



# I-225 TELEPHONE TOWN HALL MEETING

Please join us at our upcoming meeting to ask questions and provide input on the study for Southbound I-225 between Yosemite Street and I-25

*The Colorado Department of Transportation (CDOT) is initiating a Planning and Environmental Linkages (PEL) study to identify improvements to reduce congestion, improve operations and enhance the safety of Southbound I-225 from Yosemite Street to I-25.*

## SAVE THE DATE

June 12, 2013  
6:00pm to 7:00pm  
Call Toll-free 1-855-269-4485



## TELEPHONE TOWN HALL PUBLIC MEETING FORMAT:

Anyone can take part in the telephone town hall meeting by calling toll-free 1-855-269-4485 at 6 p.m. The town hall meeting will last for one hour and will include a panel of CDOT, consultant, and local agency representatives to present the project. Along with learning about the project from the panelists during a brief presentation, town hall participants will have the opportunity to answer periodic polling questions using their phone keypad and to ask questions of the panelists.

*To learn more about the I-225 PEL Study, 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.*

# CDOT Hosts Telephone Town Hall Meeting for the I-225 PEL Study from Yosemite Street to I-25

On Wednesday, June 12<sup>th</sup> at 6 p.m., the Colorado Department of Transportation (CDOT) will host a telephone town hall meeting to allow residents and travelers to learn more about the Planning and Environmental Linkages (PEL) study on southbound I-225 from Yosemite Street to I-25.

“With the completion of the roadway widening project for southbound I-225 from Parker Road to Mississippi Street, the congestion on I-225 between Yosemite Street and I-25 is expected to worsen. We are offering a wide variety of outreach opportunities, including the telephone town hall meeting, to help keep motorists informed about the project,” said CDOT Resident Engineer Rick Erjavec. “This telephone town hall meeting is a great opportunity for residents and travelers to learn more about the study and we strongly encourage folks to call into the meeting.”

The town hall meeting will last for one hour and will include a panel of CDOT, consultant, and local agency representatives who will introduce the project. Town hall participants will also have the opportunity to answer periodic polling questions using their phone keypad and ask questions of the panelists.

Anyone can participate in the town hall, although residents who live near the project area and have a listed phone number will receive a call directly at 6 p.m. asking if they want to participate. Anyone who does not live near the project or who does not receive a call can take part by calling toll-free 1-855-269-4485 at 6 p.m.

A summary of the town hall will be posted in late June to [www.coloradodot.info/projects/I-225pel](http://www.coloradodot.info/projects/I-225pel) for those who are unable to participate. We will continue to work with the public throughout the study; collecting and analyzing data and developing alternatives to search for a solution to the project.

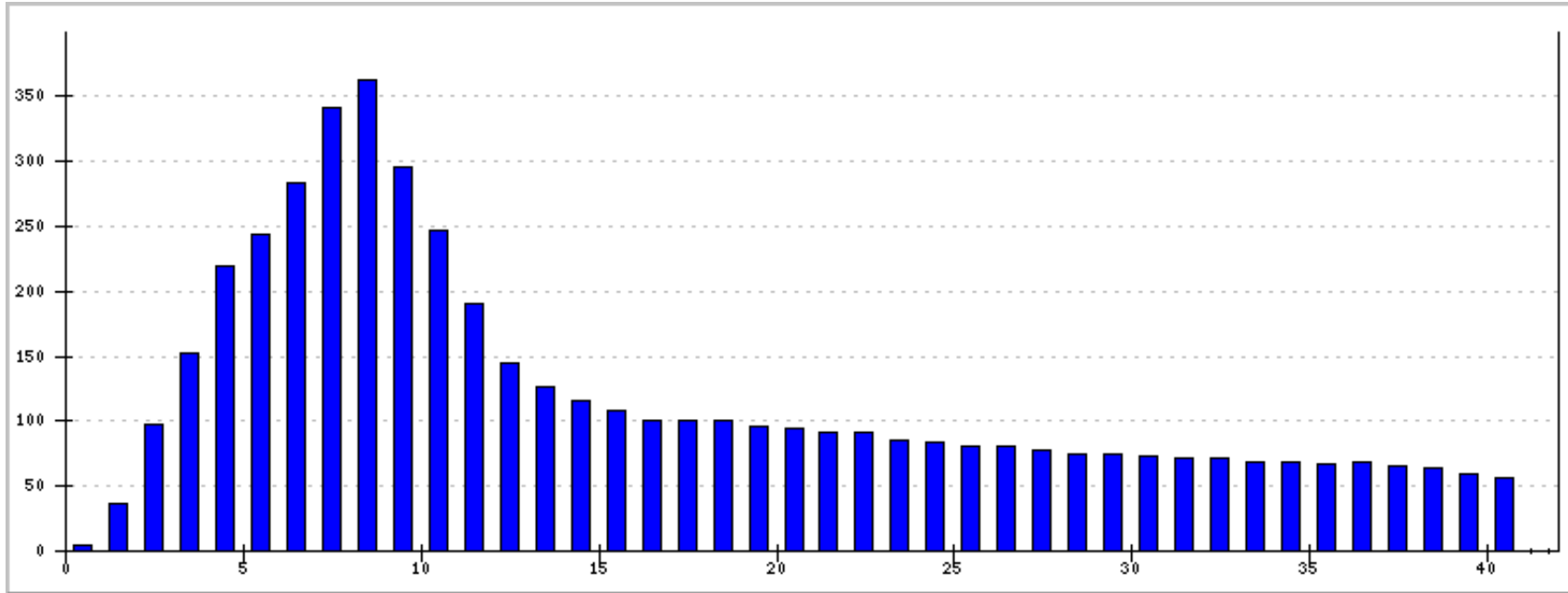
For additional project information, visit the project website at [www.coloradodot.info/projects/I-225pel](http://www.coloradodot.info/projects/I-225pel).

