

**APPENDIX C PUBLIC COMMENTS RECEIVED DURING THE
REVIEW PERIOD**

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Public 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. A public hearing was held on November 9, 2006. Documentation related to notification of the public hearing is included in **Appendix A November 9, 2006 Public Hearing Documentation**. 354 people signed in at the public hearing.

At the public hearing, 66 written comments were submitted on the public hearing comment form. 23 comments were submitted directly to two court reporters, and 34 verbal comments were submitted during the microphone session. Transcripts from the two court reports accepting verbal comments and the microphone session are included in **Appendix B November 9, 2006 Public Hearing Transcript**.

Comments were also submitted via the project website at www.CabWheatRidge.com and via facsimile or letter to Monica Pavlik, FHWA, or Ed Martinez, CDOT. Forty comments were submitted via the project website, and 69 letters and facsimiles were submitted directly to FHWA or CDOT. Several sets of comments were submitted at the public hearing, as well as directly to FHWA or CDOT or via the project website.

229 sets of comments were received from the public. Several sets of duplicate comments were submitted by the same commenter at the public hearing, via the project, or directly to FHWA and CDOT as a letter or fax. Duplicate written comments from the same commenter were not included in this appendix. FHWA and CDOT would like to thank all of the members of the public who commented on the EA.

Based on the public comments received, the Proposed Action was modified to accommodate the public 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.

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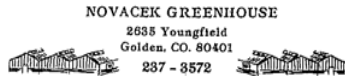
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| <p>Barbara Fahey</p> <p>Comment #1</p> <p>Comment #1-1</p> <p>Comment #1-2</p> <p>Comment #1-3</p> | <p>Comment received via the project website. Date: 10/25/06 12:18</p> <p>I've read the Executive Summary of the EIS and have a couple of questions:</p> <p>1. What is the construction timetable of the eastbound I-70 to westbound CO 58 link, total cost, and how much of cost has been secured from whom?</p> <p>2. For the preferred alternative, would the existing eastbound entrance and exit to I-70 near 32nd and Youngfield remain or would these existing accesses be removed and replaced with the hook ramps at 27th and Youngfield?</p> <p>3. Did the study consider the increase in traffic that would occur at 27th with hook ramps from those wishing to go from westbound 6th Avenue to Eastbound I-70?</p> <p>I prefer a response by email.</p> <p>Thank you.</p> | <p>Response to Comment #1: Please note that the document is an Environmental Assessment (EA) rather than an Environmental Impact Statement (EIS).</p> <p>Response to Comment #1-1: Please note that the I-70/SH 58 transportation improvements were approved and cleared for construction under a separate EA (I-70/SH 58 interchange project). The cost of the flyover ramp is included in the total cost for the I-70/SH 58 improvements, which is \$35.3 million, and has been funded by CDOT and Jefferson County. The funding, phasing, and cost for the Proposed Action, and other improvements such as the I-70/SH 58 interchange improvements, were described in Section 2.5 Funding and Phasing of the EA. Figure 2-16 Transportation Improvements/Construction Timeline in the EA illustrates the anticipated construction phasing.</p> <p>Please refer to Section 2.5 Implementation Schedule in the FONSI for a discussion on the anticipated timing of the improvements. Section 2.4 Funding Status in the FONSI presents a preliminary assumption of costs for the Proposed Action.</p> <p>Response to Comment #1-2: The eastbound I-70 hook ramps at 27th Avenue, as discussed in Section 2.3.1.1 Eastbound I-70 Hook Ramps in the FONSI, will replace the current eastbound I-70/32nd Avenue hook ramp and slip ramp.</p> <p>Response to Comment #1-3: The proposed eastbound hook ramps at 27th Avenue and Youngfield Street are not seen as providing a regional traffic "link" between westbound Sixth Avenue and Eastbound I-70. Currently, there are no ramps that <u>directly</u> serve this movement, but it is likely that this movement will be served by three other interchanges including 6th Avenue/Indiana Street, I-70/Colfax, and I-70/Denver West and not I-70/32nd. Westbound Sixth Avenue traffic that is destined for the I-70/32nd Avenue area (approximately 2500 vehicles per day) would likely utilize the Sixth/Simms interchange and the Sixth/Indiana interchange in concert with the arterial and collector street system.</p> <p>The traffic forecasts are based on a regional travel demand model, which assigns traffic to the shortest and quickest path between given origins and destinations. The additional traffic on 27th Avenue (900 vpd) under the Proposed Action likely includes a small amount of traffic going from westbound 6th Avenue to eastbound I-70. An increase in traffic along 27th Avenue is expected with hook ramps connecting to Youngfield and 27th, but regional traffic from westbound 6th Avenue to eastbound I-70 is not foreseen to be a major component in this increase.</p> |
| <p>John Brunel</p> <p>Comment #2</p> <p>Comment #2-1</p> <p>Comment #2-2</p> | <p>Comment received via the project website. Date: 10/25/06 10:26</p> <p>What precisely does the EIS cover?</p> <p>There is work underway on 32nd, is this work exclusive of the EIS?</p> | <p>Response to Comment #2:</p> <p>Response to Comment #2-1: An Environmental Assessment (EA) is being conducted for the I-70/32nd Avenue interchange project, not an Environmental Impact Statement (EIS). The Proposed Action does not meet the criteria listed in 23 CFR 771.115, which specifies the types of transportation projects for which an EIS is normally prepared. Therefore, in</p> |

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| | | <p>accordance with FHWA regulations and NEPA requirements, an EA was prepared. An EA is prepared if the action is not a Categorical Exclusion and does not clearly require preparation of an EIS. For this action, FHWA and CDOT determined, based on the results of the EA, that an EIS was not necessary and have prepared this Finding of No Significant Impact (FONSI). The FONSI documents that the impacts are not significant as described herein.</p> <p>The EA was conducted to analyze alternatives to relieve existing traffic congestion at the I-70/32nd Avenue interchange and address future transportation demands on the interchange and local street network due to regional growth and expanding local retail/commercial development. The Proposed Action includes improvements to the following transportation facilities: I-70/32nd Avenue interchange; SH 58 from McIntyre to I-70; I-70/Ward Road interchange; and adjacent portions of 32nd Avenue between Alkire Street and Xenon Street, Youngfield Street between 27th Avenue and 35th Avenue, the Youngfield Street/27th Avenue intersection, and a proposed Cabela Drive from 32nd Avenue to approximately 40th Avenue and from just north of Clear Creek to 44th Avenue.</p> <p>As part of the environmental process under NEPA, environmental impacts are avoided, minimized, and mitigated to the extent practical. Although there are impacts to the environment, as summarized in Table 4-1 Summary of Proposed Action Impacts and Mitigation Measures in the FONSI, FHWA and CDOT have determined that these impacts are not significant. FHWA has determined that sufficient studies have been prepared to assess the Proposed Action's direct, indirect and cumulative impacts. After a thorough, comprehensive, and independent review of the EA, its associated studies (technical reports) and documentation, and all comments received during the 45-day public review period, FHWA has determined that there are no significant impacts associated with the implementation of the Proposed Action. Therefore, an EIS is not required.</p> <p>FHWA and CDOT are committed to implementing appropriate transportation solutions and to working with the local community and individuals to achieve this. The EA process is one step. We will continue to work with the local community and individuals through the design process to balance local and regional needs.</p> <p>This response also applies to Comments #10-6, #126-5, #132-3, #138-3, #165-3, #197-5, #197-10, #201A-7, #214, and #228-3.</p> <p>Response to Comment #2-2: Jefferson County has been doing some survey work along 32nd Avenue, west of I-70 in preparation for a future improvement project that is not part of this EA.</p> |
| <p>Roxanne Runkel Comment #3</p> | <p>Comment received via the project website. Date: 10/26/06 09:52</p> <p>Retail Development - please consider including (or forward the suggestion to include) an Avenue clothing store www.avenue.com. Currently there are none in Colorado.</p> <p>It would accompany Cabela's in Colorado.</p> | <p>Response to Comment #3: Land use decisions are the responsibility of local agencies, such as Jefferson County and the cities of Lakewood and Wheat Ridge, and are outside the jurisdiction of FHWA and CDOT. Your comment is beyond the scope of this EA. The purpose of the proposed action is to relieve traffic congestion at the I-70/32nd Avenue interchange and to address future transportation demands on the interchange and local street network due to regional growth and expanding local retail/commercial development. FHWA and CDOT have forwarded your request to the City of Wheat Ridge and Cabela's.</p> |

Jerol Novacek

Comment #4



October 27, 2006

Thomas E. Norton
Executive Director
Colorado Department of Transportation
4201 East Arkansas Ave. #262
Denver, CO. 80222

Randy Young
City Manager
7500 W. 29th Ave.
Wheatridge, CO. 80033-8001

Mike Callahan
Cabela's
1 Cabelas Drive
Sidney, NE. 69160

Re: Cabela's Wheatridge, Colorado Project

Dear Mr. Norton, Mr. Young, and Mr. Callahan:

This letter is being sent by myself, Jerol Novacek, owner of the land at 2635 Youngfield, and owner of Novacek Greenhouses, Golden, Co. 80401 (the "property").

I recently became aware that a letter was sent to you by a law office firm by the name of Murray Wilkening, P.C. It stated how they had become aware of the adverse and negative information presented to the public regarding the proposed Cabela's development about their property, 2801 Youngfield, Wheatridge, Co.

It stated how Daryll Propp, had been in business in Wheatridge for over 30 years, managing that property. No one had even bothered to contact him before the publication of information identifying a taking of his property through the construction of a new highway ramp. It stated that this information obviously adversely had a negative impact on his ability to lease that property.

Comment #4-1

Response to Comment #4:

Thank you for your letter dated October 27, 2006 regarding your concerns with the proposed improvements as part of the Environmental Assessment for I-70 at 32nd Avenue and the impacts it has on your property. FHWA and CDOT appreciate your comments and involvement in this process.

Jerol Novacek also provided additional written and verbal comments on the EA. Please refer to Comment #157 and Comment #187.

You write specifically about the contacts and information both you and Daryll Propp have received in regard to acquisition of your parcels. You mention that both of you have been long standing residents in the area and that the EA has moved the eastbound I-70 hook ramps directly to your property, although there are other available options.

Response to Comment #4-1:

Following the November 30, 2005 open house, CDOT received a letter dated December 20, 2005, from Murray Wilkening, P.C. in regard to the property owned by HGN Realty, Inc. located at 2801 Youngfield Street, which prompted a response from CDOT. The letter was in regard to a board from the November 30, 2005 open house titled *Hook Ramp Refinements/Options*, which is also posted on the project website at www.cabwheatridge.com. Mr. Wilkening was concerned that the *Hook Ramp Refinements/Options* board identified a proposed ramp through the property at 2801 Youngfield Street. The screening of the location of the I-70 eastbound hook ramps and the problems with the other locations are detailed in **Section 2.3.1.1 Eastbound I-70 Hook Ramps** and **Section 3.1 Eastbound I-70 Hook Ramps** in the FONSI. This screening summary is also discussed in the EA at **Section 2.4.1.1 Eastbound I-70 Hook Ramps**.

CDOT responded to Mr. Wilkening on January 19, 2006 stating that "If the proposed action (was) approved and funded, a small portion of the southwest corner of HGN Realty's property at 2801 Youngfield Street would need to be acquired for a hook ramp serving northbound I-70 traffic from Youngfield Street" and a plan sheet with preliminary engineering was provided to Mr. Wilkening. Since then, CDOT and Murray Wilkening has exchanged several letters in regard to the CDOT right-of-way acquisition process. All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.

This response also applies to Comments #148, #196-5, and #228-33.

Comment #4-2

Letter to Thomas E. Norton
Randy Young and Mike Callahan
October 27, 2006
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For 56 years, we have been owners of the property and greenhouses, We also haven't been contacted by anyone in regard to the taking of our property, which now I understand that you have moved all this "Hook Ramp Refinements/ Options" totally to our property.

While this prospect of taking my property for the highway ramp seems absurd based on the fact that there are other available options, it also is not fair in being singled out as another option when HGN Reality has received other treatment. Therefore, I, Jerol Novacek, request that the persons or parties involved responsible for any alternative that involves any taking of my property should disclaim and withdraw such proposals from public consideration.

I also appreciate the significant time and effort that has gone into the Cabela's project, but my family and I, along with hundreds of other neighbors, friends, and business associates don't want this ramps up here in our area. Cabela's claims that they intend to be a good neighbor, on their website and elsewhere. Here is the opportunity for all parties involved to prove that this is truly the case.

Very truly yours,

Jerol Novacek Greenhouse



cc: Moe Keller
Pam Hutton
Kevin McCasky
Jerry DiTullio
Ed Martinez

Response to Comment #4-2:

The EA and System Level Feasibility Study were studies that defined transportation problems and developed proposed alternatives for overall transportation improvements in the study area. Twenty-one alternatives and several sub-alternatives were evaluated to address all viable options for the relocation of these ramps. It is important to note that even without Cabela's and the proposed development, the eastbound off-ramp of I-70 at Youngfield Street is already operating at a LOS E in the afternoon peak hour, which represents over capacity and gridlock (see **Figure 1-3 Operational Deficiencies** in the FONSI). Increased traffic volumes and accidents will eventually require a governmental entity, be it CDOT, Jefferson County, Wheat Ridge, Lakewood, or some combination thereto to address these concerns. Hook ramps in general, are not the most desired transportation solution at an interchange. This was the Proposed Action that emerged from the System Level Feasibility Study and EA. The summary of the screening results is clarified in **Section 3.1 Eastbound I-70 Hook Ramps** in the FONSI. These improvements represent a compromise between impacts to the community and traffic operations. At all the public meetings, there was an exhibit that showed three alternatives for location of the eastbound hook ramps. There is no way to move these hook ramps further to the north without compromising function, safety, operation, and other design criteria, such as minimum desirable ramp speed, because of the increasingly close proximity of I-70 and Youngfield Street. Moving these ramps further south was not logical because there was no way to connect the ramps with an existing intersection and traffic signal on Youngfield. A tie in with 27th Avenue met that criteria (see **Section 2.4.1.1 Eastbound I-70 Hook Ramps** in the EA). Removing the 27th Avenue hook ramps would reduce traffic at this location; however, it would do so largely by diverting the same traffic onto the Denver West and Kipling interchanges, which may be acceptable at the I-70/Denver West interchange but would cause the I-70/Kipling interchange to fail.

These design decisions were made to meet driver expectancy and provided a safe design that FHWA, CDOT, City of Wheat Ridge, City of Lakewood, and Jefferson County could support with the least impact to the community.

CDOT sincerely regrets that private property sometimes needs to be acquired for transportation projects. This is an unfortunate reality of our work. We are well aware of the unique circumstances of your property and your situation and that makes this difficult decision even harder. We are aware of the emotional toll that property acquisition takes on affected property owners, especially in circumstances where occupants are displaced and relocated to replacement properties. Rest assured that, at the future time when the decision is made to proceed with the acquisition of your property, our right of way professionals will strive to provide you with the courtesy and dignity you deserve in the process.

This response also applies to Comments #10-1, #10-3, #19-4, #27, #33, #36-2, #80, #82, #85, #86, #93-1, #95, #96, #100-2, #114-1, #122, #122-2, #122-3, #122-5, #122-6, #125, #132-2, #136, #137-1, #138-4, #139, #146-1, #147-1, #152, #157, #160, #177-5, #185, #187, #188, #188-2, #191, #193-1, #196-1, #196-3, #197-7, #218-1, #218-4, #218-9, #219-2, and #228-14.

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| | | <p>wall was calculated to provide a 12 dBA noise reduction for the residences on 26th Avenue adjacent to I-70.</p> <p>This response also applies to Comments #48-1, #68, #74, #75, #79-1, #80, #83, #84, #85, #91-3, #97, #115-3, #152-1, #204-3, #204-9, and #209.</p> |
| <p>Cheryl Brungardt Comment #6</p> | <p>Comment received via the website. Date: 11/03/06 11:42</p> <p>I am so pleased that this has gotten one step further to reality. Thanks for the update on the development of the 32nd and I-70 intersection. I am eagerly awaiting the day that ground is actually broken and the building started. Thanks for not giving up on us.</p> <p>Wheat Ridge will be a great location for Cabela's.</p> | <p>Response to Comment #6: No response necessary. Cheryl Brungardt also provided additional verbal comments on the EA. Please refer to Comment #119.</p> |
| <p>Todd Sniher Comment #7</p> | <p>Comment received via the website. Date: 11/03/06 12:18</p> <p>Just curious on when the Cabelas store will be open for business?</p> | <p>Response to Comment #7: Currently, the Cabela's store is not scheduled to open until June 2008. As part of the City of Wheat Ridge's approval process for the development plan that includes the Cabela's store, the City of Wheat Ridge City Council has stipulated that the I-70 westbound hook ramps, the 40th Avenue underpass of I-70, widening of 32nd Avenue, Cabela Drive, and the SH 58/Cabela Drive interchange improvements must be constructed prior to the City of Wheat Ridge issuing a Certificate of Occupancy for the development.</p> |
| <p>Anonymous Comment #8</p> | <p>Comment received via the project hotline. Date submitted: November 3, 2006</p> <p>I was wondering if the rest of the development is like your map, it's upside down and backwards. Can you call me and tell me about that?</p> | <p>Response to Comment #8: FHWA and CDOT reviewed the maps in the EA and are uncertain as to which map the commenter is referring to. The drawings and maps contained in the EA have been reviewed and are correct.</p> |
| <p>Rulon Christensen Comment #9</p> | <p>Comment received via the website. Date: 11/04/06 08:10</p> <p>I reviewed your plan. Looks super. Sure beats the odd arrangement that presently exists. Go Cabellas!! and CDOT!!</p> | <p>Response to Comment #9: No response necessary.</p> |

**Nancy Carlisle
and Ted
Prythero**

Comment #10

November 6, 2006

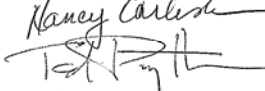
Ms. Monica Pavlik
Federal Highway Administration
Colorado Division
12300 West Dakota Ave., Suite 180
Lakewood, Colorado 80228

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

Dear, Ms Pavlik,

I'm attaching the full text of the letter from the residents of the Applewood Valley
concerning the Cabela's traffic plan. We agree 100% with the comments made in this
letter and would like our concerns be so noted and addressed in the environmental
assessment for the Cabela's property. We oppose the 27th avenue hook ramps. We'd
like to see them removed from the traffic plan. We think this is not in the best interest of
the community. We support the entrance to Cabela's being off SH58, where it does not
disrupt the Applewood Valley neighborhood.

Sincerely,



Nancy Carlisle and Ted Prythero
12684 Willow Lane
Lakewood, Colorado 80215

**Comment #10-
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Response to Comment #10:

Nancy Carlisle also provided additional written comments on the EA. Please refer
to Comment #64.

Response to Comment #10-1:

Please refer to our response to Comment #4-2 in regard to the location of the
eastbound I-70 hook ramps at 27th Avenue.

An interchange signing plan has been developed to help motorists find their way
within the interchange complex and to make it clear that the new SH 58/Cabela
Drive interchange is the route for accessing the proposed development. **Section
2.10 Interstate Guide Signage** in the FONSI discusses the supplemental guide
signing.

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| <p>Comment #10-2</p> | <p>Nov. 1, 2006 Letter addressed to Mr. Dennis Highby, President and CEO of Cabela's</p> <p>Thank you for Mike Callahan's considered response dated 5/30/06, to our prior letter of 04/25/06. We were pleased to learn that Cabela's shares our primary concerns about the current traffic design and is committed to working with the community to, as Mr. Callahan writes, "...arrive at a livable traffic solution that would both address the need for much improved access to our proposed development and to help mitigate any burden to an already inadequate traffic situation around the site". However, based on the EA, actions have not been taken to mitigate the principal community concerns. As a result, the EA is inadequate as written. Now is the time to put dollars and influence with your words. It is clearly more cost-effective for Cabela's to invest funds and use its influence to correct the traffic design at this juncture. Opposition is rising with the passage of time and costs to Cabela's may rise as well.</p> <p>Here are the facts as we understand them based on the paper trail provided to our communities:</p> | <p>Response to Comment #10-2: In regard to your comments directed at Cabela's, land use decisions are the responsibility of local agencies, such as Jefferson County and the cities of Lakewood and Wheat Ridge, and are outside the jurisdiction of FHWA and CDOT. Your comment is beyond the scope of this EA. The purpose of the proposed action is to relieve traffic congestion at the I-70/32nd Avenue interchange and to address future transportation demands on the interchange and local street network due to regional growth and expanding local retail/commercial development.</p> <p>Land use in the study area includes a mix of commercial, industrial, office, and residential use and areas zoned for agriculture, such as the Mount Olivet Cemetery. Please refer to Figure 4-2 Surrounding Land Uses in the EA for further clarification. FHWA and CDOT appreciate that historically the land uses surrounding I-70 and SH 58 were predominantly rural in nature with agricultural land use and scattered residential development. Over the last 30 years, the area has become more developed and urban in nature.</p> |
| <p>Comment #10-3</p> | <p><u>27th Avenue Hook Ramps</u></p> <p>August 2004: CDOT finalized an EA of the traffic needs of our community through the year 2025. It did NOT require the use of eminent domain to displace homeowners and businesses in the community nor was there any mention of hook ramps at 27th Avenue. What changed?</p> <p>Late 2004: Cabela's announced its plans to join our community. Cabela's development plan was not included in the 2003 EA. Clearly, increases in traffic flow, due solely to the Cabela's development, created the perceived need for the 27th Avenue hook ramps and multiple displacements.</p> <p>2005: Felzbug, Holtz, & Ullevig presented to our community the traffic plan it designed on behalf of Cabela's. Its design for the development included 27th Avenue Hook Ramps. These ramps were previously unnecessary based on CDOT's 2003 EA and 2004 FONSI (Findings of No Significant Impact) through the year 2025. Yet clearly, they were thought to be necessary to handle development traffic. Mr. Callahan states, "Now to the hook ramps at 27th Avenue. These are part of CDOT's overall proposal to address the regional traffic issue clear out to the year 2030 that was insisted upon by various groups". The EA states that CDOT simply "allowed" for these hook ramps in the developer's design. CDOT did not propose these ramps. Therefore, Mr. Callahan's statement is disingenuous because these ramps were placed in the traffic design for the development's benefit not for the public good.</p> | <p>As discussed in Section 1.2 Project History of the EA, all properties within the City of Wheat Ridge are zoned. Zoning regulates what land uses are allowed and establishes rules for how property can be developed. The current zoning ordinance became law in the City of Wheat Ridge on February 26, 2001. The zone change process is a City of Wheat Ridge process per Municipal Code Chapter 26 Zoning and Development. On August 24, 2006, the City of Wheat Ridge Council approved the revised ODP for 178-acre proposed development area southwest of the I-70/SH 58 interchange and approved the FDP for the 36-acre Cabela's parcel. As part of the approval process, a condition of approval was added to ensure that the I-70 westbound hook ramps, 40th Avenue underpass of I-70, widening of 32nd Avenue, Cabela Drive, and the SH 58/Cabela Drive interchange were constructed prior to issuance of a certificate of occupancy.</p> <p>The City of Wheat Ridge has zoned the area southwest of I-70/SH 58 as commercial. Regardless if Cabela's was coming here, the local and regional plans understand that at some time there is planned commercial development for this property. For information related to the ODP and FDP, please contact the City of Wheat Ridge Community Development Department at (303) 235-2846.</p> |
| <p>Comment #10-4</p> | <p>Building these ramps will require full or partial displacement of nine residences/businesses through the use of eminent domain. The overall traffic plan for the development calls for full or partial displacement of a total of 35 residences/businesses. The EA does not discuss or mitigate any potential legal issues associated with the displacement of so many homes and businesses. Based on documents presented to our community, it is clear that the 27th Avenue Hook Ramps were added due to a perceived need to handle the increased traffic flow created by the Cabela's development. These ramps benefit the private development and are not needed for the public</p> | <p>FHWA and CDOT would like to thank you for your participation and comments. The input of the public really is important and is given careful consideration in the planning and implementation of transportation projects. We can assure you that your comments and the comments of others have been taken very seriously by FHWA and CDOT throughout this process. It is our responsibility to carefully weigh community concerns, transportation needs, and environmental impacts to arrive at a balanced and reasoned decision on this, and any, transportation project.</p> |

Comment #10-5

good as our community opposition over the past two years demonstrates. **We urgently believe it would be in the community's and Cabela's best interest to remove the 27th Avenue hook ramps from the design.**

Placement of Primary Entrance

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

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

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

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

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

Respectfully,

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| Sam Guyton 12345 W. 19 th Place Lakewood, CO 80215 | Jean Guyton 12345 W. 19 th Place Lakewood, CO 80215 | Ann Thacker 12425 W. 19 th Place Lakewood, CO 80215 |
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cc: Mr. Richard N. Cabela, Chairman and Director, Cabela's, Inc.
Mr. Mike Callahan, Sr. Vice President, Retail, Cabela's, Inc.
Channel 9 News
Channel 7 News
Channel 4 News
The Denver Post
The Rocky Mountain News
Mr. Chris Chamberlin, MGA Communications

Comment #10-6

FHWA and CDOT would like to stress that there has been an on-going and thorough public involvement effort conducted for this EA. There have been more than 20 large and small group meetings attended by members of the project teams as numerous meetings and conversations with individuals. We have gone to great effort to make project information and staff accessible, and have encouraged open communication throughout the process. We apologize for any inconvenience or delays you may have experienced. However, the number of contacts you mention with individuals working on the project is consistent with our goals for outreach and communication. A number of specific features have been incorporated into the Proposed Action, as described in the EA, as a direct result of public input. These include

- New SH 58/Cabela Drive interchange
- Interstate guide signing plan to direct motorists to the new SH 58/Cabela Drive interchange
- Development of mitigation to soften the effect of the Cabela Drive/44th Avenue/Holman Street intersection
- Realignment of the Jefferson County Open Space Clear Creek Trail away from Cabela Drive
- Replacement of the existing 26th Avenue pedestrian bridge with an ADA-compliant structure
- Access to the Jefferson County Open Space Clear Creek Trail with a 10-foot multi-use sidewalk through the proposed development
- Two southbound, one northbound, and one center lane to the proposed development from SH 58 and one westbound and three eastbound lanes through the 40th Avenue underpass
- Safety/school zone improvements along 32nd Avenue
- Development of an overall phasing and funding plan

We can assure you that public comments made prior to and after release of the EA have all been considered by FHWA and CDOT, and suggestions have been incorporated into the conceptual design when supported by subsequent evaluation and technical analysis. It should also be noted that FHWA and CDOT have directly overseen that development of the Proposed Action, and are directly responsible for identifying the transportation solution with respect the interstate and state highway system.

