

**APPENDIX D AGENCY COMMENTS RECEIVED DURING THE
REVIEW PERIOD**

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Agency Comments

Following publication of the EA on October 25, 2006, the 45-day public and agency review period began. The review period concluded on December 8, 2006. The EA was distributed to the following agencies for review:

- ▶ City of Lakewood; 480 S. Allison Parkway; Lakewood, CO
- ▶ City of Arvada; 8101 Ralston Road; Arvada, CO
- ▶ Jefferson County; 100 Jefferson County Parkway; Golden, CO
- ▶ Denver Water; 1600 W. 12th Avenue; Denver, CO
- ▶ Urban Drainage and Flood Control District (UDFCD); 2480 W. 26th Avenue, Suite 156-B; Denver, CO
- ▶ Denver Regional Council of Governments (DRCOG); 4500 S. Cherry Creek Drive, Suite 800; Denver, CO
- ▶ Colorado Department of Public Health and Environment (CDPHE); 4300 S. Cherry Creek Drive; Denver, CO
- ▶ Colorado Historical Society (CHS)/Office of Archaeology and Historic Preservation (OAHP) SHPO; 1300 Broadway; Denver, CO
- ▶ Colorado Division of Wildlife (CDOW); 6060 Broadway; Denver, CO
- ▶ US Department of Interior Fish and Wildlife Service (USFWS); P.O. Box 25486 DFC; 134 Union Boulevard, Suite 670; Lakewood, CO
- ▶ US Army Corps of Engineers (USACE); 9307 S. Wadsworth Boulevard; Littleton, CO
- ▶ US Environmental Protection Agency (USEPA); 999 18th Street, Suite 300; Denver, CO

Comments were received from two agencies. FHWA and CDOT would like to thank the agencies that commented.

Based on the agency comments received, the Proposed Action was modified to accommodate the agency comments where FHWA and CDOT could incorporate suggestions to the Proposed Action. **Section 2.2 Refinements to the Proposed Action** in the FONSI presents the refinements made to the Proposed Action, and **Chapter 3 Clarifications to the I-70/32nd Avenue Interchange Environmental Assessment** in the FONSI presents the clarifications to the EA based on the comments received on the EA during the 45-day public and agency review period. If a suggestion could not be incorporated into the Proposed Action, the reason why a modification could not be made is also summarized with that corresponding comment in the following appendix. Comments to which the response is included in the FONSI are cross-referenced with the corresponding section in the FONSI.

Comments were received from the following:

Comment	Commenter	Page(s) Comment Responded To On
#1	Denver Regional Council of Governments	D-2
#2	Jefferson County	D-3

Comment #1



Board Officers
Nancy N. Sharpe, Chair
Rick Garcia, Vice Chair
Pat Crosenberger, Secretary
W.R. "Skip" Fisher, Treasurer
Will Tooe, Immediate Past Chair
Jennifer Schaufele, Executive Director

December 1, 2006

Mr. Ed Martinez, P.E.
Colorado Department of Transportation
Region 6, North Engineering
4670 North Holly Street
Denver, Colorado 80216

Dear Mr. Martinez:

We have reviewed the I-70/32nd Avenue Interchange Environmental Assessment and offer the following comments related to information required by federal agencies prior to issuing a decision document:

- 1) The funding sections in the Executive Summary (ES-25) and in Chapter 2 do not list the funding amounts applicable to each specific agency. The amount assumed to be contributed by the Colorado Department of Transportation, as shown in an EA, must be consistent with the amount listed in the Denver Regional Council of Governments' (DRCOG) Fiscally Constrained 2030 Regional Transportation Plan (\$54.1 million), allowing for a minor level of tolerance.
- 2) The project history sections (e.g. ES-4) do not mention that the regionally significant improvements associated with the EA (one new interchange and two reconstructed interchanges) are included in the DRCOG Fiscally Constrained 2030 Regional Transportation Plan (as amended in January 2006).

These comments do not imply errors with the document. Rather, they refer to information that should be conveyed to appropriate decision making agencies, either in the EA document or through other means.

Sincerely,

Steve Cook
Transportation Planning Manager

Enhancing and protecting the quality of life in our region
4500 CHERRY CREEK DRIVE SOUTH • SUITE 800 • DENVER COLORADO 80246 - 1531 • TEL 303-455-1000 • FAX 303-480-8790
E-MAIL: DRCOG@DRCOG.ORG • WEBSITE: WWW.DRCOG.ORG

Comment #1-1

Comment #1-2

Response to Comment #1:

Response to Comment #1-1:

Section 2.4 *Funding Status* of the FONSI identifies the various funding sources for each component of the Proposed Action.

Response to Comment #1-2:

Section 2.4 *Funding Status* of the FONSI identifies that the regionally significant improvements of the I-70/32nd Avenue interchange and the new SH 58/Cabela Drive interchange were included in the June 2006 Cycle 1 Amendments to the Metro Vision 2030 Regional Transportation Plan.

Comment #2



Board of County Commissioners

Jim Congrove
District No. 1
J. Kevin McCasky
District No. 2
Dave Auburn
District No. 3

December 8, 2006

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

Dear Mr. Martinez:

Thank you for providing Jefferson County with the opportunity to work with the Colorado Department of Transportation (CDOT) throughout the development of the I-70 / 32nd Avenue Environmental Assessment. We appreciate the effort that CDOT staff put forth to thoroughly analyze and develop a plan that addresses the traffic concerns in this area.

