

<p><b>Richard Pierson</b></p> <p><b>Comment #108</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>My concern is on the Holman exchange to 44th Avenue off of Highway 58, is why they put more traffic on 44th with a railroad crossing down there that can block up traffic all the way past McIntyre Street. And the housing developments that are there -- there are two of them -- and their only access at getting out of there or getting in there is off of 44th Avenue. So you will not be able to get emergency vehicles in or out of those housing developments when 44th is backed up. That's about it. I just don't understand that.</p>	<p><b>Response to Comment #108:</b>  Compared to the No-Action Alternative, the Proposed Action is expected to decrease traffic along 44<sup>th</sup> Avenue, east of the Cabela Drive/Holman Street intersection by approximately 1,000 vehicles per day. This is shown on <b>Figure 3-4 No Action 2030 Traffic Forecasts</b> and <b>Figure 3-5 Proposed Action 2030 Traffic Forecasts</b>. Access to 44<sup>th</sup> Avenue from the residential area near Eldridge Street is expected to benefit from this decrease in traffic.</p> <p>The daily forecast along 44<sup>th</sup> Avenue crossing the BNSF railroad is projected to be slightly less in the Proposed Action as compared to the No-Action Alternative. It is anticipated that some traffic that would otherwise use 44<sup>th</sup> Avenue to access I-70 (via the I-70/Ward Road interchange) in the No-Action Alternative would opt to use the new SH 58/Cabela Drive interchange and access I-70 via SH 58 in the Proposed Action. This slight reduction in traffic on 44<sup>th</sup> Avenue east of Cabela Drive will result in a corresponding reduction in the queue of vehicles when trains cross 44<sup>th</sup> Avenue.</p> <p>The signalized intersection at Cabela Drive/Holman Street/44<sup>th</sup> Avenue will provide a protected turn movement in and out of the residential neighborhood north of 44<sup>th</sup> Avenue, which will provide greater access to 44<sup>th</sup> Avenue.</p>
<p><b>Kevin Hood</b></p> <p><b>Comment #109</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>I am the vice president of Wheat Ridge 20/20, and I strongly am in favor of the Cabela's project and surrounding development. I think it's good for the Wheat Ridge economy, and I think it's infrastructure that the community has desperately needed for a long time. I think that it will dramatically improve currently poor traffic flow and will create jobs and interest in Wheat Ridge that will be the catalyst of future development.</p>	<p><b>Response to Comment #109:</b>  FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p>
<p><b>Edward Chuey</b></p> <p><b>Comment #110</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>My concern regards the completion of the flyover ramp from I-70 eastbound onto 58 westbound. The completion of that is not going to happen until after the store opens -- six months, I understand. By doing that, this will develop traffic patterns that will force people going to the airport from the mountains to use the existing off-ramp at the Youngfield exit. And this will develop bad traffic patterns and habits for that six-month period.</p>	<p><b>Response to Comment #110:</b>  Please refer to <b>Section 2.5 Implementation Schedule</b> in the FONSI in regard to your comment on the construction timing.</p>
<p><b>Dick Malmros</b></p> <p><b>Comment #111</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>I am going to give you this. It's a marked-up rendition of the -- it's pretty close to the plan that they have described. And my concerns are that it should be on the -- the main entry should be off of Colorado 58. And that would mean that the primary traffic eastbound from I-70 would swing over on 58 and go in and out of the shopping area. And that would mean that leaving from Cabela's eastbound would also be focused on 58. And why am I saying that? To put a tunnel under I-70 in that location is not viable. They would have to close down I-70 for six months to do it. It's just not viable at all. To add traffic from that underpass going towards Ward Road and therefore 44th Avenue just compounds the traffic that's already onto that and still causes problems going eastbound to get onto 70. What I suggest is that the off-ramp from westbound I-70 also be made into an on-ramp on I-70 rather than to go anywhere near 32nd. And that the existing on-ramp to I-70 westbound at 32nd be closed. Traffic that was from 32nd could go on the Cabela Drive access, which is at Zinnia, and could loop back onto that on-ramp going westbound. Eastbound you would leave the existing ramp at 38th and I-70.</p>	<p><b>Response to Comment #111:</b>  The plan is to have the primary access to the development off of SH 58. An interchange signing plan has been developed to help motorists find their way within the interchange complex and to make it clear that the new SH 58/Cabela Drive interchange is the route for accessing the proposed development. <b>Section 2.3.10 Interstate Guide Signage</b> in the FONSI discusses the supplemental guide signing. The 40<sup>th</sup> Avenue underpass of I-70 and Cabela Drive from 32<sup>nd</sup> Avenue will provide additional access points to the proposed development. Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p>The new SH 58/Cabela Drive interchange will serve both eastbound and westbound traffic from the proposed development. The Proposed Action includes your suggestion for westbound I-70 traffic having direct access to I-70 from the paired westbound I-70 hook ramps located at approximately 35<sup>th</sup> Avenue on the west side of I-70. The westbound I-70 on-ramp would parallel I-</p>

Leave it there. And leave the existing off-ramp -- I'm not sure exactly what street that is -- but it's like 28th or 29th or 30th, somewhere around there -- and just leave it the way it is and not move it back to 27th. What that would do is relieve the congestion at 32nd. You would still have access at 32nd to get into the shopping center, which you would need for emergencies, but it would not be a primary access because there wouldn't be the need to try and get on I-70 across 32nd. My second reason for all of these things is that the way it's presently designed with the underpass at 40th, with the expansion to five lanes on Youngfield going towards 44th and Ward Road, and with elimination of that on-ramp at I-70, it basically does irreparable damage to the Applewood Shopping Center as presently constituted where we have a King Soopers, a Wal-Mart, a number of restaurants, and so on. It's a much cheaper way to go. They are talking about a possible road extension that goes to McIntyre, which would be another access and should also be put in as an emergency exit/entrance. So it's cheaper. And it was so complicated that, without giving you some kind of a drawing and information, I didn't -- I think that it would have been too difficult to try and write that down. So I thought maybe I could explain it easier.

70 from 35<sup>th</sup> Avenue to south of 32<sup>nd</sup> Avenue where it would merge with I-70. This would require construction of a new bridge over 32<sup>nd</sup> Avenue for this on-ramp. The new bridge over 32<sup>nd</sup> Avenue will serve the hook on-ramp, which is depicted in **Figure 2-6 Westbound I-70 On-Ramp** in the FONSI.

In addition, the existing westbound I-70 on-ramp will remain open and be redesigned to merge with the hook on-ramp. The existing signal at the intersection of the existing I-70 westbound on- and off-ramps with 32<sup>nd</sup> Avenue will be removed. A raised median will restrict westbound 32<sup>nd</sup> Avenue traffic from accessing the existing I-70 westbound on-ramp. The existing westbound I-70 on-ramp will only be accessed by traffic traveling east along 32<sup>nd</sup> Avenue. Cabela Drive will extend to 32<sup>nd</sup> Avenue to provide east and west movements to the 32<sup>nd</sup> Avenue, as well as for additional access to the proposed development.

At the westbound I-70 hooks ramps, which access Cabela Drive, the majority of the traffic will not be destined for the proposed development but for other adjacent areas. Approximately 75 percent of the traffic on Cabela Drive, south of the proposed development, is destined or originates from a local commercial or residential area. The 19,000 vehicles per day projection is comprised of only 4,800 vehicles per day associated with the proposed development and Cabela's. Please refer to **Chapter 3 Transportation Analysis** of the EA and the October 2006 *Traffic Analysis Technical Report* for further explanation.

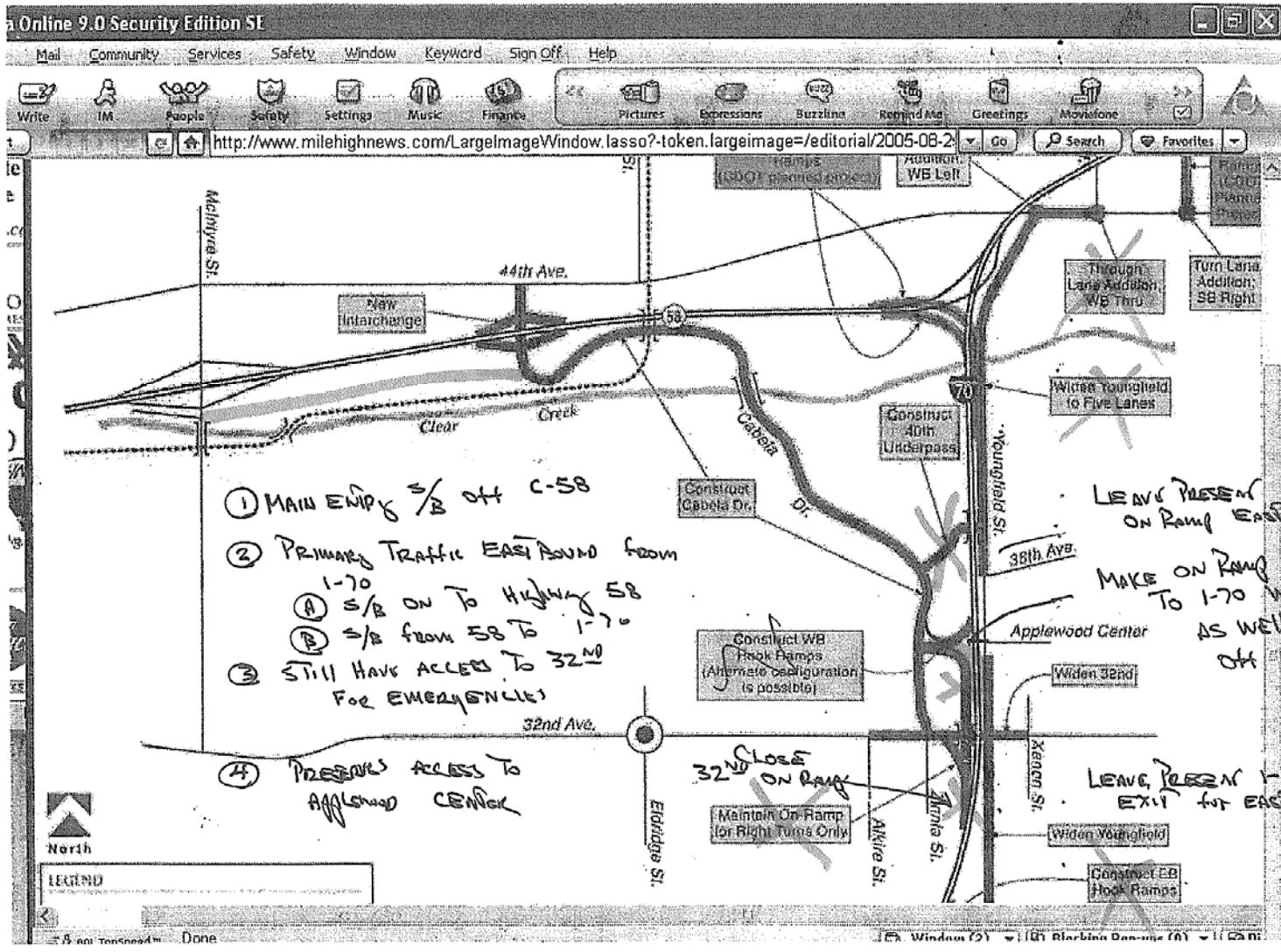
The 40<sup>th</sup> Avenue underpass of I-70 is a local agency project and was approved by FHWA and CDOT in July 2006. Final design on the 40<sup>th</sup> Avenue underpass is complete, and construction of the 40<sup>th</sup> Avenue underpass is expected to begin in the spring of 2007. The construction of the underpass will be phased and coordinated to allow continuous operation of I-70 (three lanes in each direction) during construction.

A traffic analysis was conducted related to the 40<sup>th</sup> Avenue underpass of I-70. For forecasted Year 2030 conditions, the addition of the 40<sup>th</sup> Avenue underpass would not degrade any intersection's level of service (LOS) by more than one LOS. The 40<sup>th</sup> Avenue underpass of I-70 is not slated to be the primary access point. However, this connection does allow the commercial development to be connected so visitors would not have to travel on local residential streets to the commercial businesses along Youngfield Street.

Please refer to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comment on these hook ramps.

Dick Malmros  
 Comment  
 #111

Dick Malmros



<p><b>Connie Patterson</b></p> <p><b>Comment #112-1</b></p> <p><b>Comment #112-2</b></p> <p><b>Comment #112-3</b></p> <p><b>Comment #112-4</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>My concerns in opposition to the questions and answers:</p> <p>Why does the new SH 58/Cabela Drive interchange connect to 44th Avenue?</p> <p>Second question: Why is the new SH 58/Cabela Drive interchange located at Holman Street? As a federal, state and county taxpayer, I am opposed to the funding for the infrastructure for a private business in a neighboring city. I am also opposed to the extra traffic being brought on into our single-lane rural neighborhood street.</p> <p>It is totally illogical to spend millions of dollars on a Cabela Drive/44th Avenue/Holman Street interchange. Here are a couple of logical reasons for unnecessary spending: At this time, 6/10 of a mile from Holman Street down 44th Avenue to McIntyre, is a multimillion dollar project being built. It is to accommodate the heavy traffic on a major thoroughfare and a well-needed safety improvement that the taxpayers will benefit from. Next, spending millions of dollars -- millions of dollars of state and county taxpayers to build a new SH 58/Cabela Drive interchange located at Holman Street, 1/10 of a mile long; single-lane, rural asphalt; no sidewalks, gutters; no drainage; dead-end street ending in our front yards of our homes. It is a small -- Holman is a small rural street for local residents only and is filled with children playing, riding bicycles and horses. Who will be benefitting from the millions of dollars spent on it and who will be paying? Not only tax dollars, but the high price of hazards to our families.</p> <p>If the state and county want to spend some tax dollars for taxpayers' problems, we have one on 44th and Indiana, a major thoroughfare. Indiana is a major thoroughfare. We need a stoplight as it is a very hazardous intersection, and it is 1/10 of a mile west of Holman. I think a little more research on this problem should be done. Let the City of Wheat Ridge and the private businesses fund and build their own streets and roads in their own neighborhood for their own benefit and profit. I am a property owner and taxpayer of Jefferson County. Connie Patterson, and you can reach me at 14400 West 45th Drive, Golden, Colorado 80403.</p>	<p><b>Response to Comment #112:</b> Connie Patterson also provided additional written comments. Please refer to Comment #164.</p> <p><b>Response to Comment #112-1:</b> Please refer to our responses to Comments #16 in regard to your comment on 44<sup>th</sup> Avenue/Cabela Drive/Holman Street intersection and #25 in regard to your comment on the mitigation of the effect of the new signalized intersection at 44<sup>th</sup> Avenue/Cabela Drive/Holman Street.</p> <p><b>Response to Comment #112-2:</b> Please refer to our response to Comment #11-1 in regard to your comment on relocating the interchange to Indiana Street.</p> <p><b>Response to Comment #112-3:</b> Construction of the new SH 58/Cabela Drive interchange will be funded by the developers of the proposed development. <b>Table 2-4 Project Implementation Responsibilities</b> in the EA identifies the transportation improvements in the area, including the Proposed Action, and the funding source for each improvement.</p> <p><b>Response to Comment #112-4:</b> The 44<sup>th</sup> Avenue/Indiana Street intersection is not expected to meet traffic signal warrants by 2030 as a result of the proposed development and the construction of the new interchange at SH 58/Cabela Drive. However, if other conditions in the area change due to unforeseeable events (redevelopment, etc.), it is possible that a signal at this location would be warranted.</p>
<p><b>Henry Van Fleet</b></p> <p><b>Comment #113</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>My comments are relative to the 40th underpass at Youngfield. This underpass is going to be a hazard. It's going to be a death trap, and it's going to be a high maintenance area. The distance between 38th and 40th is very minimal for this type of a workable solution. It's a 5 percent grade with stop signs -- stoplights both at 38th and on the new 40th underpass. This is on the back slope, the north slope, and it's going to be hazardous because the slope, the drainage -- weather, icing -- the northwest winds are going to affect this. Most of all, it's one of the poorest designed configurations I have ever seen, and you are talking to an engineer that's retired, for 40 years, 23 years as director of engineering for the City of Denver, teacher of engineering classes for the University of Colorado. This tunnel is going to be below -- the grade of the tunnel is going to be below Youngfield Avenue -- Youngfield Street, rather. To climb out of it, you are going to have an up-ramp and then a right turn of a 5 percent grade, which is going to be hazardous. And it's going to be difficult to climb that grade in the wintertime with snow and ice on that slope because the sun is not going to reach it. And just the reverse of it, those that are traveling north on Youngfield are going to have a hard time stopping at a short distance at the 40th underpass. And lane switching. Currently there are two lanes on Youngfield. You might say there's two or three lanes because there is</p>	<p><b>Response to Comment #113:</b> Henry Van Fleet submitted similar verbal and written comments. Please refer to Comments #161 and #179.</p>

	<p>a left-turn lane there. But widening of this is going to cause no end of problems trying to go from the left to the left-turn lane to go into the underpass into Cabela's. This is going to be hard to stop on the down grade. And if you are climbing to the south, you are going to have trouble climbing the grade after you have stopped at 40th and get started again. Over the years it's worked reasonably well because of basically two lanes. You have two traffic lanes there, and this keeps the snow and ice beat down so cars can climb it. But they do not have to have a stop at the proposed 40th, which is going to increase problems. Anybody associated with this in the future should be called in to state their business as far as this because I think a class action suit should be forthcoming for anybody injured in this construction. And that is Wheat Ridge and Jefferson County because they are the two principals in here and possibly the Colorado Department of Highways/Transportation for their allowing this to go under I-70 in an unworkable manner. It's going to be a hazard, high maintenance, very difficult to maintain, and there are going to be some serious consequences in the future.</p>	
<p><b>Shirley Pierce Comment #114</b></p> <p><b>Comment #114-1</b></p> <p><b>Comment #114-2</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>I am Shirley Pierce, and my family and I have lived here in our house in Applewood for 42 years. And we have had a wonderful life in Applewood -- a quiet, nice neighborhood to raise a family in. We live between 20th and 26th below Simms. We are all very concerned about the traffic pattern. It will change drastically if the hook ramp goes in on 27th and Youngfield. And there will be lots of traffic that now uses 20th and 26th that does not use it now, and it will change our quality of living in the area. And it is terribly upsetting to those of us -- it's an old neighborhood that has established homes, and we are used to a quiet way of life, and we don't want it changed. And I hope that Wheat Ridge and Cabela's will listen to our comments because it doesn't seem like they have been listening before. All of the hundreds and hundreds of people that have gone to all these meetings, all the comments seem like they never got anywhere. So it's kind of upsetting to all of us who have tried our best to keep it the way we want it. Thank you.</p>	<p><b>Response to Comment #114:</b> Shirley Pierce submitted additional verbal comments. Please refer to Comment #156.</p> <p>Please refer to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p><b>Response to Comment #114-1:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p> <p><b>Response to Comment #114-2:</b> Please refer to our response to Comment #10-2 in regard to your comment on the public involvement process.</p>

<p><b>Robert H. Robinson</b></p> <p><b>Comment #115</b></p> <p><b>Comment #115-1</b></p> <p><b>Comment #115-2</b></p> <p><b>Comment #115-3</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>I feel this project benefits practically no one except Cabela's, and so I guess I am -- it just doesn't seem to make any sense to me. It's not going to benefit the residents because there are plenty of shopping opportunities in Denver for the kind of goods that they supply. It's not going to benefit the current businessmen in the Applewood Shopping Center. That shopping center already has a number of closed storefronts. And if they build a Cabela's across the highway and they allow additional business development already, that will make things even worse in the Applewood Shopping Center. This kind of development is mostly staffed by minimum wage or slightly above minimum wage kind of jobs. Those people will probably bus in or drive in from other parts of the city. They probably can't afford the kind of houses that are in the immediate area. The managers of the stores probably won't live in this area either. They'll probably live in some high-priced high-upscale place. But the worst part about it is that Wheat Ridge -- I'm not sure I have my facts on this -- but Wheat Ridge either has a delayed revenue stream from this because they are exempt from sales taxes or it's been delayed. So who -- I just don't get it. Who is benefitting from this? That was my opener. My own personal disappointment about this is that I am moving from Applewood to Paramount Heights to get away from the traffic noise on I-70. And one of these new interchanges at I-70 and 27th is going to direct more traffic right down to where I bought another house. I can't get away from it. So I am dead set against the whole thing.</p>	<p><b>Response to Comment #115:</b></p> <p><b>Response to Comment #115-1:</b> Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.</p> <p><b>Response to Comment #115-2:</b> Economic impacts from the Proposed Action are expected to be positive in nature. No notable loss property tax revenue is expected from the proposed improvements. The transportation improvements are expected to improve accessibility to retail and commercial facilities currently located along Youngfield Street and the proposed development. In addition to regional growth, the Proposed Action would provide the needed transportation system to support the economic gains expected from the proposed development. In total, tax collections are estimated to be \$10.5 million annually from the development and benefiting the City of Wheat Ridge, Jefferson County, Jefferson County School District, and the State of Colorado.</p> <p><b>Response to Comment #115-3:</b> Please refer to our response to Comment #5-1 in regard to your comment on noise. Please refer to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p>
<p><b>Boyd Hoback</b></p> <p><b>Comment #116</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>We operate the Good Times restaurant at 32nd and I-70. Currently there exists a full turning access into Conoco and Good Times which will be restricted to a right in/right out. All of the traffic for Good Times and Conoco needs access back to the full turning access point on Cabela Drive. Today there currently exists no cross access from Conoco or Good Times north. The access will have to go north from Good Times across Country Cafe to the full turning access point. Good Times currently has parking across the east edge of its lot, and all of its drive-through traffic exits onto that internal roadway. There appears to be enough room to extend a common access road to the east of Good Times' property. There is a current access easement that runs east/west between Good Times and Conoco, but there is no north/south cross access. We would like to see a signalized full turning intersection at Cabela Drive or all of Conoco and Good Times and Country Cafe traffic would have to access southbound Cabela Drive.</p>	<p><b>Response to Comment #116:</b> The access and traffic circulation for the businesses north of 32<sup>nd</sup> Avenue between I-70 and Cabela Drive will be a part of final design. A preliminary analysis has been conducted to gauge whether a traffic signal would be warranted at this location (just south of La Quinta) on Cabela Drive. The analysis indicates that a signal could be warranted; however, part of satisfying this warrant will depend on the nature of future development in the immediate area.</p> <p>Final design will ensure that adequate access is provided to all current users north of 32<sup>nd</sup> Avenue.</p>
<p><b>Don Whetsel</b></p> <p><b>Comment #117</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>Now, I think there have been too much emphasis on the traffic, because it isn't like a factory, where everybody goes in at an hour and comes back out at an hour. This is going to be, you know, local traffic and traffic all day long. So we aren't talking about a jam, you know. We're talking about just normal traffic going through. And I think that we're -- the people are too concerned about the traffic that's going to be. I don't think there's going to be any problem at all, especially the way they got it set up. There's multiexits that you can get in and out of there, so it's -- I don't -- I don't understand why everybody is so concerned about the traffic. That's my comments.</p>	<p><b>Response to Comment #117:</b> FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p>

<p><b>Rob Osborn</b></p> <p><b>Comment #118</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>Wheat Ridge 2020 is a nonprofit community and economic development corporation focused on revitalization efforts in the city of Wheat Ridge. Wheat Ridge 2020 fully supports the proposed highway improvements as identified in the I-70/32nd Avenue Interchange Environmental Assessment. The improvements are essential to alleviate long-standing traffic congestion along its major corridor and will promote long-term transportation benefits that will enable sustainable commercial development in our community. We support the proposed highway improvements because the proposed improvements will provide solutions to existing long-standing traffic congestion problems on the I-70 and 32nd Avenue Interchange area. The proposed improvements will provide direct access between Interstate 70 and State Highway 58 that will effectuate better traffic flow to the northwest areas of Wheat Ridge, Golden, and Arvada. The proposed improvements improve and enhance egress on and off Interstate 70 and Ward Road, eliminating existing and future congestion problems by widening the road and allowing direct turn lanes. The proposed improvements at Interstate 70 and the 27th Avenue and Youngfield Streets will provide additional access point to I-70 that will reduce traffic congestion on northbound Youngfield Avenue. The proposed improvements at the west side of Interstate 70 and 32nd Avenue Interchange will provide safer egress on and off I-70 and improve the flow of traffic at that interchange. These improvements will provide traffic conditions that calm the flow of traffic and minimize backups at these egress points. The proposed improvements will facilitate enhanced access to existing commercial facilities along Youngfield Street and the proposed new commercial development that will provide sustainable taxed growth and generation for Wheat Ridge and Jefferson County. For these reasons, Wheat Ridge 2020 Corporation supports the I-70 and 32nd Avenue Interchange highway improvements as addressed in the Environmental Assessment.</p>	<p><b>Response to Comment #118:</b> FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p>
<p><b>Cheryl Brungardt</b></p> <p><b>Comment #119</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>I've been watching this whole process, and I appreciate CDOT taking the comments. And I am in favor of the Environmental Assessment that's happened, and we'd just like to see it go through so Cabela's could be built. And I think that this traffic situation is going to get worse as the area grows in the next 20 to 30 years, and so what we can do now that we have money for would be great. Because if we don't plan for growth, the growth is going to happen anyway, and then the road is going to be way out under -- like it is now, and it's not able to serve the traffic that's there now, much less 20 or 30 years of additional growth.</p>	<p><b>Response to Comment #119:</b> Cheryl Brungardt also provided additional verbal comments on the EA. Please refer to Comment #6.</p> <p>FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p>
<p><b>Dennis Brungardt</b></p> <p><b>Comment #120</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>I'd like to speak to endorse the development of the 32nd Street/I-70 Interchange. I've utilized that interchange for 30-some years, and I've seen the need for improvement to take place in that area. Now is the time to do it, and we need to be proactive and do what needs to be done for the -- in a transportation vein for the betterment of the community.</p>	<p><b>Response to Comment #120:</b> FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p>
<p><b>Flora Andrus</b></p> <p><b>Comment #121</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>I'm very pleased with the product that has been offered in the EA because it represents consideration of our 44th and Holman intersection with Cabela Drive, whereas they're going to try to design it to help us keep the community character alive. As we go forward, there will be the I-70/58 process that I'd be interested in being a participant in, but for all of the work that has been done, I think they have done a marvelous job and</p>	<p><b>Response to Comment #121:</b> Ms. Andrus, President of the Fairmount Improvement Association, also provided these comments in a letter dated November 8, 2006. Please refer to Comment #25 for the response.</p>

that our concerns have been represented very, very well.

Following is written statement Flora Andrus wanted entered into the record:

November 8, 2006

Re: Remaining Fairmount Concerns at 44th/Holman Street/Cabela Drive

Dear CDOT staff: In review of the I-70/32nd Avenue Interchange Environmental Assessment we are pleased to find recognition of the concern relative to the extension of Cabela Drive north to connect with 44th Avenue, which is at the Holman Street intersection.

Executive summary: It is recognized that such a connection would reduce the quality of the view of South Table Mountain by the residents along Holman Street. To address this concern, as well as others identified, the Mitigation Measures-Visual is to "Incorporate landscaping and other design elements within right-of-way, where space is available to provide a visual transition between the adjacent area and the new signalized intersection at Cabela Drive, 44th Avenue and Holman Street."

Environmental Assessment Manual: While there may be other references, we are particularly pleased with the following statements to continue the resolution of and mitigation of the aspects so designated through/during the design process, with public comment from the particular neighborhood impacted. References are as follows: Mitigation - Section 4.1.2.3 and Section 4.16.3 Mitigation - page 4-139, last paragraph and continued on page 140 the first paragraph, which reads: "The signalized intersection at Cabela Drive, 44th Avenue, and Holman Street would introduce a new traffic signal on 44th Avenue and affect the visual character of the area for the adjacent residences. During final design, CDOT will investigate landscape design options and/or other design features that will soften the effect of the new signalized intersection and provide an appropriate transition to the residential area (Fairmount neighborhood). "CDOT will incorporate landscaping and other design elements within the right-of-way, where space is available, in order to provide a visual transition with the adjacent neighborhood, such as entry treatment, entry signage, sidewalk constrictions, and other traffic calming devices. "Public input will be solicited on aesthetic issues, such as bridge design treatments at grade-separated intersections and retaining walls. These will include facing materials, colors, textures, and aesthetic elements. Input will also be solicited on roadway appurtenances, such as lighting fixtures, signs, and traffic control devices that have visual effects."

We look forward to meeting with the design staff to formulate a suitable design and mitigate measures that will preserve the solitude of this 100 home community into the future. Please see the attached presentation to Wheat Ridge City Council at the ODP/FDP hearing of August 14, 2006. This conveys the primary concerns of this Fairmount community. We certainly appreciate your willingness to meet with us at this special meeting. Your understanding has made the difference in the outcome of this major change to our communities. Thanks to you all.

Most sincerely, Flora A. Andrus, President,  
Fairmount Improvement Association.

(Attached Presentation):

Wheat Ridge City Council Hearing. Rezone, ODP and FDP of WR Annexed properties in Clear Creek Valley, August 14, 2006, Fairmount Improvement Association Comments.

As president of the Fairmount Improvement Association, I would first like to take this opportunity to publicly express our appreciation for all of the considerations afforded our communities by Wheat Ridge, Cabela's and Coors. I would like to appeal to you regarding a concern of your northerly neighbors. This situation is relevant to the north terminus of the Diamond Interchange as it is to be connected to 44th Avenue at Holman Street. We understand that this connection is mandated and not desired by Cabela's any more than the residential community of Fairmount. There are two adjacent enclaves located just north of 44th Avenue between Holman and Eldridge streets, each of approximately 50 homes, one built in the '50s and the other less than 15 years old. These properties have only 44th Avenue as their ingress/egress to their homes. They are surrounded by dead-end streets on the north by the RR tracks and no exits either east or west. Because of this unusual situation in Fairmount, we request that you give particular consideration to the impacts that will be felt in this community and provide mitigation for this area. We hope that the EA will identify needed protections for these residential properties along 44th Avenue.

Potential Applications: Privacy walls (of masonry type construction - not plastic or wood that deteriorate). Sound walls would be helpful, if not a total noise abatement, although privacy is a major consideration. Safety protection for the community whose properties are no more than 15 feet from the ROW of 44th Avenue. Privacy walls would be effective to protect this community as a safety measure. 44th Avenue is the current school bus stop for this community.

Mandated Connection: Trail connections between Clear Creek Trail and 44th Avenue will likely be part of the bridge over CH 58. A trail along 44th Avenue should be upgraded to access the bridge connection to Clear Creek Trail. Traffic signals for pedestrian/bicyclists to safely cross 44th Avenue and access the bridge to the Clear Creek Trail should be provided.

Preservation of Residential Communities:

Protect Home Values. Identification that the Holman Street is 'local' street. It is essentially a dead-end street, not to be invaded by travelers. An obvious limitation of direct access to Holman. As truckers who are unfamiliar with the area approach 44th Avenue, it should be very clear that they must turn right or left.

Front Door - Back Door: Since this interchange is considered the front door to the Cabela's by many, there should be considerations of an aesthetic entryway: A, not just a trucking entry - like an unloading dock at the back of a store; B, lighting should be mitigated to protect the community; C, pollution from the trucking exhaust should be mitigated; D, noise levels need to be controlled.

The Environmental Assessment will hopefully recognize these very real concerns. We just want to make you aware of the impact of this decision. We also would like to work with you to accomplish the greatest abatement of these concerns.