This response also applies to Comments #19-1, #76, #97, #114-2, #115-1, #122-7, #126-6, #132, #138, #154-1, #159, #163, #165-2, #196, #197-1, #198, #201C-2, #201D-1, #201D-4, #201D-7, #204-11, #204-17, #204-22, #209, #218-2, #228-1, #228-2, #229-3, #229-8, and #229-12.

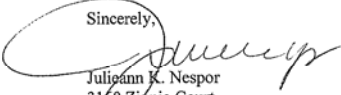
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| <p>Nancy Carlisle and Ted Prythero</p> <p>Comment #10</p> | | <p>Response to Comment #10-3: The I-70/SH 58 interchange project did not address the I-70/32nd Avenue interchange because the needs of the I-70/32nd Avenue interchange was not included in the purpose and need for the I-70/SH 58 interchange project. The traffic analysis prepared for the June 2002 <i>I-70/SH 58 Interchange Environmental Assessment</i> was based on regional population and employment growth projections for the Year 2020. The traffic analysis prepared for the I-70/32nd Avenue Interchange EA is based on regional population and employment growth projections for the Year 2030. In addition to the proposed development, DRCOG forecasts that the study area is expected to experience a 22 percent increase in population and the number of households and a 40 percent increase in employment over existing land uses without the proposed development. With the proposed development, employment is predicted to increase 52 percent over the existing land uses.</p> <p>It is important to note that even without Cabela's and the proposed development, the eastbound off-ramp of I-70 at Youngfield Street is already operating at a LOS E in the afternoon peak hour, which represents over capacity and gridlock (see Figure 1-3 Operational Deficiencies in the FONSI). The eastbound I-70 off-ramp at Youngfield Street needs to be replaced because it has operational deficiencies including not having adequate deceleration lengths and a non-standard configuration. Replacement of the eastbound on and off ramps for the I-70/32nd Avenue interchange is necessary to meet the purpose of the project, which is to relieve traffic congestion at the I-70/32nd Avenue interchange and to address future transportation demands on the interchange and local street network due to regional growth and expanding local retail/commercial development. The location of 27th Avenue was identified for the reasons described in Comment #4-2. Increased traffic volumes and accidents will eventually require some governmental entity, be it CDOT, Jefferson County, Wheat Ridge, Lakewood, or some combination thereto to address these concerns.</p> <p>As discussed further in our response to Comment #4-2, hook ramps in general, are not the most desired transportation solution at an interchange. The use of off-set hook ramps for the reconstruction and redesign of the I-70/32nd Avenue interchange was accepted because of the community and environmental constraints in the study area. These constraints are summarized in Section 2.2 Alternatives Considered in the EA. FHWA and CDOT allowed the use of hook ramps as a compromise to total interchange reconstruction and the use of a diamond or single point urban interchange configuration because of the substantial impacts to existing residential and commercial properties. The use of a diamond interchange configuration at the I-70/32nd Avenue interchange, which was part of Alternative 1 and 1B, would have required the full or partial acquisition of 14 residences and 22 businesses. The use of a single point urban interchange at the I-70/32nd Avenue interchange, which was part of Alternative Package 1, would have required the full or partial acquisition of 39 properties and the relocation of 14 residences and 22 businesses. The screening of alternatives is presented in Chapter 2 Alternatives in the EA. The Proposed Action represents a compromise between impacts to the community and traffic operations; however, FHWA and CDOT support these improvements.</p> <p>This response also applies to Comment #18</p> |
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| <p>Nancy Carlisle and Ted Prythero</p> <p>Comment #10</p> | | <p>Response to Comment #10-4: The Proposed Action will displace two residences and seven businesses and require partial right-of-way acquisition from 27 properties (see Section 3.3 Right-of-Way and Displacements in the FONSI). All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner during the acquisition process to address their individual needs and desires as best possible as allowable under law.</p> <p>CDOT sincerely regrets that private property sometimes needs to be acquired for transportation projects. This is an unfortunate reality of our work. During the screening of alternatives (see Chapter 2 Alternatives in the EA), a diamond interchange configuration and single point urban interchange configuration were eliminated because of right-of-way requirements and impacts to local residences and businesses. Chapter 2 Alternatives in the EA describes how the right-of-way impacts were avoided and minimized resulting in the Proposed Action.</p> <p>FHWA and CDOT would also like to address your misperception that the inclusion of the eastbound I-70 hook ramps is simply due to traffic generated from the proposed development and Cabela's. This is not the case. An interchange signing plan has been developed to help motorists find their way within the interchange complex and to make it clear that the new SH 58/Cabela Drive interchange is the route for accessing the proposed development. Section 2.3.10 Interstate Guide Signage in the FONSI discusses the supplemental guide signing. The 40th Avenue underpass of I-70 will provide an additional access point to the proposed development. The majority of the traffic accessing the eastbound I-70 hook ramps will be destined for local residential areas, such as the Applewood Valley neighborhood, and commercial areas. The eastbound off-ramp of I-70 at Youngfield Street is already operating at a LOS E in the afternoon peak hour, which represents over capacity (see Figure 1-3 Operational Deficiencies in the FONSI). Replacement of the eastbound on and off ramps for the I-70/32nd Avenue interchange is necessary to meet the purpose of the project, which is to relieve traffic congestion at the I-70/32nd Avenue interchange and to address future transportation demands on the interchange and local street network due to regional growth and expanding local retail/commercial development.</p> <p>Response to Comments #10-5: 32nd Avenue is not the primary entrance to the proposed development. FHWA and CDOT have worked very hard to provide a connection that balances the need to serve local traffic as well as regional traffic. The Proposed Action minimizes the use of 32nd Avenue as a route that would be used to access the proposed development. Compared to the No-Action Alternative, the Proposed Action is expected to decrease Year 2030 traffic levels along 32nd Avenue by approximately 12 percent as a result of the SH 58/Cabela Drive interchange, which would increase mobility within the community.</p> <p>Cabela Drive will extend to 32nd Avenue to provide access to the I-70/32nd Avenue westbound on and off-ramps, as well as for additional access to the proposed</p> |
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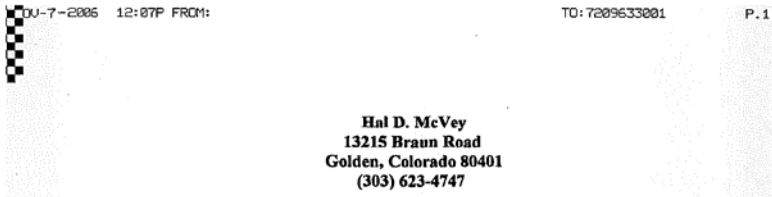
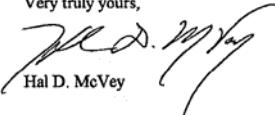
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| | | <p>development. Cabela Drive from SH 58 to Clear Creek will consist of two southbound lanes, a center turn lane, and one northbound lane (see Figure 2-9 Proposed Cabela Drive Typical Sections in the EA). Cabela Drive from 32nd Avenue to Clear Creek will include two northbound lanes, a center turn lane, and two southbound lanes (see Figure 2-9 Proposed Cabela Drive Typical Sections in the EA).</p> <p>An interchange signing plan has been developed to help motorists find their way within the interchange complex and to make it clear that the new SH 58/Cabela Drive interchange is the route for accessing the proposed development. Section 2.3.10 Interstate Guide Signage in the FONSI discusses the supplemental guide signing. The 40th Avenue underpass of I-70 will provide an additional access point to the proposed development by connecting the proposed development with the existing Applewood shopping center and keeping additional traffic for these movements out of the adjacent residential areas.</p> <p>Approximately half of the proposed development and Cabela's traffic is projected to use the SH 58/Cabela Drive entrance, 30% of the traffic is projected to use the 40th Avenue entrance, and the remaining 20% of the traffic is projected to use the 32nd Avenue/Cabela Drive entrance.</p> <p>It is important to note that the I-70/32nd Avenue interchange will not only serve the proposed development but will also continue to provide access to I-70 from other local commercial areas and the adjacent residential neighborhoods. The existing westbound I-70 off-ramp has a single right turn lane and two left turn lanes onto 32nd Avenue. This ramp will be closed as part of the Proposed Action. To access 32nd Avenue from I-70, vehicles will utilize Cabela Drive. At the westbound I-70 hook ramps, which access Cabela Drive, the majority of the traffic will not be destined for the proposed development but for other adjacent residential and commercial areas. Approximately 75 percent of the traffic on Cabela Drive, south of the proposed development, is destined or originates from a local commercial or residential area. The 19,000 vehicles per day projection is comprised of only 4,800 vehicles per day associated with the proposed development and Cabela's. Please refer to Chapter 3 Transportation Analysis of the EA and the October 2006 <i>Traffic Analysis Technical Report</i> for further explanation.</p> <p>Since the majority of the traffic utilizing the westbound I-70 hook ramps is projected to be accessing local commercial or residential areas (not the proposed development), restriction of the southbound lanes of Cabela Drive would cause a bottleneck and back ups onto I-70. The reduction of backups onto I-70 is an objective of the Proposed Action, which would not be met by restricting the southbound lanes of Cabela Drive. The reduction of backups on I-70 is an objective required by FHWA and CDOT as part of the purpose and need for the project. Restricting the southbound lanes of Cabela Drive to two through lanes or disconnecting Cabela Drive entirely from 32nd Avenue would therefore not meet the purpose and need for the project.</p> <p>One suggestion that may have merit is the potential of reducing the through laneage right at the Cabela Drive/westbound I-70 on- and off-ramp intersection. Analysis shows that provision for one through lane north and one through lane south at this intersection would still result in acceptable operations. Double left</p> |
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| | | <p>turns are still need from the off-ramp, so two southbound lanes are needed to safely receive these lanes south of the Cabela Drive/westbound I-70 on- and off-ramp intersection. In the northbound direction, the curb-lane could become a "Right Lane Must Turn Right" lane, leaving only one northbound lane into the proposed development. A center turn lane would still be needed to serve vehicles turning to access businesses along Cabela Drive. This Cabela Drive/westbound I-70 on- and off-ramp intersection will be further investigated during final design.</p> <p>FHWA and CDOT have identified the traffic congestion along 32nd Avenue in the area as being a problem and have found that the proximity of the signalized intersections along 32nd Avenue is an operational deficiency (see Figure 1-3 Operational Deficiencies in the FONSI). The Proposed Action removes one of the signalized intersections to improve spacing between the intersections, which would relieve some of the congestion.</p> <p>Even <i>without</i> the traffic generated by the proposed development and Cabela's, the intersections along 32nd Avenue in the vicinity of I-70 are projected to experience congestion in 2030 if no improvements are made. The intersections of 32nd Avenue/Youngfield Street, 32nd Avenue/I-70 WB Ramps, and 32nd Avenue/Youngfield Service Road are projected to operate at LOS F during the PM peak hour in 2030 under the No Action Alternative, with or without the Cabela's Shopping Center traffic. Improvements are needed along 32nd Avenue regardless of the proposed development.</p> <p>This response also applies to Comments #13-1, #19-3, #20-4, #32, #36-3, #48, #58-1, #64-1, #76, #81-2, #91-2, #100-1, #111, #132-1, #134-1, #135, #137, #143, #144, #149, #154-1, #156, #165-1, #177-1, #177-4, #187-1, #197-2, #199, #212-2, #217-2, #218-1, #218-4, #218-5, #218-9, #219-1, #228-4, #228-6, #228-8, #228-13, #228-15, #228-16, #228-19, #228-22, #228-24, #228-34, #229-1, #229-5, #229-9, and #229-13.</p> <p>Response to Comment #10-6: Please refer to our response to Comment #2-1 in regard to an EIS.</p> |
| <p>Alan Ruff</p> <p>Comment #11</p> <p>Comment #11-1</p> | <p>Comment received via the website. Date: 11/06/06 10:32</p> <p>We live north of 44th St. near Eldridge and use 44th St regularly to commute both east and west.</p> <p>I believe the area would be better served with an Indiana St. rather than a Holman St. Hwy 58 interchange.</p> <p>With a Holman St interchange there will be 2 new stoplights on 44th--one at Holman St. and another at Indiana St. Indiana St. will require a street light due to the increased traffic that will use that intersection due to the new Hwy 58 interchange nearby.</p> <p>Why not save the extra stop light and forced turns and stops that traffic on Indiana and 44th will be forced to do with the Holman St. intersection.</p> <p>I'm also certain that homeowners just north of 44th would appreciate the Indiana St. interchange.</p> | <p>Response to Comment #11:</p> <p>Response to Comment #11-1: During the System Level Feasibility Study and the EA, an interchange at Indiana Street and not further to the west at Indiana Street due to the close proximity of the SH 58/McIntyre Street interchange. McIntyre Street is located within 0.5 mile of Indiana Street. The proximity of the SH 58/McIntyre Street interchange does not provide adequate acceleration and deceleration distances between the SH 58/McIntyre interchange and any potential SH 58/Indiana interchange, which would increase the potential for accidents for vehicles merging and exiting SH 58.</p> <p>There are a number of factors (or "warrants") that are used to determine whether a signal is needed. These factors include traffic and pedestrian volumes, school crossings, accident history of the intersection, continuous flow of traffic and vehicle delays. Colorado Law requires a Signal Warrant Study be done before a signal is installed on any public roadway. The 44th Avenue/Indiana Street intersection is not expected to meet traffic signal warrants by 2030 as a result of the proposed</p> |

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| | <p>In regards to Hwy 58 traffic exiting at McIntyre or Indiana, I believe there is a way to make this happen in a safe manner at Indiana. Exits on I-25 are close together and are made to work. Colorado DOT is very creative--very much like the interchange plan at 32nd and I-70.</p> <p>Please consider a relocation of the Hwy 58 interchange from Holman St to Indian St. Thanks!!</p> | <p>development and the construction of the new interchange at SH 58/Cabela Drive. However, if other conditions in the area change due to unforeseeable events (redevelopment, etc.), it is possible that a signal at this location would be warranted. Jefferson County has jurisdiction and would be making these determinations.</p> <p>This response also applies to Comments #71, #112-2, #180-1, and #183-2.</p> |
| <p>Kenneth King</p> <p>Comment #12</p> | <p>Comment received via the website. Date: 11/06/06 15:13</p> <p>We will be out of town during your Nov. 9 meeting. We wish to go on record of being totally in favor of Cabelas; and, the plan you proposed --we approve.</p> | <p>Response to Comment #12: No response necessary.</p> |

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| <p>Comment #13-4</p> <p>Comment #13-5</p> | <p>of 32nd would do nothing to assist in alleviating the danger or sheer volume of students attempting to get home after school.</p> <p>Although I am far more concerned with the student traffic, I would also urge you to do the same at any same time on a nice weekend day. The huge volume of bicyclists using 32nd at the point is truly amazing. Why are we putting our residents, students and Colorado's cyclists at risk for Cabela's??</p> <p>I am appalled that any governmental official or body would support making the area even more congested than it already is for those of us in Applewood. We in the Applewood Mesa area are already virtually landlocked because of Clear Creek and Table Mountain. We must, in most instances, enter and exit our neighborhood from the 32nd and Youngfield intersection. To make that process even more difficult than it already is would be utterly arbitrary and unjust.</p> <p>Simply put, Jefferson County's greed and the City of Wheat Ridge's desire for possible tax revenue is clouding its judgment and concern for the quality of life of its taxpayers and residents. Our quality of life will suffer drastically. We will be forced to deal with huge traffic increases and the safety of our children when walking or riding to school will be forever compromised.</p> <p>The proposed access to Cabela's Drive at 32nd Avenue seriously compromises the safety of students at both The Manning School and Maple Grove Elementary. Any access to Cabela's Drive from that location must be taken from your overall traffic proposal. A safer and more viable entry/exit MUST be considered. I would very much appreciate your thoughts on this matter.</p> <p>Frankly, we need your assistance before this devastating proposal becomes reality (or before it is too far advanced to be reconsidered). Simply put - we urgently need your help. The FHA must assist us in finding a more effective solution - a solution that will not impact residential areas and worse yet, the safety of school children. Please respond with your thoughts on mitigating the volume of traffic at this already dangerous and congested intersection. Thank you in advance for your time and consideration. I look forward to hearing from you.</p> <p>Sincerely,</p>  <p>Julieann K. Nespor 3160 Zinnia Court Golden, CO 80401 303.278.2578 knpc@qwest.net</p> | <p>Response to Comment #13-3: Improvements along 32nd Avenue would require partial acquisition of right-of-way. All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.</p> <p>Response to Comment #13-4: FHWA and CDOT are aware of the number of bicyclists along 32nd Avenue. The addition of bike lanes on 32nd Avenue west of I-70 were investigated; however, the additional right-of-way that would be required would require the full acquisition and displacement of residences along 32nd Avenue. Bike lanes were not included because of the impact of the additional right-of-way required. The Proposed Action includes a 10-ft sidewalk on the south side of 32nd Avenue underneath I-70 that will connect with the 32nd Avenue Trail (see Figure 2-8 32nd Avenue/Youngfield Street Intersection Detail in the FONSI).</p> <p>The Proposed Action includes the construction of an ADA-compliant pedestrian bridge at 27th Avenue to replace the existing pedestrian bridge at 26th Avenue as part of the construction of the east bound I-70 hook ramps (see Figure 2-4 Pedestrian Bridge Alignment in the FONSI). 27th Avenue is a bicycle route, and the replacement structure will provide bicyclists a direct route across I-70.</p> <p>Response to Comment #13-5: Economic impacts from the Proposed Action are expected to be positive in nature. No notable loss of property tax revenue is expected from the proposed improvements. The transportation improvements are expected to improve accessibility to retail and commercial facilities currently located along Youngfield Street and the proposed development. In addition to regional growth, the Proposed Action would provide the needed transportation system to support the economic gains expected from the proposed development. In total, tax collections are estimated to be \$10.5 million annually from the development and benefiting the City of Wheat Ridge, Jefferson County, Jefferson County School District, and the State of Colorado.</p> |
| <p>Brian Tinetti</p> <p>Comment #14</p> | <p>Comment received via the website. Date: 11/06/06 17:38</p> <p>Just got your update in the mail and I'm a bit concerned (but maybe confused). States that East bound I70 from 27th is not required for 20 years. I currently get on East bound I70 at 38th to go to work everyday. What is my option to get on East I70 (coming from 27th and Youngfield) if this plan goes forward? Thanks</p> | <p>Response to Comment #14: Please refer to Section 2.3.1.1 Eastbound I-70 Hook Ramps in the FONSI in regard to your comment on these hook ramps. Before the I-70 eastbound hook ramps at 27th Avenue are constructed, you would use the relocated I-70 on-ramp at 35th Avenue in the interim.</p> |

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| <p>David Faulk</p> <p>Comment #15</p> | <p>Comment received via the website. Date: 11/06/06 17:53</p> <p>What is being considered about coordinating the 5 traffic lights on Youngfield between 27 th and 38th Streets? Presently, the traffic lights impede the movement of traffic through this area and when an accident occurs on I-70, Youngfield becomes totally gridlocked. The addition of traffic to and from Cabela's will make this situation even more of a nightmare.</p> | <p>Response to Comment #15:</p> <p>During final design, FHWA and CDOT will work with the cities of Wheat Ridge and Lakewood to identify traffic signal timing for the Youngfield Street corridor.</p> <p>The purpose of the Proposed Action is to relieve traffic congestion at the I-70/32nd Avenue interchange and to address future transportation demands on the interchange and the local street network due to regional growth and expanding local retail/commercial development. One of the objectives of the Proposed Action (see Section 1.3 Objectives for the Proposed Action in the FONSI) is to provide adequate acceleration and deceleration lengths for the I-70/32nd Avenue interchange eastbound on- and off-ramps to improve traffic weave distance for vehicles entering and exiting I-70. The situation you reference on Youngfield Street when I-70 becomes gridlocked due to an accident was identified as an operational deficiency for the existing interchange (see Figure 1-3 Operational Deficiencies in the FONSI). In addition, FHWA and CDOT recognize that SH 58 and I-70 have few crossing roadways. The Proposed Action and local agency projects include additional crossing roadways, such as Cabela Drive from 44th Avenue across SH 58 and the 40th Avenue underpass of I-70, to better emergency vehicle access and improve the ability for emergency responders to access I-70.</p> |
| <p>John</p> <p>Comment #16</p> | <p>Comment received via the project hotline. Date submitted: November 6, 2006</p> <p>I just have a simple question. I live in the Fairmont area and I have a question as to why you are bringing the interchange over to 44th Avenue? If I'm not home just leave a message.</p> | <p>Response to Comment #16:</p> <p>In the study area, SH 58 and I-70 have few crossing roadways. The connection of Cabela Drive to 44th Avenue will provide enhancement of bicycle/pedestrian connectivity across SH 58 with a direct connection to the Clear Creek Trail, better emergency vehicle access across SH 58, and better maintenance of community access and cohesion. In addition, CDOT requires that new interchanges provide for full movements and connections with the regionally significant transportation system.</p> <p>CDOT's mission is to "provide the best multi-modal transportation system for Colorado that most effectively moves people, goods and information." CDOT appreciates your desire to limit access to the proposed development; however, CDOT must also consider projected regional growth and develop an integrated transportation system solution that most effectively meets the needs of the public. The EA and the System Level Feasibility Study, which preceded it, defined transportation problems and developed a Proposed Action for overall improvements in the study area to address the issue of traffic congestion due to both regional growth and the proposed development. Limiting access to the proposed development from SH 58 or the 40th Avenue underpass or from 32nd Avenue would not be an effective, integrated solution to the needs of the transportation system.</p> <p>During final design, CDOT will investigate landscape design options and/or design features that will soften the effect of the new signalized intersection and provide a transition to the residential neighborhood. Please refer to Comment #25, which are the comments from the Fairmount Improvement Association, the neighborhood located north of 44th Avenue, in regard to this mitigation.</p> <p>This response also applies to Comments #25, #107, #112-1, #180, #183-1, and #201D-5.</p> |

