

Noise After Construction

The T-REX Project will be constructing permanent noise walls along I-25 from Colorado to I-25/ I-225, and along I-225 to Yosemite to mitigate the impact of traffic noise from the interstate. Essentially, where there are residences adjacent to the highway, there will be noise walls. These noise walls are designed to be most effective for the first and second row of homes adjacent to the corridor and range in height from eight to 22 feet. To view the height and location of the noise walls nearest you, please refer to the map below.



Frequently Asked Questions

Why build noise walls?

According to federal standards, T-REX is required to consider how to mitigate impact of noise on a surrounding neighborhood. The federal guidelines state that walls must achieve at least a five-decibel sound reduction in order to be built. In T-REX Central, the wall heights vary, as the project determines how to best achieve a five-decibel reduction or more. Based on the noise models, higher walls do not necessarily mean that there is more noise mitigation, because of differences in the design of the roadway, distance to the properties, property grade, etc.

Who will benefit from the noise walls?

The noise walls are typically designed to mitigate noise for the first and second row of homes adjacent to I-25 and I-225.

What is the current noise level from the highway?

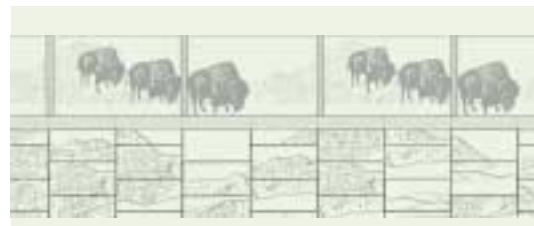
According to the Final Environmental Impact Statement (FEIS), 1998 peak noise levels in T-REX Central, on average, range in decibel levels from the 60s to 70s for the first and second row of homes. It is important to note that existing measured noise levels are not used to predict the future noise levels. They are used to test the noise models to assure the predictions will be as accurate as possible.

What will be the future noise levels from the highway? How will the noise walls mitigate that impact?

Based on models, the future noise levels at the peak hours without noise walls, on average, will range from decibel levels in the mid-60s to mid-70s. Detailed studies to predict future traffic noise levels are developed using anticipated worst-case traffic volumes in 2020 and the final design. The noise levels do not seem dramatically higher than those referenced above; in order for noise to increase more than three decibels (a level perceptible to humans), the traffic conditions must double. Projections for 2020 show an approximate 25 to 30 percent increase in traffic volume. Without walls, noise levels for the majority of impacted residences will average in the mid-60s decibel range.

What will the noise walls look like?

The noise walls facing the interstate between Yale and I-225 will be gray concrete, with sculpted wall treatments including cottonwoods, the highline Canal, farm fields, mountains and buffalo. A treatment design of native grasses or buffalo will be included on the neighborhood side of noise walls facing public streets. Noise walls facing private property will be smooth concrete. Along I-225 the noise walls will be smooth, tan concrete, with no sculpted wall treatments.



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Frequently Asked Questions (continued)

When will these noise walls be built?

Construction on the walls will begin this year.

Where will the noise walls be built?

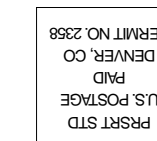
The noise walls will be built on CDOT right of way, adjacent to I-25 and I-225. Some noise walls, such as those on the west side of I-25 between Yale and Hampden, will be built on top of light rail retaining walls, adding to the overall height of the walls in front of adjacent properties.

The art-n-Transit Program

The art-n-Transit Program ... on display soon at a location near you. Look for our ad in the *Aurora Sentinel*. As part of T-REX, the RTD art-n-Transit program called upon the creative talents of local artists to bring an exciting flair to the Southeast Corridor light rail system.

You're invited to stop by and view the T-REX Movement and Light art project. It will bring new elements of style, color, shape and texture to benches, elevator towers, handrails, canopy pillars and more, adding both a functionality and a source of artistic pride to the T-REX communities and light rail passengers.

For more information about station design, the art-n-Transit Program or noise mitigation, please contact the T-REX Project at 303-357-8600 or visit www.trexproject.com.



A Trip Through T-REX Central: Colorado Boulevard to I-25/I-225 and the I-225 Corridor

N E W S L E T T E R



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T-REX – A Step in the Right Direction

By the end of 2006, in the southeast metro Denver area, light rail transit and highway improvements will make

travel easier. The Transportation Expansion (T-REX) Project will:

- Add 19 miles of double-track light rail, connecting to the existing system at Broadway in Denver, and extending along the west side of I-25 to Lincoln Avenue in Douglas County and in the median of I-225 from I-25 to Parker Road in Aurora;
- Add one through lane in each direction on I-25 from Logan Street to I-225 (for a total of four lanes in each direction);
- Add two through lanes in each direction on I-25 from I-225 to C-470/E-470 interchange (for a total of five lanes in each direction);
- Add one through lane in each direction on I-225 from Parker Road in Aurora to I-25 (for a total of three lanes in each direction); and
- Reconstruct numerous bridges and interchanges, including the I-25/I-225 interchange, and improve drainage and safety along the corridor.

Light Rail Stations in T-REX Central

When the Regional Transportation District's (RTD) existing light rail line is extended southeast from the Broadway Station, residents along the southeast corridor will have quick access to central downtown, lower downtown and the metro area's southwest suburbs.

