

Table 1 Email and Responses Pre-Public Open House Through the Project Website

Number	Subject and Comments	Response
1	Suggestion of 3 lanes over DTC Bridge	Thank you for your comments and interest in this issue. Looking at the width of I-225 over DTC Blvd./Tamarac Street, a third travel lane would require us to run traffic on the existing outside shoulder. Using the existing shoulders to carry traffic is one option that has been considered by CDOT in the past. Generally, for interstates, we prefer to keep full width 12 foot outside shoulders. Also, by opening a 3rd lane of traffic over the bridge and carrying it through to I-25, we may create unsafe lane-change conditions for those coming onto I-225. That being said, we are still early in the alternative development and will keep your suggestions under consideration. And do please join the telephone town hall tomorrow evening.
2	Improved bicycle and pedestrian access on DTC/Tamarac and Quebec/Ulster	No response was requested.
3	Percentages of vehicular traffic that exits I-225 at Yosemite, at Tamarac, and then splits at I-25	<p>Felsburg Holt & Ullevig (FHU) is conducting the traffic analysis for the I-225 PEL project working for the Colorado Department of Transportation. We have completed a draft of our existing traffic conditions analysis and have the following information that you had requested.</p> <p>Based on existing daily traffic volumes, the percentage that exits SB I-225 at Yosemite is 11.5%, the percentage that exits at Tamarac is 8%, and the percentage that splits to SB I-25 from SB I-225 is 57% and to NB I-25 from SB I-225 is 43%.</p> <p>Please let us know if you have any further questions. We will be posting our existing conditions report onto the website once it has been finalized and approved by CDOT and FHWA.</p>
4	<p>Traffic on eastbound (i.e. northbound) I-225 from I-25 to Parker Road and short term improvement possibilities:</p> <ul style="list-style-type: none"> • Does CDOT expect that this HUGE traffic problem will be alleviated when the current I-225 construction east of Parker Rd is completed? • Is CDOT considering this traffic 	<p>Thank you for your comments.</p> <p>We appreciate your support and are working diligently towards addressing the current traffic problems on I-225 as quickly and effectively as possible.</p> <p>With regard to your specific comments/questions, see the following responses:</p> <p>1) It is anticipated that at the conclusion of the current Parker Road to Mississippi Ave. construction project (summer 2014), the eastbound backups on I-225 between I-25 and Parker Road should be significantly reduced. As you may know, eastbound traffic is currently restricted to two lanes beginning at Parker Road. After construction is</p>

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	<p>problem in its I-225 Yosemite to I-25 PEL?</p> <ul style="list-style-type: none"> • What is CDOT planning for reducing traffic congestion eastbound I-225 to Parker Rd? • Since any long-term solutions for your "I-225 Yosemite to I-25 PEL" could take 4 to 6 years to complete (study, design, fund, implement), will CDOT consider short-term interim solutions to the current traffic congestion problems? 	<p>completed, a third through lane will be available, including an additional lane between on and off ramps along I-225 north of Parker Road.</p> <p>2) The PEL Study is focused on southbound I-225, between Yosemite Street and I-25. As we assess various options, we will need to look at impacts to traffic volumes at other locations. In general, none of the options currently under consideration for improving southbound I-225 from Yosemite to I-25 would significantly affect eastbound traffic - either negatively or positively.</p> <p>3) Short term interim solutions are being considered as part of the PEL Study. We plan to incorporate any temporary short term solution only as part of, or as a phase within a long-term solution. Also, the specific actions you mention in your email have been considered, but have some potentially negative consequences that need to be considered:</p> <p>a) Conversion of Shoulder to Travel Lane – Adding an additional through lane adds capacity, but it does introduce another lane that vehicles using the on-ramp from DTC Boulevard would need to cross to reach the southbound I-25 exit ramp. Without any modifications to the DTC/Tamarac St. on ramp, significantly safety issues may result, as motorists attempt to merge and then change lanes to get to southbound I-25. In addition, the existing I-225 width on the bridge over DTC Blvd/Tamarac is not capable of accommodating 3 through lanes with shoulder widths that are ordinarily provided on interstate highways.</p> <p>In conclusion, various alternatives are still under consideration and data is being compiled in order to facilitate the screening and prioritization of alternatives. And once again, we appreciate your interest in and support of the project. Please continue to watch our project webpages for further updates and announcements.</p>
5	Widen to 3 lanes to I-25	No response was requested.
6	Democratic Caucus Night March 4 th	Public Open House meeting rescheduled to March 19 th
7	Additional Light Rail stop at Yosemite/I-225 and RTD services	On behalf of CDOT, we appreciate your input on the I-225 Planning and Environmental Linkages Study. Our main focus for the highway project is to reduce congestion and travel time along southbound I-225. We have considered light rail improvements;

