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Comments

Source: Submittal | Document Number: 98 | Last: Saballos | First: Rosa

Comentarios sobre la declaración de impacto ambiental de proyecto suplementario-70 East

Nombre:	Rosa Saballos
Dirección:	
Barrio:	
Empresa u organización, si cualquier]:	
¿Cuánto tiempo he vivido o trabajado en este barrio:	1 año
Me preocupa que el proyecto desplazaría a mi hogar, negocio o propiedad.	Claro porque es injusto que vayan a desalojar a so familias de sus hogares
Estoy preocupado por mi salud o la de un amigo o miembro de la familia.	Si, porque en el vecindario hay muchos niños y escuelas y les afecta en su salud por el trafico, no solamente de los carros sino de las trocas más grandes. Queremos a Nuestros hijos sanos, sin ningun tipo de enfermedad. Son el futuro de este país.
Estoy preocupado por el tráfico y el transporte.	Si porque va a haber más contaminación ruido y por las calles q' se cerraran se intensificará el tráfico

A

The English translation of this comment and the response is on the following page.

La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.

Responses to Comments

A Para obtener información sobre la salud humana, consulte la sección AQ4 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

Para obtener información relacionada al tráfico de la I-70 durante la construcción, consulte la sección TRANS10 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

Los cierres de calles adyacentes se limitarán al máximo. El contratista estará sujeto a restricciones. Estas limitaciones reducirán al máximo los impactos a los residentes y negocios circundantes y se consultará con la ciudad sobre los requisitos de control de tráfico.

Para obtener información sobre el plan del CDOT en caso de encontrar materiales peligrosos en la zona del proyecto, consulte la sección IMP6 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

Para obtener información sobre impactos a la propiedad y desplazamiento de residentes de la Alternativa Preferida, consulte la sección PROP2 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

Para obtener información sobre la forma en que se atenuarán los impactos de la construcción en la Escuela Primaria Swansea, consulte la sección IMP4 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

Comentario tomado en cuenta. Para obtener información sobre restricción del tráfico a lo largo de la I-70, consulte la sección TRANS8, y la IMP7 para información sobre atenuantes para la fuga del polvo durante la construcción, de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q. Varios negocios en la zona tienen lugares de acceso cerca de la I-70. El acceso a estas parcelas deberá mantenerse. La Alternativa Preferida tiene la intención de proporcionar este acceso y al mismo tiempo reducirá al máximo los impactos a las calles del vecindario.

Comentario tomado en cuenta. Para obtener información sobre el ensanchamiento de la autopista, consulte la sección GEN3 de las Respuestas y Comentarios Recibidos con Frecuencia del Anteproyecto del EIS Suplementario, ubicado en la Parte 1 del Anexo Q.

Comments

Source: Submittal | Document Number: 98 | Last: Saballos | First: Rosa

A

Estoy preocupado por nuestra comunidad.	Si, porque son cambios muy drasticos. - y tambien por los niños que vivan en la comunidad.
Estoy preocupado por nuestro medio ambiente.	Si, porque en esta area, hay mucha contaminación. Ya hay contaminacion y si se consolida el proyecto va a ser peor.
Creo que esta alternativa es la mejor:	• No ampliar la carretera.
El proyecto sería mejor si se realizan estos cambios:	• No ampliar la carretera. • Sacar trocas de la carretera. • Filtros de aire en escuela. • Educar a como mantener fitros y dinero para su mantenimiento.
Quiero CDOT saber lo siguiente:	¿Como van a evitar la contaminación de remover la tierra? ¿Como van a evitar el trafico q se va a hacer por tener calles cerradas? ¿Como van a mantener la salud de los residentes?
Firma	Rosa Saballos

The English translation of this comment and the response is on the following page.

La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.

Responses to Comments

Comments

Source: Submittal | Document Number: 98 | Last: Saballos | First: Rosa

Name:	Rosa Saballos
Address	
Neighborhood	
Company or Organization, if any:	
How long I have lived or worked in this neighborhood:	1 year
It worries me that the project will relocate my home, business or property.	Of course, because it is unfair to evict 50 families from their homes.
I am worried for my health or a friend's or family members.	Yes, because there are many children and schools in the neighborhood and it affects their health due to traffic, not only from the cars, but the bigger trucks. We want our children healthy, without any type of disease. They are the future of this country.
I am worried about the traffic and transportation	Yes, because there will be more contamination and noise. And through the streets that will be closed, the traffic will intensify.
I am worried for our community.	Yes, because they are very drastic changes. And also for the children that live in the community.
I am worried for our environment	Yes, because in this area, there is a lot of contamination. There is already contamination and if the project gets consolidated it is going to be worse.
I believe this alternative is the best:	Not to widen the road
The project will be better if the following changes are made:	• Not to widen the road. • Get the trucks out of the road • Air filters in the school • Educate on how to maintain filters and money for their maintenance.
CDOT, I want to know the following:	How are you going to avoid contamination from removing the soil? How are you going to avoid the traffic created by the street closures? How are you going to maintain the residents health?
Signature	

A

This is a translation of the previous comment and response that was submitted in Spanish originally.

Ésta es una traducción del comentario anterior y su respuesta que se presentó originalmente en español.

Responses to Comments

A For information on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information regarding I-70 traffic during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The closure of adjacent streets will be limited as much as possible. The contractor will be given strict limitations to follow. These limitations will minimize the impacts to surrounding residents and businesses. The city will be consulted on traffic control requirements.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comment noted. For information on restricting truck traffic along I-70, please see TRANS8, and IMP7 for information on mitigating fugitive dust during construction, in the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Several businesses in the area have access locations near I-70. Access to these parcels must be maintained. The Preferred Alternative is intended to provide this access while minimizing impacts to neighborhood streets.

Comment noted. For information on widening the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q

Comments

Source: Submittal | Document Number: 221 | Last: Salcedo | First: Ernesto

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ernesto Salcedo"
Date: Tue, October 7, 2014 6:23 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ernesto Salcedo

A

comment_topic: Preliminarily Identified Preferred Alternative,Swansea Elementary,Visual
comments: I think the current Preliminarily Identified Preferred Alternative looks great and should be considered the primarily proposal moving forward. People who propose rerouting I70 along the 270-76 corridor do not speak for me. I think rerouting alone that corridor will horrible idea. I really like the idea of a partial cover for the below grade highway. That is a great way to link the elementary school with the surrounding community.

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Responses to Comments

A Comment noted.

Comments

Source: Submittal	Document Number: 23	Last: Salisbury	First: Mike

Welcome: contactus@i-70east.com

Re: The I-70 East EIS Project

From: "Mike Salisbury"
Date: Fri, September 5, 2014 11:59 am
To: contactus@i-70east.com
Priority: Normal

Hello,

I've been going through the I-70 East SDEIS and am hoping you can help me track down a couple pieces of information.

A First, is there a section of the SDEIS that discussed the decision to add two new managed lanes (in the preliminary Preferred Alt) rather than just one managed lane or one general purpose lane?

B Also, while not easy to do under current federal law, I was wondering if there was a discussion of the possibility of converting existing capacity to managed lanes.

I'd appreciate if you can point me in the right direction!

Thanks,

Mike Salisbury

Responses to Comments

A A detailed description of all project alternatives and operational options evaluated was included in Chapter 3, Summary of Project Alternatives, and the Alternatives Analysis Technical Report, Attachment E to the Supplemental Draft EIS. In addition, please refer to the Phase 1 information included in Section 8.5 of the Final EIS that discusses traffic impacts with only one additional lane in the first phase.

B The State of Colorado currently does not allow CDOT to convert existing lanes into managed lanes. Additionally, FHWA only allows HOV lanes to be converted into tolled lanes at this time.

Comments

Source: Voice mail	Document Number: 828	Last: Sampson	First: Kevin

Kevin Sampson

A Yes, my name is Kevin Sampson. I am just calling to express my support for your plan. I also think you should consider a multimodal concept for the whole corridor and to my mind that means an interstate bus system. Thanks for taking my comment.

Responses to Comments

A RTD's East Corridor EIS analyzed four alternatives that contained transit, including buses, on various east-west routes through Denver, but ultimately chose commuter rail instead. The commuter rail line is planned to be opened in 2016. The rail line is generally parallel to I-70 between Brighton Boulevard and the Denver International Airport, with several stations located along the alignment on the rail corridor near Smith Road. Because of its proximity to I-70, the rail line will provide high-quality rapid transit service to enhance east-west mobility. In addition, CDOT will provide bicycle and pedestrian improvements as part of the project.

For more information on considerations of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Voice mail	Document Number: 68	Last: Sams	First: Hunter

Hunter Sams

A

Hi, this is Hunter Sams. I live in Park Hill. This is regarding the I-70 expansion project. I agree with Dennis Gallagher and his counterpoint in the Greater Park Hills News. This is a boondoggle. It's the wrong time to do such an expansion. It will be a disaster for northern Denver, not only due to pollution and impact, but also this is a time we need to encourage alternative transportation. A fraction of that amount could be spent for sidewalks, bike paths, encouragement of electric vehicles, and nonpolluting forms of transportation. As Atlanta, Dallas, Los Angeles have proven time and time again, traffic cannot be out built. Putting in 10 lanes is a boondoggle. It is the wrong thing for Denver. It'll be an environmental and impactful disaster for northern Denver. This expansion needs to be stopped and a much more logical and smaller improvement to I-70 should be done. Thank you.