Started at 19:59:11, Duration 00:40:11  
 Average Acceptant Duration 4.19  
 MAX Number of People in Conference 367

Answered Calls

Name	Number
Selects For Event	10,878
Accepts	1,268
TF Calls	18
Toll Inbound Calls	0
Answering Machines	3,909
Opt-Outs	2,060
Total Answered Calls	7,237
Talked	13
Speaker Queue	3
Screeener Queue	1
WEB Participants	0

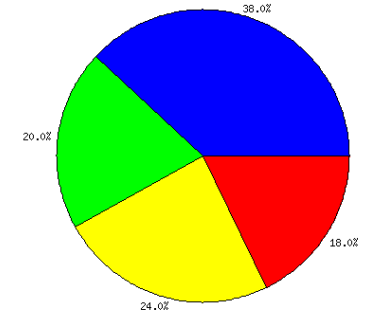
In Conference NOW / Conference Minutes



Polling Questions

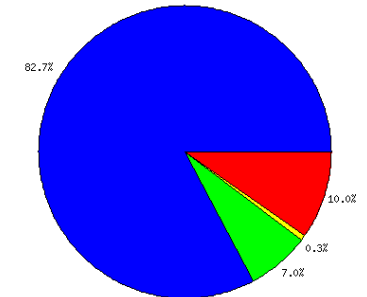
1. How would you like to access information/be contacted about the project in the future?

ID	Answer	Responded	% of total
1	By email	30	38
2	By website	16	20
3	By phone	19	24
4	I do not want to be contacted	14	18



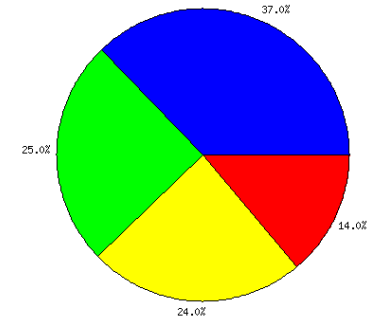
2. How did you find out about this telephone townhall meeting?

ID	Answer	Responded	% of total
1	CDOT contacted us by telephone	58	83
2	Project flyer or email from property manager	5	7
3	Website	0	0
4	Other	7	10



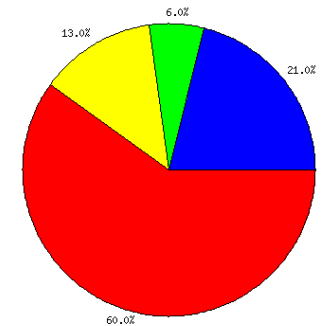
3.3. How many days a week do you use I-225 southbound between Parker Road and I-25?

ID	Answer	Responded	% of total
1	1 - 2 times	19	37
2	3 - 5 times	13	25
3	More than 5 times	12	24
4	I avoid I-225 due to congestion	7	14



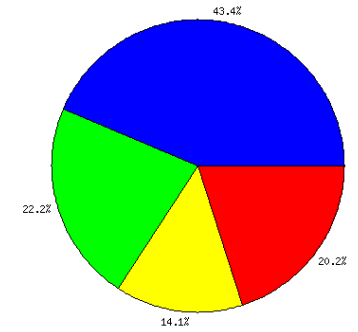
4. What is your primary purpose for driving I-225 southbound from Parker Road to I-25?