<p><b>Debra S. Moulton</b></p> <p><b>Comment #122</b></p> <p><b>Comment #122-1</b></p> <p><b>Comment#12 2-2</b></p> <p><b>Comment#12 2-3</b></p> <p><b>Comment #122-4</b></p> <p><b>Comment #122-5</b></p> <p><b>Comment #122-6</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>My name is Dr. Debra S. Moulton, and I'm currently a resident of Wheat Ridge, and I further own a business located in Wheat Ridge. I would like to address the flaws in the proposed hook ramps on Youngfield and 27th. Youngfield and 27th is both a residential and commercial neighborhood. The current proposal would highly impact the residents surrounding this area due to the proposed exit and entrance ramps for eastbound I-70. The current EA proposal requires the exit ramp location through the acquisition of residences and properties and feet from homes and backyards not acquired.</p> <p>27th Avenue is a two-lane road with a park on the corner. Due to the fact that 27th crosses a dam, it can never be expanded in the future. This EA pointed out that the traffic on 27th would only increase to 900 cars per day and will not affect the dam. With a Ph.D. in statistics, I question this arbitrary number, not considering the current traffic patterns for both ramps. Many cars currently utilize 32nd and 38th to head to the current eastbound ramps, as well as exit from eastbound to get to their homes. I predict this figure to be considerably higher than 900 cars per day on 27th Avenue, which leads east into a residential community on 26th Avenue. Children cross this street to go to Stober Elementary on a daily basis, and we would be put at risk with this proposal.</p> <p>This EA points out that it is better to have an entrance and exit ramp in the same location for convenience to drivers. This assumes that people are headed in the same direction from where they came. If drivers want to head back west, they will need to drive close to a mile to go under a bridge to the other side of I-70 in order to do so.</p> <p>The distance of the Applewood Shopping Center is too far from the exit ramp; so far, it will be impossible to see signs from I-70 to know that a shopping center even exists. The proposal sets an entryway to the highway right at the exit of a park. How safe is it to put an entryway to a highway next to a park? The five lanes on Youngfield are proposed to 27th Avenue, but Youngfield south of 27th is not addressed, nor are lights to allow community members an exit to Youngfield. This EA is filled with mentions of public preferences with plans eliminated due to acquisition of land, yet this proposal suggests acquiring over 156,000 square feet of land from three residences, five businesses, in addition to disrupting an entire community exit to 26th and Beech Court with a freeway exit affecting hundreds of homes.</p> <p>Page 2-49 of the summary, Figure 2-16, depicts an interim lane addition to the existing off-ramp from westbound I-70 initially. The proposed action, as indicated on 2-48 is, quote, "not currently required and will be delayed until no later than 2030," unquote. There are other viable options that must be carefully considered now before this EA is approved north of 27th, closer to the commercial shopping center.</p> <p>One quite feasible alternative is called the "blue location," depicted in Figure 2-4 on page 2-31 and is described as having been eliminated for the following reasons depicted in Table 2-3 on page 2-29. Quote: "A second signal on Youngfield would be introduced," unquote. Of course, this makes no sense since the current light where the exit ramp exists would obviously be eliminated in this proposal; thus, no second signal would be introduced. Quote: "Requires the eastbound I-70 bridge to be widened to provide for required acceleration distance," unquote. My counter to this is simple: Think of the money saved not extending the Youngfield lanes to five all the way up to 27th on questionable acquisition of over 156,000 square feet of homes and commercial</p>	<p><b>Response to Comment #122:</b> These comments are the same as those of Deborah Estel. Please refer to the responses to Comment #128.</p> <p>Please refer to our response to Comment #4-2 in regard to your comment on the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p> <p><b>Response to Comment #122-1:</b> Please refer to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p><b>Response to Comment #122-2:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p> <p><b>Response to Comment #122-3:</b> Please refer to our response to Comments #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue; #13-2 in regard to your comment on school safety; and to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p><b>Response to Comment #122-4:</b> Please refer to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comment on these hook ramps.</p> <p><b>Response to Comment #122-5:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p> <p><b>Response to Comment #122-6:</b> The Proposed Action represents a compromise between impacts to the community and traffic operations. FHWA and CDOT eliminated the use of a diamond or single point urban interchange configuration at the I-70/32<sup>nd</sup> Avenue interchange because of the substantial impacts to existing residential and commercial properties. The use of a diamond interchange configuration at the I-70/32<sup>nd</sup> Avenue interchange, which was part of Alternative 1 and 1B, would have required the full or partial acquisition of 14 residences and 22 businesses. The use of a single point urban interchange at the I-70/32<sup>nd</sup> Avenue interchange, which was part of Alternative Package 1, would have required the full or partial acquisition of 39 properties and the relocation of 14 residences and 22 businesses. The screening of alternatives is presented in <b>Chapter 2 Alternatives</b> in the EA.</p> <p>Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p> <p><b>Response to Comment #122-7:</b> Please refer to our response to Comment #10-2 in regard to your comment on the public involvement process.</p>
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<p><b>Comment #122-7</b></p>	<p>properties, as well as not having addressed the impact of the residential communities on both Youngfield south of 27th and 27th east of Youngfield; specifically, the inability to expand 27th from a two-lane road and the lack of safety measures of our residential communities along Youngfield and 26th Avenue. Although I know these issues have been publicly discussed in previous meetings, they are not present in this EA and thus needed to be reiterated.</p>	
<p><b>Kathleen Krager</b></p> <p><b>Comment #123</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>My name is Kathleen Krager. I'm a transportation engineer with the firm of Krager &amp; Associates, and I'm here tonight representing the business interests along the I-70 Frontage Road north of 32nd Avenue. And I want to remind both CDOT and the City of Westminster that there is a full-movement access proposed from new Cabela Drive that serves the established existing business area. And because of Cabela's increased traffic on this roadway, that intersection will require signalization. This signal should be paid for by Cabela's and should not be the responsibility of any of the existing businesses, since without Cabela's traffic, no signal would be warranted. Thank you.</p>	<p><b>Response to Comment #123:</b></p> <p>A preliminary analysis of this intersection suggests that a traffic signal may be eventually needed. Most of the traffic along Cabela Drive at that point is traffic to/from westbound I-70 and not the proposed development. A means of funding this signal, if and when warranted, will need to be determined by the City of Wheat Ridge.</p>
<p><b>Dwaine Richter</b></p> <p><b>Comment #124</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>I am the property owner of existing businesses and vacant lots in 70 West Business Center, which is the northwest corner of 32nd and I-70. We will be negotiating with the City, or whoever acquires the right-of-way, for additional widening of Cabela Drive from 32nd Avenue north to 40th Avenue. I would like the City, or whoever does the construction design of the street, to consider using the existing 25-foot-wide berm and 10-foot wall as part of the necessary street, Cabela Drive, for 93 feet of proposed right-of-way width. In the design, I'd like to have them look at using that and maybe tearing down or relocating the wall further west. The 10-foot wall does not need to have a 25-foot-wide strip of land, and some of that 25 feet could be added to the required 93 feet of street width.</p>	<p><b>Response to Comment #124:</b></p> <p>Preliminary design of Cabela Drive utilizes the existing Youngfield Service Road right-of-way and requires partial right-of-way acquisition at the base of the 10-foot noise wall on the west, as well as from the properties east of the proposed Cabela Drive.</p> <p>The existing 10-foot wall along the Youngfield Service Road is a noise barrier for the residences north of 32<sup>nd</sup> Avenue. Relocation of this noise barrier to the west would require the reconstruction of the noise barrier and the partial acquisition of right-of-way from the residences to the west. FHWA and CDOT understand your desire to limit partial right-of-way acquisition from the I-70 West Business Center; however, relocation and reconstruction of the 10-foot noise wall would be costly and impact a series of residences west of the Youngfield Service Road. The partial right-of-way acquisition east of the Youngfield Service Road would impact the existing gas station parking lot, a vacant parcel, and the La Quinta Inn parking lot. For these reasons, we will not widen Cabela Drive to the west and cause the reconstruction of the existing noise wall and acquisition of right-of-way from the adjacent residences.</p> <p>All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law. Right-of-way impacts and mitigation is discussed in <b>Section 4.2 Right-of-Way and Displacements</b> in the EA and <b>Section 3.3 Right-of-Way and Displacements</b> in the FONSI.</p>

<p><b>Elizabeth Ternes</b></p> <p><b>Comment #125</b></p> <p><b>Comment #125-1</b></p> <p><b>Comment #125-2</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>The impacts of the 27th Avenue hook ramps would greatly impact my neighborhood, as well as my neighbors. Part of my neighbor's yard is going to be impinged upon because of this. My children are not even going to be able to go outside to play, much less cross the street, to be able to go to the park to play. I can't even sell my house because I have to have this as a disclosure, of this coming in. It creates just a total impact and a degrade of our environment and our neighborhoods. There are schools all throughout that area, down off of 38th: Maple Grove, Stober Elementary. All these areas are going to be heavily impacted: Eastbound exit and then eastbound entrance, all in one area. Novacek's, the nurseries that sit right there, that is -- that is a historical area. It's the last standing carnation farm. That family has been there for almost 100 years. And they're just willing to just come trampling across somebody's space, somebody's livelihood, somebody's entire life and history, and just take it away for growth, for greed, and nothing but. Have respect for your neighborhoods, have respect for the people that help to maintain businesses, and don't run us out of our neighborhoods by making it unlivable. Keep our children safe. There's a park right there. An exit ramp right onto I-70 right by a park, right by where children cross, go back and forth, that's a hazard waiting to happen: Number one, injuries; number two, kidnappings. It's just, it's a dangerous -- it's not the answer. 27th Avenue is not the answer. Move it down to the industrial area. Thank you.</p>	<p><b>Response to Comment #125:</b> Please refer to our response to Comments #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue and to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p><b>Response to Comment #125-1:</b> Please refer to <b>Section 3.4 Novaceks' Carnation Nursery, 2635 Youngfield Street</b> in the FONSI in regard to your comment on the Novacek property.</p> <p><b>Response to Comment #125-2:</b> Please refer to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p>
<p><b>Claudia Browne</b></p> <p><b>Comment #126</b></p> <p><b>Comment #126-1</b></p> <p><b>Comment #126-2</b></p> <p><b>Comment #126-3</b></p> <p><b>Comment #126-4</b></p>	<p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>While I intend to provide more detailed comments prior to the December 8 deadline, I felt it only fair to inform you of my serious concerns about the draft Environmental Assessment submitted by Wheat Ridge and Cabela's. Truly, the neighbors are not trying to be obstructionist and believe that Cabela's could be a quality addition to the area if planned well. However, the current EA does not provide convincing evidence of no significant impact and, in fact, seems to be designed to avoid the need for meaningful mitigation. My initial impressions are that the document is seriously flawed for the several reasons listed below:</p> <p>1: The No Action alternative is a false construct with erroneous assumptions about traffic volumes. The traffic volumes in the No Action alternative are by no means a given, because while another commercial development may occupy the site, it would not necessarily be a development that draws 3 million cars per year. Therefore, the No Action alternative is an inappropriate basis for comparison. There needs to be a sensitivity analysis comparing the proposed improvements to a realistic alternative such as no improvements and significantly lower traffic flows, assuming a smaller local development that does not depend on regional traffic inflows.</p> <p>2: The air and noise analyses do not adequately take into account the cumulative impacts of the project.</p> <p>3: Because of the inappropriate use of the No Action alternative and the absence of cumulative impact analysis, impacts from key issues such as air and noise are downplayed; and as a result, no meaningful mitigation measures are proposed, such as providing alternative transportation to reduce the inflow of traffic.</p> <p>4: The EA does not provide a full explanation of its assumptions or a systematic fact-based analysis (e.g. about traffic volumes and vehicle mix, delivery vehicles, road</p>	<p><b>Response to Comment #126:</b> Claudia Browne also provided additional verbal and written comments on the EA. Please refer to Comment #140 and #201B.</p> <p>Please note that the Environmental Assessment released on October 25, 2006 for agency and public comment is not a draft document and has been approved by FHWA and CDOT.</p> <p><b>Response to Comment #126-1:</b> A sensitivity analysis was conducted as part of the October 2006 <i>Traffic Analysis Technical Report</i>. The sensitivity analysis included the No-Action Alternative without Cabela's or any other development (see <b>Section 3.1.1 No-Action without the Cabela's Shopping Center</b> in the October 2006 <i>Traffic Analysis Technical Report</i>). In addition to the Cabela's development, the Northwest Corridor Combined Alternative, which includes a freeway facility along SH 93 and US 6 through Golden and McIntyre Street as a four-lane arterial, was included in the travel demand forecasts. As described in <b>Section 2.3 No-Action Alternative</b> and <b>Section 3.2.1 No-Action Forecasts</b> of the EA, the Cabela's proposed development and the Northwest Corridor Combined Alternative was included in the No-Action Alternative to allow a realistic volume of traffic to be considered. Currently, the 32<sup>nd</sup> Avenue/Youngfield Street intersection operates at LOS C during the AM peak hour and LOS D during the PM peak hour. There are, however, some movements at that intersection that operate with long delays and queuing. This intersection, along with the adjacent intersections of 32<sup>nd</sup> Avenue/I-70 WB Ramps, and 32<sup>nd</sup> Avenue/Youngfield Service Road are projected to continue to degrade in operation in the future if no improvements are made. In 2030, even <i>without</i> the proposed development, these three intersections are projected to operate at LOS F during the PM peak hour. With the improvements associated with the Proposed Action, the 32<sup>nd</sup> Avenue/I-70 WB Ramps intersection would be eliminated, and the 32<sup>nd</sup> Avenue/Youngfield</p>

<p><b>Comment #126-5</b></p> <p><b>Comment #126-6</b></p>	<p>usage), and therefore it is not possible to determine if the EA is complete, accurate, or reasonable.</p> <p>5: I believe the EA needs to be revised to address these and other concerns and/or that the process needs to move to a full EIS evaluation. However, we are losing confidence in the process and are at a critical crossroads. For two years we have tried to comment on inadequacies in the alternative screening process and assumptions made by FHU about traffic. Now that we see the lack of detailed consideration of our serious concerns and avoidance of mitigation measures, we are no longer comfortable with the developer and Wheat Ridge handling the scoping of the EA. We believe it is essential that, at a minimum, CDOT step in and provide more oversight and scrutiny of assumptions, analytical methods, and presentation of results.</p>	<p>Street and 32<sup>nd</sup> Avenue/Cabela Drive intersections are projected to operate at LOS C or better during the peak hours in 2030.</p> <p>In 2030, <i>without</i> traffic generated by Cabela's, there are three intersections that are projected to operate with congestion (LOS E or F) during the AM peak hour and eight intersections that are projected to operate with congestion during the PM peak hour. This shows that even without the traffic generated by the proposed development there will be operational problems in the study area in the future. <i>With</i> traffic generated by Cabela's, 4 intersections during the AM peak hour and 11 intersections during the PM peak hour are projected to operate with congestion in 2030. This comparison shows that the Cabela's traffic would further degrade the operation of the study area intersections, forcing three additional intersections into congested operations during the PM peak hour. It should be noted that the land is zoned for commercial/retail use, and if Cabela's is not the primary user there could very well be another major anchor creating similar traffic impacts.</p> <p>This response also applies to Comment #153-1, #157, #201A-1, #204-1, #204-10, #212-4, #219-1, #228-2, and #228-28.</p> <p><b>Response to Comment #126-2:</b>  <b>Section 4.20 Cumulative Impacts</b> of the EA discusses the cumulative impacts for air quality and noise. In regard to air quality, DRCOG is responsible for monitoring growth within the metropolitan area and regularly examines regional impacts by performing regional conformity evaluations. The cumulative impacts on air quality from current and future transportation sources are accounted for in the conformity analysis for the Regional Transportation Plan. The new SH 58/Cabela Drive interchange and I-70/32<sup>nd</sup> Avenue interchange reconstruction were included in the DRCOG <i>Metro Vision 2030 Regional Transportation Plan</i> on June 14, 2006. The noise modeling and analysis presented in <b>Section 4.5 Traffic Noise and Vibration</b> of the EA include the noise impacts of multiple traffic sources in the vicinity of the project and thus represent the cumulative impact with regard to traffic noise. Increases in transportation and development resulting in an increase in noise would occur within the area regardless of whether or not the Proposed Action is constructed.</p> <p><b>Response to Comment #126-3:</b>  Please refer to our response to Comment #126-2.</p> <p><b>Response to Comment #126-4:</b>  FHWA and CDOT understand that the EA is a large document and can be difficult to review. In an attempt to limit the size of the EA, supporting technical reports are relied upon for detailed information not included in the EA. Please refer to the October 2006 <i>Traffic Analysis Technical Report</i> for additional information on the traffic analysis. The technical reports were available for public review and comment at the FHWA, CDOT Region 6 Environmental, and City of Wheat Ridge offices.</p> <p><b>Response to Comment #126-5:</b>  Please refer to our response to Comment #2-1 in regard to an EIS.</p>
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		<b>Response to Comment #126-6:</b> Please refer to our response to Comment #10-2 in regard to your comment on the public involvement process.
<b>James Horne</b>  <b>Comment #127</b>	Comment submitted to the court reporter at the November 9, 2006 public hearing.  I have two main concerns. One is the safety of my property. I live right on the property line of this development, next to Wheat Ridge. We met with -- neighbors and I met with Cabela's, their representatives, in March 2005 about a security wall, some tree sheltering, noise issues, and kind of, you know, plantings that would obscure the development from my home. And I haven't heard anything since. I have five young children, and I'm concerned about pedestrian traffic or people from the development migrating into my area; it's right into my backyard, basically. And the second issue is pedestrian safety across 32nd from my neighborhood, which is north of 32nd, across 32nd to the two schools on Alkire Street. The existing crosswalk conditions are substandard. The sidewalk actually stops before you get to the crosswalk, and there's inadequate tree lawn or other sort of buffering from the sidewalk to the street. It's right next -- they're right next to each other. I feel a fence is needed between the sidewalk and the street, and that the City of Wheat Ridge should pay for a crossing guard during the school morning and afternoon hours to improve safety. This is especially important due to the increased traffic that Cabela's will surely bring to that intersection.	<b>Response to Comment #127:</b> James Horne provided similar written comments during the public hearing. Please refer to the responses to Comments #97 and #98.
<b>Deborah Estel</b>  <b>Comment #128</b>	Comment stated during the microphone session at the November 9, 2006 public hearing.  My name is Dr. Deborah Estel, and I am currently a resident of Wheat Ridge, and I further own a business located in Wheat Ridge. I would like to address the flaws in the proposed hook ramps on Youngfield and 27th. Youngfield and 27th is both a residential and commercial neighborhood currently. The current proposal would highly impact the residents surrounding this area due to the proposed exit and entrance ramps for eastbound I-70. The current EA proposal requires the exit ramp location through the acquisition of residences and properties and feet from homes and backyards not acquired. Twenty-seventh Avenue is a two-lane road with a park on the corner. Due to the fact that 27th crosses a dam, it can never be expanded in the future. This EA pointed out that the traffic on 27th would only increase 900 cars per day and will not affect the dam. With a Ph.D. in statistics, I question this arbitrary number, not considering the current traffic patterns for both ramps. Many cars currently utilize 32nd and 38th to head to the current eastbound ramp as well as exit from eastbound to get to their homes. I predict this figure to be considerably higher than -- more than 900 cars per day on 27th Avenue, which leads east into a residential community on 26th Avenue. Children cross this street to go to Stober Elementary on a daily basis, including my own, and would be put at risk with this proposal. This EA points out that it is better to have an entrance and exit ramp in the same location for convenience to drivers. This assumes that people are headed in the same direction from where they came. If drivers want to head back west, they will need to drive close to a mile to go under a bridge to the other side of I-70 in order to do so. The distance of the Applewood Shopping Center is too far from the exit ramp, so far that it will be impossible to see signs from I-70 to know that a shopping center even exists. The proposal sets an entryway to the highway right at the exit of a park. How safe is it to put an entryway to a highway next to a park? The five lanes on Youngfield are proposed to 27th Avenue, but Youngfield south of 27th is not addressed, nor are lights to allow community members an exit to Youngfield. This EA is filled with mentions of public preferences with plans eliminated due to acquisition of land. Yet this proposal suggests acquiring over 156,000 square	<b>Response to Comment #128:</b> These comments are the same as those of Deborah S. Moulton. Please refer to the responses to Comment #122.

	<p>feet of land from three residences, five businesses, in addition to disrupting an entire community exit on 26th and Beech Court with a freeway exit affecting hundreds of homes. Page 2-49 of Summaries, Figure 216 depicts an interim lane addition to the existing off-ramp from westbound I-70 initially. The proposed action as indicated on 2-48 is not currently required and will be delayed until no later than 2030. There are other viable options that must be carefully considered now before this EA is approved -- north of 27th, closer to the commercial shopping center. One quite feasible alternative is called --</p>	
<p><b>Connie Malden</b></p> <p><b>Comment #129</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Connie Malden. Inasmuch as traffic coming in and off of 32nd has always been a concern, we are requesting that Youngfield Service Road be left with that name, not Cabela Drive. It will, in fact, be an exit/entrance to Cabela's. However, the signage on 32nd and also up on I-70 would remain as it is. Local people will know it is an entrance to Cabela's. However, those coming from a distance would not, and therefore we feel traffic on 32nd would not be increased to the extent that it is presently anticipated. Thank you.</p>	<p><b>Response to Comment #129:</b> Gene and Connie Mauldin also provided additional written comments. Please refer to Comments #104 and #209.</p>
<p><b>Ann Thacker</b></p> <p><b>Comment #130</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Ann Thacker, and I represent 198 home and business owners, so I am not quite within three minutes, but I hope you will take that into consideration since there are so many people that I am representing here tonight. We have written several letters and made several comments over the last two years, and I am going to read the most recent letter written November 1 to Dennis Highby at Cabela's.</p> <p>Dear Mr. Highbee, thank you for Mike Callahan's considered response dated May 30 to our prior letter of April 25th. We are pleased to learn that Cabela's shares our primary concerns about the current traffic design and is committed to working with the community to, as Mr. Callahan writes, arrive at a livable traffic solution that would both address the need for much improved access to our proposed development and help mitigate any burden of an already inadequate traffic situation around the site. However, based on the EA, actions have not been taken to mitigate the principal community concerns. As a result, the EA is inadequate as written. Now is the time to put dollars and influence with your words. Here are the facts as we understand them based on the paper trail provided to our communities over the past two years: Twenty-seventh Avenue hook ramps: August 2004, CDOT finalized an EA of the traffic needs of our community through the year 2025. It did not require the use of eminent domain to displace homeowners and businesses in the community, nor was there any mention of hook ramps at 27th Avenue. What changed? Late 2004 Cabela's announced its plan to join our community. Cabela's development plan was not included in the 2003 EA. Clearly, increases in traffic flow due solely to the Cabela's development created a perceived need for the 27th Avenue hook ramps and multiple displacements. 2005: Felsburg Holt &amp; Ullevig presented to our community the traffic plan it designed on behalf of Cabela's. Its design for the development included the 27th Avenue hook ramps. Those ramps were previously unnecessary based on CDOT's 2003 EA and 2004 FONSI through the year 2025. Yet clearly they were thought to be necessary to handle development traffic. Mr. Callahan states, Now to the hook ramps at 27th Avenue. These are part of CDOT's overall proposal to address the regional traffic issue clear out to the year 2030 that was insisted on by various groups. The EA states that CDOT</p>	<p><b>Response to Comment #130:</b> Ann Thacker also submitted these as written comments. Please refer the responses to Comment #165.</p>

	<p>simply allowed for these hook ramps in the developer's design; CDOT did not propose these ramps. Therefore Mr. Callahan's statement is disingenuous because these ramps were placed in the traffic design for the development's benefit, not for the public good. Building these ramps will require full or partial displacement of nine residences and businesses through the use of eminent domain. The overall traffic plan for the development calls for full or partial displacement of a total of 35 residences and businesses. The EA does not discuss or mitigate these issues. Based on documents presented to our community, it's clear those hook ramps were added due to a perceived need to handle the increased traffic flow created by Cabela's. We urgently believe it would be in the community's and Cabela's best interest to remove the 27th Avenue hook ramps from the design.</p>	
<p><b>John Marriott</b>  <b>Comment #131</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is John Marriott. I own the ski shop down here on Kipling Street at I-70, and I am for most of these improvements. I think particularly the State Highway 58/I-70 interchange has long been needed to be done. I think the improvements at Ward Road are very important too. My concern is for my customers and their ability to get where they are going, which is generally the mountains and back. I think Highway 58 is underutilized as a route into the mountains for ski traffic, and, of course, ski traffic has been ridiculous the last few years. And I think this can help that. And I think the improvements at 32nd Avenue are real necessary too. A great number of my out-of-town customers, in addition to stopping by and getting their ski business done at my shop, head to the businesses in the Applewood Center, and that's a very difficult place for them to get into and get out of. I think it would be a big improvement for them as well as the City to improve those things, and I like those parts of this plan very much.</p>	<p><b>Response to Comment #131:</b> FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p>
<p><b>Colleen Stearns</b>  <b>Comment #132</b>  <b>Comment #132-1</b>  <b>Comment#132-2</b>  <b>Comment #132-3</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Colleen Stearns. For the past two years, our community has been actively involved in expressing significant concerns about the traffic design of Cabela's development. The current EA does not fully discuss or mitigate these previous submitted concerns. Failing to demonstrate that the primary entrance to the development will be at State Highway 58 and I-70 to mitigate traffic congestion at 32nd Avenue and Cabela Drive. Failing to remove the 27th Avenue hook ramps from the traffic design requires full acquisition of four properties including residences and businesses, one known as the Novacek Nursery. It also requires partial acquisition of five additional properties. Extensive community acquisition -- the acquisition of neither has been discussed or mitigated by the EA. Failing to address the impact of additional traffic that would funnel south of the proposed 27th Avenue ramps and negatively affect residential neighborhoods. Therefore the current draft of the EA is incomplete. The foregoing issues need to be addressed in an environmental impact statement.</p>	<p><b>Response to Comment #132:</b> Please refer to our response to Comment #10-2 in regard to your comment on the public involvement process.</p> <p><b>Response to Comment #132-1:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p><b>Response to Comment #132-2:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue and to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p><b>Response to Comment #132-3:</b> Please refer to our response to Comment #2-1 in regard to an EIS.</p>

<p><b>John Dryer</b></p> <p><b>Comment #133</b></p> <p><b>Comment #133-1</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is John Dryer. I live in Applewood south of 32nd and east of Eldridge. I am very concerned about access into Cabela's from 32nd. The stated purpose of this access, I was told this evening, was to draw people from the southern part of the region south of Cabela's. What that's going to do is funnel people down Eldridge, which is a residential street which has been severely impacted by the Colorado Mills Mall and is now going to be even worse.</p> <p>The second thing is, the access to what's called Cabela Drive is going to severely impact the people who live along -- live in that residential neighborhood and that have lived there for a long time. I think you're basically -- you are destroying that neighborhood, and you are also going to negatively impact the Youngfield/32nd Avenue egress and access to our neighborhood. Thank you.</p>	<p><b>Response to Comment #133:</b> South of 32<sup>nd</sup> Avenue, Eldridge Street has limited continuity. The vast majority of traffic that would make use of this roadway would likely be destined-to or originating-from the immediate residential area that it serves. The routing option identified in the comment would create out-of-direction travel and unlikely to be used. During construction, measures will be explored to minimize the amount of traffic that might utilize local streets.</p> <p><b>Response to Comment #133-1:</b> Major improvements are proposed for 32<sup>nd</sup> Avenue at I-70 including: addition of turn lanes at Youngfield Street, elimination of a traffic signal, widening of 32<sup>nd</sup> Avenue. The combination of these improvements are considered to be necessary in alleviating traffic congestion in this area.</p> <p>Currently, the 32<sup>nd</sup> Avenue/Youngfield Street intersection operates at LOS C during the AM peak hour and LOS D during the PM peak hour. There are, however, some movements at that intersection that operate with long delays and queuing. This intersection, along with the adjacent intersections of 32<sup>nd</sup> Avenue/I-70 WB Ramps, and 32<sup>nd</sup> Avenue/Youngfield Service Road are projected to continue to degrade in operation in the future if no improvements are made. In 2030, even <i>without</i> the proposed development, these three intersections are projected to operate at LOS F during the PM peak hour. With the improvements associated with the Proposed Action, the 32<sup>nd</sup> Avenue/I-70 WB Ramps intersection would be eliminated, and the 32<sup>nd</sup> Avenue/Youngfield Street and 32<sup>nd</sup> Avenue/Cabela Drive intersections are projected to operate at LOS C or better during the peak hours in 2030.</p>
<p><b>Roger Evans</b></p> <p><b>Comment #134</b></p> <p><b>Comment #134-1</b></p> <p><b>Comment #134-2</b></p> <p><b>Comment #134-3:</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Roger Evans. I've lived in Applewood for 22 years. While recognizing the need for growth and development, it's critical to preserve the attributes that make Applewood a special place within the Denver metropolitan area. Those attributes are best characterized by low-density, single-family homes set in a suburban, if not semirural, environment. As indicated in the preferred alternative, achieving direct, easy and safe access to the site is best accomplished via the proposed interchange off of State Highway 58. That interchange appropriately identifies the front door or entry to the development. Using the EA logic of linking the eastbound I-70/32nd Avenue exit and entrance hook ramps, it should also function as the exit from the site. No amount of redesign to the I-70 and 32nd Avenue interchange can do the same. The lack of available open land, coupled with existing public infrastructure, make this option much more untenable and costly. 32nd Avenue is already heavily congested and needs relief from the current traffic volume. Moreover, it serves as a key arterial to a junior high and elementary school. Additional community traffic that supports commercial retail activity is not in the best interest of school children's safety, no matter what the degree of sidewalk widening, pedestrian wait timing, and traffic signalization. Assuming this project proceeds, emergency access is both critical and required. It does not, however, necessarily need to be open to the public. Therefore, the Cabela Drive connection to 32nd Avenue should also be carefully evaluated. Lastly, it is 3.2 miles from the Ward Road/I-70 interchange to the Denver West I-70 interchange. That short distance should not meet the need for constructing a third interchange in the Applewood environment. Projected costs for the I-70/32nd Avenue interchange with hook ramps is \$27.6 million.</p>	<p><b>Response to Comment #134:</b> Rodger Evans also provided additional written comments. Please refer to Comment #197.</p> <p>Land use in the study area includes a mix of commercial, industrial, office, and residential use and areas zoned for agriculture, such as the Mount Olivet Cemetery. Please refer to <b>Figure 4-2 Surrounding Land Uses</b> in the EA for further clarification. FHWA and CDOT appreciate that historically the land uses surrounding I-70 and SH 58 were predominantly rural in nature with agricultural land use and scattered residential development. Over the last 30 years, the area has become more developed and urban in nature.</p> <p><b>Response to Comment #134-1:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p><b>Response to Comment #134-2:</b> Please refer to our response to Comment #13-2 in regard to your comment on school safety.</p> <p><b>Response to Comment #134-3:</b> This EA is not proposing another interchange on I-70, but the reconstruction and redesign of the I-70/32<sup>nd</sup> Avenue interchange. In the Proposed Action, the eastbound I-70 on- and off-ramps are split from the westbound I-70 on- and off-ramps with offset hook ramps. The westbound I-70 ramps will be located at</p>

