



I-25/Arapahoe Road Interchange Environmental Assessment Alternatives Identified

As part of the I-25/Arapahoe Road Interchange Environmental Assessment (EA) process, more than 25 alternatives for improvements at the I-25/Arapahoe Road interchange have been investigated. These alternatives were evaluated based on their ability to reduce congestion, improve functional deficiencies, operations and safety within the interchange complex.

Based on this analysis and public and agency input, the Improved Partial Cloverleaf **Without** Costilla Crossing "action" alternative and the No Action (do nothing) alternative are the **only** two alternatives which are

recommended to move forward for further detailed analysis. The Costilla Crossing alternative proposed earlier in the project will no longer be considered as an improvement option.

The project team will continue to seek public input regarding potential impacts of the alternatives and to help refine design of the Partial Cloverleaf and supplemental arterial improvements as part of this EA process. Page 5 of this newsletter describes the many opportunities for public involvement remaining in this project. Your input is very important!

Timeline

- January 2010 – Project initiation
- August 2010 – Purpose & Need established
- August 2011 – Alternatives evaluation complete
- December 2011 – Conceptual design of preferred alternative complete
- April 2012 – EA document completed
- Summer 2012 – 30-day public review period of EA
- Summer 2012 – Public Meeting #3
- September 2012 – FHWA decision document

Agency Involvement

- Technical Committee and Executive Committee meetings
- Agencies involved include: Arapahoe County, City of Centennial, City of Greenwood Village, CDOT, FHWA, DRCOG, Southeast Public Improvement Metro District (SPIMD) and RTD
- Funding provided by federal funds, Arapahoe County, Centennial, Greenwood Village and SPIMD

Public Meeting #2 Goals

- Review the draft Purpose & Need for interchange improvements
- Review evaluation of alternatives and present the alternatives moving forward
- Gather feedback on potential supplemental arterial improvements
- Review Walnut Hills Traffic Study results
- Discuss EA process and next steps
- Answer questions and listen to community comments

Public Meeting #2 of 3

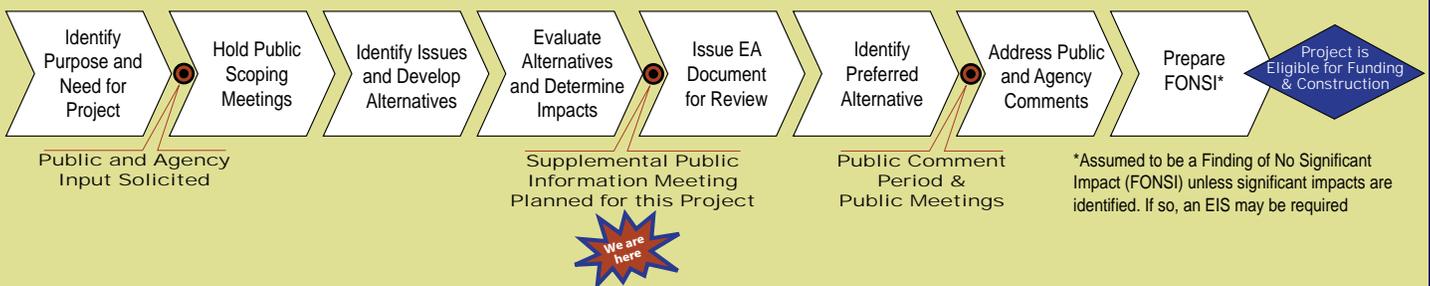
September 8, 2011

Open House 4:00 - 7:30 PM

Good Shepherd Episcopal Church

8545 E. Dry Creek Rd. (just west of Yosemite)

Steps in an Environmental Assessment





Alternatives Screening Process

A tiered alternatives development and screening process was used to evaluate alternative elements moving forward into this NEPA project.