ID	Answer	Responded	% of total
1	Commuting to/from work	10	21
2	Business related trips	3	6
3	Shopping trips	6	13
4	Personal trips	29	60



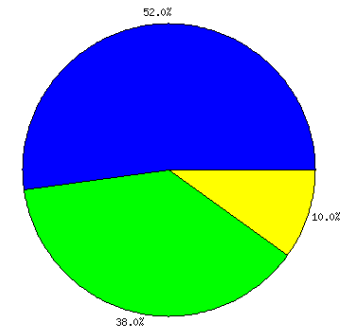
5. What is your primary concern on I-225 southbound from Parker Road to I-25?

ID	Answer	Responded	% of total
1	Traffic congestion	21	43
2	Crashes and safety	11	22
3	Lane changes/weaving	7	14
4	Last minute merges	10	20



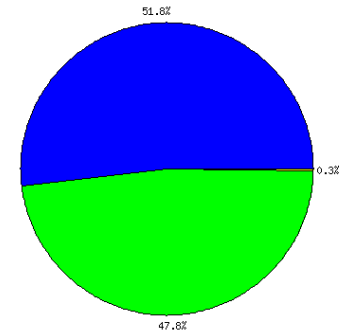
6. Solving the congestion problem on I-225 southbound from Parker Road to I-25, is a:

ID	Answer	Responded	% of total
1	High priority	26	52
2	Moderate priority	19	38
3	Low priority	5	10



7. How valuable has this townhall been to you?

ID	Answer	Responded	% of total
1	Very valuable	23	52
2	Somewhat valuable	21	48
3	Not valuable	0	0





## Talked Participants

ID) Name, Address, Phone/Comment

1) WILLIAM LEONARD, 4281 S ALTON PL,,GREENWOOD VILLAGE,CO,80111, 3037416290

(Chris)(GREENWOOD VILLAGE, CO)() When is the entire project going to be done? Will there be a 3rd lane added at parker Rd? Where is the funding coming from?

2) JOYCE SCHMIDT, 12553 E BATES CIR,,AURORA,CO,80014, 3033374526

(Joyce)(AURORA, CO)() How will this affect the light rail? (Very soft- phone problem)

3) ANDREW LAU, 2993 S SCRANTON ST,,AURORA,CO,80014, 3036959299

(Andy)(AURORA, CO)() Why wasn't this study done before the 2 lanes southbound was created?

4) ERIC KLODT, 2512 S WORCHESTER CT UNIT D,,AURORA,CO,80014, 7205354650

(Lori)(Liff & amp; 225)() Bridge that goes over the six lanes. The Parker Rd bridge needs to be expanded.

5) GERDA BEDELL, 1713 S WHEELING WAY,,AURORA,CO,80012, 3033696388

(Charles)(AURORA, CO)() What sort of length are we talking about in the section of road? quarter mile? half?

6) ALICIA MAYNARD, 13991 E MARINA DR APT 404,,AURORA,CO,80014, 3037457379

(Alicia)(AURORA, CO)() 223 widening lanes to 3 lanes going north and south?

7) VINCENT MANNINGS, 10700 E DARTMOUTH AVE APT L303,,AURORA,CO,80014, 3037694831

(Kelly)(AURORA, CO)() Have there been studies on how the lightrail will impact the congestion?

8) MARY NICKEL, 3775 S NIAGARA WAY,,DENVER,CO,80237, 3037589407

(Art)(DENVER, CO)() Said that this project is going to be completed next summer...then said we don't have enough money to compete it...? Part of it that lightrail to go along 225, is that not the case?

9) MONICA ROBISCHON, 7861 E HAMPDEN CIR.,DENVER,CO,80237, 3037796149

(Mark)(DENVER, CO)() Will light rail be going down the center of this highway? Where is the funding coming from?

10) JUDITH BOTVIN, 7000 E QUINCY AVE APT D412,,DENVER,CO,80237, 3037701961

(Judy)(DENVER, CO)() Has the issue been resolved about the light rail going past the laboratories at Univ of CO?

11) PAULA KARSH, 4505 S YOSEMITE ST UNIT 133,,DENVER,CO,80237, 3037580425

(Lu\_\_\_\_)(DENVER, CO)() How long before the 225 project is completed?