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		<p>however, these alone were not sufficient to reduce congestion and travel time along the highway.</p> <p>I would suggest that you contact RTD to obtain further information on your suggestion. I would start with Tina Jaquez: 303-299-6902. You can also review the website for more ways to contact RTD at: http://www.rtd-fastracks.com/i225_11</p>
8	<p>Not opposed to closing DTC Pkwy and finds the problem with the merge. Suggests a two-lane on-ramp at Yosemite that would continue onto I-25</p>	<p>Thank you for your comment. We do have one concept remaining (Concept 17) that involves closing the exit to DTC Parkway; however, the traffic operations at the Yosemite intersection would be negatively affected compared to other concepts. We will continue to evaluate this concept through the Tier 3 screening to consider other benefits to this concept. We have determined that three lanes are needed along I-225 to improve congestion along this highway, which is the purpose for this project. Therefore, all the concepts provide three through lanes along southbound I-225. Please continue to stay involved in the project. We will also continue to have information posted on the project website at: http://www.coloradodot.info/projects/I-225pel</p>
9	<ul style="list-style-type: none"> • Provide peak morning traffic count numbers at the critical locations • If I-225 SB congestion is lessened, is I-25 capable of handling the increased load? • How to keep drivers alert during slowdowns? 	<p>Thank you for your email, and these are good questions.</p> <p>We'll have some displays at the meeting showing peak traffic counts – and the team will be working on assessing the impact to I-25.</p> <p>We may not have that question fully answered until we can focus in on some select options and can perform more detailed analysis.</p> <p>But, we will share with you whatever is available at the meeting.</p> <p>With respect to driver behavior, CDOT regularly sponsors media campaigns to reduce distracting behavior - such as texting, and to encourage drivers to maintain awareness and be alert. But, we'll keep your thoughts in mind and do whatever we can in that area.</p>

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10	<p>Suggestion – A dual option entrance at DTC/Tamarac/Yosemite which allows one lane to enter directly for NB I-25 and provide a flyover directly for SB I-25 – no SB traffic enters I-225 at all</p>	<p>Looking forward to discussing this and more with you on the 19th - see you there.</p> <p>We appreciate your comment. The current weave issue you describe does make it difficult to maneuver in this area and as traffic increases along southbound I-225 it is expected to worsen. We have developed 21 concepts during the study and six of these include the scenario you describe in your email, which we refer to as a braided ramp concept. Based on initial screenings, many of these braided ramp concepts will be retained for a third level of screening to determine one or more recommended concepts that will progress forward into environmental clearance, final design and construction once funding has been identified.</p> <p>I have provided the website for our project below, which includes lots of information on the project including the Existing Conditions Report: http://www.coloradodot.info/projects/i-225pel</p> <p>I have also included a link to the boards that will be provided at the public open house. Concept Boards 3-2 through 3-6 show the braided ramp concepts that we plan to study further in the next couple months. There is also a handout called Concept 1 – 21 that shows all the concepts considered to date. http://www.coloradodot.info/projects/i-225pel/march-19-2014-open-house</p> <p>I hope this addresses your comment, if not please feel free to call Michelle Stevens, Consultant Project Manager, at 303-721-1440, or you may speak with Rich Horstmann, CDOT Project Manager, at 303-757-9672.</p>

