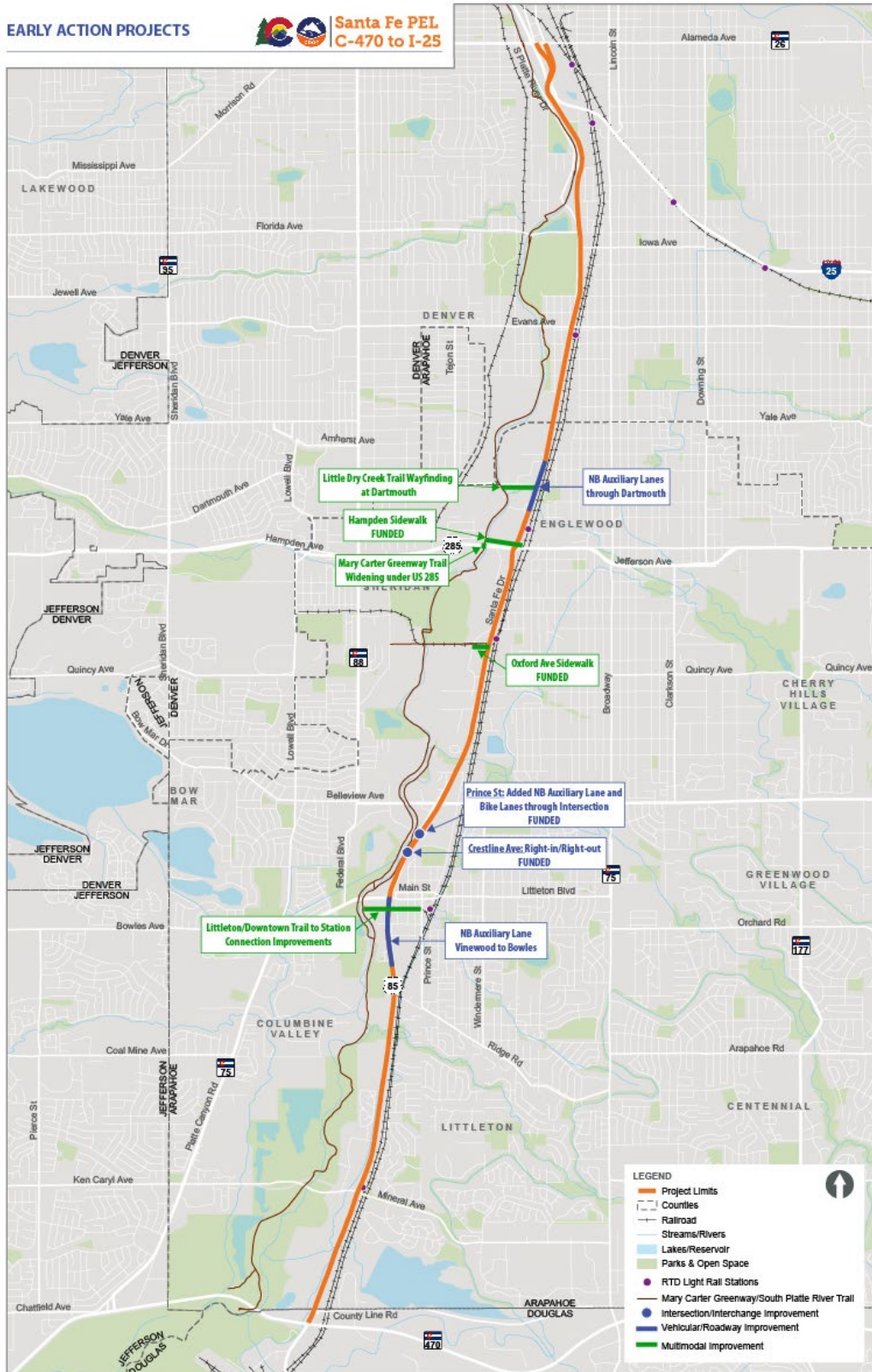


Appendix G.

EARLY ACTION PROJECTS INFORMATION SHEETS

Early Action Projects



Crestline Ave Right-in/Right-out - FUNDED

DESCRIPTION:

Raised center median along Santa Fe Drive would be closed at Crestline Avenue to prohibit southbound left turns and a new northbound right turn lane constructed with island modifications. The southbound left turn movement from the area east of Santa Fe Drive would shift to the Prince Street signalized intersection, less than 1,000 feet to the north.