12) DELBERT HOOKER, 4675 S YOSEMITE ST UNIT 210,,DENVER,CO,80237, 3032213182

(Inge)(DTC Stonybrook)() I 25 S to DTC blvd. Another lane on the right where cars are coming on to the freeway.

## Speaker Queue

ID) Name, Address, Phone/Comment

1) KARLTON CULIG, 12427 E AMHERST CIR,,AURORA,CO,80014, 3036712919

(Karlton)(AURORA, CO)() How is the interface with the lightrail going to occur w this project? Both w the 225 goign to I25 and also with going north?

2) PAMELA LOWYNS, 3022 S WHEELING WAY APT 305,,AURORA,CO,80014, 3032839866

(Pam)(AURORA, CO)() Any plans to block the highway noise between Parker and Mississippi?

3) MICHAEL WRAY, 3610 S PONTIAC WAY,,DENVER,CO,80237, 3038641792

(Michael)(DENVER, CO)() When they have access to the airport will you be able to park car and leave for multiple days? If they allow that how will that impact everyone else`s parking?

## Sent Back

ID) Name, Address, Phone/Comment

1) BEYLA KATSAP, 2281 S VAUGHN WAY UNIT 214A,,AURORA,CO,80014, 3036968562

(BEYLA KATSAP)(AURORA, CO)()

2) GUY LORD, 1490 S VAUGHN CIR,,AURORA,CO,80012, 3033163364

(GUY LORD)(AURORA, CO)()

3) MARGARET FREEMAN, 10700 E DARTMOUTH AVE APT O106,,AURORA,CO,80014, 3036937850

(MARGARET FREEMAN)(AURORA, CO)()

4) MARY JEAN MCCALLIN, 3679 S NARCISSUS WAY,,DENVER,CO,80237, 3037580352

(MARY JEAN MCCALLIN)(DENVER, CO)()

5) JANE VLAHOS, 4035 S ROSLYN ST,,DENVER,CO,80237, 3037968937

(JANE VLAHOS)(DENVER, CO)()

6) EUGENE FOSTER, 3868 S WABASH ST,,DENVER,CO,80237, 3032208975

(EUGENE FOSTER)(DENVER, CO)()

## Inbound TF Participants

ID) Name, Address, Phone/Comment

1) ,NJ, 9084993629,

(Elizabeth)(Glendale)() Bicycle or pedestrian access nearby? It would be helpful.

### Non-Connects

Name	Number
Non Connects	1,999
Faxes	10
Busy	46
No-answer	1,586

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



## PUBLIC OPEN HOUSE

Please join us at our upcoming open house to ask questions and provide input regarding highway improvements for southbound I-225 between Yosemite Street and I-25.

The Colorado Department of Transportation (CDOT) is conducting a Planning and Environmental Linkages (PEL) study that is identifying improvements to reduce congestion and travel time on southbound I-225 from Yosemite Street to I-25.



### NEW DATE\*

**Wednesday, March 19, 2014**

**6:00pm to 8:00pm**

**Study Overview at 6:30pm**

**Cherry Creek High School, West Cafeteria  
9300 E. Union Ave., Greenwood Village, CO**

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

To learn more about the I-225 PEL Study, 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.

## WE WANT TO HEAR FROM YOU!

This meeting will show the alternative improvement concepts developed to address the bottleneck on southbound I-225 near the I-25 junction and describe the overall screening process used to assess the concepts. The purpose of the meeting is to receive your input on the study and the concepts developed.

\* The March 4, 2014 date was cancelled due to the Democratic and Republican Caucuses.

# MARCH 19, 2014 PUBLIC OPEN HOUSE MAP





# **Colorado Department of Transportation Hosts Public Open House for the I-225 Planning and Environmental Linkages Study from Yosemite Street to I-25**

On Wednesday, March 19<sup>th</sup> from 6 p.m. to 8 p.m., the Colorado Department of Transportation (CDOT) will host a public open house to allow residents and travelers to learn more about the status of the Planning and Environmental Linkages study on southbound I-225 from Yosemite Street to I-25. The open house will be located at Cherry Creek High School West Cafeteria located at 9300 E. Union Ave., Greenwood Village, Colorado.

“The completion of the roadway widening project from Parker Road to Mississippi Avenue is scheduled for late this summer. The need for improvements within the southbound I-225 bottleneck between Yosemite Street and I-25 will be further underscored when the construction of the widening project to the north is finally opened to traffic. We are seeking public input on the range of potential solutions developed by the study team to address the last bottleneck on I-225,” said CDOT Resident Engineer Jerome Estes. “The upcoming public meeting on March 19th will be a great opportunity for interested citizens to learn more about improvement possibilities within the study area and actively participate in the study process which will ultimately lead to a recommended concept.”

