

Arapahoe Road Corridor Study, I-25 to Parker Road - Completed 11/07

The purpose of the Arapahoe Road Corridor Study was to identify and evaluate various alternatives to address access and mobility within the corridor, and to recommend the most appropriate set of actions that best addresses local and regional travel needs well into the future. The study area included the I-25/Arapahoe Road interchange.

Timeline

- November 2005 – Project initiation
- November 2007 – Corridor Study completed

Agency Involvement

- Technical Advisory Committee and Executive Committee meetings – 8 per group
- Agencies involved included: Arapahoe County, City of Centennial, City of Greenwood Village, City of Aurora, Town of Foxfield, Douglas County, CDOT, FHWA, DRCOG and RTD
- Corridor Study funding provided by federal funds, Arapahoe County, Centennial, Greenwood Village and CDOT

Community Outreach

- Four public meetings held (each attended by 60 – 90 people) – Feb., June and Nov. 2006, and Aug. 2007
- Community Resource Panel meetings - 12 meetings total with four focus groups, representing residential, business, emergency provider and bicycle advocates/pedestrian interests
- Newsletters – prior to each public meeting
- News releases to local media – prior to each public meeting
- Local jurisdiction's newsletters
- Project website

I-25/Arapahoe Road Interchange System Level Feasibility Study - Completed 12/08

The Corridor Study evaluated a wide range of reconstruction options for improvements to the I-25/Arapahoe Road interchange. The corridor study evaluation effort led to the selection of the interchange alternatives examined in the System Level Feasibility Study (SLFS), which included the Improved Partial Cloverleaf with Costilla Connection and the Single Point Urban Interchange with Costilla Connection. After a detailed analysis, the Improved Partial Cloverleaf was recommended for further evaluation in the subsequent NEPA process (see reverse side). Options with and without a supplemental crossing at I-25 will be explored.

Timeline

- December 2008 – Feasibility Study approved by the Colorado Transportation Commission

Request for Federal Funding - 11/09

Language to be included in the request for federal discretionary highway funds was submitted to Congressman Mike Coffman in November 2009. This request did not identify the Improved Partial Cloverleaf with Costilla Connection as the ultimate improvement. In fact, since a number of Congressionally-designated projects had encountered roadblocks and dead-ends because the project description within the authorizing and/or appropriating bill was either not clear or complete enough to allow necessary work to move forward, it was requested that the federal discretionary highway funding request include the following language: "I-25 & Arapahoe Road (SH 88) Interchange Reconstruction Project—Arapahoe County, Colorado. Project should incorporate necessary studies, design, right-of-way acquisition, utilities, & construction of a phase of the EA and FONSI approved alternative." This language reflects the intent of the local agencies to complete the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI), if appropriate, before a final specific project would be identified. Any reference to a Costilla Connection in previous funding-related documents was merely based on the recommendations made in the System Feasibility Study, which was the best available information at that time in the project progression.

I-25/Arapahoe Road Interchange Environmental Assessment

A National Environmental Policy Act (NEPA) study is now underway to complete a tiered evaluation of reasonable alternatives for the I-25/Arapahoe Road interchange. The effort includes documentation of previously considered alternatives, re-evaluation of the reasonable alternatives from the Corridor Study (and SLFS, see description on other side of page) and evaluation of newly suggested reasonable alternatives. Evaluation will be based on the project purpose and objectives of improvements, and will include investigation of traffic, community and environmental impacts. Conceptual design will be completed after a preferred alternative is determined. An Environmental Assessment (EA) document will be completed and available for review by local agencies and members of the community. After considering comments, CDOT and FHWA will be responsible for approval of the preferred alternative. A financial plan will also be developed in coordination with local agency staff and elected officials.

Tasks Completed to Date

- January 2010 – Project initiation
- February 2010 - Began alternatives evaluation and documentation
- April 2010 - Public Meeting #1
- August 2010 – Purpose & Need established
- Late Fall 2010 - Completion of CDOT interim interchange improvement project
- Winter 2010 - Traffic counts conducted
- Operational analysis of current interchange existing and future conditions
- Walnut Hills neighborhood traffic study
- September 2011 - Public Meeting #2

Next Steps

- Complete environmental analysis
- Conceptual design of preferred alternative
- Draft EA document
- Public Meeting #3
- Finalize EA document and obtain FHWA approval

Agency Involvement

- Agencies involved include: Arapahoe County, City of Centennial, City of Greenwood Village, CDOT, FHWA, DRCOG, Southeast Public Improvement Metro District (SPIMD) and RTD
- Funding provided by federal funds, Arapahoe County, Centennial, Greenwood Village and SPIMD

Ongoing Community Outreach

- 3 public meetings
- Stakeholder meetings and local community meetings
- Newsletters – prior to each public meeting
- News releases to local media – prior to each public meeting
- Local jurisdiction and HOA newsletters
- Project update email blasts
- Project website:

www.I25ArapahoeRoadEA.com

Your Input is Important

We place a high value on the community participation in this project. The success of the NEPA process depends on citizen involvement. Public input has already made a difference in the alternatives being studied, and will continue to shape project outcomes as we move forward with this EA.

Although an action and no action alternative have been recommended for further evaluation, the outcome of the EA has not been decided. Many more opportunities for community input will be provided, including a third and final public meeting during the 30 day public review period for the EA document. CDOT and FHWA will consider all technical data and public and agency comments received when making their decisions. Please submit comments or questions on the project website, www.I25ArapahoeRoadEA.com, or contact a project team member using the information below.

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