<p><b>Comment #134-4</b></p>	<p>This one aspect of the project represents 24 percent of the total cost. For all the transportation improvements. The only more expensive component is the State Highway 58 interchange. Therefore, given the cost, the neighborhood impacts earlier mentioned, and preference for the State Highway 58 site entry, I recommend that the I-70/32nd Avenue interchange associated with hook ramps be deleted from this project. If this interchange is not deleted from the project, the impacts to the surrounding neighborhood and environment are greater than the scope of this environmental assessment and not even minimally addressed. Thank you.</p>	<p>approximately 35<sup>th</sup> Avenue on the west side of I-70, and the eastbound I-70 ramps will be located at 27<sup>th</sup> Avenue on the east side of I-70.</p> <p><b>Response to Comment #134-4:</b> FHWA and CDOT appreciate your concern related to the I-70/32<sup>nd</sup> Avenue interchange. The EA and System Level Feasibility Study were studies that defined transportation problems and developed proposed alternatives for overall transportation improvements in the study area. Twenty-one alternatives and several sub-alternatives were evaluated to address all viable options. It is important to note that even without Cabela's and the proposed development, the eastbound off-ramp of I-70 at Youngfield Street is already operating at a LOS E in the afternoon peak hour, which represents over capacity and gridlock (see <b>Figure 1-3 Operational Deficiencies</b> in the FONSI). As part of this EA, FHWA and CDOT have required that the EA consider and recommend improvements to this deficient interchange as part of the over all area transportation system.</p>
<p><b>Gretchen Sergany</b></p> <p><b>Comment #135</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Gretchen Sergany. I was the former mayor of Wheat Ridge for eight years. And I have been driving through the intersection of 32nd and Youngfield since 1959. So I remember when Rolling Hills Country Club was where Applewood Golf Course is now, and I remember my kids used to ride horses on Table Mountain. I was there before I-70. The intersection has gotten worse with I-70 and is just terrible right now. So I want to thank Cabela's for coming because I don't think we ever had anything happen to 32nd and Youngfield or the interchange with I-70. And I want to thank also Cabela's for planning their main entrance off of Highway 58. I think that will work very well. The other thing that people -- I know people have lived here maybe longer than I have -- remember that Applewood is a very old neighborhood. But there's been many, many homes built since I have been using that intersection. And all those houses, people come down east 32nd to get off to I-70 to go either east or west. And having that westbound exit ramp is just awful there, and people keep trying to get off and they block all the traffic. So I really appreciate it, and I think 32nd and I-70 will run much better with the plans that you have. And I know that the people who have been here long like to think of 32nd as a neighborhood street. Unfortunately, it really is a collector street. And I think it will get busier because there's a lot of open land out there and people are going to build houses on it. So I am in support of the changes. I am in support of Cabela's. It's too important for the City of Wheat Ridge. Thank you very much.</p>	<p><b>Response to Comment #135:</b> FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations. Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p>

<p><b>Kathleen Neston</b></p> <p><b>Comment #136</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Kathleen Neston. I now live at 2015 Applewood Drive in Lakewood. My husband and I built our first home in Applewood on Winfield Drive in 1960, so I have been here 46 years. We built the new one where we live now in 1977. The Applewood area is a very, very special community. We who live here treasure every aspect of this community and the neighborhood. We help each other. It's almost like a family. We care and take care of our homes and yards because we love them. As a result, our property values have not fallen. It is a very desirable area. I have often remarked that, if a family thinks they might want to sell, you better be careful because often these homes sell quickly. Applewood is an important part of the history of north Lakewood. Please help us to keep this place a special place. Thank you.</p> <p>I don't think we are opposed to it. We're just opposed to the other things. . . . Especially the 27th exit. It's devastating. That's all I can say..</p>	<p><b>Response to Comment #136:</b> Please refer to our response to Comments #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue and to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p>
<p><b>Lydia Kreger</b></p> <p><b>Comment #137</b></p> <p><b>Comment #137-1</b></p> <p><b>Comment #137-2</b></p> <p><b>Comment #137-3</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Hi. My name is Lydia Kreger. I am a member of the Applewood Valley Association and have participated in numerous open houses held over the past two years regarding this project. This draft EA does not direct the majority of the traffic north or east on Cabela Drive. You have three lanes going north and approximately five lanes going south to 32nd. It does not address the traffic level and the impacts on local streets south of the proposed 27th and Youngfield interchange. I mentioned this last year when we were at the CDOT meeting. It does not address the possibility of using the office space area at 28th and Youngfield or any area north of that versus taking by eminent domain the historic property, homes and businesses that are located at this proposed interchange at 27th and Youngfield. This proposed interchange at 27th and Youngfield will have an adverse impact on our neighborhood south of that area and to the east of that area. It does not leave the option of not constructing the 27th and Youngfield interchange if it is not needed or the possibility of totally eliminating this off-ramp and pushing the traffic north. It does not fully address mitigation of the properties that are taken. It does not address increased road maintenance on Youngfield, life cycle costs associated with this impact, and the tax burden that this impact will have on our neighborhood. Because we, the Applewood community, will be paying the taxes for keeping these roads maintained. It does not address the economic growth and development that's going to be happening in the rest of the community. It talks about taking Cabela's and putting a nice big store there for them. It does not talk about what's going to happen to the people that have been there since 1950 at the 27th and Youngfield location and taking that historic business. So as far as I am concerned, that is totally unacceptable. I am not opposed to Cabela's coming here and joining our community. I am fine with that. If it's not them, it's going to be somebody else. However, I do believe that the traffic impacts need to be mitigated properly so that it does not cause an adverse impact on the Applewood community. Thank you.</p>	<p><b>Response to Comment #137:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p><b>Response to Comment #137-1:</b> Please refer to our response to Comments #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue and to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p><b>Response to Comment #137-2:</b> Please refer to <b>Section 3.4 Novaceks' Carnation Nursery, 2635 Youngfield Street</b> in the FONSI in regard to your comment on the Novacek property.</p> <p>The Proposed Action represents a compromise between impacts to the community and traffic operations. FHWA and CDOT eliminated the use of a diamond or single point urban interchange configuration at the I-70/32<sup>nd</sup> Avenue interchange because of the substantial impacts to existing residential and commercial properties. The use of a diamond interchange configuration at the I-70/32<sup>nd</sup> Avenue interchange, which was part of Alternative 1 and 1B, would have required the full or partial acquisition of 14 residences and 22 businesses. The use of a single point urban interchange at the I-70/32<sup>nd</sup> Avenue interchange, which was part of Alternative Package 1, would have required the full or partial acquisition of 39 properties and the relocation of 14 residences and 22 businesses. The screening of alternatives is presented in <b>Chapter 2 Alternatives</b> in the EA.</p> <p>The eastbound I-70 hook ramps at 27<sup>th</sup> Avenue will require the full acquisition of the properties at 2635, 2665, and 2675 Youngfield Street comprising two residences and two businesses. All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the</p>

		<p>right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law. Right-of-way impacts and mitigation is discussed in <b>Section 4.2 Right-of-Way and Displacements</b> in the EA and <b>Section 3.3 Right-of-Way and Displacements</b> in the FONSI.</p> <p><b>Response to Comment #137-3:</b>  <b>Section 4.1.2 Social and Economic Conditions</b> in the EA discusses the economic impacts and benefits associated with the Proposed Action. <b>Section 4.20 Cumulative Impacts</b> in the EA discusses the impacts of current and planned development in addition to the impacts of the Proposed Action.</p>
<p><b>Barbara Evans</b></p> <p><b>Comment #138</b></p> <p><b>Comment #138-1</b></p> <p><b>Comment #138-2</b></p> <p><b>Comment #138-3</b></p> <p><b>Comment #138-4</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Barbara Evans. I live at 2055 Applewood Drive, Lakewood. I have been there for the last 22 years. I received your mailing which states, We want to hear from you. You have heard from me. You have heard from all the people here tonight. Over the last two years, you have heard from us loud and clear. And yet you have ignored our concerns for the ill-conceived traffic plan necessitating the 27<sup>th</sup> Avenue hook ramps. You have dismissed our thoughtful, relevant and impassioned comments about the needless destruction of our neighborhood and our community when other viable options are available. In my April 26 letter to Kevin McCaskey, chairman of the Jefferson County Board of Commissioners, I said, quote, It is folly to assume that the neighborhood south of the proposed 27th Avenue hook ramps will not be negatively impacted by the construction of these hook ramps. The environmental assessment must be expanded to include the residential area south of 27th Avenue to Colfax, east to Simms and west to Eldridge. Tonight I was speaking with Chris Fashing -- I believe he's of your engineering group -- and we discussed traffic on 27th Avenue that might want to find I-70 westbound. You have a convoluted solution here directing traffic up north before they get on the ramp to go back south. Chris said another option is, quote, They can just go south on Youngfield to 20th. I repeat here tonight, the environmental assessment must be expanded to include these residential areas that will be negatively impacted. We have been misled and deceived by the developers. The entire traffic study needs to be examined. Do an environmental impact statement. The EIS must be completed to address these legitimate concerns before one shovel of dirt is overturned at the proposed Cabela's site. Dean Bradley referred us to your "We Heard Your Comments" display board over here against the wall. Your response to the public outcry for the ill-conceived hook ramps at 27th Avenue is "Construction Delayed." We are here tonight to tell you the only acceptable solution is "Construction Canceled."</p>	<p><b>Response to Comment #138:</b>  Barbara Evans also provided additional written comments. Please refer to Comment #196.</p> <p>Please refer to our response to Comment #10-2 in regard to your comment on the public involvement process.</p> <p><b>Response to Comment #138-1:</b>  The study area for the traffic analysis extends well beyond the I-70/32<sup>nd</sup> Avenue interchange to determine the future volume increases of the surrounding transportation system. <b>Figure 2-1 Study Area Traffic Analysis Zones</b> in the FONSI identifies the limits of the study area for the traffic analysis. The study area extends east to Kipling Street and south to Colfax Avenue. Traffic impacts to 27<sup>th</sup> Avenue are included in the traffic analysis.</p> <p><b>Response to Comment #138-2:</b>  Please refer to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p>The question specifically deals with traffic from the 27<sup>th</sup> /26<sup>th</sup> Avenue area heading to I-70 westbound. The Proposed Action would require this element of traffic to travel a bit further north out of direction given the new orientation of the westbound on-ramp being off of Cabela Drive. The perception of additional travel distance may encourage some drivers from the 27<sup>th</sup>/26<sup>th</sup> Avenue area to instead turn south onto Youngfield (rather than north) and make use of the Denver West interchange. With the congestion that occurs at the I-70/32<sup>nd</sup>/Youngfield interchange today, this might already be happening to some degree. While the Proposed Action might entail more vehicle-miles for this specific pattern, the analysis also shows that the Proposed Action would result in less delay at each of the intersections that this traffic component would travel through (as compared to the No Action), thus offsetting any travel-time increase created by out-of-direction travel. From the year 2030 traffic projections developed as part of the EA, any increase along Youngfield Street south of 27<sup>th</sup> Avenue (due specifically to this traffic pattern in question) would be approximately 100 to 200 vehicles per day. In other words, while some traffic might do this, it is a small amount of traffic when compared to the other traffic patterns in the area, and travel-time wise it might be wash when considering the lower delays anticipated at the intersections.</p>

		<p><b>Response to Comment #138-3:</b> Please refer to our response to Comment #2-1 in regard to an EIS.</p> <p><b>Response to Comment #138-4:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p>
<p><b>Phillip Lanner</b></p> <p><b>Comment #139</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Phillip Lanner. I live on 24th and Beech, so I'm as affected by the 27<sup>th</sup> access as anyone. I did just want to speak a little bit about some of the issues that have been going on. I teach engineering at the School of Mines, so I have some understanding of engineering, but I'm not a traffic engineer, and so I don't pretend to understand the issues as well as the people at CDOT. And I respect that they probably do understand the issues involved and they work under the constraints that they have to work under. And Cabela's job is to make money, and basically what they want to do is, they want to maximize the amount of traffic they can get to their -- to basically what they are going to build there. That's their job. And that's going to have some effects on the neighborhood, and that's just a fact. Now my understanding is that before, they only had two-lane roads up -- coming from Highway 58 and they changed that; is that correct? Yes. So now it's four-lane roads. And they have made some changes in the signage to try to move some traffic further up north. But CDOT still has come to the conclusion that the 27th Avenue ramps will still be necessary; is that correct? Okay. So, you know, I think that's probably something that, if Cabela's keeps their plans the way they are, that's just going to be basically a force of nature because they can't let traffic back up on I-70.</p> <p>If the plans are as they are and Cabela's makes -- does the development the way they are planning on doing it, then CDOT's concluded that I-70 at the ramp at 27th will operationally fail. So they have to fix something there, and their plan is to do something with that. So really -- the issue really isn't with CDOT. Really the issue is with Cabela's. Cabela's has to change their plans in some way if it's true they haven't changed things enough. Because they have made some concessions, and that's true. But if the people who are involved in this -- the people in the neighborhoods, homeowners associations, and things like that -- believe that Cabela's has made that concession, that's what they had going with them. In order to do that, they need some lobbying power. And Cabela's really -- I respect Cabela's in that they are a business, and a business' job is to make money. But if we are going to try to influence Cabela's and change their mind, we need to give them some economic impetus to do that. The homeowners associations needs to say, If Cabela's does not do what we feel is necessary, we are going to picket you for the first two years and cost you money, which will cost you more money than if you don't change. And that is what needs to happen if you want change.</p>	<p><b>Response to Comment #139:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p> <p><b>Response to Comment #139-1:</b> CDOT have not concluded that the I-70 ramp at 27<sup>th</sup> Avenue will fail operationally. Based on traffic increases from projected regional growth and the traffic from the proposed development, the relocated eastbound I-70 on-ramp at 35<sup>th</sup> Avenue (this ramp will be relocated from 38<sup>th</sup> Avenue as part of the I-70/SH 58 project) will eventually fail. The paired eastbound I-70 hook ramps would replace this ramp.</p> <p>The projected traffic volumes are based on forecasted 2030 land use. DRCOG provides information on the forecasted 2030 land uses for the entire metropolitan area. DRCOG's land use forecasts include population, household and employment estimates by TAZ. The metropolitan area includes a total of 2,664 TAZs. The TAZs within the study area are shown in <b>Figure 2-1 Study Area Traffic Analysis Zones</b> in the EA. DRCOG has added a new TAZ (TAZ 2665) to specifically account for the proposed development. The land use forecasts in TAZ 2665 are based on the current development proposal. All other TAZs in the study area represent DRCOG's land use forecasts. The study area is expected to experience a 22 percent increase in population and the number of households and a 40 percent increase in employment over existing land uses without the proposed development. With the proposed development, employment is predicted to increase 52 percent over the existing land uses.</p>
<p><b>Claudia Brown</b></p> <p><b>Comment #140</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Hi. My name is Claudia Brown. I am a resident of Applewood, and it seems to me that the EA is fundamentally flawed. And that's because it compares the improvements to a no-action alternative which assumes that Cabela's or an equal scale development will go into the same spot with 3 million cars a year. That's a false assumption. We need to have a sensitivity analysis done that shows the comparison to a development that's a local-based development that doesn't draw regional traffic to our area. That's one idea.</p>	<p><b>Response to Comment #140:</b> Claudia Brown also provided additional verbal and written comments on the EA. Please refer to Comment #126 and #201B.</p>

	<p>Another idea would be that it's less traffic because it's not Cabela's, which is only 200-some square feet out of nearly a million square feet, but it's just Cabela's traffic numbers. But the problem is that we don't really know what the impacts are because we have a false comparison, and because they are using this false comparison, everything looks great. Therefore we don't get any real mitigation. And so this EA needs to be revised, and it needs to be redone with real careful scrutiny of the assumptions that are being made. And that needs to be done by a government agency, not by FHWA by itself with Cabela's deciding what to screen out and what to screen in and what assumptions to provide and what analysis to show us and what conclusions to pop in at the end. So it's a real problem with the EA, and they need to fix it. And I think there are solutions. There are a lot of other alternatives out there, but this EA isn't going to give us a good analysis of what the impacts are or what the alternatives are. And I have to say, I really like this town meeting style. This is much better than the open house which lets all these dialogues go on in an unaccountable way and nobody knows what's been said. This is great. Thanks.</p>	
<p><b>Tom Ribb</b> <b>Comment #141</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Tom Ribb. I'm a business owner in the City of Wheat Ridge, and I have lived in this neighborhood for 25 years. I live just north up on Ward Road. I have driven all these intersections for the last 25 years. And when I first started driving them, it was pretty clear to me these were compromises right from the beginning. I'm no traffic engineer, but I could tell even 25 years ago these -- in terms of stacking requirements, in terms of deceleration and acceleration requirements that you normally get with modern highway design, they didn't exist. So when I-70 was punched through there, it was clear there was probably a lot of effort to preserve neighborhoods, which was a great thing. It's just that it was pretty obvious it didn't work back then. I think anybody that looks at it now, it's patently clear it doesn't work. You can take Cabela's out completely. It's got to be corrected. I've been coming to all these meetings and have been around the room and seen the number of models that you guys have proposed, and I am really impressed. I have seen other development projects, but I've never seen anything quite like that. You've put so many alternatives forward, and I am just here to -- being a resident, to say that I am in favor of this. I think that this is an excellent alternative. I know you just studied the living heck out of it, and I think in terms of -- it's a compromise. I think we all recognize that. If you could start with a clean sheet of paper, you certainly wouldn't be doing this, but 32nd -- forget about Cabela's -- it's not working now. It's an extremely dangerous intersection, and you are going to have to have some neighborhood impact in order to correct it because Golden is going to continue to grow. This is a neighborhood -- this is a popular area, and we're going to continue to increase densities. We're going to continue to increase traffic. So I would just like to say, I think you have done a very good job of trying to deal with a very difficult problem and a problem that should have been corrected or maybe never put there in the first place if it had been designed correctly. Thank you.</p>	<p><b>Response to Comment #141:</b> FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p>
<p><b>Barbara Bering (Barry)</b> <b>Comment #142</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Good evening. I am Barbara Bering, president of the Applewood Valley Association. And yes, this is the Applewood Valley Association tag team. There are half a dozen of us or so, and it's really important because our members number over 1700 homes in the area that you can see over here. We stretch probably the left-hand two-thirds of this. This was taken from the top of the hill above Simms, and this is where we live. In</p>	<p><b>Response to Comment #142:</b> Barbara Barry also provided additional written comments. Please refer to Comments #199 and #228.</p>

	<p>the far distance is Fairmount, but in the middle is the area of 27th Avenue, and two miles away, just another little arrow over there, is the Cabela's store. If you are driving from the 27th interchange to Cabela's, you would have to zigzag two miles to get there. We want to thank you, CDOT and FHWA, for making this a real public hearing. Our members needed to see you directly listening and understanding our comments and concerns. This is a very high quality community occupied by people who have made it that way. That's where they live. That's where they want to stay. We will not accept impacts from low quality planning. Many of our members could not be here tonight. Some cannot go out at night to late meetings or withstand the rigors of a large meeting like this. They sent their comments along for us to incorporate in our remarks. They will join a very large chorus of comments that will be sent to you between now and December 8. Many others have conflicting obligations. Schools, meetings, family are really important. And one of our representatives, Bonnie Malone of the Lakewood Planning Commission, was here earlier. She really wanted to stay and hear what all of us had to say and regrets very much that a meeting called her away. It's true of others. And so, even though this looks like a small crowd to you, we really have to be here. Too many of our comments and concerns have disappeared from the planning conducted over the past two years. Some of what we asked has been accepted and used, but that's been advantageous to the developers in Wheat Ridge. Vital comments have disappeared and are missing from the EA and are missing from the underlying analysis. Tonight AVA wants you to hear the rest of the whole story. We will present it in sections delivered by our board of directors and our committee and everyone will identify themselves. There are five major points, and they will tell you what they are as they come along. Thank you.</p>	<p>As president of the Applewood Valley Association, which is a part of the Clear Creek Valley Neighborhood Council (CCVNC), your homeowner association has been actively involved in the I-70/32<sup>nd</sup> Avenue Interchange project. Please refer to <b>Table 6-3 Summary of Community Presentations</b> in the EA documenting the CCVNC's involvement in the project.</p>
<p><b>Tom Shoenborn</b></p> <p><b>Comment #143</b></p> <p><b>Comment #143</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Thank you for the opportunity to speak to you tonight. My name is Tom Shoenborn. I'm also a member of the Applewood Valley Association, and I live at 21st and Eldridge. I have been a member -- or a homeowner since 1980. The front door on State Highway 58 must have at least four full traffic lanes. The plan is backwards with five lanes south and three lanes north to State Highway 58. Public comments were submitted for two years, but the EA shows very little evidence of what was said. The State Highway 58 interchange is the sole exception. Impacts on residential areas reserve virtually no identification or analysis of mitigation. The EA is very frustrating to read. The graphic scale is so small that important features are not visible. Conclusions are stated, but the data assumptions and analysis are not presented. Many statements are the same as made by the development team in early 2005 in spite of claims of more recent analysis. The 19,000 vehicles per day model for the south end of Cabela Drive is like a self-fulfilling prophecy. If you build it, they will come -- five lanes south, three lanes north. The EA shows the Ward Road interchange project delayed as much as 25 years. CDOT does not intend that delay, but exactly how much was that factored into the traffic modeling. We all know that the 32nd interchange is the reliever when I-70 and Ward Road are in trouble. Now there are a couple of factors here -- I don't want to run out of time, so I will just get to the tail end -- we expect to assure that the 19,000-vehicle loading can be reduced by other measures. For example, southbound on Cabela Drive, if you were to put up a barrier of some sort, you could prevent that southbound traffic from turning east on 32nd and then south onto the existing I-70 link. You can obviously see where the traffic is going to go. I am not an engineer, but having been here for 25, 26 years, I have seen traffic develop in the neighborhood. Thank goodness they put speed bumps on Eldridge. Some of the other things could be -- if the Ward Road</p>	<p><b>Response to Comment #143:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p><b>Response to Comment #143-1:</b> Please refer to our response to Comment #57 in regard to your comment on the I-70/SH 58 project improvements at the I-70/Ward Road interchange.</p>

	interchange was built, then the current traffic that's diverted onto 32nd Avenue could instead stay on I-70 and be diverted north, which is really a preferable option for us. And we'll have some additional comments in our letters to the various agencies. Thank you very much for your time.	
<b>Alena Bressen</b>  <b>Comment #144</b>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Alena Bressen, and I live at 2005 Willow Lane. I have been a resident of Jefferson County for 37 years. I have been gone for a while, and now I am back in the community. I also look forward to having some of my children return to this community. I am a part of the Applewood Valley Association, and there are some short-term impacts as well as long-term impacts. After the stores are open and before the I-70/58 ramps are fully opened and completed, we would like to ask that there be some provisions to protect our community from establishment of using the I-70/32nd as an established access pattern into Cabela's. Now that will take signage, some serious signage, some serious work to be sure that people understand where they're going and don't impact our communities. And after the ramps are complete, then people would have established their travel pattern. But I'm afraid that I will be long gone when some of that is finished, and I think we should think ahead. Now another constraint should be some of the signage and planning for Cabela's and accessing leaving the area onto 32nd and be sure that the signage and that the southbound -- that there be one lane southbound and one lane northbound in the exit so that people are not totally just dumping onto 32nd during the time --</p>	<p><b>Response to Comment #144:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p>Please refer to <b>Section 2.5 Implementation Schedule</b> in the FONSI in regard to your comment on the construction timing.</p>
<b>Jan McCrea</b>  <b>Comment #145</b>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Thank you again for being here this evening and staying even later than you anticipated. My name is Jan McCrea from the Applewood Valley Homeowners Association board, and my remarks are a continuing story on behalf of our AVA members with regard to community attributes. Wheat Ridge, prior to somewhat having been the carnation capital of the world, in 1970, when Wheat Ridge adopted this name for its first birthdate celebration, carnation growers were the largest industry in the area. There were about a dozen major carnation producers. Now there is only one, and it lies directly in the path of the relocated I-70 eastbound interchange. The EA currently says this carnation farm has no historical significance and thus constitutes no significant impact from the EA project. This was done by omitting vital facts. This was done by excluding information offered by the original farm family owners who have been operating continuously since 1950. This was done while nearby properties lauded for representing agricultural history in the community were fully described and found eligible to the National Register of Historic Places. This was done by leaving blanks on the state Office of Archeological and Historic Preservation inventory form where owner information would have shown the importance in history and integrity of the property. Why?</p>	<p><b>Response to Comment #145:</b> FHWA and CDOT understand that the EA is a large document and can be difficult to review. In an attempt to limit the size of the EA, technical reports are relied upon for detailed information not included in the EA. Please refer to the May 2006 <i>Cultural Resources Survey</i> for additional information on the intensive-level cultural resources inventory of the area of potential affect. The technical reports were available for public review and comment at the FHWA, CDOT Region 6 Environmental, and City of Wheat Ridge offices. <b>Section 3.4 Novaceks' Carnation Nursery, 2635 Youngfield Street</b> in the FONSI and <b>Section 8.3 Novacek's Carnation Nursery, 2635 Youngfield Street (5JF4322)</b> of the May 2006 <i>Cultural Resources Survey</i> discusses the historical significance of the property.</p>
<b>Darlene Galaway</b>  <b>Comment #146</b>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Hi. I am Darlene Galaway. I live at 2110 Applewood Drive, and I am also on the Applewood Valley Association board. And my remarks are the continuing story on behalf of the other AVA members. Regarding the public scoping, what record exists of the substance of the public scoping process? Many of our neighbors can see that their comments disappeared in a file. They had no effect on the EA content. AVA members</p>	<p><b>Response to Comment #146:</b> <b>Section 6.4.2 Public Scoping</b> of the EA summarizes the public scoping conducted and presents a summary of common themes and issues received from the various public meetings. Public comments received were compiled and are included in the administrative record. Many changes to the Proposed Action occurred because of public scoping. These modifications are discussed in Chapter 2 <i>Description of the Proposed Action</i> of the FONSI.</p>

<p><b>Comment #146-1</b></p>	<p>have spent thousands of personal voluntary hours at meetings, reading documents from the development team, and providing input about our neighborhood. Except for the SH 58 interchange, none of their effort is reflected in the EA. Residents are rightfully outraged to find only two paragraphs describing what is predicted to happen at the end of the new I-70/27th Avenue ramps. If a problem isn't defined, it can't possibly be solved. Half an interstate interchange will be moved to our AVA neighborhood. Except for 11 blocks on Youngfield containing small local businesses, all of the surrounding miles of streets are strictly residential.</p>	<p><b>Response to Comment #146-1:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue and to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p>
<p><b>Theresa Hendrickson</b></p> <p><b>Comment #147</b></p> <p><b>Comment #147-1</b></p> <p><b>Comment #147-2</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>I'm Theresa Hendrickson. I am also from the Applewood Valley Association, and my remarks are the continuing story on behalf of my AVA members. These are the alternatives to the I-70 interchange at 27th Avenue. In early 2005 the development team laid out many alternative packages. We commented on them both positively and negatively depending on the components. One year ago the development team showed three alternatives. One of those could have been very damaging to the 32nd/Youngfield area. The other two required a relocation of the eastbound I-70 ramps southward along Youngfield. We commented very negatively on the relocation of the I-70 ramps. Our first objection was about the lodging of the development traffic patterns. Too much traffic was being sent south out of the development instead of north. Also the only solutions were heavy construction solutions. Virtually no thought was applied to traffic management solutions which would reduce the load on the immediate area of 32nd and Youngfield. Then last December, as we were being forced to evaluate those three options as to Youngfield, two of those were eliminated. And my husband, who is also an AVA member, will continue and explain further with a letter.</p>	<p><b>Response to Comment #147:</b> Theresa Hendrickson also provided additional written comments on the EA. Please refer to Comment #96.</p> <p>Traffic management solutions, such as car or van pools, parking limits, etc., are more effective for commercial office land use and the ability to affect commuters traveling to and from work. In comparison to a commercial office land use, the retail land use of the proposed development, Cabela's, and surrounding commercial centers, such as the Applewood Shopping Center, does not lend itself well to traffic management solutions. The majority of the trips destined for a retail land use are customers and not employees commuting to work. As you probably experience in your daily life, a customer does not typically have a single destination but multiple destinations. Only approximately 10 to 15 percent of the vehicle trips associated with retail use would be employee-based. Of that percentage, approximately 20 percent of the employees or approximately three percent of the total traffic associated with the proposed development might be affected by traffic management solutions. DRCOG estimates that the study area is expected to experience a 22 percent increase in population (the number of households) and a 40 percent increase in employment over existing land uses without the proposed development. After accounting for this regional growth and the extremely small percentage of the traffic destined for the proposed development that would be affected by potential traffic management solutions, the benefit of traffic management solutions for a suburban retail area is fairly limited. In addition, the DRCOG travel demand model for 2030 already accounts for build out of the FasTracks system and the affect of transit use on the travel demand forecasting for the study area.</p> <p>The travel demand forecasting for both the No-Action Alternative and the Proposed Action includes Phase I of the Gold Line, which is an 11.2 mile light rail transit project that extends from downtown Denver to Ward Road north of I-70. The Ward Road park-n-Ride facility could serve as the end of the line, although the final station locations will be identified as part of NEPA process for the Gold Line. Feeder bus routes are anticipated to serve the light rail station. <b>Section 3.5 Transit Access</b> discusses the current RTD bus routes serving the study area.</p> <p>It is our understanding that RTD is considering adjusting their bus routes to accommodate the proposed development area west of I-70. In addition, the developers, in conjunction with RTD, are also investigating the possibility of relocating the current bus transfer operations at 38<sup>th</sup> / Youngfield to the proposed development site.</p>

		<p>During final design, FHWA and CDOT will work with the cities of Wheat Ridge and Lakewood to identify traffic signal timing for the Youngfield Street corridor.</p> <p><b>Response to Comment #147-1:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p> <p><b>Response to Comment #147-2:</b> The screening of the hook ramp locations is discussed in <b>Section 2.4.1.1 Eastbound I-70 Hook Ramps</b> in the EA and <b>Section 3.1 Eastbound I-70 Hook Ramps</b> in the FONSI.</p>
<p><b>Justin Hendrickson</b>  <b>#148</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>I am Justin Hendrickson, secretary of the Applewood Valley Association, and my remarks are continuing the story on behalf of the AVA members. Theresa and I live at 1350 West 23rd Place. I'll now read a letter into the record. This letter came from the City of Wheat Ridge file and has not been revealed in the EA. The letter is addressed from Murray Wilkening, PC, his law office, addressed to -- dated, first of all, September 20, 2005, addressed to Tom Norton, executive director of CDOT; Manny Young, the city manager of Wheat Ridge; Mike Callahan of Cabela's. The subject being Cabela's/Wheat Ridge, Colorado, project. Dear Mr. Norton, Mr. Young and Mr. Callahan. This letter is sent on behalf of my client, HGM Realty, LLC. HGM Realty is the owner of the Applewood Tech Center building located at 2801 Youngfield, Wheat Ridge, Colorado. Just recently HGM Realty became aware of adverse or negative information about the property being presented to the public regarding the proposed Cabela's development. Specifically hook ramp refinements/options are being published which show a proposed Interstate 70 ramp running through the property. This information is set forth on the www.CabWheatRidge.com website, the City of Wheat Ridge website, and apparently was presented at a November 30, 2005 public meeting. Darrell Croft of HGM Realty has been in business in Wheat Ridge for over 30 years. He's in charge of managing property and is easily available to address any issues concerning property. However, not one single person ever bothered to contact him before publication of the information identifying the taking of the property and construction of the highway ramp. This information is obviously adverse and negatively impacts HGM Realty's ability to lease the property. Not only did Mr. Croft, an honest businessman, disclose the possibility of taking property to prospective tenants. Other brokers must disclose the information to prospective tenants. Brokers will steer clients away from the property facing an uncertain future. While the prospect of taking the property for highway ramps seems absurd based on the other available options, the prospect alone is enough to cause continuing damage to the property. Therefore, HGM Realty requests the following immediate actions: They are requesting that all these parties and people responsible withdraw this. Make it public that it's going to be withdrawn, and we accept that this is going to include any future plans. Mr. Croft appreciates the significant time and effort going into the Cabela's project.</p>	<p><b>Response to Comment #148:</b> Please refer to our response to Comment #4-1 in regard to the letter received by CDOT from Murray Wilkening P.C.</p>
<p><b>Joe Whalen</b>  <b>Comment #149</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Joe Whalen. I live at 2050 Applewood Drive, and I've lived there since 1993. During the past two years, residents in the neighborhoods affected by the development of Cabela's have repeatedly expressed unease about the increase in</p>	<p><b>Response to Comment #149:</b> Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p>

