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US 36 CORRIDOR FEIS RESPONSE TO COMMENTS


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The responses to comments received during the Final Environmental Impact Statement (FEIS) comment period are provided below.

STATE/FEDERAL	COMMENT	RESPONSE
<p>State-Fed 1</p> <p>State-Fed 1_SHPD</p> <p>Date Received: 12/14/2009</p> <p>Source: Mailed Letter</p> <p>Name: Office of Archaeology and Historic Preservation, Edward Nichols, SHPO</p> <p>December 3, 2009</p> <p>OFFICE OF ARCHAEOLOGY and HISTORIC PRESERVATION</p> <p>Jim Paulsen Region 6 Training and Environmental Manager Colorado Department of Transportation, Region 6 2000 South Holly Street Denver, CO 80222</p> <p>Re: Comments on US 36 Final Environmental Impact Statement (FEIS), Section 106 Determinations of Effect for Historic Properties. (CHS #41560)</p> <p>Dear Mr. Paulsen,</p> <p>Thank you for your correspondence dated October 28, 2009 and received by our office on October 30, 2009 regarding the consultation of the above-mentioned project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (Section 106).</p> <p>After review of the provided information, we concur with the recommended findings of effect under Section 106 for the properties included in the Chapter 4 analysis. However, we do not concur with the finding of effect for the property listed below.</p> <p>• SAM1806/Advent Evangelical Lutheran Church. In our opinion, a finding of no adverse effect [36 CFR 800.5(b)] under Section 106 is more appropriate than the recommended finding of no historic properties affected [36 CFR 800.4(d)(1)]. The highway is moving closer to the historic property and a new noise wall will be installed. In our opinion, the "parkment creep" and construction of the noise wall will have an effect on the historic property; however, that effect would not be adverse.</p> <p>If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CFR 60.4, in consultation with this office. We acknowledge that FHWA intends to make a <i>de minimis</i> determination in respect to the requirements of Section 4(f).</p> <p>We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate the eligibility and potential effect findings. If we may be of further assistance, please contact Amy Paulsen, our Section 106 Compliance Manager, at (303) 866-4078.</p> <p>Sincerely,  Edward C. Nichols State Historic Preservation Officer</p> <p>1300 BROADWAY DENVER COLORADO 80203 TEL 303/866-3395 FAX 303/866-2711 www.coloradohistory.org</p>	<p>Response to Comment State-Fed 1:</p> <p>[A]: Concurrence noted.</p> <p>[B]: Colorado Department of Transportation (CDOT) agrees with State Historic Preservation Officer's (SHPO) comments and recommendation. This change is reflected in the Record of Decision (ROD).</p> <p>[C]: The undiscovered archaeological measures suggested here have been adopted into CDOT's book of specifications and is included on all projects, including the United States Highway 36 (US 36) Corridor Project. Section 4(f) <i>de minimis</i> acknowledgement has been noted.</p> <p>[D]: Per Appendix E, Section 106 Programmatic Agreement, of this ROD, CDOT will make sure that SHPO is involved with the project and any undertakings as the project moves forward.</p>	

RESPONSE	COMMENT
<p>Response to Comment State-Fed 2:</p> <p>[A]: The clarification of the Denver Regional Council of Government (DRCOG) <i>Fiscally-constrained 2035 Regional Transportation Plan</i> (DRCOG 2009) title has been made in the ROD.</p> <p>[B]: The US 36 Corridor Project uses the FasTracks station names as identified in the original <i>FasTracks Plan</i> (RTD 2004). Since that plan, some station names have been updated. The <i>Northwest Rail Corridor Environmental Assessment/ Environmental Evaluation</i> (In Process) now uses the following station names: IBM Diagonal is called Gunbarrel; 116th is called Broomfield/116th; Church Ranch is called Walnut Creek; and South Westminster is called South Westminster/71st.</p> <p>[C]: The reference to this document has been noted in the ROD as you have suggested. Funding exists in the <i>Fiscally-constrained 2035 Regional Transportation Plan</i> (DRCOG 2009) for the projects identified as Phase 1 for the Combined Alternative Package (Preferred Alternative). As you suggest, adjustments to the level of funding in the fiscally-constrained plan for specific projects may be needed as final cost estimates are developed.</p> <p>[D]: This suggestion does not change the meaning of the information in the <i>US 36 Corridor Final Environmental Impact Statement and Final Section 4(f) Evaluation</i> (US 36 Corridor FEIS) (US 36 Mobility Partnership 2009), and while your suggestion reads easier than what was in the FEIS, no correction is necessary in the ROD.</p> <p>[E]: Funding exists in the <i>Fiscally-constrained 2035 Regional Transportation Plan</i> (DRCOG 2009) for the projects identified as Phase 1 for the Combined Alternative Package (Preferred Alternative). As you suggest, adjustments to the level of funding in the fiscally-constrained plan for specific projects may be needed as final cost estimates are developed.</p>	<p>State-Fed 2</p> <p>State-Fed 2_DRCOG.doc Date Received: 12/14/2009 Source: E-mail</p> <p>Name: Denver Regional Council of Governments (DRCOG), Steve Cook, Manager, MPO Planning Program</p> <p>Memorandum To: Jane Hann, CDOOT and Gina McAfee, RTD Re: Comments from DRCOG staff on the US-36 FEIS</p> <p>Thank you for the opportunity to provide comments on the US-36 FEIS. Our comments are as follows:</p> <ol style="list-style-type: none"> General oversight. There should be a clearer explanation and consistent reference to DRCOG's <i>Fiscally Constrained 2035 Regional Transportation Plan</i> (FC 2035 RTP) (suggested using this term in readily applicable places throughout the document). Introduce up front in Executive Summary, and at start of other chapters. Page ES-11: Here and on other maps, some station names are not consistent with current RTD document station names. Page ES-24, 2nd paragraph (and page 8.3-1): "The first-phased ROD will be consistent with projects and funding currently identified in the fiscally constrained 2035 RTP element-of-the-2035-MVFRTP May also want to note in these sections that a plan amendment may be required to update the ROD to reflect the changes." (and page 8.3-1) Page ES-25: Consider breaking up the third full paragraph in two, or with bullet points. Section 8.1: Here and elsewhere (e.g. 5.3), language should not imply that the \$711.1 in the F-C 2035 RTP is designated specifically for the "preferred alternative". The funds are designated to the specific locations and projects identified in the FC 2035 RTP at that rough funding level. The funds listed also include those already programmed in FY 2008-09, and should be included if changes are made to specific projects (identified in the RTP) in the future. In 8.1 it is not correct to say that the "first phase will be constructed with 2035 MVFRTP". It would be more appropriate to state something like "The current FC 2035 RTP identifies a level of funds for regionally significant projects within the corridor, which could be used for the first phase . . . An amendment to the plan (with associated conformity determination) may be required." If it is not mentioned in the document (e.g. on page 8.2-8), there should be some reference to the operational impacts (or even if there are not any) for the US-36 project. The US-36 project is located on the N. 125 Express Lane and on the adjacent along 19th Street in Downtown Denver. It is not clear in Table 8.2-1. Table 8.2-1: Could this table be rearranged to provide an easier cross-comparison to Table 5.3-1, either in descriptive elements, or funding amounts. Or clearly note that the RTP may need to be amended if projects deviate from those described in Table 5.3-1.


COMMENT	RESPONSE
	<p>Response to Comment State-Fed 2:</p> <p>[F]: Section 3.5.7, Impacts of Bus Rapid Transit Operations in Downtown Denver and Central Boulder, of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009), discusses the operational impacts in these areas. Chapter 2, Alternatives Considered, of the FEIS describes the number of additional buses that would use the Interstate 25 (I-25) express lanes for each package. These additional buses and operational changes are included in Phase 1.</p> <p>[G]: As you suggest, adjustments to the level of funding in the fiscally-constrained plan for specific projects may be needed as final cost estimates are developed. In Table 5.3-1, US 36 Projects in 2035 Fiscally-constrained Regional Transportation Plan, of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009), except for the specified interchanges (McCaslin Boulevard, Sheridan Boulevard, and Wadsworth Parkway) and bikeway funding amounts, the managed bus rapid transit (BRT)/high-occupancy vehicle (HOV) lane estimated cost from Foothills Parkway to I-25 covers the remaining elements of Phase 1.</p>

COMMENT	RESPONSE
<p>State-Fed 3</p> <p>State-Fed 3_EPA_pg1</p> <p>Date Received: 12/14/2009</p> <p>Source: Emailed Letter</p> <p>Name: United States Environmental Protection Agency, Region 8, Larry Svoboda, Director, NEPA Program, Office of Ecosystems Protection and Remediation</p>  <p>1565 Wynnton Street Denver, CO 80202 Phone: 800.227.8817 http://www.epa.gov/region08</p> <p>DEC 14 2009</p> <p>Ref: SEPR-N</p> <p>Federal Highway Administration Colorado Division Attention: Monica Pavlik 12300 W. Dakota Ave., Suite 180 Lakewood, CO 80228</p> <p>Re: Comments on the US 36 Corridor Final Environmental Impact Statement CHQ # 20090366</p> <p>Dear Ms. Pavlik:</p> <p>The U.S. Environmental Protection Agency (EPA) Region 8 has reviewed the United States Highway 36 (US 36) Corridor Final Environmental Impact Statement (EIS), prepared by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in cooperation with the Colorado Department of Transportation (CDOT) and the Regional Transportation District (RTD). The Final EIS identifies and evaluates impacts of multi-modal transportation improvements in the US 36 Corridor. This corridor follows an existing highway alignment between Interstate 25 (I-25) in Adams County and Foothills Parkway/Table Mesa Drive in Boulder, a distance of approximately 18 miles. Our comments are provided for your consideration pursuant to our responsibilities and authority under Section 102(2)(C) of the National Environmental Policy Act (NEPA), 42 U.S.C. Section 4332(2)(C), and Section 309 of the Clean Air Act, 42 U.S.C. Section 7609. It is EPA's responsibility to provide an independent review and evaluation of the potential environmental impacts of this project.</p> <p>A Preferred Alternative Committee (PAC) identified a combined alternative package as the Preferred Alternative for the US 36 Corridor based on comments received on the Draft EIS. The primary elements of the Combined Alternative Package include one buffer-separated managed lane in each direction, Bus Rapid Transit (BRT) ramp stations, and auxiliary lanes between most interchanges. The Final EIS also discusses three alternatives analyzed in the Draft EIS: Package 1, the "no action" alternative; Package 2, which provides two managed lanes in each direction in the median of US 36 with median BRT stations; and Package 4, which provides one median BRT/High Occupancy Vehicle (HOV) lane in each direction with median BRT stations and one additional general-purpose lane in each direction. All three build packages also include a bikeway and alternative transportation strategies.</p>	<p>Response to Comment State-Fed 3:</p>

COMMENT	RESPONSE
<p>State-Fed 3 (continued)</p> <p>State-Fed 3_EPA_pg2</p> <p>Date Received: 12/14/2009</p> <p>Source: Emailed Letter</p> <p>Name: United States Environmental Protection Agency, Region 8, Larry Svoboda, Director, NEPA Program, Office of Ecosystems Protection and Remediation</p> <p>A</p> <p>EPA appreciates the response to our comments on the Draft EIS provided in Volume III of this Final EIS. We thank you for the clarification to our questions regarding the impacts associated with the US 36 bikeway alignment as well as potential impacts to traffic in Boulder. We also thank you for the explanation of mitigation to replace parking lost at the McAslin BRT station. However, we note that in Section 3.5.8 Impacts of Transit Patron Parking the mitigation measures are proposed for consideration during final design. We recommend that commitment to mitigate parking losses be included in the Record of Decision (ROD) for the project.</p> <p>B</p> <p>Air Quality</p> <p>In Section 4.12 Air Quality, it is unclear if emissions of re-entrained road dust particulate matter less than 10 microns in diameter (PM₁₀) were included with the tailpipe estimated PM₁₀ emissions as presented in Tables 4.12-3, 4.12-4 and 4.12-5. Communications with FHWA and CDOT have confirmed that estimated re-entrained road dust PM₁₀ emissions were not included in these tables. For purposes of full public disclosure in the Final EIS, the re-entrained road dust PM₁₀ emissions should have been included, as those emissions are typically significantly greater than the tailpipe PM₁₀ emissions component. We recommend a clarification of this issue be included in the ROD.</p> <p>The section titled "Comparison to Another Location with Similar Characteristics" on pg. 4.12-17 presents some confusion regarding average daily traffic (ADT) used in the PM₁₀ hotspot qualitative analysis. We suggest including in the ROD a clarification of which ADT figure (196,000 peak ADT or 155,000 average ADT) was used to compare estimated PM₁₀ concentrations at the US 36/1-25 intersection to measured concentrations at 1050 South Broadway. We note that it does appear that estimated PM₁₀ emissions will be below the National Ambient Air Quality Standard for either ADT figure.</p> <p>EPA is pleased to see the addition of a discussion of Climate Change Cumulative Effects in the Final EIS. We do recommend, however, that Mobile Source Air Toxics and Greenhouse Gas issues are not confused by discussing them both in the same section despite their mutual inclusion in CDOT's Air Quality Policy Directive. We are also interested in engaging in further communication regarding possible additions to this discussion for the purposes of future NEPA documents.</p> <p>C</p> <p>Water Quality</p> <p>Thank you for the explanation that the design of water quality treatment facilities has accounted for needed water quality capture volumes for the entire project. We have reviewed the <i>Conceptual Drainage Analysis</i> (CDRA) (EIS, 2009) and agree that the 1 best management practice (BMP) requirements in the CDOT New Development and Redevelopment Program are met. EPA acknowledges that the Preferred Alternative will likely improve water quality in the project area relative to Package 1, due to implementation of BMPs for reducing water quality impacts. However, long-term improvement in water quality requires that BMPs continue to perform at their design capacity throughout the life of the project. We recommend that monitoring and maintenance for BMP performance be provided for in the ROD.</p>	<p>Response to Comment State-Fed 3:</p> <p>[A]: Comment noted. CDOT and RTD also commit to mitigating impacts to transit patron parking losses in the ROD.</p> <p>[B]: 1) In response to your request to clarify road dust emissions in the ROD, CDOT is providing the following explanation for road dust as a particulate matter less than 10 microns in size (PM₁₀) emission. Road dust emissions were not included as part of the PM₁₀ emission estimates shown in Tables 4.12-3 through 4.12-5 of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009). The PM₁₀ emission estimates referenced in these tables only reflect the emissions burden analysis, which was created to evaluate each package's tailpipe emissions based on differences in vehicle miles traveled (VMT) for each of the packages, not to evaluate PM₁₀ emissions against an air quality standard. The comparisons among packages are still valid (i.e., none of them include road dust). Furthermore, the packages' emission estimates do not affect the PM₁₀ hot-spot analysis; the PM₁₀ analysis is qualitative and does not rely on the emission estimates.</p> <p>Since there are no requirements to perform this type of air quality burden analysis as part of the National Environmental Policy Act of 1969 (NEPA) air quality analysis, it is difficult to judge whether disregarding road dust emissions as part of an essentially voluntary emissions analysis represents a deficiency or not. Because the road dust emissions are directly proportional to VMT, the difference in PM₁₀ dust emissions among packages is expected to be directly proportional to the differences in VMT among the packages.</p> <p>2) In response to your request to clarify which traffic volumes were used to compare the estimated PM₁₀ concentrations to the measured concentrations at 1050 South Broadway, CDOT is providing the following explanation for additional clarity in this comparison.</p> <p>The traffic units documented within the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009) are average daily traffic (ADT), not VMT, estimates. Upon further review, it appears that the 155,000 ADT represents the average traffic volume over the entire project corridor. However, this information is not important to the conclusions of the hot-spot analysis. The hot-spot analysis was evaluated with the higher volume 196,000 ADT at the peak location along the corridor (near the intersection of US 36 and I-25). While this traffic volume is about 10 percent higher than the 180,000 ADT being referenced near the South Broadway monitor, the important detail of this qualitative comparison is that this monitor is recording PM₁₀ values that are half of the standard or less.</p>

COMMENT	RESPONSE
	<p>Response to Comment State-Fed 3:</p> <p>Even if all of the PM₁₀ impacts at this monitor came from mobile sources, a 10 percent increase in emissions would not lead to a violation of the standard because of this project being constructed. The PM₁₀ hot-spot conclusions were based on the peak 196,000 ADT and not the lower 155,000 average ADT. In reference to page 4.12-17 of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009) (specifically, the fourth paragraph of "Comparison to another Location with Similar Characteristics" subsection), given the fact that the PM₁₀ values at the comparative monitoring station are far below the PM₁₀ standard, the small traffic increase would not be expected to lead to a PM₁₀ violation.</p> <p>[C]: CDOT has developed a new permanent best management practice (BMP) monitoring program that provides maintenance to these features for the life of the project, as required by CDOT's Municipal Separate Storm Sewer System (MS4) permit. As CDOT learns more about these BMPs and how they are performing at certain locations, more about how often these facilities need maintenance will be known. At a minimum, these facilities will be monitored annually. CDOT believes this will meet your request for monitoring and maintenance for BMP performance.</p>

COMMENT	RESPONSE
<p>State-Fed 3 (continued)</p> <p>State-Fed 3_EPA_pg3</p> <p>Date Received: 12/14/2009</p> <p>Source: Emailed Letter</p> <p>Name: United States Environmental Protection Agency, Region 8, Larry Svoboda, Director, NEPA Program, Office of Ecosystems Protection and Remediation</p> <p>D</p> <p>E</p> <p>Preferred Alternative</p> <p>Similar to the concern we presented for Package 4 during the Draft EIS, we are concerned that the Preferred Alternative, with only one additional managed lane in each direction and auxiliary lanes added between most intersections, will not encourage a mode shift from single-occupant vehicle to other forms of transportation such as carpools and BRT. We recognize the number and complexity of issues balanced by the PAC in developing the Combined Alternative Package/Preferred Alternative. We also acknowledge that impacts to many resources have been reduced for the Preferred Alternative relative to those of Package 2 or 4, due to the decreased right-of-way width allowed by selecting ramp and side-loading stations for BRT rather than median stations. However, EPA questions whether the use of BRT stations to the side of the road, rather than median stations, will decrease the appeal of BRT as an option for short trips along the corridor.</p> <p>EPA remains concerned that, without access to managed lanes as provided in Packages 2 and 4, All Stops buses may not be able to provide adequate time savings over general traffic to attract passengers. The travel time for All Stops buses under the Preferred Alternative will be 35 percent greater than for Package 2 or 4. For most of the US 36 Corridor, All Stops buses will travel in the auxiliary lanes, at the same pace as general traffic. We recognize that Table 3.4-9 <i> Mobility Bus Rapid Transit Daily Boardings</i> predicts increased ridership for many intermediate stations for the Preferred Alternative over the other packages, however, it is unclear to what extent the modeled bus ridership depends on other differences in bus service among the alternatives. We are pleased to see the addition of queue jumps and ramp meter bypasses to reduce overall delay for the buses. EPA recommends further consideration be given to additional traffic mitigation measures that will ensure efficient BRT service for passengers travelling only a portion of the US 36 Corridor.</p> <p>EPA appreciates the opportunity to review the Final EIS for the US 36 Corridor. If you have any questions on the comments provided in this letter, please contact me at 303-312-6004, or you may contact Molly Brodin of my staff at 303-312-6577.</p> <p>Sincerely,</p> <p><i>Larry Svoboda</i> Larry Svoboda Director, NEPA Program Office of Ecosystems Protection and Remediation</p> <p>3</p> <p>Printed on Recycled Paper</p>	<p>Response to Comment State-Fed 3:</p> <p>[D]: While a mode shift would be desirable, one element of the Purpose and Need is to provide multi-modal options to the travelling public. As fuel prices rise, the shift of riders from single-occupant vehicles (SOVs) to multi-modal options will occur, as was observed in 2007 and 2008 by CDOT and RTD staff. Additionally, during traffic studies conducted for the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) after the US 36 Corridor Draft Environmental Impact Statement and Draft Section 4(f) Evaluation (US 36 Corridor DEIS) (US 36 Mobility Partnership 2007) was prepared, a propensity for shorter local trips along the corridor was noted. In an attempt to help support this short-trip need and provide for ingress/egress safety of buses and the general public with the general-purpose lanes, the auxiliary lanes were added to the project to facilitate these short trips and transitions, which should make these kinds of short bus trips more appealing.</p> <p>The use of ramp BRT stations instead of median stations does increase travel time by approximately 9 minutes for All Stops (local) buses. However, this is still 17 minutes faster than automobile traffic using the general-purpose lanes in Package 1 (No Action) (see Table 3.4-10, Transit Operations Comparison Eastbound from Boulder to Denver Union Station [Horizon-Year] in the US 36 Corridor FEIS [US 36 Mobility Partnership 2009]). While these times are for a trip from Boulder to Denver Union Station (DUS), CDOT and RTD believe the addition of auxiliary lanes will facilitate short trips throughout the corridor, such as those made by All Stops buses. To further improve bus travel time when using the ramp stations, the Combined Alternative Package (Preferred Alternative) includes queue jumps at intersections and HOV bypass lanes at ramp meters.</p> <p>[E]: As seen on I-25 auxiliary lanes, the travel in these lanes is usually at a free-flow condition, even when the general-purpose lanes are congested. The short trips in the corridor are better facilitated with a side-ramp station rather than a median station.</p>


COMMENT	RESPONSE
<p>State-Fed 4</p> <p>State-Fed 4_ColoradoDivisionofWildlife_pg1</p> <p>Date Received: 12/14/2009</p> <p>Name: Division of Wildlife, Steve Yamashita, Northeast Regional Manager</p> <p>Source: Mail</p> <div style="text-align: center;">  <p>STATE OF COLORADO BILL RILKER, Jr., Governor DEPARTMENT OF NATURAL RESOURCES DIVISION OF WILDLIFE ANNEKA L. COOK, COORDINATING MANAGER Thomas E. Remington, Director 5050 Broadway Denver, Colorado 80216 Telephone: (303) 239-1192 wildlife.admin@dnr.state.co.us</p> </div> <p>December 14, 2009</p> <p>US 36 Mobility Partnership c/o CDR Associates 100 Arapahoe Avenue Suite 12 Boulder, Colorado 80302</p> <p>Re: US 36 CORRIDOR FINAL ENVIRONMENTAL IMPACT STATEMENT COMMENTS</p> <p>To Whom It May Concern:</p> <p>Thank you for forwarding the CD containing the above referenced project to the Colorado Division of Wildlife (CDOOW) for review. In this letter you will find our comments and suggestions.</p> <p>United States Highway 36 (US 36) corridor is an existing highway alignment, approximately 18 miles long, between Interstate 25 and Foothills Parkway/Table Mesa Drive in Boulder. The US 36 Corridor Final Environmental Impact Statement (FEIS) indicates a need for improvements and updates to this highway, which include increasing trip capacity, expanding access, relieving congestion, expanding mode of travel options, increasing efficiency of transit service, and updating outdated highway facilities. This project would be phased over time as additional funding becomes available. The FEIS was prepared jointly by the Federal Highway Administration, Federal Transit Administration, Colorado Department of Transportation, and the Regional Transportation District.</p> <p>The US 36 Corridor FEIS lists four viable alternatives for consideration, described as "packages". These alternatives are: Package 1: No Action; Package 2: Managed Lanes + Bus Rapid Transit; Package 3: Managed Lanes + High Occupancy Vehicle Lanes + Bus Rapid Transit; and Package 4: General Purpose Lanes + High Occupancy Vehicle Lanes + Bus Rapid Transit. The purpose of the project is to improve the corridor for multi-modal transportation and to provide additional transit options. The project would be phased over time as additional funding becomes available. The FEIS was prepared jointly by the Federal Highway Administration, Federal Transit Administration, Colorado Department of Transportation, and the Regional Transportation District.</p> <p>Package 1: No Action No major widening of the corridor, but includes planned and committed improvements to Park-n-Rides, new transit facilities as contained in the FasTracks Program, a bridge replacement and other extensions and adjustments.</p> <p>Package 2: Managed Lanes + Bus Rapid Transit Managed lanes are a set of lanes separated from the general purpose lanes that buses and high occupancy vehicles (HOV3) use at no cost. Single occupant vehicles may use these lanes for a fee. This package proposes two managed lanes in each direction for much of the corridor (I-25 to McCaslin), but no additional general purpose (open to all types of vehicles) lanes. Bus Rapid Transit stations would be constructed in the highway median. A bikeway would also be constructed adjacent to US 36.</p> <p>Package 3: General Purpose Lanes + High Occupancy Vehicle Lanes + Bus Rapid Transit General purpose lanes would be added in each direction for much of the corridor (I-25 to McCaslin). Additionally, Managed Bus Rapid Transit (MBRT) HOV3 lanes would be added. Bus Rapid Transit stations would be constructed in the highway median. An adjacent bikeway would be built.</p> <p>Package 4: General Purpose Lanes + High Occupancy Vehicle Lanes + Bus Rapid Transit General purpose lanes would be added in each direction for much of the corridor (I-25 to McCaslin). Additionally, Managed Bus Rapid Transit (MBRT) HOV3 lanes would be added. Bus Rapid Transit stations would be constructed in the highway median. An adjacent bikeway would be built.</p> <p>DEPARTMENT OF NATURAL RESOURCES, James B. Martin, Executive Director WILDLIFE COMMISSIONERS: Brad Coon, Chair • Tim Glenn, Vice Chair • Dennis Buechler, Secretary Members: Jeffrey Crawford, Co-Chair • Robert G. Johnson, Co-Chair • Mark Strain • Robert Clever Ex-Officio Members: James B. Martin and John Sharp</p>	<p>Response to Comment State-Fed 4:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>State-Fed 4 (continued)</p> <p>State-Fed 4_ColoradoDivisionofWildlife_pg2</p> <p>Date Received: 12/14/2009 Name: Division of Wildlife, Steve Yamashita, Northeast Regional Manager</p> <p>Source: Mail</p> <p>Combined Alternative Package (Preferred Alternative) This option combines elements of Packages 2 and 4. It was developed in response to Draft EIS comments. The Combined Alternative Package intends to maximize transportation operations while minimizing environmental impacts. One managed lane in each direction would be added from Federal Blvd to Cherryvale. Bus Rapid Transit stations would be constructed. Auxiliary lanes (lanes formed at the addition of a highway on-ramp that terminate at the next interchange off-ramp) would be constructed between most interchanges. A bikeway would be constructed adjacent to US 36.</p> <p>All of the action alternatives will have similar impacts to wildlife and wildlife habitat, and will require permanent acquisition of property from either the north or south side of US 36. The FEIS states that the Combined Alternative Package (Preferred Alternative) will have slightly fewer environmental impacts than would Packages 2 and 4, as less overall land will need to be acquired and converted. The Combined Alternative Package will directly impact 367 acres of wildlife habitat, while Package 2 will impact up to 383 acres, and Package 4 will impact up to 382 acres. Mitigation strategies will be similar for all packages. CDOW appreciates the thorough evaluation of impacts to wildlife contained in this proposal and agrees that mitigation strategies incorporated will adequately address impacts.</p> <p>Many of the environmental concerns and mitigation strategies contained within the FEIS are reiterated below, along with the response to them. CDOW hopes to see the project move forward into this project approval, the CDOW is in favor of the package that will impact riparian and wetland habitat the least. CDOW agrees that all mitigation and replacement of habitat occur on-site, or as close to the project area as possible, rather than acquisition and/or enhancement of habitat off-site.</p> <p>The FEIS also states that agencies involved with this project recognize the importance of an ongoing monitoring program for both habitat restoration and evaluation of the response of target wildlife species to mitigation measures. CDOW encourages the development of a monitoring program to ensure that mitigation strategies are properly employed and maintained for maximum effectiveness.</p> <p>Wetlands, Riparian and Grassland Habitat Wetlands provide habitat for many species of wildlife. A number of sites providing wildlife habitat for waterfowl are located along the US 36 corridor, specifically in the Boulder segment of the study area. The Combined Alternative Package would permanently impact approximately 24 acres of wetlands and other water features. Introduction and spread of aquatic invasive species is a risk with any construction in wet areas. In addition, clearing of vegetation and earth moving activities on stream banks, construction in streams, alteration of stream channels, and accidental spills may increase suspended solids and affect sedimentation, water temperature, and water flow or quality.</p> <p>Mitigation Objective Minimize disturbance to, vegetation where possible. If loss of vegetation cannot be avoided, replace and/or enhance wetlands and riparian habitat on-site (preferred), or as close as possible to the project. Contributing to a wetland bank where improvements will be made off-site is CDOW's least preferred option. CDOW generally recommends replacement of trees and shrubs at a 1:1 ratio, however in wetland/riparian areas we recommend a 3:1 ratio.</p> <p>Strategy Avoid riparian, wetland and other sensitive areas as much as possible when determining the final project design.</p> <p>Strategy Limit construction, staging, stockpiling to areas that do not qualify as wetland habitat. Limit construction period to the fall and winter months when the ditches do not convey irrigation flows.</p> <p>Strategy Enhance or restore equivalent areas of riparian habitat. Replace trees and shrubs on-site at the appropriate ratio. Re-seed disturbed areas with suitable native grasses. A plan should be in place to maintain and irrigate these plantings if necessary until they are fully established.</p>	<p>Response to Comment State-Fed 4:</p> <p>[B]: Comment noted. In addition to avoidance and minimization measures identified in the US 36 Corridor FEIS (US 36 Mobility Partnership 2009), CDOT and the Regional Transportation District (RTD) commit to avoiding and minimizing impacts as much as possible/practicable during final design. This includes riparian, wetland, and other sensitive areas. Mitigation commitments are contained in the ROD.</p> <p>[C]: Monitoring of long-term effectiveness of mitigation measures is a good idea and can be part of the contingencies considered during the phasing of a project as you suggest. The final mitigation rule for wetland mitigation already addresses this to some degree, but looking for other opportunities to apply this kind of monitoring is a sound practice. CDOT would like to request that agencies partner with us to help gather information over the long-term to ensure lessons learned and BMP improvements can be incorporated as the phased projects progress. This kind of commitment, with your partnership, has been included in the ROD as clarification.</p> <p>[D]: The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) commits to avoiding and minimizing impacts as much as possible/practicable during final design. This includes riparian, wetland, and other sensitive areas. Riparian habitat replacement would be covered under standard mitigation through the Senate Bill (SB) 40 Certification process with the Colorado Division of Wildlife. A detailed plan for this mitigation would be included in the application for SB 40 Certification. This certification will be applied for during final design.</p> <p>BMPs, such as silt fencing, erosion logs, and temporary berms, are standard CDOT construction/water quality BMPs that would be developed as part of the Storm Water Management Plan during final design.</p> <p>With regard to equipment floats, temporary bridging, and other techniques to minimize the impact of heavy equipment on and adjacent to wetlands, the US 36 Corridor Project will implement all practicable measures to avoid and minimize impacts to wetlands. Specific measures will be developed during final design.</p> <p>A Noxious Weed Management Plan would be developed during final design, and specific measures for controlling the spread of noxious weeds would be included in that plan through the SB 40 process.</p>

COMMENT	RESPONSE
<p>State-Fed 4 (continued)</p> <p>State-Fed 4_ColoradoDivisionWildlife_pg3</p> <p>Date Received: 12/14/2009 Name: Division of Wildlife, Steve Yamashita, Northeast Regional Manager</p> <p>Source: Mail</p> <p>Mitigation Objective Minimize erosion and run-off into creeks and ditches adjacent to the study area.</p> <p>Strategy Silt fencing, erosion logs and temporary berms should be used to prevent degradation of riparian and aquatic habitats. Construction in waterways should be performed during low-flow or dry periods.</p> <p>Strategy Use equipment floats, temporary bridging or other appropriate techniques to minimize impact of heavy equipment on and adjacent to wetlands.</p> <p>Mitigation Objective Control and prevent the spread of noxious weeds in the project area.</p> <p>Strategy Develop an integrated Noxious Weed Management Plan. Use appropriate biological, chemical, or mechanical weed control practices recommended by Colorado State University, county weed boards, and other weed experts. Reclaim disturbed areas promptly to discourage weed establishment. Weed control is typically an on-going maintenance issue, so a plan should be in place for continued prevention and control of weeds in the study area. Vehicles to be used at the study area should be inspected prior to arriving at the site, and again prior to leaving each day to ensure they are free of soil and debris capable of transporting noxious weeds or seeds. The FEIS states that only certified weed-free mulch and hay bales will be used on the project.</p> <p>Mitigation Objective Minimize the risk of introducing or spreading aquatic nuisance species from one water body to another.</p> <p>Strategy If heavy equipment to be used for the project has previously been used in another stream, river, lake, pond, or wetland, one of the following disinfection practices is necessary prior to construction to prevent the spread of New Zealand mud snails, zebra mussels, quagga mussels, whirling disease, and any other aquatic invasive species into this drainage. These practices are also necessary after project completion, prior to this equipment being used in another stream, river, lake, pond, or wetland:</p> <ul style="list-style-type: none"> Remove all mud and debris from equipment (tracks, turrets, buckets, drums, teeth, etc.) and spray/soak equipment a 10:1 solution of Sparquat institutional cleaner and water. Keep equipment moist for at least 10 minutes. Rinse and clean equipment (tracks, turrets, buckets, drums, teeth, etc.) and spray/soak equipment with water greater than 140 degrees F for at least 10 minutes. <p>Clean hand tools, boots, and any other equipment that will be used in the water with one of the above options as well.</p> <p>Black-Tailed Prairie Dog Black-tailed prairie dogs are colonial burrowing rodents that occupy grassland habitats in the project area. They are considered to be a "keystone" species, as many raptors and small mammals like foxes and coyotes use them as a food source, and other species (example burrowing owls, mice, snakes, toads) use abandoned burrows to nest or den. Fragmentation of prairie dog colonies will not only adversely affect the prairie dogs, but also the many species that depend on them. The Combined Alternative Package will impact 57 acres of prairie dog habitat.</p> <p>Mitigation Objective We would recommend following State and local guidelines for black-tailed prairie dog avoidance and mitigation.</p> <p>Strategy This project will follow Colorado Department of Transportation's state-wide policy on black-tailed prairie dog mitigation. This policy involves four progressive steps: 1) Avoidance of impacts 2) Minimization of impacts 3) Relocation 4) Humane removal of prairie dogs from burrows. Prairie dogs will be donated to a black-footed ferret recovery or raptor feeding program. Prairie dogs may be relocated or taken from burrows year-round, however, CDOW discourages capture during March, April, and May, when young are not weaned and are still in burrows.</p>	<p>Response to Comment State-Fed 4:</p> <p>[E]: Comment noted. These strategies are part of CDOT's Impacted Black-tailed Prairie Dog Policy.</p>

COMMENT	RESPONSE
<p>State-Fed 4 (continued)</p> <p>State-Fed 4_ColoradoDivisionWildlife_pg4</p> <p>Date Received: 12/14/2009 Name: Division of Wildlife, Steve Yamashita, Northeast Regional Manager</p> <p>Source: Mail</p> <p><i>W</i> <i>E</i> <i>G</i></p> <p>If capture of adults takes place during these months, it should be followed by euthanasia on the remaining pups to minimize starvation.</p> <p>Burrowing Owl The Combined Alternative Package anticipates impacting 63 acres of burrowing owl habitat. Burrowing owls are commonly found in prairie dog towns throughout Colorado. Burrowing owls require prairie dog or other suitable burrows (e.g. badger) for nesting and roosting. Burrowing owls are migratory, breeding throughout the western United States, southern Canada, and northern Mexico and wintering in the southern United States and throughout Mexico.</p> <p>Federal and state laws prohibit the harming or killing of burrowing owls and the destruction of active nests. It is possible to inadvertently kill burrowing owls during prairie dog poisoning projects, removal of prairie dogs, or during earth moving for construction. Because burrowing owls often hide in burrows when alarmed, it is not practical to haze the birds away from prairie dog towns prior to prairie dog poisoning/removal or construction activity. Because of this, the Colorado Division of Wildlife recommends surveying prairie dog towns for burrowing owl presence before potentially harmful activities are initiated.</p> <p>Mitigation Objective Identify and protect the active nests of burrowing owls, and identify and protect burrowing owls that are otherwise utilizing the project area between March 15 and October 31.</p> <p>Strategy CDOW recommends that surveys should be conducted to determine if burrowing owls are present between March 15 and October 31. This is an expanded time period from what the FEIS stated, and encompasses the time that burrowing owls are expected to be in Colorado each year. As burrowing owls use prairie dog burrows for nesting, roosting and hiding from potential predators, it should be assumed that these birds could be present in or around burrows outside of the typical nesting season. The standard survey protocol is attached for your use.</p> <p>Preble's Meadow Lark The Boulder segment of the US 36 corridor contains important habitat for Preble's meadow jumping mouse (PMJM), and this species is known to occupy stream and ditch crossings under and adjacent to US 36 in portions of the Boulder segment. PMJM habitat connectivity is dependent on riparian zones, as more than 90 percent of burrows are within 300 feet of a stream. The Combined Alternative Package anticipates impacting 41.72 acres of habitat.</p> <p>Mitigation Objective Minimize direct impacts (death), as well as loss and fragmentation of habitat.</p> <p>Strategy Provide travel passage for small mammal movement by installing high water shelves in culverts under US 36.</p> <p>Strategy Enhance or restore equivalent areas of riparian habitat. This restoration should occur on-site or at least within the project area. The FEIS acknowledges that the project will result in loss and disruption of PMJM habitat, though proper mitigation in the way of vegetation plan and updated culvert and bridge designs may eventually improve mouse habitat and connectivity.</p> <p>Strategy Use silt fencing or similar visible barriers to discourage the death of mice during construction. Limit construction to the non-active season (November through March) in occupied or potentially occupied habitat, although hibernating animals may be crushed by earth moving activities.</p> <p>Strategy Replace habitat in a manner that fills in the gaps between currently fragmented habitat areas.</p>	<p>Response to Comment State-Fed 4:</p> <p>[F]: The survey dates in the ROD have been changed to March 1 through October 31, as you suggest.</p> <p>[G]: The Biological Opinion (U.S. Fish and Wildlife Service [USFWS]) addresses the mitigation for threatened and endangered species impacts, including the Preble's meadow jumping mouse. Site-specific biological assessments will be submitted to the USFWS during final design to address the specific mitigation for impacts on that project. Specific mitigation measures will be developed during final design through the site-specific biological assessment process.</p>

COMMENT	RESPONSE
<p>State-Fed 4 (continued)</p> <p>State-Fed 4_CorridorDivisionorWildlife_pg5 Date Received: 12/14/2009 Name: Division of Wildlife, Steve Yamashita, Northeast Regional Manager Source: Mail</p> <p><i>Raptors and Other Birds</i> US 36 provides riparian habitat, including nesting and hunting sites for birds of prey. The FEIS states that 23 riparian sites are located on the project, and that riparian habitat is a key resource for bald eagles, ospreys and other raptors. The project may be impacted by this project. In addition, there may be bald eagle winter night roost sites along the project corridor. The vegetation along the US 36 corridor also provides habitat for a variety of songbirds. Raptors and other birds may face additional risk from vehicle collisions due to a wider highway and higher traffic volume.</p> <p>Mitigation Objective: Identify and protect the nests and roost sites of raptors and other birds.</p> <p>Strategy: Identify known raptor nests and conduct baseline inventories to search for additional nests on a yearly basis. Comply with the Migratory Bird Treaty Act.</p> <p>Strategy: Identify possible bald eagle winter night roost sites and avoid disturbance to the extent possible. The FEIS states that if individual trees important for raptor perching are removed, they will be replaced in a 1:1 ratio, and/or artificial perches may be erected until newly planted trees mature.</p> <p>Strategy: At a minimum, use CDOW buffer recommendations around raptor nests. These recommendations are attached to this comment letter. The FEIS states that coordination with CDOW will occur if active nests are found.</p> <p>Strategy: To the extent possible, avoid vegetation removal or earth-moving activities during the raptor courtship and nesting season. All riparian activities must occur during the nesting season for a species with a nesting season that occurs during the nesting season. Prior to construction, riparian areas should be surveyed for active bird nests. No active bird nests are being disturbed or destroyed. Proactively discourage nesting activities for birds like swallows on bridges slated for demolition. We appreciate the intent to survey for barn owl and bobolink nests in riparian habitats.</p> <p>Habitat Fragmentation and Connectivity of Wildlife Corridors US 36 is a major barrier to wildlife movement due to traffic, noise, medians, expansion of pavement, and lack of cover. There are currently some bridges and bottomless culverts spanning major creeks that allow passage of wildlife under the highway. Widening US 36 will increase the distance wildlife must travel under or over the highway, which may further deter movement or increase road-kill. Corridors connecting habitat are essential to riparian and local populations of wildlife. In this project, additional riparian corridor management corridors would occur temporarily during construction. This project will have a negative impact on wildlife, specifically male deer and white-tailed deer, and the Preble's meadow jumping mouse, which is almost exclusively dependent on riparian habitat.</p> <p>Mitigation Objective Promote the improvement of wildlife corridors and connectivity between habitats.</p> <p>Strategy Replace box culverts with bottomless box culverts or bridges with natural substrate to promote small animal usage. Install culverts near vegetative cover.</p> <p>Strategy Bridge structures should span the largest amount of riparian habitat possible, with supports occurring outside of the riparian zone to allow for dry passage along the water's edge.</p> <p>Strategy Construct large animal underpasses where possible to promote connectivity and movement, and to minimize road-kill on US 36.</p>	<p>Response to Comment State-Fed 4:</p> <p>[H]: Raptor nests will be identified during final design. The project will comply with the Migratory Bird Treaty Act, with specific requirements to be developed during final design.</p> <p>[I]: These mitigation strategies are provided in the US 36 Corridor FEIS (US 36 Mobility Partnership 2009), in Table 4.14-24, Mitigation Measures — Biological Resources: Wildlife, Vegetation, and Threatened and Endangered Species.</p>

COMMENT	RESPONSE
<p>State-Fed 4 (continued)</p> <p>State-Fed 4_ColoradoDivisionorWildlife_pg6</p> <p>Date Received: 12/14/2009 Name: Division of Wildlife, Steve Yamashita, Northeast Regional Manager</p> <p>Source: Mail</p> <p> Strategy Provide a raised shelf on the side of streams, ditches or culverts to allow small animals to have a dry walkway under normal flows. </p> <p> Strategy Utilize vegetation, downed wood and brush in underpasses to provide cover for small mammals and amphibians. </p> <p> As you move forward with this project please feel free to contact us if we may be of further service. District Wildlife Manager Claire Sechrist will continue to be our primary field person for this project. She may be reached at 303-291-7142 or via email claire.sechrist@state.co.us </p> <p>Sincerely,</p> <p>  Steve Yamashita Northeast Regional Manager </p> <p>CC: K Green, L. Hunholz, L. Rogstad, V Vargas-Madrid, C Sechrist</p>	<p>Response to Comment State-Fed 4:</p> <p>[J]: Comment noted. CDOT and RTD will continue to coordinate with agencies and local jurisdictions during final design.</p>

COMMENT	RESPONSE				
<p>US 36 Corridor Jurisdictions and Municipalities</p> <p>Jur-Muni 1</p> <p>Jur-Muni 1_JeffCo Hist Comm</p> <table border="1"> <tr> <td>Date Received: 11/16/2009</td> <td>Name: Jefferson County Historical Commission,</td> </tr> <tr> <td>Source: E-mail</td> <td>Dennis Dempsey</td> </tr> </table> <p>From: Dennis Dempsey [mailto:ddempsey@co.jefferson.co.us] Sent: Monday, November 16, 2009 4:56 PM To: Litvak, Dianna Cc: Dennis Dempsey Subject: Final EIS for the US 36 Highway Corridor</p> <p>A</p> <p>Hello MS. Litvak and thank you for allowing the opportunity to review and comment on the US 36 Corridor Final Environmental Impact Statement.</p> <p>At this time, it does not appear that any of the historic properties that are noted within the Areas of Potential Effects are located within the unincorporated Jefferson County area. The different municipalities where these properties are located would be responsible for determining whether the historic integrity of the structures and/or sites would be impacted by the Highway 36 Corridor proposal.</p> <p>Please keep the Jefferson County Historical Commission informed regarding the progress of the Final EIS for the US 36 Corridor improvements.</p> <p>Thank you, Dennis M. Dempsey Planner / Historical Commission Staff Liaison Jefferson County 303-271-8734</p>	Date Received: 11/16/2009	Name: Jefferson County Historical Commission,	Source: E-mail	Dennis Dempsey	<p>Response to Comment Jur-Muni 1:</p> <p>[A]: Comment noted.</p>
Date Received: 11/16/2009	Name: Jefferson County Historical Commission,				
Source: E-mail	Dennis Dempsey				

COMMENT	RESPONSE
<p>Jur-Muni 2</p> <p>Jur-Muni 2_Louisville Mayor Sisk_pg1</p> <p>Date Received: 11/16/2009 Source: Broomfield Public Hearing</p> <p>Name: City of Louisville, Mayor Chuck Sisk</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Monday, November 16, 2009</p> <p>A</p> <p>MAYOR SISK: Good evening. My name is Charles Sisk. I'm the mayor of Louisville. And you may say, Why are you here tonight and not attending your own meeting? Well, it's really twofold. No. 1 is that I'm here to show the fact that we are cooperating up and down US 36. And that this is not a Louisville road or a Broomfield road; this is the US 36 road that is coming together as a result of many many fine people that have contributed efforts. I would like to thank again the many many people that have contributed efforts. This has been a herculean task in terms of the CDOT, RTD, Federal Highway Administration. Certainly we have the mayors and commissioners coalition. And let me specifically tell you that in the six years that we've been working the really unsung heroes to all of us have been our staff members. Here in Broomfield we have Debra Baskett that is just superior, superior. And her equal in Louisville. And these are people that really made things happen. But let me just suggest that as a result of the six years that we were working on this together, and sometimes seeing one another more often than we see brothers and sisters we become like brothers and sisters because that's part of what we looked at. And we also combined the private sector to make sure that the private sector is getting in this. These are not -- Broomfield and Louisville don't agree on everything. But we found a way to come together and make things happen. Westminster and Boulder, Boulder County, we came together to make things happen. Is this a perfect world for any of us? I will tell you not. But we got in a room; we made sure our interests are represented. And we came up with an alternative that I would suggest that after six years really does address the issues for US 36 Corridor. The fact is we have \$1.3 billion, which is an unfathomable amount that we're trying to get funding. We need to get the Record of Decision so that we can continue to go back to Washington and say, Here's something that gives us the authentication to get the funding and go forward.</p> <p>B</p>	<p>Response to Jur-Muni 2:</p> <p>[A]: Comment noted.</p> <p>[B]: CDOT and RTD are committed to working with the corridor jurisdictions and other local partners to pursue funding opportunities for the implementation of project improvements. The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) Executive Summary (page ES-25) explains the current funding commitment from CDOT and RTD to implement Phase 1, and the approach for the implementation of future phases.</p>

COMMENT	RESPONSE
<p>Jur-Muni 2 (continued)</p> <p>Jur-Muni 2_Louisville Mayor Sisk_pg2</p> <p>Date Received: 11/16/2009 Source: Broomfield Public Hearing</p> <p>Name: City of Louisville, Mayor Chuck Sisk</p> <p>A Con't</p> <div style="border: 1px solid black; padding: 5px;"> <p>I can assure you right now that as a group that we have coalesced and we have come together. And this provides the multimodal alternative that I will suggest it will get us beyond the 1950s when this road was built and get us into the 2010 sector where it should be. It will not be the end all to end all but it will get our citizens from Boulder to Denver and vice versa in between in a much more expeditious fashion and will allow us, allow us to continue to develop our area in a way in which it should be developed.</p> <p>I thank you very much for your involvement. I thank you for the support. And thank you for taking the time out tonight.</p> </div>	

