



I-25 Arapahoe Interchange Reconstruction

Public Meeting #1 Summary

The design project's first public meeting was held on April 23, 2015 at Good Shepherd Episcopal Church, 8545 E. Dry Creek Road. The meeting was held in an open house format from 4:30 – 7:00 PM, to present the planned roadway and interchange improvements based on the 30% preliminary design. Details of the noise abatement walls for Walnut Hills homes were shown, as well as property acquisitions and easements in the interchange's northeast quadrant related to the realigned frontage road. (Right of way needs for the remainder of the project had not yet been identified.) Approximately 70 members of the public attended. Comments received during the meeting included:

What are your overall comments regarding the planned improvements?

- Does improve several of the current trouble spots.
- Seems like an expensive and lengthy project for very little improvement.
- Having followed the process thru meetings, the environment assessment, etc., it's gratifying to see that the planners listened to homeowner input.
- It took a while but the final design is good.
- The additional capacity is definitely needed!
- Better than the one proposed a year or so ago.
- The planned improvements seem to be well thought out and much needed. However, considering the current amount of traffic that runs through this intersection each day the disruption during construction will be considerable. Alternate routes need to be clearly marked.
- It appears it would be good.
- The sound walls are nice.
- Overall, the plan seems great. Mostly concerned with disruptions to businesses during development.
- About time.
- Again widening Arapahoe Road. May be necessary, but reducing the traffic on Arapahoe Road would be beneficial. Much of that traffic is mostly E/W bound on the only route. Increasing capacity and providing underpasses beneath I-25 for streets parallel to Arapahoe both N and S would lessen the load on Arapahoe Road. Then traffic needing only destination beyond I-25, E or W would have an alternative.
- You are kicking the can down the road. Need fly over from I-25 to Arapahoe east. More money spent no improvement.
- Appears to be will planned and pragmatic.
- You will do what you want.

Do you have suggestions for minor design adjustments that should be made as the project moves from preliminary to final design?

- Consider timing of light at Arapahoe/Clinton, especially EB Arapahoe to NB Clinton left turn arrow now that intersection is expanded.
- None, well done, Centennial.
- Please put the overhead utilities on Arapahoe Road underground. They are an eyesore and there isn't enough room for the new sidewalk and poles.
- Consider a pedestrian path be constructed from Briarwood to Arapahoe Road between 8489 Briarwood and the corner commercial property.
- Better pedestrian access and clear the sidewalk during winter.
- Straighten Yosemite between Dry Creek and Arapahoe if you can.

What impacts of the improvements are your concerns about? Please list your suggestions for avoidance or mitigation of these impacts.

- Discourage thru traffic in neighborhoods.
- Suggest driving NW quadrant of project at rush hour prior to finalizing detour plans.
- Realize this is the southern hub of the DTC – many of the users of DTC use this area for errands. It will be harder to discourage use.
- Mostly concerned with power outages, noise, dust and pollution during 2 years of construction.
- I was surprised that on westbound Arapahoe that these will not be 2 dedicated northbound for ramp feeder lanes.
- Improved capacity, aesthetics of noise wall, pedestrian friendliness. The new sidewalk width on an arterial should be at least 6-feet.
- The disruption during construction considering the amount of traffic that runs through this intersection each day. The impact of closures and re-alignments can really impact commutes. There needs to be a high level of consideration to how to best mitigate these issues.
- Higher walls on south side of Arapahoe mean there will be more ice and snow build up that Greenwood Village does not take care of.
- Traffic diversions that impact S. Dayton and Orchard Road as people steer clear of Arapahoe during construction.
- Sound wall construction.
- 2 years of constrained flow at I-25/Arapahoe Road will inconvenience the drivers using Arapahoe Road for E/W access across Centennial.
- Losing a portion of my back yard, including old trees. My suggestion is that you pay for the property you are taking.
- Using signs to discourage cut through traffic.
- Look at traffic during peak period at Peakview Avenue.

- Very concerned with detouring Arapahoe into the Peakview/Boston areas by the nursing homes.
- Left turn (EB to NB) timing is short.
- Concerned about wayfinding to businesses during construction and after construction with frontage road realignment changing traffic patterns.

Do you have any comments regarding the noise wall analysis or design?

- Will property be acquired at SE corner of Arapahoe/Yosemite? Current alignment shows walls inside of private property.
- Space posts as far apart as possible.
- Hopefully, you'll get people off their butts to participate and make it happen.
- Will there be landscaping between the wall and sidewalk or the sidewalk and curb?
- Looks good (3).
- Who will maintain the inside of the wall?
- Who will pay for it? Is it necessary? (Walnut Hills probably has the best perspective).
- Will hurt property values.
- The walls do nothing regarding noise. A 30-foot wall might lower noise.
- Trying to get info regarding height. 9 – 15 feet is a pretty wide range.
- Concerned with maintenance of sidewalk along sound wall (2).
- Snow and ice on sidewalk and into south lane of Arapahoe due to shadow effect of wall.

We value your opinion. Please note your favorite noise wall aesthetic treatment.

5 Walnut Theme

11 Teton Stone Theme

Do you have any additional comments on the aesthetics?

- The leaf design really makes Walnut Hills look out of date. Please go with Teton Stone!!
- What depth / relief will be on Walnut pattern?
- Will sound wall colors coordinate with bridge structure colors?
- I like both but prefer the brick I appreciate that these are safety walls as well as sound barriers
- They all look nice!

Please provide any other suggestions and comments below.

- What are the aesthetic concepts for the bridge structure and when will the public see them? Does color scheme tie to RTD Bridge, I-25 Bridge, and sound walls?
- Do proposed storm water/drainage facilities utilize private property?
- Will there be any landscape? Will landscape be irrigated?
- The architectural treatment of the bridge is horrible and unacceptable – it needs to make a statement you’re somewhere special – bring a creative design to the public!
- An underpass using Peakview north of this intersection would be better!
- Get Greenwood Village to clear Arapahoe sidewalk or allow Walnut Hills to do it. A pedestrian access under or over Arapahoe would make a lot easier and safer crossing.
- Concerned about overall height of sound walls. Who will maintain wall/cost?
- Snow removal south side of Arapahoe is now a problem. Will worsen with 15’ high wall and what it will do to overall property values?
- Wasting money.
- Traffic flow has greatly improved at Arapahoe & I-25.

How did you hear about this meeting?

Responses received are shown below.

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| 4 | Email from project team |
| 9 | Received postcard mailer |
| 3 | Friend/Forwarded email |
| 3 | Other (GV Newsletter, Wife, Walnut Hills Civic Assoc.) |