The public open house will last for two hours such that the public can drop by anytime between 6 p.m. and 8 p.m. There will be a study overview provided at 6:30 p.m. for those interested. CDOT representatives will be available to listen to your input and answer your questions about the study. There will be several displays showing the data collected, the concepts developed, and the screening conducted to date to reach a reasonable number of concepts to study in more detail.

For additional study and public open house information or to provide comments, visit the project website at [www.coloradodot.info/projects/I-225pel](http://www.coloradodot.info/projects/I-225pel).



## **March 19, 2014 Public Open House Summary**

- PURPOSE:** The purpose of the Public Open House was to present the study to the public, provide the public with an opportunity to submit input on the project issues, needs, and potential solutions for improving congestion and travel time along southbound I-225 between Yosemite Street to I-25.
- MEETING DATE / TIME:** March 19, 2014, 6:00 p.m. to 8:00 p.m.
- LOCATION:** Cherry Creek High School West Cafeteria – 9300 E. Union Avenue, Greenwood Village, CO

The Colorado Department of Transportation (CDOT) hosted a public open house from 6:00 p.m. to 8:00 p.m. on Wednesday, March 19, 2014, which the I-225 Planning and Environmental Linkages (PEL) Study team was available to provide information on the study, answer questions and listen to suggestions for improving congestion on southbound I-225 from Yosemite Street to I-25. The public was encouraged to provide comments on the issues within the corridor and input on addressing them. This information was solicited for consideration for the next tier of concept screening and the next phase of study. The meeting was held in the West Cafeteria of the Cherry Creek High School near the study area. Approximately 60 members of the public attended, in addition to members of the study's Technical Advisory Committee and elected officials. Attendees were asked to sign in upon arrival, and a handout was provided that included a project introduction, frequently asked questions and answers, and comment form with contact information.

### **OPEN HOUSE INFORMATION**

During the open house, the attendees could view informational display boards and discuss the study with members of the team. The boards were displayed in four stations around the room and the content of the boards included:

#### Station 1

- 1-1: Purpose of the Meeting
- 1-2: What is a PEL Study?
- 1-3: Study Area
- 1-4: Purpose and Need for Project
- 1-5: Environmental Resource Board
- 1-6: Traffic Analysis Area
- 1-7: Existing Traffic Volumes
- 1-8: 2035 No Action Traffic Volumes
- 1-9: Projected 2035 Hours of Congestion Comparison
- 1-10: Study Schedule

**I-225 PEL from Yosemite to I-25**  
**March 19 2014 Public Open House Summary**  
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Station 2

- 2-1: Overall Screening Process
- 2-2: Tier 1 Purpose and Need Screening
- 2-3: Tier 2 Project Goals Screening

Station 3

- 3-1: No Action Concept
- 3-2: Concept 16
- 3-3: Concept 17
- 3-4: Concept 18
- 3-5: Concept 19
- 3-6: Concept 21

Concepts No Action and 1-21 were included in a handout

Station 4

- 4-1: Next Steps
- 4-2: I-225 Implementation Process
- 4-3: How to Comment

Other project materials that were displayed for discussion purposes included:

- I-225 PEL from Yosemite to I-25 Existing Conditions Report
- I-225 PEL from Yosemite to I-25 Safety Assessment Report

A brief presentation was provided by Jerome Estes, CDOT Region 1 South Area Design/Construction Resident Engineer, on the purpose of the project, the room layout, and requesting attendee feedback. During the open house, project staff had informal conversations with attendees and answered their questions. Members of the public were encouraged to provide written comments on the comment forms provided or through the project website.

**PUBLIC COMMENTS RECEIVED**

The following comments were received verbally during the open house. Attached is a summary of comments received on the project through the project website prior and after the public open house or submitted on comment forms at the open house.

- We need to consider impacts to I-25.
- On southbound I-225 approaching Yosemite Street, the signs over the lanes cause out-of-state truckers to try and move to the far left lane immediately.
- Left side entrance ramps should not be allowed.
- Everyone crossing the DTC Bridge comes from Aurora.
- Even existing southbound I-225 at the diverge to northbound or southbound I-25 is scary with the stormwater pond with no guardrail shielding it. Will be worse if speeds get higher.
- Consider grade separating north collector-distributor (C-D) road above DTC intersection.
- Even existing noise in residential area southeast of interchange is loud – consider options to improve this. (Minimizing impacts on noise receptors is one of the criteria

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being reviewed as part of the study. More detailed evaluation will be conducted once the recommended concepts(s) move forward into design and further environmental evaluation through the National Environmental Policy Act (NEPA). A technical report on the noise analysis conducted will be included as part of this NEPA evaluation.)

