



The I-25/Arapahoe Road Interchange Environmental Assessment Is Now Underway

A National Environmental Policy Act (NEPA) study has begun to complete a tiered evaluation of reasonable alternatives for the I-25/Arapahoe Road interchange. The effort will include documentation of previously considered alternatives, re-evaluation of the reasonable alternatives from the Arapahoe Road Corridor Study and System Level Feasibility Study (SLFS) and evaluation of newly suggested reasonable alternatives. Evaluation will be based on the Purpose & Need for 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, the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (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.

Timeline

- January 2010 – Project initiation
- May 2010 – Purpose & Need established
- September 2010 – Alternatives evaluation and operational analysis complete
- November 2010 – Conceptual design of preferred alternative complete
- February 2011 – EA document finalized
- Summer 2011 – Estimated project completion

Agency Involvement

- Technical Committee and Executive Committee meetings
- 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

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's newsletters
- Project website: www.I25ArapahoeRoadEA.com

Public Meeting #1

April 15, 2010

Open House 4:00 - 7:30 PM

Good Shepherd Episcopal Church
8545 E. Dry Creek Rd. (just west of Yosemite)

Need for Improvements

- Due to limited funding, not all important needs along the I-25 corridor were addressed by TRES. Vital improvements to the I-25/Arapahoe Road Interchange were omitted from the TRES work.
- With its current retrofit design, the interchange does not have adequate capacity nor expansion capabilities to accommodate traffic volumes today or into the future. It is functionally and operationally obsolete.
- Lane discontinuity occurs on Arapahoe Road with 6 lanes approaching and 4 lanes through the interchange.
- Narrow lanes on Arapahoe Road cause slow southbound left turns.
- Frequent vehicle queueing occurs on the southbound off-ramp, sometimes into I-25 through lanes.
- Current ramp intersections have over 80 seconds of average delay per vehicle.
- The interchange is congested throughout the day.
- From 2006 to 2008, 210 accidents occurred with 7% involving injuries; approximately 54% of the total number of accidents are related to congestion.



Project Background

Arapahoe Road Corridor Study, I-25 to Parker Road - Completed Nov. 2007

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

Community Outreach

- Four public meetings held (each attended by 60 – 90 people) in 2006 and 2007
- Community Resource Panel meetings - 12 meetings total with four focus groups, representing residential, business, emergency provider and bicycle advocates/pedestrian interests
- Newsletters and news releases prior to public meetings
- Project website

I-25/Arapahoe Road Interchange System Level Feasibility Study - Completed Dec. 2008

The Corridor Study evaluated a wide range of reconstruction options for improvements to the I-25/Arapahoe Road interchange. Many of the options were removed from consideration because they were inconsistent with the community vision for the Arapahoe corridor, were not constructable without major disruption to the Southwest Corridor light rail line, and/or provided less freeway access capacity (leading to insufficient interchange operations).

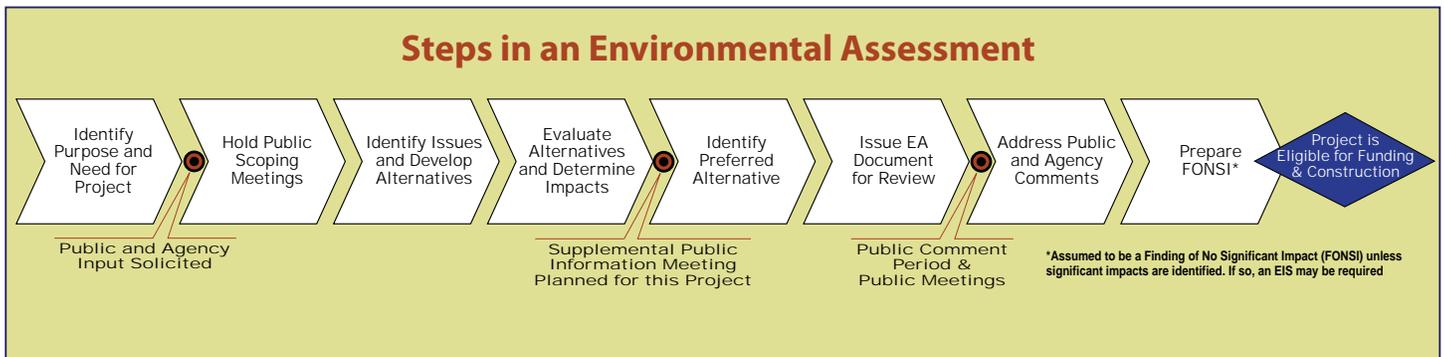
The corridor study evaluation effort led to the selection of the interchange alternatives examined in the System Level Feasibility Study, which included the Improved Partial Cloverleaf with Costilla Connection and the Single Point Urban Interchange with Costilla Connection. After a detailed analysis, the Improved Partial Cloverleaf with Costilla Connection was recommended for further evaluation in the subsequent NEPA process. In December 2008 the Colorado Transportation Commission approved the Feasibility Study.

