



# WELCOME Why Are We Here?

The purpose of this meeting is to review the design refinements made to the proposed action that was shared at the March 14, 2023, public meeting. As you learn more about these refinements, 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 towards Parker
- **Address existing and projected 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

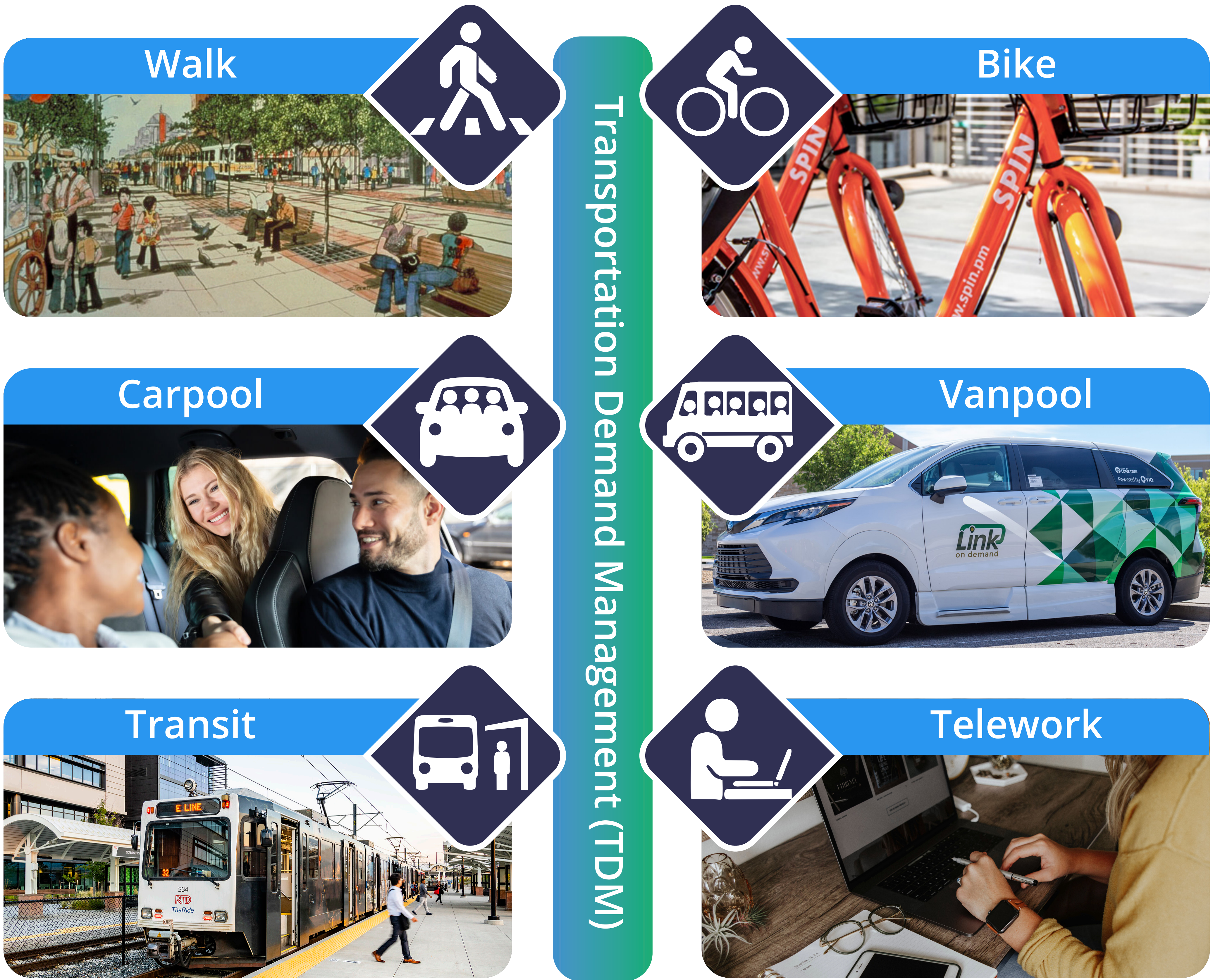
In addition to community feedback from the first public meeting, many agencies and organizations have been involved in helping us develop the options being presented at this meeting. Along with the City of Lone Tree, Douglas County and Denver South, those engaged thus far include, but are not limited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