Responses to Comments

A Future forecasts show that congestion will worsen over time as population continues to grow, and that the highway will be congested for longer periods of the day. The additional lanes currently proposed (two total in each direction) are necessary to improve operations and assure a safe highway for the traveling public. In addition, the I-70 viaduct between Brighton Boulevard and Colorado Boulevard is in deteriorating condition and needs to be replaced.

Detailed traffic modeling confirms the proposed improvements. For information on widening the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Multi-modal forms of transportation have been adequately considered in the Final EIS. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Concerns about pedestrian and bicycle facilities are adequately addressed in the Final EIS. For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 348 | Last: Sams | First: Hunter

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Hunter Sams"
Date: Mon, October 20, 2014 8:37 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Hunter Sams

A

comment_topic: Air Quality,Environmental Justice,Noise,Truck Traffic
comments: The I-70 expansion is indeed a "boondoggle" as expressed by Dennis Gallagher in the Park Hill News in October. At a time when alternative transportation should be receiving emphasis and funding, building a mega-highway that bisects Denver is wrong on nearly every level. A fraction of the 1.8 billion could be used to provide sidewalks in parts of Denver that are hostile to pedestrians, safe crossings for pedestrians and school children, bike lanes, separate bike paths, and policy that encourages alternative transportation. As Los Angeles, Atlanta, Dallas, and other large cities in America have proven, traffic cannot be out-built with wider roads. This expansion of I-70 is at the wrong time, done in the wrong way, and will be viewed in 20 years as shortsighted, wasteful, and the wrong path. Denver needs a smart plan for traffic. This is not it.

Responses to Comments

A Comment noted.

These concerns are adequately addressed in the Final EIS.

For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 382 | Last: Samuels | First: Jill

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jill Samuels"
Date: Wed, October 22, 2014 7:03 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Jill Samuels

A

comment_topic: Air Quality,Environmental Justice,Financing
comments: It appears there is a way better option, but politics is taking-hold and allowing a private company's interest in front of the public's interests. US 36, an international company will likely be getting a long-term contract for the new proposed toll. No one is suggesting that there is not an issue on I-70, but there is likely a better way to solve the problem. Please just study this option. Re-routing I-70 onto a widened/improved I-270/I-76 appears that it would address I-70's traffic congestion on each side of I-25 for half the cost. The non-local traffic would drive a little further but get there faster with less fuel, avoiding the "tunnel" CDOT is about to create. The current six lanes of I-70 would stay as six lanes but as a Wadsworth type boulevard, which should handle traffic better. In total, this would allow for 12 I-70 bordering neighborhoods to be cleaner and safer while rejuvenating some economic/development opps for many sections of undeveloped/weak areas of Adams County. This seems so obvious. Thank you for listening.

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Responses to Comments

A This concern was adequately addressed in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Voice mail	Document Number: 65	Last: Sanchez	First: Anita

Anita Sanchez

A

B

I was just trying to leave a comment on the I-70 project that is going to be coming up on hand. There is a couple of things, you know, the underground or the recess, I think that's what they called it, is just such a more expensive project than building a new viaduct besides the fact that it's going to impact the community harder and longer on this period. So, I was hoping that, you know, if you could talk to me a little bit and maybe help me understand what the underground versus the viaduct is. As of now, me, myself, and a couple of other people would prefer the viaduct or the alternative route to be looked at because the recessed area or the underground I-70 is just going to be too wide. It's going to affect too many people and the construction is going to be way, way too long and the community is going to basically be torn apart through the construction period of time and also with a brand new hole in the middle of Swansea and Globeville too. Elyria kind of sits off to the side, but if anybody would like to call me, that's perfectly fine. If not, I would really like for my comments to taken into account and into consideration for any of the open processing, commenting period. Again, my telephone number is. Thank you very much. You guys have a woderful day.

Responses to Comments

A The Partial Cover Lowered Alternative was developed in response to the community's concerns to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level. This removal will eliminate the visual barrier created by the viaduct and perpetuated during the past 50 years.

For information on the benefits of the Preferred Alternative highway cover, please see PA1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The No-Action Alternative replaces the viaduct, but does not add capacity in terms of additional lanes. However, this alternative does require adding width to the replaced structure. All alternatives that are under consideration, including the No-Action Alternative, expand the footprint of the roadway to meet current design and safety standards. For information on the No-Action alternative and alternatives that remove I-70 East from its current alignment, please see ALT1 and ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For a detailed description of all project alternatives and operational options evaluated, please refer to Chapter 3, Summary of Project Alternatives.

B Several mitigation measures will be implemented to minimize construction impacts of the project. For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Public hearing transcript | Document Number: 142 | Last: Sanchez | First: Yadira

A One of my biggest concerns about the alternatives that they have chosen, which is the underground construction, is that it is taking a lot more money to construct such a big highway than to use that money for resourceful construction around the neighborhood.

B The other thing that I'm very concerned of is that there is local businesses there that are going to be very affected and homes that are also going to be forced to be moved because of the highway construction that is going to be taking place. It just seems that it would make more sense for them to do a rebuild of the highway basically just the way it is with a couple of more security walls to hold in some of the noise barrier and some of the particles that I think that there's a lot of people that are concerned about versus the underground choice that they're having because I think that the particles are going to be there regardless of how we choose the highway.

C If we choose the highway underground, the particles are still going to move up with wind or traffic, so they'll still be in people's homes and inside of their houses or businesses. And if you build the highway up above, the particles are still going to come down and are going to be inside the people's homes and businesses and ground.

D So, I think that one of the biggest concerns was the research for the alternative route was something that I believe that should be researched a little bit more deeply.

Responses to Comments

A This concern was adequately addressed in the Final EIS. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT will comply with the Uniform Act to address impacts to properties. For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT is aware of the community's concern regarding dust particles and air quality.

For information on air quality in the project area and with the Preferred Alternative, please see AQ3 and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Additionally, design elements associated with the Preferred Alternative include benefits that the No-Action Alternative does not provide.

For information on the benefits of the Preferred Alternative highway cover, please see PA1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D Finally, this concern was adequately addressed in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Public hearing transcript	Document Number: 267	Last: Sanchez	First: Yadira	
A This might be a comment or somehow an understanding, but is there to be something that there is going to be better streets, or they are going to build more parks, or just one park, or is it going to be the park on the building? And no action. Thank you for mentioning that. The no action plan that still exists—I just don't know if many people are aware that that's still on the table—means they are going to build the highway the way it is without affecting the houses the way they are.				**A** The single cover that is made reference to in the Preferred Alternative will have a park-like setting on top of it. It will be on a structure constructed above I-70, adjacent to the Swansea Elementary School. The No-Action Alternative replaces the viaduct, but does not add capacity in terms of additional lanes. However, this alternative does require adding width to the replaced structure. All alternatives that are under consideration, including the No-Action Alternative, expand the footprint of the roadway to meet current design and safety standards. For information on the No-Action Alternative, please see ALT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 207	Last: Sanders	First: Jonna

Welcome: contactus@i-70east.com

Re: I-70 East EIS - SDEIS COMMENTS

From: "Jonna A Sanders"
Date: Mon, October 6, 2014 11:14 am
To: "contactus@i-70east.com" <contactus@i-70east.com>
Priority: Normal

Dear I-70 East Staff,

A As a Clayton Neighborhood resident and lifelong asthma patient, I am alarmed by the lack of true consideration given to the option of re-routing I-70 to the 270 corridor. Growing up in South Denver, my family lived on the corner of Monaco Blvd and Eastman Ave, and I was subjected to pollution from living 50 feet from four lanes of traffic during the mid 1970s, when traffic was much lighter in volume. Nonetheless, at age 5, after repeated respiratory infections, I developed asthma, which continues to follow me to age 41. I know first-hand the lifelong limitations and health risks faced by persons subjected to increased particulate matter from vehicles. The current plan to conduct a big dig through the Elyria/Swansea neighborhood, and drop additional lanes of traffic into a neighborhood already contaminated from a SuperFund Cleanup is reprehensible. The neighborhoods surrounding I-70 remain physically divided from the rest of the City of Denver, and are zones of social and economic apartheid. The City and County of Denver, the State of Colorado and CDOT have a social justice responsibility to rectify what I-70 has done to those neighborhoods and those residents for the past 50 years. CDOT also has the responsibility to protect the safety, health and welfare of those living with the vicinity of any proposed alteration to I-70. The planned expansion will cause great harm to children living and going to school only feet from the proposed project, and jeopardize their lives. African American and Hispanic children suffering from asthma are twice as likely to die of the disease than are Caucasian children. Hispanic and African American families are precisely the predominant racial makeup of the residents living near I-70 and the proposed expansion. If the proposed project goes forward, the incidence of respiratory illnesses and death rates near this area will soar. The State of Colorado and CDOT could find themselves in the position of defendants in a class- action lawsuit brought by the residents living near the expansion. Unfortunately for CDOT, most of those families have been residing in the same houses for 50+ years. Finding negligence and guilt for causing these new disease rates will be a cake walk for any jury, since those illnesses can be easily compared to the past fifty years of statistical data. This is a scenario which does not need to happen. By re-routing I-70 to the 270 corridor, we can reconnect those neighborhoods in their entirety, prevent loss of life and respiratory illnesses, and do it all for 25% of the cost of the proposed I-70 expansion/big dig. I strongly disagree with the proposed plan to expand I-70 in its current location, and give full support to re-routing the highway along the 270 corridor, where the numbers of Colorado residents impacted will be far fewer.