**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 &amp; 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"> <li>• Does CDOT expect that this HUGE traffic problem will be alleviated when the current I-225 construction east of Parker Rd is completed?</li> <li>• Is CDOT considering this traffic</li> </ul>	<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>

Number	Subject and Comments	Response
	<p>problem in its I-225 Yosemite to I-25 PEL?</p> <ul style="list-style-type: none"> <li>• What is CDOT planning for reducing traffic congestion eastbound I-225 to Parker Rd?</li> <li>• 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?</li> </ul>	<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 <sup>th</sup>	Public Open House meeting rescheduled to March 19 <sup>th</sup>
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;

Number	Subject and Comments	Response
		<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: <a href="http://www.rtd-fastracks.com/i225_11">http://www.rtd-fastracks.com/i225_11</a></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: <a href="http://www.coloradodot.info/projects/I-225pel">http://www.coloradodot.info/projects/I-225pel</a></p>
9	<ul style="list-style-type: none"> <li>• Provide peak morning traffic count numbers at the critical locations</li> <li>• If I-225 SB congestion is lessened, is I-25 capable of handling the increased load?</li> <li>• How to keep drivers alert during slowdowns?</li> </ul>	<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>

Number	Subject and Comments	Response
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:  <a href="http://www.coloradodot.info/projects/i-225pel">http://www.coloradodot.info/projects/i-225pel</a></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.  <a href="http://www.coloradodot.info/projects/i-225pel/march-19-2014-open-house">http://www.coloradodot.info/projects/i-225pel/march-19-2014-open-house</a></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"> <li>Add third travel lane but direct it under DTC on ramp and have it reconnect on the berm somehow</li> </ul>	<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"> <li>Concept 16 – seems too close between DTC &amp; I-25 to solve the problem</li> <li>Concept 17 – cannot take out DTC off ramp</li> <li>Concept 18 – looks totally crazy and takes up too much space</li> <li>Concept 21 – seems to address the problems – likes seeing the decision of NB or SB I-25 go far back as possible</li> <li>Use Twitter for future announcements</li> </ul>	<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>

Number	Subjects and Comments	Response
5	<ul style="list-style-type: none"> <li>• Appears a large number of concepts were considered</li> <li>• Concept 16 – good – best choice and simple</li> <li>• Concept 21 – second choice</li> <li>• Hope funding is secured for construction</li> </ul>	<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 <a href="http://www.coloradodot.info/projects/I-225pel/existing-conditions-report-and-safety-assessment">http://www.coloradodot.info/projects/I-225pel/existing-conditions-report-and-safety-assessment</a> 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"> <li>• Concept 16 – not best option</li> <li>• Concept 19 – most cost effective and meets need of the study</li> <li>• Concept 21 – convoluted and expensive</li> <li>• Improve lead time for signage</li> </ul>	<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"> <li>• <i>Southeast Corridor Final Environmental Impact Statement (EIS)</i> (CDOT &amp; FHWA, 1999) often referred to as TREX.</li> <li>• <i>Arapahoe County, 2035 Transportation Plan</i> (2010)</li> <li>• <i>City of Aurora, 2009 Comprehensive Plan</i> (2009)</li> <li>• <i>City of Aurora, 2012 Nine Mile Station Area Plan</i> (2012)</li> <li>• <i>City of Greenwood Village, Comprehensive Plan</i> (2004, as amended)</li> <li>• <i>2035 Metro Vision Regional Transportation Plan</i> (Denver Regional Council of Governments)</li> <li>• [DRCOG], 2007, as amended)</li> <li>• <i>RTD I-225 Light Rail Transit Environmental Evaluation</i> (RTD,</li> </ul>