Initial steps include coordination with local agencies and concept design to determine right-of-way needs.

BENEFITS:

- Improves safety by eliminating intersection left turn conflicts
- Improves operations along Santa Fe Drive by shifting slower, right-turning traffic out of the mainline through lanes

TRADE-OFFS:

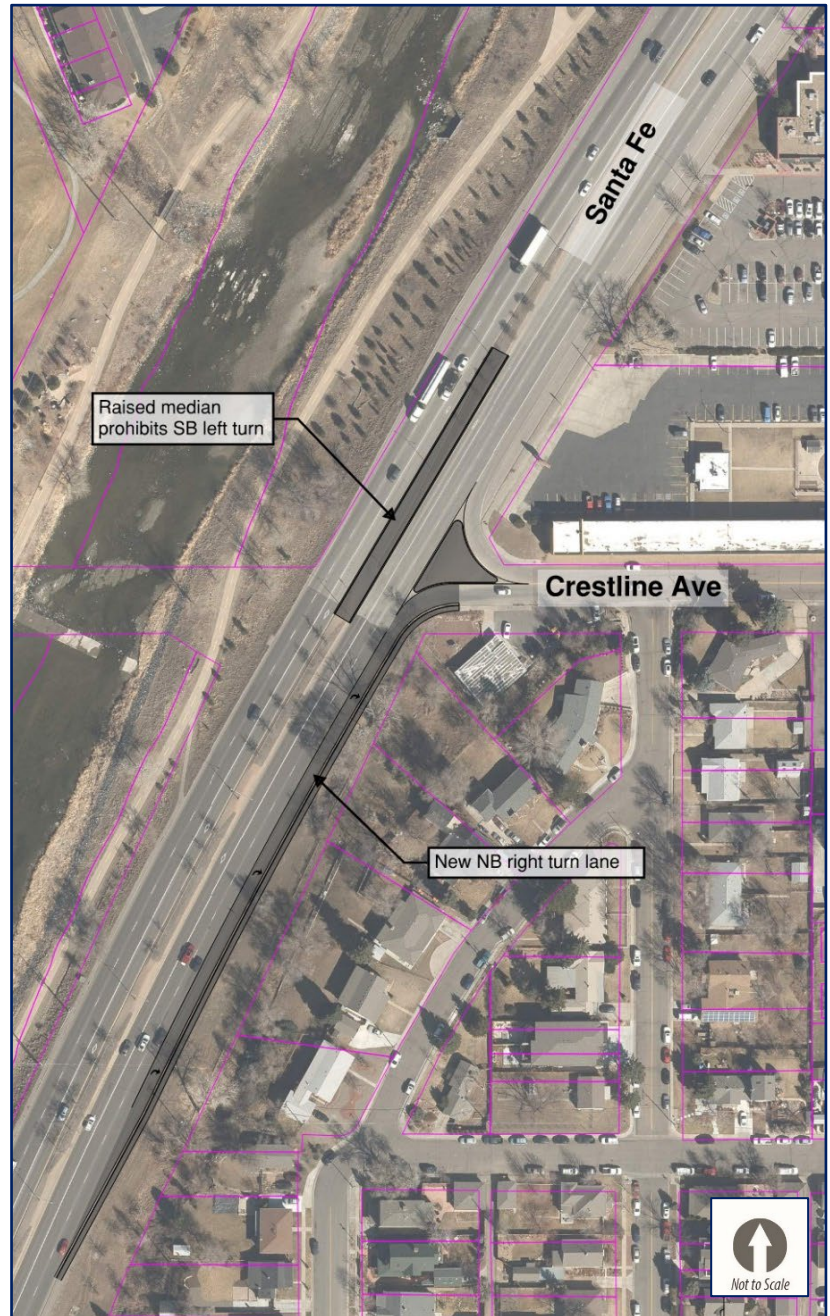
- Additional southbound left turn volume at the Prince Street intersection

COST:

Approximately \$1 - 2 Million

AGENCIES:

CDOT, City of Littleton, Arapahoe County



Prince St NB Auxiliary Lane with Bike Lanes through Intersection - FUNDED

DESCRIPTION:

Raised center median on Santa Fe Drive and striping would be modified to delineate the left turn lane more clearly from the HOV lane at Prince Street and to add a northbound lane through the intersection. Island modifications would add the northbound auxiliary lane and eastbound/westbound bike lanes through the intersection, extending the existing bike lanes along Prince Street west of Santa Fe Drive.