	<p>traffic on 32nd Avenue and Youngfield Street which could result from access to the Cabela's development. The reply to these worries was that the southern access from 32nd Avenue was for local and emergency access only and would have little impact on local traffic. The front door to Cabela's was to be from the north at the interchange of Highway 58 and Cabela's Drive. The recently released environmental assessment, however, clearly indicates the Cabela Drive and 32nd Avenue intersection is the intended main access road for the development with over twice the projected traffic as the access points from the Highway 58 interchange and the 40th Avenue underpass combined. The five-lane design width of Cabela Drive and 32nd Avenue shown in the environmental assessment clearly supports this conclusion and shows that it is intended to handle most, if not all, of the anticipated increase in traffic to the development from eastbound I-70 as well as the traffic from northbound C-470 that feeds into I-70. In order to handle the traffic flow to Cabela's arriving from eastbound I-70, the environmental assessment proposes construction hook ramps at 27<sup>th</sup> Avenue and Youngfield Street. The additional traffic volume of 19,000 vehicles per day at two large intersections -- at Youngfield Street and 27th Avenue and at Youngfield Street and 32nd Avenue -- will greatly increase congestion on Youngfield Street and 32nd and result in traffic backups in all directions from that intersection. In addition, construction of the proposed hook ramps at 27th Avenue will necessitate displacement of a number of residences and local businesses. I believe the solution to the traffic congestion and neighborhood destruction that would result in a proposed environmental assessment lies in the return to the plan as originally presented, assuming Cabela Drive's access to 32nd Avenue is truly necessary for local and emergency traffic limited to two lanes. Focus traffic to the Cabela's development to the Highway 58 interchange and discourage access from 32nd Avenue. And, finally, require that the north access to the development from Highway 58 be in place before Cabela's or other businesses are allowed to open. And, finally, an earlier speaker made the comment that the intersection at 32nd and Youngfield is a very problematic intersection and dangerous. The addition of Cabela Drive will do nothing but exacerbate this already dangerous situation.</p>	
<p><b>Ron Keethal (Kiefel)</b></p> <p><b>Comment #150</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Hello. I am Ron Keethal. I am a Wheat Ridge resident at 3893 Theo Drive. My family also owns Wheat Ridge Cyclery, and I've been riding my bicycle up and down 32nd Avenue for the past 30 years now. I am in support of the Cabela's project. Cabela's is a destination business as a high quality retailer, much like large ski and sport and our bicycle shops. So I feel it's very important that we support this project. I am also a board member of Wheat Ridge 20/20 as we look at revitalizing our community at Wheat Ridge. And I am not for expanding the EA because I fear that, if we do expand the study as people suggested, we lose Cabela's and then -- Cabela's is the kind of business that we are looking for as we try to grow this community in Wheat Ridge. The engineers have studied 27 alternatives, and they've put in a lot of hard work, and so I thank them for their efforts. Just as a cyclist riding through the area, I would like to request -- and I'm not sure if there are bike lanes along 32nd; 32nd Avenue is a major east/west corridor for cyclists coming through Denver to Golden -- so I would request that that intersection is studied well and on-road bicycle lanes are included in that. And then also down Cabela Drive. I feel that, if there are on-road bike routes, that cyclists will be able to go through there, and that there is a good connection to the bike trail. So thank you.</p>	<p><b>Response to Comment #150:</b> Ron Kiefel also provided additional written comments. Please refer to Comment #52.</p>

<p><b>Brian Delate</b></p> <p><b>Comment #151</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Hi. My name is Brian Delate. I am a local resident and business owner. I live just a couple of blocks from 32nd and Youngfield, and I was actually quoted a couple of years ago, when the very first traffic plans came out, as being very pleased that somebody was going to at least attempt to fix the 32nd to Youngfield intersection. With the additions and changes, especially the underpass on about 40th and the Highway 58 interchange, I am very pleased with the results of this because it will help to alleviate traffic, putting the front door up on 58 and moving a lot of the traffic away from 32nd as well as fixing 32nd. I live just east of I-70, and a couple of years ago when my son was attending Manning, he was not -- I would not let him walk or ride his bike to school because that intersection was so dangerous. With the proposed changes, all that should be much safer so that, when my three younger children attend Manning, I would be much more confident in letting them walk through there. So I am very pleased with the 32nd Avenue stuff. Also the way the traffic has been pushed away from 32nd and Youngfield towards Highway 58 and then even building a tunnel underneath 58 to push -- underneath 70 to push more of that traffic through Wheat Ridge instead of -- since it's Wheat Ridge that's doing this, I think that's good.</p>	<p><b>Response to Comment #151:</b> FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p>
<p><b>Betty Fleming</b></p> <p><b>Comment #152</b></p> <p><b>Comment #152-1</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Hi. My name is Betty Fleming. I have lived in the Applewood area for 35 years when my dad transferred us from New York City because he didn't like the traffic. I've lived at 23rd and Youngfield for the past 18 years, and I have four small children. We're a very outdoor family. I didn't prepare anything. I wrote some things down while I was standing here just to tell you from a residential point of view what we are facing and what we are fearing. And the big concern for us is that the 27<sup>th</sup> interchange -- because we walk to the store. I have a runner who runs to the park to do her 10 miles every day. We cycle. We really take advantage of the Colorado outdoors. And the idea of having an interchange that looks like it's going to be up to six lanes wide right -- three blocks away from our house is not an inviting opportunity. We've watched a lot of growth, obviously, over 35 years. However, to move that interchange into the residential area instead of trying to push it away, I don't understand why that's the option. 32nd and Youngfield really does need to be improved because of the traffic, but I was hoping that it wouldn't be in my backyard. We have a little problem with the noise level currently because I-70 is very close to our home, and I anticipate that noise will increase dramatically having an interchange coming around and looping around our house, so that's also a concern. And I am worried about my property value going down. I am worried about safety for my kids. And I think that's all I jotted down, but I just wanted to express my opinions. Thank you.</p>	<p><b>Response to Comment #152:</b> Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue and to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27<sup>th</sup> Avenue and the associated impacts to the residential neighborhood.</p> <p><b>Response to Comment #152-1:</b> Please refer to our response to Comment #5-1 in regard to your comment on noise.</p>

<p><b>Rhonda Titlebaum</b></p> <p><b>Comment #153</b></p> <p><b>Coment #153-1</b></p> <p><b>Comment #153-2</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Rhonda Titlebaum. I am on the board of the Applewood Property Owners Association. We are not nearly as organized as the AVA, but our concerns are no less real. First, let me say thank you to CDOT for giving us this opportunity to comment publicly and also for all that you have done to date. It has been a pleasure to work with you, and we appreciate that our concerns to a great extent have been recognized. We are still in the process of reviewing the EA. It's a very big document for those of us that are laypeople, and so we will submit additional written comments within the time frame. For tonight I have two what I think are the most significant comments at this point. One is, we have talked over the last couple of years a lot about where these roads should go. This is really our first chance to discuss environmental impact in the true sense of the word. And I am real troubled by what -- you heard one comment before of what I perceive to be sort of a chicken and egg problem. We have a no-action alternative that assumes this large regional development and the traffic that will flow from it, and then we have a proposed action that purports to remedy the environmental impact of that very development. That seems very disingenuous to me, and I think is a concern to many people in our neighborhood. We would like to see a true environmental assessment that includes with the proposed action that impacted those additional -- I have heard 20-, I have heard 35,000 cars a day that result strictly from the fact that this development is regional in its nature. The other issue is also one that's been mentioned before, and that relates really more to -- it's really addressed more to Wheat Ridge and the developer than it is to CDOT, but I am hoping that CDOT can help us out here. We have heard since the beginning that all of the necessary improvements would be in place before the store opening, that if it doesn't work for the neighborhood, it doesn't work for Cabela's. I could probably go on in that vein. And yet, despite promises that all these improvements would be completed, because of a technicality, I think, with respect to whose jurisdiction is what, the very essential I-70 interchange, I-70/58 interchange completion will not take place until after the store opens. I think that's a travesty. I think that's an insult to the neighborhood. I would hope that there would be some environmental assessment of the impact without completion -- of the store opening without completion of those missing links. I wonder whether the five-lane proposal for Cabela Drive is strictly a function of the fact that there is no way to get to this project from eastbound I-70 until that connection is built, and therefore Cabela Drive becomes at least a temporary front door. Thank you.</p>	<p><b>Response to Comment #153:</b></p> <p><b>Response to Comment #153-1:</b> Please refer to our response to Comment #126-1 in regard to your comment on the No-Action Alternative with traffic from the proposed development compared to a No-Action Alternative without traffic from the proposed development.</p> <p><b>Response to Comment #153-2:</b> Please refer to <b>Section 2.5 Implementation Schedule</b> in the FONSI in regard to your comment on the construction timing.</p>
<p><b>Camelia Adams</b></p> <p><b>Comment #154</b></p> <p><b>Comment #154-1</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Camelia Adams. I live at 23rd Place, which is just south of 32nd and west of Alkire. First of all, I want to point out that several comments have been made about the EA and that it was locally produced. I would like to see a federal EA, please. I would like to see an impact for our entire community. It is true that half of the world's population now lives in urban and metropolitan areas. If we are going to create here, as we desire, tranquility, we're going to have to make sure that this highway doesn't become main street USA with lots of off-ramps going to lots of commercial developments. I am appalled that the powers that be in this community were able to even consider the west side of I-70 for commercial development. I am appalled that there was a collusion with Wheat Ridge saying, Oh, greedy, greedy little Wheat Ridge, look how you can make so much more money if you can include this in your plan. If this was forty years ago, we might have been sitting here talking about Times Square or</p>	<p><b>Response to Comment #154:</b> This EA is a federal document with state and federal oversight. The final decision on these improvements rests with FHWA. The EA was compiled and presented in compliance with state and federal laws and regulations.</p> <p><b>Response to Comment #154-1:</b> Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning and #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p>

	<p>44th and Wadsworth. Or you might have been talking about the development at Lakeside. Anybody remember those? Anybody ever go to a meeting for those? Look what's there now. It's dead. It's overrun by gang violence, for instance, if you want to talk violence. I think that's violence on our community. There hasn't been proper oversight to any of this development. It's all been done over the years by special interest in collusion with small-time government. Wheat Ridge as a community has lost its credibility over the years to manage commercial property. Why do we see them being the instigator of this commercial development into our open space? And if you look 40 years down the road, I think we would be very happy to have this as open space. It helps to insulate our idyllic community that you may think is provincial, but we really do love our community and we want it to be insulated. We want this highway, which is -- it already bifurcates our community -- we want it to go right on past. 32nd, yes, we need an improvement there, but only for the Applewood Center because there is a lot of traffic there. That is a huge commercial development, and as a matter of fact, the King Soopers and the huge liquor store there already are major contributors to the economy of Wheat Ridge. If it weren't for them, the rest of Wheat Ridge would have withered and died a long time ago. I know. I work in that King Soopers, and I see a lot of faces here that I recognize. So consider those things before you start doing these incidental projects. This is a national problem. This is a problem in New York City. It's a problem in Memphis, Tennessee. It's a problem here in Denver. So try to get some kind of a national and state perspective on what is going on here.</p>	
<p><b>Jim Shabola</b> <b>Comment #155</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>I am Jim Shabola, and I am with that large liquor store. I am with Applejack Wine and Spirits. We are very deeply rooted in this community. We live and breathe Wheat Ridge and surrounding areas, and I thought it was important that I comment. I would say that, first of all, that I know that CDOT has taken a lot of time to try to address all of the concerns of all the participants, and I know it's been a very difficult process. I have been caring about and living the problems of the roads in this section for almost -- for more than 20 years, and I will tell you that this has been a problem that has been growing and festering and had to be addressed. This, for me, is not about Cabela's. This problem existed long before Cabela's was even a glimmer in anyone's eyes. I never knew of a Cabela's, and I knew that there were problems with 32nd and 58 that had to be addressed. I very much appreciate everyone's concerns here about 27th and the community. I am concerned about it. But I also am a realist to know that 32nd and 58 has been a problem for us forever. And CDOT, in addressing the problem of 32nd and addressing the problem of 58, has to know -- has looked at all the alternatives, and this is not necessarily a solution that everybody is happy with, but I haven't seen a better solution. And it has nothing to do with Cabela's. It has nothing to do with any other development. It has to do with the community we live in now. And, sure, there could be changes made for this community or that community, but it's trying to balance it over all the communities. And I will remind everybody who's concerned about 27th that, when the 58 and I-70 interchange was proposed over about 50 years ago, only half of that was ever done. 50 years later the other half still has not been done. So my hope is that, even though CDOT has to put it on -- because I think CDOT is mandated to have it there -- my hope is that 50 years from now, we will all be sitting here saying, That never happened. So, again, I give kudos to CDOT. I understand the problems you are under, but realistically it's a mess where we are now and it has to be addressed because, if it is not addressed now the way that CDOT has proposed, it's going to get worse and worse. Thank you.</p>	<p><b>Response to Comment #155:</b> FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p> <p>Please refer to <b>Section 2.5 Implementation Schedule</b> in the FONSI in regard to construction timing.</p>

<p><b>Shirley Pierce</b></p> <p><b>Comment #156</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Shirley Pierce. I've lived in the Applewood area for 42 years, and I am a member of the Applewood Valley Association. The Applewood Valley Association gave these remarks at the Jefferson County Commissioners public meeting April 27, '06 at the Marriott. We feel strongly about this. This is not in the EA. The Applewood Valley Association was formed in 1956, years before I-70 came through here. The whole valley was settled, and then the wall was built with one hole providing circulation for our community. Although there is a barrier, we still function as a village, but we must use 32nd Avenue to connect people, homes, schools, churches, emergency equipment, parks, shopping, and services. Youngfield is our Applewood main street and provides commercial needs at a community level. Please note the shopping center parking lot is nearly full during high traffic volume hours. For those reasons, the 32nd Avenue interchange on I-70 was designed for local purposes. Regional functions were provided at Ward Road and Colfax. No one should be surprised at our determination to protect the integrity of our neighborhood. We succeeded in campaigning to have the external traffic served by direct freeway interchange. The front door on Highway 58 is a fine solution so long as it is not defeated by misguided directional signing both on and off-site and a high capacity Cabela Drive connecting to 32nd.</p>	<p><b>Response to Comment #156:</b> Shirley Pierce submitted additional verbal comments. Please refer to Comment #114.</p> <p>The fact that SH 58 and I-70 have few crossing roadways, which limits traffic flow across these majors corridors, was identified as a constraint to alternative development (see <b>Section 2.2 Alternatives Considered</b> in the EA) and is also discussed in the community cohesion and connections subsection of <b>Section 4.1.2 Social and Economic Conditions</b> in the EA. Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p>In addition, it is important to note that the Jefferson County Commissioner's public meeting was by Jefferson County and was not sponsored by the project team. Jefferson County provided a letter to the project team summarizing the comments received at the Jefferson County Commissioner's public meeting. Many of these issues were raised in other public forums and were used to scope and identify issues addressed in the EA.</p>
<p><b>Gerald (Jerol) Novacek</b></p> <p><b>Comment #157</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>I am Gerald Novacek. We're the family that runs the greenhouse there at 27th and Youngfield. I guess you guys have heard me talk before. We've still got problems, don't we? You've got a lot done. You've made some improvements, but from what I am still hearing, along with myself and my family, we've still got a problem at 27th there. Nobody wants it. And they think there are still some alternatives there to do. Do you guys realize that I just heard on the business news this last week, Cabela's in every state that they have been in so far is the number one tourist attraction in that state. Do you realize that, when they come to Colorado, it's probably going to be again close to the number one tourist attraction here. Do all of us really realize and understand really the impact that this business is going to bring to our community here? And I realize Cabela's is a fine organization and they do a nice job, not only for sportsmen, but for just people that like to go there and to view their exhibits and see the things that they do. It's just phenomenal. But the traffic these people bring in is just going to be unreal, I think, for our neighborhood, and it's probably like that baby that maybe nobody wanted, you know, but you realize you are going to have. That may be the way it is here now, and that's why we're solving these problems. Have any of you as parents had several children and maybe one more comes along a little later on? Your refrigerator is too small. Your car is too small. Your house is too small. That's where we are at right here. So we're trying to solve these problems with somebody that's coming in. And we all love that extra baby that's going to come along, just like Cabela's. We are going to love them, but there is some problems here that we have to address to take care of this. And I think part of them is, we have to protect these communities up here that we're involved in and a lot of these other people that got up and spoke tonight too. So I would just like to thank CDOT for giving us the opportunity to stand up here and talk to you. I'd like to thank the mayor for his facility here that we can use, and I guess I would like to have you guys go back once again and say, We need to look at a few more of these refinements here because, I tell you, I think we are just really up against something here that's bigger than what we really think. Thank you very much.</p>	<p><b>Response to Comment #157:</b> Jerol Novacek also provided additional written comments. Please refer to Comment #4 and #187.</p> <p>Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue. Please refer to our response to Comment #126-1 in regard to your comment on traffic from the proposed development compared traffic from without the proposed development.</p>

<p><b>John Vilachico</b></p> <p><b>Comment #158</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is John Vilachico, and I have a long history from when I was born in this community. I was raised at the foot of Table Mountain in Fairmount and went to Wheat Ridge High School. Graduated there in '85. Have been all over the world, and my wife and I decided to bring the businesses that we had started right back here to Wheat Ridge. First and foremost, I want to speak only for a second about Cabela's coming here. I think it's an absolutely wonderful opportunity for the community. But regardless of that, this property is going to be developed. It has been leveled out. It was commercial from its beginning. In fact, it was industrial as a mine, as a gravel pit. You can barely get more industrial than that. It was useless for decades, and now it's been developed into a property that, if it becomes available for sale, especially the corner property that Cabela's currently owns, someone else will move in quickly. So there is not a question of the property being developed. It's, I guess, a question of whether it will be developed this year or several years down the road after another study. I would like to thank CDOT for all of its hard work and also thank the Federal Highway Administration for coming here and giving people a chance to talk. I think there have been many, many different proposals put forward, but what has to be taken care of is the fact that this area is growing. It is growing faster than the highways can contain the traffic. Virtually everybody in this room has complained about traffic problems, and I grew up with traffic problems and became aware of them at 16. The highway intersection at Highway 58 has never fed this community properly. It's always only been able to put traffic in half the directions that it was supposed to. It's critical that Highway 58 be completed. What I also like about this proposal is that it feeds the majority of traffic for this development off an already developed four-lane highway, which is Highway 58. That's for the lead-in signs for tourists. And no matter how many tourists come, they're probably going to be coming east off of I-70. And they will be directed onto Highway 58. There is a very adequate interchange off of Highway 58 to feed people coming and going from the project, and then the feed-in to I-70 at 32nd Avenue actually isolates 32nd Avenue from the majority of the traffic. This also provides relief for thousands of Coors workers that currently use 32nd Avenue and 44<sup>th</sup> Avenue to exit their jobs every day, and I am talking thousands of people. So it provides better access to the highways, and I hope that people realize that these two lanes here are a double flyover bridge that allows people to get onto the highway.</p>	<p><b>Response to Comment #158:</b> FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.</p>
<p><b>Jennifer Platten</b></p> <p><b>Comment #159</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>Hello. My name is Jennifer Platten. I live in the Applewood community. I am very grateful for Mr. Novacek for speaking so gently to us because this is obviously a subject of great tension for everybody, none more so probably than his family and his health. So I just want to let everybody know that that's the -- those are the people that are being threatened to be kicked out of this neighborhood. You might reconsider. They're probably some of our best people here. I don't like the proposal. I don't like the highway changes that are proposed, and I certainly don't like Cabela's. I'm not a sportsman. I never will be. Guns are used for two things, injuring and killing. That's it. You can say it's protecting, but you have to injure and kill to protect. So let me lay that on the line, so you'll know I have no sympathy whatsoever for any difficulties they might face in relocating here. I'm also not a fan of pollution. I'm also not a fan of an increased energy burden to our community. I mentioned in the last Wheat Ridge city meeting that this is a vision that lacks vision. It's not even taking into account the burden that we</p>	<p><b>Response to Comment #159:</b> Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.</p> <p>As part of the environmental process under NEPA, environmental impacts are avoided, minimized, and mitigated to the extent practical. Although there are impacts to the environment, as summarized in <b>Table 4-1 Summary of Proposed Action Impacts and Mitigation Measures</b> in the FONSI, FHWA and CDOT have determined that these impacts are not significant. FHWA has determined that sufficient studies have been prepared to assess the Proposed Action's direct, indirect and cumulative impacts.</p> <p>FHWA and CDOT are committed to implementing appropriate transportation solutions and to working with the local community and individuals to achieve this. The EA process is one step. We will continue to work with the local community and individuals through the design process to balance local and regional needs.</p>

	<p>have on our energy supply right now. It's not taking into account the global warming that we are suffering from. It's bringing RVs here, not Priuses, but RVs. And 35,000 of them is creating a lot of heat, a lot of pollution, and, frankly, I don't think that it's a mindset that needs to be cultivated any longer. I don't think that we need to exploit American ignorances and vices any longer for the profit of a few large developers. I feel very strongly about this. I don't know what the legalities of it are, but knowing that all of our property values will be diminished and our quality of lives will be diminished, I know that ethically that, as individuals who are in a position to make a decision about this, you have personal responsibility. If it were my decision and I were looking 25 down 10 years -- 3 years, 10 years, 30 years, I would say, What do I want to be for my grandchildren? What do I want to be for these other people's grandchildren? Do I want a world that's more polluted, more noisy, more chaotic and less cohesive? Or do I want something like the Wheat Ridge Rec Center that brings people together, that gives them an opportunity to recreate together? So I thank you for your time in considering this. There is no concise summary I can say. Please go back to the drawing board. We are creative human beings. We can put people into outer space. There is a solution to this that will fit many more needs than the solution that is proposed here. This solution fits the monetary needs of some people, but not most. Thank you.</p>	
<p><b>Arnold Palotka</b></p> <p><b>Comment #160</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Arnold Palotka. I live in the neighborhood. I am going to start at the T&amp;A truck stop. There's a much needed change. It has been anticipated for at least two years when I have talked to the manager of the station. And he said, We are going to move one of the entrances over eastward on 44th. So that change is very nice. The interchange at 58 is a completion of something that must have been on the drawing board about 20 years ago when they built I-70. It is a much needed interchange. The flyovers to 58 are needed. But as you come south on Youngfield, the alignments of the street and I-70 are a pipe dream. I would suggest you get somebody with a transom out there to find out exactly where you stand on those designs. The 32nd Street interchange is only about 15 to 20 feet away from the edge of the highway. So if you are going to try to put -- I would say about a 20-foot drop -- and if you are going to put an interchange in there, you will have to realign either the highway further west or Youngfield further east. You show the 38th Street entrance closed, so you must be anticipating putting a new entrance somewhere about 32nd. The 27th Street interchange of Youngfield and 27th is only about 40 to 50 -- I estimate 60 feet from the highway embankment to 27th. It's a pipe dream. Leave that alone. Leave the entrance -- or exit from I-70 to Youngfield which comes out at Taco Bell, leave that alone. Don't try to use the 27th because there is no 27th Street west of Youngfield. There is no alley there.</p>	<p><b>Response to Comment #160:</b> Please refer to our response to Comment #57 in regard to your comment on the I-70/SH 58 project improvements at the I-70/Ward Road interchange.</p> <p>The I-70/32<sup>nd</sup> Avenue Interchange project includes the reconstruction and redesign of the existing I-70/32<sup>nd</sup> Avenue interchange. As you have noted, the proximity of Youngfield Street parallel to I-70 presents an environmental constraint for interchange design alternatives that can be constructed at I-70/32<sup>nd</sup> Avenue. The use of off-set hook ramps was analyzed and accepted at this location to minimize impacts. The Proposed Action represents a compromise between impacts to the community and traffic operations; however, FHWA and CDOT support these improvements.</p> <p>As discussed in <b>Section 2.4 Proposed Action</b> of the EA, the westbound I-70/32<sup>nd</sup> Avenue on and off-ramps will be relocated north along Cabela Drive to approximately 35<sup>th</sup> Avenue on the west side of I-70 with paired hook ramps. The existing westbound I-70 off-ramp that exits to 32<sup>nd</sup> Avenue will be closed. The existing westbound I-70 on-ramp will remain open but access will be limited to eastbound 32<sup>nd</sup> Avenue traffic. FHWA and CDOT realize that there is an elevation difference on the west side of I-70 in the area of the I-70 westbound hook ramps. Final design will determine the volume of fill and specific design of retaining walls necessary for the site.</p> <p>As part of the I-70/SH 58 interchange improvements, the existing eastbound I-70 on-ramp at approximately 38<sup>th</sup> Avenue will be relocated to 35<sup>th</sup> Avenue. The I-70/32<sup>nd</sup> Avenue interchange project will relocate the eastbound I-70 on-ramp from 38<sup>th</sup> Avenue and the existing off-ramp at approximately 28<sup>th</sup> Avenue to 27<sup>th</sup> Avenue in a paired hook ramp configuration. <b>Figure 2-3 Eastbound Hook Ramps &amp; Youngfield Street Intersection Detail</b> in the FONSI depicts the eastbound I-70 hook ramps. At this location, opposite 27<sup>th</sup> Avenue, the hook ramps meet the desirable design speed of 35 mph. Please refer to our response to Comment #4-2 in regard to the eastbound I-70 hook ramps at 27<sup>th</sup> Avenue.</p>

<p><b>Henry Van Fleet</b></p> <p><b>Comment #161</b></p>	<p>Comment stated during the microphone session at the November 9, 2006 public hearing.</p> <p>My name is Henry Van Fleet. I live at 2267 Zinnia Street. I have lived there for 44 years. In my previous -- I am retired now -- previously I was a deputy city engineer for the City of Denver Public Works. Prior to that I was a principal engineer for Stearns &amp; Rogers that built highways and roadways and railroads all over the world. Prior to that I taught engineering courses at the University of Colorado. I can look at this and say there are problems here. It's poorly laid out. You've put a lot of traffic on I-70 into the suburbs, into the neighborhoods, and this is not good. I also suggested before putting an interchange at the 40th tunnel. They say it can't be built. It can be built there if we use the methods that were used on T-REX and use modern thinking, not fill and backfill and such like that. There is room. It can go in there. By putting the interchange at 40th, the destination to Cabela's can be achieved. Virtually 100 percent of the traffic on I-70 that is destined for there can reach there. And we can also put an interchange by extending that across Youngfield and putting on and off-ramps on Youngfield to that interchange, urban interchange, which would lead from Youngfield onto I-70. It would eliminate the need to go through Novaceks entirely. A lot of the improvements could be dropped on here. By removing the light at the on and off-ramps at I-70 westbound there, you are going to have a big increase in a stacking area. There is a need for improving 32nd Street, but the Cabela Drive could be eliminated from this entirely, which would eliminate the traffic going into the neighborhood area entirely. One hundred percent of the destination traffic that is going to Cabela's could go to Cabela's without any interference at all, and we don't have to interrupt Novacek. We don't have to go 22nd. We can put an on and off-ramp, an urban type, at 40th. Fortieth Avenue is going to have a tunnel in there. This is going to be hazardous and dangerous, very dangerous. The entire grade -- or elevation at 40th Avenue is going to be below Youngfield. As you go east on that tunnel, you are going to have to climb out of that grade onto Youngfield and turn right. That area there is below ground. It is going to be -- the north side is going to receive a lot of weather. It's going to be slippery, icy, a high maintenance. It's going to be accident-prone. As you come out of that tunnel and turn right, you are going to go up a 5 percent grade, and that is going to be hazardous. There's going to be a lot of people, a lot of accidents.</p>	<p><b>Response to Comment #161:</b></p> <p>Henry Van Fleet submitted similar written comments. Please refer to Comment #113 and #179.</p>
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Wheat Ridge  
2020

Comment  
#162



November 9, 2006

Monica Pavlik  
Federal Highway Administration, Colorado Division  
12300 West Dakota Ave., Suite 180  
Lakewood, CO 80228

Re: I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment

Dear Ms Pavlik,

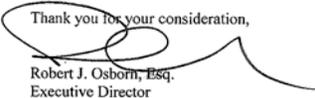
Wheat Ridge 2020 is a Non-Profit Community and Economic Corporation focused on revitalization efforts in the City of Wheat Ridge. Our Mission is: To Advance Wheat Ridge as a Vibrant and Sustainable Community. Wheat Ridge 2020 fully supports the proposed highway improvements as identified in the I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment. The improvements are essential to alleviate long standing traffic congestion along this major corridor, and will promote long term transportation benefits that will enable sustainable commercial development in our community.

Wheat Ridge 2020 supports the proposed highway improvements because:

- The proposed improvements will provide solutions to the existing, long standing traffic congestion problems on the I-70 and 32<sup>nd</sup> Avenue interchange area.
- The proposed improvements will provide direct access between I-70 and SH 58 that will effectuate better traffic flow to the northwest areas of Wheat Ridge, Golden, and Arvada.
- The proposed improvements improve and enhance egress on and off I-70 at Ward Road, eliminating existing and future congestion problems, by widening the road and allowing for direct turn lanes.
- The proposed improvements at I-70, 27<sup>th</sup> Avenue, and Youngfield Street will provide an additional access point to I-70 that will reduce traffic congestion on north bound Youngfield Avenue.
- The proposed improvements at the west side of the I-70 and 32<sup>nd</sup> Avenue interchange will provide safer egress on and off of I-70 and improve the flow of traffic at that interchange by providing traffic conditions that calm the flow of traffic, and minimize backups at the egress points.
- The proposed improvements will facilitate and enhance access to existing commercial facilities along Youngfield Street, and the proposed new commercial development that will provide sustainable tax growth and generation for Wheat Ridge and Jefferson County.

Please consider our support for the proposed traffic improvements, as you formalize your findings on the I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment.

Thank you for your consideration,

  
Robert J. Osborn, Esq.  
Executive Director

Wheat Ridge 2020 P.O. Box 1268 WHEAT RIDGE, CO 80034-1268 (720) 259-1030 fax (303) 940-9332

**Response to Comment #162:**

FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.

<p><b>Lyle Achziger</b></p> <p><b>Comment #163</b></p> <p><b>Comment #163-1</b></p> <p><b>Comment #163-2</b></p>	<p>Comment received via the project website. Date: 11/09/06 19:36</p> <p>In deciding on approval of the Cabela's project, what aspects of transportation were considered in selection of a site? Was there consideration of developing alternative methods of transportation including light rail and, if so, was it also a criteria favorably viewed by Cabela's? I'm interested due to the potential for our city to see some retail growth in the not too distant future and I would like to know what retailers are looking for and are willing to support.</p> <p>What is the projected opening date for your Cabela's store?          Congratulations on your new opportunity and best wishes.</p>	<p><b>Response to Comment #163:</b>          Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.</p> <p><b>Response to Comment #163-1:</b>          The travel demand forecasting for both the No-Action Alternative and the Proposed Action includes Phase I of the Gold Line, which is an 11.2 mile light rail transit project that extends from downtown Denver to Ward Road north of I-70. The Ward Road park-n-Ride facility could serve as the end of the line, although the final station locations will be identified as part of NEPA process for the Gold Line. Feeder bus routes are anticipated to serve the light rail station.  <b>Section 3.5 Transit Access</b> discusses the current RTD bus routes serving the study area.</p> <p>It is our understanding that RTD is considering adjusting their bus routes to accommodate the proposed development area west of I-70. In addition, the developers, in conjunction with RTD, are also investigating the possibility of relocating the current bus transfer operations at 38<sup>th</sup> / Youngfield to the proposed development site.</p> <p><b>Response to Comment #163-2:</b>          Currently, the Cabela's store is not scheduled to open until June 2008.</p>
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Connie  
Patterson

Comment  
#164

NOV 09 '06 03:33PM MAIL BOXES ETC #1045

P.2

In Response to the  
ENVIRONMENTAL ASSESSMENT FOR THE  
WHEAT RIDGE/CABELA DEVELOPMENT

My concerns and oppositions to the questions and answers, Why does the new SH58/Cabela Drive interchange connect to 44th Avenue and Why is the new SH58/Cabela Drive interchange located at Holman Street?