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| <p>Gary Fendermyer</p> <p>Comment #17</p> | <p>Comment received via the project hotline. Date submitted: November 6, 2006</p> <p>When will the store open? I'm retired and wanted to put in an application.</p> | <p>Response to Comment #17:</p> <p>Currently, the Cabela's store is not scheduled to open until June 2008.</p> |
| <p>Hal McVey</p> <p>Comment #18-1</p> |  <p>DU-7-2006 12:07P FROM: TO: 7209633001 P.1</p> <p>Hal D. McVey 13215 Braun Road Golden, Colorado 80401 (303) 623-4747</p> <hr/> <p>November 7, 2006</p> <p>Ms. Monica Pavlik Federal Highway Administration 12300 West Dakota Ave., #180 Lakewood, CO 80228</p> <p>RE: I-70 / 32nd Avenue Interchange</p> <p>By Fax: (720) 963-3001</p> <p>Dear Ms. Pavlik:</p> <p>I appreciate the opportunity to respond to the current proposal for the referenced interchange. I have reviewed the EA and clocked the exact mileage along I-70 for the proposed on and off hook ramps. I recorded a distance of just 528 yards between the proposed Hwy 58 on ramp to west bound I-70 and the two proposed hook ramps at Cabela Drive. Furthermore, the distance between the proposed hook ramp on to west bound I-70 from Cabela Drive to the existing west bound on ramp at 32nd Avenue is only 1230 yards.</p> <p>It is my understanding that Federal Highway Policy dictates one mile between on ramps and off ramps. I can only image what will happen when a 45' motor coach towing a full size vehicle tries to negotiate an exit onto a hook ramp at a reasonably slow speed while merging traffic at just 528 yards away at full highway speed comes upon such a situation. The proposal would create nothing less than a recipe for disaster and insure new fatalities on our Federal Highways.</p> <p>The existing intersection of I-70 and Kipling just a few miles east has long been plagued by accidents almost daily, and its design is not nearly as poor as that proposed under the EA. I have been a resident of Jefferson County for 46 years and I think it is time for the FHWA to concentrate on making highways safer and to improve existing problems. To spend taxpayer dollars on huge capital projects that will aid commercial business and at the same time create even worse congestion and add even more fatal traffic accidents is plain wrong.</p> <p>I certainly hope you will not continue with this disgraceful proposal.</p> <p>Very truly yours,  Hal D. McVey</p> | <p>Response to Comment #18:</p> <p>The westbound I-70 hook ramps are approximately 2150 feet from the planned eastbound SH 58 on-ramp to westbound I-70 ramp, which exceeds the AASHTO minimum desirable distance of 2000 feet. Please refer to Section 2.3.1.2 Westbound I-70 Hook Ramps in the FONSI for further discussion. AASHTO recommends a one-mile spacing between interchanges on the highway system in urban settings and offers guidance on the distances between ramps. In this case, the minimum distance between ramps should be determined by weaving volumes, signing, signal progression, and acceleration and deceleration lane lengths. In accordance with AASHTO, the desirable distance between interchange ramps is 2000 feet.</p> <p>The proposed westbound I-70 hook on-ramp will merge with the existing I-70 westbound on-ramp prior to I-70. This merge is depicted on Figure 2-6 Westbound I-70 On-Ramp in the FONSI. Consequently, the merged ramps will act as a single on-ramp onto westbound I-70.</p> <p>Please refer to our response to Comment #10-3 in regard to your comment on the use of off-set hook ramps at the I-70/32nd Avenue interchange.</p> <p>Response to Comment #18-1:</p> <p>The needs of the I-70/Kipling Street interchange are not included in the purpose and need of the I-70/32nd Avenue interchange EA.</p> |

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| <p>Comment #19-3</p> <p>Comment #19-4</p> | <p>morning a 2 ½-foot long snapping turtle was crossing the trail. Looking south to a shopping center rather than the open area is very upsetting.</p> <p>I understand that my world cannot remain static and the community will change, but I implore you to give serious consideration to the concerns put forth by the AVA. Without any great knowledge in traffic engineering, I think it is obvious that 32nd Avenue is a main easterly channel and one of only two for residents west of Youngfield to exit their community. While your studies analyze the congestion-created numbers for this intersection, they do not assess that area residents tolerate this congestion several times a day, every day – to go to the doctor, to get groceries, to visit family. I have worked enough with Environmental Assessments to know that these considerations are not beyond the purview of such studies. 32nd Avenue cannot support a drastic increase in traffic.</p> <p>I-70 hook ramps to 27th? What can you be thinking? I was not aware that the concept of eminent domain had yet been re-defined to support commercial development. My understanding is that the legal concept is to support the public good. This idea must be rescinded.</p> <p>Since Cabela's has chosen to move into this community, I implore you to choose to do so as a good neighbor and support the neighborhood's requests to minimize your traffic impact.</p> <p>Respectfully,  Dana Ann Warr Resident of Applewood for 24 Years</p> | <p>Response to Comment #19-3: Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32nd Avenue intersection.</p> <p>Response to Comment #19-4: Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue.</p> |
| <p>David Eubank and Gail Eubank</p> <p>Comment #20</p> | <p>Comment received via the website. Date: 11/07/06 07:21</p> <p>Statement by David W. Eubank and P. Gail Eubank regarding the Environmental Assessment for proposed changes at the I-70/32nd Avenue Interchange.</p> <p>We have been residents of Golden for the past 10 years living approximately ½ mile west of the I-70/32nd Avenue interchange. We have repeatedly experienced the traffic</p> | <p>Response to Comment #20: FHWA and CDOT appreciate your comments related to traffic congestion in the vicinity of the I-70/32nd Avenue interchange.</p> <p>Response to Comment #20-1: FHWA and CDOT have identified the traffic congestion in the area as being a problem and have found that the proximity of the signalized intersections along</p> |

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| <p>Comment #20-1</p> | <p>congestion and increase traffic accident and safety risks caused by the westbound I-70 exit (a.k.a. exit 264, Youngfield Avenue Exit) and entrance ramps onto 32nd Avenue.</p> <p>This traffic congestion is aggravated by the school traffic for the Manning middle school complex, located just west of this intersection (at Alkire Street and 32nd Avenue).</p> <p>The primary cause of this traffic congestion is the close proximity of four different traffic signals (located at Youngfield St, the I-70 WB exit and entrance ramps, Zinnia St and Alkire St), which negate the ability to sequence these lights for smooth traffic flow. This results in excessive traffic congestion and elevated risks at most times of the day. The removal of the I-70 WB exit and entrance ramps (a.k.a. Exit 264) and associated traffic signals from this intersection would reduce this traffic congestion and lower the resulting risks.</p> | <p>32nd Avenue is an operational deficiency (see Figure 1-3 Operational Deficiencies in the FONSI). The existing westbound I-70 off-ramp will be closed as part of the Proposed Action, while the existing westbound I-70 on-ramp will remain in place. However, traffic traveling west along 32nd Avenue will no longer be able to turn left onto the existing westbound I-70 on-ramp. The existing signal at the intersection of the existing I-70 westbound on- and off-ramps with 32nd Avenue will be removed. A raised median will restrict westbound 32nd Avenue traffic from accessing the existing I-70 westbound on-ramp. The existing westbound I-70 on-ramp will only be accessed by traffic traveling east along 32nd Avenue. The Proposed Action removes one of the signalized intersections to improve spacing between the intersections, which would relieve some of the congestion. In addition, the Proposed Action includes new westbound I-70 on and off-ramps, which will be paired hook ramps located at approximately 35th Avenue on the west side of I-70.</p> |
| <p>Comment #20-2</p> | <p>The proposal contained in the Environmental Assessment to move the I-70 WB exit to a location north of its current location (to the vicinity of the current I-70 EB entrance ramp near W 38th Avenue) would be a positive step in eliminating the traffic congestion and reducing risks at the I-70/32nd Avenue interchange.</p> <p>However, the EA proposes to maintain the I-70 WB entrance ramp at 32nd Avenue and to construct a new bridge over 32nd Avenue to facilitate traffic flow from the proposed Cabellas complex to I-70 WB. This proposed new bridge, and the expenses associated therewith, are unnecessary. A better solution would be to construct a new I-70 WB access ramp in the vicinity of the proposed new I-70 WB exit ramp (in the vicinity of 38th Avenue) and eliminate the current I-70 WB entrance ramp and associated traffic signals at 32nd Avenue. This would keep the Cabellas' traffic seeking I-70 WB access away from the I-70/32nd Avenue interchange and surrounding residential areas and would reduce the traffic congestion and resulting risks at the I-70/32nd Avenue intersection.</p> | <p>It is important to note that traffic from the proposed development and Cabela's are not expected to use the existing westbound I-70 on-ramp that will remain in-place. This ramp will serve local traffic from west of I-70. Traffic from the proposed development and Cabela's is projected to use the new I-70 hook on-ramp that will be located immediately south of the development. Instead of forcing local traffic through the Cabela Drive/32nd Avenue intersection to access the westbound I-70 on-ramp, the Proposed Action includes leaving the existing I-70 westbound on-ramp in place. Compared to the No-Action Alternative, the Proposed Action is expected to decrease Year 2030 traffic levels along 32nd Avenue by approximately 12 percent.</p> |
| <p>Comment #20-3</p> | <p>This would also result in lowering the risks to parents and children accessing the school complex located at Alkire and 32nd Avenue.</p> | <p>Response to Comment #20-2: FHWA and CDOT would like to clarify the Proposed Action for you because the Proposed Action currently includes your proposed modification. The Proposed Action includes construction of a new westbound I-70 on-ramp that will be paired with the new hook ramp off-ramp and maintaining the existing westbound I-70 on-ramp. The new paired westbound hook on and off-ramps will be located at approximately 35th Avenue on the west side of I-70.</p> |
| <p>Comment #20-4</p> | <p>We also feel that the proposed Cabellas Drive should be realigned to intersect with the current I-70 frontage road in the vicinity of the new I-70 WB exit ramp and not extend to intersect with 32nd Avenue.</p> <p>This would reduce the costs associated with the proposed road infrastructure and traffic improvements addressed in this EA and would direct Cabellas and other industrial/commercial traffic away from the residential neighborhoods and schools located along 32nd Avenue west of the I-70 intersection.</p> | <p>The existing westbound I-70 on-ramp will be redesigned to merge with the new I-70 westbound hook on-ramp. The new westbound I-70 on-ramp will parallel I-70 from 35th Avenue to south of 32nd Avenue where it will merge with the existing I-70 westbound on-ramp and I-70. This will require construction of a new bridge over 32nd Avenue for this on-ramp. The new bridge over 32nd Avenue will serve the hook on-ramp, which is depicted in Figure 2-6 Westbound I-70 On-Ramp in the FONSI. The proposed new bridge is necessary to provide an adequate acceleration length for vehicles accessing I-70. Traffic from the proposed development and Cabela's accessing westbound I-70 are expected to utilize the new hook ramp configuration and not use the existing westbound I-70 on-ramp.</p> |
| <p>Comment #20-5</p> | <p>Proposed changes to the Hiway 58/I-70 interchange to provide access to I-70 WB, while not part of this EA, should also help to alleviate traffic congestion and safety problems at the I-70/32nd Avenue intersection and would preserve and enhance the residential character of the neighborhoods adjacent to 32nd Avenue west of the I-70 intersection.</p> <p>As long time residents of this area and as people who experience the traffic congestion and accident risks at the I-70/32nd Avenue interchange daily, we respectfully request that serious consideration be given to the suggestions offered above. If adopted, the traffic congestion and accident risks could be reduced, the safety of parents and school children using this interchange could be increased, and the costs of the proposed improvements could be lowered.</p> | <p>Response to Comment #20-3: Please refer to our response to Comment #13-2.</p> <p>Response to Comment #20-4: Please refer to our response to Comment #10-5.</p> |

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| | Should you have any questions or wish to discuss our suggestions further, please feel free to contact us at anytime. | Response to Comment #20-5: These proposed changes at I-70/SH 58 are becoming a reality. A contract has been awarded to a construction firm to build these additional ramps over the next two years. |
| Wesley Anderson Comment #21 | Comment received via the website. Date: 11/07/06 10:24 I am completely supportive of the Cabela's development and the proposed traffic and road improvements included in the I-70/ 32nd Avenue Environmental Assessment. | Response to Comment #21: No response necessary. |
| Joseph Duncan Comment #22 | Comment received via the website. Date: 11/07/06 12:25 What is the Current status of Cabela's being started. I never see anything here ever updated. | Response to Comment #22: Currently, the Cabela's store is not scheduled to open until June 2008. As part of the City of Wheat Ridge's approval process for the development plan that includes the Cabela's store, the City of Wheat Ridge City Council has stipulated that the I-70 westbound hook ramps, the 40 th Avenue underpass of I-70, widening of 32 nd Avenue, Cabela Drive, and the SH 58/Cabela Drive interchange improvements must be constructed prior to the City of Wheat Ridge issuing a Certificate of Occupancy for the development. |
| Joe Kordziel Comment #23 | Comment received via the website. Date: 11/07/06 13:13 It seems to me that alternative 2 would have the greatest impact in diverting traffic from already congested intersections at 32nd & Youngfield and Hwy 58 & McIntyre without the Micky-Mouse of looping around to get to Cabela's. It just makes sense that adding an offramp will reduce impact to these areas while forcing traffic through the existing areas will increase it. Think long-term and not short-term. | Response to Comment #23: Alternative Package #2 was identified as the Proposed Action. The Proposed Action is further described in Chapter 2 Alternatives of the EA. A dedicated, single-purpose off-ramp from I-70 to the proposed development is not acceptable to FHWA or CDOT and does not meet the project purpose and need. CDOT requires that new interchanges provide for full movements and connections with the regionally significant transportation system. |
| Betty Ankerholz Comment #24 | Comment received via the project hotline. Date submitted: November 7, 2006 Ms. Ankerholz voiced her issue with the providing Spanish translated materials to the community. She feels that if someone comes to this country in search of a better life than they need to speak our language. She has Hispanic friends and doesn't have anything against them; she is just feels passionate that they should speak English if they want to succeed in this country. | Response to Comment #24: Executive Order 12898, <i>Federal Actions to Address Environmental Justice in Minority and Low-Income Populations</i> was issued in 1994 to address social equity in the sharing of benefits and burdens of specific projects or programs. The project newsletter was translated into Spanish to provide special outreach to low-income and minority populations located in the study area as mandated by this Executive Order. |

Fairmount Improvement Association

Comment #25



FIA
Fairmount Improvement Association

November 8, 2006

Re: Remaining Fairmount Concerns
@ 44th/Holman St./Cabela Drive

Dear CDOT Staff:

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

EXECUTIVE SUMMARY:

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

ENVIRONMENTAL ASSESSMENT MANUAL:

While there may be other references we are particularly pleased with the following statements to continue the resolution of and mitigation of the aspects so designated through/during the Design Process, with public comment from the particular neighborhood impacted. References are as follows:

Mitigation - Section 4.1.2.3 and Section 4.16.3 Mitigation- (page 4-139, last paragraph and continued on page 140 the first paragraph, which reads:

"The signalized intersection at Cabela Drive, 44th Avenue, and Holman Street would introduce a new traffic signal on 44th Avenue and affect the visual character of the area for the adjacent residences. During final design, CDOT will investigate landscape design options and/or other design features that will soften the effect of the new signalized intersection and provide an appropriate transition to the

Fairmount Improvement Association P.O. Box 1297 Golden CO 80402

Response to Comment #25:

Flora Andrus also provided additional verbal comments on the EA. Please refer to Comment #121.

This response also applies to Comments #16, #31, #71, #89, #107, #112-1, #121, #180, #183-1, #201D-5, and #204-4.

As noted in **Section 4.16 Visual Character** in the EA, CDOT will investigate landscape design options and/or design features, such as traffic calming devices, during final design that will soften the effect of the new signalized intersection and provide a transition to the residential neighborhood. CDOT and the project team looks forward to working with the local residential neighborhood and appreciates their input, as attached.

Please note that the sidewalk on the eastern side of the Cabela Drive as depicted in **Figure 2-11 44th Avenue/Cabela Drive Intersection Detail** in the EA has been removed as part of the Proposed Action. Please refer to **Section 2.2 Refinements to the Proposed Action** in the FONSI for further discussion.

Fairmount
Improvement
Association

Comment #25

residential area (Fairmount neighborhood). CDOT will incorporate landscaping and other design elements within the right-of-way, where space is available, in order to provide a visual transition with the adjacent neighborhood, such as entry treatment, entry signage, sidewalk constrictions, and other traffic calming devices.

Public input will be solicited on aesthetic issues, such as bridge design treatments at grade-separated intersections and retaining walls. These will include facing materials, colors, textures, and aesthetic elements. Input will also be solicited on roadway appurtenances, such as lighting fixtures, signs, and traffic control devices that have visual effects."

We look forward to meeting with the Design Staff to formulate a suitable design and mitigate measures that will preserve the solitude of this 100 home community into the future.

Please see the attached presentation to Wheat Ridge City Council at the ODP/FDP Hearing of August 14, 2006. This conveys the primary concerns of this Fairmount community.

We certainly appreciate your willingness to meet with us at this Special Meeting. Your understanding has made the difference in the outcome of this major change to our communities. Thanks to you all.

Most Sincerely,

Flora St. Andrus

President

Fairmount Improvement Association

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| <p>Fairmount Improvement Association</p> <p>Comment #25</p> | <p>WHEAT RIDGE CITY COUNCIL HEARING Rezone, ODP and FDP of WR Annexed properties in Clear Creek Valley August 14, 2006 Fairmount Improvement Association Comments</p> <p>As President of the Fairmount Improvement Association. I would first like to take this opportunity to publicly express our appreciation for all of the considerations afforded our communities by Wheat Ridge, Cabela's and Coors.</p> <p>I would like to appeal to you regarding a concern of your northerly neighbors. This situation is relevant to the north terminus of the Diamond Interchange as it is to be connected to 44th Ave. at Holman Street. We understand that this connection is <u>mandated</u> and not desired by Cabela's any more than the <u>residential</u> Community of Fairmount.</p> <p>There are two adjacent enclaves located <u>just north of 44th Avenue between Holman and Eldridge Streets</u>, each of approximately 50 homes. One built in the 50's and the other less than 15 years old. These properties have only 44th Avenue as their ingress/egress to their homes. They are surrounded by dead end streets on the north by the RR tracks and no exits either east or west.</p> <p>Because of this unusual situation in Fairmount, we request that you give particular consideration to the impacts that will be felt in this community and provide mitigation for this area. We hope that <u>the EA will identify</u> needed <u>protections for these residential properties along 44th Avenue.</u></p> | <p>Response to Comment #25-1: FHWA and CDOT appreciate your concern related to traffic noise. Section 4.5 Traffic Noise and Vibration in the EA is a summary of the analysis that was performed as part of the EA to assess potential impacts from traffic noise to properties neighboring the proposed improvements. The October 2006 <i>Noise Impact Assessment Report</i> details the noise analysis conducted. A noise barrier was evaluated for the residences north of 44th Avenue. The noise barrier was not recommended because the driveways connecting the properties to 44th Avenue compromised the effectiveness of the barrier.</p> <p>CDOT will investigate landscape design options and/or design features, such as privacy walls, during final design that will soften the effect of the new signalized intersection and provide a transition to the residential neighborhood. CDOT is committed to working with the community during final design.</p> |
| <p>Comment #25-1</p> | <p>POTENTIAL APPLICATIONS:</p> <ul style="list-style-type: none"> > Privacy Walls (of masonry type construction - not plastic or wood that deteriorate) <ul style="list-style-type: none"> o Sound walls would be helpful, if not a total noise abatement, although privacy is a major consideration > Safety Protection for the Community whose properties are no more than 15 feet from the ROW of 44th Ave. <ul style="list-style-type: none"> o Privacy walls would be effective to protect this community as a safety measure o <u>44th Ave. is the current School Bus Stop for this community.</u> | <p>Response to Comment #25-2: A 10-ft multi-use sidewalk will be located on the west side of Cabela Drive, cross SH 58, and will connect to the Jefferson County Open Space Clear Creek Trail. Sidewalks in the immediate vicinity of the 44th Avenue/Cabela Drive/Holman Street intersection will be improved, and the traffic signal at this intersection will allow bicycles and pedestrians to safely cross 44th Avenue. Please refer to Figure 2-12 Pedestrian/Bicycle/Trail/Trail Access Improvements in the FONSI.</p> |
| <p>Comment #25-2</p> | <p>MANDATED CONNECTION:</p> <ul style="list-style-type: none"> > Trail Connections between Clear Creek Trail and 44th Avenue will likely be part of the bridge over CH 58 <ul style="list-style-type: none"> o A trail along 44th Avenue should be upgraded to access the bridge connection to Clear Creek Trail. o Traffic signals for pedestrian/bicyclists to safely cross 44th Ave and access the bridge to the Clear Creek Trail should be provided. | <p>Response to Comment #25-3: CDOT will investigate landscape design options and/or design features, traffic calming features and signage, during final design that will soften the effect of the new signalized intersection and provide a transition to the residential neighborhood. CDOT is committed to working with the community during final design.</p> |
| <p>Comment #25-3</p> | <p>PRESERVATION OF RESIDENTIAL COMMUNITIES: PROTECT HOME VALUES</p> <ul style="list-style-type: none"> > Identification that the Holman Street is <u>'local' street.</u> <ul style="list-style-type: none"> o It is essentially a DEAD END STREET, not to be invaded by travelers. > An obvious limitation of direct access to Holman. <ul style="list-style-type: none"> o As Truckers who are unfamiliar with the area approach 44th Avenue, it should be very clear that they <u>must turn right or left.</u> | <p>Response to Comment #25-4: An interchange signing plan has been developed to help motorists (including truck deliveries) find their way within the interchange complex and to make it clear that the new SH 58/Cabela Drive interchange is the route for accessing the proposed development. Section 2.3.10 Interstate Guide Signage in the FONSI discusses the supplemental guide signing.</p> |
| <p>Comment #25-4:</p> | <p>FRONT DOOR – BACK DOOR: Since this interchange is considered the FRONT DOOR to the Cabela's by many, there <u>should be Considerations of an aesthetic entry way:</u></p> <ol style="list-style-type: none"> a. <u>NOT JUST A TRUCKING ENTRY – Like an unloading dock at the back of a store</u> b. <u>Lighting should be mitigated – to protect the community</u> c. <u>Pollution from the trucking exhaust should be mitigated</u> d. <u>Noise levels need to be controlled –.</u> <p>The Environmental Assessment will hopefully recognize these very real concerns. We just want to make you aware of the impact of this decision. We also would like to work with you to accomplish the greatest abatement of these concerns.</p> <p>Respectfully, <i>Flora A. Andrus</i></p> | <p>Land use decisions, including the proposed development lighting, are the responsibility of local agencies, such as Jefferson County and the cities of Lakewood and Wheat Ridge, and are outside the jurisdiction of FHWA and CDOT. Your comment is beyond the scope of this EA. The purpose of the proposed action is to relieve traffic congestion at the I-70/32nd Avenue interchange and to address future transportation demands on the interchange and local street network due to regional growth and expanding local retail/commercial development. As per CDOT standards, high-mast or mid-mast fixtures will be used to light the highway and ramps. The lighting selection process will consider shields, reflectors, and/or other measures to minimize light spill.</p> <p>Section 4.4 Air Quality of the EA and the October 2006 <i>Air Quality Assessment Report</i> detail the air quality analysis conducted. Section 3.2 Additional Information and Clarifications to Air Quality in the FONSI also discusses air quality. Section</p> |

| | | |
|--|---|--|
| | | <p>4.5 Traffic Noise and Vibration in the EA is a summary of the analysis that was performed as part of the EA to assess potential impacts from traffic noise to properties neighboring the proposed improvements. The October 2006 <i>Noise Impact Assessment Report</i> details the noise analysis conducted.</p> |
| <p>Diane Richardson</p> <p>Comment #26</p> | <p>Comment received via the website. Date: 11/08/06 11:52</p> <p>I live < 1 mile from 32nd and Youngfield. The exit ramp on I-70 and 32nd, heading West is a nightmare. There is only 1 lane for a very high traffic area and drivers wanting to turn right onto 32nd have to wait through 3 or 4 lights ,If there was a right turn lane, drivers could turn on red or green and alleviate some of the congestion.If you are trying to get heading West onto 32nd from I-70 it is already a headache without the addition of Cabelas and their inevitable traffic.This needs to be remedied. Thank you.</p> | <p>Response to Comment #26:</p> <p>The existing westbound I-70 off-ramp will be closed and replaced with a hook ramp north of 32nd Avenue at approximately 35th Avenue. Additional laneage has been incorporated into the Proposed Action to better accommodate interchange movements, such as that described (see Figure 2-5 32nd Avenue/Cabela Drive/Zinnia Street intersection detail in the FONSI).</p> |
| <p>Jeanne Bergquist</p> <p>Comment #27</p> <p>Comment #27-1</p> | <p>Comment received via the website. Date: 11/09/06 10:12</p> <p>My husband and I, as well as many neighbors that live on 26th Avenue, are in huge opposition to the I-70 hook ramp at Youngfield Street/27th Avenue intersection. This is for the obvious reason: TRAFFIC! As I stated, all of us live on 26th Avenue and this construction would have a terrible impact on our community.</p> <p>PLEASE DO NOT PUT A RAMP AT THIS INTERSECTION. CHILDREN WALK TO SCHOOL/SCHOOL BUSSES STOP ON 26TH AT SEVERAL LOCATIONS. IT IS A MAJOR SAFETY ISSUE IF TRAFFIC ALONG 26TH AVENUE IS INCREASED BECAUSE THERE ARE NO SIDEWALKS.</p> <p>THANK YOU FOR YOUR ATTENTION TO THIS SAFETY ISSUE!</p> | <p>Response to Comment #27:</p> <p>Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue.</p> <p>Response to Comment #27-1:</p> <p>Please refer to Section 2.3.1.1 Eastbound I-70 Hook Ramps in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27th Avenue and the associated impacts to the residential neighborhood.</p> |

Jenny Shaver

Comment #28

**1-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM**

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

Public Hearing Comment Form

Thank you for attending the 1-70/32nd Avenue Interchange Project Environmental Assessment (EA) Public Hearing. Your comments are important to aid in making the best decision for transportation improvements in the project area. They will be combined with others, addressed in the decision document, and used by FHWA and CDOT in deciding the appropriate course of action to follow. Please use this form to record your comments and either submit them in the comment boxes provided tonight or mail it to one of the addresses below prior to December 8, 2006.