Number	Subjects and Comments	Response
		<p>2009)</p> <ul style="list-style-type: none"> <li>• <i>Parker Corridor Study</i> (Arapahoe County, 2009)</li> </ul> <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"> <li>• Concept 16 – Bad option</li> <li>• Concept 17 – Good</li> <li>• Concept 18 – Bad option</li> <li>• Concept 19 – Good</li> <li>• Concept 21- Best</li> </ul>	<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"> <li>• Maintain and improve bicycle routes along Dayton, Quebec &amp; DTC Blvd. Video sensor at traffic lights for bikes</li> </ul>	<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"> <li>• Concept 19 – preferred alternative – keeps access and less costly than 21</li> <li>• Concept 21 – requires 4 bridges and is costly</li> </ul>	<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"> <li>• Concept 16 – No</li> <li>• Concept 17 - Good but 19 is better</li> <li>• Concept 18 – No</li> <li>• Concept 19 – best option</li> <li>• Concept 21 – No</li> </ul>	<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"> <li>• Concept 16 – No</li> <li>• Concept 17 – No, keep DTC off ramp</li> </ul>	<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"> <li>• Concept 18 – No</li> <li>• Concept 19 – Yes</li> <li>• Concept 21 – Yes, if too expensive go with 19</li> </ul>	<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"> <li>• Concept 16 – bad idea</li> <li>• Concept 17- Problem isn't DTC Blvd</li> <li>• Concept 18 – loop ramp would slow traffic but moving the entrance further northeast would be good</li> <li>• Concept 19 – recommend this option</li> <li>• Concept 21 – too many exits at too close of a distance</li> <li>• Glad to know this problem is being studied</li> </ul>	<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"> <li>• Flyaway at Union</li> <li>• Tamarac entrance dedicated to NB I-25</li> <li>• SB I-25 would be rerouted to Union flyaway</li> </ul>	<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"> <li>• Opposed to any closure of DTC Blvd off ramp</li> <li>• Concept 17 is bad due to removal of DTC Blvd exit ramp</li> </ul>	<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>

Number	Subjects and Comments	Response
	<ul style="list-style-type: none"> <li>• Concept 18 is unacceptable</li> <li>• No mention so far of noise mitigation</li> <li>• Any new sound walls should be aesthetically pleasing</li> </ul>	<p>detailed environmental evaluation.</p> <p>The existing conditions report posted on the PEL website at <a href="http://www.coloradodot.info/projects/I-225pel/existing-conditions-report-and-safety-assessment">http://www.coloradodot.info/projects/I-225pel/existing-conditions-report-and-safety-assessment</a> 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"> <li>• Concept 19 – best one for the area</li> <li>• Does not want to remove the DTC Ramp</li> <li>• Happy to know that this study is happening</li> </ul>	<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"> <li>• 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.</li> <li>• Bridge condition at this overpass should be taken into consideration</li> </ul>	<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>

