

## STAPLETON CORRIDOR STUDY

### STAPLETON ROAD/JUDGE ORR ROAD CORRIDOR STUDY

#### Arriving at the Preferred Alignment: Multi-Step Screening Process

The Stapleton Road/Judge Orr Corridor Study goal is to **"identify a preferred alignment for Stapleton Road between the drainage structure west of Eastonville Road and the intersection of Judge Orr Road and Curtis Road that provides an efficient major roadway and minimizes adverse impacts to the community and environments."** Several steps were taken to determine which alignment of the many considered would fulfill this goal.

#### **Step One:**

After meeting with the public and stakeholders in the study area, a number of alignments were suggested that would, on first viewing, meet the goals and objectives of the project. To test the relative merits of these early alignment ideas, five selection criteria were defined. Each alignment was tested against the criteria and several were discarded. Five alignments remained.

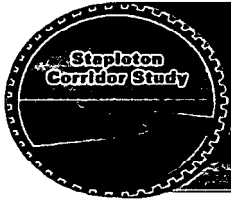
#### **Step Two:**

The remaining five alignments were refined and screened in much more detail. These alignments were then taken to the public and the stakeholders for review and comment. After hearing from the public, an alignment suggested by a member of the public was added and screened. Based on the screening results, and an analysis of the questions and comments received from the public and stakeholders, two alignments remained: Alignment 3 and Alignment 5.

#### **Step Three:**

Alignment 3 and Alignment 5 were refined further and screened again in more detail.

The following table outlines the process used by El Paso County and DMJM+HARRIS to determine the relative qualities of Alignment 3 and Alignment 5, and how well each meets the project's criteria. The criteria used to screen the alternatives are shown in the far left column. Some are more subjective than others, and the questions asked frequently call for a judgment to be made. These are described in the middle columns. The two middle columns also give descriptions of the two alternate alignments and how well each one was judged to meet the criteria. The far right column describes the differences.



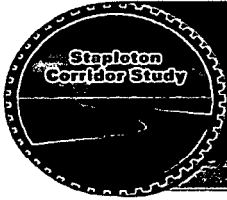
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#### Public Process Overview

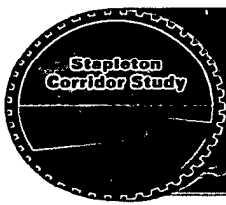
The Stapleton Road/Judge Orr Road Public Involvement Plan was based on the philosophy that potentially affected property owners should be informed of the study and its results prior to the alternative alignments going before the public. With that intent, the study team conducted numerous "one-on-one" meetings with property owners - first to gather input and later to get their reactions to the alignment alternatives. Finally, all property owners were mailed follow-up materials showing the two final candidate alignments, and individually telephoned to get their comments and questions. The public involvement process included the following activities.

- The first set of one-on-one meetings was held with potentially affected property owners and others to discuss the study and obtain input and ideas (September 2002).
  - **Developers in and near the project area**
  - **Meadow Lake Airport**
  - **Owners of large holdings in the vicinity of the proposed corridor**
  - **Schriever AFB planner**
  - **County commissioner of that area**
  
- A website was established in cooperation with El Paso County to keep up-to-date information always available to the public and agencies. The website was updated after each open house and at other milestones in the study.
  
- First Open House: Presented the study and obtained input, ideas, and concerns (over 150 invitations sent to property owners in the study area, interested agencies, and other individuals). To "invite" potential Stapleton Road users and commuters, variable message signs were placed along Woodmen Road and Hwy 24 (November 2002).
  
- The second set of one-on-one meetings was held with potentially affected property owners and others to discuss potential alignments (November and December 2002).
  - **Developers in and near the project area**
  - **Owners of large holdings**
  - **MeadowLake Airport**
  - **Schriever AFB planner**
  - **County commissioners**



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- Second Open House: Presented 5 potential alignments that remained after initial screening (over 160 invitations sent). To "invite" potential Stapleton Road users and commuters, variable message signs were placed along Woodmen Road and Hwy 24 (December 2002).
- The third set of one-on-one meetings focused on the potentially impacted property and business owners east of Hwy 24 (January 2003).
- Mailing of alignment 2 and 3 maps with letter explaining the status of the study and to inform them of the two alignments remaining after the second screening (January/February 2003). Letter were sent to:
  - **All potentially impacted property owners by alignment 3 or 5 (most likely alternatives)**
  - **Developers in and near the study area who might be affected by alignment 3 or 5**
- Follow-up phone calls to potentially impacted property owners (11) (February 2003).
- A final mailing with the preferred alternative and an explanation of the selection process is underway.