B

Respectfully, Jonna Sanders

Responses to Comments

A This concern was adequately addressed in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The Partial Cover Lowered Alternative was developed in response to the community's concerns to reconnect the Elyria and Swansea Neighborhood by removing the viaduct and placing the highway below ground level. The air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. Additionally, modeling receptors were placed at Swansea Elementary School for the PM10 hotspot analysis, with the results presented in Exhibit 5.10-13 of the Final EIS, and show that all of the locations modeled would remain well below the health-based NAAQS.

For information on air quality and human health in the project area and with the Preferred Alternative, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 360 | Last: Sandler | First: Brad

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Brad Sandler"
Date: Tue, October 21, 2014 9:32 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Brad Sandler

comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Noise,Property Impacts,Swansea Elementary

A

comments: There are MUCH better alternatives and worth exploring. I am a multiple business owner and multiple property owner in Northwest Denver and the I-270/I-76 re-route seems to make a lot of sense on a lot of levels. Why not really look at the best and healthiest alternative(s) and make the correct choice?

==========

Responses to Comments

A This concern was adequately addressed in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Voice mail	Document Number: 62	Last:	First: Sandra	
A My name is Sandra. My phone number is . I am calling regarding the recessing of the road in the EIS program. I am totally against this. I was born in that neighborhood and I am calling on behalf of Bettie Kramer. I understand that she has written several letters to the city council and so I am wanting the recess of this road stopped. All they need to do is rebuild the viaduct. They don't need parks. They don't need toll roads. This is just another way for Denver to make more money that is not necessary. I am totally against this project. Again, my phone number is .				A Comment noted.

Comments

Source: Submittal | Document Number: 735 | Last: Sanford | First: Adriane

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Adriane Sanford"
Date: Fri, October 31, 2014 3:22 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Adriane Sanford

A

comment_topic: Environmental Justice,Managed Lanes,Property Impacts,Other
comments: Closing entrances and exits between Brighton Blvd and Colorado Blvd would be devastating to (CSEGSC neighborhoods) making us use the Colorado Blvd & I70 exit which is already a nightmare. I am not sure of the statistical information on the number of cars using it but that would I am sure double. This will have a tremendous negative environmental impact on these neighborhoods and commuters to and from work and home..

==========

Responses to Comments

A The Steele Street/Vasquez Boulevard interchange will remain open with the Preferred Alternative. For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 52	Last: Sarkar	First: Bonnie

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Bonnie Sarkar"
Date: Mon, September 15, 2014 12:25 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Bonnie Sarkar

A

comment_topic: Air Quality,Environmental Justice,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts
comments: Hi. I live within two blocks of I-70 on a section that is not slated for expansion at this time. I believe you are getting a lot of comments urging reevaluation of a proposal to reroute I-70 through 270 and I-76. A lot of the people who want you to consider that proposition seem to believe that CDOT will simply abandon the old I-70 route and make it into a park or a beltway or something similar. I think that traffic and traffic patterns are much harder to change and know that many people depend on that section of I-70 for their daily commutes. Additionally, there are few good east-to-west arterials going through Denver. Thus it seems impossible for that section of highway to simply be abandoned. I think what would be most likely to happen if I-70 got re-routed would be that the existing section of highway would continue to see the same traffic but lose out on federal money earmarked to maintain the interstate highway system. Accordingly, I am writing to ask that you please not give any further consideration to the idea of rerouting I-70. I would, however, love to see a good concrete sound barrier to replace the wooden fences on I-70 in West Denver. Thank you, Bonnie Sarkar

==========

Responses to Comments

A Comment noted.

Comments

Source: Submittal | Document Number: 345 | Last: Savarese | First: Christine

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Christine Savarese"
Date: Sun, October 19, 2014 8:12 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Christine Savarese

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: Please, Please, Please consider re-routing 1-70 to the I-270/I-76 Corridor. There is ample space for multiple lanes that will not affect people's homes. This is an industrial area that should be where out of State travelers should drive with their polluting automobiles, and trucks full of hazardous materials. We want Denver to be a livable, beautiful place to live and increasing lanes of I-70 through neighborhoods will only serve to increase local pollution and force thousands of people out of their homes. There is an alternative, please think about it

==========

Responses to Comments

A This concern was adequately addressed in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 580	Last: Schindler	First: Laura	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Laura Schindler"
Date: Thu, October 30, 2014 2:49 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Laura Schindler

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: I support the preliminarily identified preferred alternative. It's important to keep our urban core directly accessible from major highways, and it is also important to support continued revitalization of the adjoining neighborhoods. The proposed alternative helps both goals.

==========

A Comment noted.

Comments

Source: Submittal	Document Number: 323	Last: Schleifer	First: Jonathan

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jonathan Schleifer"
Date: Mon, October 13, 2014 3:30 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Jonathan Schleifer

comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Truck Traffic

A

comments: C-DOT should consider re-routing the interstate to the current I-76, I-270 corridor and widen that corridor. I am very concerned about the environmental impacts of widening I-70 in its current location. In addition, when looking ahead to the future development of north Denver that corridor would be better served with a boulevard and business district rather than an interstate highway. With the opening or RTDs east and north lines, the renovation and improvements to the stock show complex, the development of the Brighton Blvd. corridor, and its proximity to downtown, this area is ripe for revitalization. Please consider another way forward. Please reunite the communities that have been torn apart by I-70. Please move the interstate just a little bit north!

==========

Responses to Comments

A This concern was adequately addressed in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 59	Last: Schneck	First: Jim	

Welcome: contactus@i-70east.com

I-70 Widening project

From: "jim schneck"
Date: Tue, September 16, 2014 7:56 pm
To: contactus@I-70east.com
Priority: Normal

Please see my attached comments regarding the I-70 SEIS. I would appreciate a response acknowledging receipt of this e:mail. Thank you in advance,

Jim Schneck

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments

Source: Submittal | Document Number: 59 | Last: Schneck | First: Jim

September 16, 2014

I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street
Denver, CO 80222

EIS Team,

My name is Jim Schneck. I write to you today with regard to the proposed I70 widening project in north Denver. I am asking as an architect, an urban planner, a Swansea property owner and a passionate advocate for the built environment that CDOT conduct an objective Supplemental Environmental Impact Statement for the full re-route option that includes both I-270 and I76.

I understand that transportation design is one of the least recognized of the built environment. Though un-noticed by many and underappreciated by most, it is experienced nonetheless by virtually every Colorado resident on a daily basis.

A

As you no doubt know, CDOT has a long tradition of design excellence. For example, the single-span Genesee Bridge was innovative for its time and continues to frame the Rocky Mountains for westbound I-70 traffic. Glenwood Canyon set new standards for ecologically sensitive design. More recently, the I25/I225 Transportation Expansion successfully integrated form and budget with stakeholder expectations.

All these projects certainly faced financial challenges. But CDOT did the right thing, even if it was not the cheapest thing. That legacy is enshrined in the concrete and steel which forms those projects.

CDOT's current preferred alternatives for widening I70 may be the most economically expedient options, but they are not the right options. I urge the design team to view the I70 expansion as an opportunity to continue the CDOT tradition of sensitive, thoughtful solutions to challenging problems. The sociological and economic cost of getting this wrong will have to be borne by future generations.

We owe it to them to get it right.

Respectfully,

Jim Schneck, RA

Responses to Comments

A This concern was adequately addressed in the Final EIS. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 12	Last: Schneider	First: John

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "John Schneider"
Date: Tue, September 2, 2014 6:03 am
To: webmastercc@i-70east.com (more)
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

name: John Schneider

comment_topic: Other
comments: 1. You would be better off spending the money on public transit increasing light rail and buses 2. Do you remember what it was like when the stapleton airport had overpasses that darkened the highway there were slowdowns 3. If you need to widen it you should do so using I-270 instead of I-70, there would be no need to go underground

A
B
C

==========

Responses to Comments

A The Regional Transportation District (RTD) is responsible for light rail and bus transportation in the Denver region.

For more information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT is aware of lighting concerns under the proposed cover based on previous covers over I-70 and these concerns are adequately addressed in the Final EIS.