Initial steps include traffic analysis to determine benefits of northbound lane and concept design to determine feasibility for median and island modifications.

BENEFITS:

- Improves safety by reducing conflicts that occur due to drivers confusing the northbound HOV lane for a second left turn lane
- Improves multimodal safety and connections with striped bike lane through the intersection
- Improves operations along northbound Santa Fe Drive with additional through lane (approximately 850 feet long) reducing the bottleneck at the Prince Street traffic signal

TRADE-OFFS:

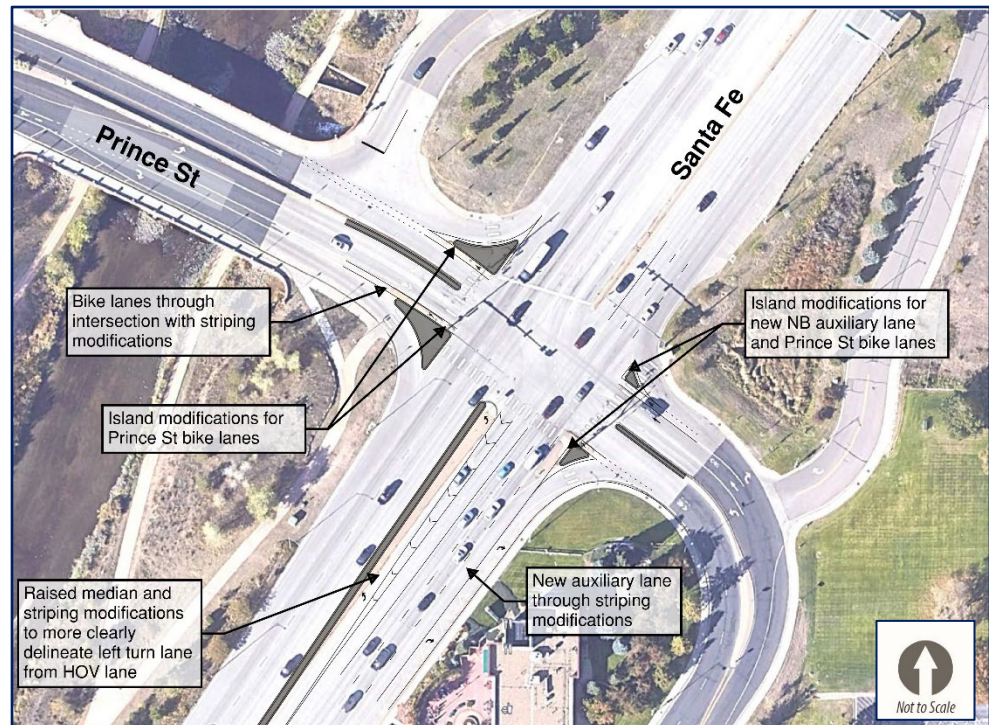
- Reduced island sizes may require curb return rework on the east side of the intersection to increase pedestrian refuge space and safety

COST:

Approximately \$2-3 Million

AGENCIES:

CDOT, City of Littleton, Arapahoe County



Northbound Auxiliary Lane Vinewood to Bowles

DESCRIPTION:

Striping along northbound Santa Fe Drive would be modified, along with island modifications, to provide an additional auxiliary lane approximately 2,500 feet through the Vinewood/Sumner, Church Street, and Bowles Avenue signals. New northbound right turn lanes would be provided at the Church Street and Bowles Avenue signals.

Initial steps include traffic analysis to determine benefits of auxiliary lane and need for separate right turn lanes.

BENEFITS:

- Improves safety by reducing crashes related to congestion and long queues at Church Street and Bowles Avenue traffic signals
- Improves operations along northbound Santa Fe Drive with additional through lane reducing bottlenecks at Church Street and Bowles Avenue traffic signals

TRADE-OFFS:

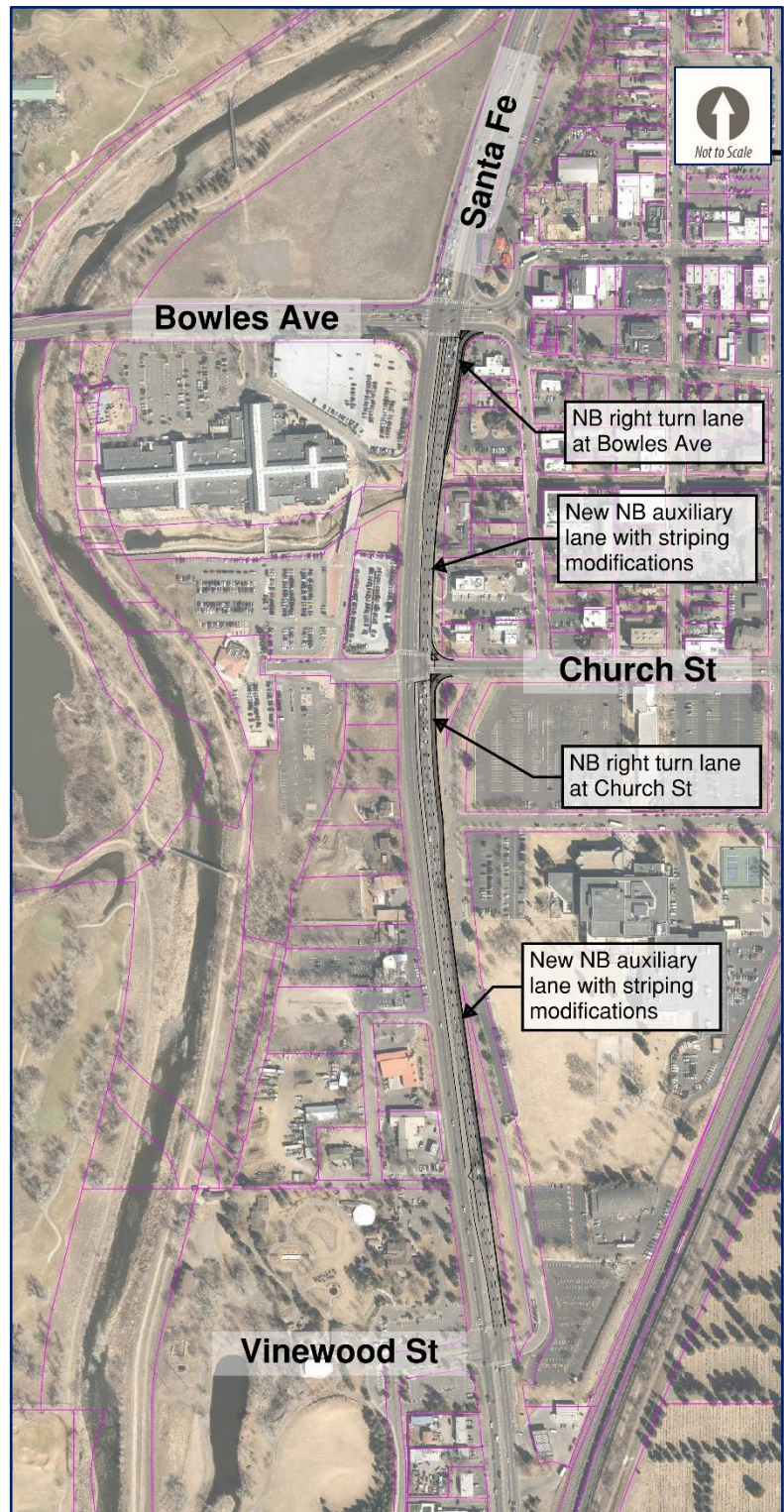
- Potential right-of-way impacts for the new northbound right turn lane at Bowles Avenue

COST:

Approximately \$2 - 4 Million

AGENCIES:

CDOT, City of Littleton, Arapahoe County



Mary Carter Greenway Trail Widening under US 285

DESCRIPTION:

The Mary Carter Greenway Trail between the South Platter River and South Platte River Drive would be widened under US 285, as much as possible without major structural modifications to US 285 bridge.

Initial steps include scoping-level design to possible approach for widening trail within structural constraints of US 285 bridge.



BENEFITS:

- Improves pedestrian/bicyclist safety by reducing potential conflicts at narrow point

TRADE-OFFS:

- Potential costly modifications required to bridge structure

COST:

Approximately \$700k - 1 Million

AGENCIES:

CDOT, South Suburban Park and Recreation District, City of Sheridan, Arapahoe County

Northbound Auxiliary Lane through Dartmouth

DESCRIPTION:

Striping along Santa Fe Drive would be modified to provide an additional northbound through lane at the Dartmouth signal (approximately 950 feet long).

Initial steps include traffic analysis to determine optimized traffic signal timing and concept design of the intersection configuration.