We offer the following comments/questions in regards to traffic-related issues identified in the Environmental Assessment:

Timing of the Eastbound I-70 to Westbound Hwy 58 Flyover

The Environmental Assessment states that the ramp will not be in place until approximately 6 to 12 months after the development opens. The County's concern with this timing is that visitors will establish a driving habit of using 32nd Avenue to access the development. Signage plans for Youngfield and 32nd Avenue could be created to ensure that the development's visitors would use the 40th Avenue underpass and protect 32nd Avenue from becoming the development's front door. The County encourages CDOT to include such signage plans in the Environmental Assessment.

From the beginning of this project, the Board of County Commissioners has expressed its desire that all construction improvements be in place prior to the opening of the development. The County's \$10 million pledge towards the missing I-70 / Highway 58 ramps was to help ensure that both ramps be constructed.

27th Avenue hook ramps

Jefferson County believes that once the development opens, new traffic patterns will emerge. These new traffic patterns will require that further independent study and analysis be conducted before the appropriate location and timing can be determined for the eastbound I-70 ramps. The County encourages CDOT to allow more flexibility in its determination that hook ramps at 27th Avenue are necessary prior to the year 2030. At a minimum, the Environmental Assessment should state that a study will be conducted once new traffic patterns emerge.

44th and Holman

Proper mitigation will reduce the impacts to the residents in the area of 44th Avenue and Holman Street. The Environmental Assessment states that these residents will be involved in the development of the final design. We appreciate CDOT's commitment to work with area residents in identifying means of protecting their neighborhood.

100 Jefferson County Parkway Golden, Colorado 80419
(303) 279-6511
<http://jeffco.us>

Comment #2-1

Comment #2-2

Comment #2-3

Response to Comment #2:

FHWA and CDOT would like to thank Jefferson County for your involvement. Your input is critical to the success of this project.

Response to Comment #2-1:

Please refer to **Section 2.5 Implementation Schedule** in the FONSI for a discussion on the anticipated timing of the improvements.

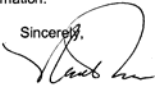
Response to Comment #2-2:

Please refer to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in response to your comment on the eastbound I-70 hook ramps at 27th Avenue.

Response to Comment #2-3:

Figure 2-11 44th Avenue/Cabela Drive Intersection Detail in the FONSI depicts a conceptual layout for the signalized 44th Avenue/Cabela Drive/Holman Street intersection. As noted in **Section 4.16 Visual Character** of the EA, CDOT will investigate landscape design options and/or design features during final design that will soften the effect of the new signalized intersection and provide an appropriate transition to the residential neighborhood. CDOT and the project team look forward to working with the local residential neighborhood and appreciate their input. CDOT is committed to working with the community on this issue.

Please note that a 10-foot multi-use sidewalk will be located on the west side of Cabela Drive and will connect to the Jefferson County Open Space Clear Creek Trail. An 8-foot sidewalk will not be located on the eastern side of the Cabela Drive as depicted in **Figure 2-11 44th Avenue/Cabela Drive Intersection Detail** in the EA.

<p>Comment #2-4</p>	<p>Additionally, Jefferson County offers the following comments on other issues identified in the Environmental Assessment:</p> <p><u>Realignment of Clear Creek Trail</u> The proposed re-alignment, including the new tunnel under the rail road tracks and the grade separation of the trail and Cabela Drive, is essential for protecting this public asset. Trail designs must be developed to County standards and all approvals and permits must be obtained through County processes. Also, the existing easement agreement must be amended and a new easement must be dedicated to the County.</p>	<p>Response to Comment #2-4: FHWA and CDOT will continue to coordinate with Jefferson County and the landowner, Coors, in the realignment of the Jefferson County Open Space Clear Creek Trail. The trail will be replaced in accordance with Jefferson County Open Space design requirements with the same characteristics that it has today.</p>
<p>Comment #2-5</p>	<p><u>Chester Portsmouth Park</u> The proposed improvements along 27th Avenue will not adversely effect the activities, features, and attributes that qualify the property for protection under Section 4(f). In fact, wider, contiguous sidewalks along 27th Avenue, as proposed, would enhance the safety of pedestrians who may be accessing the park.</p> <p>The deed of the park property from the County to the City of Lakewood contains a clause that reverts the property to County ownership if it is used for purposes other than public open space, park and recreational purposes. Once a final design is developed, and a legal description of the required property can be prepared, the County may process a release of the area with improvements so that the City of Lakewood's ownership of the entire property is not effected.</p>	<p>Response to Comment #2-5: Thank you for your comments. No response necessary.</p>
<p>Comment #2-6</p>	<p><u>Access to the County's Property</u> The Table Mountain Animal Center and the County's road maintenance materials yard are located on County-owned property adjacent to the Cabela's site. Access is essential to County operations and to several jurisdictions' animal control operations. As the design and construction phasing plans proceed, CDOT should develop an access plan that will allow continuous, unobstructed access to the site.</p> <p>We look forward to working with CDOT as this project continues through the final design phase. Please contact me if you need additional information.</p> <p style="text-align: center;">Sincerely,  Nanette Neelan Deputy County Administrator</p> <p>CC: Board of County Commissioners Jim Moore, County Administrator Kate Newman, Special Projects Coordinator Randy Young, Wheat Ridge City Manager Monica Pavlik, Federal Highway Administration</p>	<p>Response to Comment #2-6: The Table Mountain Animal Shelter will remain at its current location and will be accessed from 40th Avenue along the remaining Youngfield Service Road. FHWA and CDOT will coordinate with Jefferson County during construction of the I-70/SH 58 interchange improvements and the I-70/32nd Avenue interchange improvements to maintain access.</p>