



## I-25 Arapahoe Interchange Reconstruction

### Public Meeting #2 Summary

Public Meeting #2 was held on October 22, 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 final design of the interchange and roadway improvements. Approximately 80 members of the public attended the meeting. Following is a summary of project comments submitted by meeting attendees on comment sheets, recorded by open house staff during one-on-one conversations with attendees during the public meeting, and submitted via email surrounding the meeting. This summary includes comments received through January 6, 2016.

#### **What impacts of the improvements are you concerned about? Please list your suggestions for avoidance or mitigation of these impacts.**

- Concern with lost parking space at Papa John's, and potential additional parking impacts during construction.
- Very concerned about pedestrian crossing at S. Uinta and Arapahoe. Would like to see a refuge or bulbs on sidewalks.
- I have a vine covering my fence. What will happen to it?
- Noise wall should be higher near Uinta at 8229 Briarwood.
- Phillips 66 changing to Exxon Mobil. Suncor owns it. Gas and inside sales are both already slow at this store. Worried construction will make it worse. Would like a left turn into the gas station, but understands this is impossible.
- Falcons live in the area – a mom and three babies.
- Laura Larson (8349 E. Briarwood) would like to keep her trees (they are over 25 years old), but understands if they need to be removed. Plans to replace her deck next summer and wondering how this will work with the project construction.
- Mike Katich (6774 Willow) would like to wrap noise wall to commercial building. Worried sound will funnel through gap and echo into his yard.
- Randy Lutton (6724 S. Willow) would like wall height at his yard confirmed. Seems short.
- My concern is the “phasing” that will result in increased diverted traffic from Arapahoe Road to Boston Avenue through Peakview and Caley intersections. Several years ago traffic was diverted for the RTD bridge construction and there was a constant stream of large tractor-trailers and delivery trucks down Boston Avenue at 2, 3, 4 AM, etc. The noise and pollution that affected and will affect the two assisted living facilities there will be tremendous yet again. At this time, all day and especially in the AM, noon and PM rush hours, even as early as 3 PM when I-25 is clogged by weather, volume or blocked by an accident, the traffic through the intersection of Caley and Boston Court is backed up from Orchard and Yosemite to Yosemite and Caley and south on Boston almost up to Arapahoe. I do not foresee this route being able to handle more traffic. It is almost impossible at times to exit the two assisted living facilities or the Bramante

neighborhood at Caley and Boston Court at these times. My suggestion is to divert traffic off Arapahoe and down Dayton, a much larger road, with multiple chances to go west at Orchard and Belleview to return to I-25 on much wider thoroughfares.

**Do you have any other comments or suggestions?**

- Walnut Hills Board voted overwhelmingly to leave monument sign as is at Arapahoe and Uinta. Would like to have the Walnut Hills sign at the east end of the Arapahoe wall affixed to the wall. Still considering sign placement and potential upgrade (at neighborhood cost) to a sturdier sign to affix.
- Work seems incredibly limited in scope considering the congestion. This really does little to address the core issues: high volume of traffic coming off and on to I-25/Arapahoe Road, numerous lights in series along Arapahoe that restrict flow, and developing some sort of continuous flow scheme. Arapahoe Road is one of the busiest state highways in the state. Why not implement something like was done at C-470 and Santa Fe or I-225 and Parker Road. Seems like we are just putting in the same thing we have, with very, very minor improvements. Waste of state money if we don't look at the big picture. Would like to understand why.
- Please give more considerations to bikes and pedestrians.
- Thank you for the opportunity to look at designs! Very informative and detailed.
- As many nightly/weekend closures as possible to get the work done as fast as possible.
- Re-zoning application process has been started by commercial property owner on southwest corner of Arapahoe/Yosemite, to facilitate changing property to the west of the commercial building to a parking lot. The process could take 90 days or more, and will require Planning & Zoning and City Council approval. If this goes through, the property owner would like CDOT to move the parking lot curb cut to the west during reconstruction. Would like the north-south end piece of the Arapahoe noise wall to step down to six-feet by the time it reaches Briarwood.