BENEFITS:

- Improves safety by reducing crashes related to congestion and long queues at the Dartmouth Avenue signal
- Improves operations along Santa Fe Drive with auxiliary lane reducing bottleneck at Dartmouth Avenue

TRADE-OFFS:

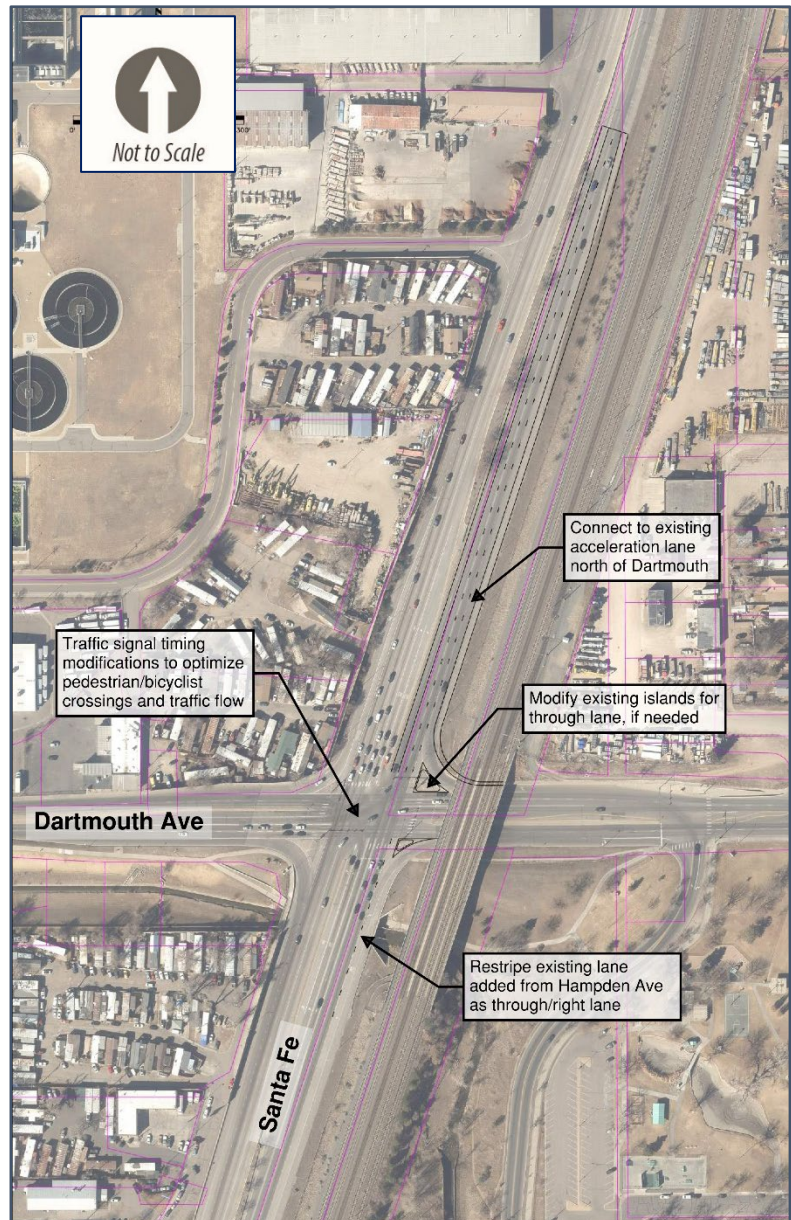
- Limited length of additional through lane north of Dartmouth may reduce driver utilization and associated safety benefits

COST:

Approximately \$1 - 2 Million

AGENCIES:

CDOT, City of Englewood



Hampden Sidewalk and Oxford Ave Sidewalk - FUNDED

DESCRIPTION:

At Hampden Ave, new sidewalk would be constructed along the north side of Hampden Ave through the Santa Fe interchange, connecting existing sidewalk on both sides. The sidewalk would be attached to Hampden Ave under the existing Santa Fe bridge and enhanced pedestrian crossing treatments or grade separations would be installed at the three ramp crossings. Initial steps include evaluation of the feasibility of fitting the sidewalk under the Santa Fe bridge and concept design to determine the sidewalk alignment and ramp crossing treatments to enhance multimodal safety.