This NEPA study includes documentation of previously considered alternatives, re-evaluation of the reasonable alternatives from the Arapahoe Road Corridor Study and System Level Feasibility Study, and evaluation of newly suggested reasonable alternatives. Evaluation is based on the purpose and need for improvements and project objectives, and includes investigation of traffic, community and environmental impacts.

Following the project's first public meeting in April 2010, the project team received a tremendous amount of comments and roadway improvement suggestions from community members and local agency representatives. In keeping with the requirements of NEPA, all reasonably feasible alternatives for the I-25/Arapahoe Road interchange were evaluated.

The following page lists alternatives evaluated in the EA project, along with a summary of the evaluation results. More information describing these alternatives and the alternatives screening results can be found in the *Final Interchange and Supplemental I-25 Crossing Alternatives Technical Report*, and summary information will be provided at the September 8 public meeting. The graphic above illustrates the three step alternatives screening process.

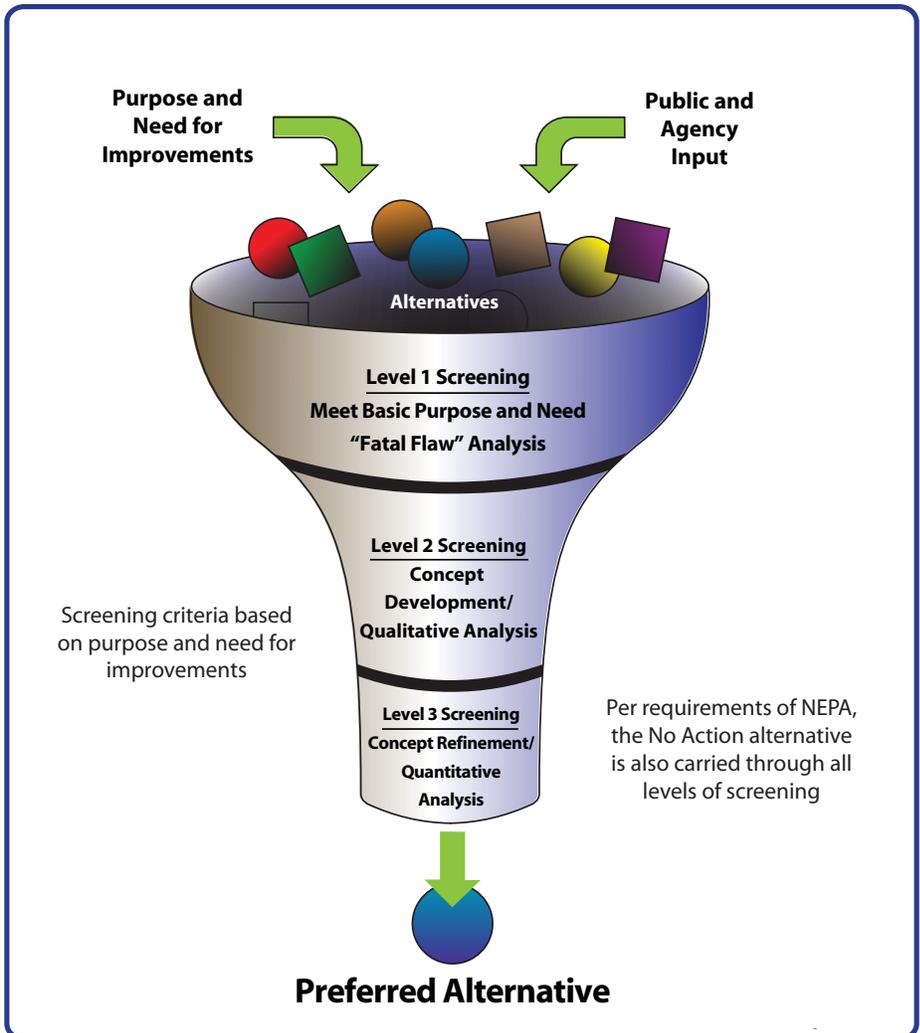
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Level 1 screening was a qualitative assessment considering physical feasibility and consistency of the improvement alternative with the purpose for the proposed action and project objectives. Alternatives that met those basic tests were then refined and quantitatively assessed at a greater level of detail and compared and contrasted (Level 2). The goal of the Level 2 analysis was to identify a single action alternative for assessment in the Environmental Assessment.