Table 2 Comments from Public Open House

Number	Subjects and Comments	Response
1	<ul style="list-style-type: none"> Add third travel lane but direct it under DTC on ramp and have it reconnect on the berm somehow 	<p>Thanks for your input. This idea is very similar to other concepts proposed. The suggested option may be difficult to make the roadway vertical grades work to get the third lane over DTC Blvd, then under the on ramp and then back over Ulster in the space available. Also, if the on ramp was raised to go over the third lane to accommodate the I-225 grades, merging with I-225 may be difficult due to meeting the grades from the on ramp to I-225 before the I-25 interchange.</p>
2	<ul style="list-style-type: none"> Concept 16 – seems too close between DTC & I-25 to solve the problem Concept 17 – cannot take out DTC off ramp Concept 18 – looks totally crazy and takes up too much space Concept 21 – seems to address the problems – likes seeing the decision of NB or SB I-25 go far back as possible Use Twitter for future announcements 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p> <p>We have used Twitter in the past for the first Telephone Townhall Meeting and we will consider it for future project milestones.</p>
3	<p>Concept 19 – pick this one</p>	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
4	<p>Concept 17 – Please do not remove DTC off ramp</p>	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>

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5	<ul style="list-style-type: none"> • Appears a large number of concepts were considered • Concept 16 – good – best choice and simple • Concept 21 – second choice • Hope funding is secured for construction 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
6	<p>Noise level and vibration levels need to be provided to local residents</p>	<p>The existing conditions report posted on the PEL website at http://www.coloradodot.info/projects/I-225pel/existing-conditions-report-and-safety-assessment has information on existing noise. A more detailed evaluation will be conducted once the recommended concepts(s) move forward into design and further environmental evaluation is conducted through NEPA. A technical report on the noise analysis will be conducted and included as part of this evaluation.</p>
7	<ul style="list-style-type: none"> • Concept 16 – not best option • Concept 19 – most cost effective and meets need of the study • Concept 21 – convoluted and expensive • Improve lead time for signage 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
8	<p>Whole evaluation of I-225 as context for planning decision so that improvements in one area do not impact future development in another area</p>	<p>When conducting our study, we review current and past planning documents in the area. The following documents were reviewed and documented in our I-225 Existing Conditions Assessment Report:</p> <ul style="list-style-type: none"> • <i>Southeast Corridor Final Environmental Impact Statement (EIS)</i> (CDOT & FHWA, 1999) often referred to as TREX. • <i>Arapahoe County, 2035 Transportation Plan</i> (2010) • <i>City of Aurora, 2009 Comprehensive Plan</i> (2009) • <i>City of Aurora, 2012 Nine Mile Station Area Plan</i> (2012) • <i>City of Greenwood Village, Comprehensive Plan</i> (2004, as amended) • <i>2035 Metro Vision Regional Transportation Plan</i> (Denver Regional Council of Governments) • [DRCOG], 2007, as amended) • <i>RTD I-225 Light Rail Transit Environmental Evaluation</i> (RTD,

