

# I-225 Planning and Environmental Linkages Study from Yosemite Street to I-25



## FINAL NEWSLETTER

The Colorado Department of Transportation (CDOT) recently completed a Planning and Environmental Linkages (PEL) study for southbound I-225 from Yosemite Street to I-25 (see study area and traffic analysis area map below). The PEL study identified improvements to reduce congestion and travel time on southbound I-225. Since construction funding has not been identified for this project, the PEL process has allowed CDOT to study options to provide improvements for the area to expedite the process of a more in-depth National Environmental Policy Act (NEPA) study that is required when federal funds are used for transportation projects.



### I-225 PEL from Yosemite Street to I-25

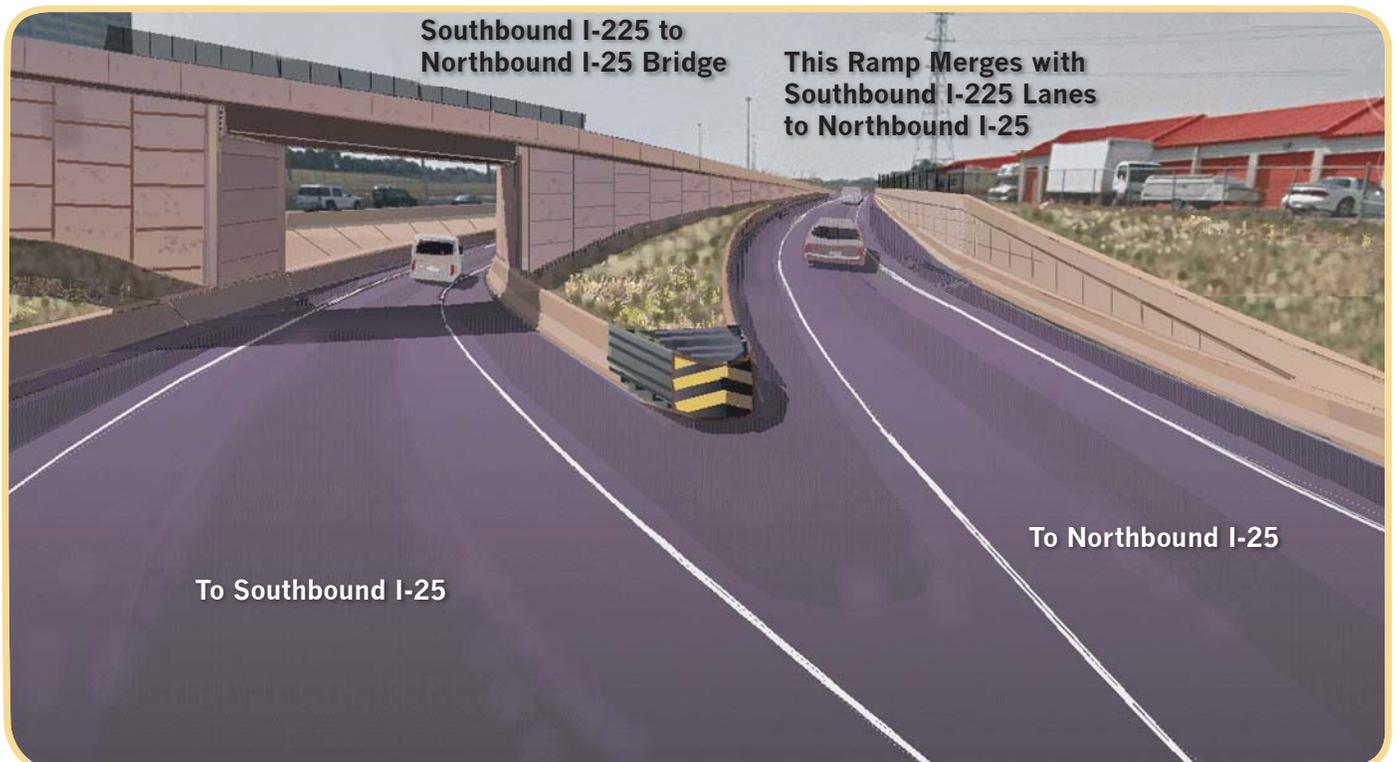
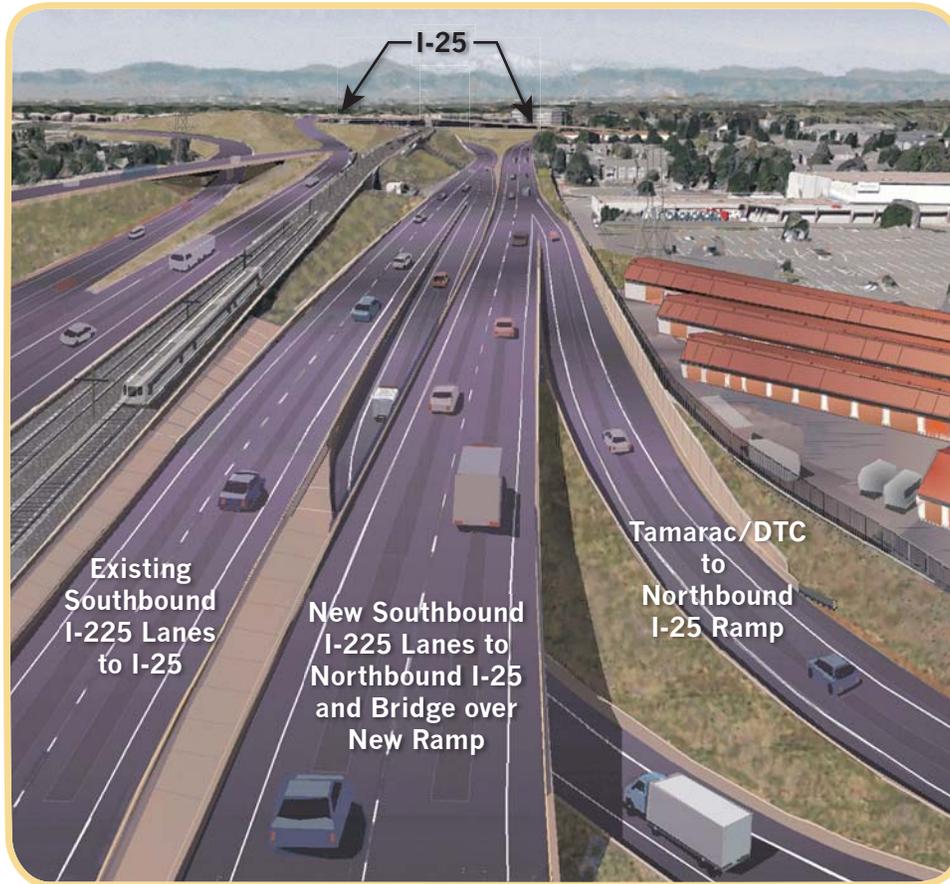
To view the final I-225 PEL Report, please visit the project website at [www.coloradodot.info/projects/I-225pel](http://www.coloradodot.info/projects/I-225pel) or call the I-225 Public Involvement Team at 303-757-9672.