As a Federal, State, and County taxpayer, I am opposed to the funding for the infrastructure for a private business in a neighboring City. I am also opposed to the extra traffic being brought on to our single lane, rural neighborhood street. It is totally illogical to spend millions of dollars on the Cabela Drive/ 44th Avenue/ Holman Street interchange. Here are a couple of logical reasons for unnecessary spending. At this minute, .06 of a mile from Holman Street down 44th Avenue to McIntyre, is a multi million dollar project being built, it is to accommodate the heavy traffic, on a major thoroughfare, and a well needed safety improvement that the taxpayers will benefit from. Next, spending millions of dollars of State and County taxpayers, to build a new SH 58/Cabela Drive interchange located at Holman Street, .01 of a mile long, single lane, rural asphalt, no sidewalks, gutters, no drainage, dead end street, ending in our front yards of our homes. It is a small rural street for local residents only, and filled with children playing, riding bicycles and horses. Who will be benefiting from the millions of dollars spent on it and who will be paying not only tax dollars but the high price of hazards to our families? If the State and County want to spend some tax dollars for taxpayers problems, we have one on 44th and Indiana, and a major thoroughfare. We need a stoplight, as it is a very hazardous intersection and is .01 of a mile west of Holman. I think a little more research on this problem should be done. Let the City of Wheat Ridge and Private Businesses fund and build their own streets and roads in their own neighborhood for their own benefit, and profit.

I am a property owner and taxpayer of Jefferson County,  
Connie Patterson and you can reach me at 14400 West 45th Drive, Golden, CO 80403

**Response to Comment #164:**

Connie Patterson also provided these verbal comments to the court reporter during the open house portion of the public hearing. Please refer to Comment #112 for our responses.

Ann Thacker

Comment #165

**I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment  
PUBLIC HEARING COMMENT FORM**

November 9, 2006

Wheat Ridge Recreational Center  
4005 Kipling Street  
Wheat Ridge, CO

November 9, 2006  
4:00 – 8:00 p.m.

**Public Hearing Comment Form**

Thank you for attending the I-70/32<sup>nd</sup> Avenue Interchange Project Environmental Assessment (EA) Public Hearing. Your comments are important to aid in making the best decision for transportation improvements in the project area. They will be combined with others, addressed in the decision document, and used by FHWA and CDOT in deciding the appropriate course of action to follow. Please use this form to record your comments and either submit them in the comment boxes provided tonight or mail it to one of the addresses below prior to December 8, 2006.

**Submit your comment at the November 9, 2006 Public Hearing or mail to the address below – comments must be received by December 8, 2006.**

Monica Pavlik  
Federal Highway Administration, Colorado Division  
12300 West Dakota Avenue, Suite 180  
Lakewood, CO 80228  
Fax: (720) 963-3001

Ed Martinez  
Colorado Department of Transportation, Region 6  
4670 N. Holly Street  
Denver, CO 80216  
Fax: (303) 398-6781

COMMENT: PLEASE REFER TO ATTACHED COMMENT  
AND LETTER DATED NOVEMBER 1, 2006  
TO CABELA'S.

*Ann Thacker*

Name: ANN THACKER  
Address: 12425 W 19<sup>TH</sup> PL. LAKWOOD 80215  
Street City Zip Code  
Phone: 303-238-9496 Email: ECCENTRICAL@AOL.COM  
Date: NOVEMBER 10, 2006

**Response to Comment #165:**

Ann Thacker also submitted these as written comments. Please refer to Comment #130.

<p>Comment #165-1</p> <p>Comment #165-2</p> <p>Comment #165-3</p> <p>Comment #165-4</p>	<p>To: <u>Federal Highway Administration and CDOT</u></p> <p>For the past two years, three Applewood residents, Sam Guyton, Jean Guyton and I, attended public and private meetings, wrote letters signed by 198 of our neighbors, and made public comments stating our fierce opposition to two aspects of the traffic design for the Cabela's development.</p> <p><b>Our preferred solutions include:</b></p> <ul style="list-style-type: none"> <li>↓ <u>Disconnect 32<sup>nd</sup> Avenue from Cabela drive as Cabela's prefers which would permit elimination of the 27<sup>th</sup> Avenue Hook Ramps;</u></li> <li>↓ <u>Change the configuration at the south end of Cabela drive to two through lanes (one north and one south). That would assure SH58/I70 would be used as the primary entrance and would permit elimination of the 27<sup>th</sup> Avenue Hook Ramps.</u></li> </ul> <p>We were repeatedly assured that our concerns and our letters would be discussed and mitigated in the EA. They are neither discussed nor mitigated as documented in a November 1, 2006, letter to Cabela's written on behalf of the 198 signers of two prior letters dated January 6, 2006 to CDOT and April 25, 2006 to Cabela's. <b><u>Therefore, there is a need for these issues to be more closely examined via an Environmental Impact Statement</u></b></p> <p>For the record, I read our November letter at the public hearing beginning November 9, 2006, at 7:00 p.m. However, I was cut off after three minutes. Even though I represented 198 homeowners, I was denied the one extra minute necessary to complete the reading of the letter. <b><u>Therefore, the full letter is attached to be entered into the record.</u></b> Two other speakers were also cut off even though they were clearly nearing the end of their comments.</p> <p><b><u>I do not believe this format constituted a true, fair public hearing.</u></b> First, the AVA had to fight for the forum format. Second, we were not apprised of the arbitrary, fixed three minute limit in advance of the hearing. <i>Past hearings have been flexible with the time limit.</i> Lastly, the developers were given a full four hours to publicly communicate their plans and points of view. Whereas, time for public community feedback was limited and cut short.</p> <p>Respectfully submitted,    Ann Thacker  12425 W. 19<sup>th</sup> Place  Lakewood, CO 80215  303-238-9496  <u><a href="mailto:Eccentricgal@aol.com">Eccentricgal@aol.com</a></u></p>	<p><b>Response to Comment #165-1:</b>  Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32<sup>nd</sup> Avenue intersection.</p> <p><b>Response to Comment #165-2:</b>  Please refer to our response to Comment #10-2 in regard to your comment on the public involvement process.</p> <p><b>Response to Comment #165-3:</b>  Please refer to our response to Comment #2-1 in regard to an EIS.</p>
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**Comment  
#165-5**

November 1, 2006

Mr. Dennis Highby, President, Chief Executive Officer and Director  
Cabela's, Inc.  
One Cabela Drive  
Sidney, Nebraska 69162

Re: Unworkable Traffic Plan and Inadequate Environmental Assessment (EA) due to Unmitigated Community Concerns Relative to Cabela's Planned Colorado Development

Dear Mr. Highby,

Thank you for Mike Callahan's considered response dated 5/30/06, to our prior letter of 04/25/06. We were pleased to learn that Cabela's shares our primary concerns about the current traffic design and is committed to working with the community to, as Mr. Callahan writes, "...arrive at a livable traffic solution that would both address the need for much improved access to our proposed development and to help mitigate any burden to an already inadequate traffic situation around the site". However, based on the EA, actions have not been taken to mitigate the principal community concerns. As a result, the EA is inadequate as written. Now is the time to put dollars and influence with your words. It is clearly more cost-effective for Cabela's to invest funds and use its influence to correct the traffic design at this juncture. Opposition is rising with the passage of time and costs to Cabela's may rise as well.

Here are the facts as we understand them based on the paper trail provided to our communities:

**27<sup>th</sup> Avenue Hook Ramps**

**August 2004:** CDOT finalized an EA of the traffic needs of our community through the year 2025. It did **NOT** require the use of eminent domain to displace homeowners and businesses in the community nor was there any mention of hook ramps at 27<sup>th</sup> Avenue. What changed?

**Late 2004:** Cabela's announced its plans to join our community. Cabela's development plan was not included in the 2003 EA. **Clearly, increases in traffic flow, due solely to the Cabela's development, created the perceived need for the 27<sup>th</sup> Avenue hook ramps and multiple displacements.**

**2005:** Felzberg, Holtz, & Ullevig presented to our community the traffic plan **it designed on behalf of Cabela's**. Its design for the development included 27<sup>th</sup> Avenue Hook Ramps. These ramps were previously unnecessary based on CDOT's 2003 EA and 2004 FONSI (Findings of No Significant Impact) through the year 2025. Yet clearly, they were thought to be necessary to handle development traffic. Mr. Callahan states, "Now to the hook ramps at 27th Avenue. These are part of CDOT's overall proposal to address the regional traffic issue clear out to the year 2030 that was insisted upon by various groups". **The EA states that CDOT simply "allowed" for these hook ramps in the developer's design. CDOT did not propose these ramps. Therefore, Mr. Callahan's statement is disingenuous because these ramps were placed in the traffic design for the development's benefit not for the public good.**

**Response to Comment #165-4:**

Approximately 350 people attended the November 9, 2006 public hearing. To facilitate the operation of a public hearing with such a large group in attendance, FHWA and CDOT provided a number of opportunities to comment. Comments on the EA were provided on public hearing comment forms, spoken directly to two court reporters during the open house portion of the public hearing, and were recorded by a court reporter during the microphone session. In addition, individuals were invited to send letters or facsimiles to FHWA and CDOT.

FHWA and CDOT understand your apparent frustration in exceeding the three minute time limit. However, a facilitator was present to oversee the microphone session and clearly explained the rules of the microphone session prior to its start. The three minute time limit was set by the facilitator so that all who attended the meeting would be given fair and equal opportunity to provide comments. Prior meetings associated with the EA did not include a microphone session, although meetings held as part of the City of Wheat Ridge approval process and at Jefferson County have had open microphone sessions. The facilitator was asked to treat each commenter fairly and was consistent in applying the ground rules.

**Response to Comment #165-5:**

This letter was previously provided to FHWA and CDOT. Please refer to Comment #10 for our responses.

Comment  
#165

Building these ramps will require full or partial displacement of nine residences/businesses through the use of eminent domain. The overall traffic plan for the development calls for full or partial displacement of a total of 35 residences/businesses. **The EA does not discuss or mitigate any potential legal issues associated with the displacement of so many homes and businesses.** Based on documents presented to our community, it is clear that the 27<sup>th</sup> Avenue Hook Ramps were added due to a perceived need to handle the increased traffic flow created by the Cabela's development. These ramps benefit the private development and are not needed for the public good as our community opposition over the past two years demonstrates. **We urgently believe it would be in the community's and Cabela's best interest to remove the 27<sup>th</sup> Avenue hook ramps from the design.**

**Placement of Primary Entrance**

Also during 2005-2006, individuals and homeowner and business owner organizations banded together to protest the use of 32<sup>nd</sup> Avenue as a "front door" to the development. Using 32<sup>nd</sup> Avenue as a primary entrance places too much burden on the 35<sup>th</sup> Avenue and Taco Bell ramps. As Mr. Callahan so correctly observed in his response to us, "... we all prefer the hook ramps coming directly into and out of the development from westbound I-70 as suggested by so many interested parties" to serve as the front door. He added, "The connection of Cabela Drive to 32nd Avenue is not, nor is it intended to be, a primary entrance to the site. This access is required for local and emergency access only. If Cabela's had our way, we would block 32nd entirely, allow no access into our development at all from there and not have to spend any money improving it".

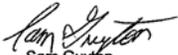
**Clearly Cabela's and the community are in complete agreement on this issue.**

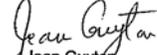
Therefore, it baffles us that the EA shows a traffic design with 19,000 vehicles per day flowing through the 32<sup>nd</sup> Avenue access versus only 17,700 vehicles per day flowing through SH58 and 40<sup>th</sup> Avenue tunnel COMBINED. Clearly the "front door" or primary entrance is at 32<sup>nd</sup> Avenue and not SH58 as committed to by Cabela's. The community has opposed 32<sup>nd</sup> Avenue as a primary entrance over and over again from the beginning. The EA fails to mitigate this concern. **The traffic design must be changed.**

**We look forward to your written commitment to work with us to design a suitable alternative traffic plan. The EA is inadequate. Either a new EA must be ordered addressing and mitigating the foregoing concerns or the community will pursue examination/ mitigation of these issues by an Environmental Impact Statement.**

This letter represents directly the positions of 198 home and business owners in Lakewood, Golden, and unincorporated Jefferson County whose signatures were appended to our first correspondence. We think it represents indirectly the positions of most of the 7,000 households/ businesses within our communities. It will be submitted November 9, 2006, at the public forum as comments to the EA.

Respectfully,

  
Sarah Guyton  
12345 W. 19<sup>th</sup> Place  
Lakewood, CO 80215

  
Jean Guyton  
12345 W. 19<sup>th</sup> Place  
Lakewood, CO 80215

  
Ann Thacker  
12425 W. 19<sup>th</sup> Place  
Lakewood, CO 80215

<p><b>Jon Berquist</b></p> <p><b>Comment #166</b></p> <p><b>Comment #166-1</b></p>	<p>Comment received via the project website. Date: 11/10/06 10:36</p> <p>2 comments from last nights presentation.</p> <p>1. Most of the maps were too small to see detail from more than a foot away. That means one person at a time gets to exam it.</p> <p>2. West bound I70 - does it mean someone coming from DIA and wants to load up(WalMart, King Soopers and Applejack) before heading to the mountains gets off at the hook ramp? Then it looks like they go down Cabella Drive to 32nd and then come back the same way to continue west after shopping?</p>	<p><b>Response to Comment #166:</b> FHWA and CDOT appreciate your frustration in being able to read the boards during the public hearing. To assist you, members of the project team were available at the open house to explain the boards.</p> <p><b>Response to Comment #166-1:</b> Yes, a motorist traveling westbound on I-70, who wishes to visit the Applewood Shopping Center (Wal-Mart, King Soopers, Applejack, etc.), will exit I-70 on the westbound I-70 off-ramp to Cabela Drive. A traffic signal will be located at the intersection of Cabela Drive and the westbound I-70 ramps. The motorist will then have two choices to access the Applewood Shopping Center. One choice will be to turn right, travel north along Cabela Drive to the 40<sup>th</sup> Avenue underpass, travel through the underpass to Youngfield Street, and access the Applewood Shopping Center of Youngfield Street. The other option will be, as you noted, to turn left at the traffic signal, travel south along Cabela Drive to 32<sup>nd</sup> Avenue, travel along 32<sup>nd</sup> Avenue underneath I-70 to Youngfield Street, and access the Applewood Shopping Center of Youngfield Street. The motorist will return to westbound I-70 following either route.</p>
<p><b>Mike Gerstenkorn</b></p> <p><b>Comment #167</b></p>	<p>Comment received via the project website. Date: 11/10/06 13:22</p> <p>I attended the open house last evening, Nov. 9. Unfortunately I had to leave before the 7:00 o'clock open floor. I ask at least three of the presenters on the floor a question that none of them could answer.</p> <p>Since a considerable portion of the road and highway improvements/changes are not required to be done until 2030 I asked: what must be completed before Cabela's can open it doors?</p> <p>Thank you,</p>	<p><b>Response to Comment #167:</b> Currently, the Cabela's store is not scheduled to open until June 2008. As part of the City of Wheat Ridge's approval process for the development plan that includes the Cabela's store, the City of Wheat Ridge City Council has stipulated that the I-70 westbound hook ramps, the 40<sup>th</sup> Avenue underpass of I-70, widening of 32<sup>nd</sup> Avenue, Cabela Drive, and the SH 58/Cabela Drive interchange improvements must be constructed prior to the City of Wheat Ridge issuing a Certificate of Occupancy for the development.</p>
<p><b>Brenda Abdilla</b></p> <p><b>Comment #168</b></p>	<p>Comment received via the project website. Date: 11/10/06 16:08</p> <p>we need growth and new business in wheat ridge. please do not let all of the "old guard," who are fearful of all growth and change, convince you otherwise. we need this new entity and many others</p>	<p><b>Response to Comment #168:</b> No response necessary.</p>
<p><b>David Echter</b></p> <p><b>Comment #169</b></p> <p><b>Comment #169-1</b></p> <p><b>Comment #169-2</b></p>	<p>Comment received via the project website. Date: 11/10/06 20:34</p> <p>Hello,</p> <p>I would like to start by saying that in general, I am very much in favor of the Cabela's project but I do have a few concerns.</p> <p>First of all, if the I-70 eastbound ramp at 38th Ave is eliminated and the ramps at 27th Ave are now not going to be built until 2030, how will we access I-70 eastbound? Will we have to go all the way to Ward Road or Highway 58?</p> <p>Next I would like to talk about the Clear Creek Trail. I hope that you are planning on constructing and opening the new replacement trail before you close off the existing one. I am a distance runner and use that stretch of trail daily. It would be very frustrating if it were closed for an extended amount of time. Also, I am assuming that where Cabela Dr. crosses the trail that it would have an underpass for the trail and we would not have to wait at an intersection. Finally, I would like to ask that you include a shoulder of</p>	<p><b>Response to Comment #169:</b></p> <p><b>Response to Comment #169-1:</b> Please refer to <b>Section 2.3.1.1 Eastbound I-70 Hook Ramps</b> in the FONSI in regard to your comment on these hook ramps.</p> <p><b>Response to Comment #169-2:</b> Please refer to our response to Comment #61 in regard to the Jefferson County Open Space Clear Creek Trail. The use of crusher fines along the shoulder of the trail will be investigated with Jefferson County Open Space during final design.</p> <p><b>Response to Comment #169-3:</b> Please refer to <b>Section 2.5 Implementation Schedule</b> in the FONSI in regard to your comment on the construction timing.</p>

<p><b>Comment #169-3</b></p>	<p>crusher fines along the trail. If you observe these trails you find that the bikes stay on the concrete and the runners and walkers stay on the dirt shoulder to reduce stress on their knees.</p> <p>I was also confused about the time frame for the new Highway 58 ramps to and from I-70. Which one was supposed to be finished before the development opens and which one was to be finished within a year of opening?</p> <p>Thank you for your help in answering these questions.</p> <p>Sincerely,</p> <p>Dave Echter</p>	
<p><b>Carrie Merscham</b></p> <p><b>Comment #170</b></p>	<p>Comment received via the project website. Date: 11/11/06 14:39</p> <p>I wanted to write to indicate my support for the Cabela's store in Wheat Ridge, Colorado. Our family is looking forward to having a premium sportsman's store in the area. Thank you. Carrie</p>	<p><b>Response to Comment #170:</b> No response necessary.</p>

**Thomas and  
Isabel Abbott**

**Comment  
#171**

November 12, 2006

Ms. Monica Pavlik  
Federal Highway Administration, Colorado Division  
12300 West Dakota Ave. Suite 180  
Lakewood, CO 80228

RE: I-70/32<sup>nd</sup> Avenue Interchange Project Environmental Assessment, Public Hearing.

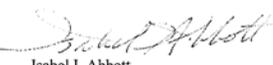
Dear Ms. Pavlik:

Please consider our comments that follow as part of the public hearing process for this project. We are very much in support of all aspects of the proposed interchange improvements. The improvements as outlined in the assessment en-total are very much needed. We have lived here in Wheat Ridge for the last thirty years, and what is obvious and quantified now in the assessment was actually obvious to many of us even that far back. In particular, the very significant deficiencies of the highways' "missing movements", and the geometry of the W. 32<sup>nd</sup> interchange. It seems to us that the assessment is quite comprehensive, inclusive, very professionally done, and reaches the correct conclusions. It correctly outlines expectations of the technical aspects of the proposed improvements for the near future and for something like the next thirty years (Cabela's or no Cabela's). Neighborhood things like providing a more attractive option for commuters between Wheat Ridge and Golden (such as Coors employees) than taking 32<sup>nd</sup> instead of SH-58 in their commute. I myself have traveled 32<sup>nd</sup> Ave, hundreds of times necessitated by the absence of the missing movements between SH-58 and I-70. Another major improvement will be for quick and un-convoluted emergency services access to all lanes of 58 and 70, and into the new development area, from either direction. I speak to this last issue with some expertise. Retiring from the Denver Fire Department after 33 years, as a division chief.

Again, we wish to compliment both the Federal Highway Administration and the Colorado Department of Transportation, for what we believe is an excellent report which very accurately reflects the current and future highway and road infrastructure needs of the geographical area of NW Jefferson County. Thank you also for the great effort that was expended to listen to all of the area resident and business issues with a cool, clear, and objective eye.

Sincerely:

  
Thomas L. Abbott  
10780 W. 35<sup>th</sup> Ave.  
Wheat Ridge, CO 80033  
303-233-9655

  
Isabel I. Abbott  
10780 W. 35<sup>th</sup> Ave.  
Wheat Ridge, CO 80033  
303-233-9655

**Response to Comment #171:**

FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.

<p><b>Gil McCormick</b></p> <p><b>Comment #172</b></p>	<p>Comment received via the website. Date: 11/13/06 10:12</p> <p>As GM of Wheat Ridge Cyclery we support the Cabela's project. We do not support any extension or enlargement of the EA study area, however.</p> <p>Our customers are concerned about cycling in the area especially 32nd Ave. This is a highly used access for cyclist to Golden and sidewalks are for just that, walking. Access through the Cabella's shopping center, a bike lane to the Clear Creek bike path and 32nd with a bike lane would provide safety for cyclists, encouragement to people to ride, and promotion of the area to cyclists riding 32nd and the bike path. Thanks.</p>	<p><b>Response to Comment #172:</b></p> <p>Please refer to our response to Comment #39 in regard to your comment on bicycle lanes.</p>
<p><b>Chuck Russ</b></p> <p><b>Comment #173</b></p>	<p>Comment received via the project hotline. Date: 11/14/06 08:24</p> <p>Mr. Russ inquired about Spanish translation in newsletter. He wanted to know who was paying for the translation and if it was coming out of his tax dollars. If Cabela's is paying for the translation than he will boycott the company for that reason. He thinks that the newsletter should be available in all 300 plus languages because we are discriminating by only translating into Spanish.</p>	<p><b>Response to Comment #173:</b></p> <p>Executive Order 12898, <i>Federal Actions to Address Environmental Justice in Minority and Low-Income Populations</i> was issued in 1994 to address social equity in the sharing of benefits and burdens of specific projects or programs. The project newsletter was translated into Spanish to provide special outreach to low-income and minority populations located in the study area. The newsletter was provided in Spanish because Hispanics or Latinos were identified as the largest minority group in the study area (see <b>Table 4-3 Demographics of the Community Study Area – 2000</b> in the EA).</p>

1<sup>st</sup> Bank

Comment  
#174



4350 WADSWORTH BOULEVARD WHEAT RIDGE, COLORADO 80033 303-423-1400

November 14, 2006

Monica Pavlik  
Federal Highway Administration, Colorado Division  
12300 West Dakota Avenue, Suite 180  
Lakewood, Colorado 80228

Re: I-70/32<sup>nd</sup> Avenue Interchange Environmental Assessment

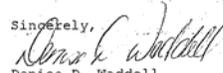
Dear Ms. Pavlik:

FirstBank of Wheat Ridge is a local community bank with a vested interest in the economic vitality and sustainability of our City and the surrounding areas. Additionally, we have an option to purchase a bank site at the corner of 32<sup>nd</sup> and Youngfield; therefore, we have a very strong interest in the impact of the proposed road improvements. The improvements will provide enhanced traffic flow to the area and will promote long term planning and transportation benefits for our development, as well as, additional commercial development. For these reasons, FirstBank of Wheat Ridge fully supports the proposed highway improvements as identified in the I-70/32<sup>nd</sup> Avenue Interchange Environmental Assessment. The proposed improvements will:

- o Provide solutions to the existing, long standing traffic congestion problems on the I-70 and 32nd Avenue interchange area.
- o Provide safer access on and off I-70 on the west side of the I-70 and 32<sup>nd</sup> Avenue interchange. They will also improve the flow of traffic at that interchange by providing traffic conditions that ease the flow of traffic and minimize backups on the exit ramps.
- o Grant direct access between I-70 and SH 58 that will provide improved traffic flow; which could potentially reduce traffic on 32<sup>nd</sup> Avenue.
- o Improve egress on and off I-70 at Ward Road, eliminating existing and future congestion problems, by widening the road and allowing for direct turn lanes.
- o Reduce traffic congestion on north bound Youngfield Street by providing an additional access point to I-70 at 27<sup>th</sup> Avenue.
- o Facilitate and enhance access to existing commercial properties along Youngfield Street.
- o Provide sustainable tax growth and generation for Wheat Ridge and Jefferson County with the proposed new commercial development.

Thank you for your time and consideration regarding the proposed, much needed traffic improvements in the I-70/32<sup>nd</sup> Avenue Interchange Environmental Assessment.

Sincerely,

  
Denise D. Waddell  
President

**Response to Comment #174:**

FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations.

**Jefferson  
County  
Compiled  
Public  
Comments**

**Comment  
#175**

November 14, 2006

Mr. Ed Martinez  
CDOT North Engineering R6  
4670 N. Holly Street  
Denver, CO 80216

Dear Mr. Martinez:

Jefferson County is submitting the attached comments on behalf of residents for your consideration in the I-70 / 32<sup>nd</sup> Avenue Interchange Environmental Assessment (EA). As you are aware, Jefferson County held a "Listening Session" on April 27, 2006 where we solicited feedback from citizens to help the County formulate its response to the anticipated EA. Since this listening session, we have been receiving and collecting emails and letters, which have been included with the written comments we received at the meeting.

Jefferson County appreciates your consideration of these comments. We are looking forward to reviewing the EA in its entirety and providing feedback. If you have any questions or concerns, please contact me at 303-271-8567.

Sincerely,

Kate Newman  
Special Projects Coordinator

Attachments: Citizens comments

CC: Board of County Commissioners  
Jim Moore, County Administrator  
Nanette Neelan, Deputy County Administrator  
Monica Pavlik, Federal Highway Administration

**Response to Comment #175:**

These issues were raised in other public forums and were used to scope and identify issues addressed in the EA. Since the comments attached to this letter predate release of the EA document for public review and are not specifically directed at the EA document, they are not further addressed here. FHWA and CDOT have responded to Jefferson County's Comments in Appendix D of the FONSI.

**Comments from Listening Session- April 27, 2006**

1. CDOT has given Focus on the Family an exclusive exit. Why not 58 front door w/o the north road. Re: Focus on the family precedent. EB & SB Cabela's Dr (back doors) should be drastically reduced in size to minimize traffic onto Youngfield & 32nd.
2. Please consider increasing the height of the sound barrier walls on the east side of Zinnia Ct. Also extend to the housing development
3. First, I am in total support of the Cabela's project. I really believe that the tax revenue for both Wheat Ridge, Jefferson County and Colorado will be huge! Cabela's is a first class operation who will be our neighbor for many years. P.s. The traffic scenarios seem to be appropriate! Increase the # of lanes inbound from Hwy 58 and decrease the # of exit lanes to 32nd Ave.
4. Cabela's six lanes goes right to Manning and Maple Grove. This just does not make sense!! Children's safety must be considered. Redesign must be made.
5. My main concern is around the additional noise pollution that this project will create. I ask that "sound barriers" be put in place to relieve the noise that will be created by increased traffic flows. I also ask that thought be given to reducing noise to acceptable levels during the construction process
6. Jeffco needs to get the traffic right. As it's not just Cabela's we will be dealing with but all those who will come after Cabela's setting up shop using Cabela's as an anchor or draw for business. This is a long term many business venture not just Cabela's and their RV traffic.
7. No on No. 8 (27th Hook ramps)
8. Applewood Valley will be seriously impacted by the 27 Ave exit. #1) Dam cannot take truck traffic. #2) School children walk to Stober Elem. located at 24th & Urban. #3) Rumored closure of eastbound traffic on 27th Ave would force much traffic up and down Applewood Knolls Dr. a curvy, dangerous street esp. in winter. Why wasn't this neighborhood included in the EIS? Applewood Valley.
9. I propose a fly-over at 38th. This would lessen the impact on 32nd which is already a traffic problem. I am opposed to additional business development south of 27th as well as widening Youngfield. Once Youngfield is widened to 20th, next step would be widening it to Colfax and condemning some brand new beautiful homes. Keep our neighborhoods safe!
10. I like Cabela's. However they should not be allowed to open until the 32nd & Youngfield traffic intersection problem has been completely resolved. As a resident of the area for over 35 years, this problem has grown steadily more acute. I don't trust the Wheat Ridge people to do it right. Their insatiable quest for revenue has overridden any rational approaches.
11. The planning appears to be thoughtful and comprehensive. At the rate of completion of contemporary projects, this project will not be ready until the second decade of the century. I doubt that Cabela's Coors and Wheat Ridge (taxes) will wait.
12. Maybe Jefferson County could find a different location for Cabela's. The problem is still the traffic. It appears no one wants it in their neighborhood. Privacy fence for homeowners directly adjacent to the development to mitigate traffic noise, view sheds, and safety concerns. Limit Cabela Dr. to 2 lanes off 32nd Ave. Equestrian trail access from neighborhood adjacent to development. Re-evaluate hook ramps re: safety.
13. 27th Ave development is poorly conceived. Absolutely no impact on our peaceful neighborhoods. The whole plan looks bad. Redo it. Bring in some truly knowledgeable California engineers.
14. (1) Please no 27th Avenue hook ramps! (2) Leave the greenhouse property alone. (3) I understand that they have to connect Cabela's to an arterial. However, connecting Cabela Dr. to 32nd Ave causes all kinds of problems. Why not connect to other arterials such as 44th Ave and/or Youngfield and leave 32d Ave not connecting to Cabela Dr.