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		<p>2009)</p> <ul style="list-style-type: none"> • <i>Parker Corridor Study</i> (Arapahoe County, 2009) <p>The purpose of this study is to complete lane continuity on southbound I-225 from I-70 to I-25 and remove the bottleneck between Yosemite and I-25. This study will review potential impacts to I-25 with the southbound I-225 improvements based on the Tier 3 concepts moving forward and further evaluation will be conducted during the NEPA and final design stage.</p>
9	<ul style="list-style-type: none"> • Concept 16 – Bad option • Concept 17 – Good • Concept 18 – Bad option • Concept 19 – Good • Concept 21- Best 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
10	<ul style="list-style-type: none"> • Maintain and improve bicycle routes along Dayton, Quebec & DTC Blvd. Video sensor at traffic lights for bikes 	<p>As part of the development of the Recommended Concept(s), we will review and incorporate connectivity for pedestrians and bicycles within the study area. We will further consider pedestrian and bicycle provisions and enhancements during the NEPA and final design stage.</p>
11	<ul style="list-style-type: none"> • Concept 19 – preferred alternative – keeps access and less costly than 21 • Concept 21 – requires 4 bridges and is costly 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
12	<ul style="list-style-type: none"> • Concept 16 – No • Concept 17 - Good but 19 is better • Concept 18 – No • Concept 19 – best option • Concept 21 – No 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
13	<ul style="list-style-type: none"> • Concept 16 – No • Concept 17 – No, keep DTC off ramp 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August</p>

Number	Subjects and Comments	Response
	<ul style="list-style-type: none"> • Concept 18 – No • Concept 19 – Yes • Concept 21 – Yes, if too expensive go with 19 	<p>of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
14	<p>Concept 19 seems best</p>	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
15	<ul style="list-style-type: none"> • Concept 16 – bad idea • Concept 17- Problem isn't DTC Blvd • Concept 18 – loop ramp would slow traffic but moving the entrance further northeast would be good • Concept 19 – recommend this option • Concept 21 – too many exits at too close of a distance • Glad to know this problem is being studied 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
16	<p>After you fix this, the lanes to SB I-25 will still be backed up because they can't enter SB 25 at evening or morning rush hours</p>	<p>This study will review potential impacts to I-25 with the southbound I-225 improvements based on the Tier 3 concepts moving forward and further evaluation will be conducted during the NEPA and final design stage.</p>
17	<ul style="list-style-type: none"> • Flyaway at Union • Tamarac entrance dedicated to NB I-25 • SB I-25 would be rerouted to Union flyaway 	<p>We considered your concept; however, Tamarac Street is significantly lower in elevation than Union Avenue and as a result, a flyover alignment cannot connect vertically without substandard grades and impacts to the I-25 directional interchange complex and LRT facilities.</p>
18	<ul style="list-style-type: none"> • Opposed to any closure of DTC Blvd off ramp • Concept 17 is bad due to removal of DTC Blvd exit ramp 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more</p>

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	<ul style="list-style-type: none"> • Concept 18 is unacceptable • No mention so far of noise mitigation • Any new sound walls should be aesthetically pleasing 	<p>detailed environmental evaluation.</p> <p>The existing conditions report posted on the PEL website at http://www.coloradodot.info/projects/I-225pel/existing-conditions-report-and-safety-assessment has information on existing noise. A more detailed evaluation will be conducted once the recommended concepts(s) move forward into design and further environmental evaluation is conducted through NEPA. A technical report on the noise analysis will be conducted and included as part of this evaluation.</p>
19	<ul style="list-style-type: none"> • Concept 19 – best one for the area • Does not want to remove the DTC Ramp • Happy to know that this study is happening 	<p>We appreciate your input on the concepts. A newsletter will be distributed and posted to the website at the end of the study in August of 2014 providing the results of the study and the Recommended Concept(s) that will be carried forward into final design and more detailed environmental evaluation.</p>
20	<ul style="list-style-type: none"> • NB 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 has created a dangerous situation. • Bridge condition at this overpass should be taken into consideration 	<p>Although this study does not include improvements along Yosemite Street, more analysis in this area may be conducted once the project moves into final design and NEPA stage in the future. Currently, this intersection is outside our study area; therefore, bringing this concern to the local agency and/or local representative may be appropriate.</p> <p>The bridge condition will be taken into consideration during final design and the NEPA stage. Based on available data, the current bridge structural condition is rated as acceptable.</p>