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

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

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

COMMENT: *I like what you are doing. I think given the neighborhoods, pedestrians, and love for our outdoors, you are doing your best to keep in mind the interests of all parties involved. Thanks for the detailed maps and explanations. I know there are alot of mixed emotions, as I walked through the room; however, this is what our city needs. The hard work devoted to this project of much needed growth for our city is appreciated. Keeping the public informed is key! Please keep it up. Thanks!*

Name: Jenny Shaver
Address: 8835 W. 32nd Ave Wheat Ridge 80033
Street City Zip Code
Phone: 303-233-6380 Email: _____
Date: 11/09/06

Response to Comment #28:

No response necessary.

Kevin Burke

Comment #29

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Wheat Ridge, CO

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Denver, CO 80216
Fax: (303) 398-6781

COMMENT: *I have worked at the Applewood Center for several years in the past. I have friends that provide me occasion to return to this area frequently. I would like to see this project more forward as proposed.*

This can be a shining example and provide guide lines for other Colorado communities. This melding of retail/commercial, private, public access and hiking and biking trails, wetlands, etc can demonstrate how all of these components can come together, yet be respectful of the overall needs and desires of the nearby and adjacent communities. Thank you for seeking public input!

Name: Kevin Burke
Address: 2765 S. Cook St. Denver 80210-6521
Street City Zip Code
Phone: (303) 756-8252 Email: Kevinpburke@msn.com
Date: 11-09-06

Response to Comment #29:

No response necessary.

Calvin
Johnson

Comment #30

1-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM

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Wheat Ridge, CO

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

COMMENT: I would like to thank all the various agencies
that have worked on this project for the past couple
of years. Cabellas for being so tolerant through this
whole ordeal. It seems everyone has listened to the
public and tried to put in as many suggestions as
possible. I know you can never please everyone
but they have tried. To me it seems to be a
good plan that was very well thought out.
I hope this project can proceed and we
can see some groundbreaking soon.
LETS start digging.

Name: CALVIN JOHNSON
Address: 4255 EVERETT ST WHEAT RIDGE 80033
Street City Zip Code
Phone: (303) 422-4692 Email: calbarj@aol.com
Date: 11/9/06

Response to Comment #30:
No response necessary.

Linda Johnson

Comment #31

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

November 9, 2006

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4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
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Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT: *What concerns me most about this project is the fact that I believe Eldridge Street from 52nd to 44th will become the "escape route" of all traffic coming from North and East of the 52nd/Ward Road Intersection. This will begin immediately on opening of the development, if not before, as construction around Ward/I-70, 44th begins. And yet nowhere do I see any projections of the drastic increase of traffic along the residential 30mph 52nd Avenue, or the even quieter Eldridge Street. I will expect heavy enforcement of speed limits and perhaps speed bumps to mitigate this problem. Mitigation for 44th/Holman also absolutely necessary*

Name: *Linda A. Sherman*
Address: *5108 Fig St* *Golden* *80403*
Street City Zip Code
Phone: *303-279-8090* Email: *lhsherman@msn.com*
Date: *11/9/06*

Response to Comment #31:

North of 44th Avenue, Eldridge Street has limited continuity. The vast majority of traffic that would make use of this roadway would likely be destined-to or originating-from the immediate area that it serves. Improvements to Ward Road, 44th Avenue, Youngfield Street, in combination with the new underpass of I-70 (connecting the development with Youngfield Street) should entice drivers from the Ward Road/52 Avenue intersection to use these roadway facilities. The routing option identified in the comment would create out-of-direction travel and it likely to be used by only a few. During construction, measures will be explored to minimize the amount of traffic that might utilize local streets.

Please refer to our response to Comment #25 for mitigation of the effect of the new signalized intersection at 44th Avenue/Cabela Drive/Holman Street.

W.P. Dreier
Comment #32

I-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM
November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
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Federal Highway Administration, Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT:

The proposed access to Cabella's through 32nd will draw more traffic down Eldridge and make access to shopping etc on Youngfield very bad and will degrade the neighborhood along the access to Cabella's from 32nd

Name: W. P. Dreier
Address: 13790 Braun Rd Golden 80701
Street City Zip Code
Phone: 303 778 4445 Email: _____
Date: # Nov 9th 2006

Response to Comment #32:
Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32nd Avenue intersection.

Nancy Couse

Comment #33

I-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: OBJECT TO OUT OF DIRECTION TRAFFIC TO
ACCESS W-BOUND I70 FROM 32nd. THIS MAKES LITTLE OR
ALSO OBJECT TO HOOK-RAMP AT 27TH NO
SENSE.

Name: NANCY COUSE
Address: 2164 FANG ST GOLDEN 80401
Street City Zip Code
Phone: 303-420-4900 Email: _____
Date: 11/9/06

Response to Comment #33:

FHWA and CDOT have identified the traffic congestion in the area as being a problem and have found that the proximity of the signalized intersections along 32nd Avenue is an operational deficiency (see **Figure 1-3 Operational Deficiencies** in the FONSI). The existing westbound I-70 off-ramp will be closed as part of the Proposed Action, while the existing westbound I-70 on-ramp will remain in place. However, traffic traveling west along 32nd Avenue will no longer be able to turn left onto the existing westbound I-70 on-ramp. The existing signal at the intersection of the existing I-70 westbound on- and off-ramps with 32nd Avenue will be removed. A raised median will restrict westbound 32nd Avenue traffic from accessing the existing I-70 westbound on-ramp. The existing westbound I-70 on-ramp will only be accessed by traffic traveling east along 32nd Avenue. The Proposed Action removes one of the signalized intersections to improve spacing between the intersections, which would relieve some of the congestion. In addition, the Proposed Action includes new westbound I-70 on and off-ramps, which will be paired hook ramps located at approximately 35th Avenue on the west side of I-70. Based on the existing configuration and the new location of the I-70 off-ramp, the out-of-direction travel you reference would be approximately 0.3 mile.

FHWA and CDOT evaluated alternatives that would limit out-of-direction travel. A diamond interchange at I-70/32nd Avenue was included in Alternatives 1 and 1B. Both Alternatives 1 and 1B were eliminated in the third-level screening due to additional right-of-way and relocation impacts (14 residential and 22 business relocations). A single point urban interchange, which was part of Alternative Package 1, was also evaluated and would have required the full or partial acquisition of 39 properties and the relocation of 14 residences and 22 businesses. Alternative Package 1 was eliminated in the fourth-level screening of alternatives. The Proposed Action represents a compromise between impacts to the community and traffic operations; however, FHWA and CDOT support these improvements. **Chapter 2 Alternatives** in the EA summarizes the alternatives that were evaluated.

Please refer to our response to Comment #4-2 in regard to your comment on the location of the eastbound I-70 hook ramps at 27th Avenue and **Section 3.1 Eastbound I-70 Hook Ramps** in the FONSI.

Elvis Tippetts

Comment #34

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

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

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Fax: (720) 963-3001

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

COMMENT: IT DOES NOT APPEAR THAT THE 32ND AVE INTERCHANGE
IS EVEN ADEQUATE FOR TRAFFIC. THE PRESENT TRAFFIC
IS OVERLOADED ON THIS INTERSECTION AND THE ADDITIONAL
DEMAND CANNOT BE HANDLED WITH THE IMPROVEMENT PLAN.
IT WOULD RESULT IN MAJOR BACKUPS ALONG INTERSTATE 70.
YOU CAN CONTACT ME IF YOU WISH.

Name: ELVIS TIPPETTS - EHTIPPETTS Co.
Address: 9605 W. 49TH AVE WHEAT RIDGE, CO 80033
Street City Zip Code
Phone: (303) 420-5020 Email: _____
Date: NOV 9, 2006

Response to Comment #34:

Major improvements are proposed for 32nd Avenue at I-70 including: addition of turn lanes at Youngfield Street, elimination of a traffic signal, widening of 32nd Avenue. The combination of these improvements are considered to be necessary in alleviating traffic congestion in this area.

Dewey Bridge

Comment #35

1-70 / 32nd Avenue Interchange Environmental Assessment

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4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
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Fax: (720) 963-3001

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

COMMENT: *I am wholeheartedly in support of the Cabella's project, which included all the elements of the proposed action in the I-70/32nd Ave interchange.*

*Dewey Bridge
Principal-Ralston Elementary
2020 Board Member
Wheat Ridge resident*

Name: DEWEY BRIDGE
Address: 3271 OAK ST. WHEAT RIDGE 80033
Street City Zip Code
Phone: 3-234-9585 Email: dbridge1@comcast.net
Date: 11/9/06

Response to Comment #35:

No response necessary.

Judy Elsen

Comment #36

Comment #36-1
Comment #36-2
Comment #36-3

**1-70 / 32nd Avenue Interchange Environmental Assessment
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Fax: (720) 963-3001

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

COMMENT: *I'm concerned about the widening of Youngfield from 32nd South. I also would not want to see Novacek's removed before 2030-. Access to Cabelas off of 44th is positive - hopefully keeping as much traffic off of Youngfield as possible.*

Please - no traffic through neighborhoods west of Youngfield/32nd.

Name: *Judy Elsen*
Address: *20210 Rosewood Dr.* *Lakewood* *80215*
Street City Zip Code
Phone: *303-233-0368* Email: _____
Date: *11-08-06*

Response to Comment #36:

Response to Comment #36-1:

Youngfield Street will be restriped and widened in some locations to accommodate traffic needs between 35th Avenue and 27th Avenue. Between 35th Avenue and 27th Avenue, Youngfield Street will consist of a uniform five lane wide road with two through lanes to the north and south and a center turn lane. The Youngfield Street intersections with 32nd Avenue and 27th Avenue would require additional turn lanes to accommodate traffic needs. **Figure 2-3 Eastbound Hook Ramps & Youngfield Street Intersection Detail** and **Figure 2-8 32nd Avenue/Youngfield Street Intersection Detail** in the FONSI depict the Youngfield Street intersections with 32nd Avenue and 27th Avenue.

Response to Comment #36-2:

Please refer to our responses to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue.

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

Response to Comment #36-3:

Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32nd Avenue intersection.

Mike Stites
Comment #37

I-70 / 32nd Avenue Interchange Environmental Assessment
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4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: I think the process has been
great and all the traffic issues
have been settled

Name: Mike Stites
Address: 11845 W. 35th Ave Wheat Ridge 80033
Street City Zip Code
Phone: 303-423-8360 Email: BFTire@aol.com
Date: 11/9/06

Response to Comment #37:
No response necessary.

JoAnn Fisher

Comment #38

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

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

Public Hearing Comment Form

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

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

COMMENT:

Very Impressive!

I like that there are several access now to the area. The widening of Youngfield and the underpass off of Youngfield off of 41st is great. It is nice that there is connection off of 44th also. I believe this is a well thought out plan.

I really like the off ramp & on ramp of I 70 WB to the North of the 32nd intersection I really think this will help w/ traffic on I 70 also.

Name:

JoAnn Fisher

Address:

7645 W 47th Ave

Wheat Ridge Co

80033

Phone:

303 431 6547

City:

JOANNFISHER@allstate.com

Zip Code

Date:

11/9/06

Response to Comment #38:

No response necessary.

Meegan Kiefel

Comment #39

1-70 / 32nd Avenue Interchange Environmental Assessment

WELCOME TO TONIGHT'S PUBLIC HEARING

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Fax: (720) 963-3001

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

COMMENT: *This looks terrific! Thanks for putting so much time + effort into addressing the concerns of the residents. Your efforts show... very thorough. It would be wonderful if we had a bike path along Cabela's drive... and any new road in Wheat Ridge for future reference. It seems a little excessive to have a 10' sidewalk; maybe that could be shaved down to make way for a bike lane?*

Thanks for asking and for listening. I think the residential arguments will be worked out or at least mollated as we work through this. It is a great project!

Name: Meegan Kiefel
Address: 3893 Field Drive Wheat Ridge 80033
Street City Zip Code
Phone: 37456-5223 Email: meegankk@rideurc.com
Date: 11-9-06

Response to Comment #39:

32nd Avenue to better accommodate bicycles and pedestrians and to connect with the 32nd Avenue Trail. The 32nd Avenue Trail is managed by Jefferson County Open Space, extends from I-70 to Maple Grove Park and was constructed solely to improve pedestrian safety near The Manning School and Maple Grove Elementary. The extension of the 32nd Avenue Trail into Golden is identified by Jefferson County Open Space as a potential trail corridor in their 5-Year Master Plan. However, the potential trail corridor does not extend to Lookout Mountain. On street bicycle lanes were not included because this would have required numerous residential displacements for the additional right-of-way required.

To provide access to the Jefferson County Open Space Clear Creek Trail for both pedestrians and bicycles, a 10-ft multi-use sidewalk will be located on the west side of Cabela Drive from 32nd Avenue. This 10-ft wide configuration allows for bicycle use, per the City of Wheat Ridge guidelines and regulations. An 8-foot sidewalk will also be provided on the east side of Cabela Drive, and a 10-foot multi-use sidewalk will extend from Cabela Drive along 40th Avenue connection to Youngfield Street with access to the existing trailhead just north of the Table Mountain Animal Shelter (see **Figure 2-12 Pedestrian/Bicycle/Trail/Trail Access Improvements** in the FONSI).

The 10-ft multi-use sidewalk on the west side of Cabela Drive will provide the primary access to the Jefferson County Open Space Clear Creek Trail. This 10-ft wide configuration allows for bicycle use, per the City of Wheat Ridge guidelines and regulations. The westbound I-70 on- and off-ramps will be located on the east side of Cabela Drive.

Bicycle lanes have not been included in the right-of-way acquisition requirements for 32nd Avenue or Cabela Drive. The addition of bike lanes along 32nd Avenue would require full acquisition of several residences. The Proposed Action will include wider sidewalks under I-70 on the south side of 32nd Avenue to better accommodate bicycles and pedestrians and to connect with the 32nd Avenue Trail. Bicycle lanes were not included on Cabela Drive because the location of the westbound I-70 ramps would conflict with a northbound bicycle lane on the east side of Cabela Drive and create the potential for vehicle/bicycle accidents.

The Proposed Action will include wider sidewalks under I-70 on the south and north side of 32nd Avenue. Please refer to **Figures 2-7 32nd Avenue Typical Sections** and **2-8 32nd Avenue/Youngfield Street Intersection Detail** in the FONSI. The 10-ft sidewalk on the south side of 32nd Avenue will connect with the 32nd Avenue Trail.

This response also applies to Comments #52, #69, #76, #172, #185-1, #198-2, #201A-5, and #204-14.

Gene Gafford

Comment #40

**1-70 / 32nd Avenue Interchange Environmental Assessment
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Fax: (720) 963-3001

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

COMMENT:

If what is presented here tonight is true, this should be a positive move for the Wheat Ridge area. (Please keep the trail as pristine as possible.) Overall it appears well-thought out. Good job.

Name: Gene Gafford
Address: 4670 Robbs Wheat Ridge 80039
Street City Zip Code
Phone: _____ Email: _____
Date: _____

Response to Comment #40:

Jefferson County Open Space is involved with the relocation of the segment of the Jefferson County Open Space Clear Creek Trail and will be involved in the process through final design. The relocated segment of the trail will be moved away from SH 58 and will be replaced with an equivalent facility to what currently exists. The relocated trail will be grade separated with the Coors railroad spur.

Thomas Merkl

Comment #41

Comment #41-1

**1-70 / 32nd Avenue Interchange Environmental Assessment
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12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT: Please EXPEDITE construction of
I-70 / SH 58 FLYOVER. IN MY OPINION
ALLOWING CABELAS TO OPEN BEFORE THIS
PROJECT IS COMPLETE IS A BAD IDEA.

YOU WILL DO MORE HARM TO CABELA'S CUSTOMER
AND THE LOCAL POPULATION + BUSINESSES
THAN IT IS WORTH.

YOU ALL HAVE DONE AN OUTSTANDING JOB THUS FAR
OF COMMUNICATION, COLLABORATION AND PROBLEM SOLVING.
PLEASE DON'T LET THE "CART GET BEFORE THE HORSE."
IT WILL LEAVE A VERY BAD TASTE IN EVERYONE'S MOUTH AND
BREAK THE TRUST YOU HAVE WORKED SO HARD TO BUILD.

THANKS FOR LISTENING.
Name: THOMAS MERKL
Address: 6324 URBAN ST. ARVADA CO 80004
Street City Zip Code
Phone: 720-371-6607 Email: tcmerk1@gmail.com
Date: 11/9/06

Response to Comment #41:

Response to Comment #41-1:

Please refer **Section 2.5 Implementation Schedule** in the FONSI in regard to your comment on expediting construction of the I-70/SH 58 flyover.

Chad DeVries

Comment #42

I-70 / 32nd Avenue Interchange Environmental Assessment

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Wheat Ridge, CO

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Fax: (720) 963-3001

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

COMMENT: This process is alot of work, thank you to all of the people who have put in that effort. No matter how much forecasting is done, the bottom line is nobody knows how this is going to impact the surrounding area for sure. I like what is being done with SH 58 + I-70 ramp and that should help immensely. I am a owner of many businesses in Wheat Ridge. I am 30 yrs old 2nd generation, this is the 1st major deal in my adult life that the City has done to bolster and grow Wheatridge. Wheatridge and the people involved have my full support, Thank you and keep working hard.

Name: Chad DeVries Four to Go inc
Address: 10930 W. 44th Street Wheatridge 80033
Phone: 303-421-5876 Email: fourtogo@att.net
Date: 11-9-06

Response to Comment #42:

No response necessary.

Dennis Real

Comment #43

1-70 / 32nd Avenue Interchange Environmental Assessment

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Fax: (720) 963-3001

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

COMMENT:

Proposed changes to road ways
are much needed to alleviate ~~the~~ poor
traffic flows through whole I70/32nd Ave
corridor (sic) and improve the access and
egress to/from I70.

The Cabelle's project adds a bonus to
the whole road improvement plans

Name:

Dennis Real

Address:

110 Zinnia St Golden 80401

Phone:

303 238 5696

Email:

dereul@juno.com

Date:

11/9/06

Response to Comment #43:

FHWA and CDOT agree that the existing and future conditions cause problems on I-70 and the local roads. The Proposed Action will meet the needs identified in Section 1.2 Need for the Proposed Action in the FONSI.

Vicki Stack

Comment #44

**I-70 / 32nd Avenue Interchange Environmental Assessment
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Federal Highway Administration, Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT: I am impressed with the proposal. You have
come a long way - the open process has lowered
the fears of consistency regarding major impacts
impact to immediate community - The business
community is excited and have focused on working
with Calada + CDOT - It is imp the connectivity
between the Downtown on Youngfield is not
received -
- This project will bring life back to the
the business corridor (Youngfield + 20')
- Thank you for your ~~patience~~ patience - You
have turned this into a partnership - the
senior president of WR, Lakewood Jefferson County -
etc.

Name: Vicki Stack - Lakewood City Council
Address: 9890 W 13th Ave Lakewood CO 80215
Street City Zip Code
Phone: 303-3574 Email: vstack@acl.com
Date: 11-9-06

Response to Comment #44:

No response necessary.

K. Hessen

Comment #45

**1-70 / 32nd Avenue Interchange Environmental Assessment
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Fax: (720) 963-3001

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

COMMENT: *New revisions look great!
It looks like local concerns were addressed
to the extent possible.
Thank you for your hard work and
consideration!
Let it done!*

Name: *K. Hessen*
Address: *10710 W. 33rd Pl* *W R*
Street City Zip Code
Phone: *303-424-1345* Email:
Date:

Response to Comment #45:

No response necessary.

Van C.
Wedgwoal

Comment #46

1-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM

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Fax: (720) 963-3001

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

COMMENT: *After having read the EA (yes, all of it!) I have to say, I'm impressed. Every concern I had was addressed - Thank you!*

I can see that the traffic improvements will greatly improve flow in and around our community.

I look forward to Cabela's arrival as well as the additional retail development in the valley - This is something that is sorely needed by the city of Wheat Ridge

Name: *Van C. Wedgwoal*
Address: *3251 Tabard* Street *Wheat Ridge* City *80033* Zip Code
Phone: *303-456-8130* Email: *vwedgwoal@earthlink.net*
Date: _____

Response to Comment #46:

No response necessary.

Judy and Gary
George

Comment #47

1-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
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Fax: (303) 398-6781

COMMENT:

We think this is the best possible development we could hope for at this site. I am President of the Table Mtn. Animal Center Foundation Board, and Cabellas has already been a generous corporate partner and donor. They have worked hard to help alleviate the pre-existing traffic problems. This property is going to be developed, and they is much much better than light industrial. Cabellas will add a lot to the area, as well as tax revenue.

Name: Judy & Gary George
Address: 2300 Linda Vista Dr. Lakewood 80215
Street City Zip Code
Phone: 303-237-7031 Email: jaykaygee@aol.com
Date: 11-9-06

Response to Comment #47:
No response necessary.