# TDM Education and Information

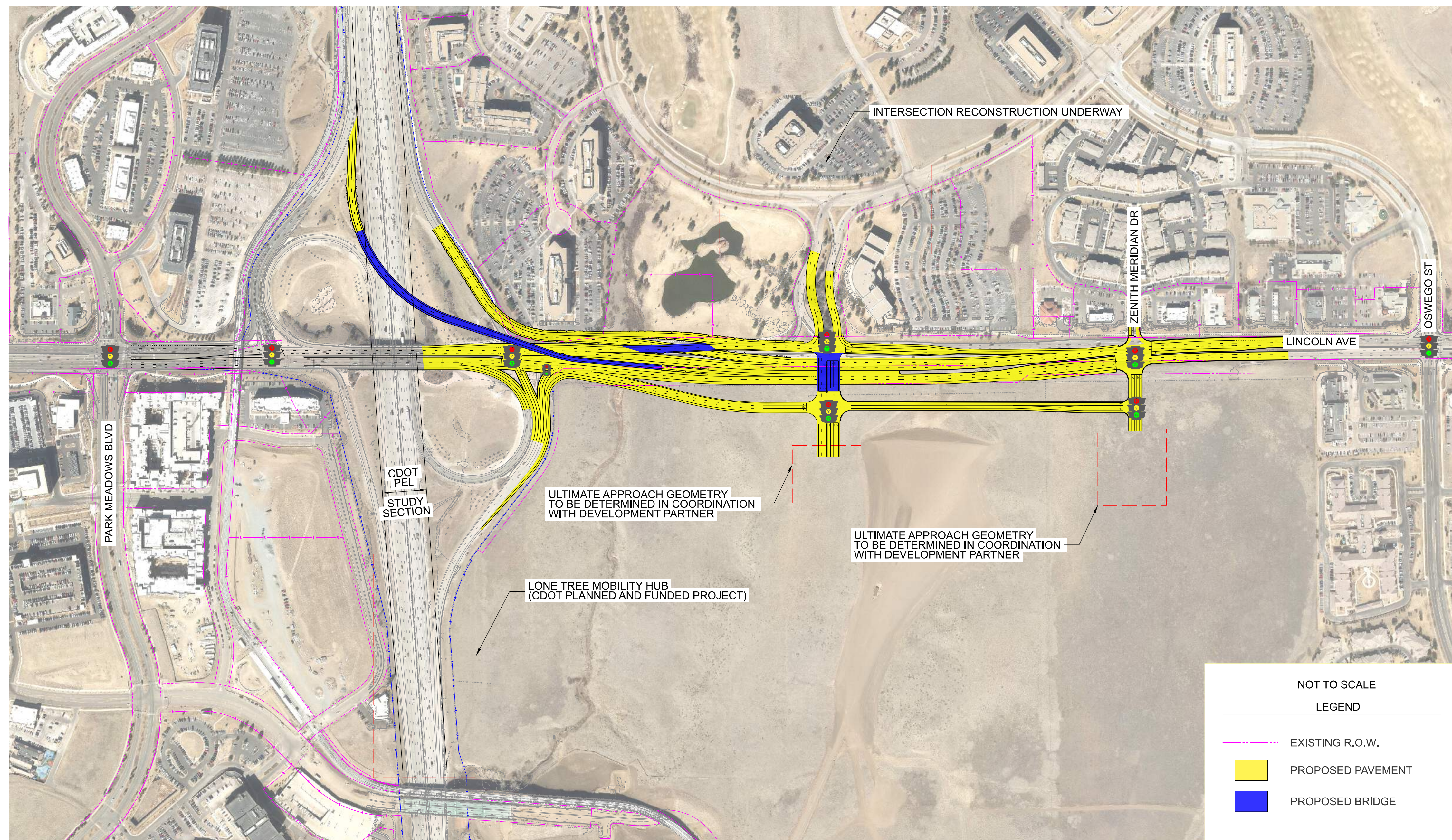
Transportation Demand Management (TDM) is the application of strategies and policies that reduce motor vehicle travel demand or redistribute this demand in space or in time or by travel mode. Benefits of TDM include:

- promotes healthier lifestyles
- reduces air pollution
- reduces traffic congestion
- improves safety for all modes
- decreases infrastructure costs
- reduces need for new capacity





# Recommended Alternative

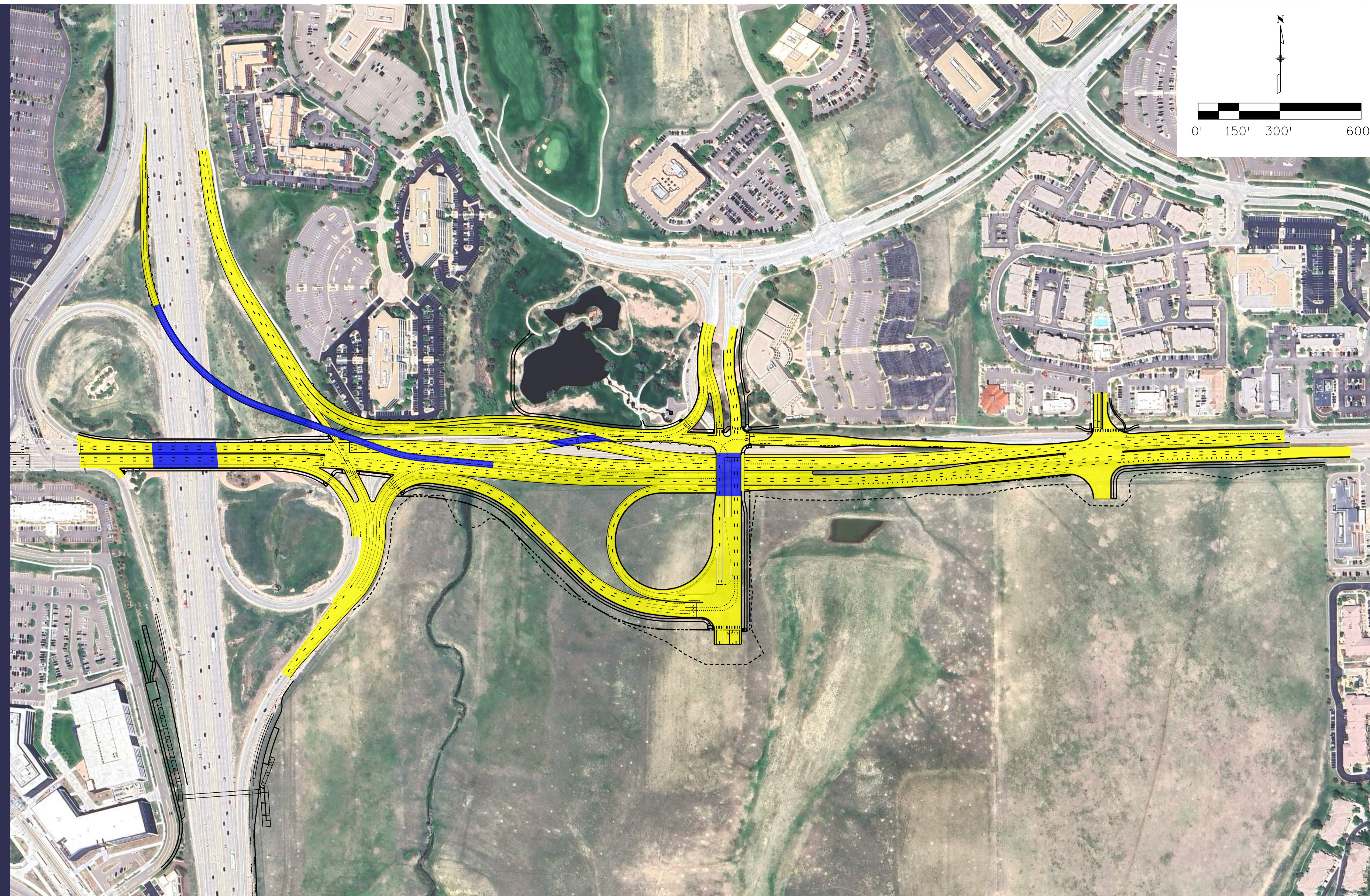




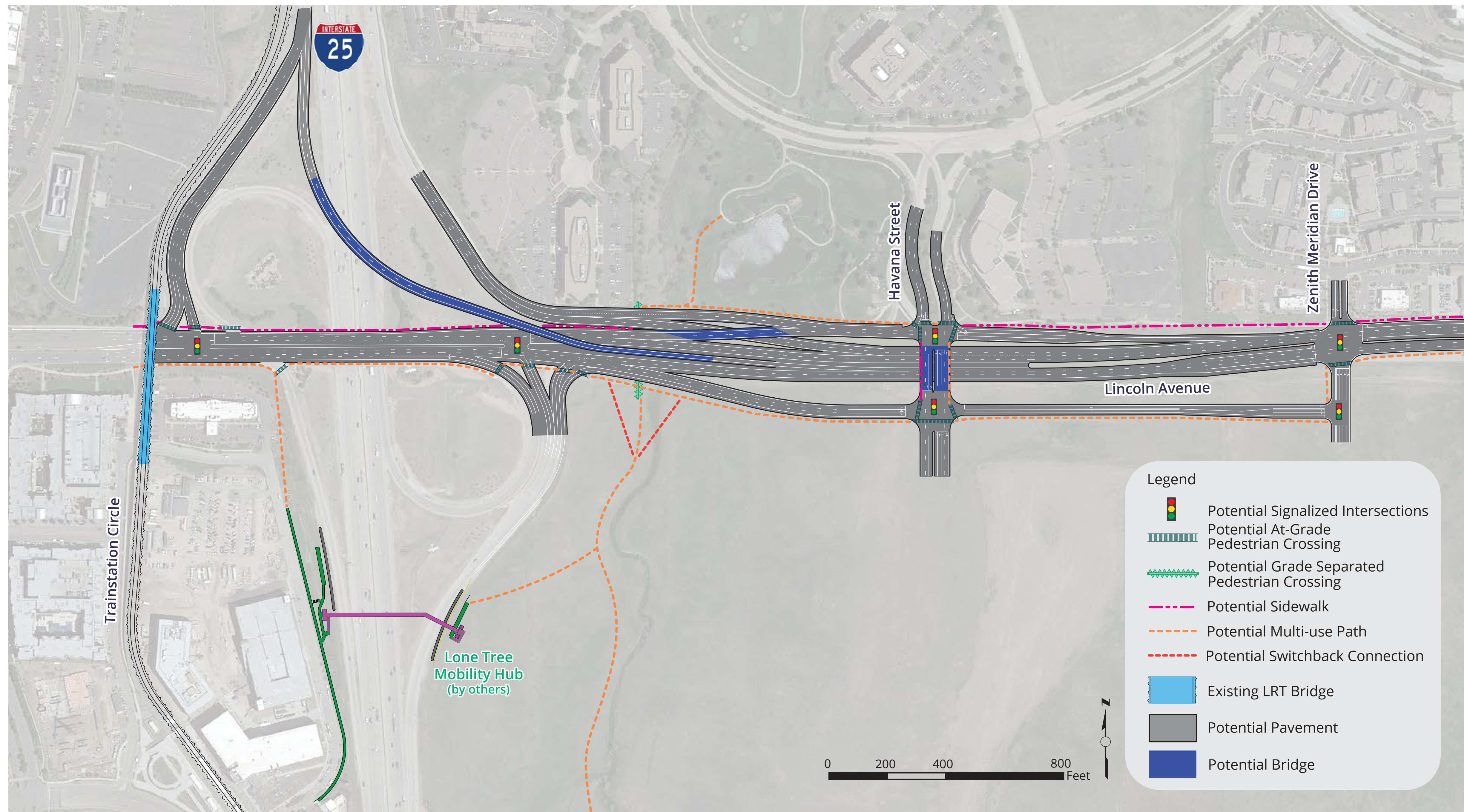
Advancing  
**Lincoln**  
Avenue

# Proposed Action

**Existing PARCLO with  
Flyover (I-25) and  
Folded Diamond  
Intersection (Havana)**

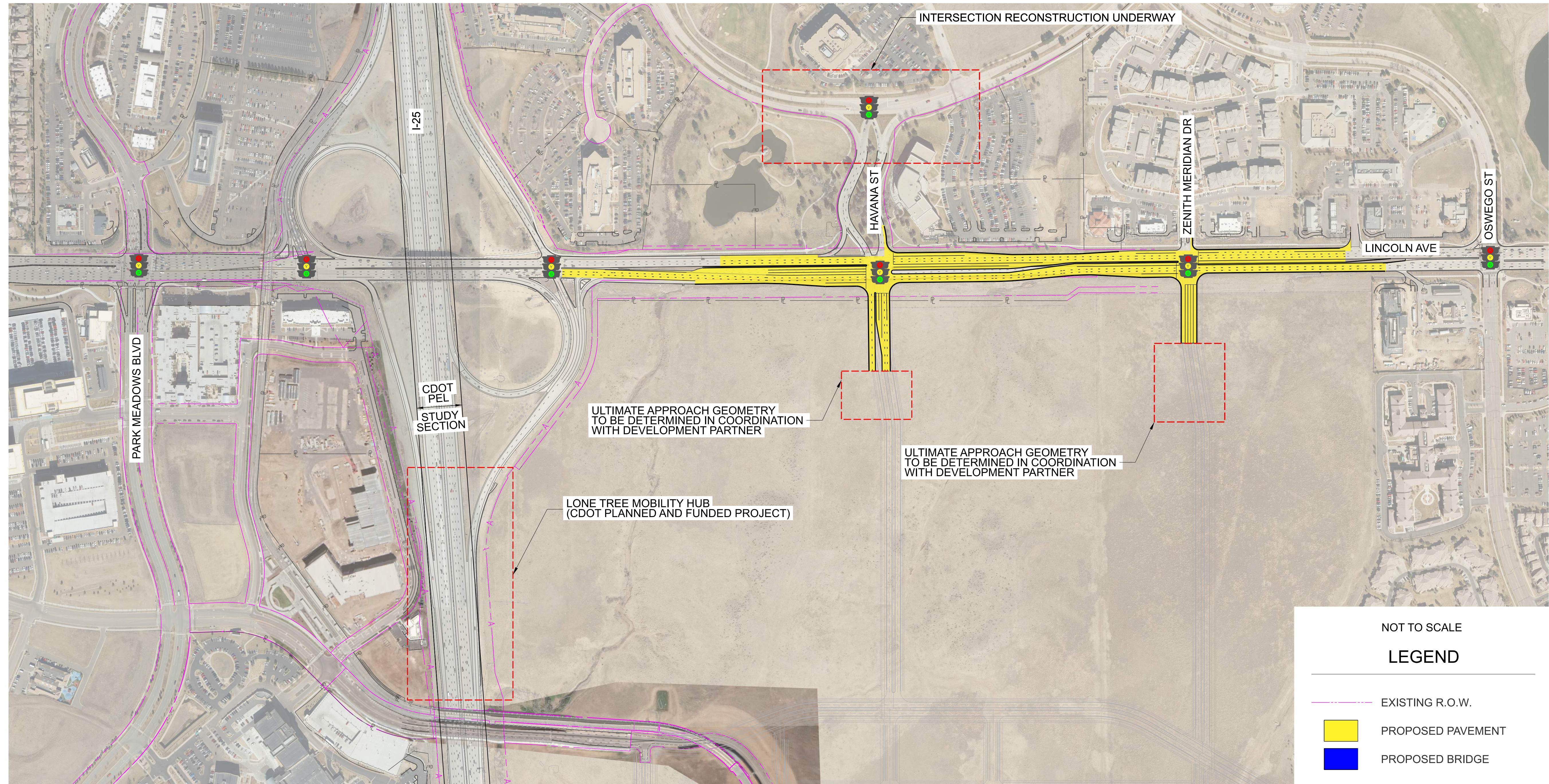


# Recommended Alternative with Multimodal Connectivity





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





# Overview of Next Steps NEPA and Preliminary Design

## NEPA Process

Fall 2023 –  
Spring 2024

- Confirm NEPA class of action
- Complete impact analysis and evaluate mitigation
- Prepare NEPA documentation
- Public and agency review and comments
- Response to comments and NEPA decision
- Develop funding and phasing plan
