

Table 1. Summary of Cost for Recommended Improvements

Improvement Element	Approximate Range of Cost
I-25/Arapahoe Interchange	
<ul style="list-style-type: none"> Partial Cloverleaf (with Yosemite/Costilla) or Single Point Urban Interchange 	\$85 M to \$125 M
Arapahoe/Parker Interchange	
<ul style="list-style-type: none"> Completion of ramps and grade separation 	\$52 M
Arapahoe Road Corridor	
<ul style="list-style-type: none"> Boston/Clinton to Jordan Road – Six Lanes with Combination of At-Grade and Grade Separated Intersections ⁽²⁾ 	\$63 M to \$113 M
Parallel and Intersecting Roadways	
<ul style="list-style-type: none"> Peakview and Briarwood Intersections, and widening from Dayton to Havana 	\$4 M
<ul style="list-style-type: none"> Briarwood extension across Golf Course 	\$2 M
<ul style="list-style-type: none"> Six Lanes Broncos Parkway/Easter (including bike lanes and intersection realignments) 	\$23 M to \$39 M
<ul style="list-style-type: none"> Circulator Roads, I-25 to Dayton Street 	\$15.5 M to \$22.5 M (excluding ROW)
Transit Services	
<ul style="list-style-type: none"> New call-n-Rides/Flex Routes 	\$60 K capital cost/ \$200 K annual operating cost (per call-n-Ride)
<ul style="list-style-type: none"> Limited Route 66 Overlay on Arapahoe Road 	\$2.2 M capital cost/ \$800 K annual operating cost
<ul style="list-style-type: none"> Fixed Route Local Service (off of Arapahoe Road) 	\$3.1 M capital cost/ \$800 K annual operating cost
Pedestrian/Bicycle Facilities	
<ul style="list-style-type: none"> Sidewalk Improvements 	\$3.5 M to \$5.5 M
<ul style="list-style-type: none"> Grade Separated Crossing of Arapahoe Road 	\$1.5 M to \$2.5 M
<ul style="list-style-type: none"> Cherry Creek Ped/Bike Underpass 	\$5 M to \$10 M
<ul style="list-style-type: none"> Bike Route Signing/Striping 	\$0.75 M to \$1.0 M
Other Improvement Elements	
<ul style="list-style-type: none"> ITS (Signal timing/coordination and communications infrastructure) 	\$0.4 to \$0.6 M