Previously Considered Interchange Alternatives

- Improved Partial Cloverleaf
- Single Point Urban
- Tight Urban Diamond
- Directional Ramps
- Tunnel Interchange
- Diverging Diamond
- Three Level Diamond
- Costilla Connection

Planning & Environmental Linkage

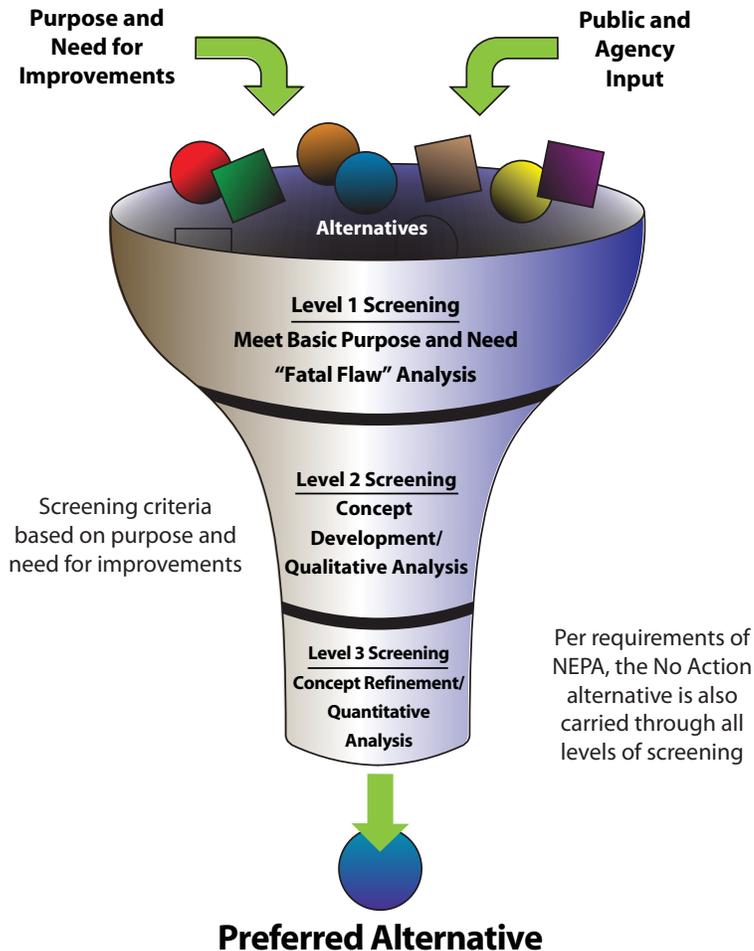
The current interchange Environmental Assessment (EA) effort will include documentation of previously considered alternatives, re-evaluation of the reasonable alternatives from the Arapahoe Road Corridor Study and System Level Feasibility Study and evaluation of newly suggested reasonable alternatives.



Where Do We Go From Here?

The project team will compile the feedback received after the first public meeting and stakeholder meetings, and use it to refine, develop and screen alternatives. The results of level 2 screening will be presented at the second public meeting to be held this fall.

Alternatives Screening Process



Evaluation Criteria

Consistency with Purpose & Need

- Capacity, operations, safety and design

Consistency with Objectives

- Minimize local and community impacts
- Consider context sensitive design
- Minimize environmental and economic impacts
- Consider cost feasibility

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. We encourage you to learn about the project background and upcoming steps, consider the alternatives and provide us with focused feedback.

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.

This EA study is just beginning - no outcomes have been decided. Throughout the project, many opportunities for community input will be provided. CDOT and FHWA will consider all technical data and public and agency comments received when making their decisions.

We look forward to hearing from you or seeing you at an upcoming public meeting event!