At Oxford Ave, new sidewalk would be constructed on the south side of Oxford Ave west of Santa Fe. The new sidewalk would connect to existing sidewalk at the bus stop east of River Point Pkwy and at the Santa Fe intersection with a raised crosswalk or other design treatments to enhance safety of the crossing. Initial steps include concept design to evaluate right-of-way impacts.

BENEFITS:

- Provides missing pedestrian/bicyclist connections across Santa Fe and to the LRT station
- Improves safety by reducing pedestrian conflicts

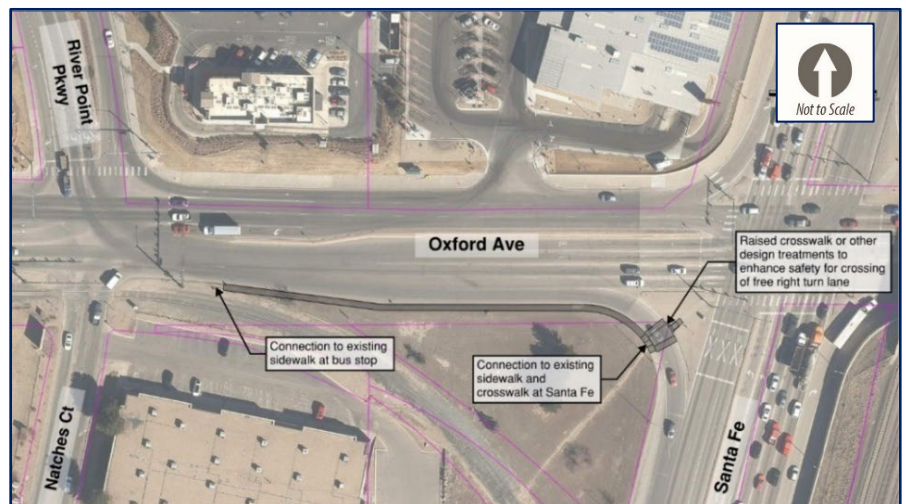
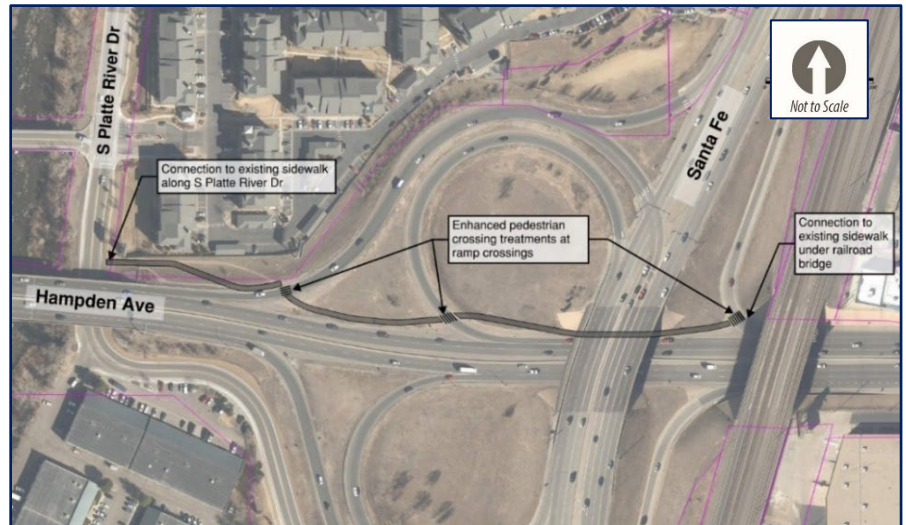
TRADE-OFFS:

- Potential right-of-way impacts

COST:

Approximately \$2 - 5 Million

AGENCIES: CDOT, City of Englewood, City of Sheridan



Little Dry Creek Trail Wayfinding at Dartmouth

DESCRIPTION:

Enhanced and additional wayfinding signage would be installed along the Little Dry Creek Trail south of the Dartmouth Avenue intersection to direct pedestrians and bicyclists to utilize the trail underpass to cross Santa Fe Drive.

Initial steps include agency coordination to determine wayfinding sign concepts and design to identify number of signs and layouts.