John E. Dreier

Comment #48

1-70 / 32nd Avenue Interchange Environmental Assessment

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

COMMENT: *The 32nd street proposed access/exit for Cabela's will make the 32nd street / Youngfield area interchange impossible and will degrade the ability of people in the Sphynwood neighborhood from getting into and out of the neighborhood plus it will increase noise and traffic on S/Wridge*

Name: *John E. Dreier*
Address: *13790 Brannan* *Golden* *80401*
Street City Zip Code
Phone: *303 278 4445* Email: _____
Date: *11/9/06*

Comment #48-1
Comment #48-2

Response to Comment #48:

Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32nd Avenue intersection.

Response to Comment #48-1:

Please refer to our response to Comment #5-1 in regard to the noise analysis and mitigation measures for 32nd Avenue west of I-70.

No properties along Eldridge Street were identified that would exceed the CDOT Category B NAC of 66 dBA (see **Figure 4-14 Noise Impacted Areas from 2030 Proposed Action Model** in the EA).

Response to Comment #48-2:

North of 44th Avenue, Eldridge Street has limited continuity. The vast majority of traffic that would make use of this roadway would likely be destined to or originating from the immediate area that it serves. Improvements to Ward Road, 44th Avenue, Youngfield Street, in combination with the new underpass of I-70 (connecting the development with Youngfield Street) should entice drivers from the Ward Road/52 Avenue intersection to use these roadway facilities. The routing option identified in the comment would create out-of-direction travel and it likely to be used by only a few. During construction, measures will be explored to minimize the amount of traffic that might utilize local streets.

Margie Seyfur

Comment #49

**1-70 / 32nd Avenue Interchange Environmental Assessment
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Fax: (720) 963-3001

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

COMMENT: Great job. Will love having this street!

Name: Margie Seyfur
Address: 3405 Ward Rd WR 80133
Street City Zip Code
Phone: 303-223-0836 Email: seyfur.margie@colorado.gov
Date: 11/9/06

Response to Comment #49:

No response necessary.

Estelle Kiefel

Comment #50

1-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: *Action needs to be taken NOW, and not 20 yrs from now, to make this highway/interchange improvement to keep up with growth and ever-increasing needs. Full improvements need to be done to keep costs down that would escalate over the years if only small segments were done. Halden has been shown statistically to have one of the fastest growing populations. Wheat Ridge stands ready to support these improvements.*

Name: Estelle Kiefel
Address: 2935 Kendall Wheat Ridge 80214
Street City Zip Code
Phone: 303 237-6422 Email: _____
Date: 11-9-06

Response to Comment #50:

FHWA and CDOT agree that the study area is growing in population and employment, as shown in DRCOG's land use forecasts for the area (see **Section 4.1 Land Use, Socio-Economics, and Community** in the EA). Please refer to **Section 2.5 Implementation Schedule** in the FONSI in regard to your comment on the construction timing and **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comment on these hook ramps. In addition, **Section 2.5 Funding and Phasing** in the EA provides estimates of the probable construction costs for the various transportation improvements and the funding source.

Eugene Kiefel

Comment #51

1-70 / 32nd Avenue Interchange Environmental Assessment

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

COMMENT: THE I-70 '32nd ave Interchange
has been a problem for many years

The present plan to address this problem
is the best I have seen. It is not
displacing any businesses or homeowners,

I'm ~~not~~ in favor to complete this
project as soon as possible

I've resided in Wheat Ridge since 1975
and have been in business in WR since
1973

Name: EUGENE KIEFEL

Address: 2935 KENDALL ST Wheat Ridge CO 80214
Street City Zip Code

Phone: 303-237-6422 Email: EUGENEKIEFEL@AOL.COM

Date: Nov 9, 2006 Eugene Kiefel

Response to Comment #51:

The Proposed Action will displace two residences and seven businesses (see **Section 3.3 Right-of-Way and Displacements** in the FONSI). All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.

The Proposed Action represents a compromise between impacts to the community and traffic operations. FHWA and CDOT eliminated the use of a diamond or single point urban interchange configuration at the I-70/32nd Avenue interchange because of the substantial impacts to existing residential and commercial properties. The use of a diamond interchange configuration at the I-70/32nd Avenue interchange, which was part of Alternative 1 and 1B, would have required the full or partial acquisition of 14 residences and 22 businesses. The use of a single point urban interchange at the I-70/32nd Avenue interchange, which was part of Alternative Package 1, would have required the full or partial acquisition of 39 properties and the relocation of 14 residences and 22 businesses. The screening of alternatives is presented in **Chapter 2 Alternatives** in the EA.

Ron Kiefel

Comment #52

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

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 - 8:00 p.m.

Public Hearing Comment Form

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

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

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

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

COMMENT: I WHOLE HEARTEDLY SUPPORT THE CASSELLA'S PROJECT AND SUPPORT THE PROPOSED ROAD CONFIGURATIONS. I REQUEST THAT ^{ON ROAD} BIKE LANES BE ^{INCLUDED} ~~CONSIDERED~~ ON ALL ROADWAYS, ESPECIALLY 32ND AVENUE. THIS ROAD IS A MAJOR EAST-WEST ROUTE FOR CYCLIST BETWEEN DENVER AND GOLDEN. ALSO CASSELLA'S DRIVE SHOULD INCLUDE ON ROAD BIKE PATHS, NOT JUST WIDEN SIDEWALKS.

THANK YOU FOR STUDYING THE MANY ALTERNATIVES, THERE IS NO PERFECT SOLUTION, BUT THIS ~~IS~~ DEVELOPMENT IS VERY IMPORTANT TO THE COMMUNITY. YOU ARE FIXING ROADWAY ISSUES THAT WERE NOT ORIGINALLY CONSIDERED WELL.

Name: RON KIEFEL
Address: 3893 FIELD DR WHEAT RIDGE 80033
Street City Zip Code
Phone: 303-456-5223 Email: RON@RIOSWVA.COM
Date: 11-9-06

Response to Comment #52:

Ron Kiefel also provided additional written comments. Please refer to Comment #150.

Please refer to our response to Comment #39 in regard to your comment on bicycle lanes.

Ruby Martin
Comment #53

**I-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: I BELIEVE THAT ALL THE
PROPOSALS ARE BADLY NEEDED. I WISH
THERE WAS ENOUGH ROOM AT 33RD & I-70
FOR A DIAMOND INTERCHANGE, IT IS A
LITTLE CONGESTING.

Name: RUBY MARTIN
Address: 15401 W. 32ND AV. GOLDEN CO 80401
Street City Zip Code
Phone: _____ Email: _____
Date: 11-9-06

Response to Comment #53:

FHWA and CDOT agree that a diamond interchange would typically be our preference. A diamond interchange at I-70/32nd Avenue was included in Alternatives 1 and 1B. Both Alternatives 1 and 1B were eliminated in the third-level screening due to additional right-of-way and relocation impacts (14 residential and 22 business relocations). A single point urban interchange, which was part of Alternative Package 1, was also evaluated and would have required the full or partial acquisition of 39 properties and the relocation of 14 residences and 22 businesses. Alternative Package 1 was eliminated in the fourth-level screening of alternatives. The Proposed Action represents a compromise between impacts to the community and traffic operations; however, FHWA and CDOT support these improvements. The alternatives screening process is summarized in **Chapter 2 Alternatives**.

Also, working with the community, we worked to keep traffic destined for the development off of the local residential streets, as much as possible.

Don Whitsel
Comment #54

1-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM
November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

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

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

COMMENT: *I was concerned of the attitude of Wheatridge resident not understanding of what a great resource we are going to get. This means would be for this Company. The traffic problem is not a great concern, this is not a factory. So traffic would not be a set how start and stop. Cahela's is a Class act business. If you're a sports man, when you see this is where you want to go. If you haven't been to Cahela's try to at least go and visit one of their locations*

Name: Don Whitsel
Address: 8770 W 38th Av Wheat Ridge, Co 80033
Street City Zip Code
Phone: 303-423-0989 Email: _____
Date: 11-9-06

Response to Comment #54:
No response necessary.

Ron Markow

Comment #55

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

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Wheat Ridge, CO

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Fax: (720) 963-3001

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

COMMENT: Concerning the use of
irrigation water. The Bayou Ditch Controls
our ditch (Lee + Baugh). I have been
told C. DOT has informed the Panel
that there will not be any delay
in turning on our irrigation ditch in April
2007. All work is to be completed adjacent
to water ditches. We depend on this water
for our Game Bird farm + tree + fish
production. We will water intensify

Name: Ron Markow
Address: 4180 Tabor St Wheat Ridge, CO 80637
Street City Zip Code
Phone: 303-940-1516 Email: _____
Date: 11/9/06

Response to Comment #55:

This project, the I-70/32nd Avenue interchange, will not delay the irrigation water in April 2007. Please refer to **Section 2.5 Implementation Schedule** in the FONSI in regard to construction timing. CDOT will continue to coordinate with the Bayou Ditch and your ditch, Lee and Baugh, during construction of the I-70/SH 58 interchange improvements and during final design and construction of the I-70/32nd Avenue interchange project. CDOT will work to avoid negative impacts to your water delivery schedule.

G. James
Comment #56

I-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM
November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

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12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT: The bike access, from 32 Ave to the existing
bike path is listed as an attached sidewalk on Cabela Dr.

This means bike riders have to ride within a very few feet of
a road with 19,000 veh/day. - Definitely not an improvement.

Name: G. James
Address: 11763 W33 Ave Wheat Ridge, CO 80033
Street City Zip Code
Phone: _____ Email: gj283@comcast.net
Date: 11/9/06

Response to Comment #56:

To access the Jefferson County Open Space Clear Creek Trail, users currently must follow an unmarked bike route along the Youngfield Service Road. To provide access to the Jefferson County Open Space Clear Creek Trail for both pedestrians and bicycles, a 10-foot multi-use sidewalk will be located on the west side of Cabela Drive from 32nd Avenue. An 8-foot sidewalk will also be provided on the east side of Cabela Drive. Both sidewalks will be detached with a 5-foot landscaped buffer between the sidewalk and Cabela Drive. **Figure 2-9 Cabela Drive Typical Sections** in the FONSI depicts these sidewalks.

Janice
Thompson

Comment #57

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

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

Public Hearing Comment Form

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12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT: *Please try to get Ward Rd/44th
on/off ramps moved east ASAP.
Without this improvement you
will gridlock - Ward, 44th & Youngfield.
So excited about the improvements
& changes.
Thank you for all of your
hard work & patience.*

Name: *Janice Thompson*
Address: *12290 W 43rd Ave* *WR* *80083*
Street City Zip Code
Phone: *31423-6279* Email: _____
Date: *11-09-06*

Response to Comment #57:

The redesign and reconstruction of the I-70/Ward Road interchange was included in the 2002 I-70/SH 58 interchange EA and 2004 I-70/SH 58 interchange FONSI by FHWA and CDOT. Please reference these documents for the Preferred Alternative identified at the I-70/SH 58 interchange.

In addition, improvements at the I-70/Ward Road interchange are included in the I-70/32nd Avenue interchange Proposed Action. These improvements are primarily a result of regional growth (updated from year 2025 to 2030 forecasted traffic). The improvements include the addition of a second southbound left turn lane from Ward Road to westbound I-70 along with the necessary widening of the ramp to reserve this turn lane.

With the approval of this FONSI, CDOT intends to construct the Proposed Action lane additions at 44th Avenue and Ward Road in conjunction with Phase 4 of the I-70/SH58 interchange improvements. Please refer to **Section 2.5 Implementation Schedule** in the FONSI for construction timing.

FHWA and CDOT do not disagree that improvements to Ward Road would offer some operational and safety benefits along the Ward Road corridor. As identified in **Sections 1.1 Purpose of the Proposed Action** and **1.2 Need for the Proposed Action**, correcting roadway deficiencies along Ward Road is not the purpose of this project. FHWA and CDOT would support the cities of Wheat Ridge and Arvada in the development of a future project to address the needs along Ward Road.

This response also applies to Comments #88-2, #91-1, #106-1, #143-1, #160, #188-1, #200, #205, #206, #213, #213-1, #221, #222, #224, #225, #227, and #228-9.

Robert Barker
Comment #58

Comment
#58-1

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

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

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Fax: (720) 963-3001

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

COMMENT: *Most of the concerns expressed tie to the added traffic down Cabella Drive to Youngfield + 32nd. It seems that the development needs to wait until the flyover is completed. For eastbound I70 to westbound #8. Don't complete Cabella Dr. + much of the problem goes away.*

That is not to say improvements are not needed to 32nd + Youngfield and the collection of odd exits + entrances to I70 in this area. These changes are needed but does not need the Cabella Dr connection.

Name: *Robert Barker*
Address: *2121 Union Way* *Lakewood, CO* *80215*
Street City Zip Code
Phone: *303-462-1244* Email:
Date: *Nov 9, 2006*

Response to Comment #58:

Response to Comment #58-1:

Please refer to our response to Comments #10-5 in regard to your comment on the Cabela Drive/32nd Avenue intersection.

Please refer to **Section 2.5 Implementation Schedule** in the FONSI in regard to your comment on the construction timing.

Tom Mares

Comment #59

**1-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM**

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

Public Hearing Comment Form

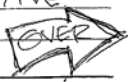
Thank you for attending the 1-70/32nd Avenue Interchange Project Environmental Assessment (EA) Public Hearing. Your comments are important to aid in making the best decision for transportation improvements in the project area. They will be combined with others, addressed in the decision document, and used by FHWA and CDOT in deciding the appropriate course of action to follow. Please use this form to record your comments and either submit them in the comment boxes provided tonight or mail it to one of the addresses below prior to December 8, 2006.

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

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

COMMENT: I LIVE AT THE PROPERTY LINE OF GOLDEN
+ WHEAT RIDGE. ON THE EAST END OF MY PROPERTY
IS AN EASEMENT AND A BURM WITH A SIX FOOT
FENCE. THE FENCE IS IN NEED OF REPAIR.
ON THE NORTH SIDE OF MY PROPERTY IS OPEN ^{NO} _{BAR}
I LIVE ON A CUL-DE-SAC. SOMEONE FROM A
^{COORS} _{AREA} CONSTRUCTION CREW REMOVED A WIRE FENCE
BOUNDING MY PROPERTY TO COORS/CABELA'S
PROPERTY, FORMERLY BILL SALTER'S PROPERTY.
I HAVE A LOT OF CURIOUS NEIGHBORS CUTTING
THROUGH MY PROPERTY TO VIEW THE CHANGES.
DO YOU PLAN ON UPGRADING YOUR PROPERTY LINES
TO KEEP FOOT TRAFFIC FROM VIOLATING THESE
BOUNDARIES? A BURM WITH AN ATTRACTIVE
FENCE WOULD BE APPROPRIATE.



Name: TOM MARES
Address: 3380 ALKIRE CT. GOLDEN 80401
Street City Zip Code
Phone: 303.359.8555 Email: TOMVETTE@COMCAST.NET
Date: NOV. 8, 06

Response to Comment #59:

Landscaping and maintaining the property boundary around the proposed development is not included in the EA. Landscaping and other items related to the proposed development were approved by the City of Wheat Ridge City Council on August 14, 2006, when the City of Wheat Ridge City Council approved the revised Outline Development Plan (ODP) for the 178-acre proposed development area southwest of the I-70/SH 58 interchange and approved the Final Development Plan (FDP) for the 36-acre Cabela's parcel. For information related to the ODP and FDP, please contact the City of Wheat Ridge Community Development Department at (303) 235-2846.

Tom Mares

Comment #59

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

November 9, 2006

24

How To Comment

You may provide comments on the I-70/32nd Avenue Interchange Environmental Assessment in the following ways:

- ▶ Fill out this comment sheet and place it into a comment box at the November 9, 2006 I-70/32nd Avenue Interchange Environmental Assessment Public Hearing.
- ▶ Speak directly to the court reporter at the I-70/32nd Avenue Interchange Environmental Assessment Public Hearing, who will record your comments.
- ▶ State your comment during the microphone session following the 7 pm presentation at the I-70/32nd Avenue Interchange Environmental Assessment Public Hearing. A court reporter will be present to record the microphone session.
- ▶ Complete a comment sheet and mail your comment sheet to either the Federal Highway Administration (FHWA) or the Colorado Department of Transportation (CDOT) address below.

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

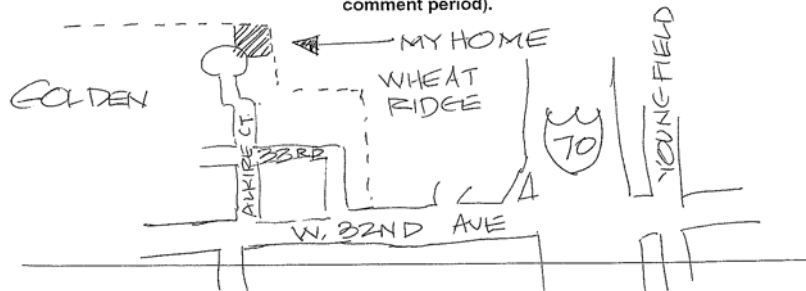
Fax: (720) 963-3001

Ed Martinez
Colorado Department of Transportation
Region 6
4670 N. Holly Street
Denver, CO 80216

Fax: (303) 398-6781

- ▶ Send your comments via facsimile to the attention of Monica Pavlik, FHWA at (720) 963-3001 or to the attention of Ed Martinez, CDOT at (303) 398-6781.
- ▶ Submit your comments via the I-70/32nd Avenue Environmental Assessment project website at www.CabWheatRidge.com.

All comments must be received by Friday, December 8, 2006 (end of the 45-day public comment period).



Mary Paulman

Comment #60

Comment #60-1

Comment #60-2

**1-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT:

*Excellent meeting
Am concerned about traffic
to Youngfield at 58 interchange
is not completed before
Cabela's opens*

*Would like to hear more
about the 40th intersection
possibility which could solve
so many problems.*

Name: *Mary Paulman, 4005 Kipling Street, Wheat Ridge, CO*
Address: *3500 Youngfield* Street City *Lakewood* Zip Code *80215*
Phone: *303-274-2603* Email: _____
Date: *11-9-06*

Response to Comment #60:

Response to Comment #60-1:

Please refer to **Section 2.5 Implementation Schedule** in the FONSI in regard to your comment on the construction timing. As discussed in **Section 2.5 Implementation Schedule**, interim guide signing is presented in the event that the eastbound I-70 to westbound SH 58 flyover ramp is not open prior to the opening of the Cabela's store. This temporary condition would result in an additional 1,300 vehicles per day on Youngfield Street between 40th Avenue and 44th Avenue. This section of Youngfield Street is currently being widened by the City of Wheat Ridge; the improved roadway will be able to accommodate this temporary increase in traffic.

Response to Comment #60-2:

No improvements are proposed for the 40th Avenue intersection as part of the Proposed Action. Construction of the 40th Avenue underpass of I-70 is a local agency project that connects Youngfield Street with Cabela Drive.

Brent Lane

Comment #61

**1-70 / 32nd Avenue Interchange Environmental Assessment
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Wheat Ridge, CO

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

COMMENT:

*at present I can go north off of
32nd to the animal shelter and access the
Clear Creek trail on my bike - what access
to the CC trail will be available during
& after all the work is done?
How long will the trail between Youngfield
and MC Int'l be closed - if at all?*

Name: Brent Lane
Address: 2183 Overington Pl. Golden 80401
Street City Zip Code
Phone: 303-279-1852 Email: _____
Date: 11-9-06

Response to Comment #61:

To provide access to the Jefferson County Open Space Clear Creek Trail for both pedestrians and bicycles, a 10-ft multi-use sidewalk will be located on the west side of Cabela Drive from 32nd Avenue. An 8-ft sidewalk will also be provided on the east side of Cabela Drive, and a 10-ft multi-use sidewalk will extend from Cabela Drive along 40th Avenue connection to Youngfield Street with access to the existing trailhead just north of the Table Mountain Animal Shelter.

Access to the Jefferson County Open Space Clear Creek Trail from 32nd Avenue will be maintained along the existing Youngfield Service Road until construction of the local agency 40th Avenue underpass under I-70 project. The access to I-70 right-of-way for this local agency project was approved through a Categorical Exclusion. Construction of the underpass will necessitate detouring the trail access to the west. At times, safety issues related to heavy equipment may necessitate temporary closure of the access. At these times, trail access will occur along Youngfield Street at the parking lot east of Youngfield Street and adjacent to the trail. CDOT, the City of Wheat Ridge, and Cabela's will work to coordinate construction of the Proposed Action and the local agency projects to minimize disruption to trail access on the west side of I-70.

The new portion of the Jefferson County Open Space Trail will be constructed prior to the new SH 58/Cabela Drive interchange. Once construction of the new trail alignment is complete, the new trail segment will open for use, and the older trail segment close to the SH 58 frontage road will be closed and removed as part of the construction of the new SH 58/Cabela Drive interchange (see **Figure 5-3 Jefferson County Open Space Clear Creek Trail** in the FONSI). This phasing of construction will allow this segment of the trail to remain open at all times during project construction.

Although not a part of this EA, the Jefferson County Open Space Clear Creek Trail could also experience intermittent closure during construction of the I-70/SH 58 ramps as well. Prior to closure, a one-week notice will be posted on the trail and on the Jefferson County Open Space website. This was examined and advertised prior to the design of the 40th Avenue underpass.

This response also applies to Comments #69, #76, #103, #185-1, #198-2, #201A-5, and #204-14.

Mike Hanson

Comment #62

**1-70 / 32nd Avenue Interchange Environmental Assessment
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Denver, CO 80216
Fax: (303) 398-6781

COMMENT: *The portion of the Clear Creek Trail that is being realigned needs to be buffered from exposure to SH 58 and/or the BNSF railroad tracks. This buffering could take the form of landscaping - trees, native grasses and other native vegetation, man made screening in appropriate locations. This screening would serve as both a visual and audio barrier to the railroad and the highway. The trail transitions from both the east and the west into a fairly exposed area in the area of the proposed realignment. Every effort should be made to lessen the impacts of this transition. The possibility of 4 F impacts exist in this location as well. Riparian habitat in Colorado is rare enough; it should be enhanced as the natural resource it is.*

Name: Mike Hanson
Address: 16450 W. 63rd Pl. Golden 80403
Street City Zip Code
Phone: 303-384-9415 Email: mthanson@earthlink.net
Date: 11-9-06

Response to Comment #62:

FHWA and CDOT appreciate your comments on the effects the 1-70/32nd Avenue interchange project will have on the attributes, features, and activities of the Jefferson County Open Space Clear Creek Trail. The existing trail segment north of Clear Creek is being relocated away from SH 58 and Cabela Drive as part of the Proposed Action (see **Figure 5-3 Jefferson County Open Space Clear Creek Trail** in the FONSI). Final design of the relocated Jefferson County Open Space Clear Creek Trail segment has not been completed at this time. FHWA and CDOT will work with Jefferson County and Coors to investigate the design of a trail that blends with the existing features and includes buffering from both the railroad spur and SH 58 and meets Jefferson County Open Space design standards for the trail. The realigned segment of the Jefferson County Open Space Clear Creek Trail will be grade separated with the Coors railroad spur. The trail will go under the tracks. The realigned trail segment will not impact any wetlands or riparian areas because it does not include relocation of the existing trail bridge crossing of Clear Creek (see **Figure 2-12 Pedestrian/Bicycle/Trail/Trail Access Improvements** in the FONSI).

Warren
Hamilton

Comment #63

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

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

Public Hearing Comment Form

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

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

COMMENT: I learn here that only about
half of the access changes will
be made before Cabela's opens.

This means gridlock for W 32nd
on I-70. A terrible plan.
Wheat Ridge has been misleading
public by saying full access will
precede opening of Cabela's

Name: Warren Hamilton
Address: 15023 W 32 Dr Golden 80401
Street City Zip Code
Phone: _____ Email: _____
Date: 11/9/06

Response to Comment #63:

Please refer to **Section 2.5 Implementation Schedule** in the FONSI in regard to your comment on the construction timing.