## **STAPLETON ROAD/JUDGE ORR ROAD CORRIDOR STUDY**

### **Public Comments Summary**

The El Paso County Department of Transportation held two open house meetings for the Stapleton Road/Judge Orr Road Corridor Study. The first open house was on November 4, 2002 and the second was on December 18, 2002. In addition to the open house meetings, numerous one-on-one meetings were held, and numerous phone contacts made.

#### **Comments in favor of the project in general**

Developers with projects adjacent to Stapleton Road (some in construction, some in approval process and some in concept) are in favor of the project, as well as many potential users of Stapleton Road such as Schriever AFB commuters. Several other adjacent property owners are in favor of the project, and in favor of additional roads in the project area believing that additional and improved access is desirable. Some citizens have expressed the desire for Stapleton Road to be built prior to the construction of proposed/pending residential developments. In addition, some citizens want to give priority to the western portion of Stapleton Road to take pressure off of Woodmen Road and to accommodate Schriever traffic.

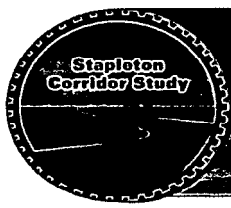
#### **Comments opposed to the project in general**

Comments that oppose the project were generally related to specific properties. The residents living along Curtis Road do not want traffic to increase. Some residents living east of Hwy 24 are, in general, were opposed to the project due to an increase traffic in the study area. One resident believes that Hwy 24 is enough and no new roads are needed in the study area.

Keeping with the theme that new roads will increase traffic, concern was expressed for "dumping" traffic from future Santa Fe Springs subdivision into the Curtis Road/Judge Orr intersection. One suggestion offered was to build Stapleton Road quite far north of any of the proposed alignments and then bring the road through the middle of the future Santa Fe Springs development before it converged with Curtis Road. This alignment would avoid any inconvenience to the businesses and residents east of Highway 24.

#### **Comments opposed to certain alignments**

While some study area residents could see the value of extending Stapleton Road to Judge Orr Road/Curtis Road, they were concerned about disruptions to the area's lifestyle and their neighbors. The tenant (and business owner) at Big R is not in favor of any alignment that will impact the property or its access to Hwy 24 and contends that more businesses may move onto property. Some residents and land owners east of Hwy 24 are concerned about access to their properties and feel that some alignments would cut up the parcels too much and leave some small pieces of land that would be unsuitable for agricultural uses. These people do not want noise from traffic disturbing



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them or their animals. These residents generally favored Alignment 1, the southern most alignment that converges with Judge Orr well before it reaches Curtis Road.

The owner of the parcel west of Hwy 24 that would be bisected by Alignment 1 did not favor this alignment. Meadow Lake Airport is not in favor of Alignment 1 because it may interfere with access to the airport.

The tenant of the parcel that Alignment 3 bisects (the pasture at the veterinary clinic) is not in favor of that alignment; however, the owner of the parcel is resigned to the possibility that the project will impact his land, and is now more concerned about how the project will compensate him for lost rent and when the project may get underway. The owner of the parcel northwest of the intersection of Curtis Road and Judge Orr Road does not want Curtis Road to be extended (since it was vacated in 1972).

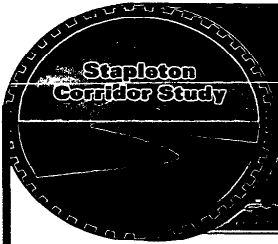
### **Comments in favor of certain alignments**

Some property owners and residents of the study area are in favor of the project, but prefer certain alignments to others. Woodmen Hills, 4-Way Ranch, and Meridian voiced support for Alignments 3 and 5. Some other property owners are in favor of alignments that extend Curtis Road northward (which would eliminate alignment 1). The Meadow Lake Airport is in favor of the project if the selected alignment does not impact their access to Hwy 24 or does not cause traffic to go across their runways.

### **Other concerns**

The public and property owners of the study area also made general comments about transportation in the area, including Stapleton, Curtis Road, Woodmen Road, and Hwy 24.