15. Thank you for this presentation! I'm intrigued about what might be done to enhance Youngfield as a "main street". I, too, wonder why Cabela's / Coors together are not paying for the development site infrastructure = Cabela's Drive and the underpass this should not fall on shoulders of Wheat Ridge or County taxpayers (ok for WR to develop Youngfield and County to help w 58/70 interchange)
16. Maximize traffic to and from Cabela's to the north (SH58) and to I-70 at the #4 and #7 components. Cabela at 32nd reduce to no more than 4 lanes into and out of the Cabela development limit exit to local traffic by signage. Minimize traffic at 32nd & Youngfield by directing traffic by road design and signage. Existing E-70 ramps and access are sufficient to the existing local needs. Increased needs should be handled by ramps to the north of 32nd. Extend noise barriers on I70 west, past the Applewood park area and thru Denver West.
17. Re: final paragraph in handout (below 8) the previous assessment is unacceptable. The impact on 32nd (Taco Bell) 30th would be horrendous.
18. I support the traffic proposals #1 though 7 and oppose #8.
19. Where were Lakewood Reps? Why weren't they here? Six lanes onto 32nd is overloaded. Component #3 is dumping traffic on 28th is not workable. #8 Has the need to protect the Consolidated Mutual Water supply been considered?
20. The new traffic plan is a great correction of the problems on 32nd Ave and taking care of Cabela's needs and future traffic growth. Cabela's is a positive for all of Jefferson County and R-1 School district. A positive employer, income generator and creator of other businesses.
21. This is probably the best road/traffic plan for Cabela's that has been presented. It still has far too many problems. I believe it would be best if Cabela's is built elsewhere.
22. Eliminate any plans for 6-lane Cabela Dr onto 32nd Ave home neighborhood - south from off ramps from I-70. Absolutely a non-thinking Cabela Wheat Ridge plan. Wheat Ridge is taking no blurt or inflow of the traffic, but channeling it away and into Applewood unincorporated, Lakewood and Fairmont (Golden unincorporated). How good of Wheat Ridge to make future plans for our home neighborhoods! Actually, eliminate any access from Cabela Dr. onto 32nd Ave into out homes, two schools and two churches located at this point.
23. Why can't the Holman connection be for emergency use only? I realize the diamond has to have a north connector, but limit it. The air quality assessment in the EA needs to be seriously scrutinized by professionals representing CDPHE and the County. The road at 32nd and Cabela's Drive should be two lanes, not six. The character of the neighborhood depends on an overall non-commercial feel which will be lost if over 1 million sq. ft. of development in the valley comes with associated lights, noise and traffic. We may be better off with a local development (even like Applejacks) blended with open space as at least they would be local traffic not 35k new cars/day. No early actions or store openings should occur before a comprehensive EA looking at cumulative impacts is complete and all road improvements are made.
24. We DO NOT want the hook ramps at 27th St. onto Youngfield push e.b. I-70 traffic to either Denver West Pkwy or north to 44th / Ward exit. Do NOT take private homes/business by eminent domain! We DO NOT want Youngfield south of 27th Street as a major thoroughfare / roadway for non-local commuters. This is residential with many young children. I think there should be a way not to dump so much traffic onto 44th at Holman; connect to McIntyre. No new diamond at Holman. Make Cabela Dr. south of 35th Ave hook ramps 2 lanes to SH 58 6 lanes. We are VERY concerned about our property values!! Insist on no premature construction until the compliance (EA or EIS) is completed so all aspects have been fully analyzed.
25. Eliminate 27th #8 from this plan, there are alternatives. Absolute conformity to no store opening until traffic improvements are completed. Do not allow municipalities to proceed with any modifications before a truly comprehensive traffic management plan is in place. Why

- have the cost and impact of another diamond interchange on 58. It seems unnecessary and redundant. Only 2 if any lanes to 32nd Ave.
26. Please address how you plan to get local traffic from Lakewood, Boulder and Golden onto the site. What will happen on 32nd W. of Zinnia and fix the round-about. It was built so high that it is very difficult to see oncoming traffic.
  27. Please ensure full environmental impact analysis on this project (air, water, light, noise, etc) not just traffic. Please make sure bike/ped/horse mobility and access is enhanced through this project. not just negative impacts mitigated.
  28. I hate the idea that the interchange on Hwy 58 is now the "front door" to this major development. If this happens and the access to 44th Ave is kept, my neighborhood will be ruined! The traffic on 44th will be outrageous. I guess the voice of Applewood is much more listened to because all those on the Fairmont area are being ignored. I moved here for peace, quiet, horse quality home ownership. I will now be looking at moving because I don't want to live in an atmosphere that this will create. The only possible good idea would be to make the 44th Ave access to emergency access only. This would keep the development traffic where it belongs and out of the neighborhoods to the north. I come to all these meetings, voice my opinion and am tired of being ignored.
  29. Noise barrier walls for all residents impacted. Limit Cabela Dr. to 2 lanes off of 32nd. Access to equestrian trails. Re-evaluate hook ramps.
  30. Poorly designed. Too many homes to be condemned. Air quality will be affected. We need a business park, not more retail space. Existing Applewood businesses will be hurt. Quality of life will be decreased.
  31. Cabela's front door does not keep "them" away from our front door. Holman St wasn't even named on map on page 2! My daughter lives 4 houses from 44th on Holman. We live 4 houses from 44th on Gardinia St. Traffic back up from trains crossing 44th and train back up from McIntyre. I hope signage will keep heavy traffic out of our nice little neighborhood. Obviously I do not favor #6. We can hear traffic on I-70 and Hwy 58 right now. Vehicle exhaust will cover the valley.
  32. No traffic from n.b. Cabela's to EB 32 (crossing over) to w.b. I-70! (physical barrier road divides!) No connection of Cabela's Drive to 32nd Ave until all other intersections are completed. 32nd / Cabela's (Zinnia) not to be used for construction traffic.
  33. Change intersection point of Cabela Dr & 44 so as not to align with Holman. No to 27th on & off ramps. Narrow Cabela Dr. Access to 32nd to two lanes.
  34. Why not keep "Youngfield Service Road" as is, and not rename it "Cabela Drive" on to 32nd. That way, it would not need widening, nor any new signage, and there would be no increase in traffic on 32nd. Sounds sensible to me! It seems to us that changing the name invites many problems that impact us and our lives who live on 32nd and had no vote in any of this!
  35. Component #7 should have noise barriers/walls to cut down on traffic noise.
  36. The provided level of plan detail does not depict the accesses or intersections occurring along their routes. A number of access locations and intersections will undergo changes. An access control plan should be prepared and incorporated as a part of the final alternatives presented.
  37. We are against the 27th Avenue hook ramps. My mother has lived in the home for 55 years. We have run a business for 55 years on this property. We don't want all that traffic, noise and pollution up in this area. There are numerous other friends and neighbors who don't want any of these problems at 27th Avenue. Keep all of this traffic, noise and pollution down past 32nd.

38. We are against the 27th Avenue hook ramps as it will cause more traffic, noise and pollution. We are not Wheat Ridge and for that fact all the traffic should be kept north of 32nd Avenue. There are lots of people against the 27th ramps so please listed to the people.
39. I want to express my opposition to the proposed traffic alternative at Highway 58 / Holman Street. This exit/entrance to Hwy 58 will dead end on Holman and 44th Avenue, which is a 2 lane residential street and will adversely affect local homeowners and property values. The area around Holman Street and 44th Avenue is a quiet country-like neighborhood of modest homes. If you have a highway entrance/exit dead end into homeowner's front yards, it will allow for increased traffic, noise, Air pollution, and result in lower property values. People live in this area because it is quiet and country-like. Please do not create a situation to increase the traffic load on 44th Avenue. Please do not destroy our community with the project. Highway 58 and Holman Street is a ridiculous place to put the front door to Cabela's, the logical place for the front door is at McIntyre and hwy 58, where the road is already 2 lane road, heavily traveled and doesn't impact homeowners. Cabela Drive could easily continue west along Hwy 58 to intersect with McIntyre, where you already have Hwy entrance and exits in place. Please consider a different solution for Cabela's front door. Please do not consider Hwy 58 and Holman Street as the front door for Cabela's.
40. Component 7- as a resident who lives in the vicinity of 32nd and I-70, I believe it is essential that noise walls be installed on the west side of the proposed new westbound I-70 ramp and on the west side of the I-70 overpass above 32nd Avenue. Also there must be controls on the lighting form the development area.
41. Six lanes on Cabela Drive south of store and 2 lanes north should be reversed. 27th Avenue hook ramps is a bad idea. Holman Street interchange is a good idea. 40th Avenue underpass is good but should go straight into Cabela Drive and not drop south to connect.
42. The main concern that I have at this time is that Cabela is allowed to open before the traffic/roads are completed to preserve the area. It is my opinion that Cabela Drive should not be widened or allowed to attach to 32nd Avenue.
43. As a resident of Jefferson County for 50 years and a resident of 40 years in my present home, I respectfully voice the following concerns regarding all the planned changes on Highway 58 at Cabela Drive/Holman Street in the Applewood community: Safety for the people of all ages who live on Holman Street. (some people on my street are talking of moving due to their safety concerns for their children). Pollution that all of the Cabela traffic will cause and that will be trapped in front of the foothills/mountains. Severe traffic problems with the railroad that runs North and South at 44th Avenue and Eldridge Street. Traffic often sits for 5 to 8 minutes or more now and backs up East and West of the tracks with cars idling their engines. Quality of life in residential areas affected by roadway and highway changes. I have concerns for all the Applewood residential areas as well as my own. Concerns for the Novaceks who own the garden nursery at 27th Avenue and Youngfield. Heavy traffic already at 32nd and Youngfield. The proposed tunnel under I-70 at approximately 41st Avenue and Youngfield. I understand it is below water level. Build it and wait for the wet years to come back! I don't know how many people who are in on all the planning have lived in Colorado long enough to remember when we got a lot of thunderstorms and downpours that almost immediately caused serious flooding. We all know weather can go in cycles. The whole situation is one giant poorly planned mess. Cabela's picked a poor location for their store. Wheat Ridge, Jefferson County, and CDOT apparently financially enabled them to go through with their plans.
44. They must be kept to their commitment not to start development until W 32nd Avenue traffic problem is corrected. They have tried to get out of it ever since. Basically, it should have entry/exit at 40th underpass. I see no construction there and off 58. I tried to get 58 to I-70 thirty-five years ago. What other business gets government and our peoples' taxes to help them earn profits? Fix horrible safety, wasted gas and emissions problem on 32nd (the 32nd off ramp bottom needs asphalt, its horrible) first. Three to five million visitors should not ruin Applewood. Keep them off 32nd added 16 blocks of driving to get to store with gas exhaust.

You commissioners only help Applewood people have and all want taxes quality of life comes first. Wheat Ridge is hurting Prospect too. I understand W470 should go the logical place through Golden not to add to problem here. Thank you for your service. I know this is not readable and who watches Comcast in Jeffco.

45. We feel that is ridiculous to have a 6 lane road from Cabela's to 32nd Avenue (the back door) and only 2 lanes from Cabela's to the Highway 58 interchange (the front door). You will just encourage more unnecessary traffic down to 32nd Avenue. Why not change it to 6 lanes north and 2 lanes south to 32nd Avenue. That makes more sense. Otherwise you have done a great job of planning.
46. I have lived on Foothills Road in Applewood for 28 years. I can stand on my deck and hear a radio playing outside two blocks away. I can always hear a dull roar from 58th and from I-70. This area on the north slope of South Table Mountain is like an amphitheater. What is the sound of big equipment and all the construction noise for months to prepare for Cabela's and all the streets, the exits and entrances, going to do to our neighborhood? The traffic on Foothill is already much more these days and is used by some to see how fast the curves can be taken or for some who are late for their tennis or golf game at the Country Club. There are no sidewalks on our street. Many people walk, jog, walk their dogs and bike along Foothill. Sometimes it is frightening to scramble out of the way of cars going too fast. Also, there are many blind driveways. There are no signs saying "blind driveway" nor any speed bumps as there are on some other streets. I am concerned that the construction will cause more traffic on Foothill. When expensive road construction begins, to accommodate an enterprise we don't need, traffic is re-routed and noise levels accelerated, none of it will enhance our neighborhood. This project is on the very edge of Wheat Ridge where they have few residents to complain about the turmoil but will happily benefit from the sales tax from this new business. Applewood must exercise considerable tolerance about a situation over which there was no choice. Why couldn't Coors have put a conservation easement on their property and left a quiet park-like area as their heritage to the community? I think we all know the answer- \$\$\$
47. Trees! After all the trees and vegetation were scraped off the Cabela site to make room for construction, I hope that someone has the foresight to re-establish many trees and bushes in the buffer zone once construction is completed and perhaps a few of the former bird species of that location that were driven out will also be able to make some what of a come back. This habitat less for progress is a shame.
48. What about the Table Mtn Animal Center?
49. Has Cabela's agreed to be front of their store facing north? Hard to believe they would accept facing North with the weather and two lane traffic in / 4 lanes out? Has Cabela's signed any agreement that they will accept Jeffco/CDOT/Wheat Ridge agreed to traffic plan? Has a committee been to Mitchell SD to see how Cabela's developed that operation with property cost \$1.00?
50. Do you as County Commissioners know that Cabela's has over 30,000 customers in Jeffco! Then please support and push through Cabela's building permits immediately so construction can begin. To oppose this project will not only be political suicide, but it will make each commission member responsible directly for ruining single-handedly the best economic development opportunity to come to Denver and Jeffco in several decades. Remember that thousands or more people besides Applewood residents and Stevinson are watching your actions and decisions, and further delays to the project will become an issue for future elections for each County Commissioner's political future. So make the right decision for Jeffco and for Colorado.
51. If all of these changes are already destined to happen, why are the Commissioners asking for comments & feedback?

**Email Comments**

1. Thanks for having the April 27th meeting concerning roads around the Cabela's project. We were unable to make the meeting. I have had the opportunity to see the road plans, they look feasible if all the changes are made. The Cabela piece of ground should have been a conservation easement but money talked and Wheat Ridge listened along with many others. The required huge investment in roads for the Cabela project is not justified but money talks. My input is: no additional traffic can be added to existing roads by the Cabela project. Store openings must be delayed until all new roads are in place. Yes, I know the is not going to happen because money talks.
2. I am a homeowner who resides at 24th and Youngfield. I cannot attend the meeting at the Denver Marriott on Thursday, but very much appreciate the correspondence. I am strongly opposed to the possibility there maybe an off ramp located at 27th and Youngfield. It's really hard for me to believe there aren't better, less disruptive alternatives for access to Cabela's. I understand there needs to be access to Cabela's and that shopping area. I hope that Jefferson County and the City of Wheat Ridge will not compromise the integrity of the homeowners that will be directly affected in many ways by putting an off ramp at I-70 and 27th Avenue, when there are clearly other options. Thank you for your time.
3. I'm unable to attend this meeting on the 27th. My vote is for Alt 2. with the WB hooks. Keep the traffic away from residential areas, there's plenty of commercial land that will accommodate these exits. We are extremely concerned what this will do for our neighborhood. MOST IMPORTANTLY, the children in our neighborhood must cross 32nd to get to school. There are no sidewalks to cross at Alkire. I personally was almost hit by a car trying to walk down to Alkire. It hit the dirt and I had to jump out of the way, missing by inches. Some children don't walk down to the light and run between cars. With all the added traffic and people unfamiliar with the neighborhood, it could be tragic. Thank you
4. I would like to give my input on the proposed changes for creating a new interchange off of Highway 58, and enlarging the underpass at 32nd Avenue. I frequently drive in those areas and feel strongly that changes in the roads around that area would be a welcome relief, especially when Arvada/Golden are lucky enough to have a store like Cabellas even consider coming into the Denver area. Change can be good -- try it, you might like it! I have lived in Arvada for three years and have been shocked to see how the residents shut out new businesses just because it may inconvenience someone during the building of new facilities, take away open land, etc. My husband and I grew up near Sidney, Nebraska (in the Colorado line), and have seen firsthand how people enjoy shopping at Cabellas. My daughter lives in Lenexa, Kansas, and it is very evident how that city made traffic accommodations in order to secure the Cabellas business. Why can't we do something positive in the Arvada/Golden area? Who knows, maybe people who reject the idea of changing the traffic patterns in that part of the city will find out that having new businesses come into this city can add revenue. Wouldn't that be a novel idea? People do shop at Cabellas -- lots of people -- and Cabellas will need access to the major roads in that area!
5. I am writing to you in connection with the meeting on April 27 to discuss traffic around Cabela's and I-70. The decision appears to have been made to create a new junction on Hwy 58 with Cabela Drive and, under code, that requires a junction with 44th Ave at Holman. I am disappointed that Fairmount will have to bare the brunt of more traffic for a project that does not benefit the community directly. I understand that we may see some trickle down benefits from more sales tax coming to Jeffco but I doubt that much of that money will find its way back into our community to mitigate the effects of the higher traffic volumes. That being said, I know we will have to accept this new junction in our neighborhood. Therefore it is my hope that the County Commissioners, traffic engineers, CDOT etc. do everything in their power to discourage people leaving Cabela's from using 44th Avenue as a through street. I would like to see the traffic engineers apply a solution to the 44th, Cabela Drive, Holman intersection that encourages shoppers to use the ramps onto Highway 58. I am not in favor of a traffic light or a roundabout at this intersection. I would prefer to see stop signs on Holman and

Cabela Drive and signage on Cabela Drive that refers to 44th as a local traffic neighborhood. I am encouraged by the County Commissioners' backing of improvements to the Hwy 58, I-70 intersection and hope that this will further reduce traffic volumes through the Fairmount area. I spoke to Commissioner McCaskey at the FIA meeting and asked that the improvements to the Hwy58, I-70 intersection would not be used as a reason to prevent Hwy 93, 6th Avenue from becoming the logical route for the Northwest Parkway. I appreciate your consideration of my suggestions.

6. We live at 32nd and Crabapple Road. We are concerned about the daily traffic delays at the corner of 32nd and Youngfield. It is very congested in the morning and afternoons with just the local traffic now. We can only imagine how the opening of Cabela's will impact the traffic. We are most interested in how it will be managed. Unfortunately we are not able to attend the meeting on Thursday, April 27th. Of course our preference is not to have Cabela open at all at the location.
7. I am unable to attend the meeting this week, and remain concerned about the impact of greatly increased traffic in Applewood, especially at the I-70/32nd Ave intersection. There are 2 schools with about 600+ students very close to that intersection. Even if it is widened, there will be such a large volume of traffic affecting neighborhood and school traffic. My preference is that there be a ramp from Highway 58 to Cabela's and/or an underpass to Cabela's from Youngfield(near 38th or WalMart). Thank you.
8. I would agree that the 27th Ave./Youngfield Ave. interchange needs to be put on hold for further study. The size of Cabela needs to be looked at. It should be wider going to Hwy. 58 than to W 32nd. No additional development should be allowed to open in the area west of I-70 between W 32nd and W 44th until all the road improvements are in place to handle the increased traffic load. My biggest concern is the W 32nd/I-70 interchanges. This mess needs to be remedied ASAP. I believe that the proposed road improvements as presented at the April 27 listening session will mitigate the traffic problems on W 32nd.
9. Hello, I am writing in response to your invitation to the "Listening Session" to be held tomorrow evening. We live in Applewood, West of Youngfield, and regret we are unable to attend the meeting. We appreciate the Board of County Commissioners efforts in soliciting input from area residents. We have read the three proposed solutions on the website, and my husband and I both think that a new interchange off Highway 58 would provide an excellent solution to handling the anticipated increase in traffic that Cabela's and the proposed shopping center will bring to our neighborhood. We think that 32nd Avenue is already heavily trafficked, and shouldn't be forced to bear the additional traffic generated by the proposed Retail Development. Enlarging the underpass might encourage shoppers to use that exit, rather than the more appropriate proposed 58th Ave. Route.
10. As for the relocated 27th Avenue exit from I-70 eastbound, it seems that the entire I-70 access to and from 32nd & Youngfield was planned without anticipation of the extremely heavy usage it now receives. Any efforts to redesign the entire interchange could dramatically improve the traffic situation that currently exists, positively affecting the area. We understand that development and increased tax base are desirable to many. We hope that in considering this growth, the Commissioners will make every effort to maintain the integrity of our Applewood Neighborhoods
11. The purpose of this email is to register my objection to the potential inclusion of the 27th Avenue Ramp into the development plans for the Cabela property in Wheat Ridge. I wish to have the following comments expressed at the Jefferson County Board of County Commissioners listening session on April 27, 2006 and incorporated into the County's written comments to CDOT following the issue of the Environmental Assessment (EA). All of the industrial activity in this area is north of 32nd Avenue. There is no public benefit to a Development Plan that will increase traffic south of 32nd Avenue. My understanding is that the main entrance to the Cabela facility is from 58th Avenue, but a connection to an arterial road (32nd Avenue) is required for permitting or alternative egress purposes. If this road

(Cabela Drive) is to be built it should not be more than 2 lanes wide south of the facility to move the normal incoming and outgoing traffic to the main access point on 58th Avenue. This would limit the traffic flow from Cabela's to 32nd Avenue and eliminate the need for the 27th Avenue access altogether. It would also reduce project cost by reducing the construction scope and eliminating the need for future expansions. Tying 5-lane Cabela Drive into 2-lane 32nd Avenue has no public and minimal economic value to the Cabela project. Additional future construction would be required to handle the higher volume of Southbound traffic from the Cabela facility with environmental consequences that I don't believe have been adequately addressed in the EA and may require a broader Environmental Impact Statement (EIS) for resolution. Since the benefit of the construction is minimal, and the impact is significant, I suggest that the access from Cabela's to 32nd Avenue be limited to a 2-lane road and the 27th Avenue access be eliminated from the project plans.

12. I own the strip center at the northwest corner of 20th and Youngfield. Based on what I understand this project will not have any major impact on my property or my tenants. I would support the installation of hook ramps 27th Street, as it will dilute some of the congestion that will take place at 32nd Avenue, and help the businesses south of 32nd. I would also encourage the County to take a leadership role in this development by insisting that the infrastructure be installed and functional prior to or concurrently with the development's construction. Please feel free to contact me if you have additional questions.
13. I feel that the present plans for 27th Ave. will be a real disaster for the neighborhood. If this decision can be postponed for several years, perhaps we can come up with a solution that will be a better alternative for all of us. Once the other roads are in place and Cabela's opens, we might find something that will work better for all of us. We can't just tear apart this neighborhood and long time businesses because a new commercial business comes to town. Your first allegiance should be to your voters and long time residents.
14. The meeting Thursday night was excellent. A lot of good ideas. I understand that people are worried about the new entrance at 44th. However I believe that only local traffic would be going to 44th. Others would get onto Highway 58. The road from Cabela Dr. to 32nd should only be 2 lanes to discourage cars from exiting there. Make it 4 lanes going to Hwy. 58. We need to take #8 off the plans for now. We need more time to work this traffic pattern out. Let us see what happens after all the other roads are up and working.
15. It is with regret that I cannot attend the meeting tonight regarding traffic generated by Cabela's, however I would like to be on record as supporting the views of the Applewood Valley Association on this matter. I strongly oppose the concept of the I-70 ramp at 27th Street, and believe that, if absolutely necessary, a better location should be considered further north. If a ramp is built at 27th Street it would mean condemnation of the Novachek property at 2635 Youngfield, probable widening of 27th Street across the dam, which undoubtedly would require rebuilding, and additional traffic on 26th Street, which at present is a residential street.
16. I attended the meeting of the Applewood Valley Homeowners Association on 25 April 2006 to learn of the plans for traffic modification occurring in my neighborhood associated with the Cabela's development. I wish to state some concerns regarding the proposed street and highway modifications. The Clear Creek Valley Neighborhood Council (CCVNC) estimates "65 percent of the Cabela's trips will draw from outside the local area". This will clearly have a major impact on our neighborhood, if not carefully managed. Also, we must recognize that the type of vehicles driven by Cabela's destined travelers will likely be much different than those generally used by neighborhood residents. For these reasons, I agree with the 10 November 2005 CCVNC position statement that "access to/from the development site via local roads should be for local traffic only" and that "32nd, 44th and Youngfield should not be used as access routes between the development site and major highways". I am pleased to see the 'hook' ramps connecting I-70 with Cabela's, of course, this structure only diverts west-bound I-70 traffic. However, I see that the plan for accommodating east-bound I-70 traffic requires extensive modifications to existing surface roads which will severely impact

local, neighborhood traffic, both during and after street and highway modifications. The proposed expansion of the intersection at 32nd and Cabela's Drive (presently Zinnia) will severely degrade local trip traffic. I encourage this intersection to continue to be considered primarily used for local business access and not developed as a major 'backdoor' thoroughfare. The effect of lane expansion on Youngfield between 44th & 27th Streets will encourage Cabela's destined traffic to use Youngfield (designed for local business traffic) as a primary access route rather than encouraging the use of the preferred 'front-door' high traffic volume routes. Any Youngfield expansion will encourage use of the alternative accessways (via 32nd or 40th streets) rather than generally reserving these streets for local business traffic. Expansion of 32nd Street will have the same negative effect on local traffic. Expansion of the I-70 East-bound exit ramp at (approx.) 30th Street (the Taco Bell ramp) will encourage the same 'backdoor' traffic patterns, again, away from using the designed primary access roads. The expanded traffic volumes on Youngfield will rapidly justify the "need" to develop the proposed 'hook' ramps at 27th, by inducing traffic to use the 'backdoor' routes. For these reasons, the expansion of these 'backdoor' routes must be discouraged as much as is possible to minimize the impacts of the Cabela's development on our local neighborhood. If the Cabela's development considers the I-70 access an essential component of their site selection, then a dedicated overpass, limited to Cabela's-bound I-70 traffic should be built. An overpass servicing both E- & W- bound I-70 traffic, can be constructed near the location of the proposed east-bound I-70 traffic 'hook' ramps, crossing I-70. Using 'fly-over' ramps (for the East-bound I-70 traffic) with no local surface street access (from Youngfield St) will reduce the impacts of the limited available space and the need for long highway merge lanes. I believe this would encourage Cabela's-bound I-70 traffic to use this overpass and minimize the local traffic impacts of the proposed 'solutions'.

17. Thanks for all the hard work being done in planning for this project. I commend you for the format of the meeting which allowed for comments from as many people as possible in the time allowed. I trust that those comments and responses where appropriate will be posted on your website sometime soon. I found the handout to be very informative. It would have been more informative though if there was a dollar value attached to each of the 8 projects. Are those projections available? If, for sake of argument, everyone was in agreement that the development should go forward as described in 1 through 8, is there money available today to make it all happen? There was some discussion of various amounts committed to the project, but no indication of whether that would be enough. Regardless of which way the Cabela's building is oriented, how can you say with a straight face that the two lane roadway is the front door and the six lane roadway is the back door? Something needs to be done to remove the extension of #6 to 44th Avenue. This is a case of the letter of the law getting in the way of the spirit of the law. Clearly, all of the residents involved are best served by isolating as much of the traffic as possible to Hwy 58. Spilling it out onto 44th Ave. just to satisfy some bureaucratic state regulation makes no sense and multiplies the problems both for nearby residents and Cabela's visitors deposited there. Designing the interchange "strictly for one entity" would in this case clearly be a benefit everyone. Conversely, the current plan, extending to 44th Ave., benefits Cabela's and no one else. If you could succeed in eliminating the 44th Ave. extension, wouldn't it also make more sense to move the interchange East of Eldridge? I never did see Kevin's infrared pointing device. But then, I wouldn't would I? Thanks again for taking the time to listen to us.
18. First, thank you for having a listen session to get input from the community. I appreciate the time each of the participants put in. I believe that Cabela's will make a fine addition to our community. I think that they represent what is right and good about America and I am looking forward to seeing them here. That said, I have a few comments that I would like to share. As a general comment, my concerns are oriented toward maintaining the character of the neighborhoods, establishing efficient traffic flows, and doing so with safety in mind. 1) I think that the inclusion of item 8 at this time is not called for. I think that it should be part of a later study to determine if it is really needed or not. 2) I think that no retail store should open until all the infrastructure is in place. 3) I applaud the county for addressing item 1 at this time. It is overdue. I will gladly pay my fair share of the cost even though I will probably

never use it. 4) Item 3, the widening of Youngfield, is also an excellent idea. 5) Item 4, the tunnel under I-70 needs to be 4 lanes (2 each direction). I would envision this as the southern access point to the shopping area (see 8 below for additional information). It should connect to Cabela Drive by a straight road, not the twisty road noted on the handout. Care should be given to an efficient intersection where it meets Youngfield. 6) Item 5, Cabela's drive. Given that the front door is a diamond interchange on Hwy 58. I think that from the diamond intersection to the south edge of the shopping area, it should be a 4 lane (2 each directions) road that connects to the tunnel under I-70 in an efficient manner. 7) If Cabelas is to connect to 32nd, is should do so with only 2 lanes (1 each direction). To have more lanes would simply add more neighborhood traffic. 8) Item 5 again. Is there any good reason that Cabela's drive needs to connect to 32nd at all? I think not IF it has good primary and secondary access points. If Youngfield is expanded to 5 lanes, adequate access would be provided to emergency vehicle traffic and the like through the tunnel. I respectfully suggest that the whole 32nd Avenue access be reconsidered. Eliminating the 32nd Avenue access would go a long way toward reducing the impact on our residential neighborhoods and resistance to the project. 9) Item 7, 32nd/Youngfield intersection and I-70 ramps. This is an area that needs to be fixed no matter what else happens. I agree with adding a lane in each direction under the interstate. Keep the eastbound 32nd onramp to westbound I-70 as you have proposed. Modify the northern side of the 32nd/Zinnia intersection to be where the ramps end/begin. The westbound offramp from I-70 would make an S curve north of the La Quinta and have its first traffic control device at 32nd. The I-70 westbound onramp would begin at the 32nd/Zinnia intersection, swing north and then loop to the south, more or less as shown in the handout. Both of these ramps could have long approaches which would be a whole lot safer than the button ramps being proposed. 32nd would have a median extending from the underpass west to Zinnia and a no u-turn at that intersection. 10) Item 6, the diamond interchange. We heard a number of comments about the impact the road leading up to 44th would have on the neighborhood to the immediate north. Two alternatives come to mind. Petition the powers that be to "delay" the connection up to 44th. We all know that things along this line can be done successfully under the correct circumstances. Another option is to move the diamond east or west a few hundred feet so that the connection to 44th becomes a tee intersection and at least no one will drive down their street thinking that they can find a way north. I think that these people deserve some consideration. I very much appreciate being able to express my views. I realize that this is the 11th hour and that my thoughts have very little chance of impacting the final decision, but thank you for at least listening.

19. I was in attendance at your April 27, 2006 public meeting. It was quite obvious that the vast, vast majority of your constituents in attendance were not at all pleased with the traffic that will be generated by the proposed design of possible future or existing roads. As a public servant of Jefferson County, you represent us. Many of us, including myself, have lived in the county and in this area in particular, for over 45 years. Our interests, property values, lifestyles and public safety deserve and need to be protected. It is obvious that irregardless of what Cabela's says about their proposed storefront facing north and their desire to see traffic assess their proposed store from the north, by virtue of the fact that they have designs for a 6 lane road going south to 32nd Avenue and only a 2 lane road going north, speaks volumes. Unless the county disallows access from 32nd Avenue and insists that all access points from the north are built and in place prior to a store opening, then you are just inviting traffic gridlock and air quality problems and you are disregarding public safety. Additionally, the proposed "hook ramps" are not only of a dangerous design, it is my understanding that due to the close proximity of either existing or proposed on ramps/off ramps, that they violate Federal Highway policy. Just two miles further east on I-70 at Kipling, the extremely short, east bound acceleration ramp that merges directly into I-70 traffic is the source of multiple accidents that occur weekly. How in the world could you allow this type of short acceleration ramp that merges directly into traffic to be repeated? As public officials, you are charged with allocating taxpayer money in the most appropriate way, a fiduciary responsibility. If an out of state business that has never paid a dime of taxes wants to locate in Jefferson County,

that business needs to locate in such a way as to not damage the property values, lifestyles and public safety of the surrounding residents and existing businesses, and to pay for all of the required improvements and roadways. As public officials spending our money, you have an obligation to spend a finite amount of money protecting your citizens and insuring their safety, not creating more unsafe roadways merely to placate a large, out of state business.