# 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

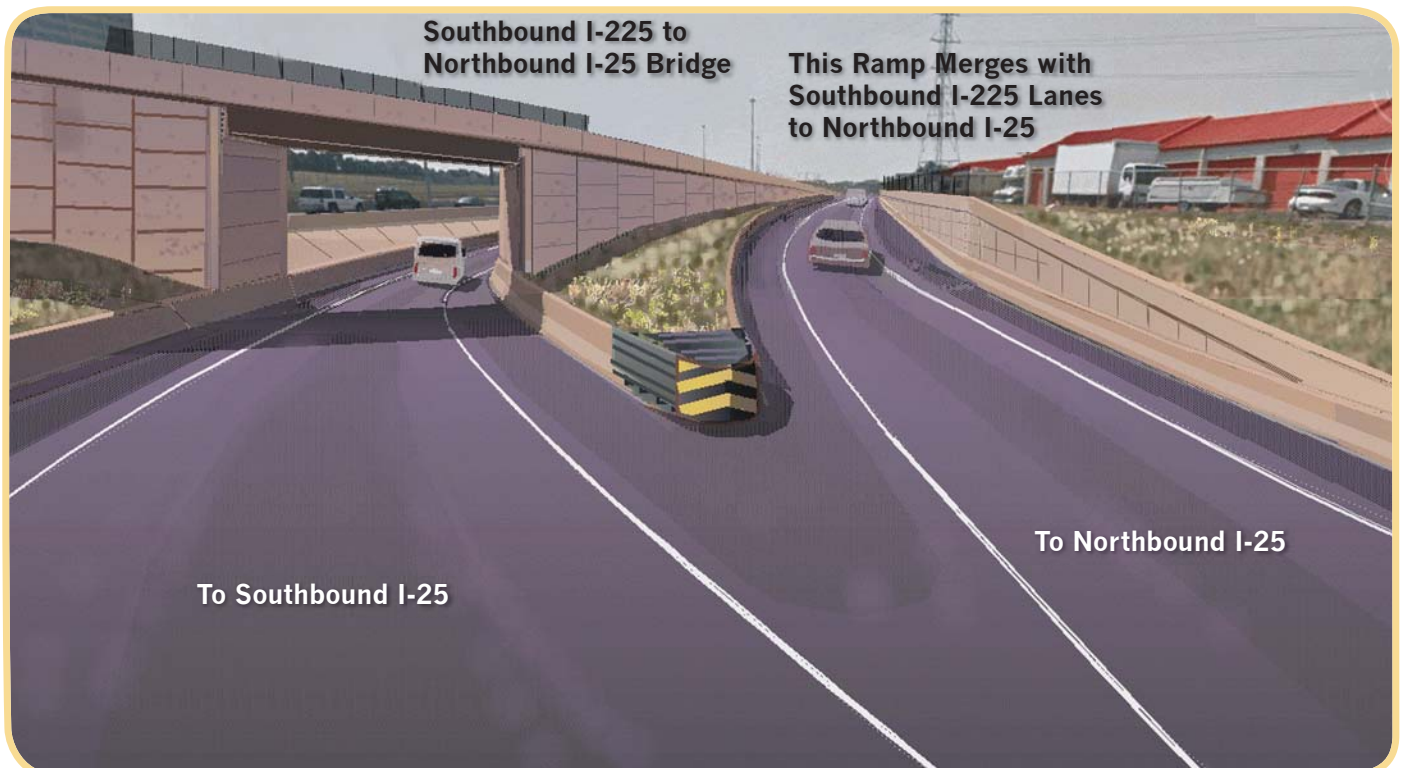
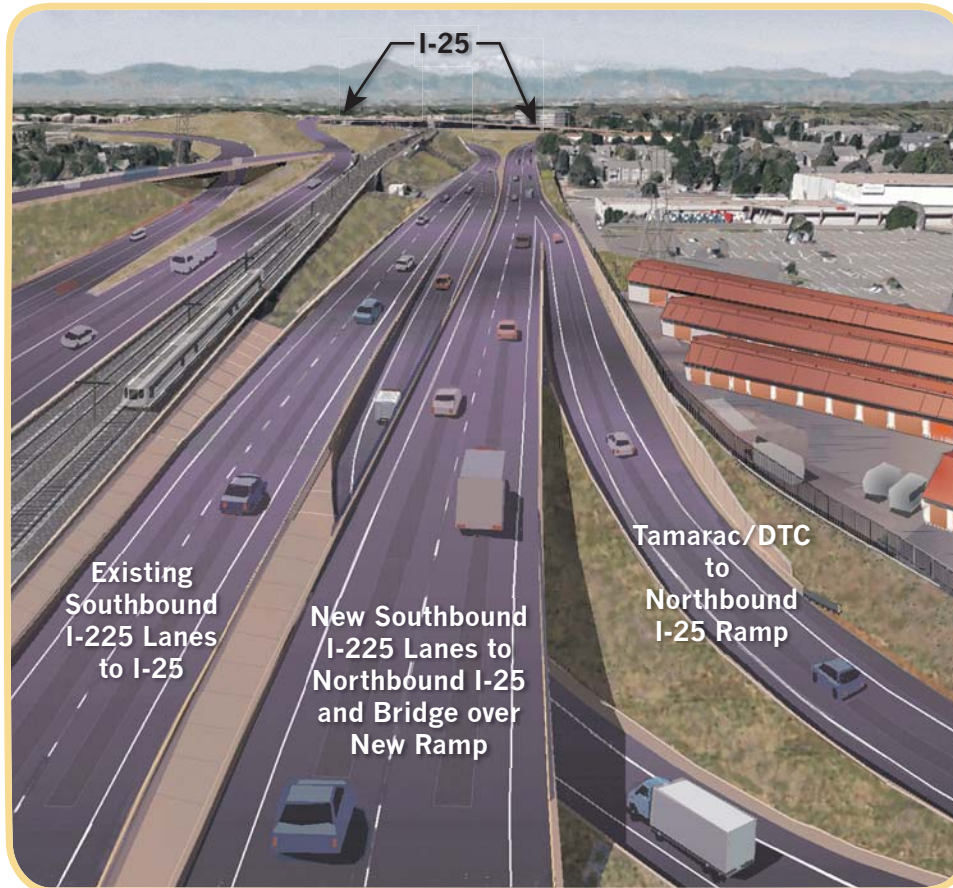
To view the final I-225 PEL Report, please visit the project website at [www.coloradodot.info/projects/I-225pel](http://www.coloradodot.info/projects/I-225pel) or call the I-225 Public Involvement Team at 303-757-9672.

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