For more information on the lighting under the Preferred Alternative highway cover, please see PA5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C The need to widen I-70 is adequately addressed in the Final EIS.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 185 | Last: Schrant | First: Jim

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jim Schrant"
Date: Tue, September 30, 2014 11:11 am
To: webmastercc@i-70east.com (more)
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

name: Jim Schrant

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: To whom it may concern, My family has lived in North Denver for over 100 years. We sadly experienced the construction of I-70 through our neighborhood during the early 1960's. This project over 50 years ago had a devastating effect, literally dividing countless neighborhoods from Colorado Blvd. to Wadsworth! It was a mistake then, and it will be a mistake now if we allow a widening of the same route. What makes sense is to rectify our half century mistake by re-routing I-70 to a route following I-270/I-76. This is the same route we should have followed 50 years ago. This new route is much less devisive as it disrupts fewer neighborhoods as it passes through mainly industrial neighborhoods. It would additionally save money over digging a ten lane trench through Swansea. This re-routing of I-70 would finally give us a once-in-a lifetime opportunity to unify our splintered neighborhoods by rectifying the sins of civic leaders a half a century ago. All one has to do is!
study the effects of an elevated highway on the Embarcadero section of San Francisco. This project ruined the wonderful character of Fisherman's Wharf for years. Thankfully, the earthquake of 1989 required this elevated interstate highway to be demolished. What replaced it was a common sense plan of simple surface streets and trolley cars that make this area a mecca for tourism and local residents!! Today is our chance to make things right for the beleaguered neighbors of North Denver. Let's do what San Francisco did. Please, seize this rare opportunity! Thank you. Jim Schrant

==========

Responses to Comments

A The need to widen I-70 is adequately addressed in the Final EIS.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 331	Last: Schreurs	First: Janet

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Janet Schreurs"
Date: Wed, October 15, 2014 1:57 pm
To: webmastercc@i-70east.com (more)
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

name: Janet Schreurs

comment_topic: Air Quality,Environmental Justice,Financing,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Visual,Truck Traffic,Other

A

comments: I support a reroute through industrial I-270 and I-76 sending the semi's and travelers passing Denver an extra 1.8 miles. It could change what is currently I-70 into a tree-lined boulevard similar to Martin Luther King Blvd. Traffic would be much more evenly distributed because people would have so many options. It would also integrate those communities north of current I-70 with the rest of Denver, making property values increase substantially. Plus, we wouldn't have to breathe all of the pollutants from the trucks. CDOT owns all the land they would need for this reroute, so they wouldn't need to demolish any homes or businesses like they are intending to do now.

==========

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on alternatives that remove I-70 East from its current alignment and the I-270/I-76 Reroute Alternative, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 579 | Last: Schriner | First: Bonnie

Welcome: contactus@i-70east.com

From: Bonnie Schriner
Date: Thu, October 30, 2014 2:47 pm
To: webmastercc@i-70east.com (more)
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

name: Bonnie Schriner

comment_topic: Environmental Justice,Financing,Preliminarily Identified Preferred Alternative,Property Impacts,Other
comments: The current plan you are pushing for I70 is completely against the independent American Planning Association comment concerning this I-70 remake. The impact your proposed plan will have on the community and economic development in the area is devastating. This planning did not use the state-of-the-art models available for determining many of the more desireable outcomes such as travel demand planning and other FOCUS more recent tools. The disruption to the city and the lack of true mobility planning is disgraceful within your "plan." PLEASE do not implement what you have on the board. It will devastate much of Denver. Bonnie Schriner and Henry E. Bielinski (Lt.Col USAF retired) A

==========

Responses to Comments

A CDOT is aware of the concerns identified by the American Planning Association in their Peer Review.

For information on CDOT's use of the American Planning Association's Peer Review, please see GEN4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 224 | Last: Schroeder | First: Scott

Welcome: contactus@i-70east.com

Opinion on I-70 plan

From: "s schroeder"
Date: Wed, October 8, 2014 1:14 pm
To: contactus@i-70east.com
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

A

As a long-time northeast Denver resident, I want to go on record supporting your plans to drop portions of I-70 below grade. This is the clearly the superior alternative, despite a limited number of apparently vocal opponents.

Just fyi...

Regards,
Scott Schroeder

Responses to Comments

A Comment noted.

Comments

Source: Submittal	Document Number: 907	Last: Schulze	First: Dave

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Dave Schulze"
Date: Fri, August 29, 2014 8:04 am
To: webmaster@i-70east.com (more)
Priority: Normal

name: Dave Schulze

A

comment_topic: Other
comments: I am in favor of the plan to move the viaduct to a sub-grade corridor. My concern is the partial covering currently planned. If we get a snow event to match the rain event of 2013, there will be no way for CDOT plows to push enough snow aside to keep I-70 open in the sub-grade section. There will be no place to push the snow to. The solution is to cover the entire section, and keep the snow and ice, and water out, to begin with. This will provide more surface area for the at-grade neighborhood, and offer more protection from the elements for the sub-grade sections. Added one-time initial costs will be more than offset by reduced long-term continuing costs and avoid closures for major rain and snow events. Thank you.

==========

Responses to Comments

A The project design will accommodate drainage, snow removal, and emergency vehicle access. Extending the cover would require CDOT to design, install, and maintain an advanced ventilation system for the covered portion of the freeway. This would increase design, construction, and operation and maintenance costs of the project.

Comments

Source: Submittal	Document Number 357	Last: Schulze	First: David

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "David Schulze"
Date: Tue, October 21, 2014 7:42 am
To: webmastercc@i-70east.com (more)
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

name: David Schulze

comment_topic: Managed Lanes,Truck Traffic,Other
comments: I am 100% AGAINST privatizing our freeways, or any portion thereof. If you need outside funding, then use a bond issue, backed by covering the entire sub-grade project and leasing the 'created' at grade real estate, which will create a revenue stream for you in perpetuity. Covering the entire project will accomplish both, solving this revenue stream issue, and prevent weather related issues from causing closure due to flooding or snow/ice impoundments. **A**

==========

Responses to Comments

A CDOT will retain full ownership of the highway at all times. There are safety restrictions to the lease of unused highway property that complicate the issue and decrease the interest from businesses to locate under such a viaduct.

For information on funding the project, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The Preferred Alternative's cover is limited in length due to ventilation requirements. Extending the cover would require CDOT to design, install, and maintain an advanced ventilation system for the covered portion of the freeway. This would increase design, construction, and operation and maintenance costs of the project.

Comments

Source: Submittal | Document Number: 16 | Last: Schwenzer | First: Lori

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Lori Schwenzer"
Date: Wed, September 3, 2014 12:30 pm
To: webmastercc@i-70east.com (more)
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

name: Lori Schwenzer

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: As a native Denver metro resident, I watched as I-70 became part our highway system. I remember taking a car ride with my parents and brothers and sisters when I-70 first opened. It was a thrill then, but now it is a pain to drive especially between Wadsworth and Colorado Blvd. My husband and I wholeheartedly believe the Partial Cover Lowered Alternative is a perfect option and no other should be considered. We think it would be nice if more of the highways were partially covered. How about trying Arapahoe Rd and I-25. We especially think it is wrong to move the highway north or south of I-70's current location. That would be a joke!!

==========

Responses to Comments

A Comment noted.

Comments				Responses to Comments
Source: Submittal	Document Number: 214	Last: Schwenzer	First: Lori	

Welcome: contactus@i-70east.com

PLEASE Go with CDOT Plan and NOT the Re-Route of I-70

From: "Lori Schwenzer"
Date: Tue, October 7, 2014 7:40 am
To: contactus@i-70east.com
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details | View as HTML

A

I highly encourage the CDOT plan for I-70 and hope the re-route option to I-270/I-76 is tabled for GOOD. The Unite North Metro Denver is sadly mistaken in their belief that the re-route option is better. I ask, better for whom? For those of us who cannot attend meetings, please let our voices be heard as loudly as those who can attend the meetings.

Thank you.
Lori Schwenzer

A Comment noted.

Comments

Source: Submittal	Document Number: 383	Last: Scriber	First: Brian

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Brian A. Scriber"
Date: Wed, October 22, 2014 8:50 am
To: webmastercc@i-70east.com (more)
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

name: Brian A. Scriber

comment_topic: Air Quality,Financing,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Truck Traffic,Other

A

B

comments: I wonder if this message will be read, but as a candidate for Colorado Senate in district 34, I see the pending bottleneck between Pecos and Wadsworth when the highway has an expanded capacity on both the west and east of this section. I don't understand why the full route utilizing 270 and 76 was not considered, why trenching the highway, disrupting neighborhoods, running hazardous materials through our school zones, increased cost, impact to the S. Platte basin, land ownership and cost were all overlooked so that the current plan of widening I-70 in place could be pushed on Denver residents. There is a better option, claiming that it's too late is a lie, it's never too late to do the right thing. Please consider the impact to those of us who live in this city, there are better options, let's look at them with an honest eye. Thank you, Brian Scriber

==========

Responses to Comments

A CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The need to widen I-70 is adequately addressed in the Final EIS.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 339	Last: Seawalt	First: Phillip

Welcome: contactus@i-70east.com

Comments on I-70 East Supplimental Draft EIS

From: "Phillip Seawalt"
Date: Thu, October 16, 2014 8:05 am
To: contactus@i-70east.com

I have been a long time resident and user of the I-70 corridor and grew up in the area. I have seen the various changes to the corridor including when it when to an overhead design. I am an engineer, designer, contractor and developer by training and 30 years of experience.