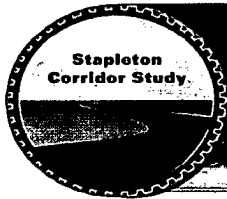
- Safety for roads built near the high school is considered a priority by several residents.
- Keeping the Highway 24/Judge Orr Road signalized intersection open is important to the airport. They do not want through traffic from Judge Orr to Hwy 24 to go through the airport.
- Maintaining access to business and industrial areas was raised as an issue, especially by those businesses on Hwy 24, including Meadow Lake Airport.
- Cut through traffic is currently impacting the Woodmen Hills neighborhood and they want the project to minimize this traffic volume.
- The public expressed concern that the project should place importance on the preservation of wildlife corridors and habitats.
- The public expressed the need for traffic engineers to improve timing of the Woodmen/US 24 signal.



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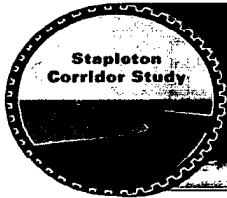


LEGEND:	ALIGNMENT 1	ALIGNMENT 2	ALIGNMENT 3	ALIGNMENT 4	ALIGNMENT 5	ALIGNMENT 6
○ = GOOD						
◐ = FAIR						
● = POOR						
<b>Mobility</b>	○	◐	○	○	○	●
<b>Community and Neighborhoods</b>	●	●	◐	◐	◐	◐
<b>Environment</b>	◐	●	◐	●	◐	●
<b>Safety</b>	●	◐	○	◐	◐	◐
<b>Cost</b>	◐	●	◐	●	◐	●



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Criteria	Alignment 3	Alignment 5	Key Differences
<b>Mobility</b>  <b>Community and Neighborhoods</b>  <b>Environment</b>  <b>Safety</b>  <b>Cost</b>	<b>STRENGTHS</b> Minimizes impacts to existing businesses and residences. Provides direct route to/from Curtis Road. Meets US 24 access spacing criteria (1-mile spacing). Provides safe intersections, required arterial capacity, and adequate local access (1/2-mile spacing) Alignment 3 is rated GOOD in 12 criteria.  <b>WEAKNESSES</b> Requires moderate floodplain and drainage crossings. Longest route of the five alternatives.	<b>STRENGTHS</b> Provides direct route to/from Curtis Road. Meets US 24 access spacing criteria (1-mile spacing). Provides safe intersections, required arterial capacity, and adequate local access (1/2-mile spacing). Alignment 5 is rated GOOD in 9 of the criteria.  <b>WEAKNESSES</b> Impacts access to existing residences and business. Requires moderate floodplain and drainage crossings.	Alignment 3 does not cut convenient access to any property. Alignment 3 minimizes proximity impacts to existing residences, and disruptions to existing businesses. Alignment 3 has significantly less floodplain incursions. Alignment 3 does not cut safe access to any property. Alignment 3 avoids crossing spring at 4-Way Ranch and does not bisect Big R property.
<b>MOBILITY</b>			
<i>Access – does it cut off access to any existing uses? Does it improve access?</i>	GOOD – Goes through planned residential areas and does not cut off access to others.	FAIR – Goes through planned residential areas but cuts a local roadway east of Hwy 24, so that direct property access to two properties is more difficult.	Alignment 3 does not cut any local roadways.
<i>Size – Can the 120' ROW be accommodated on this alignment?</i>	GOOD - Will allow for 120' ROW	GOOD - Will allow for 120' ROW	No difference.
<i>Multi Modal – Does the alignment prelude or enhance access to transit?</i>	GOOD – Provides public transportation access to 4-Way Ranch and a direct route to Curtis Road. Consistent with trails plan. Provides safe crossing.	GOOD – Provides public transportation access to 4-Way Ranch and a direct route to Curtis Road. Consistent with trails plan. Provides safe crossing.	No significant difference. Both serve the 4-Way Ranch well and are direct routes to Curtis Road and both are consistent with trails plan.

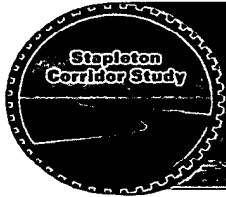


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## COMMUNITY AND NEIGHBORHOODS