COMMENT	RESPONSE
<p>Jur-Muni 3</p> <p>Jur-Muni 3_Broomfield-Baskett_pg1</p> <p>Date Received: 11/16/2009 Source: Broomfield Public Hearing</p> <p>Name: City and County of Broomfield, Transportation Manager Debra Baskett</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Monday, November 16, 2009</p> <p>A</p> <p>MS. BASKETT: Hi, everyone. I'm Debra Baskett with the City and County of Broomfield Transportation Manager. It's been a long road, pun intended, to get here tonight. Broomfield supported the Preferred Alternative developed after many years of collaboration. You heard Mayor Sisk talk about that. By including all modes of transportation Preferred Alternative can serve residents and workers along the US 36 Corridor giving you a choice on how you're going to travel. The unit supports the purpose and need for this project, and that's some of the fundamental core elements of the whole plan EIS process. CDOT right now has excellent bus service, bikeway and managed lanes for high occupancy vehicles and single occupancy vehicles choosing to pay a toll. It will facilitate the opportunity for buses and managed lane drivers to exit and enter the lanes between interchanges. And you heard Kelsey talk about that. It's very important to the communities not to just have single points of entries; that we get all our community. It includes bus services that provide people ways to get to jobs, housing, services, and recreation. We see a significant increase in bus services, which are pretty good today in the corridor already. It will provide congestion relief by managing the capacity of the highway with congestion heightened by the new lanes. Congestion heighten lanes are sort of like theater tickets. We pay more at peak hours than we do if we go to the matinee. It will update our badly outdated highway interchange facilities. On my drive home I'm in the bumps of that road and it's terrifying, just like a roller coaster sometimes.</p> <p>B</p> <p>The inclusion of construction of the Wadsworth interchange in Phase 1 is a top priority for Broomfield. I hear all the time about our scary bridge across the highway. When are we going to fix it? This study is an opportunity to get some funding for that.</p>	<p>Response to Jur-Muni 3:</p> <p>[A]: Comment noted.</p> <p>[B]: The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) has placed a high priority on the Wadsworth Parkway interchange and this bridge should be replaced early in Phase 1.</p>


COMMENT	RESPONSE
<p>Jur-Muni 3 (continued)</p> <p>Jur-Muni 3_Broomfield-Baskett_pg2</p> <p>Date Received: 11/16/2009 Source: Broomfield Public Hearing</p> <p>Name: City and County of Broomfield, Transportation Manager Debra Baskett</p> <p>C</p> <p>D</p> <p>It's most important to Broomfield to maintain a balance between transportation improvement and property acquisition. You also heard in the presentation that this alternative requires less right-of-way acquisition. So Broomfield would like to keep that going as we go into the final design of this we'd like to see the right-of-way further minimized so that we can keep the private and public land that we need to grow our communities.</p> <p>We appreciate that the phased Record of Decision -- and you heard about that -- they're going to bite off chunks of this elephant, or whatever that saying is, and obtain the financial resources to put forth as soon as possible.</p> <p>We think this Preferred Alternative will provide a sustainable way to look forward in the future.</p> <p>Thank you for the opportunity to comment.</p>	<p>Response to Jur-Muni 3:</p> <p>[C]: During the Environmental Impact Statement (EIS) process, project design is usually only taken to 5 or 10 percent of final design. Refinement of this design occurs after a ROD is prepared and signed, and funding is identified. Additional details are developed during final design, such as constructability, traffic detours, elevation resolution, and further minimization of impacts. These refinements include input from the associated jurisdictions during the final design process, where ramp realignments, retaining wall use, impacts (such as right-of-way [ROW]) avoidance or minimization, and verification of final project element locations.</p> <p>[D]: Comment noted.</p>


COMMENT	RESPONSE
<p>Jur-Muni 4</p> <p>Jur-Muni 4_Boulder-Appelbaum_pg1</p> <p>Date Received: 11/18/2009 Source: Boulder County Public Hearing</p> <p>Name: City of Boulder, Councilmember Matt Appelbaum</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Wednesday, November 18, 2009</p> <p>Boulder City Council Matt Appelbaum. MR. APPELBAUM: Thank you, everybody who has worked so long and hard on developing this Preferred Alternative and the selection of the Phase 1 improvements.</p> <p>We particularly applaud the consensus approach that was taken to developing the EIS and the work of the US 36 mayors and commissioners coalition, a group made up of representatives of the cities of Westminster, Broomfield, Superior, Louisville, and Boulder and Boulder County, and also with the great assistance of the public/private partnership of 36 Commuting Solutions.</p> <p>Without this group's willingness to cooperate and collaborate and reach a consensus, it's unlikely we could have come to such a successful conclusion.</p> <p>We're particularly supportive of the multimodal solution that's represented by both the Preferred Alternative and specifically the Phase 1 improvements since they provide for one buffer separated managed lane in each direction that prioritizes the Bus Rapid Transit first, HOV second, and then the toll paying single occupant vehicles last.</p> <p>It also provides for a bikeway connecting the communities along the entire length of US 36, which has been a high priority of ours, as well as essential infrastructure repair or replacement.</p> <p>We think this will create a more sustainable approach to long-term mobility and congestion management in a corridor that is providing for a new energy economy while preserving our unique quality of life.</p> <p>As we move forward it's of course critical that we continue to focus on quality and timely implementation. And to that regard it's critical that we secure funding as soon as possible to implement Phase 1 improvements.</p> <p>Obviously we are strong supporters of the TIGER grant application and we're going to need to work collaboratively on other applications like that.</p>	<p>Response to Jur-Muni 4:</p> <p>[A]: Comment noted.</p> <p>[B]: CDOT and RTD are committed to working with the corridor jurisdictions and other local partners to pursue funding opportunities for the implementation of project improvements. The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) Executive Summary (page ES-25) explains the current funding commitment from CDOT and RTD to implement Phase 1, and the approach for the implementation of future phases.</p>


COMMENT	RESPONSE
<p>Jur-Muni 4 (continued)</p> <p>Jur-Muni 4_Boulder-Appelbaum_pg2</p> <p>Date Received: 11/18/2009 Source: Boulder County Public Hearing</p> <p>Name: City of Boulder, Councilmember Matt Appelbaum</p> <p>C</p> <p>It's also important we think that improvements that will be implemented be consistent with our intent, for example assuring that the Bus Rapid Transit design makes the most of the entire length of the managed lanes, and includes timesaving strategies such as pre-paid fares, boarding and alighting at all doors, queue jump facilities, et cetera.</p> <p>We also think it's essential that the HOV is managed to maximize personal travel time savings; that the bikeway connections in communities are all effective; that TDM occurs in concert with infrastructure and service enhancement; and that mitigation of impacts is coordinated with communities and is effective, for example, noise, property, and environmental impacts.</p> <p>The City is still reviewing all of the Final EIS materials. We'll be submitting some specific written comments shortly. But again we very much congratulate all those who made this Final EIS possible. And we're excited with the prospect of implementing an effective and efficient multimodal solution along US 36.</p> <p>Thank you.</p>	<p>Response to Jur-Muni 4:</p> <p>[C]: Comment noted.</p>

COMMENT	RESPONSE
<p>Jur-Muni 5</p> <p>Jur-Muni 5_Boulder-Gerstle_pg1 Date Received: 11/18/2009 Source: Boulder County Public Hearing Name: Boulder County Transportation Director, George Gerstle</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Wednesday, November 18, 2009</p> <p>A</p> <p>MR. GERSTLE: George Gerstle, Boulder County Transportation Director. Boulder County supports selection of the Combined Alternative as the Preferred Alternative of the FEIS and subsequent Record of Decision. The County also would like to commend CDOT and RTD for working cooperatively with all affected communities in the corridor to develop an alternative for the best use of mobility, safety, and system quality needs of the corridor while respecting the individual priorities and different perspective of the individual communities. Implementation of the managed lanes along the corridor with the priority commitment to Bus Rapid Transit and high occupancy vehicles and ongoing transportation demand management program and a corridor bicycle facility serves the long-term mobility needs for both existing and future users of the corridor by providing a permanent alternative to congested travel in the corridor, reconstructs deteriorating infrastructure and improves safety while minimizing impacts to the community and the environment. The County does have several concerns that we will outline in a subsequent letter as we move into the next stages of design and implementation of the Preferred Alternative infrastructure and transit operation plan.</p> <p>B</p> <p>In summary we believe the operations plan should recognize that express bus service will use the entire managed lane from Table Mesa and not merely past McCasin park-and-ride. We believe strongly that there should be a bike path connection to the Cherry Hill Road facility.</p> <p>C</p> <p>We do support the general alignment of the bike path and we believe that the bridge was designed to facilitate that connection. And we'd like to see that connection as part of this document.</p> <p>D</p> <p>And we believe that we need to work together with CDOT to come up with a logical and systematic bikeway maintenance plan for the entire facility.</p>	<p>Response to Jur-Muni 5:</p> <p>[A]: Comment noted.</p> <p>[B]: See General Response: Transit-related.</p> <p>[C]: See General Response: Bikeway.</p> <p>[D]: The ROD allows flexibility related to bikeway maintenance responsibilities. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Jur-Muni 5 (continued)</p> <p>Jur-Muni 5_Boulder-Gerstle_pg2 Date Received: 11/18/2009 Source: Boulder County Public Hearing</p> <p>Name: Boulder County Transportation Director, George Gerstle</p> <p>E Then finally recognizing the magnitude of this project and that it will be built in phases we believe that the project should be constructed, that the construction should only be necessary for each phase, and we shouldn't build too much in anticipation of future phases that may be many years down the line. In order to minimize the visual impact and environmental impact in each phase we believe that a phased approach should be taken.</p> <p>F Finally the County concurs with the resolution of issues as described in Section 2.7 with that clarification regarding the connection to Cherry Hill Road.</p> <p>A Again we strongly support and we concur with the Combined Alternative as the Preferred Alternative and the Phase 1 Record of Decision. And we thank all of the agencies and parties for working with all of us to find a solution that works. I think this is a model for how planning can occur in the future. Thank you.</p>	<p>Response to Jur-Muni 5:</p> <p>[E]: See General Response: Final Design and General Response: Combined Alternative Package (Preferred Alternative).</p> <p>[F]: Comment noted.</p>

COMMENT	RESPONSE
<p>Jur-Muni 6</p> <p>Jur-Muni 6_BoulderCoCommsrns_pg1 Date Received: 11/24/2009 Source: Mailed Letter</p> <p>Name: Boulder County Commissioners</p>  <p>Board of County Commissioners NOV 24 2009</p> <p>November 23, 2009</p> <p>US36 Final EIS C/O CDR Associates 100 Arapahoe Ave. Suite 12 Boulder, Colorado 80302</p> <p>Re: Boulder County Comments on US36 Final Environmental Impact Statement</p> <p>To Whom It May Concern:</p> <p>Boulder County supports selection of the Combined Alternative as the Preferred Alternative in this Final Environmental Impact Statement and subsequent Record of Decision.</p> <p>The County also commends CDOT and RTD for working cooperatively with the affected communities in the corridor to develop an alternative that best meets the mobility, safety and system quality needs of the corridor while respecting the individual priorities and different perspectives of the individual communities.</p> <p>Implementation of managed lanes along the corridor, with a priority commitment to Bus Rapid Transit and high occupancy vehicles, an ongoing transportation management program and a corridor bicycle facility serves the long term mobility needs of both existing and future users of the corridor by providing a permanent alternative to congested travel in the corridor, reconstructs deteriorating infrastructure and improves safety while minimizing impacts to the community and environment.</p> <p>The County does have several concerns that should be addressed during the next stages of design and implementation of the preferred alternative infrastructure and transit operations plan.</p> <p>A</p> <p>B</p> <p>C</p> <p>City Democratic County Commissioner Boulder County Mailing Address: 300 Box 671 Boulder, Colorado 80306 www.bouldercounty.org/commissioners/bouldercounty.org</p> <p>Ben Pughman County Commissioner 1888 18th County Commissioner Boulder, Colorado 80302 Tel: 303.441.3500 Fax: 303.441.4925 Mailing Address: 300 Box 671 Boulder, Colorado 80306 www.bouldercounty.org/commissioners/bouldercounty.org</p>	<p>Response to Jur-Muni 6:</p> <p>[A]: Comment noted.</p> <p>[B]: See General Response: Transit-related.</p> <p>[C]: The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) outlined locations for bikeway connections and crossings (see Table 2.6-6, Bikeway Crossings and Connections) throughout the corridor. The bikeway is proposed to underpass Cherryvale Road with a grade separation, with no connection provided to the existing bikeway on Cherryvale Road. This is due to the additional ROW and environmental impacts that would be required to make this connection. However, a connection to the Cherryvale Road bikeway is not precluded by the current design and can be added to by the local jurisdiction. See General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Jur-Muni 6 (continued)</p> <p>Jur-Muni 6_BoulderCoCommsrns_pg2 Date Received: 11/24/2009 Source: Mailed Letter</p> <p>Name: Boulder County Commissioners</p> <p>Page Two November 23, 2009</p> <p>constructed by CDOT, was specifically designed and constructed to accommodate this connection. Further, one of the FEIS is to connect the US36 bike path to local bicycle networks. Cherryvale is one of the most used bicycle corridors in the county, and the County has added shoulders to improve safety due to the high number of bicyclists along this road. Failure to design for a safe and convenient connection will result in an informal "rogue" connection between the two paths that is likely to be unsafe. A connection from Cherryvale to the US36 bikeway as part of the preferred alternative is critical to the safe operation of both US36 and Cherryvale Road.</p> <p>3. Maintenance of the Bikeway: The FEIS states at Page 2.6-31 "Maintenance of the US 36 bikeway would be the responsibility of the local jurisdiction through an Interagency Agreement with CDOT. The project is of sufficient magnitude that it will be constructed in phases over an extended time period. In order to minimize environmental and visual impacts, the County encourages CDOT to construct only those improvements necessary to implement each phase of construction, rather than to build to the ultimate cross section during the early phases of the project."</p> <p>4. Project Phasing: This project is of sufficient magnitude that it will be constructed in phases over an extended time period. In order to minimize environmental and visual impacts, the County encourages CDOT to construct only those improvements necessary to implement each phase of construction, rather than to build to the ultimate cross section during the early phases of the project.</p> <p>5. The County concurs with the resolution of issues as described in Section 2.7, with the clarification that the US36 bike path will connect to Cherryvale Road.</p> <p>Again, the County concurs with and supports selection of the Combined Alternative as the preferred alternative in the FEIS and Record of Decision and encourages the resolution of the identified issues in the final design and implementation of the operations planning for the corridor.</p> <p>Sincerely,  Will Toor, Commissioner For the Boulder County Board of County Commissioners</p>	<p>Response to Jur-Muni 6:</p> <p>[D]: The ROD allows flexibility related to bikeway maintenance responsibilities. Also, see General Response: Bikeway.</p> <p>[E]: See General Response: Final Design and General Response: Combined Alternative Package (Preferred Alternative).</p> <p>[F]: Comment noted.</p>

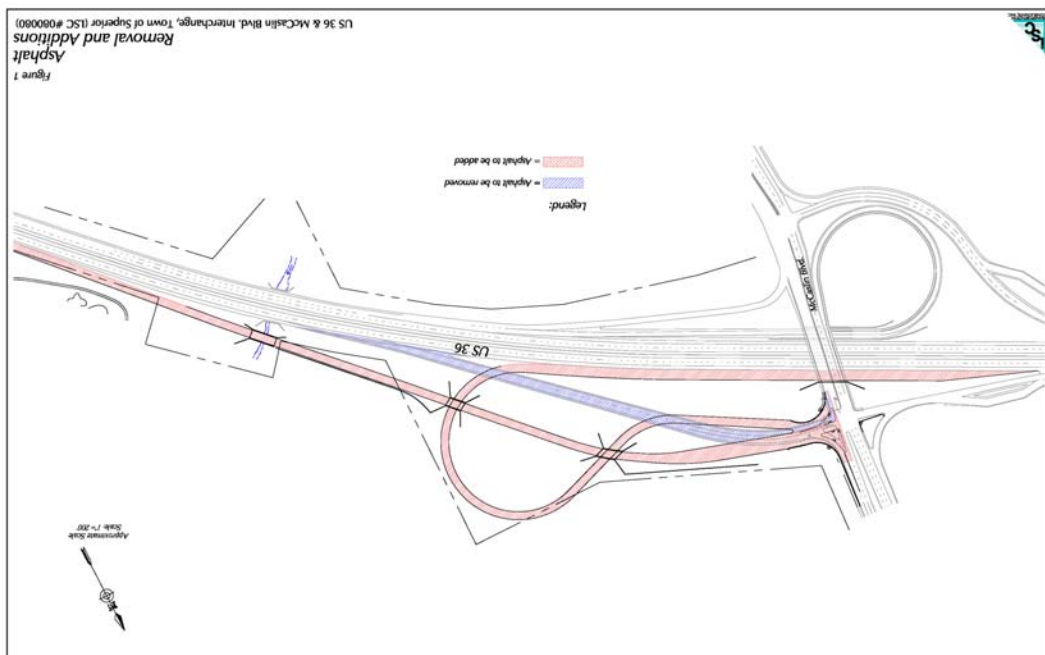
COMMENT	RESPONSE
<p>Jur-Muni 7</p> <p>Jur-Muni 7_Superior_pg1 Date Received: 12/1/2009 Source: E-mail Name: Town of Superior</p>  <p>The Town of Superior comments to the U.S. 36 Final Environmental Impact Statement</p> <p>Overview</p> <p>The Town of Superior supports the need for major transportation improvements along the U.S. 36 corridor. The existing transportation system operates at a poor level of service during peak periods which adversely affects the environment, mobility, economic development opportunities and overall quality of life. Absent significant improvements, and with projected employment and population growth, the corridor will further exceed system capacity.</p> <p>The Town of Superior recognizes the significant challenges in identifying the funding necessary to fully implement any solution for this corridor. For this reason, we strongly support the Phase 1 Combined Alternative which includes managed lanes in each direction from Pecos to the Table Mesa/Foothills Parkway interchange and the bikeway along the corridor development.</p> <p>The following list identifies those elements that the Town of Superior agrees with in the Final Environmental Impact Statement that was adopted with the preferred alternative.</p> <ul style="list-style-type: none"> ▪ Managed Lane: One buffer-separated managed lane in each direction from Pecos to the Table Mesa/Foothills Parkway interchange, and maintain the existing 1-lane reversible managed lane operation from Pecos to I-25. ▪ Access to Managed Lane: Separate at-grade buffer openings for entering and exiting traffic between each interchange. ▪ Auxiliary Lanes: Ramp-to-ramp auxiliary lanes for most segments from McCaslin to I-25. ▪ General-purpose Lane: One new continuous eastbound lane from Sheridan to I-25. ▪ Climbing Lanes: One new climbing lane in each direction (westbound from McCaslin and eastbound from Table Mesa) to the top of Davidson Mesa. The Town supports extension of the westbound climbing lane to Foothills Parkway as an auxiliary lane or bus-only lane in order to achieve LOS D on the westbound general purpose lanes. ▪ BRT Stations: Side-loading stations with further definition of a high level of premium transit components to support BRT operations. ▪ Bikeway Alignment: Bikeway will run along the US 36 Corridor. 	<p>Response to Jur-Muni 7:</p> <p>[A]: Comment noted.</p> <p>[B]: Comment noted.</p> <p>[C]: Comment noted.</p>


COMMENT	RESPONSE
<p>Jur-Muni 7 (continued)</p> <p>Jur-Muni 7_Superior_pg2 Date Received: 12/1/2009 Source: E-mail Name: Town of Superior</p> <p>General Comments</p> <p>This is a summary of general comments that relate U.S. 36 Final Environmental Impact Statement.</p> <ul style="list-style-type: none"> <p><i>McCaslin Boulevard Interchange Design</i> – The proposed change to the interchange is to widen the bridge to accommodate double left turn lanes and not have a northeast loop to access westbound on US 36. The Town of Superior believes the northeast loop would be the best option since it will be less costly than a bridge widening, would entail less traffic disruption on McCaslin during construction and would significantly enhance operational performance.</p> <p>Since the McCaslin interchange improvements are not included in Phase I, we have no objections to moving forward with the Record of Decision (ROD) for Phase I. However prior to consideration of the ROD for Phases II or III, we would propose that the US 36 Project Team reconsider the northeast loop.</p> <p>Attached is a diagram showing a configuration design that would improve traffic flow, accommodate all grading and drainage issues and not require the displacement of any businesses. US 36 DEIS Comments/Response, pg. 40 – Response to Comment #12-1 (Town of Superior comment regarding NE Loop) states “...the proposed McCaslin Boulevard interchange accommodates the projected traffic demand and the northeast loop is not necessary. Additionally, it is geometrically challenging to provide, without significant ROW acquisition...”</p> <ol style="list-style-type: none"> As stated above, the 2035 turning movement projections may be significantly flawed, with the movement that the NE loop would serve increasing only 13%/21% (AM/PM) while other movements increase 100 to 400%. While the proposed McCaslin interchange design (Figure 4.8-1) may result in overall LOS “C”/“B”, the northbound left-turn movement will operate at LOS “E”. With the Preferred Alternative’s mainline design of two general purpose travel lanes and a buffer-separated managed lane in each direction, the Northeast Loop can be designed with minimal ROW acquisition (set-back areas and parking lot). It can be designed (see enclosed design) to meet minimum AASHTO standards, including a 30 mph design speed as desired by CDOT. The new westbound off-ramp will require a new separate bridge over Coal Creek which can be designed to be four feet above the 100-year flood elevation. 	<p>Response to Jur-Muni 7:</p> <p>[D]: See General Response: Final Design. A reevaluation will be necessary for this interchange improvement due to the time that will lapse from the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) analysis to when funding would be available to make this improvement, so there will be opportunity to reassess this proposed improvement at that time. However, the proposed improvement at this interchange is attempting to solve numerous issues that, we believe, may not be solved only with your proposed northeast loop. These items are described on a point-by-point discussion of issues that you have listed below.</p> <ol style="list-style-type: none"> The relatively small increase in northbound to westbound traffic is likely a result of the capacity constraints on westbound US 36. If capacity is constrained, then traffic growth will be limited as drivers find alternative routes with comparable travel times. Overall, northbound volumes on McCaslin Boulevard grow by 45 percent and 25 percent between existing conditions and the 2035 Combined Alternative Package (Preferred Alternative), while southbound volumes grow by 100 percent or more. However, the southbound to westbound movement only grows between 35 percent and 45 percent. This indicates that US 36 available capacity is what limits the growth of the turning movements onto westbound US 36. In addition, employment forecasts in Boulder for 2035 have been reduced compared to previous land use estimates, thus reducing demand into Boulder and increasing demand out of Boulder. These actual employment projections can be reassessed at the time these interchange improvements are being planned to get a better look at what the current and future traffic needs will be. Many locations in the corridor will have individual movements that operate at level of service (LOS) E. The impact criteria were based on overall intersection operations rather than individual movements. The traffic signal at this location may be retimed to provide better service to the northbound left turn, but will degrade service to the southbound direction. Overall intersection LOS may also degrade as a result. The LOS presented is the “optimal” calculation for the overall intersection. The proposed loop design does not take into account the Combined Alternative Package (Preferred Alternative) cross-section of US 36. The design presented in the drawing shows two general-purpose lanes in each direction. The Combined Alternative Package (Preferred Alternative) cross-section includes a full outside shoulder, two general-purpose lanes, a 4-foot buffer, a managed lane, and a full inside shoulder in each direction. The pavement width for this section is 156 feet. It does not appear the proposed loop-ramp will fit within the remaining ROW after US 36 is widened. In addition, the loop-ramp will need to merge with the westbound McCaslin Boulevard on-ramp prior to merging on to US 36. The presented design does not reflect this type of merge configuration.



RESPONSE	COMMENT
<p>Response to Jur-Muni 7:</p> <ol style="list-style-type: none"> 4. Based on intersection operations, the McCaslin Boulevard bridge over US 36 would still need to be widened even with the provision of the northeast loop-ramp. Future traffic demands require four southbound lanes across the bridge and three northbound lanes. As a result, the construction of the northeast loop-ramp would cost \$7 million for construction of the ramp PLUS the cost of widening the bridge to provide an additional lane. 5. Based on the proposed geometry at the McCaslin Boulevard and eastbound US 36 ramps intersection, the bridge would require seven lanes of traffic. This would require the widening of the McCaslin Boulevard bridge even with the provision of the northeast loop-ramp. 6. The lack of conflict may create a safer environment for vehicles, but loop-ramps present an increased safety hazard for pedestrians. Under the Combined Alternative Package (Preferred Alternative) configuration, pedestrians can traverse the east side of the bridge without crossing a loop-ramp. 7. The McCaslin Boulevard bridge will still require widening with the addition of the loop-ramp. As a result, construction impacts associated with the loop-ramp will be comparable to the construction impacts of the Combined Alternative Package (Preferred Alternative). 8. A trail connection to Coal Creek is provided in both the proposed design and the Combined Alternative Package (Preferred Alternative) design. <p>[E]:</p> <ol style="list-style-type: none"> 1. The toll/HOV monitoring strategy has not been determined and is not presented in the <i>Implementation Plan for Managed Lanes</i> (Apex Design 2008). The <i>Implementation Plan for Managed Lanes</i> addresses existing systems of vehicle monitoring and possible implementation strategies for the US 36 corridor. The selected plan will likely include aspects of many different existing methods. 2. HOV bypass lanes are planned on most ramps and these impacts have been taken into account in the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009). These lanes will continue to be modified in final design to minimize impacts to the surrounding land use. 3. While two options were presented in the <i>Implementation Plan for Managed Lanes</i> (Apex Design 2008), the current design is based on Option 1 for reasons including the ones you have highlighted. 	<p>Jur-Muni 7_Superior_p93 Date Received: 12/1/2009 Source: E-mail Name: Town of Superior</p> <ol style="list-style-type: none"> 4. The Northeast Loop would cost about 7 million (in 2009 dollars) or \$5 to 10 million less than improvements shown in the proposed interchange design (Figure 4.8-1). 5. The Northeast Loop would not require widening of the McCaslin Bridge over US 36 while providing good overall 2035 Levels of Service (LOS "C" in AM and PM) at the McCaslin/US 36 WB ramp intersection. All individual movements would operate at LOS "D" or better. 6. The Northeast Loop would provide safer operations at the interchange since a major conflict point (NB to WB left-turn vehicle paths crossing SB vehicle paths) would be eliminated. 7. The Northeast Loop would have relatively minor construction impacts and disruption. The major project elements, including the three new bridges and new ramp could be built without affecting current traffic operations. 8. The Northeast Loop improvements could accommodate the bike/equestrian trail connection of McCaslin to Coal Creek recommended in the US 36 FEIS. <ul style="list-style-type: none"> • <i>Managed Lanes</i> - Implementation Plan for Managed Lanes, Apex Design, December, 2008. This document was not available during the DEIS or Preferred Alternative Committee meetings. There are several issues of concern in this document. <ol style="list-style-type: none"> 1. No explanation is given of how SOV's will be charged without charging HOV's. Pg. B-21 mentions "occupancy" as a function of side-fire, microwave, or Doppler radar, and/or Alternative Traffic Recorder. No examples are given where such devices are used for tolling applications. 2. Section B-33 on Page B-10 states "after reconstruction, these on-ramps may contain HOV bypass lanes". Pg. 4-53 (Figure 4.8-1) shows these HOV bypass lanes at the McCaslin interchange. The impacts of these HOV bypass lanes have not been considered by the Town. The eastbound HOV bypass lanes may have some implications for Superior Plaza while the westbound HOV bypass lane may have implications for the existing bus stop. <p style="text-align: center;">D Cont E</p>

RESPONSE	COMMENT
<p>Response to Jur-Muni 7:</p> <p>[F]:</p> <p>1. See General Response: Final Design. In addition, the changes in demand directionality are a result of more capacity being constructed east of McCaslin Boulevard compared to relatively little capacity being constructed west of McCaslin Boulevard. The travel demands are constraint based; as a result, the model finds additional routes with comparable travel times, rather than assigning more volume to congested segments. This causes the growth in the northbound to westbound direction to be limited. The travel demand model is used to determine future demands since the directionality of demands change over time. It is unrealistic to believe that future travel demands will be consistent with current travel demands, especially given the changes in land use forecasts provided by the City of Boulder for the 2035 forecast year. The project team believes the published forecasts are reasonable for the tools and methodology used. The forecast turning movements are based on existing turning volumes and future traffic flows. The timing of future RODs will require the interchange analysis to be reevaluated prior to approval so that current conditions and then-projected growth can be incorporated into these new traffic numbers to get a better look at the traffic demands at this interchange at that time. The results of this reevaluation will be incorporated into the final design that will involve the Town of Superior in design review.</p> <p>2. Conditions presented in the report represent average operations during a peak hour. It may be the case that an intersection will occasionally operate at these levels today since traffic volumes vary in intensity throughout a peak hour. However, these occasional "peaks" to LOS E or F are the exception, not the average operations. The analysis does not indicate what year LOS E or F conditions are reached under Package 1 (No Action); rather it documents that these conditions are forecast to exist in the year 2035. In addition, since the interchange experiences time periods of LOS E or F conditions now, it would suggest that poor intersection operations are a result of changing local conditions in the Superior and Louisville areas, rather than changes to the US 36 corridor. These traffic numbers will be updated in the reevaluation that will be required during final design and will take into account any improvements that the local jurisdictions may have implemented in order to address this current traffic problem. We regret that all of the US 36 improvements cannot be built immediately due to funding restrictions. This is why the Preferred Alternative Committee's (PAC) involvement in prioritizing what would be built first was of utmost importance.</p> <p>[G]: Comment noted.</p> <p>[H]: Comment noted.</p>	<p>Jur-Muni 7 (continued)</p> <p>Jur-Muni 7_Superior_pg4 Date Received: 12/1/2009 Source: E-mail Name: Town of Superior</p> <p>3. Pg. B-8 describes two options for Managed Lane entry and exit. Option 1, with vehicles crossing a single dotted white pavement marking, is what has been generally represented in the Combined Alternative. Option 2, depicted in Figure B-6 on pg B-13, considers parallel access lanes and requires a lane shift for the managed lane and a shoulder (or buffer) width reduction. This raises significant safety issues, especially during icy or snowy conditions.</p> <p>• <i>Technical Report Addendum, October, 2009</i> - Pg 4-52 to 4-58 contain analysis of the McCaslin Boulevard Interchange. Figure 4.8-2 contains existing traffic volumes. Figure 4.8-4 contains 2035 Combined Alternative Traffic volumes.</p> <p>1. Comparing Figures 4.8-2 and 4.8-4 (see attached figure) shows a radical change in travel patterns at the interchange with traffic oriented to Boulder (west) growing slightly (23 to 80%) while traffic oriented to the east is growing substantially (156 to 484%). While some of this is due to the inherent inaccuracy of the regional model to predict peak-hour turning movements, some of it may be due to the lack of capacity on US 36 west of McCaslin. These questionable traffic forecasts drive the conceptual design of the McCaslin interchange shown on Figure 4.8-1, which includes a nine-lane bridge (compared to the existing six-lane bridge), a dual lane southwest loop, a four-lane eastbound off-ramp. Since the McCaslin interchange improvements are not included in Phase I, it is recommended that the traffic forecasts be updated (including a forecast scenario that is more in line with existing travel patterns) prior to the Record of Decision for Phase II (which would include the McCaslin interchange improvements).</p> <p>2. The Operations Summary and Table 4.8-1 on page 4-57 indicate that Package 1 (No Action in 2035) will result in LOS "F" at the McCaslin/Westbound Ramp and LOS "E" at the McCaslin/Eastbound Ramp during the AM peak period. In fact, these poor Levels of Service are occasionally being experienced under existing traffic volumes. Since the McCaslin interchange improvements are not included in Phase I (and Phase I would be constructed with the funding available in the 2035 MVRTP as amended - DRCOG, 2009), the existing six-lane bridge configuration would result in these poor Levels of Service for many years.</p> <p>• <i>Pedestrian/Bikeway</i> - We support the proposed pedestrian and bikeway paths contained in the FEIS.</p> <p>• <i>Drainage</i> - We support the proposed drainage issues and concerns that will be addressed in the FEIS.</p> <p>Cont</p> <p>F</p> <p>G</p> <p>H</p>

COMMENT	RESPONSE
<p>Jur-Muni 7 (continued)</p> <p>Jur-Muni 7_Superior_pg5</p> <p>Date Received: 12/1/2009 Source: E-mail</p> <p>Name: Town of Superior</p> <ul style="list-style-type: none"> H <i>Utilities</i> – We support the proposed utility issues and concerns addressed in the FEIS. However, we did find an existing emergency overflow sewer line that runs from Coal Creek in Superior under US 36 is not identified on the utility locates section on page 4.18.2. I <i>Flood Plain</i> – The document mentions there is still on-going study addressing the flood plain issues affecting Coal Creek. We need to know the results of this study or any other information you might have to provide comments on the flood plain issues. Absent such information, it is not possible to opine on the affects of this project on adjacent flood plains and wetlands; however, the flood plain should be managed to preclude the need for off-site storage. K <i>Noise</i> – We take exception to the noise impact analysis for the portion of improvements adjacent to Superior. Specifically, noise measurements were not taken in or near the Saddlebrooke Subdivision in the Town of Superior. Therefore, in the Town's view, the noise analysis is incomplete. 	<p>Response to Jur-Muni 7:</p> <p>[I]: Thank you for bringing this to our attention. This will be noted and considered during final design. CDOT's process during final design entails a detailed review by our utilities specialists who are trained at finding these "hidden" utilities and helping the project team redesign to avoid or negotiate with the utility owner on what needs to be done to minimize impacts to this service.</p> <p>[J]: The <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009) mentions the ongoing study of the South Boulder Creek floodplain. To our knowledge, there are no ongoing studies of the Coal Creek floodplain. The Combined Alternative Package (Preferred Alternative) would encroach on the floodplain at Coal Creek by 4.4 acres, but would lower the floodplain water surface by 2.37 feet. Therefore, off-site storage is not anticipated to be required at this location. These floodplain issues will continue to be addressed during final design with the involvement of the local jurisdictions including the Town of Superior.</p> <p>[K]: Several existing noise measurements were taken in and near the Saddlebrooke Subdivision as part of the noise analysis conducted for the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009) (see the <i>Highway Noise Analysis Technical Report (Addendum)</i> [Hankard Environmental 2009], specifically, the discussion on receivers 83, 84, and 85). Both existing and predicted future noise levels at these locations range from 54 to 62 decibels (A-weighted scale) (dBA) and do not qualify for noise mitigation under CDOT guidelines.</p>

COMMENT	RESPONSE
<p>Jur-Muni 7 (continued)</p>  <p>The map, titled 'Figure 1 Asphalt Removal and Additions US 36 & McCain Blvd. Interchange, Town of Superior (ISC #000000)', shows a plan view of the US 36 corridor. A legend indicates that red hatched areas represent 'Asphalt to be added' and blue hatched areas represent 'Asphalt to be removed'. The map shows a complex interchange with a roundabout and several overpasses. The US 36 corridor runs horizontally across the center. McCain Blvd. runs vertically on the right side, crossing US 36 via a roundabout. A north arrow and a scale of 1" = 200' are located in the bottom left corner. The map is oriented vertically on the page.</p>	

RESPONSE	COMMENT
	<p>Jur-Muni 7 (continued)</p> 

COMMENT	RESPONSE
<p>Jur-Muni 8</p> <p>Jur-Muni 8_City of Boulder_pg1</p> <p>Date Received: 12/2/2009 Source: E-mail</p> <p>Name: City of Boulder</p>  <p>CITY OF BOULDER OFFICE OF THE CITY MANAGER</p> <p>December 2, 2009 US 36 Final EIS c/o CDR Associates 100 Amphibole Ave, Suite 12 Boulder CO 80502</p> <p>Dear U.S. 36 EIS Project Team:</p> <p>Attached are comments from the City of Boulder on the US 36 Final Environmental Impact Statement (FEIS). As a preface to these comments, it should be understood that the city supports the Combined Alternative as the Preferred Alternative in the FEIS. Furthermore, the city supports the Phase 1 package of improvements which prioritizes multimodal expansion (full length of managed lanes and bikeway) and essential transit improvements. The city also supports the proposed transit alternatives with the exception of the proposed alternatives that will result in a project that has a smaller footprint than previously considered alternatives and that prioritizes Bus Rapid Transit (BRT) and High Occupancy Vehicle (HOV) travel in a managed lane configuration.</p> <p>With the city's overall support as the foundation for the attached comments, it is important as the project team moves forward to correct errors and work toward final design, implementation and operating plans that are consistent with agreements and intentions as they currently stand. The attached comments identify specific areas that are in need of correction and input regarding final design, implementation and operations.</p> <p>Sincerely,  Paul Fehrenson Deputy City Manager</p> <p>cc: Boulder City Council Jane Brautigam, City Manager</p> <p>P.O. Box 791 • Boulder, Colorado 80506-0791 • www.bouldercolorado.gov • (303)441-3090 • Fax (303)441-4478</p>	<p>Response to Jur-Muni 8:</p> <p>[A]: Comment noted.</p> <p>[B]: During the EIS process, project design is usually only taken to 5 or 10 percent of final design. Refinement of this design occurs after a ROD is prepared, and signed, and funding is identified. Additional details are developed during final design, such as constructability, traffic detours, elevation resolution, and further minimization of impacts. These refinements include input from the associated jurisdictions during the final design process where ramp realignments, retaining wall use, impacts (such as ROW) avoidance or minimization, and verification of final project element locations can occur. Also, see General Response: Final Design and General Response: Combined Alternative Package (Preferred Alternative).</p>

COMMENT	RESPONSE
<p>Jur-Muni 8 (continued)</p> <p>Jur-Muni 8_City of Boulder_022</p> <p>Date Received: 12/22/2009</p> <p>Source: E-mail</p> <p>Name: City of Boulder</p> <p>City of Boulder Comments to US 36 Final Environmental Impact Statement</p> <p>1. Design and Operation of Managed Lanes. In the project team's future design and operation of the managed lanes it is important that the following items are agreed to prior to construction:</p> <ul style="list-style-type: none"> BRT first, HOV second and paying Single Occupant Vehicle (SOV) last. The final BRT Profile and TDM Plan, as developed and approved by the Preferred Alternative Committee (PAC), were high-priority products and need to be included in the final signed documents of the Final EIS. Full length of bikeway in phase 1 <p>2. Access to CU via Lamar. Please correct the error on the summary mitigation table, Figure 8.4-1, which mistakenly refers to a final determination of providing access to the CU south campus via Thru. Other references in the document make correct statements regarding the alternatives developed and the process to be followed when those design and construction is considered in later phases of the US 36 project.</p> <p>3. Bikeway Connection at Cherrvale Bridge. As design moves forward, it is essential to provide access to the bikeway at the Cherrvale Bridge. This bridge was recently designed and built to accommodate access to the US 36 bikeway. Please include reference to that connection in the FEIS.</p> <p>4. Design Details. As design moves forward, please work with the city to address design details that are important to the city. The city is particularly concerned about the design of the underpass at the Boulder Creek underpass to be sensitive to the high quality wildlife habitat in the surrounding area and to be consistent with the null paths that will access this underpass.</p> <p>5. Maintenance of Bikeway. Section 2.6-31 mentions that maintenance of the U.S. 36 Bikeway will be the responsibility of CDOT. The city requests that CDOT contract with local governments to cover the cost of ongoing maintenance with their local crews, similar to other contractual relationships for roadway and signal infrastructure.</p> <p>6. Bus Use on Managed Lanes West of 96th Street. The FEIS erroneously refers to US 36 BRT service NOT using the managed lanes west of 96th Street. It is entirely unappreciated that the BRT service will not use the managed lanes west of 96th Street. The BRT service will use the managed lanes for all of its service, including transit service served in Boulder. Currently, 61 percent (or 27 of 44 passenger service runs) of eastbound EX service is only express service without stopping at McCollin or any other stops along the corridor. Transit passengers destined for or leaving Boulder have even greater demand for express service than exists today. Furthermore, the travel-time savings that will occur with making the most of the managed lanes would result in greater demand for BRT service to and from Boulder.</p> <p>The city requests that the project team correct this mistake and provide clarity that express BRT service will use the full length of the managed lanes in both directions, even west of West Flatiron Circle, serving the significant transit ridership generated by Boulder residents, employees, students and visitors.</p> <p>Furthermore, please make it clear in the document that drivers will be able to merge from Table Mesa to the managed lanes (and vice-versa), at their discretion, even for service that stops at McCollin, if the driver finds it advantageous and safe.</p>	<p>Response to Jur-Muni 8:</p> <p>[C]: These are all elements of the managed lane functionality and the Combined Alternative Package (Preferred Alternative) that will be considered. As mentioned in Chapter 5, Financial Analysis, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009), excess toll revenue, if it occurs, could be used for other programs, such as long-term Transportation Demand Management (TDM). CDOT and RTD have agreed that for the first phase of the US 36 Corridor Project, a portion of the construction budget will be set aside for TDM-related construction mitigation.</p> <p>[D]: Text in the second bullet under University of Colorado, Boulder South Campus access on page 8.4-2 of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009), was incorrect. In Section 3, Clarifications to the US 36 Corridor Final Environmental Impact Statement, of this ROD, it has been updated to read: "Based on an agreement with CDOT, the University of Colorado, the City of Boulder, and Boulder County, if access at Loop Drive is denied, the Local Streets Option will be used to provide access to the University of Colorado, Boulder South Campus."</p> <p>[E]: See General Response: Bikeway.</p> <p>[F]: See General Response: Final Design.</p> <p>[G]: The ROD allows flexibility related to bikeway maintenance responsibilities. Also, see General Response: Bikeway.</p> <p>[H]: See General Response: Transit-related.</p>

COMMENT	RESPONSE
<p>Jur-Muni 8 (continued)</p> <p>Jur-Muni 8_City of Boulder_0pg3 Date Received: 12/2/2009 Source: E-mail Name: City of Boulder</p> <p>City of Boulder Comments to US 36 Final Environmental Impact Statement</p> <p>7. Minimize Impacts to Retain Phase 1 - As design advances in phases, please only impact those public and private property areas that are essential for the initial phase of the project. Please pay particular attention to the impacts of retaining walls. The City of Boulder is concerned about the potential for future phases in an area reasonably expected to be built or used would present costly and unnecessary impacts to environmentally, visually and aesthetically sensitive areas. Also, since performance results of the Phase 1 project will help inform where next increments of investment would be needed, it is not clear where or when Phase 2 construction would occur, if at all. As an example, the city requests that the library be located adjacent to an ultimate footprint that may never occur, resulting in higher costs and greater impacts.</p> <p>8. Retaining and Noise Walls - The City of Boulder is concerned about the visual impact of the retaining walls and noise walls on the west end of the corridor. We ask that the project team use aesthetically pleasing approaches to these structures during project development and if not with the community on the ground, then at least through the design process. While retaining walls are needed to protect the roadway and other sensitive environmental resources in the vicinity from Cherryvale to Foothills/Table Mesa, there may be other technical solutions that would be more aesthetically pleasing than retaining walls on Davidson Mesa.</p> <p>9. Noise and Safety Impacts North of Table Mesa - There have been prior requests by the City of Boulder and supports that those noise walls extend to protect the neighborhoods just south of Baseline Road. Since there is no planned construction of noise walls in Phase 1 of the Preferred Alternative, the city requests that the speed along this segment of US 36 currently posted at 65 mph be reduced to 55 mph.</p> <p>10. Access from Apache and Thunderbird - It had not been apparent until recently that the project team plan for the ultimate build-out of the preferred alternative beyond phase 1 called for the elimination of access from Apache and Thunderbird to US 36 when the Table Mesa interchange is reconstructed. Given the long-term access and travel patterns that have been established in this neighborhood, the transition of the highway on this section of US 36 to a four-lane, two-way street with a median and a shoulder is a significant change. The city requests that the access from Apache and Thunderbird be maintained. There would otherwise be a four-mile, out-of-direction travel penalty for the residents of these neighborhoods to go to Baseline to get to US 36 if access was eliminated.</p> <p>11. Consistency with Local Policies and Regulations - As design continues and construction plans are developed, the city requests that the project team consider the requirements of the city's local wildlife protection ordinances that govern how activities may affect prairie dogs and birds. Both the wetland and wildlife regulations apply to land within the city limits, land owned by the city and to projects that are funded by the city. There is also an Open Space Board of Trustees policy addressing wetland mitigation associated with the transfer of open space property ownership and interest.</p> <p>12. Modeling Assumptions - The city continues to have concerns about the modeling assumptions and results. However, the city is supportive of the overall outcome of the Preferred Alternative and Phase 1 solution. Nevertheless, as future phases of project implementation are considered, the city requests to be</p>	<p>Response to Jur-Muni 8:</p> <p>[I]: See General Response: Final Design and General Response: Combined Alternative Package (Preferred Alternative).</p> <p>[J]: The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) states that: "Retaining walls will reflect natural appearance in textures, and colors and be graffiti resistant." During final design, CDOT and RTD will coordinate with local jurisdictions on design options and appearance for walls. The retaining wall at Davidson Mesa was identified as a preferred design over a slope/cut, due to the visual impacts this would create and the amount of ROW acquisition required. These decisions will be refined during final design when trade-offs, costs, and design detail are better known. Also, see General Response: Final Design.</p> <p>[K]: See General Response: Noise.</p> <p>[L]: Direct access from a United States highway interchange ramp to a neighborhood does not meet current Federal Highway Administration (FHWA) design standards. With the proposed improvements, US 36 needs to be brought in compliance with these standards. The existing accesses to the Frasier Meadows neighborhood from Baseline Road and Foothills Parkway would not be affected by the proposed changes to US 36.</p> <p>Prior to implementation of these transportation improvements, this interchange must follow the 1601 application and permit process. At that time, these issues may be revisited.</p>

COMMENT	RESPONSE
	<p>Response to Jur-Muni 8:</p> <p>[M]: It is CDOT's intent to work with the local jurisdictions regarding their local policies and regulations. However, there is a water rights issue with actually creating wetland replacement at 2:1. CDOT has met with the City of Boulder to initiate discussions regarding how CDOT can meet the intent of this wetland mitigation without invoking a water rights issue. CDOT is willing to do restoration, enhancement, or buffer mitigation to help compensate for this difference. The City of Boulder has recognized this restriction as well by recently creating a variance that can be applied for that allows for this kind of trade-in compensation. CDOT feels it will be able to comply with these requirements, as discussed above, to keep with the intent to work within these local jurisdiction requirements. CDOT is currently working on a wetland mitigation plan with the City of Boulder Open Space and Mountain Parks (OSMP) Department, and will also work with the City of Boulder when project actions are eminent regarding endangered species and other sensitive habitat impacts (to work out proper mitigation measures that would be compatible with their practices). As the US 36 Corridor Project enters into final design, CDOT will work with the City of Boulder and other jurisdictions that will experience wildlife or habitat impacts to develop acceptable and reasonable mitigation measures for these impacts.</p> <p>[N]: CDOT and RTD commit to providing the results to the jurisdictions as any models are updated, including population, employment, mode share, and traffic impact analyses.</p>

COMMENT

Jur-Muni 8 (continued)

Jur-Muni 8_City of Boulder_pg4

Date Received: 12/2/2009

Source:

Name: City of Boulder

City of Boulder Comments to US 36 Final Environmental Impact Statement

involved in any updates to the modeling and model analyses related to populations and employment assumptions, mode share, traffic impact, etc. particularly on the west end of the corridor.

13. **Monitoring Effectiveness of Mitigation Measures** - This long-term and phased approach to project implementation presents an excellent opportunity to learn about effective mitigation strategies. The city requests a monitoring plan be developed and implemented to track the effectiveness of mitigation measures. The city supports the specific recommendations contained in the letter from EPA, NEPA Program Director Swoboda (Appendix D pg. 62-66)

14. **Disinfectants** - As permitting and design of this project continues, full consideration and cooperation should be provided to the states and results of the South Boulder Creek flood mapping study. Information on that study is available at: www.southboulder creek.com.

15. **Mitigation for Effects to 40D Wetlands** - While compensatory mitigation on city-owned lands may provide some of the necessary compensation for impacts of the project, additional land and water acquisition may also be necessary. Please clarify in the FEIS that mitigation may include the acquisition of land and water necessary to compensate for the direct use of city "refuges" identified as 4(D) properties. For example, language included in the FEIA, describing compensatory mitigation for impacts to threatened species habitat (ref. Appendix D pg. 6-8) could be included in section 7.5.

