

WB I-70 Concept Development Process Exhibit E	
Public Meeting 2 Comments from Comment Sheets or on Aerial Photos	
July 26, 2017	
Comment #	Comment
1	Extend the frontage road from US 6 to Idaho Springs [Segment 1]
2	Need exit and entrance for Two Bears [Segment 1]
3	Do not close exit/entrance 244 from US 6 [Segment 1]
4	Closure of Ext 247 overpass due to accident(s) completely isolates Floyd Hill – 1200 people who cannot get in or out [Segment 1]
5	Make all improvements to Floyd Hill interchange on the north side of I-70 [Segment 1]
6	Recommend including a truck staging area on the north side at the top of Floyd Hill (Marte area) that could also be a parking lot for hikers in the summer [Segment 1]
7	Neighborhoods who live on the south side of I-70 include Floyd Hill, Beaver Brook, Saddleback, Grand Preserve. Don't bring any truck or casino traffic on the south side of I-70 [Segment 1]
8	Should extend study area for Floyd Hill to exit 248 which is essentially the other end of Exit 247 [Segment 1]
9	Should move US 6 interchange west to Hidden Valley. This improves access. [Floyd Hill]
10	Put US 6 on the south side of I-70 to Hidden Valley interchange. [Floyd Hill]
11	Traffic is a concern – getting everyone (from Floyd Hill) off the hill daily and in emergencies.[Floyd Hill]
12	Highway improvements at the top of Floyd Hill should be concentrated on the north side of I-70. [Floyd Hill]
13	The best way to keep us involved is through homeowner's associations and Next Door. [Floyd Hill]
14	The Presidents of the Douglas Mtn. Resident's Association states that the big concern of residents is the possible closing of the westbound access off US 6 to I-70. Nobody wants to backtrack up US 40 to Floyd Hill and then continue WB on I-70. [Floyd Hill]
15	Contact Tom Ripley (Douglas Mtn Resident's Assn) – tripley1953@gmail.com [Floyd Hill]
16	175 homeowners live above the intersection of US 6 and 119. Access to I-70 via Exit 244 is important to shop in Idaho Springs and destinations further west. We do not want to go up Floyd Hill just to go back west. Do not close the US 6/I-70 interchange.[Floyd Hill]
17	Contact person: Lynn Agar at lagare@wispertel.net [Floyd Hill]
18	Floyd Hill citizens are most concerned with maintaining our quality of life. [Floyd Hill]
19	Keep all but local traffic on the north side of I-70. [Floyd Hill]
20	You will have lots of public meetings for show and then ignore the issues of the 527 households (1200 individuals) who live on Floyd Hill south of I-70. This has happened time and time again. [Floyd Hill]
21	Do not design a roundabout south of I-70 at Exit 247. Trucks and casino traffic need to stay on the north side of I-70 (US 40) to keep emergency egress of 1200 residents off Floyd Hill, which is the most extreme fire hazard neighborhood in Clear Creek County and Evergreen Fire/Rescue/Jeffco Districts. [Floyd Hill]
22	Trucks can be routed north of I-70 and west of the interchange. [Floyd Hill]

23	Suggest a public meeting at CCC high school and invite Floyd Hill, Saddle Back, Beaver Brook and Grand Preserve once there is a plan. [Floyd Hill]
24	Why do you trash the light rail or AGS plan? [Floyd Hill]
25	If you build more lanes, they will come and you will always have congestion.[Floyd Hill]
26	18 months of construction sounds like hell. Tourists involved in traffic jams on I-70 will never return. [Floyd Hill]
27	Floyd Hill property values will plummet during construction [Floyd Hill]
28	Make sure to consider needs of commuters from Denver who come to work in the Henderson Mine [Segment 2]
29	Consider sound barriers in the Dumont area [Segment 3]
30	Put the bike path on the north side [Segment 3]
31	Build a bridge from Stanley Road to Fall River Road [Segment 3]
32	Consider closing the Fall River Road interchange [Segment 3]
33	Consider Wildlife Passages (over or under)
34	Consider Air Quality (more cars - particulates)
35	Consider Water Quality
36	Consider Fens
37	Consider Wetlands
38	Things start near El Rancho and we should look further than 65 and start closer to the top of the hill (Floyd Hill)
39	Noise and a staging area on the top of Floyd Hill should be considered
40	Homestead Road at Exit 247, 1100 people depend on that as their only way in and out leaving us with a safety problem. We appreciate what CDOT has done with the emergency exit.
41	Don't make the area on the southside of 247 any worst, keep as much traffic as possible away from that area. (Floyd Hill)
42	Don't carry all of the traffic up Floyd Hill
43	Opportunities to use a winter staging area as a summer open space access area (top of Floyd Hill)
44	Completing Frontage Road from bottom of Floyd Hill should happening before scaling, to use the frontage road as a construction detour
45	Dumont Lawson area--noise, jake brake law, sound barriers on both sides of the highway.
46	Rumble strip on the expanded side of the road (in the Dumont Lawson area) shouldbe pushed to the edge of the road
47	Want to ensure the service to Quarry trucks, make sure access continues (Floyd Hill)
48	Want any additional projects to consider aesthetics
49	Is there a way to limit truck traffic during certain hours/weather to ensure traffic flows?
50	Consideration of a pedestrian bridge over I-70 in Idaho Springs?
51	Incorporate the Greenway in with the new construction of the westbound lane. A paved bike path will benefit all the pedestrians also. In 2016 a young women on her break from Starbucks was struck by a hit and run driver and was seriously injured. There's lots of foot traffic along the Frontage Road. A paved Greenway will provide safety for bicyclists as well as pedestrians.

52	We are very concerned about the Greenway. Referring to Public Comments 31, 97, and 98 all express concerns about the Greenway. Each of the 3 responses to these comments ay that the location of the Greenway has been finalized by the Greenway Authority. Is this true? Local residents have received no information about this and it's very concerning. Our request is that somehow the Greenway can be incorporated along with the creation of the westbound PPSL. The Greenway should follow Stanley Road west of Idaho Springs, cross I-70, the route where bicyclists have ridden for years. A paved bike/pedestrian trail will be much safer for everyone. Pedestrians need this.
53	Make Floyd Hill 3 lanes all the way [Segment 1]
54	Traffic noise—can there be a sound barrier for both sides of the DLD area. It's hard to sleep at night with all the traffic noise. Which may also apply to the other segments as well. [Segment 3]
55	Lots of ideas for segment 1 [benefits about the CDP]
56	Wildlife crossings, noise, water, and air pollution [question 3]
57	Public meeting [best way to engage]
58	Can Greenway in DLD area be a part of the project? Put Greenway path on North Frontage Road