The Final Alternatives Report is currently available on the Reports page of the site for your review and comment.

www.I25ArapahoeRoadEA.com/reports.html

At the conclusion of the Level 2 screening process in July 2011, the project's Executive Committee confirmed project team recommendations that one "action" alternative, the Improved Partial Cloverleaf without Costilla Crossing, and a "No Action" alternative be moved into further detailed, Level 3 analysis and documented in the Environmental Assessment report.





Alternatives Considered During This Environmental Assessment Project

Alternative	Phase of Project Alternative Was Evaluated	Evaluation Result
Interchange Alternatives Reconsidered from the Corridor Study and Feasibility Study		
Tight Urban Diamond	Pre-NEPA	Eliminated
Directional Ramps	Pre-NEPA	Eliminated
Tunnel	Pre-NEPA	Eliminated
Diverging Diamond	Pre-NEPA	Eliminated
Three Level Diamond	Pre-NEPA	Eliminated
Suggested Alternative Locations for Supplemental Crossings of I-25		
Peakview Crossing	Level 1	Eliminated
Caley Crossing	Level 1	Eliminated
Connection to Clinton Court	Level 1	Eliminated
Connection to Costilla	Level 1	Eliminated
Costilla to Briarwood	Level 1	Eliminated
Costilla to Alton Way	Level 1	Eliminated
South of Costilla to Alton Way	Level 1	Eliminated
North of Easter to Alton Way	Level 1	Eliminated
Easter to Alton Way	Level 1	Eliminated
North of Easter Lane to Alton Way	Level 1	Eliminated
Easter Lane to Alton Way	Level 1	Eliminated
Geddes to Alton Way	Level 1	Eliminated
Arapahoe Crossing Alternatives		
Three Level Without Replacing Existing I-25 Bridge	Level 1	Eliminated
Through Traffic in Covered Lower Level	Level 1	Eliminated
Through Traffic in Open, Trenched Lower Level	Level 1, Level 2	Eliminated
Separated, Trenched Through Lanes on Outside and Local/Ramp Traffic on Middle Level	Level 1	Eliminated
Interchange Design Options		
No Action	Level 1, Level 2	Move Forward into EA
Improved Partial Cloverleaf without Costilla Crossing	Level 1, Level 2	Move Forward into EA
Improved Partial Cloverleaf with Costilla Crossing	Level 1, Level 2	Eliminated
Single Point Urban Interchange With Single Ramp-Metered On-Ramp	Level 1	Eliminated
Single Point Urban Interchange With 2 Lane Collector/Distributor Road from Arapahoe to Orchard	Level 1	Eliminated
Single Point Urban Interchange With Eastbound to Northbound Loop Ramp	Level 1	Eliminated
Other Arterial Street, Intersection and Operational Improvements Suggested by Public		
From Arapahoe LRT Station to Caley Avenue, to Boston/Clinton Street to Costilla Avenue	Level 1	Eliminated
From Arapahoe LRT Station to Caley Avenue, to Boston Street, to Peakview Avenue, to Havana and Arapahoe Road	Level 1	Eliminated
From Orchard Road to Havana Street to Arapahoe Road	Level 1	Eliminated
Other Suggestions		
Various Potential Arterial Improvements such as Auxiliary Lanes on Arapahoe and Approach Roads, Signal Coordination and Timing, Add Pedestrian Grade Separations	Level 1, Level 2 (not as stand-alone alternative)	Move forward as potential phase of ultimate improvements
Personal Rapid Transit System Around Interchange Complex	Level 1	Eliminated

Purpose of the Proposed Action

The purpose of the project is to reduce congestion and improve functional deficiencies, traffic operations and safety for the traveling public within the I-25 and Arapahoe Road interchange complex, extending along Arapahoe Road from west of the Yosemite Street intersection to east of the Boston/Clinton Street intersection.