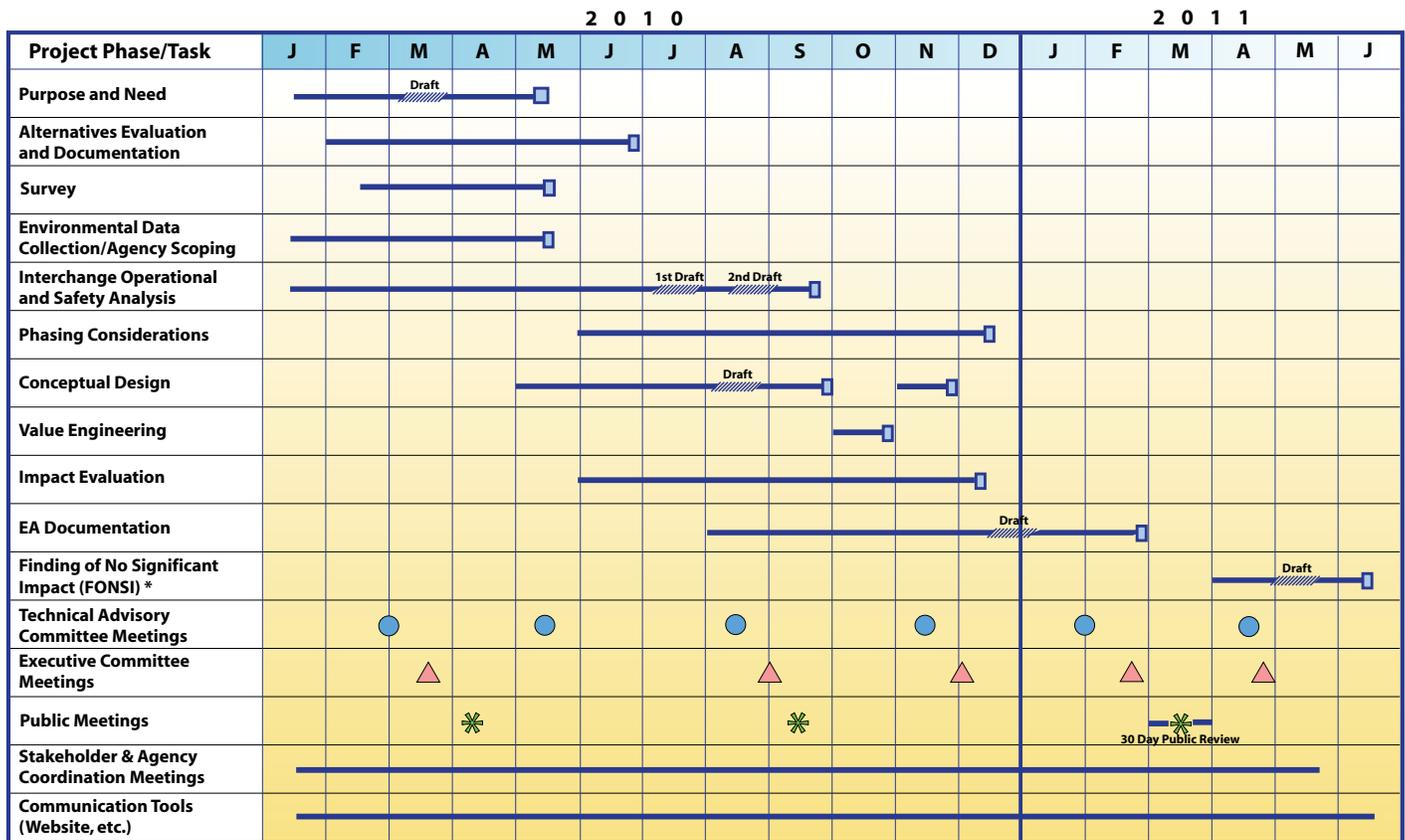
- Public Meeting #1 - April 15, 4:00 - 7:30 PM at Good Shepherd Episcopal Church, 8545 E. Dry Creek Road, Centennial
- Submit your comments online: www.I25ArapahoeRoadEA.com

Contact Us

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* If appropriate

Legend = Review Time = Deliverable



CDOT I-25/Arapahoe Road Interchange Improvements - Now Under Construction

In August 2009, CDOT began a safety and capacity improvement project on Arapahoe Road between Yosemite Street and Boston/Clinton Street. The project will add an additional through lane in each direction underneath the structure by utilizing the roadway lanes leading to the existing cloverleaf on-ramps. The new third through lane will be separated from the existing through lanes by the bridge pillars. This improvement is intended as a short-term, low cost means to add capacity at the ramp intersections. The existing configuration for ramp traffic, pedestrian crossings and sidewalks will not be impacted. The project is estimated to be complete by June 2010.

Other Improvements Include:

- Adding a dedicated turn lane from westbound Arapahoe Road to northbound Yosemite Street
- Modifying the center median to improve the left turn movement from southbound I-25 to eastbound Arapahoe Road
- Improving signage to help direct motorists to proper lane assignments
- Improving sight distance for pedestrians at various locations within the project limits on Arapahoe Road

CDOT project web page: <http://www.coloradodot.info/projects/arapahoel25>