POTENTIAL ERRATA

Page Ref	Description
4-16-7	The document states, "Of these sites, only those north of US36, both east and west of Cherryvale Road, currently engage in active activities." Agricultural activities occur both north and south of US 36 in the vicinity of Cherryvale Rd. In fact, all of the city-owned open space land (both north and south) that borders US 36 is leased for livestock grazing. The east end of Cherryvale and south of US 36 is cut for hay and grazed by cattle.
Appendix B Pg. 311	The document identifies the agency as the <i>Federal Railroad Association</i> . The letter is from the <i>Federal Railroad Administration</i> .
Appendix D Pg 87 & 95	The illustrations/maps of this specific mitigation opportunities differ from those proposed by the City of Boulder. The areas shown as "South Boulder Creek Wetlands" and the "Sandy-Cline-Colorado Open Lands Wetlands" are too large.

RESPONSE

Response to Jur-Muni 8:

[O]:

Monitoring of long-term effectiveness of mitigation measures is a good idea and can be part of the contingencies considered during the phasing of a project, as you suggest. The final mitigation rule for wetland mitigation already addresses this to some degree, and looking for other opportunities to apply this kind of monitoring is a sound practice. CDOT requests that the local jurisdictions partner with it to help gather information over the long-term to ensure lessons learned and BMP improvements can be incorporated as the phases of the project progress. This kind of commitment, with your partnership, has been included in the ROD as clarification.

[P]:

As design and permitting of the project continues, the project team will include the results of the adopted Federal Emergency Management Agency (FEMA) South Boulder Creek floodplain mapping and analysis.

[Q]:

Mitigation described in the Programmatic Biological Assessment (PBA) for endangered species impacts compensation could include the purchase and preservation of additional lands to add back into the city "refuges." These options will be considered when discussing impact mitigation with the associated jurisdictions. During the ROW process, CDOT will consider whether to compensate the refuge land owner per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) or by land exchange in consultation with the official with jurisdiction, if the opportunity to replace land is available and land is needed by the refuge.

[R]:

Thank you for clarification on current open space activities. The ROD notes that: "The City of Boulder pointed out in their comments on the FEIS that, agricultural activities occur both north and south of US 36 and that all along US 36, the open space is leased for livestock grazing. Additionally, the property that is east of Cherryvale Road and south of US 36 is also cut for hay."


[S]:


"Federal Railroad Administration" is the correct title.

[T]:


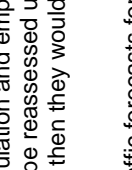
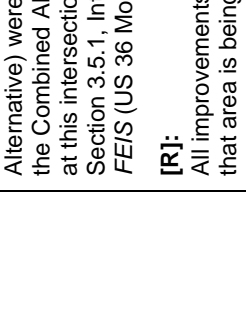



In the future, the correct spelling will be used.


COMMENT	RESPONSE
	<p>Response to Jur-Muni 8:</p> <p>[UJ]: CDOT will arrange to receive the illustrations/maps that you reference. CDOT does not mean to misrepresent these areas; however, the mitigation measures in the PBA will be refined during site-specific consultation with USFWS and the local jurisdiction when project impacts are planned. These PBA maps only suggest opportunities and do not commit these areas for mitigation at this time; there will be opportunities to refine them and to suggest new areas at a later date.</p>

COMMENT	RESPONSE
<p>Jur-Muni 9</p> <p>Jur-Muni 9_Louisville.doc_ppt Date Received: 12/3/2009 Source: E-mailed Letter</p> <p>Name: City of Louisville</p>  <p>Office of the Mayor</p> <p>December 03, 2009</p> <p>US-36 Mobility Partnership c/o CDR Associates Attention: Andrea Meneghelli 100 Atapobee Avenue, Suite #12 Boulder, Colorado 80502</p> <p>RE: Transmittal of City of Louisville comments to the US 36 Corridor Final Environmental Impact Study (FEIS)</p> <p>Dear Mr. Meneghelli:</p> <p>The City of Louisville strongly supports the Preferred Alternative defined in the US-36 FEIS. The existing US-36 Corridor is severely congested, outdated, unreliable and does not provide a safe and efficient travel route. The existing congestion will only get worse as population and traffic along the corridor increase now and in 2035. The City also strongly supports a phased approach for future US-36 improvements and specifically the improvements outlined in Phase 1 of the US-36 FEIS document.</p> <p>The City appreciates the efforts of FHWA, FTA, CDOT, RTD and all the local governments along the US-36 Corridor that worked to build consensus for the Preferred Alternative since the beginning of the EIS process.</p> <p>The City's comments are found below by category for simplification purposes.</p> <p>Bikeway</p> <p>A Table 2.6-6 of Section 2.6 does not include a connection from the US 36 Bikeway to either Cherryvale Road or South 88th Street. For the ROD, please add a bikeway facility connecting to Cherryvale Road and South 88th Street.</p> <p>B On page 2.6-31 the last paragraph mentions maintenance of the US 36 Bikeway will be maintained by the local governments through an IGA. Maintenance of the Bikeway was not mentioned during the PAE process. In the ROD, please leave the IGA language broad enough without specifying the type of maintenance to allow for CDOT and local governments to define the best approach to the bikeway maintenance.</p> <p>C The Combined Alternative should include providing additional parking spaces on the north side of the McCaslin BRT station for future bike commuters and trail users.</p> <p>D</p> <p>719 Main Street • Louisville, Colorado 80027 • (303) 338-4337 • FAX (303) 335-4550</p>	<p>Response to Jur-Muni 9:</p> <p>[A]: Comment noted.</p> <p>[B]: The bikeway for this project provides a backbone that connects Boulder to Denver. Opportunities for local agencies to connect to this trail are available and are not precluded by the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) actions, such as those for South 88th Street and Cherryvale Road. Also, see General Response: Bikeway.</p> <p>[C]: The ROD allows flexibility related to bikeway maintenance responsibilities. Also, see General Response: Bikeway.</p> <p>[D]: The parking at the McCaslin park-n-Ride on the north side of US 36 is under a lease agreement so transit patrons can use theater parking during the day. When this BRT station is being rebuilt, RTD is planning to renegotiate this lease agreement. RTD would be willing to work with the City of Louisville and the property owner at that time to determine the appropriate number of parking spaces for transit and bikeway users.</p>


RESPONSE	COMMENT
<p>Response to Jur-Muni 9:</p> <p>[E]: See General Response: Bikeway.</p> <p>[F]: CDOT is currently in a series of meetings regarding this bikeway with ConocoPhillips. Suggestions to improve the layout of the bikeway are welcome and will be investigated.</p> <p>[G]: In Phase 1, the bikeway would connect to the existing bikepath located on both sides of McCaslin Boulevard. It would then cross McCaslin Boulevard at Dillon Road on this existing path.</p> <p>[H]: See General Response: Final Design. The safety considerations for the bikeway can be addressed during final design.</p> <p>[I]: See General Response: Final Design. The fencing and open space protection considerations for the bikeway can be addressed during final design.</p> <p>[J]: See General Response: Final Design. The city will be involved in the final design approval process and such requirements can be requested during final design to ensure they get into the contract documents.</p> <p>[K]: New language that has been included in the ROD stating that express buses that leave from Boulder heading eastbound will use the managed lane as much as feasible, subject to the driver's discretion. This may mean that after buses leave Table Mesa Drive they will move into the managed lanes and stay there all the way to Denver.</p> <p>[L]: New language has been included in the ROD that states that express bus service may be initiated at the McCaslin or Flatiron stations. Those buses would then also enter the managed lanes as soon as feasible and stay there all the way to Denver.</p>	<p>Jur-Muni 9_Louisville.doc_pp2 Date Received: 12/23/2009 Source: E-mailed Letter Name: City of Louisville</p> <p></p> <p>E The Combined Alternative should include a pedestrian underpass in order to provide connectivity from the southwest corner of Danyanovich to the Marshall Mesa Trail System.</p> <p>F CDOT should contact ConocoPhillips to coordinate the location of the bikeway adjacent to the ConocoPhillips campus at ConocoPhillips. ConocoPhillips is also proposing to construct bikeway paths on their campus in order to avoid parallel bikeways.</p> <p>G The Phase 1 layout sheet for McCaslin Blvd needs to show how the bikeway crosses McCaslin Blvd.</p> <p>H In final design and as a safety enhancement the City would like a minimum six foot high barrier considered along the entire bikeway in order to separate the bikeway from the highway.</p> <p>I The City will require fencing between the bikeway and City owned Open Space to prevent trespassing and social trails. This detail can be included during final design.</p> <p>J Please be aware the contractor will need to coordinate their construction activities with the City in order to avoid conflicts with annual events and projects.</p> <p>K <u>Bus Rapid Transit/Managed Lanes</u> Louisville suggests the following be considered to improve operations.</p> <ul style="list-style-type: none"> Continuation of express service between Boulder and Denver (without stopping at the McCaslin park-n-Ride) to utilize the full extent of the managed lane. Add expanded bus service that originates at the McCaslin park-n-Ride, offering express service to Denver for both Louisville and Superior residents. Access to the managed lane west of McCaslin designed to facilitate the greatest use by HOV, HOT users and transit vehicles. <p>L <u>Transit Service</u> Louisville supports the new routes (Table 2.6-7) that serve Lafayette-Louisville-Interlocken and the Denver Boulder via ConocoPhillips.</p> <p>M Section 3.5.8, Transit Station Parking and Table 3.6-1. The City supports the proposed mitigation measures to be considered at the McCaslin station during final design under the combined alternative as outlined in this section and table.</p> <p>N</p> <p>O</p> <p>749 Main Street • Louisville, Colorado 80027 • (303) 666-6655 • Fax (303) 335-1950 • www.ci.louisville.co.us</p> <p>2</p>



COMMENT	RESPONSE
	<p>Response to Jur-Muni 9:</p> <p>[M]: The managed lane access points west of McCaslin Boulevard will be oriented in a way to provide maximum usage of the managed lane between Foothills Parkway and McCaslin Boulevard. In the eastbound direction, an egress access will be provided to serve traffic destined for McCaslin Boulevard. In the westbound direction, an ingress access will be provided so that vehicles from McCaslin Boulevard can access the managed lane.</p> <p>[N]: Comment noted.</p> <p>[O]: Comment noted.</p>


COMMENT	RESPONSE
<p>Jur-Muni 9 (continued)</p> <p>Jur-Muni 9_Louisville.doc_pg3 Date Received: 12/3/2009 Source: E-mailed Letter Name: City of Louisville</p> <p></p> <p>P </p> <p>Q </p> <p>R </p> <p>S </p> <p>T </p> <p>740 Main Street • Louisville, Colorado 80022 • (303) 666-6565 • Fax (303) 374-4700 • www.ci.louisville.co.us</p>	<p>Response to Jur-Muni 9:</p> <p>[P]: See General Response: Final Design. Depending on when these improvements occur at McCaslin Boulevard, the traffic data, if more than a couple of years old, would need to be reevaluated. A reevaluation will be necessary for this interchange improvement in a later phase anyway due to the time that will lapse from the FEIS analysis to when funding would be available to make this improvement, so there will be an opportunity to reassess this proposed improvement at that time. Mitigation was not predicted to be necessary at this interchange with our current data and predictions on population and employment from DRCOG. However, these predictions would be reassessed using current data, and if mitigations are required with the new data, then they would be implemented as part of this action.</p> <p>[Q]: The changes in traffic forecasts for the Combined Alternative Package (Preferred Alternative) were not as great for Packages 2 and 4; therefore, the traffic impacts for the Combined Alternative Package (Preferred Alternative) did not require mitigation at this intersection. Additional information on mitigation thresholds is documented in Section 3.5.1, Interchange and Transit Station Traffic Impacts, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009).</p> <p>[R]: All improvements recommended for US 36 will be reevaluated when the ROD for that area is being prepared. New turning movement counts will be taken and applied to develop the new future year forecasts for intersections. Forecasting tools used in this process will be based on federal analysis requirements and will be applied in a methodology compatible with the methodology used for the US 36 Corridor FEIS (US 36 Mobility Partnership 2009). The result of the reevaluation will be incorporated into the final design of the improvements, which will be provided to jurisdictions for review.</p> <p>[S]: For future RODs, the traffic forecasts will be updated and reevaluated using the approved DRCOG regional model for the selected forecast horizon year. The DRCOG approved employment and population data included in that model will be the basis for the forecasts used in the reevaluation.</p> <p>[T]: To clarify, the two additional lanes on the McCaslin Boulevard bridge are a left-turn lane on westbound US 36 from northbound McCaslin Boulevard, and a loop-on lane from southbound McCaslin Boulevard to eastbound US 36. This clarification is noted in Section 3, Clarifications to the US 36 Corridor Final Environmental Impact Statement, of the ROD.</p>

COMMENT	RESPONSE
<p>Jur-Muni 9 (continued)</p> <p>Jur-Muni 9_Louisville.doc_pg4 Date Received: 12/3/2009 Source: E-mailed Letter</p> <p>Name: City of Louisville</p> <p></p> <p>U The proposed configuration for McCaslin Blvd Interchange as discussed on page 4-52 of the Traffic Engineering Technical Report is not accurate as it includes a discussion on the existing loop-on ramp and does not discuss the additional lanes which will be provided under the Combined Alternative Package. Specifically, there will be a left-turn on westbound US-36 from northbound McCaslin Blvd and a loop-on from southbound McCaslin Blvd to eastbound US-36. Please clarify this issue in the ROD.</p> <p>V Parking Impacts Table 2.6-1 states there will only be 10 parking spaces removed on the northern Park - in Ride at McCaslin which contradicts the layout sheet for the Combined Alternative Package at McCaslin which shows the removal of more than 10 parking spaces. Please clarify this in the ROD.</p> <p>W Table 4.3-17 shows 365 parking spaces for retail and commercial buildings in the McCaslin Boulevard area. These spaces should be replaced under the Combined Alternative Package. Details of the replacement spaces should be provided from the final design and in coordination with the City of Louisville. Please commit to this mitigation in the ROD.</p> <p>X ROW Acquisitions Reducing (avoiding and minimizing) the number of property acquisitions required through design modification during final design should be a high priority wherever possible.</p> <p>Y Noise Figure 4.9-11 shows a sound wall adjacent to the Dyer Road neighborhood which contradicts the proposed mitigation discussed for Dyer Road on page 4.13-17.</p> <p>Z The City was unable to find information in the Highway Noise Analysis Technical Report for the proposed noise mitigation is not required adjacent to Avista Hospital. Additionally, the City has not identified the noise impacts of the Combined Alternative at the Coal Creek Golf Course. Please clarify this situation in the ROD and indicate whether or not mitigation is needed.</p> <p>AA Parks and Open Spaces As the FEIS document was unable to provide detailed design information regarding the height of the sound wall adjacent to the Dyer Road neighborhood, the City wishes to be involved in the final design of the sound wall and work in partnership with CDOT in identifying alternatives which will minimize the visual and aesthetic impacts of the retaining walls.</p> <p>AB Table 4.9-1 needs to include the Dampyanovich Open Space (area around private home and area between US 36 and Dyer Road) and the Open Space property owned by Louisville between the Golf Course and Avista Hospital adjacent to US 36. Please make this correction in the ROD.</p>	<p>Response to Jur-Muni 9:</p> <p>[U]: The <i>Traffic Engineering Technical Report Addendum</i> (URS 2009) presents the Existing, Package 1 (No Action), and Combined Alternative Package (Preferred Alternative) configurations. The existing loop on-ramp is appropriately presented in the section discussing the existing configuration. The additional lanes, as noted above, on the McCaslin Boulevard bridge are a left-turn lane on westbound US 36 from northbound McCaslin Boulevard, and a loop-on lane from southbound McCaslin Boulevard to eastbound US 36.</p> <p>[V]: Table 2.6-1, Parking and Pedestrian Crossings at Transit Stations, of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009) shows the number of available parking spaces on the north side of the park-n-Ride as 172 spaces in Package 1 (No Action), and 10 spaces in the Combined Alternative Package (Preferred Alternative). This results in a loss of 162 spaces on the north side of the park-n-Ride, as shown in the last column of Table 2.6-1. Mitigation for these impacts, such as shifting the bikeway, adding a retaining wall, realigning the eastbound off-ramp, renegotiating the parking agreement lease, and redesigning the bus ramps and station platforms, is discussed in the <i>US 36 Corridor FEIS</i>.</p> <p>[W]: See General Response: Final Design. CDOT is committed to minimizing impacts during final design. Discussions concerning the final design will include the City of Louisville.</p> <p>[X]: See General Response: Final Design. CDOT is committed to minimizing ROW impacts during final design, where feasible.</p> <p>[Y]: The discussion on page 4.13-17 of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009) is correct. A sound wall is not proposed in this location. A note has been added to the ROD that the sound wall on Figure 4.9-11, Parks and Open Space in the Boulder Segment — Combined Alternative Package (Preferred Alternative), adjacent to the Dyer Road neighborhood, is not recommended.</p>

COMMENT	RESPONSE
	<p>Response to Jur-Muni 9:</p> <p>[Z]: Avista Hospital is not included in the <i>Highway Noise Analysis Technical Report</i> (Hankard Environmental et al. 2007) or the <i>Highway Noise Analysis Technical Report (Addendum)</i> (Hankard Environmental 2009). As mentioned in Volume III, Response to Comments of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009), it was determined at the beginning of the noise analysis that the hospital would not meet the Noise Abatement Criteria (NAC) threshold based on its distance from the highway. This was confirmed during preparation of the FEIS.</p> <p>Coal Creek Golf Course is identified as receptor 86 in the noise analysis. In the note to Table 4-1 of the <i>Highway Noise Analysis Technical Report</i> (Hankard Environmental et al. 2007) and the <i>Highway Noise Analysis Technical Report (Addendum)</i> (Hankard Environmental 2009), it states, "Typically, noise mitigation is not provided for golf courses as while there is active outdoor use, this use is for a short duration of time."</p> <p>[AA]: See General Response: Final Design. CDOT is committed to minimizing impacts during final design. CDOT will work with the City of Louisville with regard to these retaining walls and alternatives that can be considered.</p> <p>[AB]: You are correct. The <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009) (specifically response to Comment #13-9) did not include these open space properties. The Damyonovich Open Space and Avista Open Space have been added to the ROD. Impact evaluations during final design often pick up these omissions, which will be addressed at that time.</p>

COMMENT	RESPONSE
<p>Jur-Muni 9 (continued)</p> <p>Jur-Muni 9_Louisville.doc_pp5 Date Received: 12/3/2009 Source: E-mailed Letter Name: City of Louisville</p> <p></p> <p>Table 4.9-5 along with Figures 4.9-10 and Figure 4.9-11 need to include the Damyanovich Open Space area around private home and area between US 36 and Dyer Road) and the Open Space between the Coal Course and Avista Hospital adjacent to US 36 which will be impacted under the Combined Alternative Package. Additionally, the text for the impacts of the Combined Alternative Package on the Damyanovich Open Space and Open Space property between the Coal Creek Golf Course and Avista Hospital. Please clarify this in the ROD.</p> <p>Biological Resources</p> <p>Table 4.14-1 needs to include dry land agriculture under the Superior/Louisville segment for primary upland vegetation types.</p> <p>Davidson Mesa is not part of the designated Colorado Tall grass Prairie Natural Area as discussed on page 4.14-10.</p> <p>Please provide maps to the City of raptor nests and prairie dog colonies to be impacted as discussed in Section 4.14.</p> <p>The following comments are included for final design of the Combined Alternative and associated phases. Please add this information as a mitigation commitment in the ROD.</p> <p>All agricultural fences that are removed must be replaced with four strand high tension smooth wire. All non agricultural fences must be replaced with either post or dowel or wildlife friendly fences with gates. All boardwalk locations and locations must be reviewed and approved by the Parks and Recreation Department.</p> <p>All species list (Vegetation and Landscaping) for reseeded, planting and landscaping within the City's right of way must be reviewed and approved by the City.</p> <p>"Salvaged" top soil from other municipalities will not be allowed for use within the City right of way (for transfer to other locations within the City of Louisville) as approved by the Parks and Recreation Department before the donation location is impacted.</p> <p>Hydro mulching is not permitted within the City of Louisville. Erosion control materials and timing of seeding must be in compliance with the City Reclamation Standards.</p> <p>Tree replacement stock should be two (2) inch caliper and species should conform to native riparian tree species found along the front range of Colorado. Species include plains</p>	<p>Response to Jur-Muni 9:</p> <p>[AC]: The Combined Alternative Package (Preferred Alternative) would result in impacts to 1.38 acres of the Damyanovich Open Space property, and 0.45 acre of the Avista Open Space property, as well as 2.13 acres to Park S3. Phase 1 would result in impacts to 1.38 acres of the Damyanovich Open Space property, and 0.43 acre of the Avista Open Space property, as well as 0.85 acre to Park S3. These corrections have been added to the ROD and impacts will be cleared under a reevaluation.</p> <p>[AD]: While we acknowledge that dry land agriculture exists in the area, it is not a standard term for vegetation types as a biological description. This land use has been clarified in the ROD.</p> <p>[AE]: Lynn Riedel from the City of Boulder OSMP confirmed that Davidson Mesa is a part of the Colorado Tallgrass Prairie Natural Area. Davidson Mesa north of US 36 is developed, but the area south of US 36 has both xeric and mesic tallgrass prairie communities that are part of the natural area.</p> <p>[AF]: A map of raptor nests and prairie dog colonies along the corridor is forthcoming.</p> <p>[AG]: These local jurisdiction requirements will be addressed during final design.</p> <p>[AH]: These local jurisdiction requirements will be addressed during final design.</p> <p>[AI]: These local jurisdiction requirements will be addressed during final design.</p> <p>[AJ]: These local jurisdiction requirements will be addressed during final design.</p> <p>[AK]: These local jurisdiction requirements will be addressed during final design.</p> <p>[AL]: These local jurisdiction requirements will be addressed during final design.</p>

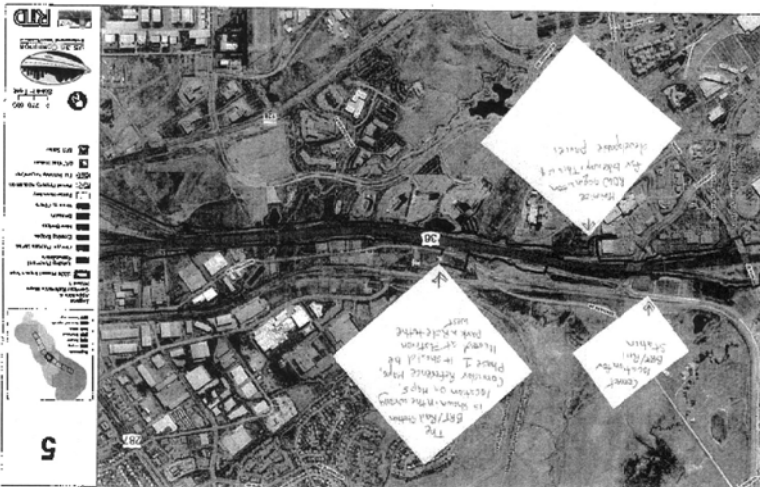
COMMENT	RESPONSE
<p>Jur-Muni 9 (continued)</p> <p>Jur-Muni 9_Louisville.doc_pg6 Date Received: 12/2/2009 Source: E-mailed Letter Name: City of Louisville</p> <p> City of Louisville</p> <p>AL: oak cottonwood, peach-leaved willow and box elder. Newly planted tree species should receive supplemental water when needed annually for two (2) years after planting.</p> <p>AM: The City would like the opportunity for further input when appropriate on possible re-vegetation areas and the timing of such re-vegetation. The City would like to know if any additional benefits to the Coal Creek Golf Course. The extent of impacts to the Coal Creek Golf Course are not yet determined so specifics related to re-vegetation are unknown at this time.</p> <p>AN: All plantings and reseeding shall be under a two year maintenance period where CDOT is responsible for watering, herbicide control and other maintenance.</p> <p>AO: Herbicide records must be submitted to the City of Louisville. Herbicide use must be in compliance with the City of Louisville Integrated Weed Management Plan</p> <p>AP: Slopes must not to exceed a 4:1 slope ratio Construction-Related Impacts Please be sure equipment (grading, pothole parking and access across City owned Open Space and Parks will not be allowed during construction of the Combined Alternative. Thank you for the opportunity to comment.</p> <p> Sisk, Charles Charles Sisk Mayor, City of Louisville</p> <p>719 Main Street • Louisville, Colorado 80027 • (303) 696-6565 • Fax: (303) 375-4350 • www.ci.louisville.co.us</p> <p>6</p>	<p>Response to Jur-Muni 9:</p> <p>[AM]: These local jurisdiction requirements will be addressed during final design.</p> <p>[AN]: These local jurisdiction requirements will be addressed during final design.</p> <p>[AO]: These local jurisdiction requirements will be addressed during final design.</p> <p>[AP]: These local jurisdiction requirements will be addressed during final design.</p>

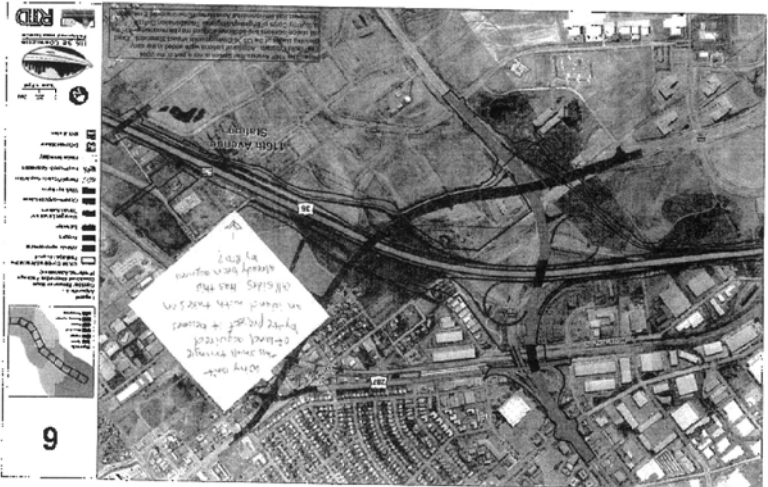
COMMENT	RESPONSE
<p>Jur-Muni 10</p> <p>Jur-Muni 10_Broomfield Baskettt_pg1</p> <p>Date Received: 12/09/2009</p> <p>Source: Emailed Letter</p> <p>Name: City and County of Broomfield, Transportation Manager Debra Baskettt City/Zip: Broomfield 80020</p>  <p>CITY AND COUNTY OF BROOKFIELD One East Cobble Hill • Broomfield, CO 80020 • Phone: 603</p> <p>US 36 Mobility Partnership c/o CDR Associates Attention: Andrea Meneghel 100 Ampabee Avenue, Suite #12 Boulder, Colorado 80302</p> <p>DEC 0 9 2009</p> <p>RE: Transmittal of City of Broomfield Comments to US 36 Final Environmental Impact Study (FEIS)</p> <p>Dear Mr. Meneghel:</p> <p>The City of Broomfield strongly supports the Preferred Alternative defined in the US 36 FEIS. The existing US 36 Corridor is severely congested, outdated and unreliable and does not provide a safe and efficient travel route. The existing congestion will only get worse as population and employment grows along the Corridor between now and 2035.</p> <p>Broomfield also strongly supports a phased approach for funding of the US 36 Corridor improvements and specifically the improvements outlined in Phase 1 of the US 36 FEIS document. Reconstruction of the Wadsworth Interchange along with construction of a managed lane which includes Bus Rapid Transit is of great importance to our jurisdiction.</p> <p>It is very important that ROW impacts to both public and private lands are minimized in final design. Please see our specific comments noted on the Appendix Maps.</p> <p>The City appreciates the efforts of FHWA, FTA, CDOT, RTD and all the local governments along the US 36 Corridor that worked to build consensus for the Preferred Alternative since the beginning of the EIS process.</p> <p>Broomfield's comments follow.</p> <p>Chapter 2</p> <p>Figure 2.6-11 and Table 2.6-5 describe the access points to the managed lanes. Access points between each interchange on US 36 should continue to be included in the ROD and final design.</p> <p>Page 2.6.31 last paragraph: It should not be assumed that maintenance of the US 36 bikeway will be the responsibility of local jurisdictions. Prior to implementation, Broomfield will want to negotiate IGAs related to maintenance.</p>	<p>Response to Jur-Muni 10:</p> <p>[A]: Comment noted.</p> <p>[B]: Comment noted.</p> <p>[C]: See General Response: Final Design.</p> <p>[D]: Comment noted.</p> <p>[E]: See General Response: Final Design.</p> <p>[F]: The ROD allows flexibility related to bikeway maintenance responsibilities. Also, see General Response: Bikeway.</p>


COMMENT	RESPONSE
<p>Jur-Muni 10 (continued)</p> <p>Jur-Muni 10_Broomfield Basket..._pg2</p> <p>Date Received: 12/09/2009</p> <p>Source: Emailed Letter</p> <p>Name: City and County of Broomfield, Transportation Manager Debra Basket City/Zip: Broomfield 80020</p> <p>Table 2.6-6: Bikeway Crossings and Connections During final design, it will important to find a way to tie the bike trail into Wadsworth Parkway to facilitate a north/south crossing of US 36.</p> <p>Page 2.6-37 – Bikeway During final design, a connection of the bikeway to 112nd Avenue should be included to facilitate connectivity to the local street system.</p> <p>Chapter 4</p> <p>Page 4.4-6 ROW and Relocations. The Broomfield Segment states the “No residences and five businesses would require relocation in the Broomfield Segment. Most of the businesses that would be acquired in this segment are located at the interchange of 120th Avenue and Wadsworth Boulevard”. There is no “interchange” of 120th Avenue and Wadsworth Boulevard. The streets, however, do come together at an intersection. The appendix maps show no full property, nor partial property acquisitions at this location. Please clarify this in the ROD.</p> <p>Page 4.14-10. The Carolyn Holmberg Preserve should be listed under Boulder County, not Broomfield. Please clarify this in the ROD.</p> <p>Page 4.14-44. Loss of prairie dog colonies. CDOT should abide by Broomfield’s prairie dog policy during construction of areas within Broomfield. Please note this in the ROD.</p> <p>Chapter 4.21 Wetlands and Other Waters.</p> <p>Page 4.21.8. Rock Creek and a Tributary to the West. This area is in Broomfield, not Superior/Louisville. Also on page 4.21-27. Please note this in the ROD.</p> <p>Page 4.21-29 Table 4.21-9. Mitigation Measures. Broomfield generally prefers on-site mitigation for wetlands. We would prefer wetland creation or enhancement in most cases.</p> <p>Chapter 4.7: Historic and Archaeological Preservation Page 4.7-35. The property located at 8375 West 120th Avenue (commonly referred to as the Broomfield School House) is of historic value to the City and County of Broomfield. In final design and implementation we request that in addition to the recently completed historic survey and inventory, the property be documented for historical purposes. We request further review and coordination with City/county staff as to possible relocation upon the property being acquired by the Department of Transportation.</p> <p>Chapter 4.9 Parks and Open Space Table 4.9.1: Parks and Open Space Resources Adjacent to US 36 – Frank Varra Park is in Broomfield, not Louisville. Please clarify this in the ROD.</p>	<p>Response to Jur-Muni 10:</p> <p>[G]: See General Response: Bikeway.</p> <p>[H]: This should be the interchange of 120th Avenue and Wadsworth Parkway (rather than Wadsworth Boulevard). This statement is referring to the general area of the US 36 and Wadsworth Parkway interchange, which includes 120th Avenue.</p> <p>[I]: See General Response: Combined Alternative Package (Preferred Alternative).</p> <p>[J]: During final design, CDOT will work with Broomfield to incorporate Broomfield’s prairie dog policy into the project requirements. CDOT has committed to this mitigation in Table 4.14-24, Mitigation Measures — Biological Resources: Wildlife, Vegetation, and Threatened and Endangered Species, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009).</p> <p>[K]: See General Response: Combined Alternative Package (Preferred Alternative).</p> <p>[L]: CDOT will conduct on-site planting and slope stabilization along streams as required under SB 40 and CDOT’s MS4 permit. Under the TEA-21 federal guidance and the U.S. Army Corps of Engineers (USACE) Final Mitigation Rule, “preference shall be given, to the maximum extent practicable, to the use of the mitigation bank” to compensate for wetland impacts resulting from transportation projects using federal funds. During the permit process and final design, the USACE will determine if using wetland banking in this area is appropriate mitigation.</p> <p>[M]: The current survey form for this property does not have any information pertaining to the property being used as a school house and the form will be updated to reflect this important aspect of local history prior to any project action impacting the property. CDOT will conduct an assessment to determine whether the house, made of rusticated concrete blocks, can be successfully relocated. In addition, CDOT will prepare historical documentation of the home, to include photographs on archival paper, as part of the mitigation for the property.</p> <p>[N]: See General Response: Combined Alternative Package (Preferred Alternative).</p>

COMMENT	RESPONSE
<p>Jur-Muni 10 (continued)</p> <p>Jur-Muni 10_Broomfield Basket...pg3</p> <p>Date Received: 12/09/2009</p> <p>Source: Emailed Letter</p> <p>Name: City and County of Broomfield, Transportation Manager Debra Basket City/Zip: Broomfield 80020</p> <p>Table 4.9-3: Impacts to Park/Open Space Resources. Frank Varra Park is in Broomfield. Adjust Area of Impact (acres) on table. Please make this correction in the ROD.</p> <p>Page 4.9-12, Superior/Louisville Segment, paragraph 3 Correct Varra Park to be in Broomfield. Please correct in ROD.</p> <p>Page 4.9-28, Table 4.9-6: Mitigation Measures - Parks and Open Space Open space acquisition. Upon implementation, Broomfield's policy is that reimbursement for open space is paid even if replacement lands are not immediately available.</p> <p>Park land acquisition. Upon implementation, Broomfield will advocate that mitigation measures should not limit comparable replacement of parkland and facilities to within 2 miles of the affected parkland.</p> <p>Section 4.18-1. Utilities It appears that a few major utilities (i.e., sanitary sewer, reuse water, storm sewer) within the Broomfield Segment have been omitted from the discussion, Table 4.18-3 and Figure 4.18-3. There are also numerous utilities (water, sanitary sewer, storm sewer, irrigation ditches, and water reuse) within the Broomfield Segment that are not shown (diameters less than 24") which need to be taken into consideration during the design and construction of any transportation improvements.</p> <p>Section 4.20 Water Resources: Water Quality and Floodplains Surface Water Classifications (4.20-7) - It is anticipated that Rock Creek may be on the 305(d) list in the near future to include selenium (anticipated Spring 2010) and E. coli (anticipated within the next few years). Broomfield must be included in all reviews associated with the Rock Creek stream crossings.</p> <p>Mitigation (4.20-14) - Consideration shall be given to providing detention to address the 100-year storm runoff/water quality issues associated with the new imperviousness areas associated with additional lanes along US 36 at the following locations within Broomfield: (1) East bound off-ramp at US 36/SH 121; (2) US 36 culvert crossing approximately 1.5 miles west of SH 121; and (3) Along both sides of US 36 under S. 96th Street. Please note this in the ROD.</p> <p>Floodplain Impact Evaluation - Methodology (4.20-15) - It appears that the FEMA Q100 for Rock Creek is 4,520 cfs based on the Amendment to Flood Insurance Study, Broomfield Colorado, "Rock Creek Update from Superior Boundary Downstream to U.S. Highway 36" FEMA Contract No. EMW-94-C-4549, Taggart Engineering Associates, April 21, 2001. This should be addressed in final design.</p> <p>Floodplain Impact Evaluation - All Build Packages/Rock Creek (4.20-18) - It appears that the existing floodplain is contained within the US 36 crossing at Rock Creek and overtops during the 500-Year flood based on the following references: (1) Amendment to Flood Insurance Study, Broomfield Colorado, "Rock Creek Update from Superior</p>	<p>Response to Jur-Muni 10:</p> <p>[O]: This will be addressed during the ROW process in accordance with the Uniform Act.</p> <p>[P]: CDOT's process during final design entails a detailed review by our utilities specialists who are trained at finding these "hidden" utilities and helping the project team redesign to avoid or negotiate with the utility owner what needs to be done to minimize impacts to this service.</p> <p>[Q]: Broomfield will be included in all reviews during final design related to Rock Creek. Issues associated with Rock Creek water quality will be addressed at that time.</p> <p>[R]: CDOT and RTD will address the additional impervious areas in the water quality design.</p> <p>[S]: The new structure at Rock Creek will allow for 100-year flows under US 36; clarification regarding the Rock Creek flows has been included in the ROD.</p> <p>[T]: The existing structure is overtopped during the 500-year storm as well as the 100-year storm. The new structure at Rock Creek will allow for 100-year flows under US 36.</p>























COMMENT	RESPONSE
<p>Jur-Muni 10 (continued)</p> <p>Jur-Muni 10_Broomfield Baskett_.pg4</p> <p>Date Received: 12/09/2009</p> <p>Source: Emailed Letter</p> <p>Name: City and County of Broomfield, Transportation Manager Debra Baskett</p> <p>City/Zip: Broomfield 80020</p> <p>T cont'd</p> <p>U</p> <p>V</p> <p>W</p> <p>X</p> <p>Y</p> <p>Z</p> <p>Boundary Downstream to U.S. Highway 36, FEMA Contract No. EMW-94-C-4549, Taggart Engineering Associates, April 21, 2001; and (2) Flood Insurance Rate Map (FIRM) No. 0850730059F, Federal Emergency Management Agency, Revised August 18, 2004. This should be addressed in final design.</p> <p>Wetlands and Other Waters (Section 4.21) This section acknowledges Community Ditch and the adjacent Interlocken storm water ponds. The realignment of bikeways (Mitigation) should be taken into consideration during design and construction.</p> <p>Construction-Related Impacts (Section 4.22) As part of utility relocation, consideration should be given to the installation of utility sleeves under US 36 for future use.</p> <p>Appendix Maps</p> <p>Map 5, Appendix A- Corridor Reference Maps, Phase 1. The BRT/Rail Station is shown in the wrong location, in the red full parcel take. It should be shown at the Flatiron park n Ride to the west. It is shown correctly on Map 5, Corridor Reference Maps, Combined Alternative Package (Preferred Alternative). See attached markup on map. Please make this correction in the ROD.</p> <p>Map 5, Combined Alternative Package, Preferred Alternative and Map 5, Phase 1, there is a full parcel acquisition shown where the bikeway turns south to connect to the existing zip pathway. This is a developable parcel. In final design the area of right of way should indicate the area of the approximately a 20' impact area to accommodate the bikeway. See note on Page 5 of the attached markup. Please modify this in final design.</p> <p>Map 6, Combined Alternative Package, Preferred Alternative. Why isn't the small triangle of land to the west of the symbol for the BRT/Rail Station acquired? It is an island surrounded by takes on all sides. See attached mark up on map. Please clarify this in the Record of Decision (ROD).</p> <p>All Corridor Reference Maps for Phase 1 should indicate a managed lane in addition to general purpose lanes.</p> <p>Thank you your attention to these comments.</p> <p>Sincerely, <i>Debra A. Baskett</i> Debra A. Baskett Transportation Manager</p> <p>cc: George Di Ciero Charles Ozaki Kevin Standbridge</p>	<p>Response to Jur-Muni 10:</p> <p>[U]: CDOT will work to minimize impacts during final design. Also, see General Response: Final Design.</p> <p>[V]: This issue will be considered during final design with input from local jurisdictions and utility companies.</p> <p>[W]: As clarified in the ROD, the Phase 1 maps have been appended and the BRT/rail station logo has been moved to the correct location.</p> <p>[X]: The existing grading of that parcel is such that the re-grading of most of the parcel is required to accommodate the bikeway. In final design, CDOT will have more information to determine if impacts can be minimized.</p> <p>[Y]: The property has already been acquired by RTD.</p> <p>[Z]: As clarified in the ROD, the Phase 1 maps have been updated to indicate managed lanes and general-purpose lanes.</p>

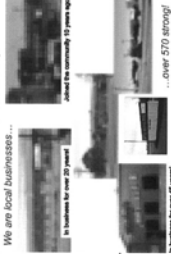
COMMENT	RESPONSE
<p>Jur-Muni 10 (continued)</p> <p>Jur-Muni 10_Broomfield Baskettt_pg5</p> <p>Date Received: 12/09/2009</p> <p>Source: Emailed Letter</p> <p>Name: City and County of Broomfield, Transportation Manager Debra Baskettt City/Zip: Broomfield 80020</p> 	




COMMENT	RESPONSE
<p>Jur-Muni 10 (continued)</p> <p>Jur-Muni 10_Broomfield Basket _pg6</p> <p>Date Received: 12/09/2009</p> <p>Source: Emailed Letter</p> <p>Name: City and County of Broomfield, Transportation Manager Debra Basket</p> <p>City/Zip: Broomfield 80020</p> 	

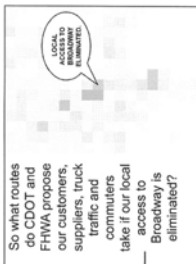
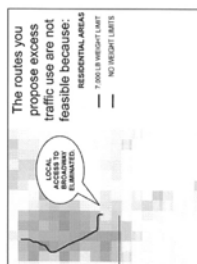
COMMENT	RESPONSE
<p>Jur-Muni 11</p> <p>Jur-Muni 11_Adams.doc_pg1</p> <p>Date Received: 12/14/2009 Source: Mailed Letter</p> <p>Name: Adams County Commissioners' Office; Colorado State Representative, District 35; Save Your Neighborhood Access (SYNA) Committee; and PerI Mack Community</p>  <p>December 7, 2009</p> <p>Mr. Russell George, Executive Director, CDOT e/o CDR Associates ATTN: Andrea Meneghelli 100 Anapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p>RE: Adams County and the Broadway Area Community's Submittal of Impacts Associated with Closing Local Access to Broadway</p> <p>Dear Mr. George:</p> <p>On behalf of the Adams County Board of Commissioners, State Representative Cherylin Peniston, Save Your Neighborhood Access (SYNA) Committee, Mapleton School District, North Washington Fire District, Adams County Sheriff's Office and local businesses and residents, we want to thank you and the US 36 project team for moving in a positive direction on the local access to Broadway issue. The State and Federal Highway Administration's (FHWA) openness and efforts to work with the county and community to halt (to the extent possible in the FEIS) the elimination of local access to Broadway from southbound I-25 and westbound I-270/US 36 prior to a separate study being conducted is greatly appreciated.</p> <p>Per the June 10, 2009 agreement among Adams County, SYNA Committee representatives and the State and FHWA (Broadway-area stakeholders), we are submitting this letter to share our concerns related to any potential closure of our local access to Broadway as part of Adams County's official comments for the US 36 FEIS.</p> <p>Also pertaining to our agreement, we have attached a hard copy of the slides presented by the SYNA committee to the State and FHWA at the April 9, 2009 US 36 public meeting along with the most current list of community members who have attended a meeting, written a letter or signed a petition in opposition to closing local access to Broadway. The county anticipates this letter and attached presentation will be officially responded to in the Record of Decision for the US 36 EIS. Further, as the Broadway-area stakeholders agreed to at the June 2009 meeting, this letter serves as a starting point for any subsequent study that shall take place prior to any changes to our local access to Broadway.</p> <p>W.R. "Skip" Fischer DISTRICT 1</p> <p>BOARD OF COUNTY COMMISSIONERS Alice L. Nichol DISTRICT 2</p> <p>Larry W. Price DISTRICT 3</p>	<p>Response to Jur-Muni 11:</p> <p>[A]: Comment noted.</p> <p>[B]: CDOT and RTD acknowledge the views of the Adams County Board of Commissioners, State Representative Cherylin Peniston, Save Your Neighborhood Access (SYNA) Committee, Mapleton School District, North Washington Fire District, Adams County Sheriff's Office, and local businesses and residents for your knowledge of the area and your concerns associated with the closing of local access to Broadway. CDOT and RTD appreciate your involvement in this process and look forward to a continued partnership when a separate study is conducted. Also, see General Response: I-25/Broadway Interchange.</p>

COMMENT	RESPONSE
<p>Jur-Muni 11 (continued)</p> <p>Jur-Muni 11_Adams.doc_pg2</p> <p>Date Received: 12/14/2009 Mailed Letter Source: Name: Adams County Commissioners' Office; Colorado State Representative, District 35; Save Your Neighborhood Access (SYNA) Committee; and PerI Mack Community</p> <p>Mr. Russell George December 7, 2009 Page 2</p> <p>B CAP/MS/BD</p> <p>The county and community's concerns about local access to Broadway being eliminated from southbound I-25 and westbound I-270/US 36 include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Impacts to our community • Residential impacts • Business and economic impacts • School impacts • Public safety impacts and emergency services impacts • Traffic impacts • Air quality impacts <p>Thank you once again for working with us to move forward successfully on this important issue. We look forward to a positive and coordinated effort among all Broadway-area stakeholders in the future to examine the effects of any access changes to Broadway.</p> <p>Sincerely,</p> <p><i>Larry Pace</i> Larry Pace Chairman</p> <p><i>Alice J. Nichol</i> Alice J. Nichol</p> <p><i>W. R. "Skip" Fisher</i> W. R. "Skip" Fisher</p> <p><i>Peggy Reinhold</i> Peggy Reinhold Colorado State Representative Chrylita Peniston, District 35</p>	

COMMENT	RESPONSE
<p>Jur-Muni 11 (continued)</p> <p>Jur-Muni 11_Adams.doc_pg3 Date Received: 12/14/2009 Source: Mailed Letter</p> <p>Name: Adams County Commissioners' Office; Colorado State Representative, District 35; Save Your Neighborhood Access (SYNA) Committee; and Peri Mack Community</p> <p>Save Your Neighborhood Access (SYNA) Committee</p> <p>Mr. Kevin Beach  Mr. Bob Koehn  Mr. Damon Brown  Mr. Dan Mick  Mr. Charles Claude  Mr. Randy Miller  Mr. Mark Chio  Fire Marshall Abe Prastik  Mrs. Lynn Cobo  Ms. Michelle Ramon  Mr. Norma Frank  Ms. Joseph M. Stene  Sheriff Deputy David Gabel  Ms. Trina Turner  Mr. Tim Vazquezberg  Ms. Lynn Johnson  Peri Mack Community      </p>	

COMMENT	RESPONSE
<p>Jur-Muni 11 (continued)</p>	<div data-bbox="344 1579 542 1843"> <p>SAVE YOUR NEIGHBORHOOD LOCAL ACCESS Community Presentation to the Colorado Department of Transportation and the Federal Highway Administration Global Leadership Academy 6:00 PM April 9, 2009</p> </div> <div data-bbox="344 1171 542 1436"> <p>Introduction</p> <ul style="list-style-type: none"> Meet our Broadway Community! Traffic Impacts Overview Business Perspective Residential Perspective School Perspective Emergency Responders Perspective Insurance Perspective </div> <div data-bbox="553 1171 657 1461"> <p>A Community Introduction to CDOT and FHWA. CDOT and FHWA need to get to know a community before they voluntarily decide to change it. The Broadway Area is an established community, built around a highway system. The Highway system is an integral part of the community, without it, we become isolated. Here's your opportunity to get to know us!</p> </div> <div data-bbox="820 1108 836 1123"> <p>2</p> </div> <div data-bbox="883 1579 1081 1843"> <p>Meet Our Community It takes a lot of different partners to create a community:</p> <p>Com mu ni ty Ke-myöo'ni-hë noun From Latin communis – common interests</p> <ul style="list-style-type: none"> Living in a particular area An interacting population </div> <div data-bbox="883 1171 1081 1436"> <p>Meet Our Community</p> <p>We are local businesses...</p>  <p>In business for over 20 years! ...over 570 strong!</p> <p>Joined the community 11 years ago!</p> </div> <div data-bbox="1105 1566 1162 1875"> <p>It takes a lot of different partners to create a community, and we've got all of them! We want to start off by introducing you to our community, so you better understand if our local access to Broadway is warranted.</p> </div> <div data-bbox="1105 1159 1211 1461"> <p>Meet our businesses – Nearly 600 businesses strong within a mile of our local Densmore access! We say "Yes!" because that's the heart of our business – such as shops, The Food Adventures, The Breadline for children, which are all businesses that have been in our neighborhood in the last several years because they can both serve the community and are accessible to the greater Denver metro area too. In fact, let's highlight Mickey's Restaurant for a moment. The Bionucci family has owned the spot where the restaurant is for three generations. They have been in the area since the 1950s. Mickey decided to open an Italian restaurant and take Mickey's to the next level. Mickey's is now a well-known and beloved restaurant in the area. Mickey's is a family-owned business that has continued to grow and the kids and grandkids get involved, they kind of out grew the space. Mickey's is a family-owned business that has been in the area since the property where Mickey's is now.</p> </div> <div data-bbox="1318 1150 1352 1461"> <p>People have been coming to Mickey's and our other businesses for years from all over the area. Mickey's is a family-owned business that has been in the area since we are a safe and accessible community.</p> </div> <div data-bbox="1352 1108 1369 1123"> <p>4</p> </div>

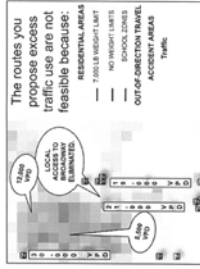
COMMENT	RESPONSE
<p>Jur-Muni 11 (continued)</p> <p>COMMENT</p> <p>We are families...</p>  <p>We are multiple generations of families, some with established roots for over 100 years. This area offers about 6000 homes in the area bounded by Pross to the west, Mt. to the north, US 36 to the east, and Roundtop to the south.</p> <p>What you don't see is that many generations of families call this area home, and we are proud to have close to one another and being accessible to the greater Denver area.</p>	<p>RESPONSE</p> <p>Meet Our Community</p> <p>We are MANY public schools...</p>  <p>Just in our area, we are 7 public schools, Westwood College, and many specialized technical schools – such as the Clear Creek Academy of Jewett and Hazel Aves, which joined our community over 5 years ago... and higher education opportunities.</p>
<p>COMMENT</p> <p>We host many of the county's and community's ...</p>  <p>We have libraries, community centers, senior care facilities, emergency response services, and we even host the County's Child and Family Services building, which annually, who come from anywhere in the County.</p> <p>This is not the county's only public services building here – don't forget the good high-quality access and our local schools for young children.</p> <p>We also have one of DTC's Park & Ride facilities, with over 300 parking spaces, serving 4 established regional routes, but more importantly, we have special transit services coming into and out of our neighborhood on a daily basis. Why would the District have located a park & ride here if it weren't for the great transit?</p> <p>For instance, during the week of May 11-17, 2008, '08's Access-a-Ride trips started or ended in our community.</p>	<p>RESPONSE</p> <p>Meet Our Community</p> <p>Roads can connect ...</p> <p>...all of the different partners in a community...</p> <p>or they can isolate it</p> <p>Local access already diminished</p> <p>Roads can connect all of the different partners in a community ...</p> <p>...OR THEY CAN ISOLATE IT!</p> <p>SUCH AS WHEN WE LOSE ACCESS TO THE EASTBOUND AND I-25 NORTHBOUND LATE LAST YEAR.</p>

COMMENT	RESPONSE
<p>Jur-Muni 11 (continued)</p> <p>So what routes do CDOT and FHWA propose our customers, suppliers, truck commuters take if our local access to Broadway is eliminated?</p>  <p>The routes you propose excess traffic use are not feasible because: LOCAL ACCESS TO BROADWAY ELIMINATED RESIDENTIAL AREAS</p> <p>THE FIRST PROBLEM IS YOUR PROPOSED ALTERNATIVE ROUTES FOR SOUTHBOND-25 TRAFFIC ARE RESIDENTIAL AREAS.</p> <p>-MANY OF OUR RESIDENTS ARE ELDERLY, WITH HEALTH ISSUES.</p> <p>-OUR COMMUNITY IS CONCERNED WITH INCREASED TRAFFIC, NOISE, SAFETY AND AIR QUALITY THAT WILL OCCUR WITH THE ADDITIONAL TRAFFIC YOU PROPOSE USE OUR RESIDENTIAL STREETS.</p>	<p>9</p> <p>10</p>
<p>THESE RESIDENTIAL AREAS ARE ALSO ENTIRELY WEIGHT LIMITED EXCEPT GREENWOOD BOULEVARD.</p> <p>BUT THE PROBLEM WITH GREENWOOD BOULEVARD IS...</p>  <p>The routes you propose excess traffic use are not feasible because: LOCAL ACCESS TO BROADWAY ELIMINATED RESIDENTIAL AREAS NO WEIGHT LIMITS</p> <p>THESE RESIDENTIAL AREAS ARE ALSO ENTIRELY WEIGHT LIMITED EXCEPT GREENWOOD BOULEVARD.</p> <p>BUT THE PROBLEM WITH GREENWOOD BOULEVARD IS...</p> <p>11</p> <p>12</p>	<p>10</p> <p>11</p> <p>12</p>

RESPONSE

COMMENT

Jur-Muni 11 (continued)



-AND LETS TALK TRAFFIC NOW -
 -ALL OF YOUR PROPOSED ROADS ARE ALREADY CONGESTED!
 AND THATS ALL THE ACCIDENTS, SCHOOLS, ZONES, RESIDENTIAL AREAS WHO HAVE TO USE THESE ROADS AND YOUR PROPOSED TRAFFIC VOLUMES, WE CANT SEE WHY YOU WOULD PROPOSE TO ADD EVEN MORE TRAFFIC ONTO THESE ALREADY CONGESTED STREETS.