Focus on Minimizing or Eliminating Property Impacts

Following the recent Executive Committee endorsement of the Improved Partial Cloverleaf (ParClo) interchange without Costilla Crossing, the project team has been working to refine design concept recommendations for improvements to arterial streets and intersections within the interchange complex that will enhance the operations of the Improved ParClo interchange.

The ParClo graphic shown in the Final Alternatives Report, and posted to the project website, identifies properties potentially impacted by arterial street improvements. The yellow line in that graphic simply highlights the properties along which there **could be** property, right of way, or construction implications. It does not represent the width of widening.

The EA process requires the project team to evaluate all reasonable alternatives, and identify the "footprint of maximum possible impact" (i.e. worst case scenario) of the recommended alternative as a starting point for the further detailed analysis. No decisions will be made regarding implementation of the arterial street improvements until analysis is completed in conjunction with the Environmental Assessment.

The most recent design analysis indicates that **lane improvements along both Arapahoe Road and Yosemite Street can be made with no property acquisition required from residential properties in Walnut Hills.** Be assured that the project team will continue to work diligently to minimize impacts to residential and business properties as the project moves forward.

You Have Many Opportunities to Shape the Ultimate Improvements

We place a high value on community participation for this project. The success of the NEPA process depends on citizen involvement (the *Citizen's Guide to NEPA* can be found on the project's website). We encourage you to learn about the project background and upcoming steps, consider the alternatives and provide us with focused feedback.

Public input has already made a difference to the alternatives being studied, and will continue to shape project outcomes as we move forward with this EA.

This EA project will not be finished for many months, and there are still many opportunities for you to influence the final recommended improvements. CDOT and FHWA will consider all technical data and public and agency comments received when making their decisions.

We look forward to hearing from you or seeing you at an upcoming public meeting event! The following public involvement opportunities still exist:

- Public Meeting #2 - Sept. 8th 4:00 - 7:30 PM
Good Shepherd Episcopal Church,
8545 E. Dry Creek Road, Centennial
- Public Meeting #3 - Summer 2012
- Stakeholder and local community meetings will be planned as needed
- Read the newsletters, news articles and project update email blasts
- Contact the project team with comments or questions using the info below
- Join the mailing list and submit your comments online: www.I25ArapahoeRoadEA.com