20. After attending the "listening session" held last evening, I offer the attachment with comment and questions. I am, also, sending this to the Board of Directors of The Orchard Homeowners Association (within which I live) for them to consider in any position they may assume on the Cabela development. I would suggest that any of The Orchard addressees who were not in attendance last evening to access a Jeffco web site or cabwheatridge.com for the referenced color coded map of the proposed development area. Reference traffic proposal alternative #2. I have directed this letter specifically to Commissioner McCasky to applaud his control of the "listening session" held last evening at the Denver Marriott. I thought his blend of humor with the clarity of presentation was admirable. I am providing comment and questions below, perhaps, some of which would have been disruptive to last night's proceedings in time for others to express their thoughts. Sour Grapes. It is always amazing to me how people react "after the fact" to situations they took no interest in to begin with. The Cabela's development area lay fallow for decades. Why didn't the citizens who are now concerned about this commercial development make efforts in the past to turn this area into open space, athletic fields (like the impressive Stenger Lutz complex) or some other "acceptable" use? I admire all of the commissioners' composure in listening to the diatribes of multiple citizens now upset with changes they don't like coming into their lives.
- Interchange #6 I live in The Orchard development, just north of 44th Ave and west of Mt. Olivet. Initially, I was not all that happy about the proposed #6 interchange. However, when studying the map, I have concluded that this should not increase traffic to our area. In fact, I would think it would decrease. Would this interchange not funnel traffic that now uses 44th Ave from the west to get to I-70 onto Hwy 58 instead? I need some clarification on this. Also, when Commissioner McCasky mentioned this interchange, it was about the same time he mentioned that signage on I-70 would direct Cabela's customers to use this "front door" interchange. It was not clear that the signs informed this traffic to use Hwy 58 and not 44th Ave. I want to believe the traffic would be directed to use Hwy 58. Also, I want to believe that such directive signage would be used for both east and westbound I-70 traffic.
- Interchange #7 Reviewing the new interchange alternatives' color coding on your map, is my understanding correct that there would no longer be a 32nd Ave exit for eastbound I-70 traffic? Instead, traffic would exit at the #2, Ward Rd. exit and backtrack to Youngfield St., this being a major reason for the proposed widening of Youngfield St. to 4 lanes. It, also, appears that the eastbound entry to I-70 at 38th Ave will be eliminated and that traffic would head north on Youngfield St. to the new #2, Ward Rd interchange. True? Since only eastbound 32nd Ave traffic will be allowed to turn westbound on I-70, I have ascertained that to go westbound on I-70 from the Applewood commercial area on Youngfield St., one would pass under the proposed tunnel at 40th and then proceed on Cabela Dr to the proposed westbound I-70 ramp north of the La Quinta Inn. If this is not true, I would like to know. Alternatively, I suppose one could proceed north to the Ward Rd interchange to go west on I-70.
- Cabela Dr. Is the west end of this road to be connected to the existing (hopefully, improved) dead end road passing under the railroad bridge and south of Hwy 58? If so, this should have been noted last evening when one of the citizenry mentioned his safety concern with Cabela Dr. and the railroad tracks. If not, where does the proposed Cabela Dr. cross the railroad track? It was mentioned several times about Cabela Dr. being a 6-lane road. This does seem like overkill of some kind unless the area referred to has to do with safety of vehicles turning where it junctions with the 40th Ave. tunnel byway and the #7 hook ramps. I would have liked to have understood what financial commitment Wheat Ridge has to this project. Any money matters discussed involved County and Federal funding. It would seem that since Wheat Ridge is to gain a tremendous financial tax base, they should have a significant financial stake in the project. Again, I for one, appreciate the number of sessions

that have been provided the citizenry for 2-way communication. I look forward to further communication on this development.

21. I am a 10 year resident of the neighborhood south of Applewood Golf Course and have been very concerned about the impact of Cabela's in our neighborhood as well as the CDOT proposals for I70 and 32nd Avenue. I have attended past meetings, with dissatisfaction, and was unfortunately not able to attend the two meetings held this week. In the past, CDOT has indicated the existence of a plan to change and enlarge the access from I70 to Highway 58. Many of us in the neighborhood feel that this is the place any changes should occur, there and at Holman Street to accommodate for Cabela's. With the existing traffic at 32nd and Youngfield and the school children very close by, the neighborhood is not in favor of enlargements here and is not in favor of Cabela's traffic going through this exchange. The idea of creating a brand new interchange at 27th Avenue and I70 seems unnecessary. As I said, I have attended past meetings, seen the maps and proposals and have never been convinced of the merits of the 27th Avenue option. I am also going to express this opinion to Nanette Neelan and to Cabela's website. By the way, the last meeting I attended was held at the Wheat Ridge Rec Center. At that meeting, neither CDOT nor Cabela's allowed questions from the floor, which everyone present found offensive and manipulative. While I see the sense in keeping questions for a certain portion of a program of this sort, the attendance was not huge - perhaps 50 people - and questions could easily have been handled. I saw no advantage to those attending, who will be most impacted by these decisions, in being separated for questions. By not allowing all of us to hear what was being asked, none of us could hear the concerns in toto and become informed, in toto, by CDOT's and Cabela's responses. It was very unprofessional and has been talked about since.
22. I was unable to attend the meeting last evening on changes to the roads due to Cabela's. I am opposed to relocating east bound I-70 ramps to 27th avenue. That is a densely residential community which would be negatively impacted by the huge increase in traffic, etc. I think it would be much better to create a new interchange off of Highway 58 to keep the traffic further from residential areas. I would also like to have all of the road "improvements" made before Cabela's opens its doors. Thank you for your consideration
23. I am vehemently opposed to building an off ramp from I-70 onto 27th ave. This street is only two lane with no turn lane capability. There are two elementary schools within two blocks of the street. Anytime traffic on I-70 gets backed up there will be freeway size volume proceeding down a two lane residential street.
24. The Cabela development is a pending disaster for northwest Jeffco. Last evening's meeting proved that there is no viable way to move vast numbers of customers to a large shopping center west of Youngfield. That locality is unsuited to high-traffic use. It is time to cut losses and run before neighborhoods are destroyed and another ill-planned shopping center goes belly-up. All Jeffco support for the project should be stopped immediately. This bad plan began when Wheatridge, desperate for sales-tax dollars, and Coors, anxious to mint money from an odd parcel of flood-plain land, teamed up to con taxpayers at all levels into paying most of the cost of development, which will be huge because high-volume access to this poor site is so difficult. The ante is now somewhere north of 200 million dollars plus the destruction of residential neighborhoods, with only token contributions from Coors, Cabela's, and Wheatridge--which arrogantly act as though they are entitled to all this taxpayer largesse. And even that enormous cost cannot provide satisfactory access. The dangerous hook ramps and other costly frills could not move enough people to support a big shopping center. Yet the active preparation of the site implies that the developers have been assured that construction can begin without waiting years for preparation of even the inadequate access proposed. The present plan, with Cabela Drive six-laned south to 32nd Avenue, tells me that Wheatridge, which has jurisdiction over the surface streets, intends to open as soon as possible, with primary access through the awful intersection of 32nd and Youngfield. Anyone who thinks that vastly increased traffic congestion could be cured by adding two lanes to 32nd under I-70 has no familiarity with the mess there now. The talk about a narrow "front door" off Highway 58, to be completed, years from now, with access to/from I-70 in both

directions, is a smokescreen. Contrast the hodgepodge of dangerous partial fixes currently proposed along I-70, with traffic fighting short on and off ramps, tight turns, and stoplight backups, with the excellent access to Colorado Mills, which is served by good interchanges on I-70 and Sixth Avenue, and by Colfax and Indiana, and which has three broad entrances at easy-access points. Nothing comparable is physically possible at the Coors site, where planners have demonstrated primarily that their location is unsuited to high-traffic development. That Cabela's has allowed itself to be pushed into this bind speaks poorly for their business acumen.

25. I have lived in Wheat Ridge for 33 yrs and in Jeffco all my life. The west metro area will really benefit from the tax income and other business that will be brought to our side of town. The traffic at 32nd and I-70 has always been a challenge; it's especially slowed when Coors shifts end in the afternoon through early evening. The traffic increase has nothing to do with Cabela's. Just northwest of the intersection, a large number of huge, 3 car garage homes have been built north of Manning. Where there may have been a farmer with one car and maybe a tractor, huge homes with multiple cars now reside. That is the case all along 32nd and McIntyre. The traffic is from the surrounding homes, not from Wheat Ridge, not from Cabela's. With money from the state, the county and Wheat Ridge and the developers, some of the traffic issues can be solved. Not made perfect, but improved. We have a nice area to live in and mostly it's not new people wanting to move here, it's our own children and grandchildren who would also like to live in or near where they were raised. I couldn't be at the April 27th session to put in my two cents but I urge the commissioners to please be proactive. Cabela's could have easily chosen Adams, Arapahoe or Denver counties to locate. They chose the Wheat Ridge/Golden area. This is our shot at a quality brass ring. It may not come around again, let's grasp it!
26. I would like to make a couple of comments after attending the 4/27 meeting on the EA and traffic. I strongly oppose the 6 lanes for Cabela drive at 32nd Ave. It appears that Cabela's and Wheatridge believe that by providing a large entrance at 32nd they can go ahead with the development opening without the other traffic proposals being completed. They then believe as the other alternatives come on line people will start using the other alternatives. People are a creature of habit and if they get use to 32nd Ave as the entrance then that is what they will always use. Design Cabela Drive for the long term solution not the short term and keep the 32nd ave entrance the way it is today. I believe no retail outlet should open until the Highway 58 interchange at I-70 and 44th Ave is completed. Also the I-70 and 32nd Ave shift to Cabela Drive needs to be finished. We cannot have increased traffic and road construction going on at the same time. We already have a bad situation that will become worse with the road construction before it gets better.
27. We are very concerned about the potential for increased traffic on 32nd Ave. We have many times during the day now, on the east side of Youngfield, difficulty getting on to 32nd Ave. We would urge the County Commissioners not to do anything that will compound an already crowded situation. Please do not enlarge the underpass, do not relocate eastbound I-70 ramps or try to make an entrance along the Youngfield service road from 32nd Ave. What about the Manning School students?? Instead, make the new interchange Highway 58 at Cabela Drive/Holman Street the main entrance/exit to the development site. There is less potential for the disruption of the existing neighborhoods with this plan.
28. This email serves as notice that neither my husband or myself support the 27th Avenue hookramps as part of the existing traffic plans put forth by Cabela's and CDOT to handle the increased volume of traffic in the area, specifically along Youngfield. These ramps are designated to ease the overflow of traffic on the already approved new interchange at 35th and I-70 and the 40th Street underpass from Youngfield to Cabela's Drive. It is our understanding that it is Federal Highway standard that any construction project/interchange be designed to last at least 20 years. However, CDOT expects the 35th Avenue / I-70 interchange to only last 10 years before becoming overwhelmed...thus the need for the 27th Avenue hookramps. How then, could these ramps have been approved as presently designed? Isn't that going against Federal Highway standard? Isn't that setting a dangerous

and litigious precedent? Isn't that misuse of taxpayer funded highway dollars? Why is it not possible to re-design the interchange to be viable and meet standards? We understand that the I-70 corridor will experience growth and all that comes with it. But we ask that CDOT, along with Jefferson County, be responsible and accountable partners in the process.

29. As a resident of Applewood Mesa, I would like to express my concern about the street and highway restructuring to accommodate Cabelas. It would certainly be my preference and most others who reside in the Mesa that all new roads are in before W. 32nd Avenue reconstruction is undertaken so that there will be no detours on eldridge street. Would you please respond to this e-mail, let me know how all road changes are to be accomplished. Eldridge is a twelve-block street with no commerce, it is strictly residential, it is not viable to have massive traffic detours on this street.
30. We will not be attending your April 27th meeting as the format does not provide for a group discussion of ideas. First, we strongly oppose any access to Cabela's from 32nd street as the intersection of 32nd and I-70 is already a mess. The light on Youngfield should be changed to eliminate the traffic jam on 32nd, under I-70. It seems that a 180 timing change would help. Secondly, there are schools in the vicinity and youngsters now have a problem crossing 32nd. Thirdly, leave the east bound ramps as they are. I'm not sure if your letter meant off or on ramps, or both, but the present ramps are fine where they are. Fourth. Access to Cabela's should only be from 58th.
31. I am one of Applewood's "silent" residents who has been unable to attend the neighborhood meetings and/or public hearings regarding the ill-designed proposal by whomever to install hook ramps at 27th Avenue, displacing the Novacek family and their Greenhouse, as well as its adverse affect on the citizens of our neighborhoods in general. I am writing you to voice my vehement opposition to the hook ramps. I was planning to attend the Jefferson County Public Meeting tonight at the Marriott West but unfortunately I have a conflicting appointment this evening and can not attend afterall. Believe me, if I could be there in person, I WOULD be there and I would vocalize my unhappiness not only the proposal but with any of our civil leaders who are backing this awful plan. Please accept this letter as my good-natured attempt to express my opinion and to let our county officials know that there are indeed Applewood residents just like me who have not as yet voiced our displeasure about the hook ramps proposal, and in particular, the terrible application of "eminent domain" on the Novacek family, I am thankful to my neighbors who have been speaking out over the past few months for residents like myself.
32. Thank you for allowing me to voice my opinion on this matter. While I have no objection to an interchange somewhere along Highway 58 between Youngfield and McIntire Sts., I think the county would be best served if the interchanges were located at either Indiana St. or east of Eldridge St. Why Holman St. was ever thought of makes no sense, unless the plan is not to have an exit to 44th Ave. Holman St dead ends at 45th Ave in a residential avenue and all trucks and cars would have to make a left or right turn onto 44th Ave. The property located on the south side of 44th ave. between Holman and Indiana is owned by Asphalt Paving. My concern is that in the far future the interchange would best serve Jeffco citizens and the driving public if it were located at Highway 58 and Indiana, this would avoid present day situations, such as Ward Rd., 44th Ave. and Youngfield St. or Colfax and Youngfield, or 20th and Simms. If the Highway Interchange were located just east Eldridge, next to the railroad tracks, this would avoid having to build a crossing for the railroad tracks and still accomplish the entrances into Cabelas. Thanks for letting give my input. By the way, I live the length of football field away from the proposed Highway 58 and Holman St. interchange.
33. My husband and I were unable to attend your meeting last night. We wanted to give you some feedback. We are in favor of the Alternative Package #2 with all of its features, as we have stated on the surveys taken at the three Cabela's meetings that we have attended. This includes: 1) the new interchange at Cabela Dr./Holman Street and SH 58, 2) the WB Hook Ramps from Cabela Dr. onto I-70 to keep some of the Cabela's traffic away from the 32nd and Youngfield intersection, 3) the on-ramp for right turns only onto WB I-70 from EB 32nd

St. and the rest of the ramps and street improvements as listed on the CDOT/City of Wheat Ridge/Felsburg Holt & Ullevig 11/3/05 "I-70/32nd Avenue Environmental Assessment." But most importantly, we need CDOT to finish the I-70/ SH 58 Ramps that should have been constructed when the highways were built. Without those new ramps to funnel SH58 traffic onto WB I-70 and EB I-70 traffic onto WB SH58, we who live along 32nd Avenue will continue to struggle with the Coors plant traffic, the City of Golden/ Highway 93 traffic, and the new Cabela's traffic that wants to access WB I-70 or WB SH58. The new interchange at SH58 and Cabela Dr./Holman Street will not solve the 32nd Ave.problem, but will only create new problems for Cabela Dr. and 32nd Ave. due to the magnitude of the additional traffic created by destination shopping at Cabela's. To access WB I-70 or WB SH58, this traffic will then overflow onto 32nd Ave and especially the intersection at 32nd and Youngfield, which will not be able to handle it. Please help us maintain the integrity of our friendly neighborhoods with the 2 schools, many churches and families that have lived here for decades. We will not get much benefit from Cabela's presence. It would be great if we did not have to suffer unduly because of its presence either. We would very much appreciate it if you could help keep all parties on track and involved so that the 11/3/05 Alternative Package #2 is fully implemented. Thanks for your efforts. Keep us posted.

34. I am a resident of Apple Wood and a long-time participant in the process of defining Cabella's role in our community. I want to point out two injustices that fly in the face of the values and rights established by our founding fathers. The first is the right to representation and the second is the right to own property and to have it free from unlawful seizure. The first major injustice was perpetrated by Cabela's, Coors and the City of Wheat Ridge who conspired to annex the land from the middle of unincorporated Jefferson County and zone it for development of Wheat Ridge's tax base. This was rushed through before public comment could be considered. Those citizens who live around the annexed island of land, and whose lives are directly impacted by the addition of Cabela's have neither the benefit of those city taxes, nor representation, the recourse of holding their government accountable. The Wheat Ridge government is not elected by or accountable to either the area residents around the Cabellas development, nor the Jeffco county authorities. We - the Applewood residents - are subject to the taxation for the improvements and the tax paid in time spent sitting in traffic, etc. It's simply taxation without representation. Unfortunately, it also seems to be a completed injustice for which there is no recourse. The second injustice is a further perversion of eminent domain. Fifth Amendment says: No person shall be "deprived of life, liberty or property without due process of the law; nor shall private property be taken for public use without just compensation." The eastbound I 70 exit proposed for 27th street as contemplated will condemn the homes of private citizens who have lived there for over 50 years. This land grab will be characterized by some as a legitimate, classic eminent domain condemnation of private property for the public good - for a road. This is not so. This case is much more like the Kelo case recently decided (wrongly) by the Supreme Court. There would be no consideration of this exit by DOT, and the owners of the homes threatened with condemnation would have nothing to fear from their government if the Cabella's store were not going in. I strongly object to compounding the first injustice with this second injustice, and ask that either no change be made to the exit, or that it be moved to the north where it will not displace the long-time residents and further bisect our community.

35. I received my April 13th notice of this meeting TODAY, May 1st. Certainly this cuts down on attendees but in return gives the appearance of not really wanting area residents to attend. Plans to utilize Alkire, Zinna Streets/Courts and West 33rd Avenue for secondary Cabela traffic flow will destroy the safety, cleanliness, air purity, peace and integrity of the Applewood Gardens neighborhood. In all the expensive and expansive planning to accommodate Cabela's and Wheat Ridge, this area needs County advocates with relentless determination - neighborhood residents, schools, churches, child care facilities and many retired 'walkers' deserve as much consideration for their years of residency and taxpaying as does the non-resident/non-taxpayer and the 'Municipal Whore' [As Wheat Ridge was publicly named by an upset attendee at the first meeting of neighborhood residents that took place at Manning School - apparently in reference to his opinion that the Wheat Ridge City Council's

willingness to turn any wish of Coors/Cabela's into eventual Wheat Ridge Treasury Gold as they did for Mr. Richter in developing the messy commercial enterprises adjacent to I-70 and W. 32nd Avenue] I've lived in this area for nearly 30 years. Many neighbors have lived here longer than us. Let's think about the long-term responsible residents of these neighborhoods - if the County Commissioners don't do it no other legal or political entity has the motivation or independence to do so.

36. I am writing this letter in response to your letter dated April 13, 2006. Unfortunately, I was not able to attend the meeting on April 27, 2006 and voice my opinion about the proposed changes to the intersection and underpass at 32nd and Youngfield. My house faces the proposed changes. Any changes unless carefully constructed will effect our property values and cause damages to the property owners along Zinnia st. While I am concerned about the increased traffic that ultimately comes with Urban development, I am more concerned with traffic noise that will come with the new proposed development. The noise created by the increased traffic will interfere with the use and enjoyment of our land. I would like to know what measures are being taken to protect the property owners along Zinnia st. I attended a prior meeting and was assured that noise studies were being done and these studies would be released to the public. Have these studies been completed? What were the results? What if any plans have been made to protect the property owners on Zinnia st. from this proposed nuisance? Have any discussions taken place concerning noise barriers? If so, when will these discussion be made public? Myself, as well as my fellow property owners are deeply concerned about this intentional interference with the use and enjoyment of our property. Currently we are considering what recourse we as property owners have including damages or possible injunctive relief.
37. I want to express my opposition to the proposed traffic alternative at Hwy 58/Holman Street. This exit/entrance to Hwy 58 will dead end on Holman & 44th Ave, which is a 2 lane residential street, and will adversely affect local homeowners and property values. Hwy 58 & Holman St. is a ridiculous place the put the "front door" to Cabela's. The logical place for the "front door", is at McIntyre & Hwy 58, where the road is already heavily traveled, and doesn't impact homeowners. Cabela Drive could easily continue west along Hwy 58 to intersect with McIntyre, where you already have Hwy entrance and exits in place. The area around Holman Street & 44th Avenue is a quiet country-like setting. If you have a highway entrance/exit dead end into homeowners front yards, it will allow for increased traffic, noise, air pollution, and result in lower property values. People live in this area because it is quiet and country-like. Please do not destroy our community with this project. Please consider a difference solution for Cabela's "front door" exit. Please do not consider Hwy 58 & Holman Street as the "front door" for Cabela's.
38. I am not in favor of the proposed interchange at Highway 50 and Holman Street, it would spill out into a now quiet residential area to the north of 44th Street. 44th Avenue is already a busy street and we don't want more traffic. The interchange at McIntyre is only about 1/2 mile from this proposed site, use it. I understand the Fairmount Fire Department is in favor of this interchange. My feeling is that Wheat Ridge has annexed the Cabela's property, let them beef up their Fire Department with all the tax income they will receive. Cabela's will be close to I70 and 32nd avenue, let that be their "Front Door"! Why have the traffic drive miles out of the way to get there???
39. I am sorry I was unable to attend the April 27th "listening session." I hope turnout was good. My concerns, which I have expressed before, remain: 1) Noise. When the sound barriers on I-70 were built, they actually made the noise in the upstairs of my tri-level home worse. I never used to hear I-70 in my bedroom--now it is constant. (It is better in my backyard, but I don't sleep in my backyard!) 2) Congestion. I live east of Alkire and west of I-70. I have been alarmed by some maps that marked this area as "commercial." It is not! This is a residential area of homes more than 40 years old! We have many original owners, some now quite elderly, as well as many young children who walk to school at Maple Grove Elementary. In addition to two schools, Applewood Community Church is in this area. Two schools, a church, children, the elderly--how much more residential can it get? 3) Rocky

Mountain Ditch. I hope somehow improvements to the ditch can be incorporated in this project. Rocky Mountain Ditch overflowed in June 2004, flooding my home (as well as several others), causing \$4000 damage to my home and more to some others--it also damaged the library of Maple Grove Elementary. I cannot see that any improvements have been made to the ditch since then, and it still seems too shallow at one point behind my house. The ditch company was not responsive at the time it overflowed.

40. Item 1 - Foremost, thank you for initiating and hosting this valuable session and continuing to facilitate the best possible outcome for all existing area residents and businesses and future potential Jefferson County businesses without sacrificing the future quality of life for all current and future Jefferson County residents. This would not have been expected from previous BCC's in Jefferson County in the recent past. Item 2 - The disproportionate design for the Cabela's Drive whereby only 2-lanes connect to the northern 'gateway' entrance and exit and 6-lanes still are shown connecting to the already congested 32nd Avenue area need to be reversed. The internal traffic design factors needs to match the external traffic features. Item 3 - It was striking to me, as it was to you, to hear the harsh criticism that came from two veteran highway and facilities engineers at the meeting. As a professional geologist that supports a variety of federal and private clients on infrastructure, resource extraction, and natural resource restoration and mitigation projects, I agree with their frank assessment of the current proposed preferred traffic alternative. I have felt all along that the traffic alternative that came from the feasibility study, and is now proposed as the preferred alternative, was never the best alternative or even a mediocre alternative of all of the 23 that originally were put in at the start of the feasibility analysis. It is certainly not the best alternative to spend all this money to run through the EA process. And, that is exactly what you heard from those two retired engineers. I wholeheartedly agree with their candid assessment. It is my professional opinion that there were several very appealing and viable alternatives that were eliminated during prior steps in the feasibility study process. Many were not retained based upon very weak reasoning. In fact, the FS process has been flawed from the start because its outcome was predestined to benefit the proponents. While there have been some public opportunities to review things along the way, it was never a full, fair and objective analysis of the traffic alternatives. How many of the most appealing and viable alternatives came to be eliminated and for what reason? It is readily apparent to me that the single common theme driving the elimination of many of the most viable/appealing traffic alternatives is that they would have been constructed on the land holdings of the proposed new development. So, instead of one of those better alternatives as the preferred alternative, what we got were alternatives that rely heavily on the use of the adjoining lands and properties owned by others. Some of that land must be condemned through eminent domain or acquired to make this alternative work instead of the proponents donating land to make the alternative work for their benefit. By using this tactic of pushing the proposed traffic improvements outward onto lands owned by others, proponents of the project (Cabelas and Molsen-Coors) would not have to give up potentially developable land that would generate future revenue for them and the municipal sponsor of the project (Wheat Ridge) would not receive diminished future sales tax revenues. How does Lakewood feel about the alternative if they can push the traffic improvements onto lands in Lakewood instead of being on lands in Wheat Ridge (for example, that lame alternative component #8 - the 27th Avenue Hook Ramps)? Same goes for Unincorporated Jefferson County suffering for the benefit of the new Wheat Ridge annexation. One of the best alternatives identified early was a direct connection from I70-Hwy 58 interchange straight into the complex. Many individuals and public leaders, including State Senator Mo Keller who praised that at one public meeting that I attended, endorsed that concept early. Where did that alternative go? The elimination of that option and many other viable alternatives was never adequately explained. If the County Commissioners are serious about finding the best solution to this problem, they will reopen the feasibility evaluation through what's known as a "Value Engineering" process. This is an accelerated analysis that pulls in a panel of experts from an impartial source pool and runs through a limited option evaluation again, focusing on all viable alternatives, not just the ones favored by the proponent's hand picked team at FHU. In this manner, engineering

and science practitioners that are there to solve the problem do it, not a team assembled and commissioned by the developing parties. They are independent from the proponent and beneficiary of the project and are not beholden to scoring the alternatives using other unspoken evaluation criteria. It is common practice for agencies such as CDOT and other state and federal agencies to use this "value engineering" approach to solve particularly challenging problems that haven't been solved by conventional approaches. As the name implies, "value engineering" often finds a lower cost and better value solution to a problem. Your request of the two retired gentlemen to assist in this evaluation is the first step in convening a such an blue ribbon approach to tackling this problem and finding a better answer than the one that the Cabelas-Coors team has floated so far. I commend you for starting that process by publicly asking our two knowledgeable, outspoken neighbors to lead such an effort for us. I hope you are successful in this reevaluation step. Having a better-proposed alternative will make the EA a more robust document. Item 4 - The EA will need to thoroughly explore the direct, indirect and cumulative effects of the traffic alternatives on such factors as, including but not limited to, light pollution, air quality, water quality, noise pollution, cultural resources, and other aspects of the human environment. Those environmental aspects can only be addressed adequately with solid, sound environmental baseline data and realistic impact models tied empirically to the design features of the alternative. I trust that the BCC will support the NEPA requirement that the EA will comply with analyses that are based on accurate, adequate, and complete data and support the collection of data necessary to do such evaluations where the data are currently lacking. Item 5 - Eliminate the proposed landuse options for "flea markets" and RV sales from the proposed development area. Flea markets are a low revenue land use and are traditionally only for lands that are not capable of supporting higher and better uses. If "flea markets" are the best land use that can be planned for that area, then the land needs to be set aside for open space instead. Flea markets are just unacceptable. Besides, they do not encourage good revenue base and sales taxes as many flea market transactions are second hand items and barter exchanges that are open-street market economy. They do not produce the type of property tax revenues or sales tax revenues that will be needed to pay off the expensive traffic improvements that are planned. RV sales are not desirable as those are vehicle sales lots that traditionally are overlit and are extreme sources of light pollution from the excess lighting that vendors insist on having in their sales yards and water pollution from the acres and acres of impervious pavement that are needed to show and display the vehicles. There are already more than ample RV sales facilities in the Wheat Ridge area. This type of enterprise does not mesh with the other types of facilities that have been proposed in the area.

41. The resulting traffic in that area will happen when that site is developed, now or in the near future. With Stevenison group, but who wants more automobile dealerships. The resulting placement of Cabelas in this shopping area will bring in more smaller businesses plus it will pull in more people to the RV dealerships located in the area. Sales tax revenue is the name of the game. I70 is a major route into the mountains and Cabelas will attract a diverse group of peoples; hunters, hikers, campers plus others. One question: When will Green Mountain Animal Shelter going to move. It does not look good there no matter what the development does.
42. Writing concerning the I-70 & 32nd Avenue matter. Having lived in Applewood for 15 years, I am increasingly concerned about the intersection of 32nd Avenue at I-70 and Youngfield. This intersection was a growing bottleneck before Cabela's landed in our lap. Growth to the north on McIntyre and no ability to access I-70 westbound from Highway 58 eastbound has greatly increased traffic volume on 32nd Avenue. Add to this the growth in and around Applewood and the success of both the Maple Grove and Manning schools, and you have a situation where this intersection is overloaded many times of day with no Cabela's in the picture. At times, it takes two, even three, light cycles to get through this intersection when heading east on 32nd Avenue. Bad design leads to gridlock. At times, no cars move on a given light cycle. The only answer to this -- with or without Cabela's -- is to do everything possible to upgrade the Highway 58/I-70/44th Avenue interchanges and intersections to

accommodate as much Cabela's traffic as possible and to direct as much traffic southbound on McIntyre on to Highway 58 and I-70 as possible. An upgrade on the Highway 58/I-70 interchange allowing for access to westbound 70 would also remove trucks from 32nd Avenue. Given that there is no good fix to 32nd and I-70; given two successful and growing schools immediately adjacent to the intersection; and given that we in Applewood are literally landlocked by I-70 in our own neighborhood, successful resolution of these traffic issues is critical to our children's safety, our quality of life, and -- if the situation deteriorates any further -- our home values. As you note, we in Applewood are part of unincorporated Jeffco. Therefore, our political clout in surrounding cities -- especially Wheat Ridge -- is negligible. Please keep up your efforts to represent us. Thank you for your attention to this. Thank you for the listening sessions. Please keep up the good work.

43. I'm very upset about the thought that your thinking of changing our area. I've lived here since 1976. I like the country, we have some neighbors that have horses, I myself have had one up until a few years ago, and I've had chickens also. If you put the highway at Holman it will ruin our area, take out or park where the kids and grandchildren all go. I did not vote on whether or not Wheat Ridge got Cabelas or not since I do not live in Wheat Ridge. Why do they want the highway in my neighbor hood. You have Macintyre, that has off and on ramps for highway 58, why not expand just that area, after all that is a commercial area, not residential. The extra noise from all the traffic will be double bad for us in this area, and traffic accidents will be on the rise. Years ago when I was a teenager I lived on 1-25 and Arapahoe road. You can not imagine the many accidents we saw or heard since we lived so close to the freeway which at that time was just a 2 lane hwy. Our noise level will be bad for everyone in this neighbor hood.
44. It would be irresponsible for the Board of County Commissioners of Jefferson County to sacrifice the quality of life of any residential neighborhood in order to perpetuate commercial development. This would be the case if the interchange on Highway 58/Holman Street becomes a component of the traffic plan for the Cabela's Development.
45. Good Luck! I'm glad I-70 and Highway 58 interchange is being expanded. I am concerned about traffic flows and signage on the new diamond interchange at HW 58 and Holman. Short cuts off that lead through our neighborhood. Here comes the speeders and there goes our quality of life. Keeping the sky-high lighting out also helps. Train traffic is always a problem in Fairmount. It's 8:15 AM on Monday morning and traffic is backed up to 48th Ave. waiting for a train to pass. Hike & Bike paths are OK, but they only pacify a few people-and I'm not one of them. Speeders are always a problem. I like photo radar-just saw lots of it in Australia. Raises lots of money for the county but makes believers out of most people. In Jeffco I've even offered to buy orange flags to put on speed signs to get people's attention. Just this AM I called the roads department to get our speed signs put back up.
46. Build it! Cabela's would be a great addition and asset for the county.
47. As a homeowner on 44th Ave. I would really like to see some action and get this project moving along. It looks like the surface of the moon over there at the building site. The intersection at 32 and Youngfield has been in need of a face lift for years and expanding even before this project came about. I am more than open for access on 40th or 44th. We are excited about the growth for the area and business. This project is so close to the I-70 freeway, I do not understand all the fuss. People chose to live by I-70 and now they do not want business? I am tired of going to the Buell or The Do at the ZOO or other places and hearing complaints about Golden and their attitude of no growth. I live in the county and do want C-470 in now. I have no signal where I live and have a Direct TV and that tower most likely would not fix the fact South table mountain is in the way. But every other large city has these towers on the closest hill or foothill and why should this Metro area be different? The City of Golden seem to allow building when it suits them, but not when it suits others. I feel these three issues are making all of us in Jefferson county look bad, as if we are unable to agree on anything. This is a wonderful place to live, that big hole you see from I-70 could have been built on by now. C-470 could of been in place and traffic flowing now on it. Why so

many delays on everything? The cost of all of these items are going up everyday they are not done. This seems like such a waste of time and money to us. Please end the fussing and commit to getting these items approved and completed.