Analysis of over 21 build concepts and the no action alternative concept (for comparison) was conducted for the project to identify Recommended Alternative Concept(s) to move forward into a subsequent NEPA study. The Recommended Alternative Concept (Concept 19) involves dividing southbound I-225 just past Yosemite Street into two, two-lane freeway segments. The left-side roadway runs along the existing highway and exits to southbound I-25 whereas the right-side roadway is on a new alignment and exits to northbound I-25. The DTC Boulevard/Tamarac Parkway on ramp is also reconfigured. The on ramp to southbound I-25 consists of a ramp that goes under the new I-225 roadway and merges onto existing I-225 from the right side. The on ramp to northbound I-25 merges with the new I-225 roadway. Renderings of the concept are provided on the following page to illustrate the improvements. More graphics are provided on the website (see sidebar).

Details of the screening, recommendations and next steps can be found in the final I-225 PEL Report, posted on the project website. Thanks to the participation of the community, the project team received valuable feedback at one telephone town hall meeting, one public open house meeting and through close coordination with local agency representatives and the technical working group stakeholders.

Once construction funds are identified, the subsequent NEPA study will include additional public involvement before a Preferred Alternative is identified. Comments are welcome, and can be submitted on the web page. All comments received will be considered during the NEPA study.

**Recommended Alternative Concept (Concept 19):  
Concept 19: Divide I-225 and Braid Ramps West of DTC Blvd.**



## We have summarized the comments received during and after the Public Open House below:

Subject	Comment
Planning Context	Evaluate entire I-225 as context for planning decision so that improvements in one area do not impact future development in another area
Road Conditions	<ul style="list-style-type: none"> <li>• Bridge condition at the Tamarac Parkway/DTC Boulevard should be taken into consideration</li> <li>• Improve lead time for signage</li> </ul>
Local Road Network	<ul style="list-style-type: none"> <li>• Northbound Yosemite off ramp – cars traveling onto southbound Yosemite do not have a controlled signal. Residents southwest of the exit along Yosemite have difficulty turning onto northbound Yosemite. Many accidents have occurred and created a dangerous situation.</li> <li>• Proposal - Flyaway at Union, create a Tamarac entrance dedicated to northbound I-25 and southbound I-25 would be rerouted to Union flyaway</li> </ul>
I-25 Impacts	After the design and construction are completed, the lanes to Southbound I-25 will be backed up because they can't enter southbound I-25 at evening or morning rush hours
Multi-modal transportation	Maintain and improve bicycle routes along Dayton, Quebec & DTC Boulevard and install video sensor at traffic lights for bikes
Third travel lane	Add third travel lane but direct it under Tamarac Parkway/DTC Boulevard on ramp
Public Communication Methods	Use Twitter and other methods of social media for future announcements and public meetings
Noise Levels	<ul style="list-style-type: none"> <li>• Noise level and vibration levels need to be provided to local residents</li> <li>• Any new sound walls should be aesthetically pleasing</li> </ul>
Concept Development	<ul style="list-style-type: none"> <li>• Appears a large number of concepts were considered</li> <li>• Glad to know this problem is being studied (2 comments)</li> </ul>
Concept 16*	<ul style="list-style-type: none"> <li>• Too close between Tamarac Parkway/DTC Boulevard &amp; I-25 to solve the problem</li> <li>• Best choice and simple</li> <li>• Not best option (5 comments)</li> </ul>
Concept 17*	<ul style="list-style-type: none"> <li>• Please do not remove Tamarac Parkway/DTC Boulevard off ramp (6 comments)</li> <li>• Good option</li> </ul>
Concept 18*	<ul style="list-style-type: none"> <li>• Unacceptable option (5 comments)</li> <li>• Loop ramp would slow traffic but moving the entrance further northeast would be good</li> </ul>
Concept 19*	Most cost effective and meets need of the study (9 comments)
Concept 21*	<ul style="list-style-type: none"> <li>• Addresses the problems – having the northbound or southbound I-25 go as far back as possible is preferred</li> <li>• Second choice</li> <li>• Best</li> <li>• Requires 4 bridges and is costly (3 comments)</li> <li>• Yes, if too expensive go with Concept 19</li> </ul>
Project Funding for Design and Construction	Hope funding is secured for construction