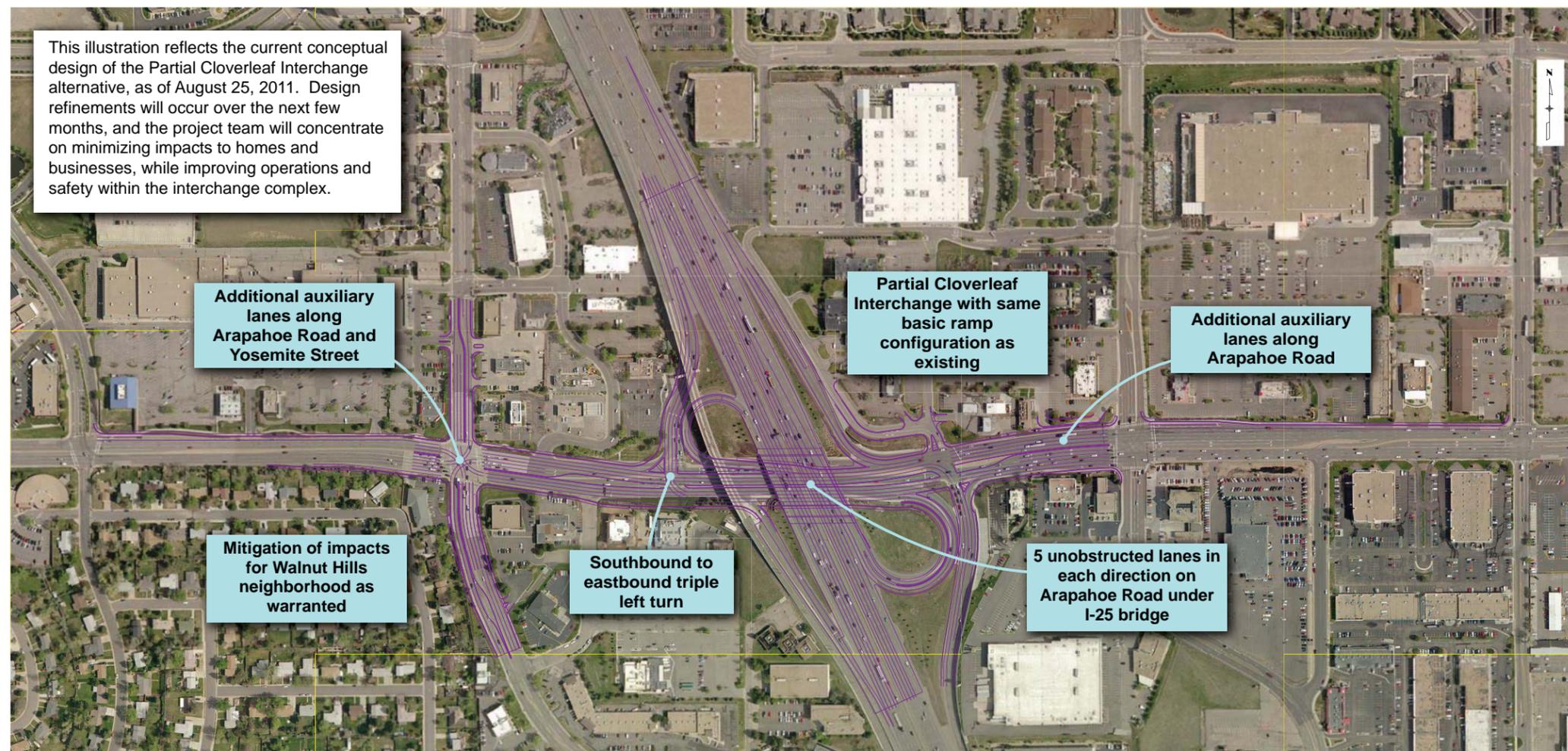
Contact Us

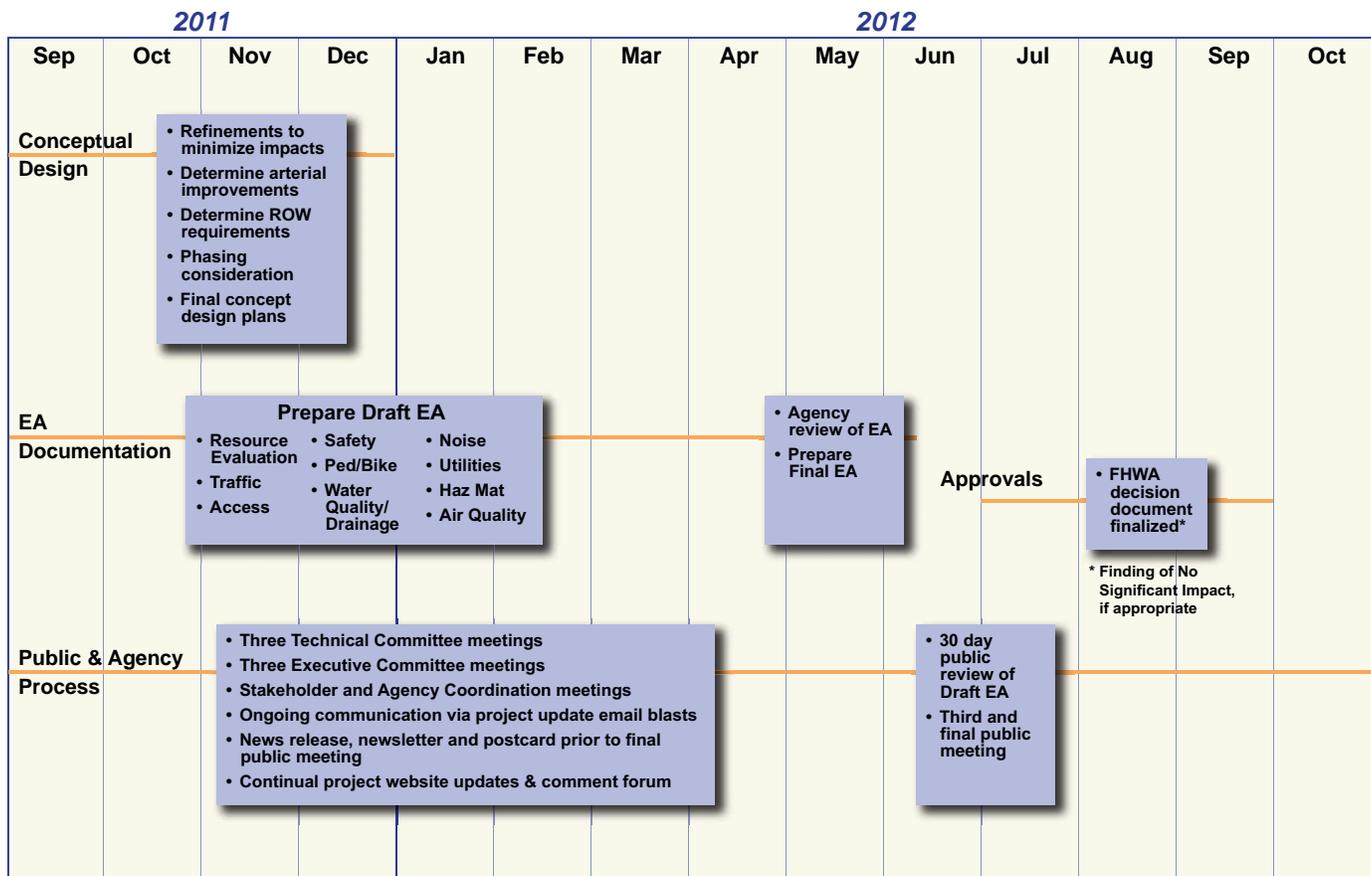
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Key Elements of the Improved Partial Cloverleaf without Costilla Crossing Alternative





Where Do We Go From Here?

Although the identification of one action alternative is now complete, the project is far from complete. In the upcoming months, the project team will be working with the City of Centennial, City of Greenwood Village and Arapahoe County to refine the proposed improvements to arterial streets within the interchange complex, as well as to determine necessary mitigation (such as water quality improvements and noise walls where warranted) and enhancements (landscaping improvements, etc.). Throughout this process, the project team will continue to work diligently to minimize or eliminate right of way impacts to residential and business properties.

The project team needs your feedback on the potential supplemental arterial improvements. A full list will be provided at the September 8th public meeting and on the project website, www.I25ArapahoeRoadEA.com. Some of the improvements are listed below.

Supplemental Arterial Roadway Improvements May Include:

- An additional westbound lane extending from Dayton Street to the northbound I-25 on-ramp, to separate right turning traffic bound for the northbound on-ramp from the lanes leading to the southbound on-ramp loop
- An additional westbound lane on Arapahoe Road extending from Yosemite Street to Greenwood Plaza Boulevard
- A new westbound right turn lane on Arapahoe Road at Yosemite Street
- Convert the eastbound right turn lane on Arapahoe Road at Yosemite Street to a shared through/right lane and extend the lane to the west about 300'
- A second northbound left turn lane on Yosemite Street at Arapahoe Road
- An eastbound auxiliary acceleration/deceleration lane from the northbound off-ramp to Clinton Street