48. First of all, we would rather not have Cabela's here. Since everyone is pushing it through, we would rather have all the traffic come off of I-70. Besides traffic, we are concerned about all of the lighting that will be part of this plaza. It's going to be a monster that will take over the whole area. - Although McIntyre is going to be widened, we'd rather not see an entrance off of Highway 58. - We would like to see enhanced landscaping surrounding the project. Many retailers come in, make promises, then slip by when the store is complete. - We would like to see as little retail development as possible surrounding the area, and would like to see blighted areas returned back to nature, such as the north side of Highway 58- maybe some open space money spent to buy and move some of the "junk" businesses in the area, or at least have them clean up their property. - We'd like to see signage kept to a minimum. One more item, we wrote a hardcopy letter to Cabela's 18 months ago expressing our concerns. We never hear back from them. This shows us that they don't care what we think.
49. I think it is GREAT that Cabela's will be coming to Wheatridge. The money that we spend at the Sydney NE store will now be kept here in Colorado. I am not sure the public understands the great value of having this retailer here locally. The tax revenue alone that will be generated should be enough of a positive to get work started on building. This is not a strip club, it is a sports retailer.
50. I like Cabelas but am opposed to it in Jeffco or Colo. for that matter. Our growth is out of hand, we cannot keep up with it. The increase in tax income never keeps up with the impacts and growth just generated more growth. No one seems interested in quality of life in these areas. What is the limit or is there none? What will Jeffco look like 50 years from now? Growth forces us into more socialization as we continue to subsidize development as development never pays for the long range effects of the project as well as the population growth due to it. The County, and State, keeps decreasing taxes which means a decrease in services. The effects are across the board. All Departments are hurting due to hiring cut backs, regardless of what their Heads say. Taxes need to be increased so people can see how much the services they want cost. They need to separate their needs from their wants. Stop spending money advertising the County all over the a Country. Growth brings more growth increasing our headaches. Complaints increase as governments are in the habit of giving people what they want rather than concentrating on the needs- like keeping roads up and schools in good condition. Politicians will never buy the above. When you give people something it is a lot tougher to take it away than to refuse it at the beginning. More jobs do not make up for the cost the County of those jobs because we subsidize companies rather than charging them the full cost to the County.
51. Don't make it economically impossible for Cabela's to do their deal.
52. We are pleased with the efforts that have been made by your offices as well as Cabelas to keep citizens informed of developments pertaining to the arrival of their store here in Colorado. The meetings have been informative. Please accept the following thoughts and questions in the spirit of making this store an added-value to our local communities. It is our wish that every effort be made by Cabelas and the cities to offset the obvious impact of increased traffic, pollution and noise. We sincerely hope the 27th and Youngfield intersection will NOT go through. The negligible benefits to accessing Cabelas do not warrant moving a viable, 50+ year-old business/bastion of our community. 1) RE: Landscaping: I implore those in charge of this facet of development to use local suppliers and to use the principles of Xeriscaping (not, zero-scaping) such as native grasses, plants and trees instead of the usual Kentucky Bluegrass treatment that is so prevalent with new construction. Please remind Cabelas this is not Minnesota or Nebraska -- our annual precipitation is tiny compared to those states. Using local suppliers and native plants will benefit the community in many ways and show Cabelas to be an environmentally friendly company. It will save money in

terms of less plant loss (dead plants due to our high desert conditions), water conservation and maintenance (less dollars spent mowing, etc). The CSU Extension Service and Center for Resource Conservation are great resources for starters, as you all are aware. I sincerely hope you will make this a priority with those folks who will make these decisions for Cabelas.

2) RE: Solar Energy. It is the hope of many in our neighborhood (Applewood Heights) Cabelas will utilize the wonderful resource of our sun. There are many local resources/companies to help design a building to use sun for heating water and/or heating/cooling air for the interior. Please, please consider this as another way to befriend the community, utilize and free, renewable resource and save money on heating and cooling in the long run (reference the costs of gas, coal, etc.).

3) RE: Scholarships. Has anyone considered the idea of providing scholarships for local students? Cabelas could provide book or tuition assistance to those scholars wanting to make careers in land and wildlife management, recreation; water/river resource management, business, marketing, for some examples. Again, this is a way for this corporation to have a positive impact and good PR with those who will be heavily affected by the traffic and pollution that are part of any new, large business concern. (I am NOT against Cabelas and plan to shop there, by the way. I am concerned and well aware of how our daily lives will change -- grocery shopping, getting to school and activities, my husband's commute -- all will be changed dramatically). We thank you for your time and do hope to see wise decisions made with respect to the above-mentioned.

53. I have a question about the new intersection going in on my street (holman/44th). There are no sidewalks on the street and there is going to be quite a bit more traffic coming on the street itself. Is there any way to get either sidewalks, barrier walls, and signs to protect us who live on this street. If you can not do anything, do you have any suggestions on what to do?? I live in unincorporated Jefferson County, so there is no city to contact.

**Letters**

1. As a resident of Jefferson County, and a landowner whose property lies within the area affected by the captioned projects, I am a person of standing for these proceedings. I chose to live in the Applewood community fifteen years ago because it offered a quiet, slower pace than surrounding areas. The rural character of the neighborhoods was a pleasant counterpoint to congestion so prevalent in most modern housing developments. I chose to live here because it is so different from any other locale. I am therefore more than a little awestruck at the proposed changes identified in public information released recently concerning the Cabela's/Coors retail project and associated modifications to the highway system surrounding it. Please include the following as part of the formal record of comments on the I-70/32nd Avenue Draft Environmental Assessment (EA). These comments are divided into two parts: discussion of the overall concept of the I-70 / 32nd Avenue project, followed by more detailed comments on specific components of the proposal. General Comments: The National Environmental Policy Act (NEPA) stipulates a three level review process for the evaluation of environmental effects of any large federal undertaking. The degree of review and analysis depends on whether or not a project could significantly affect the environment. The three levels are: 1) a categorical exclusion determination; 2) preparation of an environmental assessment finding of no significant impact and 3) preparation of an environmental impact statement. Any project that uses federal funds that involves federal or state lands must be evaluated to determine if significant environmental impact can be expected to occur. The proposed I-7C / 32nd Avenue project will use federal funds and will effect federal or state lands, and is therefore subject to NEPA requirements. The first component of the environmental review, the categorical exclusion determination, has been completed by the Colorado Department of Transportation (CDOT) under its 1601 process, where a System Level Feasibility Study was prepared. The Study recommendations were presented in public meetings, where comments were solicited and summarized. The Feasibility Study identifies several key environmental issues that require further review including: wetlands to be addressed in a future Wetlands Delineation Report and Biological Assessment; Special status species to be addressed in a future Biological Assessment; Water resources, where protections from stormwater runoff will be described in Best Management Practices (BMPs) as part of a future Stormwater Permit issued by the State of Colorado; Air quality to be addressed in a future Air Quality Impact Assessment. These important environmental issues stand as the focal point of the EA, the next step in the NEPA process, currently being drafted. While we must wait to see what specific environmental consequences are identified in the draft EA, critically important aspects of the proposed project can be discussed now. The I-70/32nd Avenue Project proposed in the CDOT Feasibility Study is necessary to provide transportation infrastructure for a large retail development planned for 40 acres of private land adjacent to US Highway 58 and Interstate Highway 70 sponsored by Cabela's and Coors (the Cabela's / Coors retail project). Development of the land parcel should be considered a major undertaking, because the retail project will offer approximately 800,000 square feet for Cabela's and other retail space. This is most certainly a very large undertaking. The I-70 / 32nd Avenue Project is proposed to be composed of alterations or new construction of eight (8) separate components of the existing highway system. Projections from the Feasibility Study indicate that an additional 38,000 vehicles will be added to the highway system as a result of the retail project. The numerous alterations / new construction of highway interchanges are required to manage this anticipated increase in vehicle traffic. The proposed scope of the changes to the highway system that the Feasibility Study envisions is more than sufficient to cause this project to be considered significant. This highway project has garnered some funding commitments from governmental bodies to partially pay for the proposed changes: 1) Jefferson County committed \$10 million in public funds for particular changes, and 2) \$11 million in federal highway funds have been committed as well. The Jefferson County commitment has been a County priority for more than ten years. In order to come up with the funds, the County had to realign its priorities in the five-year transportation plan. This is unprecedented action by the County, and indicates just how significant the changes are. The fact that the County has

made "unprecedented" adjustments to its plans in order to accommodate the expected changes should be more than sufficient cause to find this project to be highly significant. The amount of public funds to be used to construct all of the proposed highway components necessary should be more than sufficient grounds to find that this project is significant. The proposed increase in vehicle traffic, sufficient to account for creation of a good-sized town, should be more than sufficient grounds to find that this project is significant. To summarize these general comments, I believe the scope and size of the proposed changes to the highway system determined by the Feasibility study, the anticipated vehicular traffic impacting the highway system as a result of the Cabela's / Coors retail project, and the amount of public funds needed to complete the changes are each sufficient grounds to find this proposed project to be significant. A more thorough investigation of the anticipated impacts from a project of this scope through an Environmental Impact Statement is required. Lakewood and Golden are adjacent to the Cabela's/Coors retail project and will receive the majority of impacts from it and the highway system modifications and additions. Thus, while these communities receive little direct benefit from sales and property tax revenues to be generated, they must shoulder the costs of having to cope with the myriad of impacts created from the joint projects. These two cities also have very little traction in the public debate to insert adjustments into the proposals to accommodate citizens concerns. The City of Wheat Ridge, the recipient of the majority of the tax largess created by these joint projects, does have a large voice in the process. Wheat Ridge must work to accommodate the concerns of citizens from adjacent communities who will receive none of the benefits but all of the impacts. Wheat Ridge needs to do this for the good of the people who will be affected the most.

Specific Comments: Every highway change that is proposed for this project should be designed to direct the anticipated increase in vehicular traffic caused by Cabela's /Coors retail project onto major highway systems that are designed for massive traffic loads. Any other highway alterations that direct increased vehicular traffic onto existing local roads should be avoided, so that impacts to the surrounding communities are not just mitigated or minimized, but are eliminated. Currently, the project as described in the Feasibility Study fails in this fundamental goal. The alternatives that are proposed include several direct connections to existing local roads. The project as proposed would significantly seect local roads and the communities that are served by these roads. The following identifies important problems with specific components of the highway proposal. Proposed Tunnel Under 1-70 at 40th Avenue. This highway component is designed to direct vehicular traffic to and from Cabela Drive onto Youngfield Street, bypassing 1-70 all together. With just this one change, the project converts Youngfield into a road for 1-70, causing significant increases in vehicular traffic diverted onto this local road, turning Youngfield into the primary dumping ground for vehicle impacts caused by the project. Youngfield serves as a local road for access to local businesses and neighborhoods in the vicinity. The 40th Avenue tunnel would drastically change the character and uses of Youngfield. This component should be eliminated from consideration as it would undermine other highway efforts to minimize the vehicle impact to surrounding neighborhoods. Cabela Drive from 58th. Project proponents state that this interchange has been created to be the "front door" to the Cabela's / Coors retail project, allegedly designed to draw vehicular traffic to and from the retail project onto the major throughfare. However, Cabela Drive from 58th is proposed to be only a two lane road, while another proposed access point, the connection between Cabela Drive and 32nd Avenue is proposed to be a six lane access. Proposed highway signs on 1-70 may instruct drivers to use the 58th/Cabela Drive intersection as the way to enter the retail project. However, the two-lane component will be ignored for departure from the retail project. The proposed six-lane access to 32nd Avenue will be the more convenient direction for most if not all of vehicular traffic from the Cabela's / Coors retail project. Once again, the Feasibility Study alternative defeats the goal of minimizing potential increased vehicular traffic impacts to local roads and communities by actually inviting retail visitors to use the 32nd Avenue access, again dumping vehicular traffic onto local roads. Cabela Drive from the proposed 58th interchange must be redesigned to actually be the front door for the retail project by malting it more lanes access. The 32nd Avenue access to Cabela Drive must be redesigned to be only a two lane access to minimize the impact of vehicular traffic on local roads and communities.

Other control strategies, such as traffic circles or curved traffic calming designs should be implemented on this proposed access to deter most retail visitors from using it. The 32nd Avenue access to Cabela Drive actually should be eliminated from the list of proposed highway components, since this access would only exacerbate vehicular congestion at an intersection that is already congested. Hook Ramps. This design concept for highway access ramps is proposed for several locations along the 1-70. This is an outmoded design, according to federal highway authorities, and should be eliminated as the design basis for up-to-date highway access ramps. High density vehicular access requires a more updated design to accommodate higher volumes. Pedestrian and Bicycle Traffic Considerations. Access by pedestrians and bicycles is not discussed anywhere in the Feasibility Study for upgrades and changes to the highway system. I wonder if the retail project and the highway alterations are really doing anything more than giving lip service to the idea of becoming an integral part of the communities that will be dramatically affected by them. The absence of any consideration for pedestrian and bicycle access to the retail project signifies a development mindset that does not take community access or involvement at all seriously. The Cabela's / Coors retail project and the I-70 / 32nd Avenue Project must integrate pedestrian and bicycle access options that would act as invitations for the local community. Bicycle/pedestrian overpasses from one side of 1-70 to the other is certainly one way to do this. 27th AvenueNorth/Eastbound 1-70 Hook Ramps. The Feasibility Study states "This roadway is within the City of Lakewood and is classified as a major collector. The roadway includes two through lanes with turn lanes at major arterial cross streets. Heading east from Youngfield Street, 27th Avenue "shifts" to the south and becomes 26th Avenue which extends east to central Denver." Reading this characterization leaves the impression that 27th Avenue is some kind of major street link, when the actual character of this short street is something quite different. What the Feasibility Study fails to mention is that there is only one arterial cross-street on 27th Avenue, at Youngfield, where there is one turn lane from 27th to Youngfield. The characterization of plural turn lanes for 27th Avenue is highly misleading. The characterization fails to mention that 27th Avenue, turning into 26th Avenue, is only two lanes, crosses a dam at a 30 miles per hour speed, and goes through a series of turns and hills with limited visibility. A very different character exists. Further, the proposed interchange would, once again, dump anticipated increased vehicular traffic onto Youngfield, and dramatically change the character of this local road. This component would help ensure that Youngfield becomes a frontage road for 1-70, instead of the local access road for businesses and communities in the area. To propose to drop interstate traffic onto 27th Avenue as it exists (not as it is characterized in the Feasibility Study) is unacceptable. This component of the highway project must be eliminated to preserve the integrity of adjacent communities. 32nd Avenue. The proposed modifications to the existing interchange of 32nd Ave. with 1-70 will eliminate access from west bound 32nd to the 1-70 on-ramp. Eliminating this access that is currently used only by local traffic would necessitate the proposed 27th Avenue interchange (see above). These proposed changes only shift the anticipated increases in vehicular traffic further south along 1-70, away from those areas where the greatest impacts will be. 32nd Avenue, as it stands today, is a very broad, major arterial, with a center turn lane, that runs from the intersection at 1-70 all the way to Kipling. There is also a major interchange at 32nd Avenue and 1-70, that, due to very poor initial choice, is completely inadequate, as it has been for many years. The proposed changes at this intersection will not alleviate the existing problems. The proposal will actually make traffic congestion at this intersection much, much worse, as it dumps increased vehicular traffic from the Cabela's/Coors retail project directly into this mess. Better engineering and design work must be done at the proposed connections from Cabela Drive and 1-70 to guide anticipated high volume, vehicular traffic from the retail project directly onto 1-70, instead of routing heavy traffic volumes onto existing local roads. Hook ramps are also proposed north of the 32nd Ave. interchange. As stated previously, hook ramps are a low volume, outmoded design and should not be used in the 21st century. Light Pollution. We have been told that outdoor lighting for the Cabela's/Coors retail project will take into account light pollution concerns and will mitigate them, although no specifics are provided. Demonstrate if mitigation for light pollution has been accommodated. A development that includes 800,000 square feet of retail space

will have proportionally large parking areas, and outdoor lighting to illuminate these spaces. There will be a lot more ambient light at night from the project than currently exists, and will further compound the deterioration of the living quality this area currently enjoys. No description of the outdoor illumination that will be provided by the I-70132nd Ave. highway project. Will there be additional lighting of all eight highway alteration/construction areas? Any new lighting schemes will change the current night-time experience for surrounding communities, and will be contributing to further degradation of the current environment. The size of the project means that night-time illumination and ambient light pollution will dramatically increase. I may have additional comments following review of the draft EA. Thank you for your consideration of my comments for inclusion in the public record concerning this critically important project.

2. The current planning process offers an important opportunity for you to make critical decisions about the long-term impacts and sustainability of the Cabela's project. I urge you to create a place that is integrated into the landscape and minimizes the environmental impacts through use of the ideas listed below. **Site Architecture and Design:** Conduct a design and review process that includes LEED-accredited professionals to evaluate sustainable building and site layout opportunities and to achieve high LEED certification. Implement Principles of Sustainable Design such as those set forth by the National Park Service (1993) to maximize energy efficiency through building orientation, plantings, overhangs and utilization of renewable energy. Register the project with the U. S. Green Building Council. Limit the heat island effect through the use of high reflectance roofing materials. Include all stakeholders in the ongoing design and review process in a meaningful way such as through small group forums. **Drainage:** Minimize impervious surfaces and maximize on-site infiltration using nonstructural features (such as vegetated swales) so as to limit the impact to the natural hydrology. Design the stormwater management system to mimic the natural regime and limit the impact to Clear Creek. Capture and treat degraded stormwater using integrated systems such as constructed wetlands and vegetated filters as appropriate. **Landscape:** Plant unpaved areas in native plant communities from local sources found in our ecoregion to conserve our natural resources, protect biodiversity, and support pollinators. Use water efficient rough grading, plant selection, mulch, and irrigation systems. Do not plant high maintenance turf which provides no habitat value. Limit the heat island effect through mature plantings of shade trees, selection of paving materials with high solar reflectance, and open grid pavement systems. **Lighting:** Minimize light pollution by only lighting essential areas and using the guidance for light pollution reduction recommended in the LEED guidelines for New Construction. **Trail Connections:** Design trail connections that enhance the experience of the pedestrians and bikers through elements that consider optimum views, curving routes, vegetated paths, and unpaved portions. Ensure trail connections minimize the number of road crossings. **Parking and Alternative Transportation:** Layout parking lots in a radius around the building to minimize the drive-around time. Provide specific routes for delivery trucks and larger recreational vehicles. Provide alternative transportation options such as on-call shuttle transportation to and from the nearest Light Rail stations or electric car rental units. Although these ideas may require a little more time up front to incorporate, these are proven approaches that can pay for themselves and do not require added construction costs. Please remember that every decision you make is a chance to ensure Colorado's livability in the future. The wisdom of creating a "destination store" that will attract 35,000 vehicles a day to our area is highly questionable and frankly seems a bit archaic in this day and age. I believe Cabela's original strategy as a catalogue business was a much smarter and more responsible business model -- particularly in light of our country's current concerns about dwindling fossil shells, air pollution and global warming, drought, and limited water resources. I, therefore, strongly encourage the Cabela's Board of Directors and the City of Wheat Ridge to continually revisit the concept, scale, and design of the current project and to look past the short-term dollar gains to your longterm civic responsibilities. Thank you for your time and consideration of these comments.

3. I am writing you as a resident, with regards to the proposed changes related to the Wheat Ridge, Cabela's and Coors developments. I am particularly opposed to relocating the east-bound 1-70 ramps to West 27th Ave for the following reasons: (1) it brings heavier traffic congestion closer to residential areas immediately along Youngfield St. and around West of 27<sup>th</sup> Ave.; (2) it unfairly relocates/destroys permanent residents in the area of Youngfield St., West 27th Ave., and vicinity who have their own livelihood next to their residences (for example the Novacek Greenhouse); (3) the heavier traffic flow creates a potential "killing field on Youngfield St. and on side streets by reckless drivers already using Youngfield as a "race track" speeding as high as 55 mph and using the bicycle path/lane of the south-bound lane to pass slow (30-35 mph) drivers; (4) more cars on Youngfield St. and connecting major arteries will put at tremendous risks the safety and lives of school children from Stober, Maple Grove, Tanglewood, and Kullerstrand Elementary Schools, and residential children, who may be run over and killed; (5) it exacerbates already critically bad air and noise pollutions in the area, which are already gravely affected by heavy car/truck traffic on 1-70 and in outlying areas such as the Denver West office complex, Denver West Village, Colorado Mills Mall, Applewood/Walmart Shopping Center, and the proposed A Cabela's project, which surely will put more risks to residents of developing respiratory/lung and other environmentally-related diseases; (6) this, in turn, leads to Jefferson County, State, and Federal governments to use more of their precious resources for health care of residents; (7) traffic jams caused by frequent accidents on the eastbound lanes of 1-70 have caused overflow or cars/trucks into Youngfield St. forming bumper-to-bumper, crawling, and stop-and-go traffic, and long delays; (8) this leads to major difficulties for and causing accidents of residents getting into and out of Youngfield St., which on many occasions during regular traffic flow takes about as much as 3-4 minutes; (9) it devalues the real estate properties in the Applewood Valley and vicinity, which consequently lowers county taxes and loss of revenue to Jefferson County and the cities of Wheat Ridge and Lakewood; (10) it transforms the neighborhood into low-income and rental-housing developments leading to deterioration of neighborhoods into high-crime rate and drug zones; and (11) it ruins the tranquility of the Applewood Valley-Grove neighborhoods, for which it is best known and most appealing. The most adverse impact of relocation of the east-bound 1-70 ramps to West 27th Ave. is on the Maple Grove Water Reservoir immediately southwest of the intersection of Youngfield St. and West 27th Ave. The Maple Grove Water Reservoir supplies the drinking water of thousands of residents of Applewood, Maple Grove, and outlying neighborhoods. Potential accidents of chemical- and gas-carrying trucks on Youngfield St. provide opportunities for these environmental hazards to spill over and (or) permeate into the water reservoir and putting at risk the residential drinking water supply. In addition, the earth dam of the Maple Grove Water Reservoir on which West 27th Ave. is built is at risk of collapse with more traffic flow by cars and heavily-loaded trucks. A potential mass failure of West 27th Ave. on the earth dam will not only deprive residents of their water supply but more importantly can generate a fast-moving, water-debris flow landslide into the valley and homes below the dam destroying properties and killing residents. With this scenario, it behooves Jefferson County to do an Environmental Impact Study (EIS) on the strength of the dam and how much load from traffic the dam can withstand before relocation of the 1-70 ramps. If this happens, is Jefferson County liable for not performing a pre-study? An EIS study should be performed by a reputable, impartial engineering organization. The EIS report of the study should be made available to the public. Additional EIS should be performed on the effects of wildlife on the Clear Creek and Prospect Recreation Park along the creek. What is the impact on habitats and migration of the wildlife to nearby neighborhoods from these areas? Driving to work very early in the morning during winter months deer, foxes, and skunks have often cross my path and potentially created an accident. The changes proposed by Wheat Ridge, Cabela's and Coors developments have over-arching significant impacts on the environment, wildlife, and people, which need to be

addressed by an EIS. Finally, Jefferson County has to weigh very wisely between providing a better quality of life and protecting the lives of its residents (their base providers), and the never-ending quest for, in the name of monetary income, taxes such as from the Cabela's project. But in the end, residents can only hope that the elected officials of the Jefferson County possess "Solomon-like" wisdom to properly balance incessant over development, with encroachment of the "Cabelas," and the quality of residential neighborhoods.

4. This letter is written in response to your request to hear from the people who will be impacted by the subject project. We own property at the northwest quadrant of 1-70 and West 32nd Ave which is platted as 70 West Business Center and we are very much impacted by this project. This is not a letter to object to the impending development and we do not oppose it. However, at the Listening Session the matter of the hook ramps and barrier walls on the west side of 1-70 was discussed and the Commissioners were requested to support barrier walls on those ramps. We are very much opposed to barrier walls because this would eliminate visibility from 1-70 into our property and would seriously reduce the value of our development. A fourteen foot architectural and sound barrier wall already exists on the west property line of 70 West Business Center. The barrier consists of a four foot berm with a ten foot brick wall on top of it. We are strongly opposed to the impediments that the construction of walls on 1-70 would impose on us. We urge you not to include this feature in your recommendations for the Environmental Assessment.
  
5. No to number 6. New Interchange on Highway 58/ Holman Street. My concerns and opposition to Wheatridg/Cabela's/Coors developments: First of all, I have no problems with a city building in their own city limits on their land, but when they want to dump their problems on a small rural area, I do. Forty years ago we moved to a small rural area to make our home, raise our children, and live in our home until the end of our life, and so far so good. Now a neighboring city moves into the middle of our rural neighborhood, right in the middle of Fairmount, my neighborhood, and Applewood. In doing so they want to completely change and dump their problems on us. We not only don't want their problems, or help solve them, but we can't handle any of them without ruining our homes and our family life. Now their problem with the development and their predicament with access to the property, should be with the connecting City of Wheatridge, from the existing city streets of Wheatridge. These Alternative Packages should not be Fairmount's or Applewood's problems, and they should not be dumped on us. The City of Wheatridge has no right to come into our neighborhoods and change our streets and roadways to accommodate their needs, and completely ruin our lives and homes. Specifically, my concern with Proposition No 6, as the City of Wheatridge dumps their biggest problem within .06 of a mile of our house and 30 feet of 2 of our neighbors homes, (we don't measure by blocks, as we are not set up according to city measurements and we are rural), by wanting to build a four lane interchange off a Federal Highway onto Holman Street, a rural asphalt street, no sidewalks, gutters or any drainage, 847 feet long street in our neighborhood. It is ridiculous and totally illogical. Wheatridge should solve Cabela's problem themselves, by connecting their existing city street Zinnia Street with their newly acquired land by the means of their city streets. After all it is their city, and hopefully their taxpayer's money, not ours, it is their gain and none of ours. It should be back to the drawing board, to gain access from Youngfield, which is their primary connecting street. It seems to me they put the cart before the horse on this project. I think it is appalling to want to use millions of taxpayers dollars, that needs to be spent on problems in our State, for the gain of one City to solve their PROBLEM. As far as taxpayer dollars, Jefferson County has pledged \$10 million and Federal \$11 million, to this project. I, for one taxpayer, think that other taxpayers no only should be aware of where their taxes are being spent, but have a say in how it should be spent. There are many other worse problems in the US that \$11 million should be spent on. Jefferson County also has many other more needy roads, and

intersections to be fixed, worked on or upgraded. Once again the taxpayers should be told what is being done with their tax dollars

6. The following attached list is the signatures of residents that live in the area of the "Holman Street Porposal" number 6 from the April 27, 2006 BCC Listening session. The Cabela /Coors development proposal has eight variations of "brainstorming" ideas to deal with the traffic problems that are associated with the development of the property. The residents of Golden Valley subdivision have a list of concerns that will impact our area, especially with the Number 6 interchange proposal on Highway 58 and 44th avenue. 1. The volume of traffic going to and from the Cabela development and also future plans that may include other large business plans will place a burden of safety for our small residential area. We have small children playing and waiting for school buses on our streets that will be overwhelmed with RV's, vans and trucks that will be visiting the Cabela facility. 2. The plan to have the Cabela traffic exit from 1-70 onto 44th avenue and and return to a diamond interchange back to "Cabela drive" is probably the most ill planned idea that a traffic engineer could dream up. It is approximately a four mile loop out of the way from Cabela's. The people driving east and west on 1 -70 can see the Cabela facility and will be looking for the exit and can only wonder why they have to drive halfway to Golden and return to get to the facility. 3. The residents on Holman street will want a "closed street" barricade on 44th avenue to keep the Cabela visitors and "looky-100s" out of the neighborhood. 4. There will be need to widen 44th avenue to put in a traffic light and left turning signal for the diamond shape exit to 58th avenue. 5. Proposal number 6 doesn't really make much sense monetarily when there is already a diamond exchange at McIntyre that runs into the proposed "Cabela drive" and it is only one-sixth of a mile further. 6. we understand why the residents of Applewood are concerned about the traffic problems, but please don't dump the problems of Wheatridge and the Coors development on our small residential area. 7. As long as we are only "brainstorming " ideas, has anyone looked at the idea of an interchange on 44th ave before the Eldrige and railroad bridge? This would bridge right over to Coors' Cabela drive and keep the traffic out of our area, this property is already annexed by Wheat Ridge and Coors and keep in their area and out of ours. (penciled in drawing attached) Thank you for listening to our concerns and hopefully we can come to an agreement that we can all live with.

NO TO PROPOSITION '6'  
HOLMAN ST. OVERPASS

NAME	ADDRESS
Gonette L. Seely	4405 Gardenia St Golden CO 80403
Jupina Daly	4415 GARDENIA ST GOLDEN CO 80403
Tom & Kelly W	4453 GARDENIA ST GOLDEN CO 80403
Wally W. Kelly	4453 GARDENIA ST GOLDEN CO 80403
Michael Backi	4435 W 44TH DR GOLDEN CO 80403
Jeff M. Hamilton	4415 W 44TH DR GOLDEN CO 80403
John A. Lindgren	4422 GARDENIA GOLDEN CO
Robert A. Brennan	4430 GARDENIA GOLDEN CO 80403
W. J. Conroy	4410 GARDENIA GOLDEN CO 80403
Therese P. Dalton	4415 GARDENIA ST GOLDEN CO 80403
Christina S. Jera	4415 GARDENIA ST GOLDEN CO 80403
Tom M. Lee	4415 GARDENIA ST GOLDEN CO 80403
Damian Difco	4435 Gardenia St Golden, CO 80403
Michael P. Lee	4415 GARDENIA ST GOLDEN, CO 80403
Rachel Targny	4505 Holman St Golden, CO 80403
Patrick Targny	4505 Holman St Golden, CO 80403
Tom Vincent	4415 GARDENIA ST GOLDEN CO 80403

NO TO PROPOSITION '6'  
HOLMAN ST. OVERPASS

NAME	ADDRESS
John Rano	4525 Holman St. Golden, Co.
Janet Tynes	4400 Holman St Golden, Co.
Quentin Mignic	14693 W 58 <sup>th</sup> Dr. Golden, CO
Paul Lonigro	14693 W 58 <sup>th</sup> Dr Golden, CO
John J. [unclear]	4475 Holman St Golden, Co 80403
Nancy Jurbala	4455 Holman Street Golden, CO 80403
John Jurbala	4455 Holman St. Golden, CO
Jetta Jurbala	4440 + Holman St. Golden, CO
Kyrie Walls	4495 Holman, Golden, CO
John Zeltner	4535 Holman St. Golden, CO
John Grimberg	4545 Holman St. Golden, CO
Judi Lange	14575 W 46 <sup>th</sup> Golden, CO
Kathy C. Edwards	14465 W 45 <sup>th</sup> Dr. Golden, CO
Max E. [unclear]	14465 W 45 <sup>th</sup> Dr. Golden, CO
Ann Parker	14480 W 45 <sup>th</sup> Dr. Golden, CO
John [unclear]	1435 W 45 <sup>th</sup> Dr. Golden, CO
John & Jennifer Carroll	4468 W 45 <sup>th</sup> Dr. Golden, CO 80403