-THE LAST POINT THE COMMUNITY WANTS TO MAKE ON YOUR PROPOSED ALTERNATIVE ROUTES IS ABOUT PEOPLE COMING OFF I-25 TO THE 88th AVENUE INTERCHANGE TO GO NORTH ON BROADWAY.
 -ONE OF THE MAJOR PROBLEMS THERE IS THE TRAFFIC THAT BLOCKS BROADWAY FOR SIGNIFICANT AMOUNTS OF TIME EVERYDAY SHOULD NOT BE SOLVED BY YOUR PROPOSED ALTERNATIVE ROUTES. IT SHOULD BE SOLVED WITH A GRADE SEPARATION OF BROADWAY FROM THE RAILROAD TRACKS.
 -JUST TOOK THIS PHOTO YESTERDAY!

13

14



March 4, 2009 (Wednesday) 8:00-9:30 pm = 175 Vehicles
 March 6, 2009 (Friday) 8:00-9:30 am = 81 Vehicles
 March 11, 2009 (Wednesday) 12:00-12:30 pm = 152 Vehicles
 March 11, 2009 (Wednesday) 4:30-5:00 pm = 177 Vehicles
 Average per 30-minute time frame = 154.25 Vehicles

15

16

COMMENT

Jur-Muni 11 (continued)

Morning and evening traffic counts turning onto Broadway.		
5:00 AM to 9:00 AM and 4:00 PM to 8:00 PM		
DATE	TIME	TOTAL PEAK HOUR COUNTS
3/27/09	5:00 AM TO 9:00 AM	176 CARS
	3:30 PM TO 7:00 PM	167 CARS
4/1/09	5:00 AM TO 9:00 AM	187 CARS
	4:00 PM TO 7:00 PM	172 CARS
4/2/09	5:00 AM TO 9:00 AM	187 CARS
	4:00 PM TO 7:00 PM	172 CARS
4/2/09	5:00 AM TO 9:00 AM	187 CARS
	4:00 PM TO 7:00 PM	172 CARS

Business Perspective

- Economic impacts to businesses
- Loss of jobs
- Property values
- Loss of revenue
- Loss of customers
- Increased overhead costs (i.e., time, fuel, etc.)
- Increased commute times for employees

There are about 600 businesses in the community with hundreds of employees and customers. We need to have a good location, and access is at the heart of our vibrant community. The State has already eliminated Northbound 225 and Eastbound 176 access.

Consider some of the impacts closing local access to Broadway will cause:

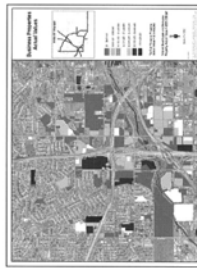
1. A lot of our businesses have fleets of cars and trucks. We also have a lot of third-party delivery services. Re-routing these larger vehicles through our neighborhoods, increases costs for our/deliveries have to take just few minutes, unnecessarily congested area. The cost of doing business will skyrocket -- we can't afford it.

Eliminating your local access to Broadway from the highway system is an inhumane hardship on the businesses, forcing them to close or relocate to less desirable locations.

18. See Northbound Access Study, with the last two paragraphs, and please visit www.us36corridor.com



THE MAJORITY OF TRAFFIC USING COMING OFF I-45 SOUTHBOUND AND I-275 WESTBOUND IS TURNING ONTO BROADWAY. IN THESE TOUGH ECONOMIC TIMES WHEN CDDOT'S BUDGET HAS BEEN CUT, WE DON'T WANT TO SPEND MILLIONS OF DOLLARS ON A PROJECT THAT ONLY BENEFITS UNDER 4,000 VEHICLES A DAY!






Over 275 businesses representing \$200 M in property value generating over \$20M in revenue.
 30% loss of value = \$60M in tax revenue
 50% loss of value = \$100M in tax revenue

RESPONSE

COMMENT	RESPONSE																																				
<p>Jur-Muni 11 (continued)</p> <div data-bbox="341 1575 535 1848"> <p>Property Value Analysis</p> <table border="1"> <thead> <tr> <th>PROPERTY #</th> <th>EST. EBL VALUE</th> <th>EST. EBL MARKET VALUE</th> <th>EST. EBL MARKET VALUE</th> </tr> </thead> <tbody> <tr> <td>PROPERTY #1</td> <td>\$ 3,006,154</td> <td>\$ 3,006,044</td> <td>\$ 2,778,879</td> </tr> <tr> <td>PROPERTY #2</td> <td>\$ 2,000,000</td> <td>\$ 1,750,000</td> <td>\$ 1,600,000</td> </tr> <tr> <td>PROPERTY #3</td> <td>\$ 1,000,000</td> <td>\$ 1,000,000</td> <td>\$ 1,000,000</td> </tr> <tr> <td>PROPERTY #4</td> <td>\$ 1,000,000</td> <td>\$ 1,000,000</td> <td>\$ 1,000,000</td> </tr> <tr> <td>TOTALS</td> <td>\$ 7,006,154</td> <td>\$ 7,756,044</td> <td>\$ 6,378,879</td> </tr> </tbody> </table> </div> <div data-bbox="568 1575 649 1848"> <p>There is a real possibility of these reducing values.</p> <p>Services address conditions for employees. On behalf of the entire business community, we ask you to reconsider the plans and Save our Broadway Access.</p> </div>	PROPERTY #	EST. EBL VALUE	EST. EBL MARKET VALUE	EST. EBL MARKET VALUE	PROPERTY #1	\$ 3,006,154	\$ 3,006,044	\$ 2,778,879	PROPERTY #2	\$ 2,000,000	\$ 1,750,000	\$ 1,600,000	PROPERTY #3	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	PROPERTY #4	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	TOTALS	\$ 7,006,154	\$ 7,756,044	\$ 6,378,879	<div data-bbox="341 1155 535 1428"> <p>Economic Impacts</p> <table border="1"> <tbody> <tr> <td>Average Jobs and Revenues</td> <td>17.4</td> <td>\$4,352,000.00</td> </tr> <tr> <td>Average X 150 Businesses</td> <td>2610</td> <td>\$662,800,000.00</td> </tr> <tr> <td>Actual Total (Rpm Data)</td> <td>455</td> <td>\$108,800,000.00</td> </tr> <tr> <td>Multiplier of 2</td> <td>920</td> <td>\$1,205,600,000.00</td> </tr> </tbody> </table> </div> <div data-bbox="876 1575 1071 1848"> <p>Residential Perspective</p> <p>■ You call us an "Environmental Justice Community - we'd rather think of ourselves as an: "An Established Neighborhood"</p> </div> <div data-bbox="876 1155 1071 1428"> <p>Residential Perspective</p> <p>■ US 36 Draft ES Statement:</p> <ul style="list-style-type: none"> ■ The communities with the possibility of experiencing adverse impacts predominantly borne by minority populations and/or low-income households from the project are those that are located in the Adams Segment. (Page 4.6-9) ■ Early public involvement efforts are key to addressing environmental justice issues and provide information to the project team about people's perceptions of impacts and their concerns. (Page 4.6-9) ■ Would you please contact us and talk to us about losing our local access to Broadway? </div>	Average Jobs and Revenues	17.4	\$4,352,000.00	Average X 150 Businesses	2610	\$662,800,000.00	Actual Total (Rpm Data)	455	\$108,800,000.00	Multiplier of 2	920	\$1,205,600,000.00
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<p>Jur-Muni 11 (continued)</p> <div data-bbox="341 1575 535 1848"> <p>Impact to schools</p> <ul style="list-style-type: none"> • Limits access to the community and surrounding areas from non-residents from surrounding communities • Provides for a more direct and safe route to and from schools • Provides for a more direct and safe route to and from schools • Provides for a more direct and safe route to and from schools • Provides for a more direct and safe route to and from schools </div> <div data-bbox="552 1554 698 1869"> <p>Closing road access to Broomfield from non-residents and limiting our community that has been built over time.</p> <p>Over the past several years, the community has been challenged with the increased traffic along Peck, Corral, Greenwood Blvd, North Washington, York Street, and Colorado Blvd. By closing the Broomfield exit, commuters will be further restricted from the area, which will result in increased traffic volume on the road, reducing the school's ability to safely transport students. Additionally, emergency vehicles are becoming increasingly challenged to quickly respond to our calls.</p> <p>On behalf of the Public Schools in the area, we strongly encourage local, state, and national officials to consider the negative and potentially damaging effects of closing the access to Broomfield.</p> </div> <div data-bbox="876 1575 1071 1848"> <p>Emergency Responders Perspective</p> <ul style="list-style-type: none"> ■ Increased response times ■ Grade crossing safety ■ Increased criminal activity ■ Increased insurance rates </div> <div data-bbox="341 1155 535 1428"> <p>Impact to schools</p> <ul style="list-style-type: none"> • Commuters will be unable to use these roads to get to work, school, or other destinations. • The increased traffic in the area directly impacts the ability of the school to transport students. • The increased traffic in the area directly impacts the ability of the school to transport students. • The increased traffic in the area directly impacts the ability of the school to transport students. </div> <div data-bbox="876 1155 1071 1428"> <p>Quality of Life</p> </div>	<p>RESPONSE</p>

COMMENT	RESPONSE
<p>Jur-Muni 11 (continued)</p> <div data-bbox="341 1575 544 1848"> <p>Clarity for local access to Broadway underpasses the project</p>  <p>OUR PREFERRED OPTION</p> <p>We need BOTH southbound I-25 and westbound I-275 to be BROADWAY!</p> </div> <div data-bbox="341 1165 544 1438"> <p>There will be access to community wants</p>  <p>OUR PREFERRED OPTION</p> <ul style="list-style-type: none"> • BUILD THE DIRECT CONNECTION BETWEEN I-25 SOUTHBOUND AND I-275 WESTBOUND TO BROADWAY LOCAL ACCESS TO BROADWAY • OR -- • MAKE THE PROPOSED DIRECT SOUTHBOUND I-25 TO US 36 <p>OUT OF THE US 36 EIS</p> <p>INSTEAD OF LOCAL ACCESS TO BROADWAY, WE SHOULD HAVE LOCAL ACCESS TO BROADWAY</p> </div>	<p>29</p> <p>30</p> <p>31</p> <div data-bbox="876 1575 1079 1848">  <p>OUR PREFERRED OPTION</p> <p>THANK YOU FOR YOUR TIME. WE WILL NOW TURN THE PROJECT OVER TO THE JONATHAN AND THE US 36 EIS TEAM.</p> </div>

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BROADWAY BUSINESS CENTER LLC</td> <td>1512 LAMAR ST SUITE 125</td> <td>DENVER</td> <td>CO</td> <td>80202</td> </tr> <tr> <td>6901 BROADWAY LLC</td> <td>1100 OAK PARK DRIVE SUITE 110</td> <td>DENVER</td> <td>CO</td> <td>80202</td> </tr> <tr> <td>7250 GULFWAY NO 139 LLC</td> <td>3278 SOUTH WACO WAY</td> <td>ARVADA</td> <td>CO</td> <td>80013</td> </tr> <tr> <td>7350 BROADWAY ASSOCIATES LP</td> <td>910 HARVEST DRIVE SUITE 205</td> <td>BLUE BELL</td> <td>PA</td> <td>19422</td> </tr> <tr> <td>7350 BROADWAY ASSOCIATES LP</td> <td>910 HARVEST DRIVE SUITE 205</td> <td>BLUE BELL</td> <td>PA</td> <td>19422</td> </tr> <tr> <td>74 BROADWAY LLC C/O ISHAN CALLAN AND CO</td> <td>2510 28TH STREET</td> <td>BOULDER</td> <td>CO</td> <td>80503</td> </tr> <tr> <td>851 HIGHWAY 224 A S LLC</td> <td>6401 N BROADWAY UNIT 1</td> <td>DENVER</td> <td>CO</td> <td>80221</td> </tr> <tr> <td>851 LLC</td> <td>12551 E 112TH AVE</td> <td>HENDERSON</td> <td>CO</td> <td>80221</td> </tr> <tr> <td>ARITZ ELDON L</td> <td>6890 HURON ST</td> <td>DENVER</td> <td>CO</td> <td>80240</td> </tr> <tr> <td>ACCESS SPORTS LLC</td> <td>1441 E 98TH PLACE</td> <td>DENVER</td> <td>CO</td> <td>80229</td> </tr> <tr> <td>ACME INDUSTRIAL LLC</td> <td>5900 WASHINGTON</td> <td>THORNTON</td> <td>CO</td> <td>80229</td> </tr> <tr> <td>ACME INDUSTRIAL LLC</td> <td>5940 ACOMA STREET</td> <td>DENVER</td> <td>CO</td> <td>80216</td> </tr> <tr> <td>ADAMS COUNTY</td> <td>5940 ACOMA STREET</td> <td>DENVER</td> <td>CO</td> <td>80216</td> </tr> <tr> <td>ADAMS COUNTY BOARD OF COUNTY COMMISSIONERS</td> <td>450 S 4TH AVE</td> <td>BRIGHTON</td> <td>CO</td> <td>806013137</td> </tr> <tr> <td>ADAMS COUNTY HOUSING AUTHORITY</td> <td>450 S 4TH AVENUE</td> <td>BRIGHTON</td> <td>CO</td> <td>806013137</td> </tr> <tr> <td>ADALDO THOMAS A AND ADALDO CANDACE S</td> <td>7190 COLORADO BLVD</td> <td>COMMERCIE CITY</td> <td>CO</td> <td>80202</td> </tr> <tr> <td>ADUCCI JOSEPH J 3 AND ENDAHIE MAINE R</td> <td>383 E 76TH AVE</td> <td>DENVER</td> <td>CO</td> 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PO BOX 21316	DENVER	CO	80221	1401 LLC	1861 E BENDIX DRIVE	TEMPE	AZ	85283	1533 70TH LLC	PO BOX 77583	STAMBOURT SPRINGS	CO	80477	1605-85 E 69TH AVENUE LIMITED LLP	8228 EVERETT WAY	ARVADA	CO	80005	6401 BROADWAY PROPERTY LLC C/O COMPTON DANDIO INC	12446 E 39TH AVE RD 302	DENVER	CO	80239	6800 BROADWAY BUSINESS CENTER LLC	1512 LAMAR ST SUITE 125	DENVER	CO	80202	6901 BROADWAY LLC	1100 OAK PARK DRIVE SUITE 110	DENVER	CO	80202	7250 GULFWAY NO 139 LLC	3278 SOUTH WACO WAY	ARVADA	CO	80013	7350 BROADWAY ASSOCIATES LP	910 HARVEST DRIVE SUITE 205	BLUE BELL	PA	19422	7350 BROADWAY ASSOCIATES LP	910 HARVEST DRIVE SUITE 205	BLUE BELL	PA	19422	74 BROADWAY LLC C/O ISHAN CALLAN AND CO	2510 28TH STREET	BOULDER	CO	80503	851 HIGHWAY 224 A S LLC	6401 N BROADWAY UNIT 1	DENVER	CO	80221	851 LLC	12551 E 112TH AVE	HENDERSON	CO	80221	ARITZ ELDON L	6890 HURON ST	DENVER	CO	80240	ACCESS SPORTS LLC	1441 E 98TH PLACE	DENVER	CO	80229	ACME INDUSTRIAL LLC	5900 WASHINGTON	THORNTON	CO	80229	ACME INDUSTRIAL LLC	5940 ACOMA STREET	DENVER	CO	80216	ADAMS COUNTY	5940 ACOMA STREET	DENVER	CO	80216	ADAMS COUNTY BOARD OF COUNTY COMMISSIONERS	450 S 4TH AVE	BRIGHTON	CO	806013137	ADAMS COUNTY HOUSING AUTHORITY	450 S 4TH AVENUE	BRIGHTON	CO	806013137	ADALDO THOMAS A AND ADALDO CANDACE S	7190 COLORADO BLVD	COMMERCIE CITY	CO	80202	ADUCCI JOSEPH J 3 AND ENDAHIE MAINE R	383 E 76TH AVE	DENVER	CO	80226206	ADAMS WENDY J 6 AND ROTELLO ANI II LLP	4055 QUAY	WHEATBRIDGE	CO	80033	ALPHA AND BROWN ENTERPRISES LLC	909 EAST 68TH AVE	DENVER	CO	80229	AMMCO LLC	16411 OLAN RIDGE COURT	MORRISON	CO	80104	ANDERSON BONELESS BEEF INCORPORATED	899 WHISPERING OAK DRIVE	CASTLE ROCK	CO	80104	ARTISTIC FLOWERS AON GIFTS INC	509 E 75TH AVE	DENVER	CO	80229	BALSTREER BLOCKS 103 AND 104 PARTNERSHIP	482 W 114TH WAY	NORTHGLENN	CO	80224	BALSTREER JOHN A	6700 WASHINGTON ST	DENVER	CO	80229	BANUELOS LEO AND TULENTE TERESITA DELA EILEEN	1946 E 65TH AVE	DENVER	CO	80221	BARNES TONY L AND O CONNOR-BARNES	7629 CONIFER ROAD	DENVER	CO	80229	BARRE RANDY L AND BARRE SANDRA L ANN	7450 WILLIAMS ST	DENVER	CO	80229	BATEMAN LARRY LEROY AND BATEMAN MARY ANN	6911 BROADWAY ST	DENVER	CO	80221	BAYTON JOE M SR AND BAYTON MARTHA	900 W 70TH AVENUE	DENVER	CO	80221	BB-CO 8 LLC 801798K INT AND BRIDGE CO INVESTMENT FUND I (BRIMWOOD LLC 9/8/22)	6770 GREEN COURT	DENVER	CO	80221	BB-CO 8 LLC 801798K INT AND BRIDGE CO INVESTMENT FUND I (BRIMWOOD LLC 9/8/22)	5395 SOUTH COMMERCIE DRIVE SUITE 175	SALT LAKE CITY	UT	84107	BB-CO 8 LLC 801798K INT AND BRIDGE CO INVESTMENT FUND I (BRIMWOOD LLC 9/8/22)	5395 SOUTH COMMERCIE DRIVE SUITE 175	SALT LAKE CITY	UT	84107	BECKER PROPERTIES LLC	1400 E 69TH AVE	DENVER	CO	80221	BIGGS KEVIN E AND YINKE M COMPANY	1215 E 69TH AVE UNIT A	DENVER	CO	80221	BLUE OVAL INVESTMENTS LIMITED LIABILITY COMPANY	5000 KINOSTON ST	DENVER	CO	80239	BOBE BUILDING SOLUTIONS DISTRIBUTION LLC	1111 WEST JEFFERSON ST	BOISE	ID	83728	BOCCO LAWRENCE E AND BOCCO LOYOLA A	8228 EVERETT WAY	ARVADA	CO	800052209	BOULDER CAMPOUND INC	2560 49TH STREET	BOULDER	CO	80301	BOYER WILLIAM J (BROCCO) TRUST THE ATTN WILLIAM J BOYER TRUSTEE	21528 MOUNTSFIELD DRIVE	GOLDEN	CO	80401	BRITANNY RIDGE AT METRO OWNERS ASSOCIATION INC C/O HOMEOWNERS CONCERNS	1527 E 131ST PLACE	THORNTON	CO	80241
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RESPONSE

COMMENT

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WADSWAY NORTH HOMEOWNERS ASSOCIATION	501 E COUNTY RD 70	WELLINGTON	CO	80549
BRONCUCO BETTY L	140 W 70TH AVE	DENVER	CO	802212912
BRONCUCO ENTERPRISES LLC	6950 BROADWAY	DENVER	CO	802212902
BRONCUCO JOSEPH A AND BRONCUCO MARLENE	120 E 70TH AVE	DENVER	CO	802212904
BRONCUCO MICHAEL AND BRONCUCO MARLENE	544 SUNDOWN LANE	DENVER	CO	80221
BROWNLEE ROBERT D	12002 MELODY DRIVE	WESTMINSTER	CO	80234
BUMGARDNER JACK L AND BUMGARDNER JILL	70540 ROSS STREET	BROOMFIELD	CO	80021
BURKEY MANAGEMENT COMPANY INC	12021 PENN STREET NO 102	THORNTON	CO	80241
BUTLER HENRY JR AKA HENRY A JR	9163 W 75TH CIR	ARVADA	CO	80005
C.E.S. ENTERPRISES LLC	1383 S GARFIELD AVE	LOVELAND	CO	80537
CAPITAL ASSET FINANCE CORPORATION C/O LAFF STEIN CAMPBELL TUCKER AND DELAN	7790 E BELLEVUE AVE SUITE 204	ENGLEWOOD	CO	801112616
CAPITAL AUTOMOTIVE HOLDINGS LLC	8270 GREENSBORO DR STE 550	MC LEAN	VA	221024909
CARLO LLC	5725 OGLE STAGE RD	BOULDER	CO	80302
CARMA WESTMINSTER LLC	188 INVERNESS DRIVE WEST SUITE 150	ENGLEWOOD	CO	80112
GASTRO MANUEL/BEATRIZ AND CASTRO ALMA	1601 S PERRY	DENVER	CO	80219
CDM CAPITAL ASSET GROUP INC	10880 BENSON DRIVE SUITE 2390	OVERLAND PARK	KS	66210
CENTER GREENHOUSE INC	1550 E 73RD AVE	DENVER	CO	802296904
CENTER LAND COMPANY C/O PAUL WILSON	7354 N WASHINGTON ST	DENVER	CO	80229
CENTER LAND PROPERTIES	7285 GULPIN WAY SUITE 100	DENVER	CO	80229
CENTRAL LATIN AMERICAN DISTRICT COUNCIL OF THE ASSEMBLIES OF GOD	7510 SHERMAN ST	DENVER	CO	80221
CHAPMAN MAX LEE TRUST DTD 06/09/2005	2111 ALBIRE STREET	GOLDEN	CO	80401
CHARRIERER PAUL R TRUST AND CHARPENTIER KATHRIN A TRUST THE	1601 GARNET STREET	BROOMFIELD	CO	80020
CHAVEZ MARIO AND CHAVEZ MARGARET	739 WICK 47	HUNTSVILLE	CO	80642
CHEKDOWN CHEVROLET LLC	7320 N BROADWAY	DENVER	CO	80221
CHEKDOWN COLLISION CENTER INC	7420 N WASHINGTON STREET	DENVER	CO	80229
CHINA BOWL EXPRESS INC	7220 PECOS ST	DENVER	CO	802212762
CINCO DON	9555 HALSTON ROAD	ARVADA	CO	80002
CINCO FRANK AND IN CONNECTION WITH AN EXCHANGE THE GRANTEE UNDER THE 1031 OF	155 ALBION STREET	DENVER	CO	80202
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CIRBO MARK AND CIRBO LYNN	16670 JASMINE ST	BRIGHTON	CO	806024053
CITY OF THORNTON	5500 CIVIC CENTER DR	THORNTON	CO	80229
CLEAR CREEK BUSINESS CENTER LLC	1312 LARIMER ST SUITE 325	DENVER	CO	80202
CMC STEEL FABRICATORS INC	1 STEEL MILL DRIVE	SEGUIN	TX	78155
COEN DONALD AND COEN FRANCES	6769 JAY ROAD	BOULDER	CO	80301
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COLORADO DEPARTMENT OF TRANSPORTATION	4201 E ARKANSAS AVE	DENVER	CO	80222
COLORADO DEPARTMENT OF TRANSPORTATION	2000 SOUTH HOLLY ST	DENVER	CO	802224818

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GORSKI JOHN M AND GORSKI DELANA K	10032 IRVING STREET	CO 80030
GPA TOWER LLC C/O AXOS COMMERCIAL	2460 W 26TH AVENUE SUITE 300-C	CO 80211
GUTIERREZ MANUEL JAVIER AND GUTIERREZ LAURA	4324 CENOTON STREET	CO 80249
GUTIERREZ MIGUEL SR AND OTILIA	4515 HOOKER STREET	CO 80211
GUTENICHT ERIC AND JESSICA LLC	911 E 75TH AVE	CO 80229-401
HAAS KEITH AND HAAS SHARON	7148 RUSSELL COURT	CO 80007
HALLIGAN DAN AND HALLIGAN SHERRI	851 US HWY 224 NO. B4	CO 80229
HALLIGAN DANIEL P AND HALLIGAN SHERRI E	851 E HIGHWAY 224 UNIT A4	CO 80229-6853
HALLIGAN DANIEL P AND HALLIGAN SHERRI E	851 HWY 224 A-3	CO 80229
HANEY LEASING LLC	6540 N WASHINGTON STREET	CO 80226
HARMAN MANAGEMENT CORPORATION	PO BOX 572530	UT 84057
HARRISON DOUGLAS	1085 N 50 W	UT 84057
HEFNER LINDA AND ROTHFUSS ROBERT M JR	4803 W 114TH DRIVE	CO 80031
HERTZ REALTY CORPORATION ACCOUNTING IN	225 8BAE BLVD	CO 80031
HIGH NOON ASSOCIATES	2750 QUAIL VALLEY ROAD	NY 07566-1888
HIGH POINT VILLAGE HOMEOWNERS ASSOC C/O MANAGEMENT SPECIALISTS INC	390 INTERLOCKEN CRESCENT STE 500	CA 93463
HOFMAN INVESTMENT COMPANY INC	6825 BROADWAY	CO 80021-8641
HYLAND HILLS PARK AND RECREATION DISTRICT	1800 W 69TH AVE	CO 80221
INGLE REAL ESTATE LIMITED PARTNERSHIP	200 E BELTLINE DR	CO 80060
INVESTORS PERCHANT ONE LLC	965 PEARL STREET	TX 75019
J AND C LLC	7575 W 22ND AVE	CO 80022
J D STEEL COMPANY INC	PO BOX 38009	CO 80214-5717
JACOBI LTD LIABILITY CO	6383 S NETHERLAND WAY	AZ 85005
JFK PARTNERSHIP LLP ET AL C/O STOCK BUILDING SUPPLY ATTN CLIFF M	20719 SANCHO MONTECITO DRIVE	CO 80138
JHOS LLC	3717 S UNIVERSITY DRIVE	TX 76109
JMA INVESTMENTS LLC	6393 S NETHERLAND WAY	CO 80036
JW HOLDINGS LLC	2469 E HIGHWAY 224	CO 80229
JWS INVESTMENTS LLC	435 GARLAND STREET	CO 80028
JWSK INVESTMENT GROUP LLC	6591 WASHINGTON ST	CO 80029
K AND C SISTER LLC	5943 DOWNING CIRCLE	CO 80029
K L WORTHY LLC	2555 E 70TH AVENUE	CO 80029
KE HOME COGNADO INC	5975 S QUERC STREET SUITE 300	CO 80111
KING HOWARD G REED GARY/HOEFNER REBE L TRUSTS/CHURCH OF GOD CP PROPERTIES	1010 W 69TH AVE	CO 80221
KONIGSBERG REALTY CO	7705 E ADAMS RD SUITE 280	CO 80112
LA BUSO DAVID C TRUSTEE FOR CLYDE LA	21408 INDIAN SPRINGS RD	CO 80453
LAMA PROPERTIES LLC	7535 LAFAYETTE	CO 80229-6437
LE SON AND LI THUY	6955 N BROADWAY	CO 80021
LEMAE MANUEL	131 LONELAND WAY	CO 80401
LEVIN GARY	3800 DOWNING STREET	CO 80005
LINTHICUM NANCY O BREN	2750 QUAIL VALLEY ROAD	CA 93463
LMC PROPERTIES INC	7764 SHADOW GLEN LN	TN 38002
LO CHAY AND DOU NU TO	PO BOX 8048 BLDG 100 RM U4228	PA 15101
LORE STAR HEAT TREATING CORP	1100 HICKORY WY	CO 80516
LOWERY RICK AND LOWERY CYNTHIA	6000 UTSA RLYD BLDG 2	TX 78249
LOWRY DEVELOPMENT LTD	3001 E 75TH AVE UNIT C	CO 80229
MALMSTROM LARS	741 S WILLIAMS STREET	CO 80209
MANDALAY IRRIGATION COMPANY	3723 W 97TH AVENUE	CO 80031
MARCHESE LAND CO LLC C/O JERRY J MARCHESE	NEED ADDRESS	CO 80031
	740 DOWNING WAY	CO 80229
	THORNTON	CO 80229

COMMENT

Jur-Muni 11 (continued)

RESPONSE

OWNER	ADDRESS	CITY	STATE	ZIP CODE
MARRONE ANTONETTE 25% /MARRONE ANTONETTE 75% /MARRONE STANLEY 25%	3041 E 71ST AVE	DENVER	CO	80229
MASERANG WENDE L AND JACSON EUGENE P	6970 OSAGE STREET	DENVER	CO	80221
MAURER SCOTT AND MAURER KIMBERLEY W	2941 LADIMINE STREET	DENVER	CO	80207
MAZZOTTI GEORGE VIKTOR ETAL	7340 RACE ST	DENVER	CO	802266909
MAZZOTTI FRED J AND MAZZOTTI BETTY L	1780 W 115TH CIRCLE	WESTMINSTER	CO	80234
MAZZOTTI FRED J AND MAZZOTTI BETTY L	1780 W 115TH CIRCLE	WESTMINSTER	CO	80234
MAZZOTTI GEORGE V AND MAZZOTTI RUTH G	7340 RACE ST	DENVER	CO	802266909
MC DANIEL LARRY E AND MANKY J	13740 BASALT CT	BROOMFIELD	CO	80020
MEASTAS STEVE AND MEASTAS LESLIE L	6800 MARIPOSA ST	DENVER	CO	80221
MENICINO PARTNERS	8787 TURNPIKE DRIVE NO. 240	WESTMINSTER	CO	80039
METRO WASTEWATER RECLAMATION DISTRICT	NEED ADDRESS			
MING HONG HOLDINGS LLC	5028 W 155TH LANE 3106	ARVADA	CO	80002
MILANO PATRICK R AND MILANO ANTHONY J	5778 S DUPON CIR	UTILETON	CO	80228680
MILLER JOHN B	7339 RACE ST	DENVER	CO	80229
MMI INVESTMENTS LLC	16840 E 121ST CIRCLE	BRIGHTON	CO	80603
MOL E LUF AVE	8301 E LUF AVE	DENVER	CO	802313252
MORRIS BERNETT AL	4515 WOODSUS WAY	DENVER	CO	80237
MT ZION LUTHERAN CHURCH	7120 ROCKS	DENVER	CO	802217874
MUNOZ VANGIE J	500 PRINCE ST	DENVER	CO	80221
MVG TURNPIKE LLC UNID 35-0858% INT ET	4345 ALCOTT STREET	DENVER	CO	80211
CO SWN EQUITIES LLC	18831 VON KARMAN SUITE 200	IRVINE	CA	92612
LEE MICHAEL TIMOTHY AND NAEL ROBERTA	PO BOX 747	BYERS	CO	80103
NELSON LANCE R AND NELSON RONNIE W	7601 LAHARRETT STREET	DENVER	CO	80229
NELSON JOHN E	11388 LAMAR STREET	WESTMINSTER	CO	80020
NEW N WASHINGTON LLC	7000 E BELLEVUE AVENUE SUITE 300	GREENWOOD VILLAGE	CO	80111
NGR LLC	4404 FAIRWAY LANE	BROOMFIELD	CO	80020
NICHOL FAMILY TRUST THE	891 E 71ST AVE	DENVER	CO	80229
NODRES LLC	5983 W 88TH AVE	ARVADA	CO	80005
NORTH SIDE GARDENS LLC	1550 EAST 73RD AVE	DENVER	CO	80229
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NORTH SIDE GARDENS LLC	1550 EAST 73RD AVE	DENVER	CO	80229
NORTH WASHINGTON FIRE PROTECTION DISTRICT	8055 WASHINGTON ST	DENVER	CO	802295818
NORTH WASHINGTON WATER AND SANITATION DISTRICT	3172 E 78TH AVE	DENVER	CO	80229
NOTARY JAMES AND NOTARY LINDA L	6881 N1440 ST	DENVER	CO	802217030
O A E PARTNERSHIP	7894 MARITAN ST	DENVER	CO	802214230
OLGUIN JAMES J AND OLGUIN YOLANDA V	6769 BENTON ST	ARVADA	CO	800394242
PALEMO, DOMENICO, PALEMO L L C	2071 E 74TH AVE	DENVER	CO	80229
PEDOTTO JOSEPH J AND PEDOTTO EDWARD M	6946 W 83RD WAY	ARVADA	CO	80003
PEDOTTO JOSEPH J AND PEDOTTO EDWARD M	6946 W 83RD WAY	ARVADA	CO	80003
PENNETTA RANDOLPH G AND PENNETTA SHARRON L	8905 LANGER STREET	WESTMINSTER	CO	80031
PETERSON DONALD O	12055 WELD CO RD NO. 2	BRIGHTON	CO	80601
POLSON CHARLES M AND POLSON SHALON M	1656 E 135TH AVE	DENVER	CO	802411882
PONTALES ROBERTO E C	6820 OSAGE STREET	DENVER	CO	80211
POWELL MANKY M	2150 W 97TH PLACE	THORNTON	CO	80229
PREMER INTERNATIONAL LLC	1520 W 72ND AVE	DENVER	CO	80221
PRINTSMITH LLC	1387 E 68TH AVE	DENVER	CO	80229
PUBLIC SERVICE COMPANY	PO BOX 640 NO. 400	DENVER	CO	80202
PUNNETTI ANGELO J AND PUNNETTI ESITERA ELLEN	450 E 76TH AVE	DENVER	CO	802296205

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COMMENT	RESPONSE
<p>Jur-Muni 12</p> <p>Jur-Muni 12_ Westminster(2).doc_pg1</p> <p>Date Received: 12/14/2009</p> <p>Source: E-mailed Letter</p> <p>Name: City of Westminster, Matt Lutkus, Deputy City Manager for Administration</p> <p>December 14, 2009</p> <p>CDR Associates 100 Arapahoe Avenue, Suite 12 Boulder, CO 80302</p> <p>Attn.: Mr. Andrea Meneghel Re: US 36 Final Environmental Impact Statement – City of Westminster Comments</p> <p>Dear Andrea:</p> <p>Enclosed please find the City's comments on the US 36 Final Environmental Impact Statement (FEIS). I previously sent to you a copy of the Resolution from the Westminster City Council indicating the City's support of the document. Please note that all of the enclosed comments relate to items that we feel can be addressed during the final design of improvements to the US 36 Corridor.</p> <p>Thank you for the opportunity to provide these comments. I look forward to the completion of the FEIS and the issuance of a Record of Decision for Phase I of the improvements.</p> <p>Sincerely,</p> <p>Matt Lutkus Deputy City Manager for Administration</p> <p>cc: Dave Downing, City Engineer</p>	<p>Response to Jur-Muni 12:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Jur-Muni 12 (continued)</p> <p>Jur-Muni 12_ Westminster (2).doc_pg2 Date Received: 12/14/2009 Source: E-mailed Letter</p> <p>Name: City of Westminster, Matt Lutkus, Deputy City Manager for Administration</p> <p>City of Westminster Comments – US 36 Final Environmental Impact Statement (December 14, 2009)</p> <p>1.) The City is adamantly opposed to the proposed closure of 88th Place at Sheridan Boulevard. City representatives have consistently voiced objection to this proposal throughout the course of the preparation of the EIS. We feel that it is unnecessary for the westbound off-ramp at the Sheridan Boulevard interchange to be designed in such a manner to preclude the preservation of the 88th Place intersection onto Sheridan Boulevard, and we strongly believe that the elimination of the 88th Place/Sheridan Boulevard intersection would adversely impact many more business establishments than those few that are currently identified in the FEIS.</p> <p>Discussion of this item appears on, at least, the following pages of the document: Volume I – p. 2.6-35, p.3.5-15, p.3.6-2, p. 4.2-22, p. 4.3-19, p. 4.6-15, p.4.6-30, & p. 8.4-3 (Table 8.4-1) Volume III – p. 64 (Comment #14-10)</p> <p>2.) The City would like to preserve the opportunity for further consideration of the use of earth berms as noise mitigation measures in lieu of the currently proposed sound walls in those areas where sufficient rights-of-way for the berms could be acquired at no additional cost to future project sponsors (e.g. adjacent to City-owned parcels). We understand that the installation of berms requires greater rights-of-way than that needed for walls, and we appreciate the desire to control right-of-way costs. However, the City does not wish to be precluded from the potential use of berms for noise mitigation in those areas where the necessary rights-of-way may be donated to future project sponsors. This same comment would apply to those instances in which retaining walls have been proposed in the FEIS as a means of controlling right-of-way costs. Again, our main concern is that walls or fences tend to attract graffiti, and that major problem would be eliminated by the use of berms.</p> <p>Discussion of this item appears on, at least, the following pages of the document: Volume I – p. ES-16, p.4.4-7, p. 4.6-31, p. 4.6-35 (Table 4.6-2), p.4.7-21 through p. 4.7-23, p.4.9-22 (Figure 4.9-7), p. 4.9-23 (Figure 4.9-8),</p>	<p>Response to Jur-Muni 12:</p> <p>[B]: The current level of design indicates that closure of the access to Sheridan Boulevard from West 88th Place is needed. As stated in Volume III, Response to Comments, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009), (specifically, response to Comment #14-10), some businesses along West 88th Place can be accessed from Yates Street and others can be accessed from the remainder of West 88th Place. During final design, the closure of West 88th Place at Sheridan Boulevard may be reconsidered.</p> <p>[C]: Using berms instead of sound walls or retaining walls can be considered in final design. However, in one case in the City of Westminster, the berm would impact additional parkland (Oakwood Park) and would not be approved in this NEPA action because of the requirement to select the least impacting action with regard to Section 4(f) properties. However, the City of Westminster could pursue a berm under a separate action.</p>

COMMENT	RESPONSE
<p>Jur-Muni 12 (continued)</p> <p>Jur-Muni 12_ Westminster (2).doc_pg3 Date Received: 12/14/2009 Source: E-mailed Letter</p> <p>Name: City of Westminster, Matt Lutkus, Deputy City Manager for Administration</p> <p>p. 4.9-27, p.4.11-8 (Table 4.11-4), p. 4.11-11, p. 4.11-8 (Figure 4.11-F), p. 4.26-5, p. 8.2-13, p. 8.4-7 (Table 8.4-1), & p. 8.4-9 (Table 8.4-1) Volume III – p. 55 (Comment #14-21)</p> <p>3.) The City will have much input into the details of the future, final design of the bike path within the boundaries of the City of Westminster. Some of the "details" of the final design are items that we consider to be extremely important. Among those critical facets of the bike path design are:</p> <p>a. The Pedestrian/Bicycle Section states that a bikeway signal is proposed to enable bikes to cross 72nd Avenue. The City opposes this since the spacing will not work relative to the existing traffic signal at Raleigh Street/72nd Avenue. The City plans to realign Bradburn Boulevard to intersect 72nd Avenue at Raleigh Street. As a part of this, a trail connection would be built directly from realigned Bradburn Boulevard to the Little Dry Creek Trail north of 72nd Avenue.</p> <p>b. The Bikeway paragraph on p. 2.6-37 states that access to the bikeway from Sheridan Boulevard would be provided via 88th Avenue. The City would prefer that ramps be installed both on the east and west sides of Sheridan Boulevard directly to the bikeway.</p> <p>The FEIS states that there would be no direct access to the bikeway from 92nd Avenue. The City believes that access needs to be provided to the bikeway from both the north and south sides of 92nd Avenue to serve the surrounding neighborhood. This same comment applies to the need for access from sidewalks on both sides of Church Ranch Boulevard to the bikeway underpass.</p> <p>The bikeway is proposed to be routed over the BNSF railroad tracks. The City is not in favor of this alignment. The City proposes that the trail go under the BNSF tracks and be routed through the City's Lower Church Lake Open Space. This alignment is far superior to what is proposed for the following reasons:</p> <p>i) The FEIS design puts the bikeway literally less than five feet from US 36. The experience would be very unpleasant</p>	<p>Response to Jur-Muni 12:</p> <p>[D]: CDOT and RTD will continue to work with the City of Westminster during final design.</p> <p>a. During final design, options of crossing 72nd Avenue or going to the Raleigh Street/72nd Avenue signalized intersection to access the Little Dry Creek Trail will continue to be evaluated.</p> <p>Your proposal for the realignment of Bradburn Boulevard improves the connection from the bikeway alignment down Bradburn Boulevard to the Little Dry Creek Trail. Please let CDOT and RTD know when these plans are forthcoming.</p> <p>b. See General Response: Bikeway. The City of Westminster can provide for these ramps (Sheridan Boulevard and Church Ranch Boulevard) or other connections with local funds, or by applying for federal funds. These features can then be added to the construction phase for that area.</p> <p>Coordinating railroad traffic with the type of construction required for an underpass is difficult because rail traffic would need to be rerouted or stopped during construction. The likelihood of the railroad approving this impact to their facility is remote. Additionally, groundwater levels, due to the nearby lake, could be problematic with an underpass. Therefore, the overpass proposed appears to be the more practical solution and is included in the Combined Alternative Package (Preferred Alternative). Additional consideration can be taken into account during final design.</p> <p>c. CDOT will consider bikeway design improvements as you suggest during the final design process. Also, see General Response: Bikeway.</p> <p>d. CDOT will consider bikeway design improvements for this "clover-leaf" that minimize adverse impacts as you suggest during the final design process.</p>

COMMENT	RESPONSE
<p>Jur-Muni 12 (continued)</p> <p>Jur-Muni 12_ Westminster (2).doc_pg4 Date Received: 12/14/2009 Source: E-mailed Letter</p> <p>Name: City of Westminster, Matt Lutkus, Deputy City Manager for Administration</p> <p>and very noisy. Trail maintenance would be difficult with gravel and snow constantly being pushed onto the trail. The FEIS alignment requires bike riders to unnecessarily gain and lose elevation going up and over the railroad track overpass.</p> <p>ii) The alignment through open space would be quieter, safer and much more pleasant.</p> <p>iii) An underpass provides much more convenient access to both the BRT Station and planned Commuter Rail Station at the Shops at Walnut Creek.</p> <p>c. The City advocates separating the bikeway much more than the proposed 12 feet where the bikeway abuts City open space. The City welcomes using its open space as a location for the bikeway.</p> <p>d. The City does not support the proposed "clover leaf" design for the US 36 trail at the southeast corner of US 36 and Westminster Boulevard. This design has significant negative and unnecessary adverse impacts on the abutting Hyland Village project. The City can provide input on alternative alignments that minimize the adverse impacts.</p> <p>Discussion of this item appears on, at least, the following pages of the document: Volume I – p. 2.6-36, p. 2.6-37, p. 4.11-8 (Table 4.11-4), & p. 7.6-29 (Figure 7.4-20)</p> <p>4.) The City does not endorse the currently proposed alignment of the Church Ranch Boulevard eastbound on-ramp. We recognize that the construction of this particular ramp will not be included within Phase I of US 36 improvements. However, we wish to reserve the right to continue to provide input into this design detail at such time that the final design of these improvements occur. It is our belief that the design outlined in the FEIS would adversely affect City open space and unnecessarily destroy a beautiful stretch of Walnut Creek.</p> <p>Discussion of this item appears on, at least, the following pages of the document: Volume I – p. 4.14-27, p. 4.21-23, p. 4.21-25, & p. 7.6-14 (Figure 7.4-5)</p> <p style="text-align: center;">D Continued</p> <p style="text-align: center;">E</p>	<p>Response to Jur-Muni 12:</p> <p>[E]: The City of Westminster will be invited to provide input during final design, and at that time, the City of Westminster can suggest a design with less impacts. Regardless, during final design, CDOT will continue to evaluate ways to minimize project impacts.</p>




