

	Operations & Safety	Community, Business & Environment	Feasibility & Cost	Recommendation
Arapahoe Road Options				
• No-Action				FURTHER EVALUATION
• Add auxiliary lanes				FURTHER EVALUATION
• Add break-down area/shoulders				FURTHER EVALUATION
• Widen Arapahoe Road from 6 to 8 lanes				FURTHER EVALUATION
• Bus/HOV lanes				FURTHER EVALUATION
• Construct separated through lanes/boulevard				FURTHER EVALUATION
• Construct frontage roads				FURTHER EVALUATION
• Construct operational facilities for reversible lane	Directional flow only exists at east end of corridor			ELIMINATE
• Expressway	Option would focus only on improving through traffic operations	Impacts local business access	High cost	ELIMINATE
• Double deck/depression		Inconsistent with arterial character of the corridor	Extremely high cost	ELIMINATE
I-25 Interchange Options (including Yosemite and Boston/Clinton intersections)				
• Partial cloverleaf (built to standards)	Poor traffic signal spacing of ramp intersections	Impacts businesses east and west of interchange	High cost associated with SB off ramp crossing LRT line	ELIMINATE
• Partial cloverleaf (reduced standards)	Poor traffic signal spacing of ramp intersections	Impacts businesses east and west of interchange	High cost associated with SB off ramp crossing LRT line	ELIMINATE
• Partial cloverleaf (minimum standards)				FURTHER EVALUATION
• Single point urban with Yosemite/Costilla connection				FURTHER EVALUATION
• Tight urban diamond with Yosemite/Costilla connection				FURTHER EVALUATION
• Directional ramps	Unsafe weave for SB to EB ramp traffic bound for NB Boston Street and requires realignment of I-25	Visual impacts of 3 rd level ramp	High cost of tunnel, 3 rd level bridge and realignment of I-25	ELIMINATE
• Tunnel	Requires realignment of I-25	ROW acquisitions in SW and NE quadrants	High cost of tunnels	ELIMINATE
• Diverging diamond				FURTHER EVALUATION
• Three level diamond				FURTHER EVALUATION
Intersection Options (Dayton, Havana, Lima, Peoria, Revere, Potomac, Jordan)				
• Auxiliary lanes				FURTHER EVALUATION
• Jug handle	Inadequate capacity for high left-turn volumes	ROW required on corner for loop	May have high ROW cost	ELIMINATE
• Split intersection	Split in road must be sufficient to accommodate vehicle queues between intersections	Extensive right of way required	High cost	ELIMINATE
• Continuous flow	Adds two signals on Arapahoe and two signals on cross street	ROW required	High cost with added signals and lanes	ELIMINATE
• Quadrant road				FURTHER EVALUATION
• Junior interchange				FURTHER EVALUATION
• Tight urban diamond				FURTHER EVALUATION
• Super Street median crossover	Would require two new signals on Arapahoe and does not provide cross street turning capacity	ROW required for median widening	High cost with added signals and medians	ELIMINATE
• Fly over/under				FURTHER EVALUATION
• Roundabout	Inadequate capacity for through volumes on Arapahoe	Extensive ROW required	High cost with three lanes	ELIMINATE (on Arapahoe Road)
• Bowtie	Inadequate capacity for high left-turn volumes	Extensive ROW needed for roundabouts on cross streets	High cost for cross street improvements	ELIMINATE
• Center turn overpass				FURTHER EVALUATION
• Echelon interchange	Requires wide divided highway and intersecting street	Extensive right of way required	High cost	ELIMINATE

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Parallel/Intersecting Roads				
• Widen Broncos Parkway/Easter Avenue/Havana/Dry Creek from 4 to 6 lanes				FURTHER EVALUATION
• Enhance Peakview/Caley and Briarwood as parallel routes				FURTHER EVALUATION
• Caley overpass of I-25	Minimal reduction in traffic at I-25/Arapahoe interchange		High cost for minimal benefit	ELIMINATE
• Extension of County Line Road from I-25 to Parker Road		Impacts to residents between Jordan & Parker Roads and to the 17 Mile House site	High cost of tunnel under airport runways	ELIMINATE
• County Line/Cottonwood/Peoria to Jordan Road				FURTHER EVALUATION
• Orchard Avenue extension from Peoria to Parker Road	Would not significantly reduce Arapahoe Road volume	Impact to Cherry Creek State Park and neighborhoods, previously rejected by local agencies	Lengthy approval process and high cost	ELIMINATE
Transit/Alternative Modes/Other Options				
• Improve existing transit stop facilities and amenities				FURTHER EVALUATION
• Limited stop route overlay to accompany Local Route 66				FURTHER EVALUATION
• Frequent fixed route shuttle				FURTHER EVALUATION
• Bus Rapid Transit (BRT)				FURTHER EVALUATION
• Light Rail Transit (LRT)	<ul style="list-style-type: none"> ▪ Safety issues of at-grade crossings of intersecting streets and driveways ▪ Required transfer to SE Corridor LRT 	Business and community impacts if grade-separated	High cost	ELIMINATE
• Streetcar	Slow moving trolley is inconsistent with high speed arterial traffic			ELIMINATE
• Transit signal priority				FURTHER EVALUATION
• Bicycle/Pedestrian Improvements <ul style="list-style-type: none"> ◦ Sidewalk improvements along Arapahoe Road ◦ Improved crossings of Arapahoe Road for ped/bike ◦ Jordan Road bike connection through Cherry Creek State Park ◦ Bike route signing/stripping on parallel and intersecting streets ◦ Rebuild/raise Arapahoe Road bridge over Cherry Creek 				FURTHER EVALUATION FURTHER EVALUATION FURTHER EVALUATION FURTHER EVALUATION FURTHER EVALUATION
• Travel Demand Management (TDM) options				FURTHER EVALUATION
• Intelligent Transportation Systems (ITS) Strategies				FURTHER EVALUATION