\*See PEL Report for concept illustrations

## Next Overall Steps

This PEL is intended to provide the framework for the long-term implementation of the Recommended Alternative (Concept 19). Below provides a summary of those next steps related to implementation of the Recommended Alternative Concept.

1. Secure the necessary construction funding to proceed with the NEPA process
2. Complete the analysis and documentation for the 1601, IAR, and NEPA process, identified below
3. Complete preliminary and final design
4. Obtain any necessary right-of-way including temporary and permanent easements
5. Conduct and complete construction

## 1601 Process

The CDOT Policy Directive 1601.0 and Procedural Directive 1601.1 Interchange Approval Process (1601) is required for new interchanges and major improvements to existing interchanges on the state and federal-aid highway system that could affect highway travel.

## Interstate Access Request Process

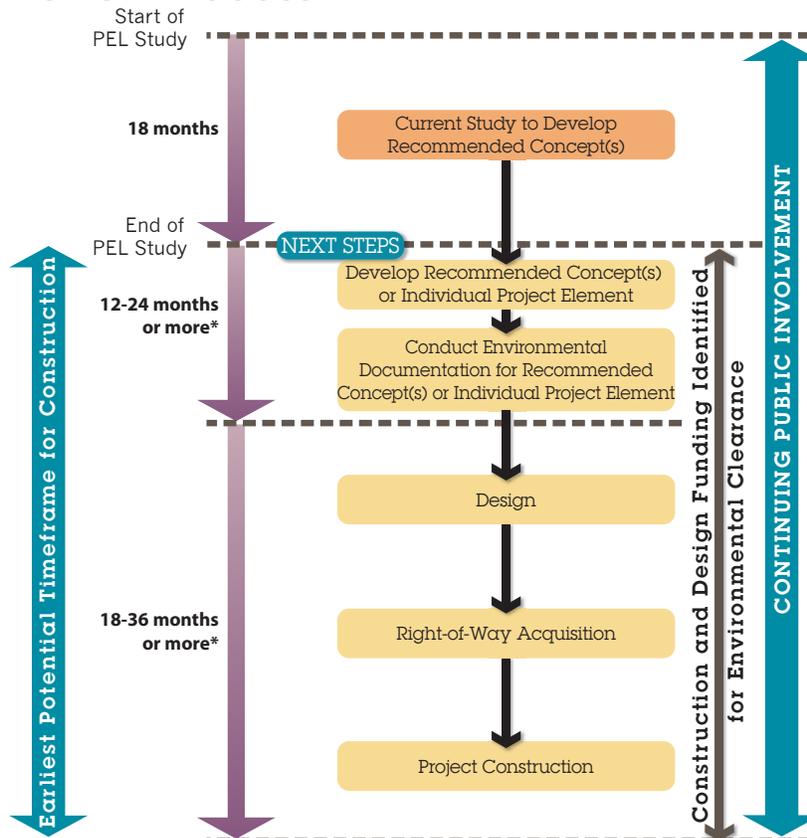
The Interstate Access Request (IAR) approval is a federal process that was developed for approval of impacts to the interstate system when constructing new interchanges or making major improvements to existing interchanges.

## NEPA Process

A more in-depth study is needed before improvements can be constructed. Using the information already gathered through the PEL process, the NEPA study will build on these efforts with the Recommended Alternative Concept identified.

The schedule to complete the above steps and complete the processes identified is dependent on funding availability. The first two steps could take about 12 to 24 months while the remaining steps could take an additional 18 to 36 months. We anticipate about \$45M to construct the proposed improvements associated with the Recommended Alternative Concept based on today's dollars.

## I-225 Implementation Process



\* funding is not yet identified