COMMENT	RESPONSE
<p>Jur-Muni 12 (continued)</p> <p>Jur-Muni 12_ Westminster (2).doc_pg5 Date Received: 12/14/2009 Source: E-mailed Letter</p> <p>Name: City of Westminster, Matt Lutkus, Deputy City Manager for Administration</p> <p>5.) Proposed storm water detention pond locations should be modified, as necessary, to maximize the development potential of the remainder parcels.</p> <p>6.) The City would strongly prefer that the location of the Church Ranch BRT Station be shifted to the west in order to minimize the distance that commuters would have to walk from the designated parking lots. Under this scenario, commuters would use a pedestrian walkway under US 36 that would be located adjacent to the Burlington Northern/Santa Fe track.</p> <p>7.) The City requests that adequate rights-of-way be identified and reserved (i.e. not encumbered by other proposed improvements) for a future, potential overpass of US 36 for 88th Avenue. We understand that this overpass would not be a "project cost" of the sponsors of US 36 improvements. However, the City does not want to be precluded from pursuing the construction of this overpass in the future.</p> <p>8.) The City requests the inclusion of lighting along the highway and within pedestrian underpasses as part of the scope of improvements to the US 36 Corridor.</p> <p>9.) Access must be provided from realigned 112th Avenue to the City-owned parcel located on the south side of 112th Avenue, immediately east of the highway.</p> <p>10.) The City is concerned about the proposed reduction of the length of storage for vehicles making the eastbound 92nd Avenue to northbound Sheridan Boulevard movement. A third left turn lane may be necessary to compensate for the proposed loss of vehicle storage.</p> <p>11.) The City of Westminster endorses the publication of <u>Designing the Old West</u>, the mitigation project proposed by the CDOT Region 6 Historian. The City also requests that bronze signs or interpretive markers be placed at the sites of irrigation ditch crossings of US 36 as further mitigation of adverse impacts to these historic features caused by future highway improvement projects.</p>	<p>Response to Jur-Muni 12:</p> <p>[F]: Stormwater detention pond locations will continue to be refined during final design. CDOT will work with the City of Westminster to minimize ROW impacts caused by these ponds.</p> <p>[G]: The project team did consider moving the Church Ranch BRT Station to the west to better connect with the planned rail station and existing underpass. However, this change would require a wider bridge at the BNSF Railway overpass and extensive stairs/elevators to go from the elevated US 36 BRT station to the at-grade park-n-Ride/rail station. As a result, this option was removed from consideration at this time.</p> <p>It is highly unlikely that the BNSF Railway would allow a pedestrian underpass adjacent to or near their ROW. In past discussions with BNSF, such as when considering locating the bikeway adjacent to their facility, the BNSF has been adamantly opposed to these types of arrangements.</p> <p>[H]: The City of Westminster is welcome to propose a separate project for an overpass at 88th Avenue at any time. Depending on the level of design of the proposed 88th Avenue overpass project at the time that CDOT and RTD are designing this portion of the US 36 project, considerations can be made for the proposed overpass design.</p> <p>[I]: Currently, safety lighting (e.g., ramps and trail crossings) is proposed throughout the corridor, and median lighting is proposed from I-25 to Sheridan Boulevard. The exact location of lighting will be refined during final design.</p> <p>[J]: If CDOT is affecting access to the property by this project and if access to the local street network cannot be provided for this property to replace the access that was there previously, then the entire parcel would need to be acquired.</p> <p>[K]: In the studies conducted for the EIS (i.e., LOS), the 92nd Avenue and Sheridan Boulevard intersection operates acceptably. However, an additional eastbound to northbound left-turn lane at this intersection may be required due to reduced queue length. This evaluation will occur during final design.</p>

COMMENT	RESPONSE
	<p>Response to Jur-Muni 12:</p> <p>[L]: Thank you for your support of the publication, <i>Digging the Old West: How Dams and Ditches Sculpted an American Landscape</i> (In Process). The interpretive markers would be problematic for a couple of reasons. These ditches are not CDOT's property. These signs might encourage trespassing, and if they were put along US 36, it would encourage people to get out of their cars along the roadway to read them (and that would be a safety issue). The information on these ditches will be in the publication referenced above in context with the historic development of the region. SHPO believes this is adequate mitigation.</p>




COMMENT	RESPONSE
<p>Jur-Muni 12 (continued)</p> <p>Jur-Muni 12_ Westminster (2).doc_pg6 Date Received: 12/14/2009 Source: E-mailed Letter</p> <p>Name: City of Westminster, Matt Lutkus, Deputy City Manager for Administration</p> <p>Additionally, City staff believes that the following items are clerical in nature and do not pertain to any particular disagreement between the City and the US 36 consulting team:</p> <p>12.) Volume I, p. 2.6-35 & p. 3.4-7 – There are two conflicting sentences regarding the disposition of the Federal Boulevard interchange.</p> <p>13.) Volume I, p. 2.6-36 – The “South Westminster BRT Station” should read the “Westminster Center BRT Station.”</p> <p>14.) Volume I, p. 3.6-1 (Table 3.6-1) – It is unclear what changes in the striping for eastbound 74th Avenue are proposed. City staff feels that four lanes are needed – two left turn lanes, one through lane and one right turn lane.</p> <p>15.) Volume I, p. 4.2-16 (Table 4.2-3) – The “Northwest Business Park” should read the “Circle Point Corporate Center.”</p> <p>16.) Volume I, p. 4.5-8 – Several of the Community Facilities noted are actually located in the Adams, not Westminster, Segment.</p> <p>17.) Volume I, p. 4.9-23 (Figure 4.9-8) – The numbers on this map are illegible.</p> <p>18.) Volume I, p. 4.3-6 & p. 4.6-7 – “Northwest Business Park” and “Business Park at Mandality” are invalid names. It should read either “Circle Point Corporate Center” or “Westminster Promenade.”</p> <p>19.) Volume I, p. 4.20-3 (Figure 4.20-1) – Standley Lake should be shaded to indicate that it exists. Also, there is no mention in the study of a few water features – Pomonio Branch, Dry Creek Ditch No. 2 and Bear Canyon Creek – that appear to cross US 36.</p> <p>20.) Volume I, p. 4.20-7 (Table 4.20-2) – Segment 1 of Big Dry Creek should be listed in this Table. Segment 1 is the main stem of Big Dry Creek, including all tributaries and wetlands from the source to the confluence with the South Platte River except for specific listings in Segments 4A, 4B, 5 and 6. It is designated “Use Protected” and classified for Aquatic Life Form 2, Recreation P and Agriculture. Table 4.20-2 should also contain the Affected Water Quality Segments from Table 4.20-3. It is confusing that these two tables contain separate information for Big Dry Creek.</p>	<p>Response to Jur-Muni 12:</p> <p>[M]: While numerous elements of the Federal Boulevard interchange are reconstructed, the Federal Boulevard bridge over US 36 would not be reconstructed. The configuration of the Federal Boulevard interchange would remain as it exists today.</p> <p>[N]: The South Westminster BRT station is not the Westminster Center BRT station. There is no South Westminster BRT station. It is the South Westminster rail station. In the second paragraph on page 2.6-36 of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009), the text should refer to the South Westminster rail station instead of the South Westminster BRT station. Figure 2.6-11, Combined Alternative Package (Preferred Alternative): Managed Lanes, Auxiliary Lanes, and Bus Rapid Transit, in the FEIS, and on Figure 1-2, Combined Alternative Package (Preferred Alternative) — Managed Lanes, Auxiliary Lanes, and Bus Rapid Transit, of the ROD show the South Westminster rail and Westminster Center BRT stations.</p> <p>[O]: This approach is currently proposed to have three lanes: two left-turn lanes and a shared through- and right-turn lane as depicted in the <i>Traffic Engineering Technical Report Addendum</i> (URS 2009). This configuration can be reconsidered in final design.</p> <p>[P]: This correction has been added as a change in the ROD.</p> <p>[Q]: You are correct. The City of Westminster, the City of Westminster Swim and Fitness Center, the Westminster Municipal Court, the Irving Street Branch of the Westminster Library System, the recreational park associated with the former Westminster Hills Elementary School, the Advent Lutheran Church, Westminster City Hall, and the Hyland Hills Golf Course are all located in the Adams Segment. This correction has been added as a change in the ROD.</p> <p>[R]: Park and open space identification numbers are also shown on Table 4.9-1, Park and Open Space Resources Adjacent to US 36, and Table 4.9-3, Impacts to Park and Open Space Resources — Package 2, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009).</p>

COMMENT	RESPONSE
	<p>Response to Jur-Muni 12:</p> <p>[S]: These corrections have been added as a change in the ROD.</p> <p>[T]: Water features, as they relate to final design issues, will be evaluated for project impacts at that time. This figure is intended to be high level and may not document all water features in the US 36 study area; however, the project team will continue to refine project impacts as more details are known.</p> <p>[U]: The clarifications you recommend for Segment 1 of Big Dry Creek have been added to the ROD. Water quality and designated beneficial uses will be further evaluated during final design for any project-related impacts.</p>

COMMENT	RESPONSE
<p>Jur-Muni 12 (continued)</p> <p>Jur-Muni 12_ Westminster (2).doc_pg7</p> <p>Date Received: 12/14/2009</p> <p>Source: E-mailed Letter</p> <p>Name: City of Westminster, Matt Lutkus, Deputy City Manager for Administration</p> <p>21.) Volume I, p. 4.23-10 (Table 4.23-2) – Add the “Shops at Walnut Creek” and “Westminster Promenade” to this list. ✓</p> <p>22.) Volume I, p. 8.2-3 (Table 8.2-1) – There is a reference to the Sheridan Boulevard Interchange “bikeway (without bridges).” We are unclear about what that means. W</p> <p>23.) Volume II, Appendix A (Map 8) – The map implies that only certain units will be acquired for right-of-way from the Madison Hill development, located north of 92nd Avenue and east of US 36. Undoubtedly, the entire buildings would need to be acquired. X</p> <p>24.) Volume II, Appendix C, Section 404 (b) (1) Evaluation, p. 4-5 (Table 4-1) – The table indicates that the existing pedestrian (and vehicular) underpass is to be “replaced.” Presumably, this should say that the underpass is to be lengthened. ✓</p>	<p>Response to Jur-Muni 12:</p> <p>[V]: These projects have been added as a change in the ROD.</p> <p>[W]: In Phase 1, the bikeway would be constructed for the entire length of the corridor, but would not include grade separations as listed for the ultimate build out. This is what is meant by bikeway (without bridges) in Table 8.2-1, Phase 1 Elements and Cost, of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009).</p> <p>[X]: In the Madison Hill development, there are two entire structures that would be acquired that only contain three and four units. In two other instances, the end one or two units is identified as being required. At the time of this evaluation, it was believed that these units would be able to be acquired and that the structure could support the removal of these units. During the ROW process, an evaluation will be conducted regarding the structural integrity of these buildings and will assess whether the taking of only a couple of end units is feasible. If it turns out that this will not be feasible and that the entire building will be required, a reevaluation and coordination with the Madison Hill development will be conducted prior to acquisition.</p> <p>[V]: CDOT will evaluate the details on whether this underpass would be lengthened or replaced in final design.</p>

COMMENT	RESPONSE
<p>Jur-Muni 13</p> <p>Jur-Muni 13_Westminster.doc_pg1</p> <p>Date Received: 12/14/2009</p> <p>Source: Emailed Letter</p> <p>Name: City of Westminster, Matt Lutkus, Deputy City Manager for Administration</p> <div style="text-align: center;">  <p>WESTMINSTER</p> </div> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: 80%;"> <p>STATE OF COLORADO) COUNTIES OF ADAMS AND) SS. JEFFERSON) CITY OF WESTMINSTER)</p> <p>CITY OF WESTMINSTER Department of General Services City Clerk's Office 4800 West 32nd Avenue Westminster, Colorado 80031 303-452-2600 FAX 303-706-3124</p> <p>I, Linda Yeager, duly appointed Clerk of the City of Westminster, do hereby certify that the attached is a true and exact copy of Resolution No. 51, Series 2009, which was unanimously adopted by the Westminster City Council at its regular meeting of December 14, 2009.</p> <p>In witness whereof I have hereunto set my hand and the official seal of the City of Westminster, Colorado, this 15th day of December, 2009.</p> <div style="text-align: right;">   Linda Yeager, City Clerk </div> </div> <p style="text-align: center; font-size: 2em; margin-top: 10px;">A</p>	<p>Response to Jur-Muni 13:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Jur-Muni 13</p> <p>Jur-Muni 13_Westminster.doc_pg2</p> <p>Date Received: 12/14/2009</p> <p>Source: Emailed Letter</p> <p>Name: City of Westminster, Matt Lukkus, Deputy City Manager for Administration</p> <p><i>A Cont'd</i></p>	<p>RESOLUTION</p> <p>RESOLUTION NO. 51</p> <p>SERIES OF 2009</p> <p>INTRODUCED BY COUNCILORS</p> <p><i>Wentle, Bradley</i></p> <p>A RESOLUTION SUPPORTING THE PREFERRED ALTERNATIVE IN U.S. 36 FINAL ENVIRONMENTAL IMPACT STATEMENT</p> <p>WHEREAS, the Colorado Department of Transportation, Regional Transportation District, Federal Highway Administration, Federal Transit Administration and stakeholders have worked together to develop a preferred alternative for the U.S. 36 Corridor transportation improvement project; and</p> <p>WHEREAS, the U.S. 36 Corridor is in accordance with National Environmental Policy Act requirements; and</p> <p>WHEREAS, the US 36 Project Team has selected the Combined Alternative Package as the Preferred Alternative in the FEIS; and</p> <p>WHEREAS, the Preferred Alternative will minimize community and environmental impacts while providing long-term multi-modal transportation solutions to worsening traffic congestion on US 36; and</p> <p>WHEREAS, the first phase of the Preferred Alternative includes a managed lane in each direction from unincorporated Adams County to Boulder, such needed improvements to the Sheridan and Wadsworth interchanges, replacement of four deteriorated bridges, installation of electronic signage at Bus/Rapid Transit Stations and adjacent to managed lanes, and the construction of a bikeway that extends much of the length of the highway; and</p> <p>WHEREAS, City Staff will work closely with the US 36 Project Team to address specific areas of concern with regard to final design details.</p> <p>NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WESTMINSTER THAT the Westminster City Council supports the Preferred Alternative described in the FEIS for US 36 reconstruction; and</p> <p>BE IT FURTHER RESOLVED that City Council fully supports continuing the collaborative engagement among all agencies to achieve the long-term transportation vision for the U.S. 36 corridor.</p> <p>RESOLVED, PASSED AND ADOPTED this 14th day of December, 2009.</p> <p>ATTEST:</p> <p><i>Leanne J. ...</i> City Clerk</p> <p><i>Maureen ...</i> Mayor</p> <p>APPROVED AS TO LEGAL FORM:</p> <p><i>M. B. ...</i> City Attorney</p>

COMMENT	RESPONSE
<p>Jur-Muni 14</p> <p>Jur-Muni 14_DenverPublicWorks</p> <p>Date Received: 12/8/2009 Mailed Letter</p> <p>Name: Denver Department of Public Works, Guillermo Vidal, Manager</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>DENVER THE REAL MILE CITY</p> <p>November 30, 2009</p> <p>US 36 Final EIS CDR Associates 100 Arapahoe Street, Suite 12 Boulder, CO 80302</p> <p>Dear US 36 EIS Team:</p> <p>Thank you for the opportunity to comment on the US 36 Final Environmental Impact Statement. The City and County of Denver has participated in this EIS throughout the process and is pleased to support the Preferred Alternative as outlined in the Final EIS. The emphasis on transit and safety improvements, along with the approach by the project team to work with the public and agencies, has helped bring this EIS to a successful conclusion.</p> <p>Please continue to coordinate with CCD's liaison to RTD, Brian Pinkerton, as appropriate. He can be reached at brian.pinkerton@denvergov.org or at 720-865-2524.</p> <p>Sincerely,</p>  <p>Guillermo V. Vidal Manager of Public Works</p> <p>C: Brian Pinkerton</p> </div> <div style="width: 45%;"> <p>C: 720 870 0900</p> <p>Department of Public Works Office of the Manager 201 W. Colfax Avenue, Dept. 005 Denver, Colorado 80202 P: 720-865-8000 F: 720-865-8795 www.denvergov.org/PublicWorks</p> </div> </div> <div style="text-align: right; margin-top: 20px;">  <p>311 Go City, Go Denver Your part is great.</p> <p><i>Protecting the Present & Building the Future</i> Accountability, Innovation, Empowerment, Performance, Integrity, Diversity, Teamwork, Respect, Excellence, Safety</p> </div>	<p>Response to Jur-Muni 14:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>US 36 ORGANIZATIONS AND STAKEHOLDER GROUPS</p> <p>Org-Group 1</p> <p>Org-Group 1_36CommunitingSolutions.ppt Date Received: 11/16/2009 Name: Chris McShane, 36 Commuting Solutions Source: Broomfield Public Hearing City/Zip: Louisville, CO 80027</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Monday, November 16, 2009</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Monday, November 16, 2009</p> <p>MR. MC SHANE: Good evening. As Andrea said my name is Chris McShane. I'm representing 36 Community Solutions. I was also on the Preferred Alternative Committee that helped to craft this Preferred Alternative as a representative from 36 Community Solutions and I also live in the corridor. I just want to take a few moments tonight to echo the thoughts we heard from the two mayors tonight. This is not a perfect solution but we think it's a good project, a good Preferred Alternative. Our organization, which represents a broad coalition of the public along the US 36 corridor supports the Preferred Alternative. And we support the following things about this project. We support the consensus, the multimodal solution. And we need to see a continued focus on the quality and timely implementation of the project. I just want to address each of those in a little more specification. As Mayor Sisk just said this was a consensus between all the communities along the corridor, and also with 36 Community Solutions. We believe this is a good solution that will benefit our folks that are residents and the folks that are employees and employers and commuters in the corridor. We believe this is a good multimodal solution. Specifically we see in the Phase 1 improvements we believe it's important to have the buffer separated managed lanes as well as both the improvement for BRT, Bus Rapid Transit, and also for high occupancy vehicles. We support the bikeway along the corridor as a means to connect Boulder to Denver for folks who are looking for a bike alternative. And we also believe that it's important and essential to replace the aging infrastructure. We believe this is a more sustainable approach to</p>	<p>Response to Org-Group 1:</p> <p>[A]: Comment noted.</p> <p>[B]: Comment noted.</p>

COMMENT	RESPONSE
<p>Org-Group 1 (continued)</p> <p>Org-Group 1_36CommutingSolutions_pg2</p> <p>Date Received: 11/16/2009</p> <p>Source: Broomfield Public Hearing</p> <p>Name: Chris McShane, 36 Commuting Solutions Louisville, CO 80027</p> <p>City/Zip:</p> <p>long-term mobility than just the management in the corridor, and for helping provide that new energy economy and preserving our unique quality of life.</p> <p>Personally and also as a member of this group I am extremely pleased with other decreased number of impacts regarding right-of-way as compared to the other alternatives.</p> <p>So I'll just conclude by saying it's important as we move forward to help secure funding for the implementation of Phase 1 of the improvements similar to efforts such as the type which has been mentioned tonight, and to implement improvements in the system with the intent of improving the BRT, Bus Rapid Transit operation and the family of express services to make the most of the managed lanes, include vehicles brand distinguishment from other express bus services, so forth.</p> <p>We believe the HOV needs to be managed to maximize personal travel time savings, not just single vehicles, and then also to see the bikeway connection to our communities are effective.</p> <p>I'll just conclude with thank you for your time.</p> <p><i>B cont'd</i></p> <p><i>C</i></p> <p><i>D</i></p> <p><i>E</i></p> <p><i>F</i></p>	<p>Response to Org-Group 1:</p> <p>[C]: Comment noted.</p> <p>[D]: Comment noted.</p> <p>[E]: CDOT intends to manage the HOV/toll lanes using dynamic pricing, with the goals of optimizing their use, maximizing travel times savings, and keeping traffic flowing in the managed lanes at 45 miles per hour or faster, even when the general-purpose lanes are congested.</p> <p>[F]: CDOT will work with local jurisdictions to facilitate other future additional connections to the bikeway, which are the responsibility of the local jurisdictions.</p>

COMMENT	RESPONSE
<p>Org-Group 2</p> <p>Org-Group 2_MeadeManorHOA-Murphy</p> <p>Date Received: 11/19/2009</p> <p>Source: Adams County Public Hearing</p> <p>Name: Meade Manor Homeowners Association, Allen Murphy</p> <p>City/Zip: Westminster, CO 80030</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING</p> <p>HEARING DATE: Thursday, November 19, 2009</p> <p>A MR. MURPHY: Thank you very much. I'll be very brief. I represent Meade Manor homeowners, which are 40 condominiums at 79th and Lowell. I think it's fair to say we're delighted by the proposed renovation of the bridge at 79th and Lowell, as well as the sound wall. I think that will be a nice improvement.</p> <p>B Secondly, if you could, and I know you will, be conscious of minimizing detour routes for both motor vehicles and pedestrians. That -- that bridge has a lot of pedestrian traffic as well as having to reroute motor traffic, but that specific area where we live. I think we're very supportive of the plan and look forward to staying involved.</p> <p>C</p>	<p>Response to Org-Group 2:</p> <p>[A]: Comment noted.</p> <p>[B]: CDOT will work to minimize construction impacts on local communities and will provide advance notice to the public regarding detours.</p> <p>[C]: Comment noted.</p>


COMMENT	RESPONSE
<p>Org-Group 3</p> <p>Org-Group 3_MCC_36CommutingSolutions_pg1 Date Received: 12/3/2009 Source: E-mail Letter</p> <p>Name: US 36 Mayors and Commissioners Coalition and 36 Commuting Solutions</p> <p>U.S. 36 Mayors and Commissioners Coalition and 36 Commuting Solutions Comments to the U.S. 36 Final Environmental Impact Statement</p> <p>Overview</p> <p>The U.S. 36 Mayors and Commissioners Coalition (MCC) is an elected official coalition representing the City of Boulder, Boulder County, Town of Superior, City of Louisville, City & County of Broomfield and the City of Westminster. The U.S. 36 MCC was created to develop a long term, unified vision for U.S. 36 transportation improvements and to advocate for transportation funding to implement that vision.</p> <p>36 Commuting Solutions is a public/private partnership whose mission is to enhance the mobility of commuters along the U.S. 36 corridor for today and the future. A complete membership list is attached.</p> <p>The U.S. 36 MCC and 36 Commuting Solutions submit the following comments to the U.S. 36 Final Environmental Impact Statement (FEIS). Individual local governments may also submit separate comments addressing unique local concerns.</p> <p>General Comments</p> <p>The U.S. 36 MCC and 36 Commuting Solutions strongly support the Preferred Alternative defined in the U.S. 36 FEIS. As the FEIS points out, projected employment and population growth along the corridor will dramatically increase between now and 2035 and will place even more demand on the corridor infrastructure. The existing system is outdated, unreliable and does not offer competitive travel options.</p> <p>The U.S. 36 MCC and 36 Commuting Solutions are also supportive of a shunting approach to complete the Preferred Alternative as quickly as possible. We are also supportive of the elements included in the Phase 1 included in the FEIS.</p> <p>As design advances in phases, please only impact those public and private property areas that are essential for the initial phase of the project. Please pay particular attention to environmentally sensitive areas and areas that have high visual and aesthetic value. Since funding for future phases is not reasonably expected in the foreseeable future (2005 is noted in the FEIS document), clearing and building significant structures that may never need to be built or used would present costly and unnecessary impacts to environmentally, socially and economically sensitive areas. The project would require Phase 1 project will help inform where next increments of investment would be needed. It is not clear where or when investments would occur, if at all. As an example, the U.S. 36 coalition requests that the bikeway be placed adjacent to the Phase 1 footprint, rather than placed adjacent to an ultimate footprint that may never occur, resulting in higher costs and greater impacts.</p>	<p>Response to Org-Group 3:</p> <p>[A]: Comment noted.</p> <p>[B]: See General Response: Final Design and General Response: Combined Alternative Package (Preferred Alternative).</p>

COMMENT	RESPONSE
<p>Org-Group 3 (continued)</p> <p>Org-Group 3_MCC_36CommuntingSolutions_pg2 Date Received: 12/3/2009 Source: E-mail Letter</p> <p>Name: US 36 Mayors and Commissioners Coalition and 36 Commuting Solutions</p> <p>Topic-Specific Comments</p> <p>We have organized our comments by topic and have cross referenced FEIS chapters, as appropriate.</p> <p>C Bikeway Table 2.6-6 does not include connectivity from the U.S. 36 bikeway to Cherryvale Road, 86th Street or 112th. In final design, please add a facility connecting to Cherryvale Road, 86th Street, 112th, Church Ranch Blvd., 92nd and Sheridan.</p> <p>D Bikeway Maintenance Plan In Section 2.6.31, the last paragraph mentions maintenance of the U.S. 36 Bikeway will be maintained by the local governments through an Intergovernmental Agreement (IGA). Maintenance of the U.S. 36 Bikeway was not discussed in the PAC process. In final design, please leave the IGA language broad enough without specifying who pays for the maintenance to allow for CDOT and the local governments to define the best approach to the bikeway maintenance.</p> <p>E Bus Rapid Transit The bikeway needs to be added to Table 8.2-1 Phase 1 Elements and Cost under the mainline Wadsworth Parkway interchange to East Flatiron Circle.</p> <p>F Bus Rapid Transit Please add to the ROD the complete list of bus service included in the Final BRT Elements to Table 2.6-7 so all current and proposed bus service is listed.</p> <p>G Express Bus Service In Section 3.4, the description of the Express Bus service states express buses will stop and pick-up passengers at the McCaslin park-n-Ride before proceeding into the managed lane. Currently, approximately sixty percent of the BX service does not stop at the McCaslin park-n-Ride which represents truly express service between Boulder and Denver.</p> <p>To make the most of the investment in the managed lanes, we request the BX service not be limited to the managed lanes between Boulder and Denver, but increase the level of express service utilizing the managed lanes as much as possible.</p> <p>We encourage RTD to investigate the market potential to add some bus service that originates at the McCaslin park-n-Ride, offering express service for Louisville and Superior residents.</p> <p>H Transportation Demand Management (TDM) In final design, please confirm TDM will be part of Phase 1 construction plans and funding will be provided for TDM. It is currently not listed in Table 6.2-1: Phase 1 Elements and Cost.</p>	<p>Response to Org-Group 3:</p> <p>[C]: See General Response: Bikeway.</p> <p>[D]: The ROD allows flexibility related to bikeway maintenance responsibilities. Also, see General Response: Bikeway.</p> <p>[E]: This has been added to the ROD for Phase 1.</p> <p>[F]: The complete list of bus service has been included in the ROD.</p> <p>[G]: RTD is committed to providing high quality and high frequency express bus service on US 36, including for the BX. A part of this commitment is to make maximum use of the major transportation and transit investment for the corridor, the managed lanes. Express buses like the BX, which leave from Boulder heading eastbound, will use the managed lane as much as feasible, subject to the driver's discretion. This may mean that after buses leave the Table Mesa Drive area, they will get immediately into the managed lanes at Cherryvale Road and stay there all the way to Denver. It could also mean that express buses will stop to pick up passengers at McCaslin Boulevard, but then enter the managed lanes as soon as feasible, and again, stay there all the way to Denver. Other express bus service may be initiated at the McCaslin or Flatiron stations. Those buses would also enter the managed lanes as soon as feasible and stay there all the way to Denver.</p> <p>[H]: A TDM commitment during construction of Phase 1 elements has been added to the ROD.</p>

COMMENT	RESPONSE
<p>Org-Group 3 (continued)</p> <p>Org-Group 3_MCC_36CommutingSolutions_ppt3 Date Received: 12/2/2009 Source: E-mail Letter</p> <p>Name: US 36 Mayors and Commissioners Coalition and 36 Commuting Solutions</p> <p>I</p> <p>J</p> <p>In Table 4.26-1 Mitigation Summary, under Traffic Control, please add TDM to the list of mitigation techniques. TDM efforts such as arranging carpools, vanpools, telework, expanding transit usage, etc. will reduce auto traffic in the construction area.</p> <p>Mitigation In final design, please ensure sound walls and other mitigation efforts will only be built in tandem with the corridor construction improvements. Due to the aesthetic beauty of the adjacent land, vista mountain views surrounding area the corridor, there is a strong desire to maintain the aesthetic character of our corridor.</p>	<p>Response to Org-Group 3:</p> <p>[I]: As mentioned in Chapter 5, Financial Analysis, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) excess toll revenue, if it occurs, could be used for other programs, such as long-term TDM. CDOT and RTD have agreed that for the first phase of the US 36 Corridor Project, a portion of the construction budget will be set aside for TDM-related construction mitigation.</p> <p>[J]: See General Response: Final Design and General Response: Combined Alternative Package (Preferred Alternative).</p>

COMMENT	RESPONSE
<p>Org-Group 4</p> <p>Org-Group 4_CommunityCycles.doc_pg1</p> <p>Date Received: 12/13/2009</p> <p>Name: Community Cycles, Anne Haebig</p> <p>Source: US 36 Website</p> <p>City/Zip: Boulder, CO 80303</p> <p>A This is part one of a two-part comment: On behalf of Community Cycles members, the Community Cycles Advocacy Committee would like to express our support for the bike path as described in the US 36 EIS.</p> <p>B We favor the alignment that was selected, which follows US 36 directly. The Record of Decision should not be made until a funding mechanism for this bike path is secure.</p> <p>C Cyclists need a connection to Cherryvale. Cherryvale is a popular bike route and connects Boulder with Marshall and popular OSMP mountain bike routes. In general, the better connections to the surrounding community are and the more accessible the bikeway is from transit stops, the more options are available to solve the "last mile" problem for commuters wishing to use transit.</p> <p>D We urge project leads to seek input from local bicyclists along the entire route.</p> <p>E Currently, the bike lane on McCaslin road is interrupted at the US 36 interchange. Improving McCaslin Road bicycle facilities at the US 36 interchange would improve safety for cyclists in that area.</p> <p>F Providing continuity of bike facilities through interchanges along the entirety of US 36 greatly improves cyclist safety. This project will increase traffic speeds. Increased speeds increase danger to cyclists at interchanges - effectively reducing speeds at any offramps where cyclists and pedestrians must cross at grade is critical.</p> <p>G Putting the bikeway outside of sound walls increases cyclist safety by improving cyclists ability to hear and by decreasing their isolation from the surrounding neighborhood. Cyclists will be more likely to use the route if they are protected from noise.</p> <p>H While effects of this project on estimated motor vehicle times are included, estimated travel times for cyclists and pedestrians are not included in this analysis.</p>	<p>Response to Org-Group 4:</p> <p>[A]: Comment noted.</p> <p>[B]: Comment noted. Funding for Phase 1, which includes the bikeway, is identified in the <i>Fiscally-constrained 2035 Regional Transportation Plan</i> (DRCOG 2009).</p> <p>[C]: See General Response: Bikeway.</p> <p>[D]: We encourage you to talk to your local jurisdiction representatives. RTD and CDOT will coordinate with these representatives during final design. Also, see General Response: Public Involvement.</p> <p>[E]: The US 36 Corridor Project would not preclude a local bikepath over US 36 on McCaslin Boulevard. During final design, CDOT will coordinate with local jurisdictions on the width of the sidewalks on the bridge.</p> <p>[F]: See General Response: Bikeway.</p> <p>[G]: It is agreed that locating the bikeway on the outside of sound walls is favorable and this will be considered during final design.</p> <p>[H]: Bicycle and pedestrian facilities were identified as a supportive element that would be included in any of the build packages. Travel time is dependent on conditions and ability of cyclists. Travel times were not a factor in the selection of this element of the Combined Alternative Package (Preferred Alternative).</p>

COMMENT	RESPONSE
<p>Org-Group 4 (continued)</p> <p>Org-Group 4_CommunityCycles.doc_pg2</p> <p>Date Received: 12/13/2009</p> <p>Name: Community Cycles, Anne Haebig</p> <p>Source: US 36 Website</p> <p>City/Zip: Boulder, CO 80303</p> <p>I This is part two of a two-part comment: The bus facilities in this proposal do not represent true BRT as buses are required to enter and exit the freeway through shared offramps and share a traffic lane with private vehicles. This will slow bus traffic considerably, which is contrary to the stated project goal of using TDM to eliminate the need for a new general purpose lane.</p> <p>J The managed lanes must also be carefully monitored for congestion that slows bus traffic and makes transit an unappealing alternative to private vehicles.</p> <p>K Maintenance of the bikeway must be addressed in a cooperative, collaborative fashion to make sure the path is maintained adequately and consistently throughout its length. We do not support the assumption that local communities will accept responsibility for maintenance because it is "CDOT policy." There are several instances in which CDOT maintains bikeways. To carry out the stated project goal of using TDM, costs of maintaining the pathway should be incorporated into the overall operating budget for US 36. The maintenance language in the FEIS should be replaced with new language saying that CDOT will include bikeway maintenance costs into the operating budget for the US 36, and will work with local communities, as appropriate, to develop and implement a maintenance plan that insures prompt and adequate maintenance of the path, both in terms of capital repairs and day to day maintenance such as sweeping and plowing.</p> <p>L We look forward to giving input on the rest of the project planning process. Thank you for your hard work and openness to public comment!</p>	<p>Response to Org-Group 4:</p> <p>[I]: The on- and off-ramps are designed with queue jumps and HOV bypass lanes for the buses. Also, see General Response: Transit-related.</p> <p>[J]: The managed lanes are designated for use by buses and HOVs for no cost. Any remaining capacity would be available to SOVs through variable or dynamic pricing. The managed lanes will result in express bus and HOV travel times that are 18 to 28 minutes faster than general-purpose lane traffic, with the intent of making transit appealing to users.</p> <p>[K]: The ROD allows flexibility related to bikeway maintenance responsibilities. Also, see General Response: Bikeway.</p> <p>[L]: See General Response: Public Involvement.</p>

COMMENT	RESPONSE
<p>Org-Group 5</p> <p>Org-Group 5_SierraClub.doc_pg1 Date Received: 12/14/2009 Source: Mailed Letter</p> <p>Dec 14, 2009 4:43PM BATIC Ms. 0256 P. 2</p> <p>US 36 Final EIS c/o CDR Associates 100 Fremont Avenue, Suite 12 Boulder, CO 80502</p> <p>Dear Sir or Madam:</p> <p>The Rocky Mountain Chapter of the Sierra Club is pleased to receive your comments on the US 36 Corridor Final Environmental Impact Statement Section 400 Evaluation (US36 FEIS) which are included as an attachment to this letter. We appreciate the opportunity to comment, and our comments are intended to assist the Colorado Department of Transportation, the Regional Transportation Director, the Federal Highway Administration, the Federal Railroad Administration, and the Federal Transit Administration in making decisions that will benefit the general public and the benefit of present and future generations of Colorado citizens.</p> <p>We appreciate the opportunity to participate in US36 Corridor studies leading to this project and look forward to seeing final transportation improvement implementation that reduces the environmental impacts of our transportation systems in this vital transportation corridor.</p> <p>Sincerely,  Bill Roettiker RMC Transportation Chair cc: Robyn Egeant, Chapter Director</p> <p>Sierra Club Rocky Mountain Chapter 1506 Wynkoop Street Suite 4B Denver, CO 80202 December 14, 2009</p>	<p>Response to Org-Group 5:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Org-Group 5 (continued)</p> <p>Org-Group 5_SierraClub.doc_pg2 Date Received: 12/14/2009 Source: Mailed Letter</p> <p>Date: 14, 2009 4:43PM BATIC No. 0259 P. 3</p> <p>Comments Submitted by SIERRA CLUB ROCKY MOUNTAIN CHAPTER to COLORADO DEPARTMENT OF TRANSPORTATION and REGIONAL TRANSPORTATION DISTRICT regarding the Draft Statement/Final Section 4(f) Evaluation (US36 FEIS)</p> <p>December 14, 2009 Rocky Mountain Chapter of the Sierra Club 1536 West Colfax Avenue, Suite 408 Denver, CO 80202 303-863-8819 www.rmcs.sierraclub.org</p> <p>Comments are provided on general matters and on specific items regarding the US36 corridor that are included in the environmental impact statement (US36 FEIS) prepared in accordance with the National Environmental Policy Act (NEPA).</p> <p>Sierra Club Transportation Policy The Sierra Club supports transportation policy and systems that: • minimize the impacts on and use of land, airspace and waterways, minimize the consumption of limited resources, including fuel, and reduce pollutant and noise emissions; • provide everyone, including pedestrians, bicyclists and transit users, with adequate access to jobs, shopping, services and recreation; • provide adequate and efficient goods movement and substitute local goods for those requiring long distance movement, where feasible; • encourage land uses that minimize travel requirements; • support transit and communities, towns and urban centers, and promote equal opportunities; • eliminate transportation subsidies which hinder achievement of the above goals; and • ensure vigorous and effective public participation in transportation planning. (Adapted by the Sierra Club Board of Directors, February 15-20, 1994; amended May 7-8, 1994; see http://www.sierraclub.org/policy/conservation/trans.asp)</p> <p>The Rocky Mountain Chapter of the Sierra Club supports improvements to the US36 corridor that are true to these goals.</p> <p>General Comments a) We are pleased that the primary suggestion from our comments on the Draft EIS has been included in Phase 1 of the Preferred Alternative, that is, the elimination of general</p>	<p>Response to Org-Group 5:</p> <p>[B]: Comment noted.</p> <p>[C]: Many factors contribute to decisions made within the NEPA process. Competing issues require that the decision makers find a balance between benefits and impacts. Auxiliary lanes will facilitate short local trips by buses and other vehicles without degrading operations in the general-purpose lanes. This also results in better safety and impact minimization at interchanges.</p>

RESPONSE	COMMENT
<p>Response to Org-Group 5:</p> <p>[D]: Phase 1 of the Combined Alternative Package (Preferred Alternative) includes low-floor buses, ticket vending machines at BRT stations, and bus instrumentation for real-time transit data collection and display, among other BRT design elements.</p> <p>[E]: This ROD covers only Phase 1 in compliance with the Clean Air Act (CAA) requirements and FHWA regulations. Chapter 8, Phased Project Implementation, of the <i>US 36 Corridor FEIS</i> (US Mobility Partnership 2009) documents the impacts of each phase of the project. The traffic impacts of Phase 1 were also reported in Chapter 8 of the FEIS for 2035, in the event that only Phase 1 is constructed by 2035.</p> <p>[F]: Comment noted. RTD fares would be a consideration in setting the toll rates. The travelers' choice of travel modes depends on many factors in addition to tolls and transit fares, such as the total costs of a trip, including parking and gasoline, parking availability, travel time, and convenience. SOV use of the managed lanes is a matter of personal choice, convenience, and need, regardless of income level.</p> <p>[G]: CDOT and RTD have agreed that for the first phase of the project, a portion of the budget will be put aside for TDM-related construction mitigation. This will be initiated during final design and will run throughout the first construction phase. Future construction phases will include this program as well. CDOT and RTD are also committed to working with the TDM task force to look for longer-term funding for TDM programs. The TDM task force will continue to work closely with local agencies to create partnerships that promote TDM measures that are supportive of the major highway and transit improvements. This should lead to the implementation of long-term strategies to reduce the need for trips on US 36.</p> <p>[H]: The travel demand forecasting for US 36 was based on the DRCOG model which uses a constant value for fuel price. Sensitivity tests that have been completed support the concept that dramatically increasing fuel prices reduces vehicle trips and increases transit ridership (as was seen nationwide in recent years). The Combined Alternative Package (Preferred Alternative) acknowledges this elasticity of future conditions by providing multi-modal options for travel.</p>	<p>Org-Group 5 (continued)</p> <p>Org-Group 5_SierraClub.doc_pg3 Date Received: 12/14/2009 Source: Mailed Letter Name: Sierra Club, Rocky Mountain Chapter, Transportation Chair, Bill Roettiker</p> <p>Dec. 14, 2009 4:43PM BATIC No. 0258 P. 4</p> <p>C Over-modal purpose travel lanes and an emphasis on BRT/ROW lanes in each direction. However, we strongly discourage the construction of "inertial lanes" in later phases of the project. These will have a significant environmental impact and will only encourage more use of single occupant vehicles (SOVs).</p> <p>D 8) The implementation of enhanced BRT elements, including low-floor vehicles, off-vehicle ticketing, and on-board passenger information systems should be included in Phase 1 to make the most effective use of BRT investments. Excluding these elements does not constitute a true BRT system and is deceptive to the public.</p> <p>E 9) Which it is correct to include all phases of the proposed project when analyzing the impacts of the entire project, the Record of Decision should only be made for the first phase because funding is only established for that phase. The FEIS should also show costs, impacts, and benefits of only building the first phase and not completing the other phases. This parallel analysis has not been clearly delineated, resulting in a lack of precision and clarity.</p> <p>F 10) The FEIS and ROD should require that the minimum toll for SOV use of the managed lanes be set no lower than the regional transit fare for the US36 corridor. An SOV toll that is lower than the comparable transit fare will encourage the environmentally impactful use of SOVs and discourage transit via transit or carpool. If SOV tolls are lower than transit fares, environmental and social justice inequity will be introduced as a consequence of this project.</p> <p>G 11) A major shortcoming of the proposed improvements is the discontinuation of TDM programs after construction is completed. Ongoing TDM programs, funded by SOV tolls, can shift a significant number of travelers from SOVs into high occupant vehicles, transit (including BRT), and alternative modes of travel, or reduce the need for trips on US36.</p> <p>H 12) We do not see any modifications in the travel behavior assumptions for new data showing an earlier onset of peak oil production and the resulting increased price of fuel. We can expect a drastic increase in fuel prices, which will lead to a general reduction of automobile use. For this reason we believe the model forecasting results for both the congestion predicted under the no-build option or for the toll revenues of the preferred alternative are inaccurate.</p> <p>I 13) The biological opinions should be included before the ROD is issued, since those opinions might have an influence on the ROD. The Final Section 4(f) Evaluation from the Department of the Interior should have been finished before the FEIS comment period, not during the comment period. These plans to finish the work after the ROD period are inappreciable and the public comments will not matter. The ROD should not be issued until these studies are complete.</p> <p>J 14. Comments on analysis of impacts a) We did not find an adequate discussion of where the collected toll revenues would be directed, yet the destination of these funds could strongly influence the impact of the</p>

COMMENT	RESPONSE
	<p>Response to Org-Group 5:</p> <p>[I]: The biological impacts and the draft PBA were included in the <i>US 36 Corridor Draft Environmental Impact Statement and Draft Section 4(f) Evaluation (US 36 Corridor Draft Environmental Assessment)</i> (US 36 Mobility Partnership 2007), and the final PBA was included in the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009), for public review. The Biological Opinion is included in this ROD as Appendix F. Consistent with 23 Code of Federal Regulations (CFR) 774.7(f), the Draft Section 4(f) Evaluation was included in the DEIS and the Final Section 4(f) Evaluation was included in the FEIS for public, officials with jurisdiction, and U.S. Department of the Interior (USDOl) review.</p> <p>[J]: Pages 5.5-3 and 5.5-4 of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009) document that toll revenue is proposed to cover the annual costs of purchasing, operating, and maintaining the toll-related equipment and operations. Excess toll revenue, if it occurs, could be used for other programs, such as long-term TDM.</p>

RESPONSE	COMMENT
<p>Response to Org-Group 5:</p> <p>[K]: See General Response: Bikeway.</p> <p>[L]: In the safety analysis (CDOT 2006), the overall number of accidents between packages was similar (within 2 percent); however, the injury and fatality rate for the barrier-separated Package 2 was 14 percent less than for a buffer-separated alternative package.</p> <p>[M]: A separate, regional bikeway facility is provided in Phase 1 of the US 36 Corridor Project. Bicyclists are currently not allowed on US 36. It is not reasonably foreseeable that this restriction would change. If this restriction changes in the future, cycling use on US 36 would be analyzed as part of a reevaluation.</p> <p>[N]: The equivalent sound level (Leq), is the steady sound level that represents the same sound energy as the varying sound levels over a specified time period. Highway noise impact is assessed using the loudest 1-hour Leq. This is the hour of the day when there is a large amount of traffic on a roadway travelling at free-flow speeds. Noise modeling for all packages, including Package 1 (No Action), assumed free-flow conditions, not necessarily peak traffic volumes. Therefore, even though noise levels may be lower in congested conditions, the noise analysis is based on the highest noise levels.</p> <p>[O]: If Package 1 (No Action) is selected, there would be no action taken as a result of this document. Impacts of Package 1 (No Action) are presented throughout the Executive Summary of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009), and in the various chapters and sections of the FEIS. The FEIS is incorporated by reference to this ROD.</p>	<p>Org-Group 5 (continued)</p> <p>Org-Group 5_SierraClub.doc_pg4 Date Received: 12/14/2009 Source: Mailed Letter</p> <p>Name: Sierra Club, Rocky Mountain Chapter, Transportation Chair, Bill Roettiker</p> <p>Dec. 14, 2009 4:44PM BAC No. 0223 P. 5</p> <p>J proposed project. Toll revenues collected in excess of the cost of toll collection costs should be specifically directed to transit services and transit management.</p> <p>K in the US36 corridor, and the ROD should establish that as a requirement.</p> <p>L provide more detail about connections to existing and reasonably foreseeable local bike networks along the corridor, including along major arterials that cross US36.</p> <p>M e) The safety analysis should include more detail on the impacts (including deaths and injuries) that would result due to the projected speeds and volumes under each option. Safety impacts increase dramatically with speed, and the different congestion levels and travel speeds in the various options may have dramatically different impacts.</p> <p>N d) The safety analysis should also include bicyclists who may be riding on the shoulder, regardless of whether bicyclists are currently banned from the shoulder. Many bicycle lanes are at least bicycle lanes in the future. In particular, the safety analysis should focus on the shoulder and the fact that bicyclists are not always in the shoulder. They are planning to add lanes without increasing the total width of the right-of-way.</p> <p>O e) Noise levels might decrease under the no-build option, rather than remain the same. Common sense and experience indicate that if the traffic is slow and congested, then the noise level is lower. This should be corrected before the ROD is issued.</p> <p>P f) Several impacts from the no-build option are not properly represented. For example, the executive summary does not mention that the no-build option would impact 0 historical structures, lead to 0 acres of lost habitat for the endangered species, and the cost of \$0 is not shown in the cost tables. The impacts and costs of the no-build option should be presented in full. These corrections should be a condition for finalizing the ROD.</p>

COMMENT	RESPONSE
<p>PUBLIC-WRITTEN AND E-MAIL COMMENTS</p> <p>Public-Written 1</p> <p>Public-Written 1_Hage</p> <p>Date Received: 11/3/2009 Source: US 36 Website</p> <p>Name: Frank Hage City/Zip: Boulder, CO 80305</p> <p>A [Noise impacts west of Bear creek in Boulder are not addressed.]</p> <p>B [CDOT needs to bring US36 into noise compliance with federal standards.]</p> <p>C [Significant increases in traffic surrounding the Table Mesa interchange in each option increases the noise in surrounding neighborhoods. These impacts are not addressed and mitigation options are incomplete.]</p> <p>D [Noise from US36 affects many people in adjoining neighborhoods. The US36 EIS claims highway noise only affects adjacent properties. This is a complete misrepresentation of the facts and misleads the public on the impact of improvements to US36.]</p>	<p>Response to Public-Written 1:</p> <p>[A]: See General Response: Noise.</p> <p>[B]: See General Response: Noise.</p> <p>[C]: Noise levels at the Table Mesa Drive interchange were measured at residences within 200 feet of the US 36 corridor to evaluate the worst-case conditions. Sound walls were considered feasible and reasonable and are proposed for the Moorhead Avenue homes, Apache Road homes, and Pima Court homes to mitigate for noise impacts.</p> <p>[D]: See General Response: Noise.</p>