Nancy Carlisle

Comment #64

Comment #64-1

Comment #64-2

I-70 / 32nd Avenue Interchange Environmental Assessment
WELCOME TO TONIGHT'S PUBLIC HEARING

November 9, 2006

- **Visit project's website:** Comments can be submitted through the Web site in the Public Input area at www.CabWheatRidge.com.

Comments will be received through December 8, 2006 (end of the 45-day public comment period).

WHAT WILL HAPPEN TO MY COMMENTS I PROVIDE TONIGHT?

The comments received tonight are an important part of our efforts to capture agency and public input regarding the I-70/ 32nd Avenue Interchange Environmental Assessment. Tonight's comments will be combined with others received during the comment period and will be addressed in the Decision Document. FHWA and CDOT will consider the comments and the responses to the comments as they reach a decision on the action to be taken for this project.

I mailed in written comments already. I came and saw the display and I think Cabela's needs to go back to the drawing board. I think they should keep all the access off 5458 and provide a loop road around their building. Since Cabella's draw is regional not from the neighborhood I see no reason to even to allow access from the neighborhood. I don't see how the taking of 35 homes using eminent domain to bring another big box store constitutes a public good. I think it stinks.

Nancy Carlisle

COMMUNITY INFORMATION LINE: (303) 376-8394
www.CabWheatRidge.com

La traducción al español de este documento se encuentra disponible a solicitud.

Response to Comment #64:

Nancy Carlisle also provided additional written comments Please refer to Comment #10.

Response to Comment #64-1:

Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32nd Avenue intersection.

Response to Comment #64-2:

FHWA and CDOT did their best to minimize displacements. The Proposed Action will displace two residences and seven businesses (see **Section 3.3 Right-of-Way and Displacements** in the FONSI). All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.

Lorna Ozawa

Comment #65

**I-70 / 32nd Avenue Interchange Environmental Assessment
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4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
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12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT: I am very concerned about the traffic from
Youngfield to 27/26th Ave. I live on Urban Dr, which
extends from 20th to 26th Av. It is on a blind hill,
with a school at the top of the hill. Parents
drop their children off, often parking near the top
of the hill. There is no sidewalk from 26th South
bound to the school. Children have to walk on
Urban Dr. So it is not a street that could
safely absorb a lot of traffic.

Name: Lorna Ozawa *Lorna Ozawa*
Address: 2090 Urban Drive Lakewood CO 80215
Street City Zip Code
Phone: 303 232 6437 Email: steveozawa@comcast.net
Date: 11/9/06

Response to Comment #65:

Please refer to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27th Avenue and the associated impacts to the residential neighborhood.

Marleen Fish

Comment #66

Comment #66-1

Comment #66-2

1-70 / 32nd Avenue Interchange Environmental Assessment

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Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT: *At the Cabella's Mtg - at the Marriott a year or so ago. We first saw the Environmental Assessment Area - I questioned why the EAA did not include the neighborhoods all the way east to Kipling & south to Colfax - I commented at that time as I was told to do - I received no reply - & the area boundaries were never expanded to determine the impact of the 27th Ave. Hook Ramps on 26th Ave neighborhood. The EAA should consider school children attend Stober Elementary approx 1 block south of 26th Ave on Urban Dr. Children attend from the north side of 26th Ave. As well increased traffic on 26th & Urban DR - will be very dangerous to school children & transporting cars.*

Name: Marleen Fish
Address: 2110 Urban DR Lakewood 80215
Street City Zip Code
Phone: 303-238-9637 Email: _____
Date: 11-9-06

Response to Comment #66:

Response to Comment #66-1:

The previous public meeting held for the EA was located at the Wheat Ridge Recreation Center, although several meetings for the System Level Feasibility Study were held at the Marriott. Comments and concerns expressed at these meetings have been considered and/or incorporated into the EA.

The study area for the traffic analysis extends well beyond the 1-70/32nd Avenue interchange to determine the future volume increases of the surrounding transportation system. **Figure 2-1 Study Area Traffic Analysis Zones** in the FONSI identifies the limits of the study area for the traffic analysis. As you suggest, the study area extends east to Kipling Street and south to Colfax Avenue. Traffic impacts to 27th Avenue are included in the traffic analysis.

Response to Comment #66-2:

Please refer to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27th Avenue and the associated impacts to the residential neighborhood.

Kevin Hood
Comment #67

1-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM
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4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
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Fax: (720) 963-3001

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

COMMENT: I'm strongly in favor of the
project. It's good for WR +
the surrounding community.

Name: Kevin Hood
Address: 3850 Gerland Str. Wheat Ridge 80033
Street City Zip Code
Phone: 31424-1759 Email: KHOOD@CHCC.COM
Date: 11/9/06

Response to Comment #67:
No response necessary. Kevin Hood also provided additional verbal comments on the EA. Please refer to Comment #109.

Douglas and
Sheila
Schmidt

Comment #68

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

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12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT: We are experiencing an ^{LARGE} increase in the noise level in our neighborhood since the wooded area for the Cabella's was cleared, from I-70 as well as 58th (Highway). We feel that a noise along I-70 from Clear Creek to 32nd Ave and along Highway 58 from I-70 to Cabella Drive. This is especially needed since that interchange will increase traffic flow and noise level considerably.

Name: Douglas & Sheila Schmidt
Address: 3350 Braun Court Golden 80401
Street City Zip Code
Phone: 303-271-2058 Email: DSchmidt99@msn.com
Date: 11/9/2006

Response to Comment #68:

Please refer to our response to Comment #5-1.

Linda
Chumbley

Comment #69

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

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Wheat Ridge, CO

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Fax: (720) 963-3001

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

COMMENT: I Am VERY Concerned about the lack
of attention to SAFE Bicycle / Trail access.

Directing bicycle traffic down Cubela Dr. from 32nd
through an interstate on/off ramp intersection is
dangerous and frightening for riders. What are
you thinking??

You have counted the number of cars that use
32nd Ave. - westbound. What about the heavy
cycling traffic that uses 32nd to access GOLDEN
and ultimately lookout Mtn.? 32nd MUST REMAIN
SAFE AND EVEN BECOME SAFER WITH THE INCREASED
TRAFFIC

Name: LINDA CHUMBLEY
Address: 14365 W. 30TH PLACE GOLDEN 80401
Street City Zip Code
Phone: 3-215-0060 Email: CHUMBLEYL@YAHOO.COM
Date: 11/9/06

Response to Comment #69:

Linda Chumbley also provided additional written comments. Please refer to Comment #201C.

Please refer to our response to Comments #39 and #61 in regard to your comment on bicycle mobility and trail access.

Virginia L. Dennis
Comment #70

1-70 / 32nd Avenue Interchange Environmental Assessment
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Wheat Ridge, CO

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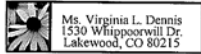
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Fax: (720) 963-3001

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

COMMENT: *You don't seem to be listening to citizens comments - nearly everyone opposed the 27th street hook ramps. Why spend the tax money to build them. Meetings if you don't heed the input?*

Facts presented showed problems with EA. Will it be changed?

Name: _____
Address:  _____ City _____ Zip Code _____
Phone: 303-237-1448 Email: ginadv2@msn.com
Date: 11/09/06

Response to Comment #70:

Please refer to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27th Avenue and the associated impacts to the residential neighborhood.

Response to Comment #70-1:

Clarifications to the EA are included in **Chapter 3 Clarifications to the I-70/32nd Avenue Interchange Environmental Assessment** in the FONSI. **Section 3.1 Eastbound I-70 Hook Ramps** in the FONSI present clarifications to the screening process for the location of the eastbound I-70 hook ramps at 27th Avenue. However, the locations of these ramps have not been changed.

Sheryl Ugolini

Comment #71

**I-70 / 32nd Avenue Interchange Environmental Assessment
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4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 - 8:00 p.m.

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

COMMENT: I HAVE BEEN COMING TO THE CABEAS PROJECT MEETINGS FOR
QUITE AWHILE. IT APPEARS THAT PUBLIC IMPACT DOES NOT MATTER AS MUCH AS
THOSE WHO OWN BUSINESSES OR WHO HAVE MONEY. I'M SURE IF CAROLANS WANTED
STREETS MOVED IT WOULD BE (IT WAS ALREADY PROVEN WHEN THEY PUT THE
UNDERPASS AT 40TH AVE / YOUNGFIELD). SINCE IT HAS ALREADY BEEN DECIDED TO
RUIN OUR STREET (44TH / HOLMAN), I WAS WONDERING WHAT WAS GOING TO BE DONE
TO PROTECT US WHO LIVE ON HOLMAN. IS THERE ANY WAY TO GET BARRIER WALLS,
SIDEWALKS, SIGNS, ETC..... ANYTHING TO HELP KEEP TRAFFIC OFF OUR STREETS AND
TO CUTDOWN ON NOISE / AIR POLLUTION? HOLMAN IS A QUIET AND NARROW
STREET AND I FEAR IT WON'T BE FOR LONG. ALSO WITH ALL THE EXTRA TRAFFIC
ON 44TH, A STOP LIGHT INTERCHANGE WILL BE NEEDED ON INDIANA / 44TH. THOSE
WHO USE INDIANA WILL NOT BE ABLE TO GET ONTO 44TH DURING DAYTIME
HOURS.

Name: SHERYL UGOLINI
Address: 4470 HOLMAN ST. GOLDEN 80403
Street City Zip Code
Phone: 303-279-3820 Email: LILSP1R1T@YAHOO.COM
Date: 110906

Response to Comment #71:

Sheryl Ugolini also provided additional written comments. Please refer to Comment #180.

Please refer to our responses to Comment #11-1 in regard to your comment on relocating the interchange to Indiana Street and #25 in regard to your comment on the mitigation of the effect of the new signalized intersection at 44th Avenue/Cabela Drive/Holman Street.

Vallorie C. Mechan
 Comment #72

1-70 / 32nd Avenue Interchange Environmental Assessment
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 Lakewood, CO 80228
 Fax: (720) 963-3001

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

COMMENT: I would like to know how the rain and snow melt
is going to be restricted at 26th Ave and 27th Ave in case
plan - let it flow across across Youngfield? - install a
holding pond or lake under the proposed "hook" - ?
would better storm sewers in the area?
My property is directly across from 26th Ave in the area
How would present plans affect my commercial
property at 2660-2650 Youngfield?
I would appreciate an answer

Name: Vallorie C. Mechan
 Address: ~~2650~~ 2660 Youngfield Lakewood Co (Commercial) 80215
Street City Zip Code
 Phone: 303 526-6803 Email: _____
 Date: 11/9/06

Comment #72-1

Response to Comment #72:
 Work within the study area will have to comply with the Municipal Separate Storm Sewer Systems (MS4) permits for CDOT, Jefferson County, and the cities of Wheat Ridge and Lakewood. The MS4 permits authorize new or existing discharges composed of stormwater (and allowable non-stormwater discharges) from CDOT, Jefferson County, and the cities of Wheat Ridge and Lakewood designated urbanized areas into "waters of the US" as defined by the Clean Water Act. CDOT will be responsible for managing stormwater coming from I-70, SH 58, and CDOT right-of-way. The cities of Wheat Ridge and Lakewood and Jefferson County are responsible for managing stormwater outside of the CDOT right-of-way that is within their jurisdictional limits. The MS4 permit requirements for each entity are discussed in **Section 4.10 Water Resources, Floodplains, and Water Quality** of the EA and detailed in the *Water Resources Technical Report*. Permanent drainage and water quality facilities will be included in final design to mitigate adverse impacts from storm water. The exact type of measure to be taken will be determined during final design. Since the I-70 eastbound on- and off-ramps are not required at this time and would be delayed until no later than 2030, final design will be delayed as well.

Response to Comment #72-1:
 No right-of-way will be acquired from your commercial property at 2650-2660 Youngfield Street. This property was also not identified as a property that would exceed the CDOT Category C NAC of 71 dBA (see **Figure 4-14 Noise Impacted Areas from 2030 Proposed Action Model** in the EA).

Anonymous
Comment #73

1-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: 26th - 27th is a more fragile
environment than 22nd or 44th. It would
be helpful if the impact on 26 and
27th were minimized

Name: _____
Address: _____ Street _____ City _____ Zip Code _____
Phone: _____ Email: _____
Date: _____

Response to Comment #73:

Please refer to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27th Avenue and the associated impacts to the residential neighborhood.

Steve and
Cynthia
Bahlman

Comment #74

1-70 / 32nd Avenue Interchange Environmental Assessment

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4005 Kipling Street
Wheat Ridge, CO

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12300 West Dakota Avenue, Suite 180
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Fax: (720) 963-3001

Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80215
Fax: (303) 398-6781

COMMENT:

Noise barriers for the new roads have not been addressed! - Especially the westbound on ramp from Cabellas - over 32nd Ave. - to westbound I-70

Accelerating vehicles - especially the motorcycles with minimal mufflers will increase the noise level radiating out into the neighborhoods especially West of I-70 & North & South of 32nd Ave to a tremendous degree.

Please consider sound barriers on that (especially the west side) on ramp as well as the existing on ramp from Eastbound 32nd Ave to westbound I-70

Name: Steve & Cynthia Bahlman
Address: 13790 W. 30th Plac Golden, CO 80401-1506
Street City Zip Code
Phone: 303-278-9809 Email: SBahlman@aol.com.
Date: 11-9-06

Response to Comment #74:

Please refer to our response to Comment #5-1.

Don Kugler
Comment #75

1-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: SOUND ABATEMENT IS NEEDED!

Name: DON KUGLER

Address: 3520 URBAN CT WHEAT RIDGE 80033
Street City Zip Code

Phone: 71421-5408 Email: _____

Date: 11/9/06

Response to Comment #75:

Please refer to our response to Comment #5-1 in regard to your comment on noise.

Jan Austin

Comment #76

**1-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM**

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

Public Hearing Comment Form

Thank you for attending the 1-70/32nd Avenue Interchange Project Environmental Assessment (EA) Public Hearing. Your comments are important to aid in making the best decision for transportation improvements in the project area. They will be combined with others, addressed in the decision document, and used by FHWA and CDOT in deciding the appropriate course of action to follow. Please use this form to record your comments and either submit them in the comment boxes provided tonight or mail it to one of the addresses below prior to December 8, 2006.

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

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

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

COMMENT:

I am still feeling that the "Cabela Project" is the wrong thing in the wrong place -- mainly because of the tremendous increase in traffic, and the fact that it is trying to land in a mainly residential area instead of much more of a commercial setting.

The proposed main entrance off of 44th certainly is a better idea than the original idea of involving 32nd + I 70.

Easy and safe access to the bike path along Clear Creek (from 32nd) would be a top priority for me.

Name: Jan Austin

Address: 3055 Crabapple Rd. Golden 80401
Street City Zip Code

Phone: _____ Email: _____

Date: 11/9/2006

Response to Comment #76:

Please refer to our response to Comments #10-2 in regard to your comments on land use. Please refer to our response to Comment #10-5 in regard to your comment on the new SH 58/Cabela Drive interchange. Please refer to our response to Comments #39 and #61 in regard to bicycle mobility and trail access.

Jol W. Foster

Comment #77

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4670 N. Holly Street
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Fax: (303) 398-6781

COMMENT: Surprise, Surprise!
This is the 1st I have seen the widening
of 32nd Ave and putting businesses out.

the small strip mall north and east of
32nd Youngfield is a NEW dimension not
discussed before.

The power of eminent domain strikes again

Name: Jol W Foster

Address: 12940 WILLOW WAY Golden CO 80401
Street City Zip Code

Phone: _____ Email: _____

Date: 11/9/06

Response to Comment #77:

The right-of-way requirements and full acquisition of the strip mall at 12751 – 12759 32nd Avenue were first presented to the public on November 30, 2005. Boards from the November 30, 2005 public meeting have also been available on the project website at www.cabwheatridge.com over the past year.

All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.

Pamela Johnson

Comment #78

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Ed Martinez
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4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

Comment #78-1:

Comment #78-2:

Comment #78-3:

Comment #78-4:

COMMENT: Concerning the proposed 27th Ave Hook Ramps -
We have an opportunity to actually see down the road 20 years. The 27th
Ave Hook Ramps are short-sighted & ill-conceived. Instead of a ramp
35th Ramp - (designed to "FAIL" by 2020) & an improved off ramp north
of 27th (designed to "FAIL" by 2020) *See Bill BEANS & DEN BEADLEY.
Why not put a Double-Diamond interchange at the 35th &
Cabela Drive interchange - Why build stop-gap solutions?
For the double-diamond interchange - you could eliminate the
long approach ramp / Flyover to I-70. Save \$\$. For the
Youngfield side - put youngfield underneath the double-Diamond
Interchange - But that is to give the expensive Wal-Mart
parking lot - I-70 interchange designed for the future instead
of 3 band-aids that will be replaced & resented by ALL.
Please consider lowering the speed limit on I-70 both
directions to 55 ft it will INCREASE SAFETY & lower noise

Name: Pamela U Johnson
Address: 2411 Tabor St Lakewood, CO 80215
Street City Zip Code
Phone: 303-231-9591 Email: _____
Date: 11/9/06

Response to Comment #78:

Response to Comment #78-1:

Please refer to our response to Comment #4-2.

Response to Comment #78-2:

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

Response to Comment #78-3:

The concept of a double diamond interchange at 35th Avenue, as you suggested, was developed further in order to better understand your request and the spatial and operational effects of the concept (see below). This concept is similar to others we considered early in the process as we were working on the array of alternatives and as requested by Mr. H.M. Van Fleet as a comment to this EA (see comment and response #179). In either of these cases, locating an interchange north of 32nd Avenue to serve local traffic as well as development traffic was the goal.

The challenge in advancing alternatives north of 32nd Avenue, and in advancing your alternative, is influenced by three primary factors:

- the distance between the I-70/SH58 interchange and a new interchange north of 32nd Avenue would be short, affecting the ability to safely manage conflicting (weaving) traffic movements between on and off ramps
- the horizontal separation between I-70 and Youngfield Street is the least north of 32nd Avenue – generally 80' between edges of the roadway
- providing laneage and traffic control devices necessary to mitigate the traffic demands.

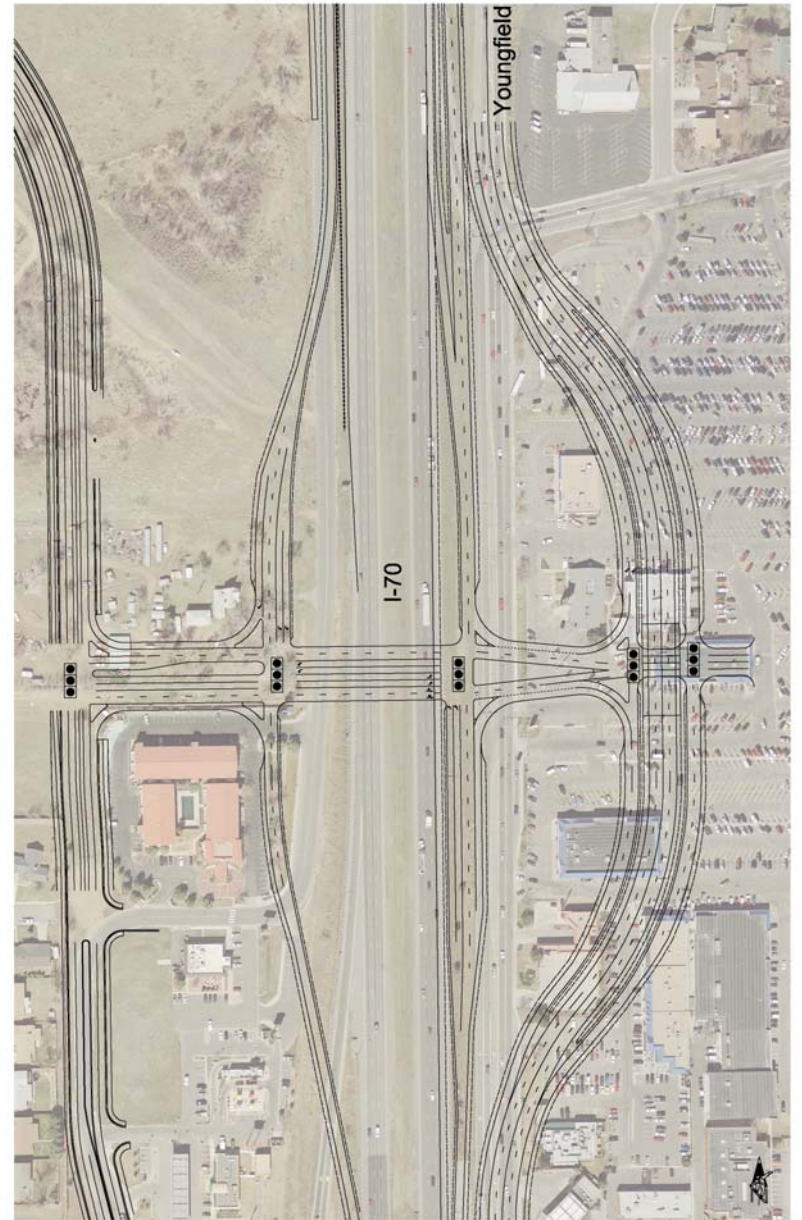
Your alternative offers some value but FHWA and CDOT have identified the following challenges of implementation as it relates to those noted above:

- Your option addresses the consecutive ramp spacing issue well in that it allows for sufficient distance between this I-70 on-ramp at 35th Avenue and the SH58 off-ramp. It would look similar to the concept developed by CDOT.
- We developed a double diamond interchange concept as you suggested and have attached it below. Note that we have brought Youngfield Street over 35th Avenue in this concept which gives the same benefits as you proposed with Youngfield Street going under 35th Avenue. Please note that there are five signalized intersections along 35th Avenue from Youngfield Street to the east and Cabela Drive to the west. Typically signalized intersections are spaced from 400' to 600' apart so that appropriate lanes can be provided and that the traffic signals operate well together. As you can see we have spaced these

| | | |
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| <p>Pamela Johnson</p> <p>Comment #78</p> | | <p>far closer than that. In fact the signals at Youngfield Street and 35th Avenue, as we have shown, would be approximately 150' apart. Even with this tight spacing, Youngfield Street pushes east into the King Soopers / Wal Mart parking lot by approximately 250-300'. This impacts eight buildings directly and many more tenants of these buildings.</p> <p>The intersection of 32nd Avenue and Youngfield Street is approximately 900' south of this new intersection at 35th Avenue. It is unlikely that we would be able to match the intersection as it is today and build the concept at 35th Avenue as we have shown. A likely refinement of this plan would be to keep Youngfield Street elevated and bring it over 32nd Avenue. Additional property impacts would then be likely south of 32nd Avenue along Youngfield Street.</p> <ul style="list-style-type: none"> • We have estimated that this interchange configuration would attract Year 2030 PM peak hour traffic volumes on 35th Avenue that would be 20 to 25 percent greater than that which exists under I-70 at 32nd Avenue today. The difficulty is that this concept preserves intersection spacing along 35th Avenue in a similar fashion as it exists today on 32nd Avenue or closer but needing to accommodate considerably greater traffic. Poor operations would be expected. <p>Due to the problems identifies above, FHWA and CDOT do not believe that the double diamond interchange concept that you have identified should be advanced for further consideration.</p> <p>Response to Comment #78-4: Lowering the speed limit on I-70 does not address the purpose and need of this project.</p> |
|--|--|---|

Pamela
Johnson

Comment #78



Robert Nyberg

Comment #79

Comment #79-1

**1-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: *As owners for the past 34 years of a home adjacent to the east side of the Maple Grove Reservoir, I am very concerned about the impact on our residential neighborhood of the proposed eastbound hook ramps at 27th Ave.*

The traffic noise from I-70 was increased dramatically in our area with the installation of sound barriers at I-70 several years ago. The proposed ramps would increase the noise further.