My constructive comments:

History tells us that it takes approximately 20 years to finish a highway improvement project, from the recognition of the need to the finished product. Approvals, financing, design, construction, etc., etc..

Therefore planning should be 20+ years into the future and not be based on current data (or past) design criteria, but future predictions of need.

A

The plan you are presenting is simply too narrow, it has to few lanes. The number of lanes should be doubled at the very least.

This section of I-70 has been a very big problem for 40+ years and continues to be a bottleneck that can be improved. The political will should be taken now to widen the corridor, that includes acquiring the land necessary including a portion of the stock show area. The stock show parking, and older facilities, etc., can be moved to the North. There is a lot of undeveloped land to the North and blighted areas that desirous of improvement.

The over park area will only slow traffic down and increase further backups and driver confusion. Based on our experience of the old airport overpasses, maintenance of the facility will be very costly (prohibitively so) and an inefficient use of scarce resources. The cost of this area should be saved and used for acquiring more land of other more effective uses of scarce resources.

B

The toxic gases coming from vehicle emissions is highly poisonous and is well known. Exposing people to this environment is ill advised, and could create an unnecessary liability. To also think that people can enjoy a park over such an environment is short sighted. The area will simply not be used, and the need is not justified based on the population, etc., plus there is ample land available to the North for such facilities if necessary, with adequate parking etc..Sincerely, Phillip Seawalt

Responses to Comments

A The traffic forecasting for this project used a planning horizon of 2035 for analysis purposes. For information on how the traffic forecasting model was determined for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Detailed traffic modeling confirms the proposed improvements. For information on widening the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. Additionally, modeling receptors were placed at Swansea Elementary School for the PM10 hotspot analysis, with the results presented in Exhibit 5.10-13 of the Final EIS that show all of the locations modeled would remain well below the health-based NAAQS for PM10 at this location. For information on the air pollution levels near the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 409	Last: SEL	First: –

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "SEL"
Date: Sun, October 26, 2014 10:54 am
To: webmastercc@i-70east.com (more)

name: SEL

comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Truck Traffic

A

comments: I encourage CDOT to explore an alternative to expanding I70 - move the freeway onto the I-76 and I-270 routes. I70 currently runs through a number of historic neighborhoods that are populated by children. Increasing the number of lanes on I70 would force the destruction of historic homes, reduce property values, and increase the damage to existing homes from pollution. It would also increase the amount of exposure for children and their families who live in the neighborhoods along I70. I76 and I270 do not pass through such populated areas, and the impact of the increased pollution, noise and hazardous materials will be less that it would along I70. It would be very irresponsible for CDOT to not explore these alternatives.

==========

Responses to Comments

A The need to widen I-70 is adequately addressed in the Final EIS.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 566 | Last: Sepulveda | First: Hugo

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "hugo sepulveda"
Date: Thu, October 30, 2014 1:18 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: hugo sepulveda

A comments: A fantastic proyect to be realized through the next years, something that will enhace the area, the city of denver; much work to develop to include all research. The covered alternative looks appealing and would provide a great beauty effect; the old bridge if torn down would create better safe venues for traffic, concerns to noise and pollution still exist among the neighborhood but overall this is a positive proyect that will benefit all; the financing is still something that needs to be clarified and explained thoroughly.

==========

Responses to Comments

A Project financing is adequately addressed in the Final EIS.

For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Public hearing transcript | Document Number: 145 | Last: Serno | First: Guillermo

A

Everything that our city council and acting mayor said, with added comments from the community point of view.

We talk about environment. I-70 destroyed one environment already when it came to a section from the stock show to Colorado Boulevard. And now you want to infringe on Adams County's opportunity that we have for growth, the planning that our city has planned for some of this area. We had input from both Cities' perspective as to the solutions that we came up with in this. And blocking the entrance from Vasquez Boulevard cannot be. We've been there. People are used to coming through there. Yes, work it through as far as what you want to do with the level portion of it. But Adams County people need access; Adams County businesses need access. We have shortcuts that people want to come through here. And we have enough participation there from all the cities. Boulder is coming through. And we don't talk about what we're going to do with 270. They're going to increase. Brighton, Thornton, Commerce City, we provide labor to Denver, and people need to get that.

B

Now, we have gone through almost three or four mayors that now really they didn't have any participation in the decisions that they had. Adams County, Commerce City, we had the minimum amount of people there. And what happened? People decided, Okay, that's where it stays. Every time we change our minds—and this is I think the third time if you include Vasquez Boulevard in there—it costs us, the taxpayers, money. Because what are you going to do with 270, and what are you going to do when you start tearing it down? I've gone through three or four, I'm not sure now. And I have a reason to forget, because the trust factor is not there. Directors, we have the money, we got the input, and we feel good. We're ready to build. We're ready to go out there and get the money, the rest of the funds that we need. Now it's costing us money. And all Adams County wants is a fair share of what's happening. We want to compete worldwide with let's say the Olympics, but yet we can't build a road within six years? That's going to be tough. That's going to be kind. And we want that opportunity. Our city has bent backwards. Our county bended backwards, okay? And now we're saying 270 is separated, okay?

Responses to Comments

A The Preferred Alternative is consistent with local government plans for growth.

For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B As the project progresses, Adams County continues to be an important member of the agency coordination's. CDOT is making sure all stakeholders have an equal voice in the decision making.

Comments

Source: Submittal	Document Number: 354	Last: Sethney	First: Virginia

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Virginia Sethney"
Date: Mon, October 20, 2014 3:38 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Virginia Sethney

comment_topic: Air Quality,Managed Lanes,Other
comments: Please do not increase the lanes on I70! It will cause a nightmare for those of us who regularly use I70 to get around town with traffic jams and such. There are no good reasons for the increase of lanes. None! It will only cause confusion and traffic holdups. None of us who have traveled in other states want to see a travel fiasco like Los Angeles, CA or Houston, TXp. It would not be conducive for out of town travelers either. Increasing the I70 corridor would be outmoded before it would to be finished and then what? Those of us on the Northwest side of Denver and West side of Denver would require three times as long to get to a destination on the East side of Denver. Widening I70 is not progress! I want to see Denver be progressive. Others also want to see Denver be a "pace-setter". The widening of I70 is not a positive "pace-setting" move. Thank you for your consideration, Virginia Sethney

A

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Responses to Comments

A The need to widen I-70 is adequately addressed in the Final EIS. For information on widening the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 106 | Last: Seymopur | First: Jeremiah

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jeremiah Seymopur"
Date: Tue, September 23, 2014 2:28 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Jeremiah Seymopur

A

comment_topic: Financing,Managed Lanes
comments: This planned concept for the I-70 face lift on the face looks appealing. The thing I would hope CDOT learned from the community backlash of US-36 was to not outsource the highway to a third party and worst of all a foreign third party. If a private investor is used find one instate or at very least domestic source of income. Do not sell Colorado out to foreign interests.

==========

Responses to Comments

A Project financing is adequately addressed in the Final EIS. For information on the project funding strategy, foreign investments, and public-private partnerships, please see FUND1, FUND2, and FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 452	Last: Shank	First: Susan

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Susan Shank"
Date: Tue, October 28, 2014 2:01 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Susan Shank

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Swansea Elementary
comments: This is an environmentally unsafe project, which would upset hazardous waste already there. I think it would increase air pollution. And the expense is unnecessary and excessive. As a taxpayer, I strongly oppose this project. There's an alternative which is much much less expensive and less dangerous from an environmental perspective. Please do NOT do this unwise project. A

==========

Responses to Comments

A Potential impacts to hazardous materials and air quality are adequately addressed in the Final EIS.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 478 | Last: Shay | First: Erin

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Erin Shay"
Date: Wed, October 29, 2014 8:20 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Erin Shay

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual

A comments: Why do we need to spend $1.8 billion dollars to: -endanger school children -add more poisons to our lives -increase noise pollution -demolish retail in urban areas that are already undersupplied with the basics for daily living -ruin more historical sites -cause additional traffic jams on major routes, thereby causing more air pollution and shortening the time that working parents spend with their families -create enormous, unnecessary, and potentially disastrous changes, partly for the benefit of private corporations? What we DO need to do is conduct an SEIS on a full reroute of I-70 that includes I-270 and I-76. Road expansion in those areas will add some traffic noise and will inconvenience a few drivers, but it won't ruin the lives of thousands of people living in a low-income neighborhood that will likely be devastated by the project. THINK ABOUT IT: Would YOU want to live in Globeville, Elyria or Swansea during or after this monstrous, unnecessary I-70 expansion project, knowing that it might shorten your family's lifespan and perhaps take the life of someone you love?

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Responses to Comments

A The air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. Additionally, modeling receptors were placed at Swansea Elementary School for the PM10 hotspot analysis, with the results presented in Exhibit 5.10-13 of the Final EIS that show all of the locations modeled would remain well below the health-based NAAQS for PM10 at this location.