COMMENT	RESPONSE
<p>Public-Written 2</p> <p>Public-Written 2_Ramming</p> <p>Date Received: 11/3/2009 Source: US 36 Website</p> <p>Name: Michael Scott Ramming City/Zip: Denver, CO 80205</p> <p>A [The link to the FEIS Abstract produces a Not Found notice.]</p> <p>B [One customary way of writing phone numbers is to use parentheses around the area code. Your script rejected my phone numbers in this format, and erased all my previous submission.]</p> <p>C [Traffic Engineering Technical Report Addendum, page 2-1 and following. Is the override capacity for managed lanes 1,500 vehicles per hour or 1,500 vehicles per hour per lane? (See also Appendix C, page 2 of 6.)]</p> <p>D [Same addendum, page 5-2, Interlocken / ConocoPhillips Stops line of Table 5.1-2, how am I supposed to calculate the BRT ridership of the preferred alternative as 720 plus N/A?]</p>	<p>Response to Public-Written 2:</p> <p>[A]: Upon receiving this comment, the US 36 EIS Public Involvement Team re-posted the Abstract file and tested website functionality. The "not found" notice did not re-appear. The US 36 EIS Public Involvement Team then notified the commenter by e-mail. The e-mail also included a PDF attachment of the Abstract.</p> <p>[B]: The US 36 EIS Public Involvement Team tested the commenters' concern regarding the rejected phone number format. The www.us36eis.com website form for submitting comments requires a valid phone number format. The website considers phone numbers with spaces or dots to be invalid and requires the commenter to re-enter the information. Parentheses are accepted but there cannot be a space in between the numbers. The website has been updated to inform commenters that the phone number field accepts no spaces or dots.</p> <p>[C]: The override capacity is 1,500 vehicles per hour per lane. A note regarding this was included in Section 3, Clarifications to the US 36 Corridor Final Environmental Impact Statement, of the US 36 Corridor ROD.</p> <p>[D]: The "N/A" under Package 1 (No Action) occurs because no routes would serve those stops under Package 1 conditions. For ease of reference, the N/A has been changed to zero (0) as noted in Section 3, Clarifications to the US 36 Corridor Final Environmental Impact Statement, of the US 36 Corridor ROD.</p>

COMMENT	RESPONSE
<p>Public-Written 3</p> <p>Public-Written 3_Craft</p> <p>Date Received: 11/4/2009 Source: US 36 Website</p> <p>Name: George Craft City/Zip: Boulder, CO 80303</p> <p>A [In looking at the maps it appears as though this solution is focused on the route from Table Mesa to the Broadway Park & Ride. What is really needed is a solution from Denver to Boulder and beyond.]</p> <p><i>Highway 119</i></p>	<p>Response to Public-Written 3:</p> <p>[A]: See General Response: NEPA Process and Alternatives Evaluation.</p>

COMMENT	RESPONSE
<p>Public-Written 4</p> <p>Public-Written 4_Kifflney</p> <p>Date Received: 11/4/2009 Source: US 36 Website</p> <p>Name: Christina Kifflney City/Zip: Boulder, CO 80305</p> <p>A I can see the traffic from US 36 through the houses at the end of my street, whizzing by at 65 miles per hour, less than a mile before a stop light.</p> <p>B More impactfully, I hear the highway noise 24 hours a day, seven days a week, 365 days a year. I can hear the noise as I sit here in my office typing this, even while it is not rush hour (8pm) and it's cold so all of the windows, shades and curtains are closed.</p> <p>If I bought a house in between towns, right on the highway, then well, I'd be stuck with it. But half of Boulder lives within earshot of US 36 in the city limits. It's not necessary to force this many residents to live with the noise when there are plenty of solutions to change it.</p> <p>Thank you, Christina</p>	<p>Response to Public-Written 4:</p> <p>[A]: Comment noted.</p> <p>[B]: Noise measurements in this area indicate an existing (2003) noise level ranging from 54 dBA to 73 dBA. Future noise levels (2035) range from 56 dBA to 70 dBA. The CDOT noise analysis procedures require the noise analysis to be conducted within a 500-foot study area in all directions if sensitive receivers are present. Extending the study area 500 feet beyond Foothills Parkway/Table Mesa Drive allowed for the inclusion of receivers up to Bear Creek. Sound walls are considered feasible and reasonable and are proposed for the Moorhead Avenue homes, Apache Road homes, and Pima Court homes to mitigate for noise impacts.</p> <p>Construction of a sound wall west of Bear Creek is not precluded by the US 36 Corridor Project and could be funded by other entities.</p> <p>Other mitigation considered during the EIS process included the use of "quiet" pavements, berms, and speed reduction. Sound walls are considered feasible and reasonable and are proposed for the Moorhead Avenue homes, Apache Road homes, and Pima Court homes to mitigate for noise impacts. Also, see General Response: Noise.</p>


COMMENT	RESPONSE
<p>Public-Written 5</p> <p>Public-Written 5_Turner</p> <p>Date Received: 11/5/2009 Source: US 36 Website</p> <p>Name: Doris Turner City/Zip: Boulder, CO 80305</p> <p>A [Regarding the short portion of 36 from Table Mesa/So. Boulder Rd to Baseline where homes are impacted by noise, a speed limit of 50 to 55 as cars come into the city seems reasonable and would eliminate the noise produced by a speed limit of 60 - 65+. There would not be a cost to the government other than repositing of the new speed limit.]</p> <p>B [The other advantage is in reducing pollution caused by higher speeds.]</p> <p>C [I don't have accident statistics for that area but I would make the merge lanes safer for all.]</p> <p>Thank you</p>	<p>Response to Public-Written 5:</p> <p>[A]: See General Response: Noise.</p> <p>[B]: Air pollution concentrations emitted from the tailpipes of vehicles are the highest when vehicles are stopped or idling for long periods of time. Idle traffic conditions tend to concentrate air pollutants at the idling location. Carbon monoxide (CO) is the primary pollutant of concern when traffic is idle or stopped for a period of time, such as a vehicle stopped at a signalized intersection.</p> <p>The project evaluated CO impacts at several of the worst intersections throughout the project corridor through a series of quantitative modeling analyses. The results of these air quality impact models demonstrated that the National Ambient Air Quality Standard (NAAQS) for CO at all of these intersections is below the thresholds, and therefore, demonstrates project-level conformity for CO.</p> <p>Vehicles operating above 30 miles per hour are more efficient than those that are idling. The emissions seen from a 10 mile per hour speed limit change would be negligible. Also, see General Response: Air Quality/Emissions/Human Health.</p> <p>[C]: See General Response: Final Design. Refinements to the merge lanes will occur during final design. The Combined Alternative Package (Preferred Alternative) includes the reconstruction of the US 36/Table Mesa Drive/Foothills Parkway interchange, which will improve the safety of passengers in vehicles merging and making other maneuvers.</p>

COMMENT	RESPONSE
<p>Public-Written 6</p> <p>Public-Written 6_Falbo</p> <p>Date Received: 11/6/2009 Source: US 36 Website</p> <p>Name: Cynthia Falbo / Anthony's Splash n Dash City/Zip: Westminster, CO 80031</p> <p>A [We are concerned about our business that is located at 5051 W 80th Ave and we just opened in Jan, and how it will affect our business. Thanks Cynth</p>	<p>Response to Public-Written 6:</p> <p>[A]: The property located at 5051 West 80th Avenue, near the intersection of Sheridan Boulevard and 80th Avenue, would not be directly affected by construction of the Combined Alternative Package (Preferred Alternative). During the construction period, there would be temporary disruption to travel paths to businesses and other attractions in the corridor. Detours and other traffic control measures would be used to manage traffic and transit operations, and to direct travelers to destinations.</p>

Public-Written 7	COMMENT	RESPONSE
<p>Public-Written 7</p> <p>Date Received: 11/6/2009 Source: US 36 Website</p> <p>Name: M.G. City/Zip: 80020</p> <p>A [I'm writing to express my disbelief in how Broomfield continues to negatively affect its neighboring cities and counties and the fact that CDOT and the Regional Transportation District is helping them! They place their waste plant, jail and event center on the edge of their county so other counties have to deal with the smell, danger and traffic. Now they want the subdivisions of Sheridan Green and Arrow Head to deal with the noise, pollution and traffic of an unnecessary rail station. So who did they (influence) this time? I know they will do anything to get their way, heck Broomfield built the North West Corridor Highway to make sure CDOT put 470 where they wanted it. They always seem to get their way!!!!</p> <p>B [If they want a Broomfield station it should go where it was originally planned at 120th and Nickel Street. It wouldn't affect residential areas there because Broomfield has already displaced all its residents in that area to build its newest road/highway. Adding a rail station/bus station at 116th Ave is ridiculous.</p> <p>C [The ones at Church Ranch are more than sufficient and don't negatively effect residential areas.</p> <p>D [Church Ranch is where we were told, during all the public meetings, the station would be. Now at the last minute you change the plan!</p> <p>E [Looking at the Corridor Reference Map, no where are the other stations so close together. The train will barely start before it stops again!</p> <p>F [If this station is placed where the new plan says: The subdivisions of Sheridan Green and Arrow Head will need a 10 foot privacy wall around their settlements; Down Westminster Blvd/ Main; Down 112th Ave; The East & West borders of both settlements.</p> <p>G [We need to be assured about pollution so close to our homes.]</p> <p>H [Broomfield needs to stop linking 116th Ave directly to 112th Ave it should run East/West and link to Main Street as normally would happen.</p> <p>I [Westminster needs a public hearing close to us where we can express our feelings since we are the ones who are being negatively affected by this change. The only one close now is in Broomfield where we will never be heard. (Convenient for Broomfield through, see the pattern) Maybe at the Westminster Recreation Center or the Westminster City Center. Please show me I'm wrong in my suspicions of wrong doing & fix this injustice. M.G. (A third generation Colorado native who was alive when the Boulder/Denver Turnpike was originally built.)</p>	<p>Response to Public-Written 7:</p> <p>[A]: The noise, pollution, and traffic impacts of a rail station at 116th Avenue described in the <i>Northwest Rail Corridor Environmental Assessment/Environmental Evaluation</i>, with a tentative release date of early 2010. A rail station at 116th Avenue has been included in the planning for the Northwest Rail Corridor Project since 2005. A station at 120th Avenue and Nickel Street was considered very early in planning work conducted by the City and County of Broomfield, but was not carried forward into the Broomfield adopted plan. The "Original Broomfield Plan" shows a station at 116th Avenue.</p> <p>[B]: Stations at Church Ranch Boulevard have been included in both BRT and rail planning since the <i>FasTracks Plan</i> (RTD 2004) was passed in 2004.</p> <p>[C]: A station at 116th Avenue has been included in the US 36 corridor plans since 2005 as a joint BRT/rail station. This station has been included on all maps shown in public meetings for the US 36 corridor.</p> <p>[D]: The station spacing for BRT (between Church Ranch Boulevard and 116th Avenue) has been analyzed and found to operate efficiently.</p> <p>[E]: The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) includes recommendations for sound walls as listed in Table 4.13-4, Length of Sound Wall Anticipated in Each Package, of the FEIS. No sound wall was found to be reasonable and feasible in the vicinity of the 116th Avenue BRT station due to the limited effectiveness of a sound wall at this location and the number of people that would benefit from this type of mitigation.</p> <p>[F]: The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) considered air quality impacts throughout the corridor. See General Response: Air Quality/Emissions/ Human Health. The noise, air pollution, and traffic impacts of the Northwest Rail Corridor Project rail stations will be described in the <i>Northwest Rail Corridor Environmental Assessment/Environmental Evaluation</i>, which has a tentative release date of early 2010.</p>	

COMMENT	RESPONSE
	<p>Response to Public-Written 7:</p> <p>[G]: As part of the Combined Alternative Package (Preferred Alternative), the existing Wadsworth Boulevard bridge would be replaced with a new bridge at 112th Avenue. This bridge would connect to an extension of 112th Avenue from the east; this connection would be constructed by the City and County of Broomfield. As part of these improvements, Wadsworth Boulevard would also be reconfigured to connect to the new 112th Avenue bridge. Vehicles on Wadsworth Boulevard would then use the 112th Avenue bridge to cross over US 36.</p> <p>[H]: Corridor-wide public meetings and hearings throughout the US 36 Corridor EIS (US 36 Mobility Partnership 2009) process have been held at various locations throughout the corridor over the life of the project, rotating among the different jurisdictions to provide balance, corridor-wide equity, and access to all communities and members of the public.</p>

COMMENT	RESPONSE
<p>Public-Written 8</p> <p>Public-Written 8_Ecks</p> <p>Date Received: 11/12/2009 Source: US 36 Website</p> <p>Name: Fred Ecks City/Zip: 80303</p> <p>A</p> <p>Please accept my strong support of the bicycle facilities in the US 36 corridor plans. While the bikeway represents only a tiny portion of the overall project cost, the benefits are tremendous. Up until now, cycling has not been a viable transportation option along the majority of the US 36 corridor, even though it meets our stated goals of improving environmental quality, reducing noise, and offering a better, lower-impact mode of transportation. I'm heartened to see this inclusion in all options for the US 36 corridor. Thank you for listening. - Fred Ecks 785 33rd St. Boulder, CO (303) 800-4604</p>	<p>Response to Public-Written 8:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 9</p> <p>Public-Written 9_Campbell Date Received: 11/12/09 Source: Mailed Letter</p> <p>Name: Wallace Campbell City/Zip: Boulder, 80305</p> <p>www.US36FEIS.com</p> <p>The November 3rd issue of the Daily Camera carried a feature article that described the Boulder County's Director of Transportation, George Gerstle, plans to upgrade the highway US 36 between Boulder and Denver by enlarging the vehicle traffic load along that route. Such use of public funds to increase the local air burden of CO2 is reprehensible in these sad times of increased global warming. Proper application of such funds should only involve the planning for electric trains along that heavily-used route. That direct route to Denver is ideal for a rail line. Rail-line construction questions that may arise because of the steep Davidson Mesa hill could be easily overcome by using a cog-rail system there, or by designing a pathway that traverses the slope (as was done by a steam rail line many years ago).</p> <p>Wallace H. Campbell 3030 Galena Way Boulder, CO 80305 phone: 303-494-1356 e-mail: whcampbell@toast.net</p> 	<p>Response to Public-Written 9:</p> <p>[A]: The Combined Alternative Package (Preferred Alternative) includes numerous elements which will encourage the use of multi-modal travel options. These elements include the managed lanes, which will result in travel times for buses, vanpools, and carpools that are 18 to 28 minutes faster than the travel time for automobile traffic. Also included in the Combined Alternative Package (Preferred Alternative) is increased and enhanced bus service, queue jumps and bus-ramp metering bypass lanes, the corridor bikeway, and measures to reduce travel demand.</p> <p>Electrically-powered rail was considered during the alternatives evaluation process for the <i>Major Investment Study</i> (RTD 2001) and during the US 36 NEPA process. It was not advanced, as described on page 2.3-2 of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009), because of greater capital costs, inability to meet the required travel demand threshold, and potentially significant impacts to sensitive environmental resources such as wetlands and endangered species located in the Boulder valley adjacent to US 36. A cog rail system would likely have similar issues. In addition, a cog rail system would not be compatible with the rest of RTD's transit system of light rail, commuter rail, and BRT. Also, see the General Response: NEPA Process and Alternatives Evaluation.</p>

COMMENT	RESPONSE
<p>Public-Written 10</p> <p>Public-Written 10_Bentley</p> <p>Date Received: 11/16/2009 Source: US 36 Website</p> <p>Name: Ryan Bentley City/Zip: Boulder, CO 80305</p> <p>A [The proposed sound mitigation is incomplete and unacceptable! What is the justification of stopping a sound wall at Bear Creek Trail along Moorhead; further, no mention of the ~sixty first row receptors along Moorhead between Bear Creek Trail and Baseline is made, in any context. Obviously the road does not stop at Bear Creek Trail, neither the sound and neither should any sound mitigation. Please provide some analysis, justification or consideration to "the loudest section" of the SH36 corridor.]</p>	<p>Response to Public-Written 10:</p> <p>[A]: See General Response: Noise.</p>

COMMENT	RESPONSE
<p>Public-Written 11</p> <p>Public-Written 11_Fisher Date Received: 11/16/2009 Source: US 36 Website Name: Elia Fisher City/Zip: Denver, CO 80216</p> <p>A Despite utilizing a direct route through our neighborhood, the project team made little or no effort to involve the Globeville (Denver) neighborhood in the outreach process.</p> <p>B Using the center median of Interstate 25, north from the Denver-Adams county line south to Park Avenue West / Fox Street, the southern length of the US 36 Bus Rapid Transit Corridor will occupy more than a one-mile stretch within Denver's Globeville Neighborhood. Yet, despite this fact, the Colorado Department of Transportation and the Federal Highway Administration made no noticeable attempt to obtain input from residents within this section of the project's transportation corridor.</p> <p>C Presently, Interstate 25 and Interstate 70 occupy a vast area of Globeville. In the early 1990's the highway interchange serving both of these interstates was reconstructed. During this expansion, highway lanes were added and multiple properties were impacted.</p> <p>The worst result, however, was the increased automobile traffic that has greatly impacted our local air quality.</p> <p>A I can say with great confidence that many residents in the area would have greatly appreciated an opportunity to share their vision for the project's transportation land use. The Colorado Department of Transportation and Federal Highway Administration has once again failed the residents of Denver's urban core. Sincerely, Elia Fisher Denver</p>	<p>Response to Public-Written 11:</p> <p>[A]: The US 36 EIS Public Involvement Team implemented a proactive and targeted public involvement approach across the entire project area, including the Globeville neighborhood. Recognizing the multiple transportation initiatives in the north Denver area, including the <i>I-70 East Corridor FEIS</i> (CDOT and FHWA 2009), the <i>Denver Union Station (DUS) Master Plan</i> (Union Station Alliance 2005), and the <i>FasTracks Program</i>, public involvement efforts were coordinated to avoid confusion and to avoid burdening community leaders with multiple contacts, interviews, and requests for assistance. Globeville will have the opportunity to continue to participate in these ongoing initiatives. The following approaches were used:</p> <ul style="list-style-type: none"> • Key person interviews were held with north Denver elected officials and religious, neighborhood, and business association leaders in 2004. The purpose of the interviews was to understand the existing visions and plans for growth and development for the area and for the context of the US 36 Corridor Project. Interviews were conducted with City of Denver elected officials, Globeville Area Business Association representatives, Globeville Civic Association members, Globeville Neighborhood Association members, Cross Community Coalition staff, Colorado People's Environmental Economic Network (COPEEN) members, and others. • Contact information was solicited and contacts were added to the <i>US 36 Corridor EIS</i> (US 36 Mobility Partnership 2009) mailing list. These contacts continue to receive project information unless they have since indicated otherwise. • The I-70 East corridor and US 36 corridor project teams met periodically to share information about the project's public involvement strategies and coordinate efforts, where appropriate. • US 36 corridor project team members participated in the I-70 East corridor public meetings, and coordinated with the DUS public outreach efforts. <p>[B]: The only change from the Package 1 (No Action) condition on the high-occupancy toll (HOT)/HOV lane along I-25 south of US 36 as a result of implementation of the Combined Alternative Package (Preferred Alternative) is the addition of 17 buses per hour. No physical improvements would be made to the HOT/HOV lane in this stretch.</p>

COMMENT	RESPONSE
	<p>Response to Public-Written 11:</p> <p>[C]: Impacts to air quality resulting from the proposed project have been analyzed and documented in Section 4.12, Air Quality, of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009). The air quality analysis shows that operation of the project would not cause significant air quality impacts, and that future emissions would stay within levels that are considered to be acceptable under the U.S. Environmental Protection Agency (USEPA) standards. Also, see General Response: Air Quality/Emissions/Human Health.</p>

COMMENT	RESPONSE
<p>Public-Written 12</p> <p>Public-Written 12_Page Date Received: 11/16/2009 Source: US 36 Website</p> <p>Name: Jack Page City/Zip: Denver, CO 80221</p> <p>A [How will this affect the ramp system at the I-25, US 36 and Broadway exits? There have been rumors that these would close. If they do this it will put undue strain on the Pecos St. & US 36 ramps in both directions and excess loads of traffic on Pecos St. We currently have an extreme traffic problem with the heavy use for apartment and higher education facilities in the area, not to mention the illegal use of R-1 zoned housing in the neighborhoods. B [I would like an answer to this before Wednesday 11/18/09...Thanks]</p>	<p>Response to Public-Written 12:</p> <p>[A]: See General Response: I-25/Broadway Interchange.</p> <p>[B]: The US 36 Public Involvement Team contacted Jack Page and provided him with the information that he was looking for.</p>

COMMENT	RESPONSE
<p>Public-Written 13</p> <p>Public-Written 13_Dart Date Received: 11/12/2009 Source: US 36 Website</p> <p>Name: Merlin Dart, Optimist Club City/Zip: Boulder</p> <p>A [We meet on Tuesday nights at The Spice of Life Center at 6 PM for beverages followed by dinner and our business meeting starting at 6:30 PM. We have a short business meeting and introduce our program about 7:30 PM. We like to conclude the meeting about 8:30 PM at the latest. I should tell you that our attendance is generally about 14 to 17 people. We are not a terribly large club and I certainly understand if you would prefer a much larger audience. Currently, I have the dates of January 12, 19 and February 2 open. Plan to have dinner with us. Thanks]</p>	<p>Response to Public-Written 13:</p> <p>[A]: The US 36 EIS Public Involvement Team contacted Merlin Dart to inform him that the US 36 Corridor FEIS Public Hearings were scheduled. He responded that he would encourage his group to attend the hearings in order to learn more about the FEIS.</p>

COMMENT	RESPONSE
<p>Public-Written 14</p> <p>Public-Written 14_Lubben</p> <p>Date Received: 11/16/2009 Source: Broomfield Public Hearing</p> <p>Name: Theresa Lubben City/Zip: Westminster, CO 80020</p> <p>A [Comments about Preferred Alternative: Having been to previous meetings and discussion, this is an EXCELLENT plan. This alternative does take the best of the other plans but incorporates money, impact, etc. better.]</p> <p>B [Comments about Phase 1 of PA: I am very happy that things will be started now and phased in. It's the only way this could work in the current economic situation.]</p> <p>C [Comments about Proposed Mitigation Measures of PA: Very reasonable. People will be impacted by the expansion no matter what plan but this impacts the fewest.]</p> <p>D [Additional Comments: Great work and we appreciate the negotiating and compromising used by all entities to come up with the best solution possible. Thanks!]</p>	<p>Response to Public-Written 14:</p> <p>[A]: Comment noted.</p> <p>[B]: Comment noted.</p> <p>[C]: Comment noted.</p> <p>[D]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 15</p> <p>Public-Written 15_Hill Date Received: 11/16/2009 Name: Robert Hill Source: Broomfield Public Hearing City/Zip: Westminster, CO 80020</p> <p>A [Comments about Preferred Alternative: Will a bike path be built (or bike lanes) when W. 112th is improved?]</p>	<p>Response to Public-Written 15:</p> <p>[A]: The US 36 Corridor Project would not preclude a local bikepath at 112th Avenue. Local jurisdictions can evaluate the possibility of a local bike connection in the future. During final design, CDOT will coordinate with the City and County of Broomfield on the width of the sidewalks on the bridge.</p>

COMMENT	RESPONSE
<p>Public-Written 16</p> <p>Public-Written 16_Benson Date Received: 11/16/2009 Source: Broomfield Public Hearing Name: Louise Benson City/Zip: Broomfield, CO 80020</p> <p>A Additional Comments: The BRT is the only "Fastracks" the Northwest Corridor needs or wants. The NW Rail is a huge boondoggle that will never pay its way at taxpayer subsidized \$60 per rider trip! And it will ruin all the neighborhoods along its path. The only people who want NW Rail are mayors and their developer friends.</p>	<p>Response to Public-Written 16:</p> <p>[A]: The Northwest Rail Corridor project was voted on and approved by taxpayers in 2004, as a part of the <i>FasTracks Plan</i> (RTD 2004). Its impacts are disclosed in the <i>Northwest Rail Corridor Environmental Assessment/Environmental Evaluation</i>, scheduled for release in early 2010. There has been public support for this project as expressed in public meetings held during the <i>Northwest Rail Corridor Environmental Assessment/Environmental Evaluation</i> process.</p>

COMMENT	RESPONSE
<p>Public-Written 17</p> <p>Public-Written 17_Welch Date Received: 11/16/2009 Source: US 36 Website</p> <p>Name: Edlith Welch City/Zip: Denver, CO 80221</p> <p>A [Hello, I hope that what final plan is made for this project that there will still be an exit ramp to Broadway from South I 25.]</p>	<p>Response to Public-Written 17:</p> <p>[A]: See General Response: I-25/Broadway Interchange.</p>

COMMENT	RESPONSE
<p>Public-Written 18</p> <p>Public-Written 18_Schlichter</p> <p>Date Received: 11/17/2009 Source: US 36 Website</p> <p>Name: David Schlichter City/Zip: Denver, CO 80218</p> <p>A I support Denver's efforts to decrease its environmental impact and increase the use of more environmentally friendly methods of transportation. I view bicycle use as a critical way to decrease our environmental impact, improve air quality, alleviate traffic, improve physical fitness, and save money. The environment, the economy, and public health are all three in states of emergency. With these crises in mind, the creation of a bicycle path between Denver and Boulder is a critical component to the US-36 development.</p> <p>B Current bicycle transit between the two cities is unsafe. With both Denver and Boulder's goals of becoming more environmentally friendly, attracting new residents, lowering the alarming recent incidences of pedestrians and bicyclists being hit by motorists, and maintaining our reputations as cities which support highly active lifestyles, the dedicated bike path (not bike lanes or sidewalk-an actual bicycle path) between Denver and Boulder would be a great way to decrease traffic, improve air quality, improve safety, improve public health, save money, attract visitors and new residents, and improve Denver and Boulder's reputations as highly active and green cities.</p>	<p>Response to Public-Written 18:</p> <p>[A]: Comment noted.</p> <p>[B]: See General Response: Bikeway.</p>

COMMENT	RESPONSE				
<p>Public-Written 19</p> <p>Public-Written 19_McGregor</p> <table border="1"><tr><td>Date Received:</td><td>11/18/2009</td></tr><tr><td>Source:</td><td>US 36 Website</td></tr></table> <p>Name: Barbara McGregor City/Zip: Boulder, CO 80305</p> <p>A [Please lower the speed limit on highway 36 where it goes behind our neighborhood in south Boulder. The noise is just terrible. It would also be a lot easier to merge if the speed limit was 45mph. It was a lot quieter when we moved here. Thanks.]</p>	Date Received:	11/18/2009	Source:	US 36 Website	<p>Response to Public-Written 19:</p> <p>[A]: See General Response: Noise.</p>
Date Received:	11/18/2009				
Source:	US 36 Website				

COMMENT	RESPONSE
<p>Public-Written 20</p> <p>Public-Written 20_Bartlett Date Received: 11/18/2009 Source: Boulder County Public Hearing Name: Andrew Bartlett City/Zip: Longmont, CO 80501</p> <p>A</p> <p>The Preferred Alternative is weighed too heavily towards improving vehicular traffic, while making only minor improvements to bus transit. By doubling the car-carrying capacity of the highway, the P. Alternative does nothing to encourage travelers to use public transportation. Why not expand the highway incrementally by one lane each way instead of two each way? (HOV is basically car traffic).</p>	<p>Response to Public-Written 20:</p> <p>[A]: The Combined Alternative Package (Preferred Alternative) includes numerous elements that will enhance bus transit. The managed lanes (one new lane each direction) will result in express bus travel times that are 18 to 28 minutes faster than general vehicle traffic. In addition, increased bus service is planned; queue jumps and bus-ramp bypass lanes will enhance bus service. Various BRT improvements will also be implemented as described on pages 2.6-33 and 2.6-34 of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009). All of these improvements are anticipated to increase corridor bus boardings by 200 percent, as indicated in Table 3.4-8, Daily Bus Ridership (Horizon-Year), of the FEIS.</p> <p>The project is actually taking your idea of expanding the highway incrementally by one lane each direction in the first phase. This should provide some HOV and BRT relief early on.</p> <p>The Combined Alternative Package (Preferred Alternative) in the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) is responsive to comments received during the DEIS comment period and the subsequent PAC process to consider public comments received, evaluate corridor elements, identify a Combined Alternative Package (Preferred Alternative), and outline implementation phases.</p>

COMMENT	RESPONSE
<p>Public-Written 21</p> <p>Public-Written 21_Schmitt</p> <p>Date Received: 11/19/2009 Source: US 36 Website</p> <p>Name: Mike Schmitt, Aqua Serve City/Zip: Broomfield, CO 80020</p> <p>A [Is my property ROW property? 6991 West 117th Avenue Broomfield, CO 80020]</p>	<p>Response to Public-Written 21:</p> <p>[A]: The Combined Alternative Package (Preferred Alternative), or for that matter, any of the alternatives, shown in the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) do not impact your property. Even the project currently under construction, the 120th Avenue Extension, that is also in the area, will not impact your property; your property is over 0.25 mile away.</p>

COMMENT	RESPONSE
<p>Public-Written 22</p> <p>Public-Written 22_Castillo</p> <p>Date Received: 11/19/2009 Source: Adams County Public Hearing</p> <p>Name: Kay Castillo City/Zip: 80030</p> <p>A</p> <p>Comments about Preferred Alternative: The sound barrier wall on the southwest corner of Federal Blvd (Hwy 287) and Hwy 36 (Boulder Turnpike) is totally UNACCEPTABLE. The sound/vibration barrier wall is not high enough nor long enough, the wall needs to be at the very minimum an additional 100 YARDS and an additional 5 feet higher.</p> <p>B</p> <p>There is NO information on the HUMAN Health any proposal including the current highway. Any proposal is adding more poison to the environment. No one has addressed any issue of a human having to breathe in 24/7 the additional pollution. Why are you not taking property that is within FEET of your proposed plans? This is the 4th time I have asked these questions and have yet to get any answers.</p>	<p>Response to Public-Written 22:</p> <p>[A]: The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) identified several areas as being eligible for noise mitigation. During final design, details such as height, length, placement, end points, wraps, aesthetics, and absorption will be determined.</p> <p>[B]: See General Response: Air Quality/Emissions/Human Health and Volume III, Response to Comments of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) for Comments/Responses, Comment Numbers 73 and 74.</p>

COMMENT	RESPONSE
<p>Public-Written 23</p> <p>Public-Written 23_Purdy Date Received: 11/18/2009 Source: Boulder County Public Hearing Name: Kevin Purdy City/Zip: Louisville, CO 80027</p> <p>A</p> <p>Comments about Preferred Alternative: Thank you for making the bike trail a phase 1 priority. It is the one part of the plan that addresses all of the issues of reducing congestion, reducing pollution, reducing use of fossil fuels, and maintaining cost-effective transportation alternatives. In addition, it provides recreational opportunities and promotes healthy lifestyles. I have traveled on bike trails in most of our wonderful states and have found that such trails already exist throughout our country. These trails are widely used and extremely effective.</p> <p>B</p> <p>Comments about Phase 1: The sooner you get started on this project, the better. I concur with speakers who voiced concerns about promoting car travel over other modes of transportation. Given the demographics of the US 36 Corridor, I believe the priorities should be (in order of importance): (1) bike trail (multuse); (2) rapid (rail) transit; (3) bus; (4) cars (distant 4th).</p> <p>C</p> <p>Additional comments: I am concerned that all our transportation dollars seem to go: (1) south (by far the most); (2) DIA; (3) Due West; (4) Due East and then if any is left over (which there seldom seems to be much left) a token amount of funding and transportation development goes to the north and northwest metro area. Boulder county is the most supportive of mass transportation but seems to be last on the list of beneficiaries.</p>	<p>Response to Public-Written 23:</p> <p>[A]: Comment noted.</p> <p>[B]: This project is expected to start final design on some of the elements in the Phase 1 in early 2010. The bikeway and bus facilities are also in Phase 1, as well as a facility that allows automobiles with two or more passengers to travel in the managed lane for free. The automobiles with only one occupant would be required to pay a toll to use the new lane that would be built as part of Phase 1.</p> <p>[C]: Several required environmental studies have been conducted that encompass Boulder County; including most recently the <i>US 36 Corridor FEIS (US 36 Mobility Partnership 2009)</i>, <i>Northwest Rail Corridor Environmental Assessment/ Environmental Evaluation</i>, <i>Highway 52 Improvement Environmental Assessment</i>, and the <i>State Highway (SH) 7, Cherryvale to 75th Avenue Environmental Assessment</i>. Boulder County has participated in prioritizing the elements within the <i>US 36 Corridor FEIS (US 36 Mobility Partnership 2009)</i>. In addition, Boulder County is also served by extensive RTD resources, including local, regional, and express buses.</p>

COMMENT	RESPONSE
<p>Public-Written 24</p> <p>Public-Written 24_Snow Date Received: 11/19/2009 Source: Adams County Public Hearing</p> <p>Name: Sharon Snow City/Zip: Denver, CO 80221</p> <p>Comments about the Preferred Alternative: Do not take our exits and give us a way to get to 78 --and 270 and we have the bridge going from is falling about. I-25 to 36th.</p> <p>A <input type="checkbox"/> We need to let the college park lot put a light..</p> <p>B <input type="checkbox"/></p> <p>Sharon Snow 181 Bowie Ct. Denver, CO 80221</p>	<p>Response to Public-Written 24:</p> <p>[A]: In the context that this comment was made, we believe that this comment references I-25 access to Broadway. See General Response: I-25/Broadway.</p> <p>[B]: Requests for lights in the area are under the jurisdiction of and should be referred to Adams County.</p>

COMMENT	RESPONSE
<p>Public-Written 25</p> <p>Public-Written 25_Ollivas Date Received: 11/19/2009 Name: Paul Ollivas Source: Adams County Public Hearing City/Zip: Denver, CO 80221</p> <p><i>A</i> [Comments about the Preferred Alternative: You're going to take our home!!! Where are we supposed to live??? There are history in these houses from family to family. Paul Ollivas 1761 Samuel Drive Denver, CO 80221]</p> <p><i>B</i> [Comments about Phase 1: You guys have a HOV lane that doesn't even work now so why make more???]</p> <p><i>A</i> [Comments about proposed mitigation measures of PA: You can take more land but leave our home!!!]</p> <p><i>A</i> [Additional Comments: Don't take our home!!!]</p>	<p>Response to Public-Written 25:</p> <p>[A]: CDOT understands that it is difficult for affected individuals to have ROW impacts identified in the FEIS. Please feel free to contact the CDOT Region 6 Right-of-way Manager, Greg Jamieson, at 303-757-9917, with questions. Also, see General Response: Right-of-way.</p> <p>CDOT understands that many of the residents living near the US 36 corridor, especially on the eastern end, are long-term residents or residents on fixed incomes. CDOT also recognizes there is a sensitive population in this community, and as a result, this population may need special relocation assistance through the process.</p> <p>Federal and state relocation laws require displaced occupants to be given certain minimum timeframes to find, secure, and move into replacement properties. Some financial relocation benefits are also available to assist with some costs associated with moving into the replacement property. In past projects involving residential relocation, such timeframes have been sufficient to allow the displaced residents to secure and move into a replacement home well in advance of the time the initial residence is needed.</p> <p>Based on the current design of the Combined Alternative Package (Preferred Alternative), your property would be a full acquisition as a result of the project. However, please note that transportation improvements in this area are not included as part of Phase 1.</p> <p>[B]: Multi-modal options are an integral part of the project Purpose and Need. As a result, a managed lane in each direction is a critical component of the Combined Alternative Package (Preferred Alternative). The managed lane is designated for use by buses and HOVs for no cost. Any remaining capacity would be available to SOVs through variable or dynamic pricing. The managed lanes will result in express bus and HOV travel times that are 18 to 28 minutes faster than general-purpose lane traffic.</p>

COMMENT	RESPONSE
<p>Public-Written 26</p> <p>Public-Written 26_OlivasB</p> <p>Date Received: 11/19/2009 Name: Beatrice Olivas Source: Adams County Public Hearing City/Zip: Denver, CO 80221</p> <p>A</p> <p>Comments about the Preferred Alternative: Our home is at 1761 Samuel Drive. Please do not take away our home. It is our only home we have ever known. If you take our home away we will be very sad and homeless. Another place won't feel a home.</p> <p>Comments about Phase 1: We don't need no more RTD. All they want is money. They don't care about what we feel. Don't let RTD take our home.</p> <p>Comments about proposed mitigation measures of PA: Take a piece of land. Don't take our home. You have enough road already.</p>	<p>Response to Public-Written 26:</p> <p>[A]: CDOT understands that it is difficult for affected individuals to have ROW impacts identified in the FEIS. Please feel free to contact the CDOT Region 6 Right-of-way Manager, Greg Jamieson, at 303-757-9917, with questions. Also, see General Response: Right-of-way.</p> <p>CDOT understands that many of the residents living near the US 36 corridor, especially on the eastern end, are long-term residents or residents on fixed incomes. CDOT also recognizes there is a sensitive population in this community, and as a result, this population may need special relocation assistance through the process.</p> <p>Federal and state relocation laws require displaced occupants be given certain minimum timeframes to find, secure, and move into replacement properties. Some financial relocation benefits are also available to assist with some costs associated with moving into the replacement property. In past projects involving residential relocation, such timeframes have been sufficient to allow the displaced residents to secure and move into a replacement home well in advance of the time the initial residence is needed.</p> <p>Based on the current design of the Combined Alternative Package (Preferred Alternative), your property would be a full acquisition as a result of the project. However, please note that transportation improvements in this area are not included as part of Phase 1.</p>

COMMENT	RESPONSE
<p>Public-Written 27</p> <p>Public-Written 27_RankinR Date Received: 11/19/2009 Source: Adams County Public Hearing Name: Robert Rankin City/Zip: Denver, CO 80221</p> <p>A Comments about the Preferred Alternative: I hope they don't close off I-25 going to 36. it would make 84th Avenue and Conifer real busy. You have schools on Conifer. I think it would be very dangerous.</p> <p>B Comments about Phase 1: What I understand about Phase one, it looks like a great way to go.</p>	<p>Response to Public-Written 27:</p> <p>[A]: As stated in the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) (Volume III, Response to Comments, page 85), "...traffic accessing the commercial area at Broadway would not be re-routed through residential neighborhoods on Conifer Street or Greenwood Boulevard. Rather, traffic would be directed to 84th Avenue, Pecos Street, and 70th Avenue when traveling from southbound I-25, and to York Street and 70th Avenue or Pecos Street and 70th Avenue when traveling from westbound US 36/I-270." Per CDOT mitigation, traffic would not be expected to increase on Conifer Street, Greenwood Boulevard, or other neighborhood streets as a result of the access changes at Broadway. However, commuters could choose to use Conifer Street regardless of the suggested routes. Also, see General Response: I-25/Broadway.</p> <p>[B]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 28</p> <p>Public-Written 28_RankinC Date Received: 11/19/2009 Source: Adams County Public Hearing</p> <p>Name: Carrol Rankin City/Zip: Denver, CO 80221</p> <p>A [Comments about Phase 1: I hope the people being displaced are getting a fair price for their homes and located elsewhere in something just as nice, without any added monthly expense. When people have lived somewhere for a long time it is unfair to be forced into inconvenience.]</p> <p>B [The 36 improvements seem like a good idea. Don't hide any information from us or make it a toll road again.]</p>	<p>Response to Public-Written 28:</p> <p>[A]: See General Response: Right-of-way, for information on the Uniform Act.</p> <p>[B]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 29</p> <p>Public-Written 29_Albrecht Date Received: 11/19/2009 Name: Sharon Albrecht Source: Adams County Public Hearing City/Zip: Denver, CO 80221</p> <p>General Comments about Property: (Submitted at Public Hearing and via Website)</p> <p>A</p> <p>I live at 940 Bronco Road. I have resided in my home for 44 years. Just prior to the start of the meetings regarding US 36, I invested substantial funds remodeling my home with the intention of retiring comfortably in it. Having worked for the US government for over forty years, I have now retired. I have attended every one of your meetings regarding the US 36 planned changes. I even canvassed my neighborhood to encourage participation in the process. Previous to the last meeting, I was informed that the EIS had recommended that the highway be expanded from the South side as the impact on the North side of US 36 was too substantial. At the last meeting when I asked what the blue X meant, I was assured that it indicated that construction crews may or may not be physically on a portion of my property during the reconstruction, but everything would be returned to the former state. Now, the blue X is listed as partial property acquisition. I am very angry that a change was made during the time between the last meeting and this one, especially since this is the final plan. Sharon M. Albrecht</p>	<p>Response to Public-Written 29:</p> <p>[A]: As described in the General Response: Right-of-way, since the release of the DEIS, the Combined Alternative Package (Preferred Alternative) was developed. The selection of this package reduces property impacts by approximately 70 percent. In the General Response: Right-of-way, the timing of the acquisition is discussed.</p> <p>At this point, your property has been identified as partially impacted by the Combined Alternative Package (Preferred Alternative). As the project proceeds through final design, the project team will continue to evaluate ways to avoid and minimize property impacts.</p>

COMMENT	RESPONSE
<p>Public-Written 30</p> <p>Public-Written 30_Danforth Date Received: 11/19/2009 Source: Adams County Public Hearing Name: John Danforth City/Zip: Denver, CO 80221</p> <p>A [Comments about the Preferred Alternative: I like the bikeway idea!]</p> <p>B [Comments about Phase 1: Maintain Broadway access - Ok!]</p> <p>C [Comments about the Section 4(f) findings? What is this?]</p>	<p>Response to Public-Written 30:</p> <p>[A]: Comment noted.</p> <p>[B]: Comment noted. Also, see General Response: I-25/Broadway Interchange.</p> <p>[C]: Section 4(f) refers to federal regulations regarding the preservation of public parks, recreation areas, wildlife and waterfowl refuges, and historic sites. If property from these types of areas may be needed as part of a federal project, a Section 4(f) Evaluation is required. The US 36 Final Section 4(f) Evaluation is contained in Chapter 7, Final Section 4(f) Evaluation, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009).</p>

COMMENT	RESPONSE
<p>Public-Written 31</p> <p>Public-Written 31_Chavez Date Received: 11/19/2009 Source: Adams County Public Hearing</p> <p>Name: Esther Chavez City/Zip: Denver, CO 80221</p> <p>A</p> <p>Comments about the Preferred Alternative: Do not take my home, 1871 Samuel Drive, Denver, CO 80221. I cannot move. No money and they won't pay me enough to move and my husband is an invalid. We can't afford to move, we only live on social security only, no savings. We don't need any more traffic and ten years they will widen it again and take more homes for more traffic.</p>	<p>Response to Public-Written 31:</p> <p>[A]: A: CDOT understands that it is difficult for affected individuals to have ROW impacts identified in the FEIS. Please feel free to contact the CDOT Region 6 Right-of-way Manager, Greg Jamieson, at 303-757-9917 with questions. See also General Response: Right-of-way.</p> <p>CDOT understands that many of the residents living near the US 36 corridor, especially on the eastern end, are long-term residents or residents on fixed incomes. CDOT also recognizes there is a sensitive population in this community, and as a result this population may need special relocation assistance through the process.</p> <p>Based on the current design of the Combined Alternative Package (Preferred Alternative) your property would be an ownership full acquisition as a result of the project. However, please note that transportation improvements in this area are not included as part of Phase 1.</p>

COMMENT	RESPONSE
<p>Public-Written 32</p> <p>Public-Written 32_Frank Date Received: 11/19/2009 Source: Adams County Public Hearing</p> <p>Name: Kay Frank City/Zip: Denver, CO 80221</p> <p>A</p> <p>Comments about the Preferred Alternative: I am very pleased that the open meeting in April did make a difference. Our middle class area needs the same consideration for travel to work, shopping, schools, and place of worship. Also a safer Boulder Turnpike has been a long time coming. Thank you, Kay.</p>	<p>Response to Public-Written 32:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 33</p> <p>Public-Written 33_Denise Date Received: 11/19/2009 Source: US 36 Website</p> <p>Name: Denise City/Zip: Westminster, CO 80036</p> <p>A</p> <p>Tearing down years of established families on Samuel Drive and 72nd would hurt an entire community of senior citizens and families who have lived there many years. Tearing down these homes is ruthless, and would be future crimes waiting to happen. This area has already taken much change for the worse with the bad choices to put up a hotel which has been nothing but trouble with drugs and prostitution and graffiti. The county has already been responsible for making bad decisions by turning part of this well established area into a business section instead of keeping the friendly neighborhood it has been for many years. I will pray you put your heart where the residences hearts are, and consider being more compassionate by spending our money on beautifying the neighborhood it once was instead of using our tax dollars to create something that is not absolutely necessary. There are many other areas you can choose to build on where there are no established longtime neighborhoods. I will pray on this, so God sees to it that you protect our established neighborhoods and seniors instead of kicking them to the curb. If you think about it, that's really what you would be doing in the name of an "I don't care" attitude. What if this was your parents or family?</p>	<p>Response to Public-Written 33:</p> <p>[A]: CDOT understands that it is difficult for affected individuals to have ROW impacts identified in the FEIS. Please feel free to contact the CDOT Region 6 Right-of-way Manager, Greg Jamieson, at 303-757-9917, with questions. Also, see General Response: Right-of-way.</p> <p>CDOT understands that many of the residents living near the US 36 corridor, especially on the eastern end, are long-term residents or residents on fixed incomes. CDOT also recognizes there is a sensitive population in this community, and as a result, this population may need special relocation assistance through the process.</p> <p>Based on the current design of the Combined Alternative Package (Preferred Alternative), some properties along Samuel Drive would be fully acquired as a result of the US 36 Corridor Project. However, please note transportation improvements in this area are not included as part of Phase 1.</p> <p>Property impacts in this area are a result of adding general-purpose lanes and modifying the Pecos Street interchange. Through final design, the project team will continue to work to avoid and minimize property impacts.</p>

COMMENT	RESPONSE
<p>Public-Written 34</p> <p>Public-Written 34_Rose Date Received: 11/20/2009 Source: US 36 Website</p> <p>Name: Scott Rose City/Zip: Boulder, CO 80305</p> <p>A [Please Place put up a sound barrier so the deafening sound can be reduced. Please understand this will get very very loud and provide this noise barrier like it is done in Westminster.]</p>	<p>Response to Public-Written 34:</p> <p>[A]: In response to your inquiry, there is no planned sound wall for the area behind your property at 1221 Red Ash Lane in Boulder. The analysis found that the construction of a sound wall would not meet the thresholds required to justify the mitigation. Also, see General Response: Noise.</p>