BENEFITS:

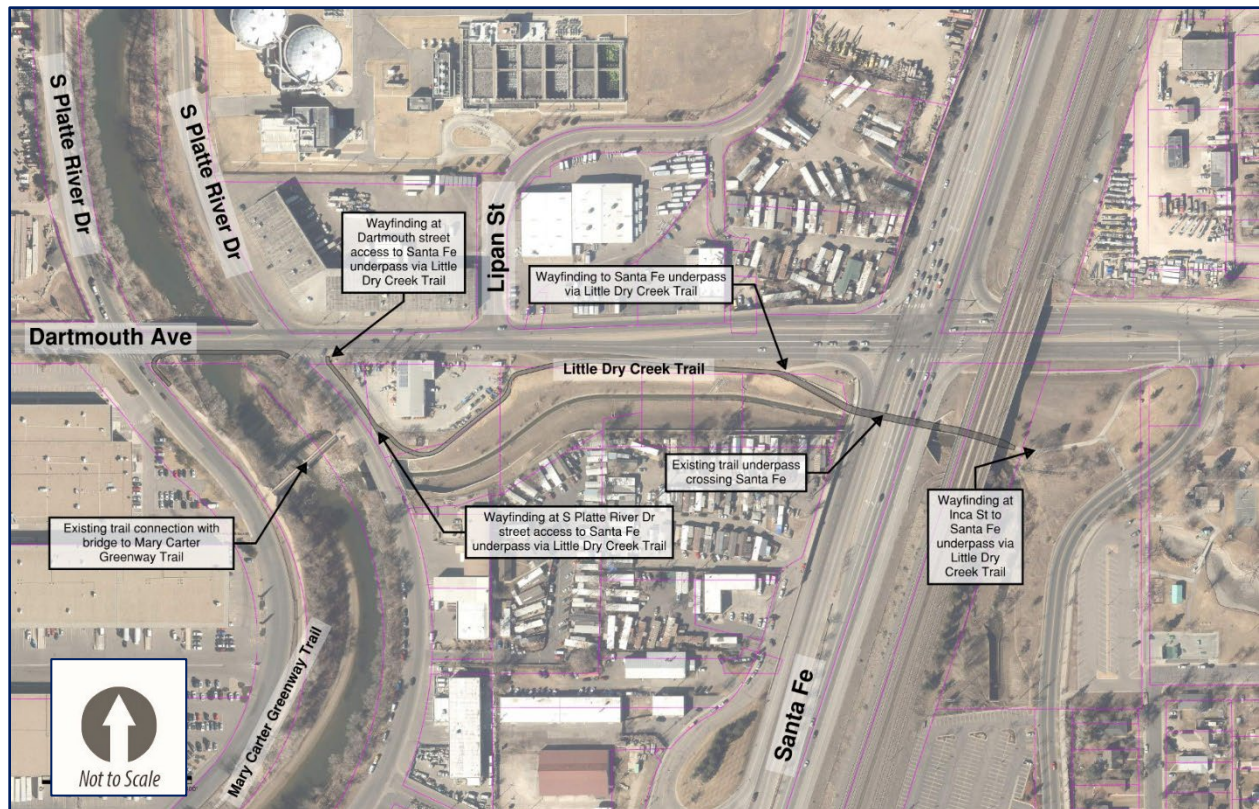
- Improves pedestrian/bicyclist safety by reducing crossing conflicts at Dartmouth intersection
- Improves traffic operations at the Dartmouth intersection by reducing the number of pedestrian crossings shifting green time away from the heavy Santa Fe traffic movements

TRADE-OFFS:

- None

COST: Under \$1 Million

AGENCIES: CDOT, City of Englewood, Arapahoe County



1 Littleton/Downtown Trail to Station Connection 2 Improvements

3 DESCRIPTION:

4 Enhanced and additional wayfinding signage would be installed along the Little's Creek Trail
5 south of the Bowles Avenue intersection to enhance multimodal connections across Santa Fe
6 Drive between the Mary Carter Greenway Trail and the Littleton LRT Station. Enhanced
7 crossings would also be installed at the three existing at-grade downtown street crossings.

8 Initial steps include agency coordination to determine wayfinding sign concepts and enhanced
9 crossing treatments.

10 BENEFITS:

- 11 • Improves pedestrian/bicyclist connections to transit
- 12 • Improves pedestrian/bicyclist safety by reducing potential crossing conflicts at the Bowles
13 intersection
- 14 • Improves pedestrian/bicyclist safety with enhanced crossing treatments at existing at-
15 grade crossings

16 TRADE-OFFS:

- 17 • None

18 **COST:** Approximately \$1 - 2 Million

19 **AGENCIES:** CDOT, City of Littleton, Arapahoe County

