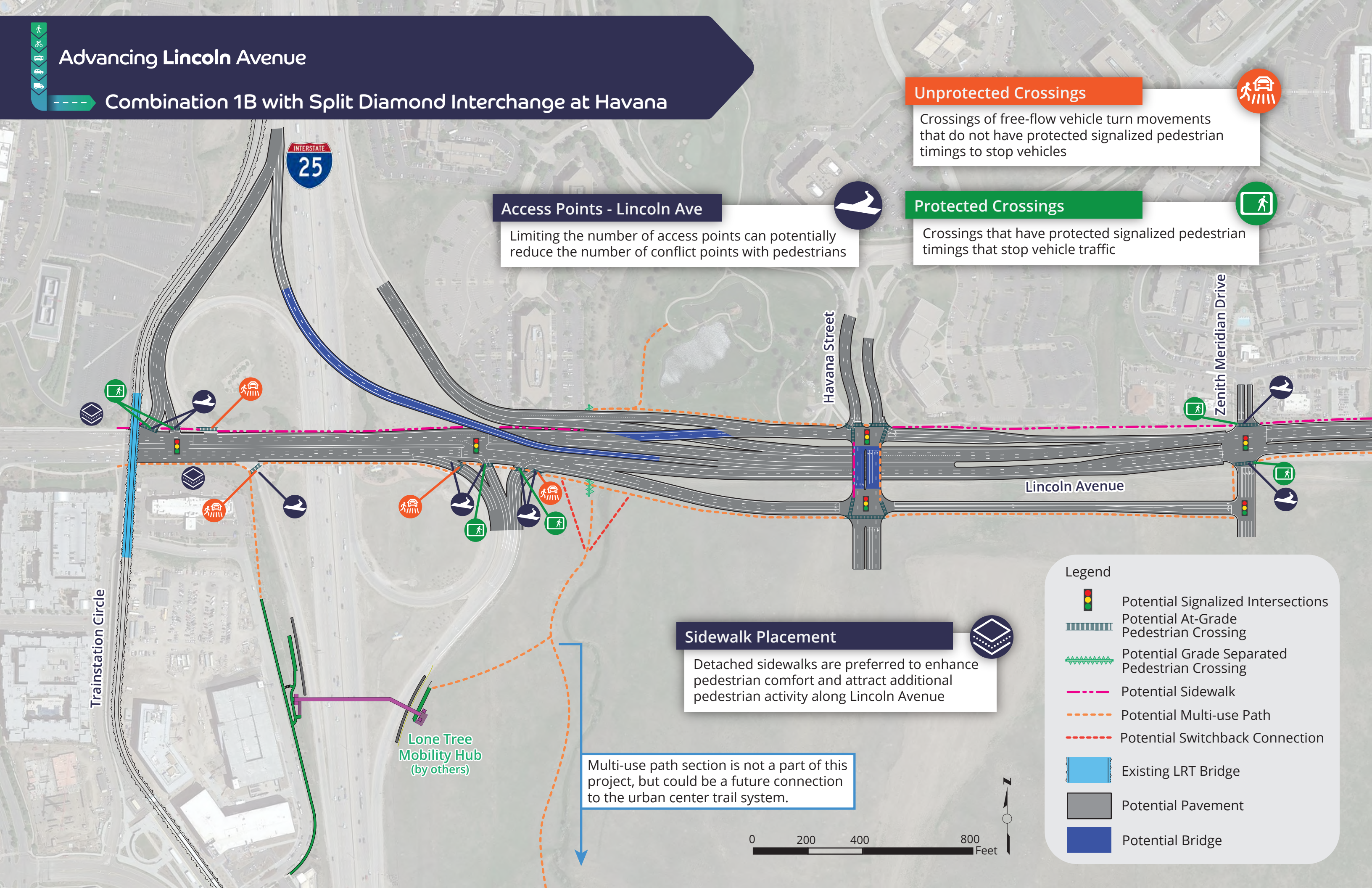


Trainstation Circle

Havana Street

Lincoln Avenue

Zenith Meridian Drive





Overview of Next Steps

NEPA and Preliminary Design

NEPA Process

SPRING 2022 –
2023

- Develop plan for continuing public involvement and stakeholder engagement
- Confirm Purpose & Need and NEPA class of action
- Conduct environmental impacts / mitigation analysis
- Collaborate with design team to avoid/minimize impacts
- Develop funding and phasing plan
- Develop NEPA documentation
- Public and agency review and comments
- Response to comments and develop NEPA decision document

GOAL: Refine recommended alternative and complete required federal environmental review

MILESTONES

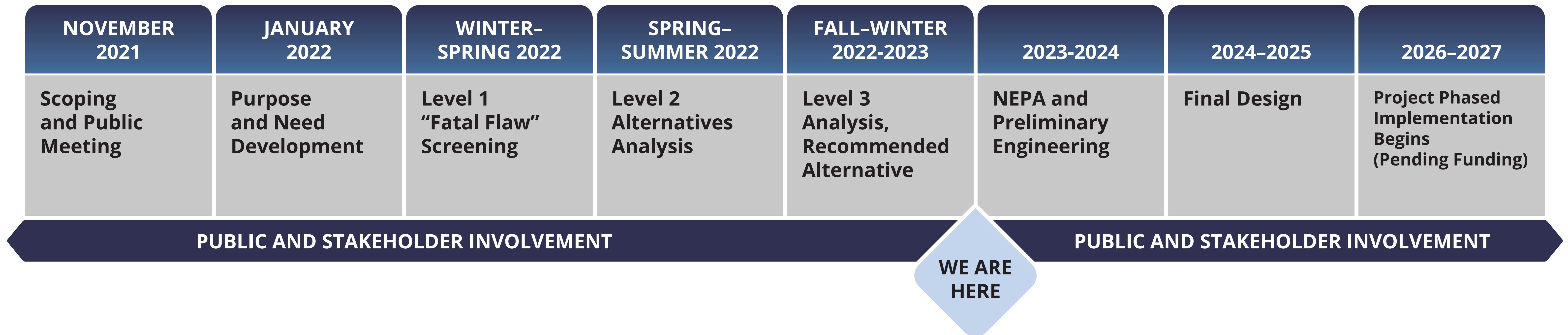
Preliminary Design

- Continue focus on multimodal connectivity and improvements in the corridor
- Continue stakeholder engagement throughout design
- Initiate Interstate Access Request (FHWA) and 1601 (CDOT) processes
- Advance design of Alternative 1B and explore design refinements to optimize performance
 - I-25 SB flyover
 - Existing I-25 SB off-ramp signalized intersection
 - Avoid/minimize impacts (environmental, right-of-way, etc.)
- Conduct utility and right-of-way investigation
- Develop signing plan
- Develop construction phasing plan
- Refine construction cost estimate
- Explore opportunities to implement sustainable practices



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Project Schedule



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How You Can Stay Engaged

- Website:
visit AdvancingLincolnAvenue.com
for project updates
- Email us:
info@AdvancingLincolnAvenue.com
- Call us at the project hotline:
720-509-1020
- Public involvement will continue
through the next phase of the project.
- Point your phone's camera on this
code to access the feedback form on
the project website.



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