RESPONSE	COMMENT
<p>Response to Public-Written 35:</p> <p>[A]: The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) provides information about the anticipated air quality impacts, transportation benefits, climate change impacts, and safety impacts.</p> <p>The Combined Alternative Package (Preferred Alternative) includes numerous elements that will encourage travel through modes other than the SOV. The managed lanes will result in express bus and HOV travel times that are 18 to 28 minutes faster than the general-purpose lane traffic.</p> <p>Also included are increased and enhanced bus service, queue jumps and bus ramp metering bypass lanes, the corridor bikeway, and measures to reduce travel demand, all of which will serve to provide a competitive alternative to automobile travel.</p> <p>The alternatives evaluation process used for the NEPA process is described in Chapter 2, Alternatives Considered, of the US 36 Corridor Draft Environmental Impact Statement and Final Section 4(f) Evaluation (US 36 Corridor DEIS) US 36 Corridor DEIS (US 36 Mobility Partnership 2007) and US 36 Corridor FEIS (US 36 Mobility Partnership 2009). The requirements for considering alternatives are defined in the Council on Environmental Quality's (CEQ) regulations, as described in 40 CFR 1502.14: "Agencies shall rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated." CEQ guidance provides a definition for reasonable alternatives: "...those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant." "Fast" trains were examined and dropped from detailed evaluation because they were not considered practical and feasible, as described on page 2.2-5 of the US 36 Corridor FEIS. For these reasons, "fast" trains were not considered reasonable and were therefore, dropped from further consideration, as allowable per 40 CFR 1502.14.</p> <p>[B]: See General Response: NEPA Process and Alternatives Evaluation. The Hong Kong Airport Express is a "fast" train approach which was dropped out in the early screening for the alternatives, as described on page 2.2-5 of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009). That is, it is not an every day proven transit revenue service; it would not connect to the RTD system of light rail, commuter rail, and BRT; and it would be more costly and logistically complicated.</p>	<p>Public-Written 35</p> <p>Public-Written 35_Kumin Date Received: 11/19/2009 Source: Boulder County Public Hearing Name: Jesse Kumin City/Zip: Boulder, CO 80304</p> <p>Jesse Kumin 4393 Snowberry Court • Boulder, CO • 80304 • 0794 303 440-8330 • jesse@kuminmedia.com</p> <p>A</p> <p>Why do we keep repeating our mistakes over and over again? Building more highways and improving what we have just creates more traffic and pollution, and makes people even more dependent on cars. We should research and examine what other cities have done well to move people around from work to home to shopping and entertainment, and move beyond what they've done.</p> <p>The route of adding more highway lanes to Highway 36 will do nothing to provide compelling alternatives. It will only increase traffic, pollution, and dependence on automobiles, the huge waste of natural resources for state and federal taxpayers. The billions of dollars of payments shipping billions of \$\$ out of the country each year to pay for foreign oil, terrorism, and other funds spent on personal travel needs (cars) or get people to and from Denver and Boulder any faster than is currently possible, improving personal productivity, or reduce death and maiming on our highways from auto accidents. It's throwing good money after bad.</p> <p>The EIS requires that you examine ALL the alternatives. The hearings you've conducted never did this. They were a farce from start to finish. There was never any examination of fast trains that would be able to get to work and home on Highway 36. The EIS process has been a sham to satisfy federal requirements, without actually examining all the alternatives.</p> <p>CDOT and RTD should have copied and updated the Hong Kong Airport Express. In service since 1997, that would have provided downtown Denver to downtown Boulder service in 20 minutes, with stops at Table Mesa, Louisville/Superior, Broomfield, Westminster and North Denver, at a fraction of the \$2.8 billion cost of RTD's absolutely insane 30 mph zig zag SIOTracks rail fraud and CDOT's poorly conceived figmy 36 improvements. It would be a real alternative and cure all the ills of the EIS. See paragraph above. Instead, both agencies have sought to protect their own turf and continue making the same mistakes over and over again. It's a waste of taxpayer money and an incredibly stupid, lost opportunity to bring about a real 21st Century solution.</p> <p>B</p> <p>Jesse Kumin</p>

COMMENT	RESPONSE
<p>Public-Written 36</p> <p>Public-Written 36_Wood</p> <p>Date Received: 11/26/2009 Source: E-mail</p> <p>Name: Ivy Wood City/Zip: Denver, CO 80221</p> <p>A [I'd like to add that I hope that the lite rail will be in place by the time the major construction along the US 36 corridor begins so that commuters will have options and ways to avoid the traffic delays caused by the construction.]</p>	<p>Response to Public-Written 36:</p> <p>[A]: Comment noted.</p>

RESPONSE	COMMENT
<p>Response to Public-Written 37:</p> <p>[A]: See General Response: Final Design. Interchange designs listed in the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) took into consideration ROW acquisitions, impacts to local parks, and other impacts to environmental resources. Changes to those footprints would result in additional impacts. However, traffic functions at these interchanges will be evaluated during final design.</p>	<p>Public-Written 37_Collier</p> <p>Date Received: 11/30/2009 Source: Mailed</p> <p>Name: Roger Collier City/Zip:</p> <p>Page 1 of 1</p> <p>Roger Collier Mayor City of Westminster 303.469.4307 http://rogercollier.home.att.net (NEW) facebook.com/nancy.mcnally</p> <p>From: Nancy McNally [mailto:nmcnally@westone.att.net] Sent: Friday, November 20, 2009 9:43 PM To: Roger Collier Subject: Re: HIGHWAY 36</p> <p>Thank you for your email. The Final Environmental Impact Study is very close to done and this would be a major change in the plans. I don't know if anyone every suggested what you are suggesting. I have had a lot of input over the last several years of input on this project. The final document will be signed in December by CDOT. If you want to add your suggestion you are welcome on the US36 website. Thank you.</p> <p>Nancy McNally Mayor City of Westminster 303.469.4307 http://rogercollier.home.att.net (NEW) facebook.com/nancy.mcnally</p> <p>"Friends are quiet angels who lift us to our feet when our wings have trouble remembering how to fly."</p> <p>----- Original Message ----- From: Roger Collier Sent: Friday, November 20, 2009 6:21 PM Subject: HIGHWAY 36</p> <p>An idea... Highway 36 is in the process of reconstruction... The exit from westbound Highway 36 to northbound Federal and the left turn on Federal at Meade and 8th ave... A good solution to this would be to create westbound Highway 36 just past Lowell boulevard that would exit to 8th ave, to the traffic light at Oakwood... this would allow traffic to continue westbound on 8th ave, and bypass the 80th and Federal intersection... this would be a good idea... and would be better access to west Westminster and Arvada... there is currently open space at the intersection of Lowell and 8th ave... so the expense would be normal... and the bridge over Lowell will be rebuilt, so all that would be needed is a sound wall... This would eliminate the cars getting off westbound 36 moving across 2 and 3 lanes of traffic - in a short space - in order to turn left at 80th ave.</p> <p>11/20/2009</p>

COMMENT	RESPONSE
<p>Public-Written 38</p> <p>Public-Written 38_Ingoldby Date Received: 12/4/2009 Source: US 36 Website Name: Mike Ingoldby City/Zip: Superior, CO 80027</p> <p>A [I would like to voice my support for the draft EIS. I support the goals and the implementation of the project.]</p> <p>B [I commute on 36 daily between boulder and superior. This section is in desperate need of additional lanes for traffic.]</p> <p>C [I would also be more amenable to riding the bus to and from work, with the improved RTD stops at Table Mesa and McCaslin.]</p> <p>A cont'd [I look forward to seeing improvements on US36.]</p>	<p>Response to Public-Written 38:</p> <p>[A]: Comment noted.</p> <p>[B]: Comment noted.</p> <p>[C]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 39</p> <p>Public-Written 39_Masterson</p> <p>Date Received: 12/2/2009 Source: US 36 Website</p> <p>Name: Tom Masterson City/Zip: Boulder, CO 80305</p> <p>A</p> <p>The EIS and CDOT have done absolutely nothing to resolve the noise issue for residents of south Boulder. The noise here exceeds city and federal mandates, has done so for the past 18 years. CDOT and the EIS have totally and deliberately ignored all the wishes, complaints, suggestions of the affected tens of thousands of people. A significant portion of this noise results from the CDOT-implemented 65 mph speed limit which they obstinately refuse to even consider changing. The rest is caused by the refusal of CDOT to construct (within the lifetimes of those of us who have asked for action since 1980) any sort of sound mitigation for the 1.5 mile stretch of highway between Baseline and Table Mesa/South Boulder Road in Boulder. The repeated refusal to listen the people or do anything to alleviate their suffering has made this entire process a farce: "We will do what we want to do and to h*ll with those impacted by our actions."</p>	<p>Response to Public-Written 39:</p> <p>[A]: See General Response: Noise. The Combined Alternative Package (Preferred Alternative) has plans for a sound wall from Table Mesa Drive to Bear Creek. CDOT and the City of Boulder have met with the affected community in this area numerous times in the last 10 years, including recently.</p>

COMMENT	RESPONSE
<p>Public-Written 40</p> <p>Public-Written 40_Kreutzer</p> <p>Date Received: 11/25/2009</p> <p>Source: US 36 Website</p> <p>Name: David Kreutzer City/Zip: Boulder, CO 80305</p> <p>A [I think Package 2 is better than the Combined Package / Preferred Alternative because two lanes of BRT / HOV are better than one. RTD must look to the future where more people will bus, and fewer will drive. Only 1 BRT / HOV / managed lane each way won't cut it in 10 years.]</p> <p>B [I would object to any alternative that adds general purpose lanes, thanks for excluding them from the preferred alternative.]</p>	<p>Response to Public-Written 40:</p> <p>[A]: See General Response: Combined Alternative Package (Preferred Alternative). The traffic analysis done for the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) found that one managed lane in each direction would meet the Purpose and Need for the project for the year 2035. The Combined Alternative Package (Preferred Alternative) met the cost effectiveness criteria and desire for minimization of environmental impacts in response to comments received during the DEIS.</p> <p>[B]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 41</p> <p>Public-Written 41_Fancher</p> <p>Date Received: 11/27/2009</p> <p>Source: US 36 Website</p> <p>Name: Jane Fancher</p> <p>City/Zip: Westminster, CO 80030</p> <p>A [I am very disturbed, as are many of my friends, that you are going to destroy homes and business along 36 to build a "bike path." Sorry, but I think people should take precedence over bicycles.]</p>	<p>Response to Public-Written 41:</p> <p>[A]: The bikeway has been designed to avoid total acquisition and relocation of homes and businesses. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 42</p> <p>Public-Written 42_Lang Date Received: 11/28/2009 Source: US 36 Website</p> <p>Name: Laura Nokes Lang City/Zip: Westminster, CO 80031</p> <p>A</p> <p>Because of the way sound waves travel, I hope every possible sound mitigation device/technique will be used in areas where the topography puts residences at higher elevations than the road. My home is situated between the highway and Westminster water tanks at 81st and Osceola, and I sometimes find the noise levels interfere with sleep, and conversations turn into shouting to be heard. There must be something that can be done beyond the sound barrier walls which are totally ineffective for properties higher than the walls, and especially with large hard objects that reflect the sound waves back. I have double pane windows which do help, but I don't live inside my house all the time, and the noise levels interfere with my being able to use my yard. For some reason, the noise levels are especially bad during rush hours in the mornings.</p> <p>B</p> <p>I would welcome some noise level testing to be done here, but would it make any difference? 8150 La Place Ct. Westminster, CO 80031</p>	<p>Response to Public-Written 42:</p> <p>[A]: The noise evaluation tools used for this project consider the topographic situations where residences are higher than the road. In Section 4.13, Noise, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009), various noise mitigation techniques were considered, including quiet pavements, berms, depressing the roadway, and speed reduction. In this location, replacement of the wood sound barrier with a sound wall is proposed. Also, see General Response: Noise.</p> <p>[B]: Noise monitoring was completed near your home as shown on Figure 4.13-3, Location of Existing Noise Level Measurements, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009).</p>

COMMENT	RESPONSE
<p>Public-Written 43</p> <p>Public-Written 43_Dippolito</p> <p>Date Received: 12/4/2009 Source: US 36 Website</p> <p>Name: Nancy D'ippolito City/Zip: 80301</p> <p>A [I am very excited about the prospect of adding a separated bike lane on Highway 36 between Boulder and Westminster. This will make commuting between the 2 cities faster and safer. Please keep it in the final plan!]</p>	<p>Response to Public-Written 43:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 44</p> <p>Public-Written 44_Buck</p> <p>Date Received: 12/4/2009</p> <p>Source: US 36 Website</p> <p>Name: Jeff Buck, Denver Public Schools</p> <p>City/Zip: Denver, 80211</p> <p>A</p> <p>Thank you for paying attention to the needs of bicycle users in this process. More and more people are choosing this mode of transportation for part or all of their travel needs. Here we have a refreshing example of forward thinking which I believe will prove to be a cost effective benefit for many Coloradoans.</p>	<p>Response to Public-Written 44:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 45</p> <p>Public-Written 45_Karl Date Received: 12/4/2009 Source: US 36 Website</p> <p>Name: Susan Karl City/Zip: 80439</p> <p>A [It would be fantastic to have a bike path along Hwy. 36.]</p>	<p>Response to Public-Written 45:</p> <p>[A]: Comment noted. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 46</p> <p>Public-Written 46_Smith</p> <p>Date Received: 12/4/2009</p> <p>Source: US 36 Website</p> <p>Name: Jeff Smith</p> <p>City/Zip: Westminster, CO 80021</p> <p>A [I would love to ride on a safe bike path to Boulder from Westminster (I work in Boulder). My wife could also use it to get to work. Please include this in the final project.]</p>	<p>Response to Public-Written 46:</p> <p>[A]: See General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 47</p> <p>Public-Written 47_Shaw</p> <p>Date Received: 12/4/2009 Source: US 36 Website</p> <p>Name: Janelle Shaw City/Zip: Boulder, CO 80305</p> <p>A [I am writing to show my support for the separate bicycle path between Boulder and Westminster. I wholeheartedly support the route and would use it to commute to work from Boulder to Denver at least once, if not more times a week. Thank you.]</p>	<p>Response to Public-Written 47:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 48</p> <p>Public-Written 48_Schaffer</p> <p>Date Received: 12/4/2009</p> <p>Source: US 36 Website</p> <p>Name: Dan Schaffer</p> <p>City/Zip: Boulder, CO 80305</p> <p>A [I heard that a bike path from Westminster to Boulder is under consideration. I strongly support this. Currently the only ways to travel between these two cities are highly dangerous to bike riders. Thanks, Dan Schaffer]</p>	<p>Response to Public-Written 48:</p> <p>[A]: Comment noted. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 49</p> <p>Public-Written 49_Cohen</p> <p>Date Received: 12/4/2009 Name: Dan Cohen Source: US 36 Website City/Zip: Boulder, CO 80301</p> <p>A [Hi, Great to hear that there will be a bike route all the way from Boulder to Westminster. Dan]</p>	<p>Response to Public-Written 49:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 50</p> <p>Public-Written 50_Bellert Date Received: 12/4/2009 Source: US 36 Website</p> <p>Name: Darrell Bellert City/Zip: Boulder, CO 80303</p> <p>A [I fully support the development of a bike path along the US 36 corridor. I encourage this option to remain in the plans.]</p>	<p>Response to Public-Written 50:</p> <p>[A]: Comment noted. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 51</p> <p>Public-Written 51_Carbon.doc Date Received: 12/5/2009 Source: US 36 Website</p> <p>Name: Neal Carbon City/Zip: Boulder, CO 80305</p> <p>A [I am strongly in favor of the separate bicycle lane. I would be able to commute and shop in those areas south of Boulder by bicycle, and so I would do so much more often.]</p>	<p>Response to Public-Written 51:</p> <p>[A]: Comment noted. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 52</p> <p>Public-Written 52_Hurst</p> <p>Date Received: 12/5/2009 Source: US 36 Website</p> <p>Name: Robert Hurst City/Zip: Denver, CO 80211</p> <p>As a Colorado native and taxpayer I fully support the inclusion of a new multi-use path (class I bikeway) in the Highway 36 plan. A path connecting Boulder and Westminster would be extremely positive for the state on many levels. The MUPs of Denver have been a smashing success, let's keep the ball rolling. Thanks, Robert Hurst</p>	<p>Response to Public-Written 52:</p> <p>[A]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Written 53</p> <p>Public-Written 53_Aragon Date Received: 12/5/2009 Source: US 36 Website</p> <p>Name: Corina Aragon, Summit Seniors City/Zip: Dillon, CO 80435</p> <p>A [It is important for cyclist to have alternative routes to ride on other than highways. Even if the Legislature passes laws with the intent to keep cyclist safe, there will always be a motorist who feel rage when they see a cyclist on the road. This puts cyclist in danger. I know there is expense in building bike paths, but if that keeps only one from being injured or killed, the investment is worth it.</p>	<p>Response to Public-Written 53:</p> <p>[A]: Comment noted. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 54</p> <p>Public-Written 54_Shinkle</p> <p>Date Received: 12/7/2009 Source: US 36 Website</p> <p>Name: Doug Shinkle City/Zip: 80203</p> <p>A [Please include a separated bike path along this corridor, this is the logical time to add such a facility. Denver and Boulder both have high numbers of utilitarian and recreational cyclists that will benefit from this, and it will help make 36 a more multimodal corridor.]</p>	<p>Response to Public-Written 54:</p> <p>[A]: Comment noted. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 55</p> <p>Public-Written 55_Siconolfi</p> <p>Date Received: 12/7/2009 Name: Lisa Siconolfi</p> <p>Source: US 36 Website City/Zip: 80234</p> <p>A [Yes, Yes, Yes to the bike path between Westminster and Boulder! I would even pay a toll each way to use it if it was taken care of and well lit. I would use it everyday as well as a ton of people I know who need to commute in these areas!!]</p>	<p>Response to Public-Written 55:</p> <p>[A]: Comment noted. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 56</p> <p>Public-Written 56_Hansen</p> <p>Date Received: 12/7/2009 Source: US 36 Website</p> <p>Name: Jennifer Hansen City/Zip: 80211</p> <p>A</p> <p>Thank you for considering cyclists in your environmental study of Hwy 36. A bike path between Denver and Westminster would be a wonderful thing! With each step of the way, as we improve our roadways in the future, we must continue to include bicycles as a viable means of transportation and commuting -- along with bus, lighttrail, carpooling, and motor vehicles.</p>	<p>Response to Public-Written 56:</p> <p>[A]: Comment noted. Also, see General Response: Bikeway.</p>

COMMENT	RESPONSE
<p>Public-Written 57</p> <p>Public-Written 57_Brewster</p> <p>Date Received: 12/7/2009 Source: US 36 Website</p> <p>Name: Bob Brewster City/Zip: 80403</p> <p>Jonathan, could you give me a call at 303-642-0555 when you get a chance. I have some financing questions before I write my FEIS comments. Specifically, what are the costs to RTD? For both the bus stops and the general highway</p>	<p>Response to Public-Written 57:</p> <p>[A]: The Public Involvement Project Team returned your call and provided you with the information requested which allowed you to submit your comment (listed as Public-Written 60). Please see the response to your comment.</p>

COMMENT	RESPONSE								
<p>Public-Written 58</p> <p>Public-Written 58, Quintana</p> <table border="0"><tr><td>Date Received:</td><td>12/8/2009</td><td>Name:</td><td>Sandra Quintana</td></tr><tr><td>Source:</td><td>US 36 Website</td><td>City/Zip:</td><td>Denver, CO 80212</td></tr></table> <p>A</p> <p>Please send me information on which properties are affected. I want to remodel my home but if it is affected then I would like to know before I invest anymore money into it.</p> <p>Property Address: 8220 Turnpike Dr. Westminster, Co 80031</p> <p>Mailing Address: 4703 W. 52nd Ave., Denver, CO 80212</p>	Date Received:	12/8/2009	Name:	Sandra Quintana	Source:	US 36 Website	City/Zip:	Denver, CO 80212	<p>Response to Public-Written 58:</p> <p>[A]:</p> <p>The backyard of your property would be partially impacted. Your house would not be affected. Feel free to contact the CDOT Region 6 Right-of-way Manager, Greg Jamieson, at 303-757-9917, with questions. Also, see also General Response: Right-of-way.</p>
Date Received:	12/8/2009	Name:	Sandra Quintana						
Source:	US 36 Website	City/Zip:	Denver, CO 80212						

COMMENT	RESPONSE
<p>Public-Written 59</p> <p>Public-Written 59_Long Date Received: 12/8/2009 Source: US 36 Website Name: Russ Long City/Zip: 80501</p> <p>A I would like to voice my support for a separate bike lane along US 36 between Boulder and Westminster. Currently there is not any safe or direct bike route between Boulder and Denver.</p> <p>B This is a bicycling crazy state! I believe the benefits of adding a safe bike route would easily justify the cost. I personally know a number of cyclists who would use this for recreation and commuting. Thanks.</p>	<p>Response to Public-Written 59:</p> <p>[A]: Comment noted. Also, see General Response: Bikeway.</p> <p>[B]: Comment noted. Also, see General Response: Bikeway.</p>

RESPONSE	COMMENT
<p>Response to Public-Written 60:</p> <p>[A]: Transportation Need #6, Update Outdated Highway Facilities from page 1.3-11 of Chapter 1, Purpose and Need, of the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009), acknowledges the US 36 roadway deficiencies, such as grades of 5 percent or greater, inadequate site distance, and aging infrastructure. The Combined Alternative Package (Preferred Alternative) has been designed to address these issues and will meet all current design standards.</p> <p>[B]: Maintenance of traffic during construction has been addressed in the <i>US 36 Corridor FEIS</i> (US 36 Mobility Partnership 2009), in Table 4.22-2, Mitigation Measures — Construction. The Northwest Rail corridor would provide an alternative transportation choice for travelers extending beyond the US 36 corridor, and depending on its timing, will provide relief to construction on US 36. Construction impacts of US 36 are documented in Section 4.22, Construction-Related Impacts, of the <i>US 36 Corridor FEIS</i>.</p> <p>[C]: Comment noted.</p>	<p>Public-Written 60</p> <p>Public-Written 60_Brewster.doc_pg1 Date Received: 12/14/2009 Source: E-mail Name: Bob Brewster City/Zip: Golden, CO 80403</p> <p>From: Robert Brewster <ralibob@a.com> Subject: U.S. 36 Corridor/BRT FEIS comments</p> <p>The following comments have been prepared by someone who has actually driven regional buses on U.S. 36 since June of 1972 - over 37 years of experience on the road under discussion.</p> <p>GENERAL</p> <p>The Boulder Turnpike (U.S. 36) opened in 1952 with design technology of that era, before interstate highway standards were established. In the interest of safety and maximized traffic flow, parts of the highway should be realigned and rebuilt. Sight lines of motorists are compromised while approaching rises in grade, hills, and curves. Experienced motorists know that there is the possibility of a traffic slowdown just out of sight at these locations, so they slow their speed accordingly, creating a "self-fulfilling prophecy," making matters worse.</p> <p>Hills should be regraded for the above reasons as well as facilitating more uniform speed of vehicles. Larger vehicles, such as buses and trucks, cannot maintain the speed limit on some grades. And inattentive motorists can allow their vehicle speeds to drop on inclines. Furthermore, motorists tend to slow in traffic lanes while approaching downhill exit ramps, such as eastbound 36 at Church Ranch Road (also impaired by reduced sight line over the BNSF RR bridge).</p> <p>Total reconstruction is warranted in some areas, such as the area near Flatiron Crossing Mall. Serious dips in the pavement around the bridges have plagued the highway for a decade. Blame must be assigned to the contractor and lax oversight by CDOT. The situation at that location is inexcusable - for a decade! Buses experience violent bouncing while traversing this area.</p> <p>The reconstruction of 36 will take years to accomplish and will undoubtedly cause severe disruption of traffic flow and create safety issues in work zones, where motorists can be counted on to ignore speed restrictions. Such construction should not commence until the parallel NW Rail Corridor is in operation in order to provide an alternative to the traffic congestion.</p> <p>THE CURRENT PLAN</p> <p>The plan for U.S. 36, the subject of this FEIS, is a reasonable one in that it will reduce traffic slowdowns by providing an additional traffic lane and continuous access and egress lanes between interchanges, where traffic is usually impaired by slowing and accelerating vehicles. (Lane jumping in these areas further exacerbates slowdowns as motorists attempt to avoid slower vehicles.) The continuous lane from FC Mall to Broomfield demonstrates the value of such lanes.</p> <p>A</p> <p>B</p> <p>C</p>

RESPONSE	COMMENT
<p>Response to Public-Written 60:</p> <p>[D]: The definition of BRT includes a variety of running way types, including on-street mixed lanes and off-street mixed lanes. BRT systems which include either on-street mixed lanes or off-street mixed lanes include Albuquerque, Boston's Washington Street, Boston's Waterfront to Airport line, numerous segments in Chicago, Eugene's BRT line, Honolulu's lines, the MAX in Kansas City, the MAX in Las Vegas, lines in San Jose and Sacramento, and many more. If these mixed-lane BRT lines are combined with techniques to maximize BRT running time efficiencies, such as queue jumps (which are planned for the US 36 corridor), these BRT applications can be very competitive with traffic in the general-purpose lanes.</p> <p>[E]: Average weekday Northwest Rail corridor ridership for the year 2035 is projected to be 8,400 riders per day, assuming the FasTracks-funded stations, and 12,100 with all stations. In comparison, bus ridership for the US 36 Combined Alternative Package (Preferred Alternative) is projected to be 10,200 riders per day.</p> <p>[F]: See General Response: Transit-related. The two different transit lines provide service to two different markets. The Northwest Rail corridor will better serve Longmont, Gunbarrel, East Boulder, downtown Louisville, and South Westminster, while the BRT line will better serve South Boulder, Superior, Broomfield, and Adams County. In addition, multi-modal options, such as BRT, meet the project Purpose and Need.</p> <p>[G]: The situation you describe exists now and will continue into the future. Most congestion in the general-purpose lanes occurs during peak periods when the north I-25 express lanes are and will be fully available to buses. Development of the Combined Alternative Package (Preferred Alternative), during the PAC process, did not expand this part of the roadway due to environmental impacts.</p>	<p>Public-Written 60_Brewster.doc_pg2</p> <p>Date Received: 12/14/2009 Source: E-mail</p> <p>Name: Bob Brewster City/Zip: Golden, CO 80403</p> <p>The "managed lane" will offer bus passengers, as well as those carpooling, an expedited journey - hopefully. That said, there are many aspects of this plan that will compromise expectations, especially since it extolls the "virtues" of so-called "Bus Rapid Transit" (BRT).</p> <p>1. First of all, is this really BRT? BRT suggests exclusive right-of-way for buses, unencumbered by the vagaries of other motorists. Pittsburgh, Ottawa, and Los Angeles offer such facilities. Mixing buses into the flow of other vehicles subjects the buses to all the inherent risks associated with general traffic. This plan is merely a highway-widening project with accommodation for buses, carpools, and single-occupant vehicles which will buy access or violate the rules.</p> <p>2. Buses will never attract the ridership that trains will. Suggesting otherwise is delusional. It has been proven over and over, even in Denver: when SW LRT commenced, ridership was exponentially greater than the former Santa Fe Corridor express buses (sharing an HOV lane!). Referencing the publications by the late Paul Weyrich and William Lind offers numerous anecdotes comparing bus to rail.</p> <p>3. In most of the 36 Corridor (FC Mall to Denver Union Station), the proposed BRT parallels the proposed NW Rail FasTracks Corridor, duplicating service in the immediate region. In fact, from Sheridan Blvd. to DUS, the rail line is more direct, compensating for the diversion eastward at the north end. Is BRT a wise use of increasingly scarce transit dollars when rail is clearly preferred by the public? (Remember, the voters approved FasTracks, almost certainly because of the expansion of RAIL services). The one advantage for bus patrons will be that the buses are convenient to the downtown Boulder and CU campus markets. Those markets have a long history of established, quality bus service. That is not to say that members of those markets will not gravitate east to the rail station, especially in periods of inclement weather, which are often disastrous for traffic flow and bus schedule punctuality on 36. Rubber tire technology is seriously compromised on wet, snowy and icy roadways.</p> <p>4. There is a significant flaw in BRT/HOV continuity. From Pecos St. to DUS, the existing Bus/HOV lane is uni-directional. This means that at ALL times other than morning peak hours, Denver-bound buses must enter general traffic, with all of its limitations. For example, in the afternoon hours south-bound I-25 climbs upward to bridge the rail yards - heading directly into the setting sun and causing stop and go traffic, sometimes for miles, and setting the stage for rear-end collisions, making matters worse. This makes a mockery of the term Bus RAPID Transit. This situation exists currently. It also applies during times of special events at the various venues along the central I-25 corridor.</p> <p>D</p> <p>E</p> <p>F</p> <p>G</p>

RESPONSE	COMMENT
<p>Response to Public-Written 60:</p> <p>[H]: The future bus operating plan for US 36 assumes that a substantial portion of bus trips will start at a particular stop (such as the Table Mesa, McCaslin, Flatiron, or Broomfield stations), fill up with passengers, and then move into the managed-lane for the trip to Denver. Buses that do not follow this pattern will likely not use the managed lanes at all, and will instead use the new auxiliary lanes that will provide a "direct" connection between an on-ramp at one interchange to the off-ramp for the next interchange. Both of these planned bus operations will minimize any effect to traffic flow in the general-purpose lanes. Also, see General Response: Transit-related.</p> <p>[I]: To facilitate traffic flow and allow buses to bypass accidents or for snow storage, the Combined Alternative Package (Preferred Alternative) includes a 12-foot inside shoulder and a 4-foot buffer surrounding the managed lane.</p> <p>[J]: As part of the operating costs for the managed lanes, the tolls provide for enforcement of the managed lanes. In addition, enforcement areas are included in the design of the managed lanes. CDOT intends to manage the lanes with the goals of optimizing their use, maximizing travel time savings, and keeping traffic flowing in the managed lanes at 45 miles per hour or faster.</p> <p>[K]: It is likely that a loaded bus, as it leaves the Table Mesa Drive area, will move into the managed lane or the climbing lane at Cherryvale Road, thus removing itself from the general traffic flow and minimizing any slowing of traffic behind the bus.</p> <p>[L]: See General Response: Transit-related.</p>	<p>Public-Written 60 (continued)</p> <p>Public-Written 60_Brewster.doc_pg3 Date Received: 12/14/2009 Source: E-mail Name: Bob Brewster City/Zip: Golden, CO 80403</p> <p>5. Another flaw is the supposition that local buses (those stopping along 36) will be able to use the managed lane. They should NOT because traversing all highway lanes separating the managed lane from the slip ramp style stops poses a significant safety hazard. Executing such maneuvers multiple times could have adverse effects on traffic flow in both the general lanes and the managed lane and could even cause high-speed collisions if the lane changes are not done extremely carefully. There will be times that there won't be an opening in the adjoining lane; there will be times that sun glare, even in bus mirrors, will seriously impair vision (sun glare is a big problem on 36 at certain times - usually peak hour); there will be times that variations in speed between the managed lane and the general lanes will be severe, perhaps prohibiting a bus from exiting the managed lane and causing a slowdown or stoppage in the managed lane - not a good idea with vehicles moving at 65 or more mph; there will be times that motorists will speed up to prevent bus lane changes - nobody wants to follow a bus - it happens frequently enough already. So if local buses (the majority of the buses on 36) couldn't use the managed lane, how is that Bus RAPID Transit? That would leave only express buses in the managed lane, questioning its overall value to transit in proportion to transit dollars consumed in construction.</p> <p>6. And buses won't be RAPID at all during inclement weather or when crashes occur - which could easily involve the managed lane since there is no barrier.</p> <p>7. How well, if at all, will the managed lane be "managed?" The current HOV lanes are not, why should the public expect anything different on 36? It's largely unenforceable and impossible in the dark to determine if there is more than one vehicle occupant. Who will attempt to enforce the rules? Paid by whom?</p> <p>8. A loaded bus cannot reach the speed limit climbing Davidson Mesa. How will that affect the following motorists? Will there be excessive exiting and re-entering the managed lane to pass buses by impatient motorists, who are in abundance? Might that cause a safety hazard, especially when climbing into a brilliant sunrise?</p> <p>9. It is very disingenuous to permit the comparison of running times of an EXPRESS bus from Table Mesa (on a good day) to a LOCAL train from a farther distance (30th and Pear) as they head for Denver. Failure to prevent such comparisons leads to suspicion that there is a subtle conspiracy to make bus service appear more favorable than rail, so if a choice must be made, bus wins. But our communities lose because rail has the far greater attraction and ability to stimulate development around station facilities.</p>

RESPONSE	COMMENT
<p>Response to Public-Written 60:</p> <p>[M]: RTD has design standards that will be used to ensure pedestrian/passenger safety while waiting for buses.</p> <p>[N]: The RTD contribution to the total cost for the Combined Alternative Package (Preferred Alternative) is \$195.4 million (in 2008 dollars), which includes \$8 million for the bikeway. This represents approximately 15 percent of the total cost of the Combined Alternative Package (Preferred Alternative). In comparison, the daily traffic volumes predicted on US 36 range from 54,100 to 100,600 vehicles depending on the location, while corridor transit ridership is estimated to be 10,200. Therefore, the RTD financial contribution is proportional to the benefits provided to transit riders. The model used for the US 36 Corridor Project is accepted by DRCOG, FTA, and FHWA, and is used primarily for comparison of packages.</p> <p>[O]: The bikeway was included in the <i>FasTracks Plan</i> (RTD 2004) that was approved by the voters. Also, see General Response: Bikeway, and General Response: Air Quality/Emissions/Human Health. Currently, the Northwest Rail corridor does not include a bikeway.</p>	<p>Public-Written 60_Brewster.doc_pg4 Date Received: 12/14/2009 Source: E-mail</p> <p>Name: Bob Brewster City/Zip: Golden, CO 80403</p> <p>10. Slip ramp bus stops: These stops, while far more efficient and preferred than off-highway stops (broomfield being the most grotesque example), must be free of interchange traffic and traffic signals - unlike the poorly designed McCaslin stops, which offer poor and visually-challenged bus access and egress. Not to mention the long wait at the light and improperly banked 90-degree, uncomfortable cornering. These stops must also offer protection for waiting passengers from rain and snow splash and errant motorists. A tour of downed light poles, holes in the concrete median barrier, and impressive skid marks will show the very real dangers of placing people in close proximity of speeding, often careless motorists. And perhaps some sound deadening to soften the cacophony of many lanes of fast cars and trucks is warranted.</p> <p>11. While U.S. 36 is in dire need of vast improvements, one must question the real value of so-called BRT. The limitations as expressed above suggest that the real benefits will fall to the motorists in far greater numbers than the bus patrons. Private vehicles will likely outnumber buses exponentially. So this is really a highway expansion project and should be funded accordingly. Are transit dollars flowing to this project disproportionately to their value to transit? Would those funds be better directed to the rail component in this overlapping corridor, especially in view of FasTracks' tenuous funding situation? Transit dollars are necessary for the bus stops but they should be minimal for the highway project. Just how many more bus passengers are likely to ride than at present to justify greatly expanded service? Are the computer models that promise throngs of new bus patrons as reliable as those predicting sales tax revenue for FasTracks? In fact, all the precise numbers quoted in the FEIS are subject to suspicion because of the inability to predict future events and circumstances.</p> <p>12. The bike lane. Why would anyone want to ride a bike next to an 8 or more lane freeway, sucking in all those gas and diesel fumes? It is recognized that there is huge political pressure and influence to spend millions on a bikeway in this corridor. But should they be MASS transit dollars for a single-occupant conveyance? And how many people will ACTUALLY commute in this manner? If it is more for recreational riding, why are mass transit funds being diverted to leisure activities and from transit? The bike lane should NOT be a FasTracks expenditure. Perhaps it's a county function. Perhaps a case can be made for a bike lane along the NW Rail Corridor. Not only does it minimize breathing polluting carcinogens, but the rail line actually offers better access to the actual communities in the corridor and might reduce the number of automobile interface points, perhaps saving money and contributing to safety. The rail line also has a fairly level grade that might attract more participants. And it passes through less "wilderness" in case of emergencies or other issues. Who will pay for snow removal and other maintenance requirements of this very long bike lane?</p>


COMMENT	RESPONSE
<p>Public-Written 60 (continued)</p> <p>Public-Written 60_Brewster.doc_pg5 Date Received: 12/14/2009 Source: E-mail</p> <p>Name: Bob Brewster City/Zip: Golden, CO 80403</p> <p>13. Due to some serious bus/car collisions in the HOV lane, RTD has had a long-standing policy of not permitting buses to travel more than 10 mph over the general traffic flow in the adjoining lanes in non-barrier-separated sections of the current HOV lane. That translates to buses operating at 10 mph if other traffic is stopped. That's not RAPID! Will that policy be abandoned with the extended non-barrier-separated managed lane? Will those very real safety concerns of differential speeds go away?</p> <p>14. Expectations. Is the demand for bus travel in the 36 corridor to Denver largely at its saturation point? After all, in AM peak there is a bus lane from Sheridan Blvd. all the way to DUS. And frequencies are convenient. So how much additional bus passenger traffic can honestly be expected by extending the bus lane to Boulder? The Boulder-bound AM peak traffic has been very troublesome for decades (the "reverse" commute). While the bus lane will well-serve those passengers headed for the traditional campus and downtown locations, the variety of destinations of the motorists causing the traffic congestion might be problematic in attracting bus riders. Much of that traffic is headed for office parks that might be better served by the rail line. Meandering bus routes draw minimal ridership because of the non-auto-competitive time required to reach multiple destinations along a given route as it wanders about. See RTD's Route 5.</p> <p>Conclusion: The additional lanes are needed for U.S. 36, but transit dollars for this highway project should be allocated more in proportion to the actual benefit derived for bus traffic. And BRT should NEVER be considered as a substitute for rail service. There are those who insist that BRT is "just like rail, only cheaper." Well, no it's not. It's NOT like rail and it's not necessarily cheaper, as Mr. Weyrich and Mr. Lind point out. And the politically correct bike lane should not be funded with scarce transit dollars.</p> <p>Robert Brewster 11-300 Shimley Road Golden, CO 80403 303-642-0555</p>	<p>Response to Public-Written 60:</p> <p>[P]: RTD has operating policies that include specific directions related to the use of the eastbound US 36 HOV lane from Sheridan Boulevard to Federal Boulevard. These policies apply because the HOV lane is narrow, with the concrete median barrier immediately adjacent to the lane on the left, and the general-purpose lane on the right, with no buffers. This policy would not apply to the Combined Alternative Package (Preferred Alternative) because the new lanes would be wider with buffers between both the general-purpose lane and the median barrier. This section is much safer and would not need any speed restrictions.</p> <p>[Q]: The ridership projections for the Combined Alternative Package (Preferred Alternative) indicate a 200 percent increase over Package 1 (No Action). This is likely to happen because of the efficiencies of the queue jumps and ramp metering bypass lanes included for the ramp stops. "Boulder-bound" buses will be able to use the managed lane until Cherryvale Road, which will substantially improve travel times compared to the existing situation and compared to the people driving in the US 36 general-purpose lanes. There are existing and emerging markets that could be better served by rail, such as the Gunbarrel Office Park.</p> <p>[R]: Comment noted. Issues responded to above.</p>

COMMENT	RESPONSE
<p>Public-Written 61</p> <p>Public-Written 61_McCreesh.doc</p> <p>Date Received: 12/14/2009</p> <p>Name: Wayne McCreesh, ConocoPhillips Company</p> <p>Source: US 36 Website & E-mail</p> <p>City/Zip: Commerce City, CO 80022</p> <p>A ConocoPhillips Company supports the Preferred Alternative defined in the US-36 FEIS.</p> <p>B We are in process to redevelop our property which is impacted by the US-36 corridor in many ways. It is important to us that the proposed improvements are constructed with consideration of the plans and investment of the property owners who's land will be affected by the improvements.</p> <p>C We also request consideration be given to all multimodal transportation solutions which have the best opportunity to achieve the most efficient transportation solutions.</p> <p>D In planning our site, we need a safe and efficient transportation system to facilitate movement of our employees and guests to and from this site; transportation is an important element in our current and future development plans.</p> <p>E We also are concerned with funding of this important asset. Development and future growth of the area will occur; therefore commitment for future funding for critical improvements is necessary to keep the US 36 corridor operating as a safe and efficient transportation system.</p> <p>F In review of the FEIS we have the following comments as it relates to our property:</p> <p>G 1. Site impact resulting from the reconstruction of the west-bound on-ramp from W. Flatirons Circle: Grading and slope reconstruction will be required to provide significant grading changes for the majority of the site frontage along 36. The scope of grading as depicted will not be possible once the realignment of the XCEL and FRICO ditch change from their current to proposed location and elevation. Because of this, other means of slope transition such as retaining walls will need to be employed. ConocoPhillips would prefer that any such retaining walls be incorporated into the roadway design so that the walls become a visual component of the road and not the landscape of the ConocoPhillips Campus.</p> <p>H 2. Alignment of the 36 Bike Way: ConocoPhillips will provide public land along the US 36 edge of its campus to accommodate the 36 Bike way. The preferred location of this trail is at the top of the existing slope. This alignment will allow for a more pleasant trail experience away from the road corridor. It is anticipated that this trail will transition to the EIS proposed locations at 88th street and W. Flatirons Circle.</p> <p>I 3. Retaining wall at south end of ConocoPhillips property: Figure 4.9-10 suggests that a retaining wall is required just north of 36 and east of Interlocken Blvd. There are wetland considerations in this general area that need to be incorporated into the design. Any grading and or retaining walls in this area need to accommodate the existing and proposed uses of this property.</p>	<p>Response to Public-Written 61:</p> <p>[A]: Comment noted.</p> <p>[B]: CDOT and RTD will work to minimize impacts of the project during final design. ConocoPhillips has been meeting with CDOT to have input into the final design issues already. Early coordination, as you are doing, is the best way to have input into the final design process.</p> <p>[C]: CDOT and RTD are supportive of multi-modal transportation solutions and welcome your input regarding how your property and company fit into this plan. CDOT and RTD would consider specific transportation improvements you request that would benefit your site if it is supported through cost sharing or other alternate funding sources.</p> <p>[D]: See General Response: Combined Alternative Package (Preferred Alternative).</p> <p>[E]: Determination of a slope or retaining wall would be done during final design. Based on the current design, this is proposed as a slope. CDOT and RTD will continue to look for ways to minimize impacts caused by the Combined Alternative Package (Preferred Alternative), and will take into consideration, thoughts you might have to minimize impacts to your property. Mitigation for visual impacts of retaining walls includes natural appearances, textures, and colors.</p> <p>[F]: CDOT will consider bikeway design improvements as you suggest during the final design process. Please coordinate with CDOT and your local jurisdiction regarding your bikeway ideas, as the final design develops. Also, see General Response: Final Design, and General Response: Bikeway.</p>

COMMENT	RESPONSE
	<p>Response to Public-Written 61:</p> <p>[G]: CDOT and RTD will continue to look for ways to minimize impacts caused by the Combined Alternative Package (Preferred Alternative), and will take into consideration thoughts you might have to minimize impacts to your property. However, ROW is required in some places to implement this project and these project uses of the land might not be compatible with planned uses for the land. CDOT is required to compensate the property owner under the Uniform Act for property acquisitions.</p> <p>Also, see General Response: Right-of-way. The project team worked to avoid, minimize, and mitigate impacts to wetlands and waters of the United States as part of the EIS process (as documented in Section 4.14: Biological Resources: Wildlife, Vegetation, and Threatened and Endangered Species, of the <i>US 36 Corridor FEIS</i> [US 36 Mobility Partnership 2009]) and will continue to do so during final design.</p>

COMMENT	RESPONSE										
<p>Public-Written 62</p> <p>Public-Written 62_Kennedy.doc_pg1 Date Received: 12/14/2009 Source: Mailed Letter</p> <p>Name: Vivian Kennedy City/Zip: Boulder, CO 80303</p> <p>Vivian J. Kennedy 4505 Ottawa Place Boulder, CO 80303</p> <p>December 6, 2009 U.S. 36 Final EIS c/o CDRE Associates 100 Annapole Ave, Suite 12 Boulder, CO 80302</p> <p>Subject: U.S. 36 Final EIS, Failure to Respond to Comment 44 on the Draft EIS - Neighborhood Access at the Table Mesa Interchange.</p> <p>U.S. 36 Mobility Partnership: The US 36 Final EIS fails to adequately respond to the comments in my letter dated September 12, 2007 (Comment #44, See Attached). My letter and the Final EIS response appear on page 210 of Volume III Response to DEIS Comments. The first failure of the FEIS authors is to characterize my comments as a single comment. My letter includes several comments about substantive impacts and comments about the adequacy of the public process to date. I believe there is an error on the first sentence of the FEIS author's response: "Direct access from a US highway interchange ramp to a neighborhood does meet current FHWA design standards." If this is indeed the case then US36 is certainly in compliance with these standards, and no changes to our neighborhood access points need be considered! The following table summarizes my comments, and the response provided.</p> <table border="1"> <thead> <tr> <th>Comment</th> <th>FEIS Response</th> </tr> </thead> <tbody> <tr> <td>The Draft EIS figures and text do not adequately explain that the access points serving traffic using Thunderbird and Apache would be rerouted or restricted. The EIS project fails to adequately describe this component of the project and has failed to adequately notify local residents.</td> <td>No response</td> </tr> <tr> <td>The importance of these neighborhood access points should be explained, and the reasons why they were created and how they were allowed previously.</td> <td>No response</td> </tr> <tr> <td>The EIS should evaluate and explain the possibility of allowing for the access points using design exceptions.</td> <td>No response</td> </tr> <tr> <td>If the potential for accidents is a reason for preventing the access, accident records should be explored at both locations to determine where accidents are most likely to occur. This should constitute sufficient grounds for closing these access points. 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(Or alternatively, sufficient grounds for design exception.)	No response	<p>Response to Public-Written 62:</p> <p>[A]: We apologize if the response to your DEIS comments was not adequate. We are providing more details below to respond to your comments.</p> <p>[B]: You are correct. The sentence should read, "Direct access from a US highway interchange ramp to a neighborhood does not meet current FHWA design standards."</p> <p>[C]: Access to the Frasier Meadows neighborhood via Apache Road would no longer be permitted under the Combined Alternative Package (Preferred Alternative). The existing access points to this neighborhood from Baseline Road and Foothills Parkway would not be affected by the proposed changes to US 36. Numerous meetings with residents and the City of Boulder were held throughout the course of the project to provide information and discuss issues such as this. Also, see General Response: Public Involvement.</p> <p>[D]: CDOT understands the appeal this access has for your neighborhood and the convenience it offers. However, with the proposed improvements, US 36 needs to be brought into compliance with FHWA standards. Often times, this means that previously allowed access points to roadways need to be rerouted or restricted. CDOT is required to provide access to the local street network for properties where the access is changed. Your neighborhood still has access points into and out of the neighborhood even with the closure of the access on the US 36 ramp. The reasons why this access was created and how this access was allowed previously has no bearing on the current FHWA design standard requirements that CDOT needs to follow for improvements using federal money.</p> <p>[E]: As US 36 is reconstructed, it is expected that all aspects of the roadway will meet current design standards. Design exceptions are only requested or granted in exceptional circumstances.</p>
Comment	FEIS Response										
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COMMENT	RESPONSE
	<p>Response to Public-Written 62:</p> <p>[F]: As stated above, in planning for the reconstruction of US 36, it was assumed that all current design deficiencies would be corrected. The access to Apache Road from the on-ramp from Foothills Parkway to westbound US 36 does not meet current design standards and is expected to be removed. This existing situation combines accelerating traffic entering US 36 with decelerating traffic entering the neighborhood; however, design standards support the decision to close this access, not the accident rates.</p>