There are presently signs on 20th, 26th, 32nd and 38th Avenues east of Youngfield which restrict trucks over 7,000 lbs empty weight. It is imperative that these restrictions are maintained and enforced

Name: *Roberta R. Nyberg*
Address: *2459 Ward Dr* *Lakewood* *80215*
Street City Zip Code
Phone: *303-237-5160* Email: *nyberg82@col.com*
Date: *11-9-06*

Response to Comment #79:

Please refer to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27th Avenue and the associated impacts to the residential neighborhood.

Response to Comment #79-1:

Please refer to our response to Comment #5-1 in regard to your comment on noise.

The Proposed Action does not include plans to remove the signs on 20th, 26th, 32nd, and 38th Avenues east of Youngfield Street that restrict trucks over 7,000 lbs empty weight. These signs will remain in-place and will continue to be enforced by the cities of Wheat Ridge and Lakewood.

**Kaaren
McCarty**

Comment #80

I-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: *I don't understand how the city of Wheat Ridge can cause the destruction of homes and businesses in Golden, and dump excessive traffic into a calm, quiet Golden/Lakewood neighborhood. This proposed exit ramp will be 1 block from my home and bring noise and terrible traffic within a "stones throw" of my home of 32 years. I don't appreciate this at all.*

Name: Kaaren McCarty
Address: 12755 W 23rd Ave. Lakewood 80215-1040
Street City Zip Code
Phone: (303) 234-9181 Email: kheilstad@MSN.COM
Date: 11/9/06

Response to Comment #80

The City of Wheat Ridge has zoned the area as commercial. Regardless if Cabela's was coming here, the local and regional plans understand that at some time there is planned commercial development for this property.

Please refer to our responses to Comments #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue and to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27th Avenue and the associated impacts to the residential neighborhood.

Please refer to our response to Comment #5-1 in regard to your comment on noise.

Properties from which right-of-way will be required are identified in **Section 3.3 Right-of-way and Displacements** in the FONSI. All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.

Elena Grisson

Comment #81

Comment #81-1

Comment #81-2

I-70 / 32nd Avenue Interchange Environmental Assessment
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 4005 Kipling Street
 Wheat Ridge, CO

November 9, 2006
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Ed Martinez
 Colorado Department of Transportation, Region 6
 4670 N. Holly Street
 Denver, CO 80216
 Fax: (303) 398-6781

COMMENT: *Summary of comments at Town Meeting*
 Help Traffic Flow to I-70-58
 and Tunnel

Help limit Traffic with careful
 Adequate signage to direct
 Traffic to I-70/58th

Restrict south Section of
 development
 1 lane South bound
 4 two lane North bound
 Terminating a WB I-70
 Ramp ————— Hank

Name: Elena Grisson
 Address: 2005 Willow Lane Lakewood Co 80215
Street City Zip Code
 Phone: 303-297-8494 Email: _____
 Date: Nov 9/06

Response to Comment #81:

Response to Comment #81-1:

An interchange signing plan has been developed to help motorists find their way within the interchange complex and to make it clear that the new SH 58/Cabela Drive interchange is the route for accessing the proposed development. **Section 2.3.10 Interstate Guide Signage** in the FONSI discusses the supplemental guide signing.

Response to Comment #81-2:

Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32nd Avenue intersection.

Charles D. Elson

Comment #82

Comment #82-1

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Fax: (720) 963-3001

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

COMMENT: Interchange at 27th planned for
2030. Should only be done if Novick's
is approved upon by Novick's.
Is there enough room to widen ~~it~~
Youngfield so at 32nd

Name: Charles D Elson
Address: 2020 Rosewood Dr Lakewood 80215
Street City Zip Code
Phone: 303 233 0142 Email: charles.elson@comcast.net
Date: 11/9/06

Response to Comment #82:

Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue

Response to Comment #82-1:

The widening of Youngfield Street between 27th Avenue and 32nd Avenue will require partial acquisition of right-of-way from the property owners adjacent to Youngfield Street. Properties from which right-of-way will be required are identified in **Section 3.3 Right-of-way and Displacements** in the FONSI. All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.

Sandra
Newlark

Comment #83

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

COMMENT:

Please, please, try to put a noise barrier on I-70 north of the existing pedestrian bridge over I-70 at 26th ave

Name: Sandra Newlark
Address: 13257 West 26th Ave Golden 80409
Street City Zip Code
Phone: 303 279 7850 Email: winke@design@WA.CO
Date: 11/9/06

Response to Comment #83:
Please refer to our response to Comment #5-1 in regard to your comment on noise.

Bruce
Chalker

Comment #84

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

COMMENT: We believe that sound barriers on the
west side of the planned west bound on-ramp
are essential. This ramp will rise and
passover 32nd Ave thus compounding the
already intolerable noise from I-70.

Name: Bruce Chalker
Address: 3304 Beech Ct. Golden CO 80401
Street City Zip Code
Phone: 303 371 3761 Email: brucechalker@comcast.net
Date: 11/9/06

Response to Comment #84:

Please refer to our response to Comment #5-1.

Margie
Robinson

Comment #85

**1-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
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Fax: (303) 398-6781

COMMENT: my husband & I just sold our home &
are purchasing a new one near 26 & Kipling
(4 Hillside) Our SOLE motivation in moving
was the terrible traffic noise from I-70 -
which increased dramatically when the sound
barrier went in. We were sick to
discover that now 27th will be a hook ramp
and traffic will be diverted east on 26 - just
1 block from our new home. We spent a year
searching out a home in a quiet neighborhood
(even purchased a sound meter) and realized
there are very few areas without substantial
traffic noise. 4 Hillside in Paramount Heights
was one of the few quiet neighborhoods. We hate
to see it ruined by turning 26th into a major
thoroughfare.

Name: Margie Robinson
Address: 13506 W 22nd St Golden 80401
Street City Zip Code
Phone: 303-278-0786 Email: macrobins@jeffco.k12.co.us
Date: 11-9-06

Response to Comment #85:

Please refer to our response to Comment #5-1 in regard to your comment on noise.

Please refer to our responses to Comments #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue and to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27th Avenue and the associated impacts to the residential neighborhood.

JoAnn
Roeppe

Comment #86

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COMMENT: I have concerns about this Cabala's Development
I am a (Lakewood) Appraisal area resident. The increase volume
of traffic into this area contributes to traffic flow congestion
noise and quality of life for residents. Unfortunately our
Residential
community needs are coming in second behind the "last saw"
that Cabala is for the area municipalities/unincorporated cities

- What can be done about all the drivers who want to avoid the
bussels/congestion at the highways (I70/3458) and drive
through our neighborhoods instead - Streets like: 20th Ave
26th, 32nd Ave and Nap/Santa Streets: Simas, Union, Eldridge
- Although postponed the 27th Ave hook ramp promotes
this same neighborhood traffic flow -
- Again quality of life issues - for the homes & business that
will be taken as eminent domain - doesn't sit well w/ me.

Name: JoAnn Roeppe
Address: 12440 W. 20th Ave Lakewood CO 80215
Street City Zip Code
Phone: cell - (303) 435-4180 Email: JoAnn.Roeppe@co.org
Date: 11-09-06

Comment
#86-1

Response to Comment #86:

Please refer to our responses to Comments #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue and to **Section 2.3.1.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comments related to these hook ramps and traffic increases along 27th Avenue and the associated impacts to the residential neighborhood.

Response to Comment #86-1:

The Proposed Action will displace two residences and seven businesses (see **Section 3.3 Right-of-Way and Displacements** in the FONSI). All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.

Please refer to **Section 3.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comment on the screening of the locations for the eastbound I-70 hook ramps.

Cathy Chuey

Comment #87

I-70 / 32nd Avenue Interchange Environmental Assessment

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

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

COMMENT: *Excellent meeting (4pm) and presentation.
Very helpful to have people to explain.
A relief to see every attempt to keep
Cahella traffic (via signage) on I70.*



Name: Cathy Chuey
Address: 2030 Willow Lane LKWD 80215
Street City Zip Code
Phone: 303.239.8852 Email: cathy.chuey@nwphysicians.com
Date: 11.9.06

Response to Comment #87:

No response necessary.

Amilie Adams

Comment #88

1-70 / 32nd Avenue Interchange Environmental Assessment

PUBLIC HEARING COMMENT FORM

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

Public Hearing Comment Form

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Ed Martinez
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4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: *As it appears that the expansion of the prevailing urban mile is to expand into yet another potential open space conduit these are my comments on the progress of this development. If the immediate replacement to the I-70/SH58 interchange and the immediate improvement of the Ward Road interchange taken as E. Jeff CO has pointed out the hook ramps at I-70 + 27th Ave will hopefully become unnecessary. We are unanimous in wanting to restore 32nd Ave. to its soul purpose as the only real conduit between the bifurcated portions of our community – which is a real community as you have discovered*

Name: Amilie Adams
Address: 13528 W. 23rd Place, Golden, CO 80401
Street City Zip Code
Phone: 303 279-9861 Email: _____
Date: 11-9-06

Comment #88-1

Comment #88-2

Comment #88-3

Comment #88-4

Response to Comment #88:

Response to Comment #88-1:

Please refer to **Section 2.5 Implementation Schedule** in the FONSI in regard to your comment on the construction timing.

Response to Comment #88-2:

Please refer to our response to Comment #57 in regard to your comment on the I-70/SH 58 project improvements at the I-70/Ward Road interchange.

Response to Comment #88-3:

Please refer to **Section 3.1 Eastbound I-70 Hook Ramps** in the FONSI in regard to your comment on the screening of the locations for the eastbound I-70 hook ramps.

Response to Comment #88-4:

FHWA and CDOT recognize that the lack of access across I-70 and SH 58 is an issue. The connection of Cabela Drive with 44th Avenue improves community cohesion across SH 58 and the 40th Avenue underpass of I-70, a local agency project, provides an additional east-west connection across I-70 in addition to 32nd Avenue. FHWA and CDOT also have identified the traffic congestion along 32nd Avenue as being a problem and have found that the proximity of the signalized intersections along 32nd Avenue is an operational deficiency (see **Figure 1-3 Operational Deficiencies** in the FONSI). The Proposed Action removes one of the signalized intersections and to improve spacing between the intersections, which would relieve some of the congestion.

Beverly Wood

Comment #89

I-70 / 32nd Avenue Interchange Environmental Assessment

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4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT: Through this very long process, I've
appreciated having my comments listened to

At this time my only concern would be
mitigation for 44th & Holman.

Our rural feel for the Fairmount
community ~~is~~ should be maintained.

Name: Beverly Wood
Address: 4885 Eldridge St Golden 80403
Street City Zip Code
Phone: 303-271-0500 Email: bvkkwood@hotmail.com
Date: Nov 9, 06

Response to Comment #89:

Please refer to our response to Comment #25 in regard to your comment on the mitigation of the effect of the new signalized intersection at 44th Avenue/Cabela Drive/Holman Street.

Richard Abel

Comment #90

**1-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM**

November 9, 2006

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4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

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

COMMENT: I think Cabela is entitled to build their building
regardless what Robert Kilgus decides, whether the maximum
number of interchanges are built or not built. I don't believe
traffic will much of an issue after the first 90 days or so.

Name: Richard D ABEL
Address: 1300 MEADOW SWEET PL GOLDEN CO 80401
Street City Zip Code
Phone: (303) 237-9007 Email: /
Date: 9 Nov 2006

Response to Comment #90:

A sensitivity analysis was conducted to compare the 2030 No Action levels of service with and without the Cabela's Shopping Center. This analysis is documented in the *Traffic Analysis Technical Report*. In 2030, *without* traffic generated by Cabela's, there are three intersections that are projected to operate with congestion (LOS E or F) during the AM peak hour and eight intersections that are projected to operate with congestion during the PM peak hour. This shows that even without the traffic generated by the proposed development there will be operational problems in the study area in the future. *With* traffic generated by Cabela's, 4 intersections during the AM peak hour and 11 intersections during the PM peak hour are projected to operate with congestion in 2030. This comparison shows that the Cabela's traffic would further degrade the operation of the study area intersections, forcing three additional intersections into congested operations during the PM peak hour. It should be noted that the land is zoned for commercial/retail use, and if Cabela's is not the primary user there could very well be another major anchor creating similar traffic impacts.

Sara Alt
Comment #91

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

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4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

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

COMMENT:

1) Thank you for incorporating many suggestions. I appreciate the new pedestrian plans - widened sidewalks under I-70 on 32nd + new ADA pedestrian bridge ~~under~~ I-70. Also 2nd st. turn lane @ eastbound I 70/ Ward Road exit.

2) Please remember that east of Alkali and south of 32nd is RESIDENTIAL. I have neighbors ages 3-90 on my block. Please do everything possible to avoid added traffic in this area.

3) I am still concerned about noise. When the noise walls were added on I-70 (over)

Name: Sara Alt
Address: 13166 W 30th Dr. Golden 80401
Street City Zip Code
Phone: 303-278-9407 Email: sallyshops4buys@att.net
Date: 11/9/07

Comment #91-1

Comment #91-2

Comment #91-3

Response to Comment #91:

Response to Comment #91-1:

As you noted, the Proposed Action will include wider sidewalks under I-70 on the south side of 32nd Avenue to better accommodate bicycles and pedestrians and to connect with the 32nd Avenue Trail and replacement of the existing pedestrian structure over I-70 with a ADA-compliant pedestrian structure at 27th Avenue.

Please refer to our response to Comment #57 in regard to your comment on the I-70/SH 58 project improvements at the I-70/Ward Road interchange.

Response to Comment #91-2:

Although, the Cabela's Shopping Center is expected to increase the traffic along 32nd Avenue west of Cabela Drive by approximately 2,300 vpd. The vast majority of this traffic will originate from the residential areas along 32nd Avenue. The Proposed Action provides several attractive access points (the new SH 58 interchange and the 40th Avenue underpass) for the proposed development, which should play a major role in minimizing traffic along 32nd Avenue. 32nd Avenue is classified as a minor arterial road by Jefferson County which is expected to serve moderate-level traffic volumes. Please refer to our response to Comments #10-5 in regard to your comment on the Cabela Drive/32nd Avenue intersection and #13-2 in regard to your comment on school safety.

The portion of 32nd Avenue between McIntyre Street and Cabela Drive (Youngfield Service Road) is classified by Jefferson County as a minor arterial. Compared to the No-Action Alternative, the Proposed Action is expected to decrease traffic along 32nd Avenue by approximately 12 percent (2,000 vehicles per day) as a result of the new SH 58/Cabela Drive interchange. This decrease in traffic on 32nd Avenue should result in reduced traffic in the residential neighborhood you are concerned about.

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

November 9, 2006

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How To Comment

You may provide comments on the I-70/32nd Avenue Interchange Environmental Assessment in the following ways:

- ▶ Fill out this comment sheet and place it into a comment box at the November 9, 2006 I-70/32nd Avenue Interchange Environmental Assessment Public Hearing.
- ▶ Speak directly to the court reporter at the I-70/32nd Avenue Interchange Environmental Assessment Public Hearing, who will record your comments.
- ▶ State your comment during the microphone session following the 7 pm presentation at the I-70/32nd Avenue Interchange Environmental Assessment Public Hearing. A court reporter will be present to record the microphone session.
- ▶ Complete a comment sheet and mail your comment sheet to either the Federal Highway Administration (FHWA) or the Colorado Department of Transportation (CDOT) address below.

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

Fax: (720) 963-3001

Ed Martinez
Colorado Department of Transportation
Region 6
4670 N. Holly Street
Denver, CO 80216

Fax: (303) 398-6781

- ▶ Send your comments via facsimile to the attention of Monica Pavlik, FHWA at (720) 963-3001 or to the attention of Ed Martinez, CDOT at (303) 398-6781.
- ▶ Submit your comments via the I-70/32nd Avenue Environmental Assessment project website at www.CabWheatRidge.com.

All comments must be received by Friday, December 8, 2006 (end of the 45-day public comment period).

*it got quieter ⁱⁿ my backyard, but
much louder in my upstairs
bedrooms. Please consider folks
with children and 2. story homes
in your plans. Thank you!
4) If possible, please separate walkers
and bikers on Clear Creek Trail,*

Comment
#91-4

Response to Comment #91-3:

Compared to the No-Action Alternative, which includes the I-70/SH 58 improvements, the Proposed Action is expected to decrease traffic along 32nd Avenue by approximately 12 percent as a result of the SH 58/Cabela Drive interchange. Projected traffic was used to conduct the noise analysis. The traffic noise model for the year 2030 identified properties that would exceed the CDOT Category B NAC of 66 dBA. The properties in the Applewood area exceeding the CDOT Category B NAC included fifteen homes along 32nd Avenue west of I-70 in Applewood. These are the noise levels that are experienced at the commonly used exterior portions of the property on the lowest ground level for each home or individual unit. Therefore, traffic noise mitigation measures for these areas were investigated. It is important to note that impacted areas are not guaranteed mitigation measures, but mitigation measures must be evaluated. Two barrier segments were evaluated for the area south of 32nd Avenue and west of I-70. Generally, each barrier segment would protect no more than two front-row homes along 32nd Avenue and would provide a noise reduction benefit to none beyond the front row. The two barriers were found to be infeasible because of safety concerns. Additional information is found in the October 2006 *Noise Impact Assessment Report*. For additional information, please refer to our response to Comment #5-1.

Response to Comment #91-4:

Bicyclists and pedestrians are currently not separated on the Jefferson County Open Space Clear Creek Trail. The relocated trail segment will match the existing trail and will not include a segregation of use. Your suggestion will be available for review and consideration by Jefferson County.

Lina Rotola
Comment #92

I-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM
November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

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

COMMENT:

*This will finally get I 70-58
Youngsfield, 32nd Ave where they
should have been taken care of
many years ago. I think this is
a viable plan I think this is
a great plan. Go for it.*

Name: Lina Rotola
Address: 4565 Field Dr Wheat Ridge 80033
Street City Zip Code
Phone: 303-424-6582 Email: _____
Date: 11-9-06

Response to Comment #92:

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

Nick Boll

Comment #93

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

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4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
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Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-6781

COMMENT:

I own a property south of 26th ave, along the current freeway easement. It appears as though the new 27th st offramp will cause me to loose property, if not actual property then property value. I cannot get answers, to how I can recoup this lose. The property on 26th and Youngfield (Novack's) what will become of this, there is a large parcel not needed by the offramp. Does this get sold? That seems wrong, to take someones property, then sell to the highest bidder. Seems like an incorrect use of Eminent Domain.

Name: Nick Boll
Address: 2501 Beech Ct Golden 80401
Street City Zip Code
Phone: 303 374 0723 Email: Boll101@comcast.net
Date: 11/9/06

Response to Comment #93:

Based on conceptual design, no right-of-way will be required from your residence. However, right-of-way requirements for the project may change as engineering design progresses.

Response to Comment #93-1:

Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue.

Comment #93-1

Mark
Fitzwilliam

Comment #94

Nov 21 06 09:37a Mark FitzWilliam 303-524-9969 p.1

1-70 / 32nd Avenue Interchange Environmental Assessment
WELCOME TO TONIGHT'S PUBLIC HEARING
November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 - 8:00 p.m.

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

COMMENT: The proposed improvements are much needed and will help relieve traffic congestion.

The improvements will also help the existing commercial facilities and provide new development for positive growth in Wheat Ridge.

The improvements are needed to improve congestion problems that exist at I-70 & Holly St & I-70 & 32nd Ave.

Name: MARK FITZWILLIAM

Address: 4125 CARA ST WHEAT RIDGE CO 80053
Street City Zip Code

Phone: 303 440 4326 Email: mfitzwilliam@comcast.net

Date: 11/19/06

Response to Comment #94:
FHWA and CDOT agree that the current situation is problematic. The Proposed Action represents a compromise between impacts to the community and traffic operations

Richard and Margaret Jo Gregg

Comment #95

Comment #95-1

I-70 / 32nd Avenue Interchange Environmental Assessment

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Wheat Ridge, CO

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

COMMENT: *I believe that the I-70 eastbound exit can be solved with the same effective new and much less disruption of you. Consider starting the deceleration exit further west behind the north greenhouses. Make the deceleration exit two lanes behind the north greenhouse, the Pece building and McDonalds. Remove the Navy Queen building and straighten out the exit end at Youngfield near where it is now or closer to the Saco Blvd entrance. You can also remove McDonalds if need be. This way you are keeping all the traffic in the same vicinity as now - where it needs to be - near the businesses they are going to.*

P.S. Youngfield should be widened many more from 27th to 30th.

Name: Richard, Margaret Jo Gregg
Address: 13994 West 26th Ave Golden 80461
Street City Zip Code
Phone: 303-278-1660 Email: _____
Date: 11/16/06

Response to Comment #95:

Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue.

Response to Comment #95-1:

The traffic analysis has not identified the need to widen Youngfield Street between 20th Avenue and 27th Avenue to accommodate traffic volumes.

Jess and
Therese
Hendrickson

Comment #96

Comment
#96-1

Comment
#96-2

Comment
#96-3

**I-70 / 32nd Avenue Interchange Environmental Assessment
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Ed Martinez
Colorado Department of Transportation, Region 6
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Fax: (303) 398-6781

COMMENT: We do not like the idea of the 27th Ave hook ramps. It spreads the traffic that Cabela's will cause over too much of our neighborhood. The ramps will ruin the business the Advocates have there.

We would like to see an interchange from I-70 directly into the Cabela's development. There must be a better solution to the traffic problems the Cabela's development will cause.

We are also concerned about the safety of the kids and their families who attend the two schools near 32nd Ave and Alkire Street. We are afraid the development will put extra traffic on 32nd Ave and the surrounding neighborhood where the schools are at.

Name: Jess + Theresa Hendrickson
Address: 13508 W 23 PL Golden 80401
Street City Zip Code
Phone: 303 279 8635 Email: jessh52@comcast.net
Date: Nov. 14, 2006

Response to Comment #96:

Therese Hendrickson also provided additional verbal comments. Please refer to Comment #147.

Please refer to our response to Comment #4-2 in regard to your comment on the eastbound I-70 hook ramps at 27th Avenue.

Response to Comment #96-2:

Motorists from westbound I-70 will access the proposed development from the westbound I-70 hook ramps at approximately 35th Avenue on the west side of I-70 with direct access to Cabela Drive and the proposed development. For motorists accessing the proposed development from SH 58 and I-70, an interchange signing plan has been developed to help motorists find their way within the interchange complex and to make it clear that the new SH 58/Cabela Drive interchange is the route for accessing the proposed development. **Section 2.3.10 Interstate Guide Signage** in the FONSI discusses the supplemental guide signing.

A diamond interchange at the I-70/32nd Avenue interchange was eliminated in the third-level screening due to additional right-of-way and relocation impacts (14 residential and 22 business relocations). A single point urban interchange, which was part of Alternative Package 1, was also evaluated and would have required the full or partial acquisition of 39 properties and the relocation of 14 residences and 22 businesses. Alternative Package 1 was eliminated in the fourth-level screening of alternatives. The Proposed Action represents a compromise between impacts to the community and traffic operations; however, FHWA and CDOT support these improvements.

The FHWA does not allow direct connections from the interstate to a commercial development. Interchanges must connect to a public road. We have worked hard to minimize traffic impacts on the surrounding community and still meet the operational criteria.

Response to Comment #96-3:

Please refer to our response to Comment #13-2 in regard to your comment on school safety.

James Horne

Comment #97

**I-70 / 32nd Avenue Interchange Environmental Assessment
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Fax: (720) 953-3001

Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 398-8781

COMMENT: MY HOME IS ON THE BORDER OF THIS DEVELOPMENT MYSELF & NEIGHBORS MET W/ CABELLAS IN MARCH 2005 ABOUT SAFETY & NOISE IMPACT TO MY HOME & OTHERS ON THE PROPERTY MOST IMPACTED BY THIS DEVELOPMENT. WE WANT A SECURITY WALL THAT IS ARCHITECTURALLY ACCEPTABLE TO THOSE ON THE PROPERTY LINE, AND A NICE ROW OF TREES & SOME GENEROUS AMOUNT OF OPEN SPACE / EASEMENT BETWEEN EXISTING RESIDENTIAL PROPERTY & NEW COMMERCIAL DEVELOPMENT. I HAVE HEARD NOTHING IN ALMOST 2 YEARS. PLEASE ADDRESS THESE IMPORTANT ISSUES BY THESE MOST DIRECTLY (SAFETY, NOISE, PROPERTY VALUE, ...) AFFECTED. PLEASE CONTACT ME TO ACKNOWLEDGE RECEIPT OF THESE COMMENTS.