The southeast light rail line, being built as part of T-REX, includes 13 new light rail stations and 12 park-n-Rides. Stations in T-REX Central will be built at Yale Avenue and Southmoor along I-25, and at Dayton Street and Nine Mile (Parker Road) along I-225. Two new park-n-Rides will be constructed at Yale and Dayton, while existing park-n-Rides will serve the Southmoor and Nine Mile light rail stations.

Each of the stations includes elements that provide passengers comfort, safety, wheelchair accessibility and protection from the weather. Light rail station elements in T-REX Central include four benches per platform, glass-enclosed elevator towers, where appropriate, and gabled platform canopies. The canopy surface will be an opaque, weather-resistant material that will diffuse daylight and filter station lights at night. Each station also will have lockers for bicycles. Closed-circuit television cameras will be provided at key locations at the stations for enhanced security.



Yale Station

The Yale Station will be at the northwest corner of Yale and I-25. The 161-space park-n-Ride will be adjacent to the station. The Yale Station will have bus areas for passengers connecting to and from RTD bus service. The station will be at grade with I-25 and will not require elevators for platform access.



Southmoor Station

The Southmoor Station, like all the stations along I-25, will be on the west side of the highway, just south of Hampden Avenue. The existing Southmoor park-n-Ride east of the highway will serve this station. A pedestrian tunnel under I-25 will provide access to the platform and the park-n-Ride. RTD hopes to incorporate art into the tunnel design, primarily using light. The Southmoor park-n-Ride will have spaces for more than 860 vehicles.



Light Rail Stations in T-REX Central (continued)



Dayton Station

The Dayton Station platform will be in the median of I-225, bordered on the north by the park-n-Ride, with spaces for about 250 vehicles. The Dayton Station will be one of two light rail stations built on the I-225 segment of T-REX.



Nine Mile Station

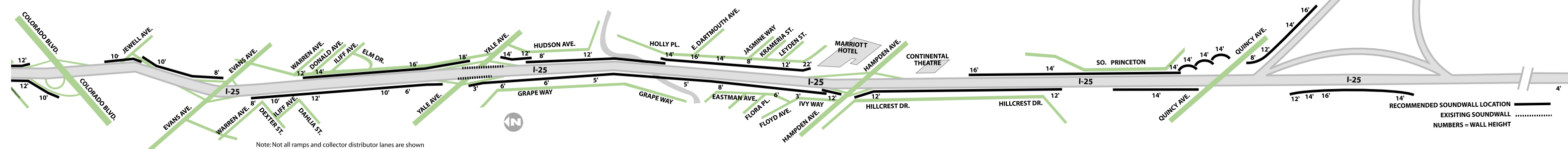
Light rail tracks will be aligned in the median of I-225 from the I-25 interchange, to the Nine Mile end-of-line station. Like the Dayton Station, the Nine Mile Station platform will be in the median of I-225. Light rail riders will access the platform via a pedestrian tunnel from the three-level park-n-Ride structure. The RTD park-n-Ride, with spaces for more than 1,200 vehicles, opened March 18, 2002. It was the first element of the T-REX project to be completed.



RTD/T-REX art-n-Transit Program

In addition to the benefits that four new light rail stations will bring to the Central T-REX neighborhoods, art will be an important element incorporated as part of RTD's art-n-Transit program. The RTD/T-REX Art Advisory Committee, a volunteer panel formed in late 2001 and composed of neighborhood representatives, local art professionals, RTD and T-REX staff, is working hard to ensure that art is a distinctive component of the T-REX Project. Art will help provide a connection between neighborhoods and transit and add value to the thousands of commuters, tourists and residents who will use the line beginning in late 2006. When selecting art, the committee considers aesthetics in relation to the community's identity and values, the existing architecture, and the artwork's potential for legacy in the Denver region.

Since early 2002, two local Colorado artists have worked to define an overall theme for the station enhancements on the T-REX corridor. Their concept is simple: Movement and Light. Their objective is to place station users in environments surrounded by light, shadow, color and movement in a constantly changing and interactive way. Those themes are depicted by nature, weather and time applied to common station elements such as support pillars, windscreens, elevator towers, railings and concrete. Should budgets permit, RTD/T-REX is considering the addition of commissioned, stand-alone art pieces at individual stations along the corridor.



The following are examples of artwork elements and the themes selected by the RTD/T-REX Art Advisory Committee for each of the T-REX Central light rail stations.



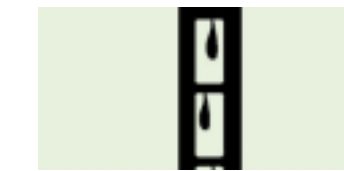
Yale – Spiral of Light Theme

Bench windscreens – The bench windscreens are six feet tall and 12 feet long. They will protect travelers from the elements and provide a place to rest while waiting for the next train. The designs will vary from station to station. This design depicts the phases of the moon.



Southmoor – Spiral of Light Theme

Like all of the stations, the bench windscreens at Southmoor will reflect the station's theme. In this case, Spirals of Light.



Dayton – Falling Rain Theme

Cut-out Designs in Support Pillars – Pillars above the light rail canopy will match the station themes, such as falling rain and raindrops at the Dayton Station.



Nine Mile – Moving Train Theme

Railings – Railings will be used at the high block of the station platform, where the train is wheelchair accessible. The iron railings will be designed with different patterns such as movement/moving trains.



Other Elements

Elevator Towers – Typical elevator towers are made of clear glass, but the enhancements add color panels for a more engaging experience.