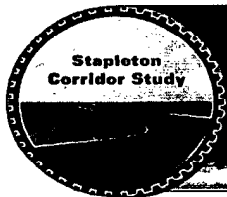
<p><i>Cut-through Potential – Is the alignment inconvenient enough (from the north or south) to cause drivers to by-pass it in favor of driving through a neighborhood</i></p>	<p>FAIR – Because this route is further north, traffic may cut through via Judge Orr and Eastonville to avoid additional distance.</p>	<p>GOOD – It allows maximum access to 4-way Ranch while not going so far north that cut-through traffic (to avoid extra driving) would be tempting.</p>	<p>Alignment 3 is slightly longer and crosses Hwy 24 farther north than alignment 5. It is possible that some drivers would avoid going the extra distance northward by taking Eastonville instead.</p>
<p><i>Property Value Maintenance – Does the alignment cut off inaccessible or unusable portions of properties? Does it disrupt businesses or residential without taking the property?</i></p>	<p>GOOD – Will affect only 2 large residential / agricultural parcels.</p>	<p>GOOD – Will affect 1 residence and 1 large residential / agricultural parcel.</p>	<p>After crossing Hwy 24 going east, both alignments cut through large agricultural / residential parcels leaving some “corners” that may be considered “unusable” by agricultural users. Alignment 5 is slightly better in this regard.</p>
<p><i>Relocation Potential – Are residential or business uses likely to be taken? Are agricultural uses precluded?</i></p>	<p>FAIR            1 – Partial business / residential            7 – Impacts to agricultural property, but agriculture does not appear to be precluded on remaining parcels.            4-Way Ranch land is being developed for residential uses.</p>	<p>FAIR            1 – Partial business            8 – Impacts to agricultural property, but agriculture does not appear to be precluded on remaining parcels.            4-Way Ranch land is being developed for residential uses.</p>	<p>Alignment 5 would nearly bisect Big R property but take no buildings.            Alignment 3 will affect a residence / veterinary clinic by dividing the pasture, but takes no buildings. It is uncertain whether the clinic could continue business at this location. There is potential to develop better access to the veterinary clinic that is consistent with the Hwy 24 Access Plan as applied south of Judge Orr Road.            Mitigation is possible for impacts of both alignments.</p>





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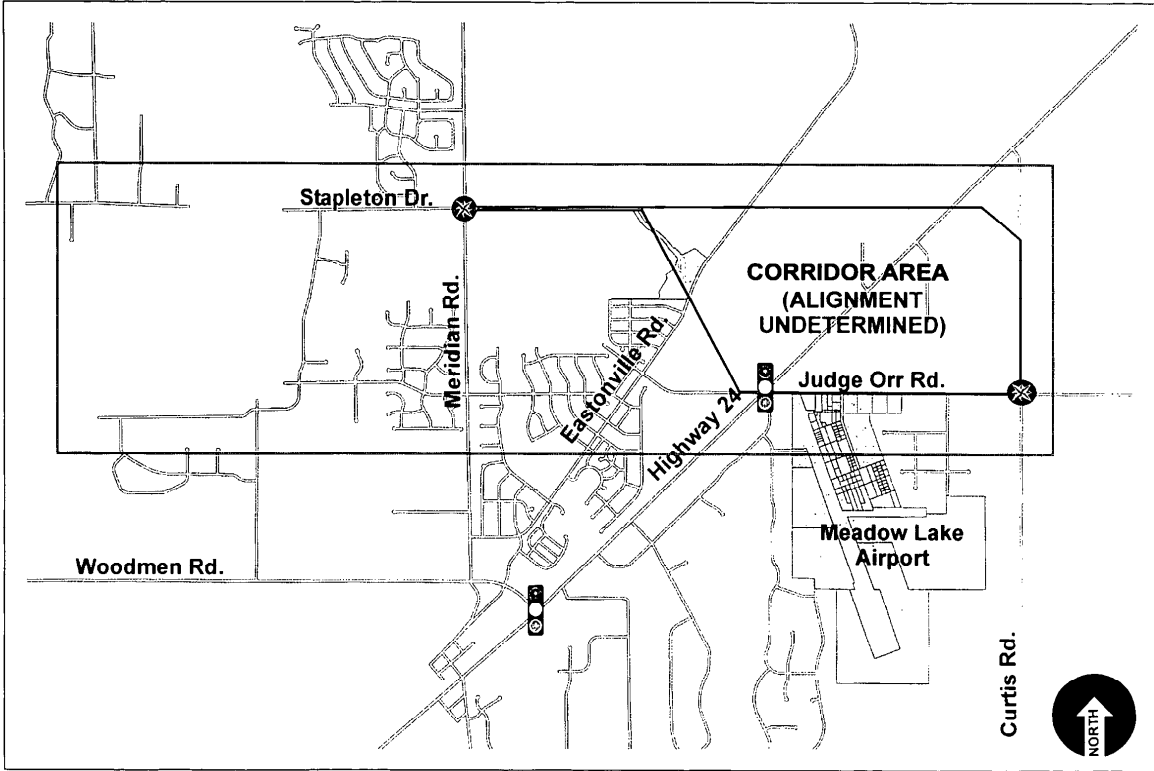
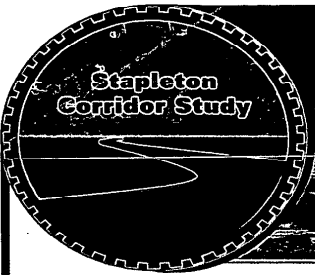
<b>ENVIRONMENT</b>			
<i>Wildlife and Habitat – Is any critical habitat destroyed or made unusable?</i>	GOOD – No obvious habitat used	GOOD – No obvious habitat used	No difference.
<i>Floodplain Incursion – Does the alignment cross any floodplains? If so, how many and for what distance?</i>	GOOD - 2 impacts. One crossing at Curtis Road, one short crossing west of Hwy 24. Total distance of impact= 715'	GOOD - 2 impacts. One crossing at Curtis Road, one short crossing west of Hwy 24. Total distance of impact= 827'	Alignment 5 has 112 feet of additional floodplain incursions.
<i>Noise Potential – Does the alignment cause noise impacts to residential uses?</i>	GOOD – Potential for 3 existing residential receptors	FAIR – Potential for 4 existing residential receptors	Alignment 5 has a slightly greater potential for noise effects at existing residences.
<b>SAFETY</b>			
<i>Pedestrian – Does the alignment permit or enhance pedestrian access to trails and recreation areas?</i>	GOOD - direct access to 4-Way Ranch where there may be a high concentration of pedestrians and potential trail users.	GOOD - direct access to 4-Way Ranch where there may be a high concentration of pedestrians and potential trail users	No significant difference.
<i>Local Access – Does the alignment allow for good access for local trips?</i>	GOOD – Direct access to Eastonville, Judge Orr, Curtis, Hwy 24. Minimal access impacts.	FAIR – Direct access to Eastonville, Judge Orr, Curtis, Hwy 24. Cuts a local road that will affect access to 3 properties west of Hwy 24.	While both alignments offer good access for local trips, alignment 3 does not cut off access to any local roadways.
<i>Highway 24 Access Spacing – Does the alignment meet CDOT spacing requirements?</i>	GOOD – Farthest alignment from Judge Orr/Hwy 24 intersection	GOOD – A little over 1 mile from Judge Orr/Hwy 24 intersection	No significant difference.