Name: JAMES P. HORNE
Address: 3381 ALKIRE CT GOLDEN 80401
Street City Zip Code
Phone: 303 854 7495 Email: JAMES@HORNE-ESOLUTIONS.COM
Date: 11/9/06

Response to Comment #97:

James Horne also provided additional written comments. Please refer to Comment #98 and #127.

FHWA and CDOT can not respond to your comments directed toward Cabela's or regarding specific infrastructure items that would be located on the proposed development site. FHWA and CDOT have forwarded your request to the City of Wheat Ridge and Cabela's. It is our understanding that the site plans for the proposed development include landscape buffers and setbacks as you suggest. Please refer to our response to Comment #10-2 in regard to your comment on Cabela's and local land use planning.

Please refer to our response to Comment #5-1 in regard to your comment on noise.

James Horne

Comment #98

PUBLIC HEARING COMMENT FORM

November 8, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

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4:00 - 8:00 p.m.

Public Hearing Comment Form

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

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

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

Ed Martinez
Colorado Department of Transportation, Region 6
4670 N. Holly Street
Denver, CO 80216
Fax: (303) 986-6781

COMMENT: I AM EXTREMELY CONCERNED ABOUT 32ND AVENUE PEDESTRIAN SAFETY AT ALKIRE COURT / ALKIRE STREET ACROSS 32ND I HAVE 5 CHILDREN THAT CURRENTLY OR WILL IN THE FUTURE WALK TO MAPLE GROVE ELEM. & MANNING SCHOOL, CROSSING 32ND AVENUE TWICE A DAY. THE SIDEWALKS & CROSSWALKS THERE ARE TOO CLOSE TO THE STREET (32ND) & WITH INCREASED TRAFFIC WILL BE MORE UNSAFE. I REQUEST CITY OF WHEAT RIDGE BUILD A FENCE BETWEEN THE STREET & SIDE WALK, EXTEND THE NORTH SIDEWALK FURTHER WEST, & HIRE AN AM & PM CROSSING GUARD. THESE ARE RELATIVELY SMALL IMPROVEMENTS THAT WILL ADD TREMENDOUS SAFETY & ALSO WILL BE A VERY POSITIVE IMPROVEMENT FOR THE MANY FAMILIES IN THE AREA. THE EA VOL I #52 DOES NOT ADDRESS NORTH OF 32ND WALK ALSO, PEDESTRIAN COUNT WAS DONE IN 1998.

Name: JAMES D HORNE
Address: 3381 ALKIRE CT GOLDEN, CO 80401
Phone: 303-854-7495 Email: JAMES@HORNE-ESOLUTIONS.COM
Date: 11/9/06

Response to Comment #98:

James Horne also provided additional written comments. Please refer to Comment #98 and #127.

Please refer to our response to Comment #13-2 in regard to your comments on school safety.

Improvements to the 32nd Avenue Trail are at a conceptual level of engineering design. FHWA and CDOT will work with Jefferson County Open Space during the final engineering design process and will investigate potential additional safety measures, such as the installation of bollards between the sidewalk and 32nd Avenue.

FHWA and CDOT do not believe that crossing guards will be necessary; however, they will forward your request to Jefferson County and the City of Wheat Ridge.

PUBLIC HEARING COMMENT FORM
November 9, 2006

How To Comment

You may provide comments on the I-70/32nd Avenue Interchange Environmental Assessment in the following ways:

- Fill out this comment sheet and place it into a comment box at the November 9, 2006 I-70/32nd Avenue Interchange Environmental Assessment Public Hearing.
- Speak directly to the court reporter at the I-70/32nd Avenue Interchange Environmental Assessment Public Hearing, who will record your comments.
- State your comment during the microphone session following the 7 pm presentation at the I-70/32nd Avenue Interchange Environmental Assessment Public Hearing. A court reporter will be present to record the microphone session.
- Complete a comment sheet and mail your comment sheet to either the Federal Highway Administration (FHWA) or the Colorado Department of Transportation (CDOT) address below.

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

Ed Martinez
Colorado Department of Transportation
Region 8
4670 N. Holly Street
Denver, CO 80216

Fax: (720) 963-3001

Fax: (303) 398-6781

Send your comments via facsimile to the attention of Monica Pavlik, FHWA at (720) 963-3001 or to the attention of Ed Martinez, CDOT at (303) 398-6781.

Submit your comments via the I-70/32nd Avenue Environmental Assessment project website at www.CabWheatRidge.com.

All comments must be received by Friday, December 8, 2006 (end of the 45-day public comment period).

(continued)

FEBRUARY, LIKE A CAD DAY WHEN POWER KIDS WERE
LEAVING TO SCHOOL. A YEAR LONG STUDY ON
THIS CROSS WALK TO ACCURATELY REFLECT THE
PEDESTRIAN USAGE. THREE OF THE 5 ADDED
PEDESTRIANS WERE FROM MY FAMILY. SOMETHING
IS NEGOTIATED AT THE NORTH SIDEWALK AT 32ND
BETWEEN AVIARIE COURT & AVIARIE STREET. A
PARKING GARAGE WOULD BE A TREMENDOUS IMPROVEMENT.

Nancy
Kweller

Comment #99

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

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
4:00 – 8:00 p.m.

Public Hearing Comment Form

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

COMMENT: *I am deeply disturbed to find that my place of business is on the list for full acquisition along with 34 other businesses & residences to support private development. I feel these displacements would not be needed were it not for Cabell's development. Such broad use of eminent domain is unnecessary. I attended this meeting & others & it appears to me to have been another ploy for Cabell's plans. However, I heard the people speak against not only the highway change, but the development in general. You are not listening to the people. I am not for you dealers or for companies & city governments who ruin peoples lives & ruin ^{our} communities for their own economic gain.*

Name: *Nancy Kweller Wally's Quality Meats owner*
Address: *12758 W. 32nd Ave Wheat Ridge, CO 80035*
Phone: *303-232-5660* Email: *Wallypmana@msv.com*
Date: *11/12/06*

Comment
#99-1

Response to Comment #99:

CDOT sincerely regrets that private property sometimes needs to be acquired for transportation projects. This is an unfortunate reality of our work. We are well aware of the unique circumstances of your property and your situation and that makes this difficult decision even harder. We are aware of the emotional toll that property acquisition takes on affected property owners, especially in circumstances where occupants are displaced and relocated to replacement properties. Rest assured that, at the future time when the decision is made to proceed with the acquisition of your property, our right of way professionals will strive to provide you with the courtesy and dignity you deserve in the process.

The Proposed Action will require the displacement of and full acquisition of two residences and seven businesses. CDOT regrets that your property will be acquired for right-of-way for the Proposed Action. Please refer to **Table 4-6 Displacements** in the EA. Partial right-of-way will be acquired from 27 properties. A partial right-of-way acquisition occurs when a piece of property is required for a transportation project but the acquisition does not affect the property access or structure such that a full acquisition is necessary. Please refer to **Table 3-4 Property Acquisitions** in the FONSI.

FHWA and CDOT have worked to minimize right-of-way requirements for the project. A diamond interchange at I-70/32nd Avenue was included in Alternatives 1 and 1B. Both Alternatives 1 and 1B were eliminated in the third-level screening due to additional right-of-way and relocation impacts (14 residential and 22 business relocations). A single point urban interchange, which was part of Alternative Package 1, was also evaluated and would have required the full or partial acquisition of 39 properties and the relocation of 14 residences and 22 businesses. Alternative Package 1 was eliminated in the fourth-level screening of alternatives. The Proposed Action represents a compromise between impacts to the community and traffic operations; however, FHWA and CDOT support these improvements. The alternatives screening process is summarized in **Chapter 2 Alternatives**.

All right-of-way acquisition will follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (as amended) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). These policies have measures intended to treat business owners, property owners, residents, and tenants fairly during the right-of-way acquisition process. CDOT Right-of-way specialists will work with the landowner and all displaced persons and businesses during the acquisition process to address their individual needs and desires as best possible as allowable under law.

Please also refer to our responses to Comments #4 and #203 for other affected properties.

| | | |
|---|--|---|
| <p>Nancy Kweller</p> <p>Comment #99</p> | | <p>Response to Comment #99-1:</p> <p>The City of Wheat Ridge has zoned the area southwest of I-70/SH 58 as commercial. Regardless if Cabela's was coming here, the local and regional plans understand that at some time there is planned commercial development for this property. It is important to note that even without Cabela's and the proposed development, the eastbound off-ramp of I-70 at Youngfield Street is already operating at a LOS E in the afternoon peak hour, which represents over capacity and gridlock (see Figure 1-3 Operational Deficiencies in the FONSI). The eastbound I-70 off-ramp at Youngfield Street needs to be replaced because it has operational deficiencies including not having adequate deceleration lengths and a non-standard configuration. Replacement of the eastbound on and off ramps for the I-70/32nd Avenue interchange is necessary to meet the purpose of the project, which is to relieve traffic congestion at the I-70/32nd Avenue interchange and to address future transportation demands on the interchange and local street network due to regional growth and expanding local retail/commercial development.</p> |
|---|--|---|

James Nolan

Comment #100

Comment #100-1

Comment #100-2

Comment #100-3

I-70 / 32nd Avenue Interchange Environmental Assessment
PUBLIC HEARING COMMENT FORM

November 9, 2006

Wheat Ridge Recreational Center
4005 Kipling Street
Wheat Ridge, CO

November 9, 2006
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Lakewood, CO 80228
Fax: (720) 963-3001

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

COMMENT: Two points: 1) Reduce traffic to 32nd & I-70 as much as possible. Do not make Cabela's Drive accessible to this point. A locked gate could be used for Emergency access if needed.
2) Do not take people's home and businesses at the I-70 & 27th Ave interchange. Most traffic exiting from this heads north on Youngfield, move the exit north to 32nd.

Alternative: Use the powers of eminent domain to seize and condemn Cabela's land and turn it into open space. There would be less traffic, less noise, no need for costly construction and the headaches will stop. The serenity of the neighborhood will be preserved.

Name: JAMES NOLAN
Address: 11253 W 28th Ave Lakewood CO 80215
Street City Zip Code
Phone: 303-588-1705 Email: jim_nolan@earthlink.net
Date: 11/10/2006

Response to Comment #100:

Response to Comment #100-1:

Please refer to our response to Comment #10-5 in regard to your comment on the Cabela Drive/32nd Avenue intersection.

Response to Comment #100-2:

Please refer to our response to Comment #4-2 in regard to the location of the eastbound I-70 hook ramps at 27th Avenue.

Response to Comment #100-3:

On August 14, 2006, the City of Wheat Ridge City Council approved the revised ODP for the 178-acre proposed development area southwest of the I-70/SH 58 interchange and approved the FDP for the 36-acre Cabela's parcel. The City of Wheat Ridge has zoned the area southwest of I-70/SH 58 as commercial. Regardless if Cabela's was coming here, the local and regional plans understand that at some time there is planned commercial development for this property. CDOT has a policy that they do not use the right-of-way acquisition process (eminent domain) to acquire property for open space.

Audrey Stokes

Comment #101

Comment #101-1

Comment #101-2

Comment #101-3

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Ed Martinez
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COMMENT:

We were "guaranteed" that all road improvements would be completed before Cabela's opened. From tonight's hearing - that clearly is not the case. No one guaranteed that the I-70/58 interchange would be complete. No one guaranteed that the 58/Hwy 44 interchange would be complete.

You are proposing building a "temporary" interchange by making Cabela's Dr onto 32nd → 5 lanes South & 3 lanes North. I don't care who calls it temporary - but once its built - it will be a major route through my neighborhood - it will directly affect the safety of my children who go to school at that intersection.

As a citizen - I demand that all the road improvements are finished before this abomination descends in our backyard!

Name: Audrey Stokes
Address: 14370 Fairview Ln Golden CO 80401
Phone: 303 279 6639 Email: audreystokes@yahoo.com
Date: 11/9/06

I was at the hearing for 2 hours - I would gladly submit more comments if needed!

Response to Comment #101:

Response to Comment #101-1:

Please refer to Section 2.5 Implementation Schedule in the FONSI in regard to your comment on the construction timing.

Response to Comment #101-2:

The I-70 westbound hook ramps located north of 32nd Avenue would not be temporary. It is important to note that the I-70/32nd Avenue interchange will not only serve the proposed development but will also provide access to I-70 from other local commercial areas and the adjacent residential neighborhoods. At the westbound I-70 hooks ramps, which access Cabela Drive, the majority of the traffic will not be destined for the proposed development but for other adjacent areas. Approximately 75 percent of the traffic on Cabela Drive, south of the proposed development, is destined or originates from a local commercial or residential area. Please refer to Chapter 3 Transportation Analysis of the EA and the October 2006 Traffic Analysis Technical Report for further explanation.

Response to Comment #101-3:

Please refer to our response to Comment #13-2 in regard to your comment on school safety.

Gerard Witt

Comment #102

Comment #102-1

**I-70 / 32nd Avenue Interchange Environmental Assessment
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COMMENT: I've followed the Cabela project since its inception. The thoroughness and comprehensive public outreach have been most impressive by CDOT. While I emphathize with the public's concern about the 32nd & Youngfield interchange and the new ramps at 27th Ave, I fully endorse the current EA proposals and look forward to the positive impact the Cabelas development will have on Wheat Ridge and Applewood! Keep up the fine work!

If any consolations need to be made, I suggest suspension of the 27th Ave. ramps project indefinitely while public debate/concern can be vented.

Gerard Witt
Name: Gerard Witt
Address: 3200 MOORE STREET WHEAT RIDGE 80033
Street City Zip Code
Phone: 303 915 9667 Email: paacsrecruiter@yahoo.com
Date: Fri 11-10-2006

Response to Comment #102:

Response to Comment #102-1:

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

Hugh Zeiner

Comment #103

I-70 / 32nd Avenue Interchange Environmental Assessment

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Wheat Ridge, CO

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COMMENT: *With respect to the Clear Creek trail relocation, I very much appreciate your plan to retain the current trail in place during construction of the relocated portion. That portion of the trail sees a great deal of use and disruption would force a lot of recreational traffic onto 32nd Ave or 44th Ave with attendant safety concerns. If handled correctly, the new trail portion will be connected to the existing trail with a seamless transition accomplished by merely removing a temporary barrier. All of the trail users will appreciate your thoughtful approach to what is obviously a major part of the total construction/reconstruction effort.*

Name: HUGH ZEINER
Address: 13373 W. 24TH PLACE GOLDEN 80401
Street City Zip Code
Phone: 303-279-3112 Email: hzeiner@central.com
Date: 11/14/06

Response to Comment #103:

Please refer to our response to Comment #61 in regard to your comment on the trail relocation and access to the trail.

Gene and Connie Mauldin

Comment #104

Comment received as a handwritten note at the public hearing. Date submitted: November 9, 2006.

We are requesting that "Youngfield Service Road" be left with that name. It will – in fact – be an exit/entrance to Cabela's; however, the signage on 32nd and also up on I-70 would remain as it is. Local people will know it is an entrance to Cabela's; however,

Response to Comment #104:

Gene and Connie Mauldin also provided additional written and verbal comments. Please refer to Comments #129 and #209.

An interchange signing plan has been developed to help motorists find their way within the interchange complex and to make it clear that the new SH 58/Cabela Drive interchange is the route for accessing the proposed development. **Section**

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| | <p>those coming from a distance would not, and therefore, traffic on 32nd would not be increased to the extent it is presently anticipated.</p> | <p>2.3.10 Interstate Guide Signage in the FONSI discusses the supplemental guide signing. Signing on I-70 for 32nd Avenue will identify the I-70/32nd Avenue interchange and will not include reference to Cabela Drive.</p> <p>Naming of local streets is typically falls under the jurisdiction of the local entity, in this case the City of Wheat Ridge. The proposed concept has apparent merit, and was considered by the City. The City considers the proposed Cabela Drive to be a continuous street from 32nd to 44th Avenue; and that the name should remain the same for clarity with respect to emergency access and life safety issues.</p> <p>To minimize the development traffic use of the westbound I-70 exit, and hence 32nd, it is proposed that the interstate signage for the westbound I-70 off ramp remain the same as today, "Exit 264, 32nd Avenue".</p> |
| <p>Charles Elmquist</p> <p>Comment #105</p> <p>Comment #105-1</p> | <p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>Presently I live in Applewood Mesa Estates, and I would access eastbound I-70 by going underneath I-70 onto northbound Youngfield and then getting on I-70 at approximately 38th Avenue. It's my understanding that that on-ramp will be closed and that a replacement on-ramp, I believe, is being built at 35th, but I'm not sure if that's what they told me. Secondly, the proposed hook ramps at 27th Avenue are probably 10 years down the road, if not longer. So as an impacted soul, I would like to see if we can't -- back up. One of the people that I talked to said that the way I will get onto I-70 in the future is to go eastbound on 32nd, north on Cabela Drive, underneath the new underpass, and then onto I-70. It seems very awkward. And from my point of view, it doesn't work. If I have to wait 10 years -- but maybe at that time I won't be able to drive anyway. That's really all I have to say. That's what jumped at me when I was looking at this stuff.</p> | <p>Response to Comment #105: Please refer to Section 2.3.1.1 Eastbound I-70 Hook Ramps in the FONSI in regard to your comment on these hook ramps.</p> <p>Response to Comment #105-1: The Proposed Action westbound I-70 on and off-ramps will be paired at the same location on the west side of I-70 at approximately 35th Avenue. As an example, a motorist getting off westbound I-70 can get back on westbound I-70 at the same location. Please refer to Figure 2-2 Proposed Action in the FONSI for the location of the new eastbound and westbound I-70 ramps. To access westbound I-70 from your location, the existing westbound I-70 on-ramp will remain in service and will be accessed by going east on 32nd Avenue as you would today. The eastbound I-70 on- and off-ramps will also be paired at 27th Avenue.</p> |
| <p>Bob Vermillion</p> <p>#106</p> <p>Comment #106-1</p> | <p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> <p>I guess I would start by saying, I just returned from Lehi, Utah, which is somewhat similar to Broomfield. And halfway between Salt Lake City and Provo, where the new Cabela's store is, it drew 5 million visitors its first year. That's exceeding our state's population. That's 400,000 a month. Coors draws 300,000 a year. That's approaching 14,000 visitors a day. Colorado, Denver, has a larger population. It has a greater hunting and fishing market. It's impossible to tell right now what kind of a draw the new Cabela's store will bring. The Lehi development manager said that they were experiencing development within a 4-mile radius of the Cabela's store and that the developer was planning 28 restaurant sites in front of the new Cabela's. My concern is having a project that we are trying to develop and having appropriated a large number of funds towards the frontage road between Kipling and Ward Road on the north side, that unless it's dealt with prior to the Cabela's development, that it's going to destroy our market. We would like to see the west I-70 ramp to Ward Road be enlarged to two lanes and an additional lane going north from Ward Road -- from the I-70 west ramp north on Ward Road as they are planning to do on the south side for Cabela's. I can only say it's extremely important -- the traffic jams that are occurring now and the traffic that is backing up on the west ramp is extending well over a mile long, and that traffic is going north on Ward Road away from Cabela's. And if there is going to be work on that ramp area, they certainly need to include the north traffic and the additional impact that Cabela's will create on that north traffic. Thank you.</p> | <p>Response to Comment #106: Bob Vermillion also provided additional written comments. Please refer to Comment #213.</p> <p>The traffic analysis completed for the Proposed Action included traffic data from recently opened Cabela's stores.</p> <p>Economic impacts from the Proposed Action are expected to be positive in nature. No notable loss of real property or property tax revenue is expected from the proposed improvements. The transportation improvements are expected to improve accessibility to retail and commercial facilities currently located along Youngfield Street and the proposed development. In addition to regional growth, the Proposed Action would provide the needed transportation system to support the economic gains expected from the proposed development.</p> <p>Response to Comment #106-1: Please refer to our response to Comment #57 in regard to your comment on the I-70/SH 58 project improvements at the I-70/Ward Road interchange.</p> |

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| <p>Ann Fremgen #107</p> | <p>Comment submitted to the court reporter at the November 9, 2006 public hearing.</p> | <p>Response to Comment #107: Please refer to our response to Comment #16 in regard to your comment on 44th Avenue/Cabela Drive/Holman Street intersection and #25 in regard to your comment on the mitigation of the effect of the new signalized intersection at 44th Avenue/Cabela Drive/Holman Street.</p> |
| <p>Comment #107-1</p> | <p>I really could care less about most of this project. I do not want to see the interchange at Cabela Drive and Highway 58, State Highway 58. And I actually am okay with the interchange. What I don't want to see is the connection to 44th Avenue. I live in the little development that's right across the street from where it will connect onto 44th. I think it will -- I think it will really be a severe negative impact on my neighborhood -- noise, pollution, light pollution -- because you know there are going to be streetlights and stuff there, intermittent traffic. I think there are huge issues with the railroad being another two blocks down, and there is a train there often. I just -- I don't think it should correct to 44th Avenue at all. Basically how I see it is that Wheat Ridge is going to rip -- they are ripping us off -- but they are going to reap the economic benefits of this and yet dump their traffic problems into an unincorporated neighborhood. I think there are a horrible neighbor. I think only a fool would shop there. It just infuriates me that they are going to do this. I think it's also -- I think it could be a very dangerous situation between -- because, when a train is at -- when they're jammed up because of a train -- there is always people that cut through our neighborhood. And all this is going to do is put even more traffic in our neighborhood. And these are people that are mad because they have to wait for a train. They are whipping through there. It's just -- and there is no reason for it. This is Wheat Ridge's development. It should -- their access should be through Wheat Ridge. The emergency aspect part of it is a pretty poor argument. The chances of Fairmount Fire Department being called over there are -- it would be slim. Any hospital medical emergency, that's going to be coming from Lutheran, which is directly east. So I just think that's a false argument, and I think it's just a way to dump their problems on another neighborhood. So that's pretty much what I think.</p> | <p>Response to Comment #107-1: The Fairmount Fire Protection District serves the proposed development area north of Clear Creek and west of Youngfield Street. In addition, by agreement, they are the first to respond to accidents/emergencies on I-70 between Ward Road and 32nd Avenue and along SH 58. They can also be requested to assist the West Metro Fire Rescue in the event of a fire/accident/emergency occurring south of Clear Creek. The Fairmount Fire Protection District agreed with the identification of Alternative Package #2 as the Proposed Action because it provides minimal response times. Their support is documented in a November 15, 2005 letter from Don Angell, Fire Chief, to Mr. Bill Beams of the project team. This letter is included in Appendix B Public Involvement of the EA.</p> |
| <p>Comment #107-2</p> | <p>Also about how well they have notified people -- and the people who live in Fairmont, or at least in my neighborhood, this thing that came out, this is only the second thing I have ever received. I received one other notice, and that's it. Because in there it said, phone calls, mailings, small groups, blah blah, blah, blah, blah. That's just flat out a lie. I have lived in that neighborhood -- it's not like there is an address issue -- for almost 20 years. The first I have seen of this. So, anyway, I think it's a little underhanded.</p> | <p>Response to Comment #107-2: As part of the public involvement program, only two mass mailings of newsletters have been sent to the residences and businesses in the neighborhoods surrounding the project area (see Figure 6-1 Mass Mailing Area in the EA). In addition to the mass mailing of newsletters, individuals on the mailing list were sent emails or called notifying them of the public meeting and public hearing. The mailings included the project hotline and project website address, which have been active since March 2005. Individual group meetings were only held with interested local neighborhood homeowner associations and business groups, which included the Fairmont Improvement Association. Please refer to Table 6-3 Summary of Community Presentations in the EA for a list of those meetings.</p> |