For more information on impacts of the highway air pollution on human health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 679 | Last: Sholler | First: Stephen

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Stephen Sholler"
Date: Fri, October 31, 2014 9:56 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Stephen Sholler

comment_topic: Environmental Justice,Financing,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary

A comments: The proposed work on I70 between Colorado Blvd and I25 seems to a rash decision. The project will negitively impact not only the local school (much too close) but property values in the surrounding neighborhoods. Construction in this area of high environmental concerns is also a very risky undertaking. Please look at alternatives such a a re-route of I70 that are much less damaging to State budgets and state citizens. Thank you, Stephen Sholler

==========

Responses to Comments

A The need to widen I-70 is adequately addressed in the Final EIS.

Alternatives that reroute I-70 have been considered during the EIS process. For information on alternatives that reroute I-70 East, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 112 | Last: Shorten | First: Patrick

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Patrick Shorten"
Date: Tue, September 23, 2014 7:11 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Patrick Shorten

A

comment_topic: Property Impacts
comments: I do not support the proposed changes and do not want it in my neighborhood (Chaffee Park) in the future either. Reroute I-70 west of I-25 onto I-76 West and turn I-70 west of I-25 into a parkway so that Chaffee Park neighborhood and connect with Sunnyside neighborhood. Thanks.

==========

Responses to Comments

A CDOT has no plans within the next 30 years to expand I-70 west of I-25. For more information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 496 | Last: Shriner | First: Christopher

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Christopher Shriner"
Date: Wed, October 29, 2014 12:18 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Christopher Shriner

comment_topic: Other
A comments: I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

==========

Responses to Comments

A The suggested alternative does not meet the project's purpose and need.

For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 686	Last: Siek	First: Greg	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Greg Siek"
Date: Fri, October 31, 2014 10:26 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Greg Siek

A comments: Yes, we need to replace the obsolete, decaying infrastructure and add spare capacity for the future. But the currently proposed project is far to expensive, requiring to much private financial involvement.

==========

A Comment noted.

Comments

Source: Submittal | Document Number: 855 | Last: Simkins | First: Kelsey

000855

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/27/14 Would you like to be included on the mailing list? ◯ Yes ⊗ No

Name (required): Kelsey Simkins

Organization:

Address (required):

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

⊗ Air quality ⊗ Environmental justice ◯ Financing ⊗ Hazardous materials ◯ Historic
◯ Managed lanes ⊗ Noise ⊗ Property impacts ⊗ Swansea Elementary ◯ Visual
◯ Preliminary identified preferred alternative ⊗ Truck traffic ◯ Other

Please print your comment on the Supplemental Draft EIS legibly below

A The construction involved with the new I-70 project will have a significant impact on residents in the nearby area. As an employee of The Growlhaus, I work with the residents of Elyria-Swansea, including students from Swansea Elementary. The noise, dust,

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A Potential impacts associated with noise, dust, hazardous materials, and additional traffic have been adequately addressed in the Final EIS.

For information on BMPs and mitigation measures that will be implemented to alleviate the project impacts, please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 855 | Last: Simkins | First: Kelsey

000855

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

A

hazardous materials, and additional traffic will all create additional risk for the Swansea Students and for all residents that live in close proximity to I-70. The risks posed to these groups must be considered and planned for before construction takes place. This neighborhood's voice and well-being must be taken into account as they will bear the primary burden of construction dangers and the long-term effects of the interstate, including, but not limited to noise and air pollution in the area immediately surrounding the interstate. Money should be set aside to aid this community and to offset the negative environmental impacts of the project for I-70.

****Attach more pages as needed****

Thank you for your input

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

The information on these pages has been reviewed. Responses to specific comments are included on the previous page.

Comments

Source: Submittal	Document Number: 453	Last: Simmons	First: Rachel

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Rachel Simmons"
Date: Tue, October 28, 2014 2:21 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Rachel Simmons

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Noise,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other

A, B, C

comments: After reviewing the EIS and the SEIS, I find both deficient in their treatment of historic resources. The communities impacted are significant for their historic industries, architecture, ethnic communities, and religious, social, and educational institutions. Yet the two documents provide very little historic context for evaluating the resources within the communities. The survey forms completed appear to have focused almost exclusively on the architecture (while apparently comparing it to the way buildings looked at the beginning of the twentieth century rather than 50 years from the present). Certainly the area continued to have significant history and development after the early twentieth century. In terms of environmental justice, it is apparent that to expand the existing highway would be harmful to the low income and ethnic communities now along its route. Property values in the area are already lower than in other parts of Denver for similar properties. The residents suffer from high levels of health-related impacts due to the high level of truck and automobile traffic, which impacts the air quality, noise levels, and visual aspects of the neighborhoods. It is incredible that the preferred alternative is a route that strongly negatively impacts Swansea Elementary's environmental qualities. As someone who lives in a neighborhood outside the APE of the proposed project but within a few blocks of I70, I can testify first-hand to the horrible noise and air pollution it produces. As a citizen of Denver, I am appalled that some members of the Denver City Council voiced support for a project that has no definite price tag, but is likely to be the largest expense in the state's transportation history. I strongly urge study of the alternative route identified by neighborhood groups known as Unite North Metro Denver. North Denver never wanted this highway, but it's wishes were ignored. There is an alternative that would be better for our citizen's health and possibly less expensive. Please show some humanity and examine the alternative route.

Responses to Comments

A A historic context for the area was developed and each resource was evaluated with regard to the period of significance for that specific property. When the period of significance for a resource was limited to its early existence, then the impact any subsequent alterations may have had on the integrity of the resource were taken into account in the evaluation of a resource's eligibility. SHPO reviewed the determinations of eligibility and concurred with the findings.

B The Environmental Justice communities in the project area are important to CDOT. These concerns are adequately addressed in the Final EIS.

For information on the impacts to the Environmental Justice communities, please see EJ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on Environmental Justice mitigation measures, please see EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C The need to widen I-70 on its existing alignment is adequately addressed in the Final EIS.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 637	Last: Sims Fard	First: Deborah

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Deborah L. Sims Fard"
Date: Fri, October 31, 2014 7:56 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Deborah L. Sims Fard

A

comment_topic: Environmental Justice,Financing,Property Impacts,Truck Traffic
comments: CDOT, I am a native of Colorado and long time resident of North City Park and attended the meeting at Bruce Randolph Middle School regarding the proposed 1-70 Highway project. CDOT was not in attendance(not one representative). Clearly the decisions being made and push forward on this project is due to the make-up of the neighborhood. I do not support such a project based on race/discrimination/economics. I support better communication with all neighborhoods and seeking alternative plans for this project. Of course, you have already decided you would move forward no matter what- so many benefit off the demise of others. Its not a good plan, we need more answers and it is racist at best. I do believe this might be against the law according to Tittle 6 mandates. Thank you Deborah Fard

==========

Responses to Comments

A The environmental justice analysis was performed according to state and federal requirements to ensure Title VI compliance. The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project, to reconnect the community across the highway, and to allow Swansea Elementary School to remain in its existing location in response to community concerns.

Comments received during public outreach efforts were considered by CDOT and were incorporated in the decision making process as appropriate. These changes include, but are not limited to, refinements to the mitigation commitments, updating the air quality analysis, keeping the Steele Street/Vasquez Boulevard interchange open, and coordinating with Denver on drainage solutions. For information on CDOT's public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 222	Last: Sirmons	First: Wayne

Inbox Compose Addresses Folders

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Re: I-70 East EIS - SDEIS COMMENTS

From: "Wayne Sirmons"
Date: Tue, October 7, 2014 7:20 pm
To: contactus@i-70east.com
Priority: Normal

Dear CDOT,
I have really been trying to figure out how I feel about this plan. After a lot of research, It seems like it's just not a good solution for many reasons. Sorry for the long post, but it's not a simple problem or simple solution.

When I look at the pros and cons, I 'd rather spend a few more minutes in traffic than support this CDOT expansion plan.

A

1. Traffic shouldn't be a commodity.
I'm strongly opposed to the toll lanes being operated by private companies. These private operator partners answer to investors. State government answers to taxpayers.

The upfront payments that states receive are worth far less than the value of future toll revenue from the road..that's how they make money. Indiana and Chicago found that private investors would recoup their investments in less than 20 years but the contracts are for 75 and 99 years. There is no reason the state can't operate the toll road to raise the money to build a better solution.

States lose control over many transportation issues. We have not seen any details of the proposed contracts or agreements. Toll road investors want assurances that traffic levels will meet or exceed predictions. Some privatization contracts limit states' ability to improve or expand nearby roads and facilities. These corporations want congestion, so the toll lanes become more attractive.

For example, Indiana is prevented from building a highway (or expanding a current highway to Interstate standards) within 10 miles or a private operated toll lane road for at least 55 years without providing compensation to the toll road operator add ng an exit or building a mass transit line. Who knows what the city will need or what new transportation options will be available in the next 30, 50 , or 90 years.

Responses to Comments

A Project financing is adequately addressed in the Final EIS.

For information on public-private partnerships, please see FUND2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on toll rates, please see FUND3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 222 | Last: Sirmons | First: Wayne

B

2. Bigger highways actually tend to make traffic worse.

The current plan, is a 20th century solution. The concept of "Induced Demand" negates the value of wider highways. The concept is pretty simple: Basically the more you have, the more you use it. A 10 year study showed if a city increased road capacity by 10 percent the amount of driving in that city went up by 10 percent--even if the population stayed to same or even decreased.