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<b>COST.</b>			
<p><i>Relocation/ROW – How many relocations will be required by this alignment?</i></p>	<p>GOOD – No residential relocations, possible business relocation because of noise effects and taking of pasture at the veterinary clinic.</p>	<p>GOOD – No residential relocations, but this alignment bisects the Big R property and comes closer to 3 residences.</p>	<p>Alignment 5 would bisect the Big R property, but takes no buildings. Alignment 3 will affect a residence / veterinary clinic by dividing the pasture, but takes no buildings. It is uncertain whether the clinic could continue business at this location. There is potential to develop better access to the veterinary clinic that is consistent with the Hwy 24 Access Plan as applied south of Judge Orr Road. Mitigation is possible for impacts of both alignments.</p>
<p><i>Length, Cross Section, (frontage roads), construction –Are relocations or other costly items likely with this alignment? How much ROW is required?</i></p>	<p>GOOD – 6829' from Judge Orr Road (1.29 miles). Length of 12,997 LF (2.46 miles). ROW area of 35.8 acres. East of Hwy 24 the alignment touches 7 properties, straddling 4 (avoids the Big R property, but divides the pasture in the parcel to the north).</p>	<p>FAIR – 5773' from Judge Orr Road (1.09 miles) Length of 12,074 LF (2.29 miles). ROW area of 33.3 acres. East of Hwy 24, the alignment touches 8 properties, straddling 3 including bisecting the Big R property.</p>	<p>Alignment 3 is 0.15 miles longer than alignment 5 and is 0.2 miles farther north. Alignment 3 needs 2.5 more acres of ROW than alignment 5. The most significant difference is that alignment 5 bisects the Big R property.</p>
<p><i>Drainage Structures - How many drainage structures are required? Are they costly?</i></p>	<p>FAIR – The alignment crosses 3 drainages that will require culverts for conveyance. The drainages feeding the spring on the 4-Way Ranch property is avoided.</p>	<p>FAIR – The alignment crosses 3 drainages that will require culverts for conveyance. Also cuts through a drainage feeding the spring on the 4-Way Ranch property.</p>	<p>Drainage structure requirements are similar for alignments 3 and 5, but alignment 5 cuts through a drainage feeding the spring on the 4-Way Ranch property.</p>

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## Study Location Map

