



DAVID EVANS
AND ASSOCIATES INC.

MEETING NOTES

PROJECT:	Arapahoe Road Corridor Study, I-25 to Parker Road
PURPOSE:	Community Resource Panel (CRP) - HOA Focus Group
DATE HELD:	2/13/07
LOCATION:	Arapahoe County Public Works
ATTENDING:	See attached sign-in sheet
COPIES:	Attendees, EC, TAC, Project Team

Summary of Discussion:

1. An overview was provided of preliminary corridor improvement recommendations. The goals and objectives for improvements to balance mobility and accessibility with respect to corridor context were also described.
2. Comments/Questions:
 - Funding for corridor and interchange improvements was described:
 - \$52.1 M has been allocated for the Arapahoe/Parker interchange in the 2030 Regional Fiscally Constrained Plan. (\$22.4 M of that amount is not yet in a current TIP.)
 - \$23.2 M has been allocated for I-25 interchange improvements.
 - \$40 M has been allocated for Arapahoe Corridor improvements from I-25 to Potomac.
 - Possible phasing of improvements:
 - Parker/Arapahoe, I-25/Arapahoe, then a priority plan of improvements along the corridor.
 - Some smaller projects, such as turn lanes and certain intersections, could potentially be funded and constructed in the next few years
 - Prioritization of corridor construction would likely focus on parallel road improvements first, to provide addition / supplemental capacity prior to Arapahoe Road construction. This would be a constructability benefit.
 - Ped/bike improvements would also be an early priority.
 - The horizon for overall improvements completion could be 20-25 years, or perhaps less if additional funds were identified.
 - The County plans five lane improvements soon to Broncos Pkwy/Peoria intersection and realignment of intersection movements.
3. Consideration was given to lowering or eliminating tolls on E-470 to encourage more trips on the tollway. However, analysis showed that traffic would increase on E-470, but not any single east-west route (including Arapahoe Road) would experience a significant reduction in traffic volume (since the diverted traffic would be fairly evenly drawn from all area roads).

4. Visual and noise impacts were noted as a concern with Arapahoe over Havana. Impacts to residential neighborhood to northeast of Havana Street could result from lighting, signage, etc. Arapahoe pavement would be approximately 23' above the cross-street below it. After considering the rolling nature of Arapahoe Road, the 23' may not be such a large impact. 3D visualization at Havana/Arapahoe to illustrate the potential visual impacts will be considered.
5. The suburban character of the corridor would be enhanced by median, lighting, landscaping and speed reduction to 45mph that is meant to offset the potential impacts of the grade separated intersections. The slip ramps were developed with this in mind – other options explored involved diamond interchanges, a 55 mph speed, and a concrete barrier median. The slip ramps are a compromise to move traffic while best maintaining the suburban nature of the corridor.
6. Improvements to Belleview and Orchard through Greenwood Village were previously considered but rejected due to neighborhood impacts (also, the State Park limits extension to Parker Road). The County has instead planned for Broncos Pkwy / Easter as a connecting road between I-25 and Parker, since no supplemental connections can be added north of Arapahoe Road.
7. Adjacent homes at residential area at Jordan may be impacted by overpass noise and increased volume of traffic on Jordan north of Arapahoe Road. There is concern that Aurora hasn't adequately planned for anticipated traffic impacts of retail development at Jordan Road.
 - The Jordan slip ramp would intersect opposite the proposed Aurora retail development access.
 - Noise wall would likely be planned along slip ramps and along Arapahoe Road west of Jordan Road.
8. Concern that adding sidewalk along north side of Arapahoe west of Jordan would impact frontage road in the neighborhood.
9. Slip ramps in the northwest quadrant at Jordan/Arapahoe preclude future development, which may be viewed positively by adjacent owners.
10. Short term – need for eastbound left turn at Jordan to be lengthened (restriped).
11. Landscaped medians in the area currently have maintenance by private entities.
12. Open space funds may be available for median improvements (Jeffco does this).

ACTION ITEMS

- Consider Jordan Road over Arapahoe – less traffic on Jordan Road with less impacting noise.
- Instead of the current plan, consider Jordan intersection, Potomac interchange, Revere intersection, Peoria interchange (because of fears that there is too much traffic for the junior interchange to work).
- Signal progression will be tested of an alternative scenario.