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## I-25/Arapahoe Road Interchange Environmental Assessment Project Update

An Environmental Assessment (EA) process has been studying a number of possible improvements to the interchange at I-25 and Arapahoe Road. The project team, consisting of consulting engineers and representatives from a variety of government agencies, has narrowed the design concepts to an Improved Partial Cloverleaf and a No Action option. The team is no longer considering other alternatives, including one which would have constructed a new crossing of I-25 near Costilla Avenue, south of Arapahoe Road.

The Environmental Assessment 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 further detailed analysis. The most recent design analysis indicates that lane improvements along both Arapahoe Road and Yosemite Street can be made with no permanent property acquisition required from residential properties in Walnut Hills.

"The project team will continue to work diligently to minimize or eliminate impacts to residential and business properties as the project moves forward," said Joe Hart, David Evans and Associates project manager.

Evaluating auxiliary lane improvements on Arapahoe Road and intersecting streets is one of the next steps in the process. No decisions will be made regarding implementation of these improvements until analysis is completed, and public input will be solicited on this topic at the open house on September 8th.

The open house will be held at Good Shepherd Episcopal Church in Centennial (8545 E. Dry Creek Road, just west of Yosemite), between 4:00 PM and 7:30 PM.

This EA process will not be finished for many months, and there are still many opportunities for public comments to influence the final recommended improvements. Public input, along with the environmental resource impacts evaluation now being completed, will help define details of the final preferred alternative. It is possible that the final recommendation is the No Action alternative with no further improvements to the interchange.

Currently, there is no funding source identified for full interchange construction, so major improvements would not occur for several years at the earliest. It is possible that local agencies could implement some early action improvements as a phase of the ultimate preferred alternative, if funding were identified.

More information can be found on the project website: [www.I25ArapahoeRoadEA.com](http://www.I25ArapahoeRoadEA.com).

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