- Identify construction permitting requirements

**GOAL:** Complete required federal environmental review

## Upcoming/Ongoing Activities

## 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 the proposed action 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/implementation plan
- Refine construction cost estimate
- Explore opportunities to implement sustainable practices

# Preliminary Design Update

## Design refinements of Proposed Action

- Optimized lane configurations to meet 2050 volumes
- Evaluated CD Road alignment to support operations and future development
- Optimizing braided ramp structure type to fit tight geometry
- Minimize right-of-way impacts
- Additional traffic analysis for folded diamond concept

## Next Steps

- Grading
- Drainage design
- Utility impacts definition
- Right-of-Way needs

# NEPA Process for Proposed Action

- CDOT and FHWA meetings have been held to define the analysis, obtain feedback, and engage environmental staff at all levels.
- Resource specialists are evaluating existing conditions, conducting field surveys, and assessing impacts.
- Key community and environmental resources include **land use, air quality, transportation, and environmental justice.**
- Comments received will be considered during the resource evaluation process.
- Public review period once NEPA process is complete.

## Resources Under Evaluation

Recreational Resources	Socio-economic & Visual Resources
Section 4(f) & Section 6(f)	Biological Resources
Traffic Noise & Air Quality	Water Resources
Land Use & Farmland	Recreational Resources
Environmental Justice	Geological & Paleontological Resources
Transportation & Multimodal	Cumulative Effects

# CDOT 1601 (Interchange Approval) Process

## ✓ Step 1 – Pre-Application Meeting

## ✓ Step 2 – IGA Execution

## Step 3 – System Level Study

- Environmental Overview (alternatives screening and draft Purpose and Need complete)
- Traffic Operations Analysis (alternatives screening analysis complete, analysis for proposed action underway)
- Access Control Plan (CDOT consultation initiated)
- Preliminary Financial Plan (funding sources identified/included in CIPs/TIP, preliminary cost estimates complete)
- TDM Plan (TDM coordination with CDOT and DRCOG underway)

## Step 4 – Approval of System Level Study

## Step 5 – DRCOG Board Approval

- Must be in DRCOG RTP (RTP Amendment requested and in process)

## Step 6 – Design and NEPA Approval Process

## Step 7 – Final IGA

# Project Schedule





## How You Can Stay Engaged

- Website:  
visit [AdvancingLincolnAvenue.com](https://AdvancingLincolnAvenue.com)  
for project updates
- Email us:  
[info@AdvancingLincolnAvenue.com](mailto: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.