Make it easier to drive more and people will. There are tons of studies proving the concept.

Many cities have gotten rid of major highways and not seen an increase in traffic or gridlock. Great article:
http://gizmodo.com/6-freeway-demolitions...

Think about it, the most congested highways in America are also the biggest. The bigger they get, the more congested they get.

Here are some interesting articles that give you a different perspective:
http://www.wired.com/2014/06/wuwt-traffi...

http://www.washingtonpost.com/wp-srv/dig...

There is no question the highway needs work, but smarter on and off ramps, a shoulder, HOV lane and drainage would solve a lot of the issues.

C

3. People are driving less
It's hard to belive, but Americans are driving less. The world is changing quickly. More people are telecommuting (a trend that will grow) online shopping continues to grow, remote access to services better mass transit options the expense of car ownership is growing.

Here are some really interesting facts about traffic and the decline of driving.

http://uspirg.org/reports/usp/new-direct...

http://news.medill.northwestern.edu/chic...

D

4. The impact of the highway on the neighborhoods

20 businesses and 53 homes to be taken. Yes, oweners are to be compensated at fair market value. But a 4 bedroom house there is about 120,000. Where will they find a home for that?

While you can pontificate about not buying next to a highway, many of these homes are multi-generation occupants. Many lived there before there was a highway. They may have bought there after the highway, because they wanted to be part of the American dream and it was the only place they could afford to buy.

The neighborhoods impacted currently suffer from more health problems than any other neighborhood in the city of Denver due to the pollution. We want to add to this? This a population that has few options. Most will never qualify for a mortgage with the new, stricter lending rules.

The current viaduct is 177 feet wide. CDOT proposes to expand the highway almost 300' as it travels through these neighborhoods and it will be within 65' of an elementary school. Do you want your kids playing 65' from highway? The health impacts of spending that much time near a highway are none debatable.

Responses to Comments

B The need to widen I-70 is adequately addressed in the Final EIS.

For information on traffic models used for this project, please see TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on widening the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT is aware of the change in driving trends. Models have taken in to account these trends and the concern is adequately addressed in the Final EIS.

For information regarding consideration of changes in the driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D CDOT will comply with the Uniform Act to address all property impacts.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Models have taken in to account concerns about air quality, air pollution and health conditions in the project area and these concerns are adequately addressed in the Final EIS.

For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air pollution and health conditions, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 640	Last: Skoog	First: Gary

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Gary Skoog"
Date: Fri, October 31, 2014 8:12 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Gary Skoog

comment_topic: Preliminarily Identified Preferred Alternative,Other
comments: My concern is with future expansion of I-70 west of I-25 which will ultimately be required. The widening of I-70 using the current CDOT preferred alternate will leave no alternative but to widen the current I-70 alternate through NW Denver which was a terrible mistake in the 1960's. To make this same mistake again is unconscionable and shows no regard for lessons that should have been learned. Please do not cast the die that will cause economic and community injustice in the future to NW Denver for generations to come. Further study of the northern alternate using I-76 is a must even though more time and money will be spent. If 2 billion dollars are about to be spent it better be for the right alternative.

A

B

Responses to Comments

A CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 399	Last: Skoog	First: Mary	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "mary skoog"
Date: Fri, October 24, 2014 8:21 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: mary skoog

comment_topic: Air Quality,Environmental Justice,Property Impacts,Swansea Elementary,Visual,Truck Traffic

A comments: The evidence against the proposed plan to widen I 70 in North Denver is too clear to be ignored. Please make the right decision and do not go forward with the proposed plan.

==========

A Comment noted.

Comments

Source: Submittal	Document Number: 253	Last: Skrabec	First: John

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "John Skrabec"
Date: Fri, October 10, 2014 6:04 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: John Skrabec

comment_topic: Environmental Justice,Historic,Noise,Property Impacts,Other
comments: I'm the owner of a real estate brokerage in Northwest Denver, and am alarmed at the possibilities an expanded I-70 will bring to the Globeville, Elyria & Swansea neighborhoods. These neighborhoods, have already been compromised by the a separation from the rest of Denver's revitalized Highlands and RiNo neighborhoods, will be further ruined by this new plan. Home values in those neighborhoods have barely-increased in the past 15-20 years. Every other neighborhood that's within four miles of the urban core is worth two, three or four times as much as it was in the same period. Demand for real estate development in the city makes these areas an opportunity to reclaim these neighborhoods - but will not continue to do if it is widened. There is an opportunity to make it right! And what about west of I-25? How is it that CDOT expects to make a gigantic expansion to I-70 east of I-25 and no expansion west of I-25 without creating a horrible bottleneck at I-25 w!
hich defeats the desired benefits? CDOT suggests that 50% of the traffic on I-70 westbound gets off onto I-25 - which I find hard to believe. In their calculations, CDOT fails to account for any I-25 traffic that gets onto I-70. As a resident of the area, I've experienced this bottleneck on a regular basis, when I-70 west of I-25 is often backed-up. So, is the expansion of I-70 west of I-25 next? How many homes will that one take? Don't ruin my neighborhood like what's happened east of I-25! Instead, I would be supportive of the plan to re-route I-70 along the existing I-270 & I-76 route. Adams County has a tremendous economic development opportunity with a re-route onto I-270 & I-76. As of now, most of those areas are un-developed, under-developed or blighted. Light rail is being developed in the area and a rerouted I-70 would further create a smart transportation corridor. Please CDOT, do an SEIS on the full re-route that includes both I-270 and I-76!

A

B

Responses to Comments

A CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT will comply with the Uniform Act to address all property impacts.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 559	Last: Sliemers	First: Pat and Jack	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Pat and Jack Sliemers"
Date: Thu, October 30, 2014 11:25 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Pat and Jack Sliemers

A

comment_topic: Environmental Justice,Financing,Historic
comments: We encourage all to support the Dennis Gallagher opinion in this matter; he cares deeply about Denver and it's residents. He has gone above and beyond in researching the best alternatives for this project. Do not disregard his input. We believe the people from Swansea and Elyria have taken the brunt of all this development for more than 40 years; enough is enough... Sincerely, Jack and Pat Sliemers

==========

A Comment noted.

Comments

Source: Submittal | Document Number: 869 | Last: Slotkin | First: Ira

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/24/14 Would you like to be included on the mailing list? (✓) Yes ( ) No

Name (required): IRA SLOTKIN

Organization: N/A

Address (required):

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

( ) Air quality ( ) Environmental justice ( ) Financing ( ) Hazardous materials ( ) Historic
( ) Managed lanes ( ) Noise ( ) Property impacts ( ) Swansea Elementary ( ) Visual
( ) Preliminary identified preferred alternative ( ) Truck traffic (✓) Other

Please print your comment on the Supplemental Draft EIS legibly below

A RECOMMEND REROUTE. I THINK (70) IT IS USED PRIMARILY BY THROUGH TRAFFIC. PROPOSED LANERING/WIDENING WILL DISRUPT & DAMAGE NEIGHBORHOODS. WILL CAUSE WIDENING OF 70 WEST OF 25 & DAMAGE TO THOSE NEIGHBORHOODS AS WELL. WILL LESSEN NEIGHBORHOOD ACCESS TO EACH OTHER. (OVER)

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

CDOT CO

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 869 | Last: Slotkin | First: Ira

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

B NEW HIGHWAY WILL ATTRACT DEVELOPMENT OF LOFTS & MULTIFAMILY DEVELOPMENT & DRIVE OUT SINGLE FAMILY HOUSING, CHANGING THE NEIGHBORHOOD. THERE'S NO PLACE FOR THOSE FAMILIES TO GO.

****Attach more pages as needed****

Thank you for your input

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com
698000

Responses to Comments

B There are many reasons gentrification could occur in the northeast part of Denver, including the redevelopment of the National Western Stock Show Complex and rising prices for residential real estate; however, land use decisions are made by local jurisdictions and are outside the control of CDOT.

Comments

Source: Submittal | Document Number: 524 | Last: Smeester | First: Scott

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Scott Smeester"
Date: Wed, October 29, 2014 12:19 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Scott Smeester

comment_topic: Other
A comments: I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

==========

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 642 | Last: Smith | First: Jake

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jake Smith"
Date: Fri, October 31, 2014 8:19 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Jake Smith

comment_topic: Financing
comments: I am concerned about the total budget size of this project. It appears to be fiscally irresponsible spending from a taxpayer perspective, especially when the re-route appears it will cost about half as much while addressing I-70 congestion issues on BOTH sides of I-25, not just the east side. I would like to see CDOT do an SEIS on the full re-route that includes both I-270 and I-76. Thank you in advance for consideration of these comments. A

==========

Responses to Comments

A CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. CDOT's cost estimate for the I-270/I-76 reroute was verified by Denver staff in March 2013 and estimated to be almost twice the cost of CDOT's proposal. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 371 | Last: Smyth | First: Gail

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10-10-14 Would you like to be included on the I-70 East EIS mailing list? ☐ Yes ☒ No
Name (required): Gail Smyth
Organization:
Address (requir
City/State/Zip:
Email:

Does your comment apply to any of the topics listed below? Please circle all that apply:

Air quality	Environmental justice	Financing	Hazardous materials	Historic
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual
Preliminary identified preferred alternative		Truck traffic	Other	

Please print your comment on the Supplemental Draft EIS legibly below.