RESPONSE	COMMENT				
<p>Response to Public-Written 62:</p> <p>[G]: The maximum out-of-direction travel due to this closure (assuming a route along Baseline Road and Foothills Parkway) would be approximately 2 miles. The traffic modeling conducted for the EIS assumed this access closure. The reference in Volume III, Response to Comments, of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009), was incorrect and should have referenced Section 4, Interchange Design Concepts, Impacts, and Mitigation, of the <i>Traffic Engineering Technical Report Addendum</i> (URS 2009), which analyzes each interchange and adjacent intersections. Mitigation measures were not determined to be necessary for the Table Mesa Drive/Foothills Parkway interchange intersection as part of the Combined Alternative Package (Preferred Alternative).</p>	<p>Public-Written 62_Kennedy.doc_pg2 Date Received: 12/14/2009 Source: Mailed Letter</p> <p>Name: Vivian Kennedy City/Zip: Boulder, CO 80303</p> <table border="1" data-bbox="483 1207 893 1722"> <tr> <td data-bbox="483 1207 649 1354"> <p>The EIS should clarify the associated neighborhood traffic impacts of the access closures and the need for mitigation measures.</p> </td> <td data-bbox="483 1354 649 1722"> <p>No response "The traffic impact of the closures... has not been analyzed in detail." The neighborhood impact issues raised in my letter have not been analyzed at all...</p> </td> </tr> <tr> <td data-bbox="649 1207 893 1354"> <p>The impacts on remaining intersections should be analyzed</p> </td> <td data-bbox="649 1354 893 1722"> <p>Inadequate Response See EIS Traffic Report Addendum Technical Report, Section 5 Transit Ridership and Station Areas This is not a response to a comment. This is a referral to a technical appendix with no further analysis or clarification. In fact, the section referenced includes no information or analysis pertinent to this issue whatsoever.</p> </td> </tr> </table> <p style="text-align: center;">G</p> <p>A <small>Continued</small> The US 36 Final EIS response to Comment #44 is inadequate, indicating the responsibilities required under NEPA are not being properly carried out. Please contact me to inform me how this matter will be resolved.</p> <p>Thank you,  Vivian J. Kennedy</p>	<p>The EIS should clarify the associated neighborhood traffic impacts of the access closures and the need for mitigation measures.</p>	<p>No response "The traffic impact of the closures... has not been analyzed in detail." The neighborhood impact issues raised in my letter have not been analyzed at all...</p>	<p>The impacts on remaining intersections should be analyzed</p>	<p>Inadequate Response See EIS Traffic Report Addendum Technical Report, Section 5 Transit Ridership and Station Areas This is not a response to a comment. This is a referral to a technical appendix with no further analysis or clarification. In fact, the section referenced includes no information or analysis pertinent to this issue whatsoever.</p>
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COMMENT	RESPONSE						
<p>Public-Written 62 (continued)</p> <p>Public-Written 62_Kennedy.doc_pg5 Date Received: 12/14/2009 Source: Mailed Letter</p> <p>Name: Vivian Kennedy City/Zip: Boulder, CO 80303</p> <table border="1" data-bbox="516 1150 883 1856"> <thead> <tr> <th data-bbox="516 1150 532 1417">Commenter</th> <th data-bbox="516 1417 532 1856">Comment</th> <th data-bbox="516 1856 532 1971">Response to Comment</th> </tr> </thead> <tbody> <tr> <td data-bbox="532 1150 565 1417">Comment #62 (cont.)</td> <td data-bbox="532 1417 883 1856"> <p>The following is a copy of the comment received from Vivian Kennedy on 12/14/2009. The comment is reproduced verbatim and is not necessarily a reflection of the views of the U.S. Department of Transportation. The comment is reproduced as received and is not necessarily a reflection of the views of the U.S. Department of Transportation. The comment is reproduced as received and is not necessarily a reflection of the views of the U.S. Department of Transportation.</p> </td> <td data-bbox="532 1856 883 1971"></td> </tr> </tbody> </table>	Commenter	Comment	Response to Comment	Comment #62 (cont.)	<p>The following is a copy of the comment received from Vivian Kennedy on 12/14/2009. The comment is reproduced verbatim and is not necessarily a reflection of the views of the U.S. Department of Transportation. The comment is reproduced as received and is not necessarily a reflection of the views of the U.S. Department of Transportation. The comment is reproduced as received and is not necessarily a reflection of the views of the U.S. Department of Transportation.</p>		<p>US 36 Corridor Final Environmental Impact Statement</p> <p>211</p>
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Comment #62 (cont.)	<p>The following is a copy of the comment received from Vivian Kennedy on 12/14/2009. The comment is reproduced verbatim and is not necessarily a reflection of the views of the U.S. Department of Transportation. The comment is reproduced as received and is not necessarily a reflection of the views of the U.S. Department of Transportation. The comment is reproduced as received and is not necessarily a reflection of the views of the U.S. Department of Transportation.</p>						

RESPONSE	COMMENT
<p>Response to Public-Written 63:</p> <p>[A]: We appreciate your detailed review of the US 36 Corridor Project website. However, with the signature of the ROD, the planning portion of this project will be complete and www.us36eis.com will redirect users to the CDOT website for public information.</p>	<p>Public-Written 63</p> <p>Public-Written 63_Grinbergs.doc Date Received: 12/14/2009 Name: Doug Grinbergs Source: US 36 Website City/Zip: Boulder, CO 80308</p> <p>As both an end user and professional software tester, I think the project documents page user experience is lacking in several areas:</p> <ul style="list-style-type: none"> * link for "document viewers" silently fails if browser set to block pop-up windows (since so many sites abuse this, I'm glad I can turn this off) * list of viewers seems Microsoft/Windows-only; at least one viewer link is broken, but it seems moot because... * viewer list (link and pop-up window) seems irrelevant and unnecessary, as documents all seem to be PDF - not seeing the other file types shown in the viewer list. .doc, .xls, .ppt, .dwg * re: PDF viewers, Adobe Acrobat is hardly the only PDF viewer in the world; the "P" in PDF stands for "Portable" and there are plenty of other PDF viewers for all computing platforms; my operating system of choice, Mac OS, has PDF capability built-in (Preview, Quick Look) * "click here" is sloppy HTML style; the idea is to use meaningful link text * type: "available"; <a title="Follow this link for a list of available document viewers" href="#" * no size listed for individual files - 10K or 100MB? * to get full document would require a maddening 39 file downloads - instead of one complete, fully-searchable file * FTP server would be more efficient for multiple file downloads (drag-and-drop) <p>All in all, an unprofessional presentation, and especially for such a huge taxpayer-funded project. (-(-</p> <p>** Doug Grinbergs * saule@pobox.com * PO Box 17455 * Boulder, CO 80308 USA *</p>

COMMENT	RESPONSE
<p>PUBLIC-VERBAL COMMENTS</p> <p>Public-Verbal 1</p> <p>Public-Verbal 1_Dempsey</p> <p>Date Received: 11/3/2009</p> <p>Source: US 36 VoiceMail</p> <p>Name: Joe Dempsey, Med Dog Enterprises LLC City/Zip: 80020</p> <p>A [Broomfield Property Owner: 3050 Industrial Lane (3 acres) 777 Kelly Road (3/4 acre, enclave of 3050 Industrial Lane) Concerned about property impacts from both US 36 highway and RTD Northwest Rail projects. Property near highway (Midway Blvd) and railroad tracks. Would like to view overlays or maps that would show potential impacts to his property.]</p> <p>B [Planning to attend upcoming US 36 FEIS public hearing.]</p>	<p>Response to Public-Verbal 1:</p> <p>[A]: The Combined Alternative Package (Preferred Alternative) would result in a partial impact to the two properties identified in your comment. Feel free to contact the CDOT Region 6 Right-of-way Manager, Greg Jamieson, at 303-757-9917 with questions. Also, see General Response: Right-of-way.</p> <p>For information on the Northwest Rail Corridor Project, please visit the Northwest Rail website at http://www.rtd-fastracks.com/nw_1.</p> <p>[B]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Verbal 2</p> <p>Public-Verbal 2_Shotkoski Date Received: 11/9/2009 Source: US 36 Voicemail</p> <p>Name: Mark Shotkoski City/Zip: Northwest Parkway, LLC 80020</p> <p>A [Calling to request CD of US 36 Final EIS by mail.]</p>	<p>Response to Public-Verbal 2:</p> <p>[A]: On November 10, 2009, the US 36 EIS Public Involvement Team mailed one set of CDs containing the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) to Mark Shotkoski at 3701 Northwest Parkway, Broomfield, Colorado 80020. The US 36 EIS Public Involvement Team then followed-up with the commenter by e-mail.</p>

COMMENT	RESPONSE
<p>Public-Verbal 3</p> <p>Public-Verbal 3_Carbone Date Received: 11/16/2009 Source: US 36 Voicemail</p> <p>Name: Robert Carbone City/Zip: Westminster, CO 80030</p> <p>A [Called to request minutes and information to be presented at the November 19, 2009 Public Hearing in Adams County. Unable to attend. Resides at 3270 Apple Blossom, Westminster, CO 80030. (303)429-8100.]</p>	<p>Response to Public-Verbal 3:</p> <p>[A]: The US 36 EIS Public Involvement Team followed-up with Robert Carbone by phone on November 17, 2009, November 20, 2009, and December 4, 2009 to explain that when the public comment summary of the hearings is ready, he will be sent a copy.</p>

COMMENT	RESPONSE
<p>Public-Verbal 4</p> <p>Public-Verbal 4_Acosta</p> <p>Date Received: 11/17/2009 Source: US 36 Voicemail</p> <p>Name: Armando Acosta City/Zip: Westminster, CO 80031</p> <p>Call regarding US 36 FEIS - Report from Spanish Translator regarding Armando Acosta, 8370 Turnpike Dr, Westminster, CO 80031. Mr. Acosta telephoned both Andrea Meneghel (CDR Associates) and Francisco Miraval (Hispanic/Latino outreach specialist) with some questions about US 36.</p> <p>A [Mr. Acosta requested information about the US 36 project timeline and the cost of the project.</p> <p>B [Mr. Acosta also wanted information about potential ROW issues related to his property, because he lives in the area known as Westminster Hills, a triangle between US 36, 80th Avenue, and the railroad tracks.</p> <p>C [Also, Mr. Acosta received a letter requesting access to his property from CDOT and needed translation.</p> <p>D [Mr. Acosta also requested information about noise impact and noise mitigation. He didn't want any technical details (number of impacts, decibels, height of the walls, etc), and he said it was enough for him to know the project is aware of the problem and, if needed, there will be mitigation.</p> <p>E [Mr. Acosta said he would attend the meeting at Global Leadership Academy (Nov. 19, 2009). He also said he prefers to receive information in Spanish.</p>	<p>Response to Public-Verbal 4:</p> <p>[ENGLISH]</p> <p>[A]: Francisco Miraval, the project team Hispanic/Latino Outreach Specialist and Translator, provided you an explanation of the timeline of the project since 2003 to 2009 (DEIS and FEIS), and a short explanation about the project's future based on the Combined Alternative Package (Preferred Alternative). He also explained the cost (budget) of the project based on the Combined Alternative Package (Preferred Alternative).</p> <p>[B]: Mr. Miraval described the CDOT ROW process and described the Uniform Act booklet, which is available in Spanish upon request from Greg Jamieson, the CDOT Region 6 Right-of-way Manager, at 303-757-9917.</p> <p>[C]: Mr. Miraval translated the letter you received from CDOT. The letter was not related to the US 36 property acquisition; it requested access to your property for a project having to do with 80th Avenue. Mr. Miraval also explained that requesting access to your property does not mean the project is to acquire that property.</p> <p>[D]: Noise levels were measured at residences within 200 feet of the US 36 corridor to evaluate the worst-case conditions. Residences located greater than 200 feet from the alignment are generally considered second- or third-row receivers (i.e., they are blocked by other residences or buildings). It is agreed that noise from US 36 can be heard from long distances; however, noise mitigation, including sound walls, is not effective at this distance.</p> <p>When future noise levels would exceed CDOT's NAC, mitigation such as sound walls, will be provided if it is reasonable and feasible to do so, and would depend on the sound wall effectiveness compared to the number of people it would benefit. Many areas of the US 36 corridor have existing walls that would be replaced after construction, and new sound walls are proposed in some areas.</p> <p>[E]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Verbal 4 (continued)</p> <p>Public-Verbal 4_Acosta_SPANISH.doc</p> <p>Fecha recibido: 11/17/2009 Fuente: Casilla de voz US 36</p> <p>Nombre: Armando Acosta Ciudad/Código: Westminster, CO 80031</p> <p>Llamado con respecto a US 36 FEIS – Reporte del traductor al español con respecto a Armando Acosta, 8370 Turnpike Dr, Westminster, CO 80031. Acosta llamó por teléfono tanto a Andrea Meneghel (CDR Associates) como a Francisco Miraval (especialista en alcance hispano) con preguntas sobre la US 36.</p> <p>A Acosta pidió información sobre el calendario y sobre el costo del proyecto de la US 36.</p> <p>B Acosta también pidió información sobre potenciales temas relacionados con derecho de paso en su propiedad, porque vive en la zona conocida como Westminster Hills, un triángulo formado por la US 36, la Avenida 80 y las vías del ferrocarril.</p> <p>C Acosta también recibió una carta de CDOT pidiendo acceso a su propiedad y necesitaba traducirla.</p> <p>D Acosta también pidió información sobre impacto y mitigación de ruido. No quiso detalles técnicos (número de impactos, decibeles, altura de las paredes, etc.) sino que dijo que era suficiente saber que el proyecto estaba consciente del problema y si era necesario se implementarían medidas de mitigación.</p> <p>E Acosta dijo que asistiría a la reunión en Global Leadership Academy (19 de nov. del 2009) y que prefería recibir información en español.</p>	<p>Response to Public-Verbal 4:</p> <p>[SPANISH]</p> <p>[A]: Francisco Miraval, el especialista en alcance hispano y traductor del equipo del proyecto, proveyó una explicación del calendario del proyecto del 2003 al 2009 (Versión inicial y versión final de la Declaración de Impacto Ambiental) y una explicación breve sobre el futuro sobre la base de la Alternativa Preferida. También, sobre esa misma base, explicó el costo (presupuesto).</p> <p>[B]: Miraval también describió el proceso de derecho de paso (expropiación) de CDOT y la información en el folleto del Acta Uniforma de Reubicación, que está en español y se lo puede obtener por medio de Greg Jamieson, al 303-757-9917.</p> <p>[C]: Miraval tradujo la carta que usted recibió de CDOT. La carta pedía acceso a la propiedad y no estaba relacionada con el proyecto US 36 sino con la intersección de la Avenida 80 y la US 36. Se explicó también que pedir acceso a la propiedad no significa que el proyecto va a adquirir esa propiedad.</p> <p>[D]: Los niveles de ruido en las residencias se miden hasta 200 pies del corredor US 36 para evaluar las condiciones de los peores casos. Las residencias a más de 200 pies del corredor generalmente se consideran receptores de segunda o tercera fila (es decir, están bloqueadas por otras casas o edificios). Se está de acuerdo que el ruido de la US 36 se puede escuchar a grandes distancias, sin embargo, la mitigación del ruido, incluyendo las paredes anti-ruido, no son efectivas a esas distancias.</p> <p>Cuando el nivel futuro del ruido excede el criterio de mitigación de CDOT, se provee mitigación, como las paredes anti-ruido, si es posible y razonable hacerlo, dependiendo de la efectividad de esas paredes y del número de personas que se beneficien. Muchas áreas del corredor US 36 ya tienen paredes anti-ruido que podrían ser reemplazadas después de la construcción y en algunas áreas se instalarán nuevas paredes.</p> <p>[E]: Comentario notado.</p>

COMMENT	RESPONSE
<p>Public-Verbal 5</p> <p>Public-Verbal 5_Anonymous Date Received: 11/16/2009 Source: US 36 Voicemail</p> <p>Name: Anonymous 1 City/Zip: Unincorporated Adams County</p> <p>A Resident of unincorporated Adams County, north of US36 highway and west of I-25. Received postcard mailing on November 16, 2009, the day of the Broomfield Public Hearing. Unhappy that received postcard day of hearing because unable to change her schedule to attend the Broomfield hearing which is a closer location. Expressed concern that her taxes pay for this and she will be unable to attend. Will try to attend one of the remaining two hearings.</p>	<p>Response to Public-Verbal 5:</p> <p>[A]: Stakeholders in the US 36 corridor were informed about the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) public hearings in the following ways:</p> <ul style="list-style-type: none"> • Newspaper advertisements in seven different corridor publications/periodicals. • Press Release/Media Advisory sent to major regional media outlets. • Posted on the project website, www.us36eis.com. • E-mail notifications to the US 36 contact database. • Mail notifications to the US 36 contact database. • Flyers distributed in English and Spanish and posted in community locations throughout the corridor, and as requested by jurisdiction representatives. • Flyers distributed at select meetings attended by the US 36 project team members. <p>Also, see General Response: Public Involvement.</p>

COMMENT	RESPONSE
<p>Public-Verbal 6</p> <p>Public-Verbal 6_Greenleaf Date Received: 11/18/2009 Source: US 36 Voicemail</p> <p>Name: Sarah Greenleaf City/Zip: Lafayette, CO 80026</p> <p>A [Called to request information and materials from Louisville Public Hearing. Cannot attend in person. Mail to: 9071 Davidson Way, Lafayette, CO 80026.]</p>	<p>Response to Public-Verbal 6:</p> <p>[A]: CDR Associates sent Sarah Greenleaf copies of all handouts from the Boulder County Public Hearing along with a copy of the presentation and display boards.</p>

COMMENT	RESPONSE
<p>Public-Verbal 7</p> <p>Public-Verbal 7_ Worthington Date Received: 11/18/2009 Source: Boulder County Public Hearing Name: Carl Worthington, Oz Architecture City/Zip: Boulder</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Wednesday, November 18, 2009</p> <p>Carl Worthington from Boulder. MR. WORTHINGTON: I'm Carl Worthington, architect and planner from Oz Architecture. I'd like to make the request that special attention be given in the detail planning of the 36 Corridor to the potential Superior town center that's basically owned by George Menkick and Dick Biella. They own a majority of it there. And both in terms of flood mitigation with Coal Creek as to how that's handled as well as potential secondary or alternative BRT stops that might happen to stop there at McCaslin. But the plan looks very interesting. We'll be looking forward to reviewing it. Thank you.</p> <p>A [] B [] C []</p>	<p>Response to Public-Verbal 7:</p> <p>[A]: The project team will continue to work to avoid and minimize property impacts during final design. Similarly, the project team will avoid or minimize impacts to the 100-year floodplain in accordance with all federal, state, and local regulations. The project team will continue working with the Town of Superior during final design. Therefore, please coordinate your ideas with Town of Superior representatives for consideration during final design.</p> <p>[B]: Stations at McCaslin Boulevard have been included in both BRT and rail planning since the RTD <i>FasTracks Plan</i> was passed in 2004. The project team will continue working with the Town of Superior during final design. Therefore, please coordinate your ideas with Town of Superior representatives for consideration during final design.</p> <p>[C]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Verbal 8</p> <p>Public-Verbal 8_Hatfield Date Received: 11/18/2009 Source: Boulder County Public Hearing Name: Scott Hatfield City/Zip: Boulder</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Wednesday, November 18, 2009</p> <p>A MR. HATFIELD: Hi. I appreciate all the effort that's been put into this. And efforts to really make the NEPA process a legitimate planning exercise rather than in a lot of cases NEPA is often abused.</p> <p>B Now, I'd like to see carbon reduction prioritized throughout this. Trying to reduce greenhouse emissions certainly is a top priority as well as things like efficiency and mass of vehicles.</p> <p>C One thing that I have some concern about are the proposed bus only lanes compared to, say, managed HOV bus lanes. I'm wondering what type of thoroughness of the flow volume analysis of buses and HOVs, you know, to justify the use of buses only. Is there going to be a lot of empty space in this lane most of the time compared to having HOV eliminate other congestion?</p> <p>D Also I'm wondering if bus only lanes really justify compared to rail. Recently RTD came out in today's paper saying, Well, we don't want to build the rail past Westminster.</p> <p>E That could really throw a wrench I think into the planning, the numbers of vehicle trips that are going to be going up and down this corridor every day. Rail uses less carbon dioxide than vehicles.</p> <p>F Having a lot of empty lanes for a lot of the time having bus only may not be as efficient as putting those resources into getting some commuter trains on already existing track.</p> <p>There's also the issue of the DIA rail being built pretty much regardless. What kind of people, you know, need to fly, are these people normally using public transit.</p> <p>I would expect that the communities involved in US 36 should be pretty accepting that the DIA rail would have greater priority and go to DRCOG and RTD and demand a little higher prioritization for US 36 due to projected numbers of use.</p> <p>MR. HATFIELD: And looking at the public/private partnership for DIA I think the existing track would outweigh building the new track.</p>	<p>Response to Public-Verbal 8:</p> <p>[A]: Comment noted. The NEPA process for the US 36 Corridor Project has followed CEQ regulations and guidelines.</p> <p>[B]: Throughout the project, the project team has evaluated ways to balance transportation solutions with providing multi-modal options within the corridor. These multi-modal options provide opportunities for carbon reduction by giving priority to BRT and HOVs in the managed lanes.</p> <p>[C]: The managed lanes proposed along US 36 from Pecos Street to Cherryvale Road are assumed to be for buses and HOVs, and for SOVs if they choose to pay a toll. Between McCaslin Boulevard and Table Mesa Drive, a potential for a future auxiliary lane to be used for buses only has been included in the US 36 Corridor FEIS (US 36 Mobility Partnership 2009) (as described on pages 2.7-3 and 2.7-4 of the FEIS). The project team has not identified that there would be much "empty space" in the managed lanes by 2035.</p> <p>[D]: BRT service is anticipated to attract 10,200 riders by 2035. Ridership for the Northwest Rail corridor is anticipated to be 8,400 riders (for FasTracks-funded stations.) The bus service and the rail service provide service to two different travel markets. The RTD Board remains committed to funding all of the FasTracks corridors. The timing for the completion of all corridors will be dependent on available funding.</p> <p>[E]: The managed lanes included as a part of the Combined Alternative Package (Preferred Alternative) are assumed to be for buses and HOVs, and SOVs that choose to pay a toll. The traffic analysis that was done for the FEIS did not identify a lot of empty space for the managed lanes.</p>

COMMENT	RESPONSE
	<p>Response to Public-Verbal 8:</p> <p>[F]: The FasTracks corridor to the Denver International Airport (DIA) (East corridor) has been identified as the highest priority corridor because of its political support and its relatively high ridership. The ridership projections for the East corridor include riders from Aurora to downtown Denver, riders who are employed at DIA, riders who will come from the projected future development in the vicinity of DIA, and riders who are projected to use the train from DIA to downtown Denver who are travelers. The projected ridership for the East corridor is 43,000 daily riders in 2030. This is the highest of all the FasTracks corridors.</p> <p>The elected officials in the US 36 Corridor and Northwest Rail Corridor Project areas are very involved in discussions at DRCOG about the relative priorities for US 36 and Northwest Rail when compared to other funding priorities at DRCOG.</p>

COMMENT	RESPONSE
<p>Public-Verbal 9</p> <p>Public-Verbal 9_Kumih</p> <p>Date Received: 11/18/2009</p> <p>Source: Boulder County Public Hearing</p> <p>Name: Jesse Kumin</p> <p>City/Zip: Boulder</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING</p> <p>HEARING DATE: Wednesday, November 18, 2009</p> <p>A</p> <p>MR. KUMIN: Hi. I'm Jesse Kumin, 4395 Snowberry Court, Boulder. I started coming to these hearings in 2005 after FasTrack passed. And so I missed some of the earlier meetings that happened before that. Apparently what happened is a lot of the alternatives were ruled out before the FasTrack passed. And it seemed that everything was already pretty much predetermined.</p> <p>The last four years I've been coming to these hearings. And they are required by federal law. You've presented the alternatives. But basically they are just variation of shades of gray. And they were the slow train to Denver running 30 miles an hour, and more highway. And none of these alternatives were actually getting people off the highway and reducing pollution, and providing a really fast way of getting between Denver and Boulder.</p> <p>And so what hasn't been addressed has been issues of how to reduce pollution and reduce people's time spent in traffic and to actually make a faster alternative that would get people out of cars.</p> <p>Nothing you're presenting tonight is going to actually get people out of cars. All it's going to do is continue down the same path.</p> <p>So I would suggest that even though you've done a lot of work on this that it's really a waste of taxpayer funds to spend what I'm estimating here, I've heard \$200 million for RTD share of the expense for Highway 36, \$750 million for a slow train to Denver averaging 30 miles an hour, which isn't fast, and \$1.3 billion for improvements on Highway 36. So I want to suggest that comes out to almost \$100 million a mile.</p> <p>And the Shanghai Maglev was built at \$62 million a mile and it runs 330 kilometers (an hour). And that should get people out of cars and reduce pollution, improve productivity, and improve traffic flow.</p> <p>All you're doing is encouraging people to drive more by building better highways, and having a slow train.</p> <p>And I would suggest that the money would be better spent if it were providing an actual alternative to automobiles.</p> <p>B</p>	<p>Response to Public-Verbal 9:</p> <p>[A]: See General Response: NEPA Process and Alternatives Evaluation.</p> <p>[B]: See General Response: NEPA Process and Alternatives Evaluation. The Hong Kong Airport Express is a "fast" train which was dropped out in the early screening for the alternatives, as described on page 2.2-5 of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009). That is, it is not an everyday proven transit revenue service; it would not connect to the RTD system of light rail, commuter rail, and BRT; and it would be more costly and logistically complicated.</p>

RESPONSE	COMMENT
<p>Response to Public-Verbal 10:</p> <p>[A]: The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) provides information about the anticipated transportation benefits. The Combined Alternative Package (Preferred Alternative) includes numerous elements that will encourage travel through modes other than the SOV. The managed lane will result in express bus and HOV travel times that are as much as 28 minutes faster than general-purpose lane traffic.</p> <p>Also included are increased and enhanced bus service, queue jumps and bus ramp metering bypass lanes, the corridor bikeway, and measures to reduce travel demand, all of which will serve to provide a competitive alternative to automobile travel.</p> <p>The alternatives evaluation process used for the NEPA process is described in Chapter 2, Alternatives Considered, of the US 36 Corridor DEIS (US 36 Mobility Partnership 2007) and US 36 Corridor FEIS (US 36 Mobility Partnership 2009). The requirements for considering alternatives are defined in the CEQ's regulations as described in 40 CFR 1502.14: "Agencies shall rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated." CEQ guidance provides a definition for reasonable alternatives, as those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant." "Fast" trains were examined and dropped from detailed evaluation because they were not considered practical and feasible, as described on page 2.2-5 of the US 36 Corridor FEIS (US 36 Mobility Partnership 2009). For these reasons, "fast" trains were not considered reasonable and were therefore dropped from further consideration, as allowable per 40 CFR 1502.14.</p> <p>Also, see General Response: NEPA Process and Alternatives Evaluation.</p>	<p>Public-Verbal 10_Bartlett</p> <p>Date Received: 11/18/2009 Name: Andrew Bartlett Source: Boulder County Public Hearing City/Zip: Longmont</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Wednesday, November 18, 2009</p> <p>A</p> <p>MR. BARTLETT: Good evening. As you said, I'm Andy Bartlett. I've lived in Boulder County since 1971, most of it in Longmont. I have to say that I preferred the -- well, I'll conclude with what I prefer. I was disappointed with the BRT improvements. I think there's very little for the bus traveler in this plan. All the stops that will cross at grade, McCaslin, Wadsworth, Sheridan, and so it's going to be pretty much the same experience the bus traveler has these days. On the other hand the single occupant car driver gets all those auxiliary lanes, which is effectively another continuous lane open to everyone from Table Mesa to I-25. And if they pay money they can use the bus transit too. So effectively we have two more lanes each direction for the car and very little for the people who use public transportation. I think it's not a very -- what's the word? It doesn't do anything to encourage people to choose the bus over the car, which as the gas, price of gas goes up in the next 20 years you will realize our mistake in not doing anything to encourage the bus. The bus, a full bus of 50 people can take about a half a mile of cars off the road if you consider at 55 miles an hour how much asphalt one person in the car takes up. And so that is a lot of savings and capital improvements to highways, which you wouldn't have to make if you did more to get people into buses. And the bus in order to work needs to go faster than the general traffic. And this Preferred Alternative seems to be geared towards getting the people in their cars get there faster than the bus, which is just further -- it's an endless soup because then you get more traffic and you'll need to widen it further 20 years down the road to ten lanes in Boulder. Boulder has a hard time parking all the cars that come in as it is on the four-lane roads. I don't know where the extra four lanes of traffic is going to park in Boulder. But I don't think this is a very inspired alternative. So I prefer the No Action Alternative combined with FasTrack's improvements. Thank you.</p>

COMMENT	RESPONSE
<p>Public-Verbal 11</p> <p>Public-Verbal 11_Cook</p> <p>Date Received: 11/18/2009 Source: Boulder County Public Hearing</p> <p>Name: David Cook City/Zip: Boulder</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Wednesday, November 18, 2009</p> <p>A</p> <div style="border: 1px solid black; padding: 5px;"> <p>MR. COOK: Good evening. I'm David Cook from Boulder, Colorado here. Without repeating it all I would offer it's sort of a ditto on the comments from the Boulder City and County representatives. And response to Mr. Bartlett's recent comments I think the real key is to get the funding that we need to build the managed lanes in the US 36 Corridor. So I just wanted to give people a reference to a program that 36 Commuting Solutions has called Help Fix US 36. And if you Google up their website just at 36 Commuting Solutions and look for it's about how to help encourage local, state, and federal representatives to support funding for this corridor. So that's my contribution for tonight.</p> </div>	<p>Response to Public-Verbal 11:</p> <p>[A]: Comment noted. CDOT and RTD are committed to working with the jurisdictions in the corridor and other local partners to pursue funding opportunities for the implementation of project improvements. The US 36 Corridor FEIS (US 36 Mobility Partnership 2009) Executive Summary explains the current funding commitment from CDOT and RTD to implement Phase 1, and the approach for the implementation of future phases.</p>

COMMENT	RESPONSE
<p>Public-Verbal 12</p> <p>Public-Verbal 12_Lathrup Date Received: 11/18/2009 Source: Boulder County Public Hearing Name: Rob Lathrup City/Zip:</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Wednesday, November 18, 2009</p> <p>A</p> <div style="border: 1px solid black; padding: 5px;"> <p>MR. LATHRUP: My name is Rob Lathrup. I only have a question. I asked the question earlier in the evening about the bike lane. And tried to identify the costs. It appears to be a \$19 million expenditure. What was not available, and I'm sure there must be some data, is what the projected usage of that bike lane would be to warrant the \$19 million expenditure. I'd just like to see that published somewhere. Thank you.</p> </div>	<p>Response to Public-Verbal 12:</p> <p>[A]: Traffic models typically do not predict bikeway usage, and a ridership total for the proposed bikeway was not estimated as part of the EIS process. As part of the scoping process, communities in the corridor expressed strong support for a regional bikeway facility that would connect to local facilities, providing a network of bikeways that facilitates traveling by bicycle throughout the northwest metropolitan area. As a result, a bikeway is included as part of the Combined Alternative Package (Preferred Alternative), and is a critical element in meeting the Purpose and Need of providing multi-modal travel options.</p>

COMMENT	RESPONSE
<p>Public-Verbal 13</p> <p>Public-Verbal 13_Kumar Date Received: 11/19/2009 Source: Adams County Public Hearing Name: Jim Kumar City/Zip: Denver, CO 80221</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Thursday, November 19, 2009</p> <p>A</p> <div style="border: 1px solid black; padding: 5px;"> <p>MR. KUMAR: My name's Jim Kumar, and I grew up in this area. I live in Perli Mack. I bought the house off of my family that I grew up in in Perli Mack. That's 7051 Ruth Way.</p> <p>During the process of the last meeting we had, I had commented that I'm glad we're going to have another impact study. And I want to thank you for that. That's one the reasons I came up.</p> <p>And I did sign up this time because I had heard that. But I also want everybody to know that impact study needs are so bad because my comments last time were about the high mortality rate between cars and pedestrians along Pecos. 72nd and Pecos is still, after talking to the Adams County Police Department, is still the highest mortality rate, pedestrian/car rate, in the city in the last 20 years. Between 70th Avenue and about 79th Avenue it is -- it's about nine blocks along there. That's one of the highest mortality rates, again, between cars, bicycles, and pedestrians, not so much cars' impact on each other.</p> <p>And so I'm so concerned about closing the Broadway exit because my family still lives in the area and many young families and a lot of us older people won't be as impacted, but our families will. And we're really concerned about that high mortality rate by increasing an additional, I believe they said, 4600 cars that would have to go to the Pecos exit to return to this area or to the industrial areas and the commercial areas on Broadway south of 36th.</p> <p>And I just want to thank you again for listening to us. And I hope everybody will fill out an impact statement so that it will continue to go on. Thank you very much.</p> </div>	<p>Response to Public-Verbal 13:</p> <p>[A]: See General Response: I-25/Broadway Interchange.</p> <p>The access to Broadway, and the associated increase in traffic on Pecos Street, will not change until after an additional study has been conducted regarding this and other concerns in the area. Additionally, this action is not anticipated to occur until Phase 3, as described in the US 36 Corridor FEIS (US 36 Mobility Partnership 2009). However, if vehicular/pedestrian safety is a current concern on Pecos Street, this matter is under Adams County jurisdiction.</p>

COMMENT	RESPONSE
<p>Public-Verbal 14</p> <p>Public-Verbal 14_Karns Date Received: 11/19/2009 Source: Adams County Public Hearing</p> <p>Name: Mark Karns City/Zip: Denver, CO 80221</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Thursday, November 19, 2009</p> <p>A MR. KARNs: My name is Mark Karns, and I've lived here about 35, 40 years right here in this neighborhood. And I would like to thank you and echo what the last gentleman said. But I am concerned about no barrier like in an HOV lane for head-ons. I don't -- I believe that there's no -- on the combined form, there wasn't a barrier. I'm not sure. And also in the last meeting we were concerned about the buses, getting off in the middle. The people getting off the buses in the middle could be a safety hazard instead of going on -- getting off on the right side. And I think safety is an important thing to be concerned with.</p> <p>B</p> <p>C</p>	<p>Response to Public-Verbal 14:</p> <p>[A]: Comment noted.</p> <p>[B]: A concrete barrier separating opposing traffic would be provided in all alternatives. The Combined Alternative Package (Preferred Alternative) has a painted buffer separating the managed lane and general-purpose lanes of traffic.</p> <p>[C]: Although median stations were considered, they are not part of the Combined Alternative Package (Preferred Alternative). As a clarification, median stations as part of Package 2 and Package 4 would have been accessed by pedestrian bridges.</p>

COMMENT	RESPONSE
<p>Public-Verbal 15</p> <p>Public-Verbal 15_Wood Date Received: 11/19/2009 Source: Adams County Public Hearing</p> <p>Name: Ivy Wood City/Zip:</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Thursday, November 19, 2009</p> <p>A</p> <p>MS. WOOD: Hello, my name is Ivy Wood. And I live near Fairview Elementary. That's about Federal and Highway 36, about two blocks north of 36. Anyway, I just put about \$20,000 of improvements into my home, all of them environmental and energy efficient. I put in solar panels. And I would like to stay there until I retire. And it looks like perhaps I will. I'm not sure. Anyway, I do work at North Boulder almost to Niwot. And I just wanted to say I'm really looking forward to putting in the FasTracks and taking the light rail to work. And I hope that happens soon. Thank you.</p> <p>B</p>	<p>Response to Public-Verbal 15:</p> <p>[A]: Your property on Westchester Drive would not be directly impacted by the US 36 Corridor Project.</p> <p>[B]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Verbal 16</p> <p>Public-Verbal 16_Martinez</p> <p>Date Received: 11/19/2009 Name: Rick Martinez Source: Adams County Public Hearing City/Zip: Denver, CO 80221</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Thursday, November 19, 2009</p> <p>A</p> <p>MR. MARTINEZ: Yeah, I've been in my home for 25 years. And I just want to give you guys some praise. And then I had a question for you, too, and a concern. We had that wood sound barrier wall, and then that went away, and then you guys did a beautiful job on the cinder block wall, a beautiful job, and it really helped my household for sound barrier.</p> <p>B</p> <p>The concern I got and the question I got is, nobody came to the neighborhood to see if there was any damage done when they pounded that 1-inch rebar in the ground with the hammer device that they had. And I got severe damage on the back of my garage and in my driveway and in my garage floor. So I'd like to have somebody come out and take a look at that. And if you could lead me the right way, I'd appreciate it.</p> <p>Rick Martinez 7671 Elmwood Lane Denver, CO 80221</p>	<p>Response to Public-Verbal 16:</p> <p>[A]: Comment noted.</p> <p>[B]: Following the November 19, 2009, Adams County Public Hearing, a CDOT Risk Specialist initiated an investigation of the damage claim asserted by Mr. Martinez. The CDOT Risk Specialist located and shared by telephone the contact information for the contractor who was awarded the sound wall project described by the commenter.</p>

RESPONSE	COMMENT
<p>Response to Public-Verbal 17:</p> <p>[A]: As described in the General Response: Right-of-way, the project team has worked throughout the process to include project stakeholders on the mailing lists and to avoid and minimize property acquisitions.</p> <p>The Combined Alternative Package (Preferred Alternative) would result in a partial acquisition of your property.</p> <p>As part of the next phase of work on the US 36 corridor, CDOT mailed letters to potentially-impacted property owners notifying them that survey work would occur on their property. During this process, a mistake was made and the letters were dated incorrectly. Revised letters correcting the error have been sent out.</p> <p>CDOT understands that it is difficult on impacted parties to have ROW impacts identified in the EIS. Feel free to contact the CDOT Region 6 Right-of-way Manager, Greg Jamieson, at 303-757-9917, with questions. Also, see General Response: Right-of-way.</p> <p>[B]: In looking at our public involvement records, a letter was sent to your address in 2004 when you were added to the US 36 database based on Right-of-way information provided by the CDOT Right-of-way Group. Several US 36 mailings to 7800 Apple Blossom Lane were sent throughout the project. Between 2004 and 2009, ten mailings were sent to your property address, including project updates, newsletters, and meeting announcements.</p> <p>Also, in response to your comments and concerns, Greg Jamieson, CDOT Region 6 Right-of-way Manager, contacted you on December 9, 2009. Mr. Jamieson left a message with his name, contact information, and reason for the call.</p>	<p>Public-Verbal 17</p> <p>Public-Verbal 17_Williamson Date Received: 11/19/2009 Source: Adams County Public Hearing</p> <p>Name: James Williamson City/Zip: Westminster, CO 80030</p> <p>REPORTER'S TRANSCRIPT OF PUBLIC HEARING HEARING DATE: Thursday, November 19, 2009</p> <p>A</p> <p>MR. WILLIAMSON: My name is James Williamson. We live on Apple Blossom Lane. We lived there about 15 years. And this -- this week, yesterday, we received a registered letter from the State of Colorado telling us that you need access to our property to do a survey on November 2nd, which was 16 days ago. The date on the letter was October -- mid October sometime. And my comment is I'm a little concerned about that kind of efficiency on the part of your operational system, that you write a letter in the middle of October. I get it in the middle of November to tell me that you wanted to be in on my property the first of November. And I come into this meeting tonight because I got that letter, and I found out that my personal property is involved in the acquisition process. And I'm wondering why after six or eight years of this going on that this is the first I've heard about this impacting my personal property directly.</p> <p>B</p> <p>Now, it's one thing for public comment about -- the public comment, the right-of-way, but when it directly impacts the ownership of my property, I would think that the State of Colorado and RTD, which are both government agencies which are directed to serve me, as the public, would do a little better job of keeping me informed about these impacts to me personally and my property. And I know there isn't a hell of a lot I can do about that. I've been following the case of the fellow over there on Wadsworth, I guess it is, on the corner there that's got that business. But I just find it pretty irresponsible that a government agency that's charged with serving the public can't do a better job of keeping their records straight and contacting me. I'm a resident. I live here. I'm not a non -- nonresident, whatever you call it. I live in the house. And I get the mail. And I read it. And this is the first I've heard about this.</p> <p>So I guess that's -- I guess that's my comment. I'd like for the people that are making these decisions about -- you know, whether it's the county commissioners have decided or RTD has decided or the state has decided, and you're going to get the feds involved, and they're going to decide, I think when all these decisions when they affect me or anybody else that's involved in the corridor and you're acquiring our property, I think you ought to make a little more diligent effort to contact us directly and tell us what you're intending to do.</p> <p>I have nothing else to say.</p> <p>James Williamson 7800 Apple Blossom Westminster, CO 80030</p>

COMMENT	RESPONSE
<p>Public-Verbal 18</p> <p>Public-Verbal 18_Karen Date Received: 11/18/2009 Source: Boulder County Public Hearing</p> <p>Name: Karen City/Zip:</p> <p>A [Request for electronic copy of public hearing presentation to be sent to karentravel@gmail.com.]</p>	<p>Response to Public-Verbal 18:</p> <p>[A]: A copy of the public hearing presentation was e-mailed to Karen as requested on November 19, 2009.</p>

COMMENT	RESPONSE
<p>Public-Verbal 19</p> <p>Public-Verbal 19_Corrales</p> <p>Date Received: 11/17/2009 Name: Roberto Corrales Source: Phone (Spanish Translator) City/Zip:</p> <p>A Mr. Corrales called the Project Team Hispanic/Latino Outreach Specialist and Translator and wanted general information about the project, the cost of the project, the timeline, and how to keep informed.</p> <p>B He wanted information about business and/or employment opportunities, about BRT development, and about the connection between US36 and RTD FastTracks Northwest Rail Corridor.</p> <p>C Mr. Corrales said he is on the project's mailing list and that he prefers to receive information via regular mail.</p>	<p>Response to Public-Verbal 19:</p> <p>[ENGLISH]</p> <p>[A]: Francisco Miraval, the Project Team Hispanic/Latino Outreach Specialist and Translator, provided you with a general outline for the project, the cost (based on the Combined Alternative Package [Preferred Alternative]), the timeline (from 2003 to 2009 and for the three upcoming phases), and the contact information for CDOT, RTD, and 36 Commuting Solutions.</p> <p>[B]: Mr. Miraval invited you to contact the US 36 Corridor Project, CDOT or RTD for more specific details about employment opportunities. He also explained what BRT is, including the location of the stations and how BRT works. Regarding the relationship between the US 36 corridor and the Northwest Rail corridor, Mr. Miraval explained that at one point both projects were part of a single evaluation, but became two separate projects in 2006.</p> <p>[C]: Comment noted.</p>

COMMENT	RESPONSE
<p>Public-Verbal 19 (continued)</p> <p>Public-Verbal 19_Corrales_SPANISH.doc</p> <p>Fecha recibido: 11/17/2009 Nombre: Roberto Corrales Fuente: Teléfono (traductor al español) Ciudad/Código:</p> <p>A Corrales llamó al especialista de alcance latino y traductor del equipo del proyecto para pedir información general del proyecto, incluyendo costo y calendario, y para mantenerse informado.</p> <p>B Corrales quería información sobre negocios y sobre oportunidades de empleo, sobre el servicio de buses rápidos (BRT) y sobre la conexión entre la US 36 y el Corredor Ferroviario del Noroeste de RTD FasTracks.</p> <p>C Corrales dijo que él está en la lista del proyecto y que prefiere recibir la información por correo regular.</p>	<p>Response to Public-Verbal 19:</p> <p>[SPANISH]</p> <p>[A]: Francisco Miraval, el especialista en alcance hispano y traductor del equipo del proyecto, proveyó una explicación en general del calendario del proyecto, el costo (basado en la alternativa preferida), el calendario del 2003 al 2009 y las tres fases siguientes, y la información de contacto de CDOT, RTD y 36 Commuting Solutions.</p> <p>[B]: Miraval lo invite a que llamase al proyecto US 36, CDOT o RTD para detalles específicos de oportunidades de empleo. También le explicó sobre los buses rápidos (BRT), incluyendo las propuestas de lugares de estaciones y cómo funciona el BRT. En cuanto a la relación entre la US 36 y el Corredor Ferroviario del Noroeste de RTD FasTracks, Miraval explicó que en su inicio eran un solo proyecto pero que desde el 2006 son proyectos separados.</p> <p>[C]: Comentario notado.</p>

COMMENT	RESPONSE
<p>Public-Verbal 20</p> <p>Public-Verbal 20_Rose Date Received: 11/20/2009 Source: US 36 Phone Call</p> <p>Name: Scott Rose City/Zip: Boulder, CO 80303</p> <p>A Inquiry about noise mitigation between home and U.S. 36. If noise mitigation in the form of a noise wall, then supportive of project, if not, calling to express concerns about noise. 1221 Red Ash Lane Boulder, CO 80303</p>	<p>Response to Public-Verbal 20:</p> <p>[A]: The following text was e-mailed to Mr. Rose on November 23, 2009: "Scott, Thank you for your call Friday and thank you for your interest in the US 36 EIS study.</p> <p><i>In response to your inquiry, there is no planned sound wall for the area behind your property at 1221 Red Ash Lane in Boulder. The reason being that the analysis done found that the reduction in noise that a sound wall would produce in this location for the residences here did not meet the thresholds required to justify the mitigation.</i></p> <p><i>Let me explain; there is a ratio used that justifies mitigation actions which measures the amount of noise reduction people would experience by the installation of the sound wall and how many people/residents would benefit from that protection. Once that ratio is obtained, the cost of providing that protection in relation to the amount of noise it would be stopping and amount of people benefitting from it is taken into consideration. In that specific area, it has been determined that a sound wall would not reduce the noise well enough to justify the expense; or that the noise impact is not anticipated to be great enough. This also has to do with the way noise travels – a sound wall in this particular location would not adequately reduce the noise from US 36 because noise does not travel in a straight line: sound "bubbles over" the wall, making a wall ineffective for those that are not immediately adjacent to the structure.</i></p> <p><i>Also, I wanted to clarify something from our earlier conversation about the amount of lanes that are planned for US 36 in that area. For the first phase of implementation, there will be a managed lane (Bus/HOV/toll) in each direction, and two general purpose lanes in each direction – meaning 6 lanes total compared to the 4 total lanes that are there today.</i></p> <p><i>If you have any additional questions, feel free to call me back any time.</i></p> <p><i>Andrea Meneghel</i></p>

COMMENT	RESPONSE
<p>Public-Verbal 21</p> <p>Public-Verbal 21, Gillogly</p> <p>Date Received: 11/30/2009 Source: US 36 phone call</p> <p>Name: Bryan Gillogly, SRS Real Estate</p> <p>A Received a call for information today regarding the interchange at US 36 and Broadway (just west of I-25). The gentleman's name is Bryan and he is with SRS Real Estate. His phone number is 303-390-5230.</p>	<p>Response to Public-Verbal 21:</p> <p>[A]: The following text was e-mailed to Mr. Gillogly on November 20, 2009: "Brian, Attached to this e-mail are the documents I described which summarize what has been determined for the Broadway area access near the US 36 and I-25 interchange in Adams County. The letter from CDOT to Broadway area stakeholders will be the most helpful. It summarizes the agreement and the process we went through with that community to reach an agreement. The second document is the language that was agreed upon to include in the US 36 Final Environmental Impact Statement. The third document is a handout with graphics of that interchange; this was distributed at our public hearing in Adams County last week. Additionally, here is a link on our project website where these documents can be found: http://www.us36eis.com/DOCUMENTS.asp?area=d0cs. If you have any additional questions, feel free to give me a call. My contact information is listed below. Thanks for your interest, Andrea Meneghel"</p>

COMMENT	RESPONSE
<p>Public-Verbal 22</p> <p>Public-Verbal 22_Powell</p> <p>Date Received: 11/30/2009 Source: US 36 phone call</p> <p>Name: David Powell City/Zip: Westminster, CO 80031</p> <p>A [David Powell, 8210 Turnpike Dr., Westminster, CO 80031: David called to find out if there are impacts to his property.]</p>	<p>Response to Public-Verbal 22:</p> <p>[A]: See General Response: Right-of-way. Your property has been identified as a partial acquisition. Please contact the CDOT Region 6 Right-of-way Manager, Greg Jamieson, at 303-757-9917, with questions.</p> <p>Greg Jamieson called you on December 11, 2009 to explain the proposed impacts to your property and then mailed you copies of the materials he discussed with you. He advised you that current information is to be considered preliminary, and that the NEPA project approval may be received soon, but that no firm funding source has been identified for the acquisition. Since US 36 applied for Transportation Investment Generating Economic Recovery (TIGER) funding, which may happen in January 2010, "worst-case" impacts have been identified and can change as design is advanced. Mr. Jamieson also explained the acquisition process for the project, if it is approved and funded.</p>

COMMENT	RESPONSE
<p>Public-Verbal 23</p> <p>Public-Verbal 23_Fusco Date Received: 11/30/2009 Source: US 36 phone call</p> <p>Name: Liz Fusco, Blum Rose Corporation City/Zip: Westminster, CO 80031</p> <p>A [Blum Rose Corporation, owners of 8911 Yates St., Westminster, CO 80031 - Contact: Liz Fusco (315) 735-9918, lizfusco@choiceonemail.com: Liz called today to find out about property impacts to 8911 Yates, recently acquired by her company, Blum Rose Corp.]</p>	<p>Response to Public-Verbal 23:</p> <p>[A]: Your property has been identified as a partial acquisition. Please contact the CDOT Region 6 Right-of-way Manager, Greg Jamieson, at 303-757-9917, with questions. Also, see General Response: Right-of-way.</p> <p>Greg Jamieson contacted you on December 7, 2009 and on December 9, 2009 and explained the US 36 EIS study, at what stage it was at, efforts being made to pursue funding for the project, and pursuit of the TIGER grant (this property won't be affected by TIGER). Mr. Jamieson e-mailed you illustrations of the proposed acquisition of the property from the Combined Alternative Package (Preferred Alternative).</p>