A Expanding 70 destroys those neighborhoods & makes worse live, go the projected line there

****CONTINUE ON BACK FOR MORE SPACE****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A Comment noted.

Comments

Source: Submittal	Document Number: 336	Last: Snipes	First: Corey

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Corey Snipes"
Date: Thu, October 16, 2014 4:23 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Corey Snipes

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: I prefer the proposed reroute along 270/76, and encourage you to pursue it. The neighborhoods in NE and NW Denver which touch interstate 70 would be improved and better integrated, particularly Swansea/Globeville.

==========

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration because it did not meet the project's purpose and need.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 456 | Last: Snipes | First: Susan

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Susan Snipes"
Date: Tue, October 28, 2014 2:42 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Susan Snipes

comment_topic: Air Quality,Preliminarily Identified Preferred Alternative,Swansea Elementary,Other

A comments: I strongly request you reconsider studying an alternative route for I-70. Specifically I ask that you do an SEIS on the full re-route that includes both I-270 and I-76. Now is the BEST (probably ONLY) time to reroute I-70 out of several neighborhoods within the city of Denver. A reroute will help the city become the world-class city it should be. Adding traffic, noise-pollution, air-pollution and taking up more space in the core of the city is NOT what forward-thinking cities are doing. They are rerouting their highways around their city centers. PLEASE listen to your citizens and study the alternative route that includes I-270 & I-76. Thank you for your time.

==========

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 723 | Last: Snyder | First: Bill

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Bill Snyder"
Date: Fri, October 31, 2014 2:28 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

.
name: Bill Snyder

comment_topic: Air Quality,Hazardous Materials,Managed Lanes,Noise,Property Impacts,Visual
comments: The new high way will eliminate housing. Noise and construction for five years. Removing exits for accessibility to the neighborhood. Lack of knowledge about the impact of a tunnel - ice, flooding, etc. Will not put community back together. No homes in Elyria that will connect; it's mainly industry. Environmental concerns about the dirt given the history of smelters. A blvd vs. a highway will keep the neighborhood together. If no decision has been made why are homes being purchased, boarded and have signage indicating that it is CDOT property. Has the decision already been made? What are the plan when the highway crosses over I-25 and the lanes are reduced due to space constraints. The inability to extend lanes west of I-25. What is the impact to the new Pecos bridge? The Swansea neighborhood is not in favor of this, contrary to what is being communicated. As a resident of Swansea for over 50 years, I am not in favor. The highway should be torn down and traffic sho! uld be rerouted to 76 and 270. There is more land and more space to build and expand.

A B C D

==========

Responses to Comments

A CDOT will comply with the Uniform Act to address impacts to property.

For information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

To assist in putting the community back together, walkability and bicycle route improvements are included with the Preferred Alternative.

For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Potential project impacts are adequately addressed in the Final EIS.

For information on BMPs and mitigation that will be implemented to mitigate or reduce project impacts, please see IMP1 through IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Advanced acquisition of real property is allowed pursuant to 23 USC 108 and 23 CFR 710.501. CDOT is allowed to begin acquisitions of real property for a project before completion of NEPA.

C CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 133 | Last: Solko | First: Daniel

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 9/24/2014 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): Daniel J. Solko

Organization: N/A

Address (required):

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

( ) Air quality ( ) Environmental justice ( ) Financing (X) Hazardous materials ( ) Historic
( ) Managed lanes ( ) Noise ( ) Property impacts ( ) Swansea Elementary ( ) Visual
( ) Preliminary identified preferred alternative (X) Truck traffic (X) Other TRAFFIC flow

Please print your comment on the Supplemental Draft EIS legibly below

Dear friends:

It is time to once again take a page from the California book of hiways. You know-the place where traffic zooms along at 70+ miles per hr. (even where the posted limit is 55. Let me take

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222

Responses to Comments

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments

Source: Submittal | Document Number: 133 | Last: Solko | First: Daniel

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

A moment to point out a basic flaw or two in your proposal as follows:

A 1. A below grade I-70 would be subject to flooding: See I-25 south after a heavy summer downpour.

B 2. By putting a 4 acre cap over the top (to connect the neighborhoods) you will essentially be making a tunnel. Is anyone at CDOT old enough to remember the constant bottleneck at the Airport tunnels? People will naturally slow down when entering a dark tunnel. (You will never be able to light it well enough to equal daylight).

C 3. Where will traffic be diverted to when under construction?

D Please consider this alternative proposal: Why not go north of the existing elevated portion? In fact go completely north of Swansea & through the industrial area at about where Race Ct. is presently – reconnecting at I-25 + Washington?

E Or even better: Make I-270 the new I-70 + simply widen to accomodate more traffic.

****Attach more pages as needed****

Thank you for your input

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternatives considered, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Drainage concerns have been adequately addressed in the Final EIS.

For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT is aware of lighting concerns under the proposed cover based on previous covers over I-70 and these concerns are adequately addressed in the Final EIS.

For information on the lighting under the Preferred Alternative highway cover, please see PA5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT is addressing concerns about traffic during construction by requiring the contractor to prepare a traffic management plan.

For information regarding I-70 traffic during construction, please see TRANS10 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D The Realignment Alternative was eliminated in the Supplemental Draft EIS. For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

E The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 247 | Last: Soltero | First: Oscar and Leonila

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

ANTEPROYECTO DEL INFORME DE IMPACTO AMBIENTAL SUPLEMENTARIO DE LA I-70 ESTE

Puede presentar sus comentarios a la dirección que se encuentra debajo o en el sitio web de la I-70 Este (http://www.i-70east.com) hasta el 31 de octubre del 2014.

Se solicitan los comentarios del público de acuerdo con lo dispuesto por la Ley de Política Ambiental Nacional, 42 Código de los Estados Unidos 4321, et seq. Todos los comentarios presentados por escrito durante el período de comentarios serán considerados durante la preparación del Informe de Impacto Ambiental (EIS abreviación en inglés) Final. La información que proporcione sobre su domicilio privado con sus comentario es voluntario y protegido en conformidad con la Ley de Privacidad. La información de su domicilio privado no se publicará en el EIS Final o para cualquier otro propósito, a menos que sea requerido por ley. Sin embargo, su información de domicilio privado se utilizará para incluirlo en la lista de correos que usamos para enviar avisos futuros sobre el proyecto.

Fecha: _____ ¿Desearía ser incluido en la lista de correos del EIS de la I-70Este? ☐ Sí ☐ No

Nombre (obligatorio): OSCAR & LEONILA SOLTERO

Organización: _____

Domicilio (obligatorio): _____

Ciudad/Estado/Código: _____

Email: _____

¿Sus comentarios aplican a cualquiera de los temas listados a continuación? Circule lo que le interesa:

☑ Calidad del Aire ☑ Justicia ambiental ☐ Financiamiento ☐ Materiales peligrosos ☐ Histórico
☑ Carriles administrados ☑ Ruido ☑ Impactos a propiedades ☐ Swansea Elementary ☐ Visual
☐ Alternativa preferida preliminarmente identificada ☐ Tráfico de camiones ☐ Otros

Favor de escribir legible sus comentarios sobre el Anteproyecto del EIS Suplementario a continuación.

A APOYAMOS LA CUBIERTA DONDE QUEDARIA EL PARQUE

****SI NECESITA MÁS ESPACIO CONTINUE AL REVERSO****

Puede entregar esta forma a un miembro del equipo del proyecto o por correo/e-mail hasta el 14 de octubre del 2014, al:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

The English translation of this comment and the response is on the following page.

La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.

Responses to Comments

A Comentario tomado en cuenta.

Comments

Source: Submittal | Document Number: 247 | Last: Soltero | First: Oscar and Leonila

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

Date:_____ Would you like to be included on the I-70 East EIS mailing list? ☐ Yes ☐ No

Name (required): Oscar & Leonila Soltero

Organization:

Address (required):

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle all that apply:

Air quality	Environmental justice	Financing	Hazardous materials	Historic
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual
Preliminary identified preferred alternative		Truck traffic	Other	

Please print your comment on the Supplemental Draft EIS legibly below.

A We support the cover where the park would be.

This is a translation of the previous comment and response that was submitted in Spanish originally.

Ésta es una traducción del comentario anterior y su respuesta que se presentó originalmente en español.

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (http://www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A Comment noted.

Comments

Source: Submittal | Document Number: 545 | Last: Speth | First: Kristen

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Kristen Speth"
Date: Wed, October 29, 2014 10:40 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Kristen Speth

comment_topic: Air Quality,Environmental Justice,Financing,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Other

A

comments: I strongly encourage CDOT to do a SEIS on the full re-route that includes both I-270 and I-76 The incredible amount of $ this project will consume. Many believe it to be grossly-fiscally irresponsible spending from a taxpayer perspective, especially when the re-route appears it will cost about half as much while addressing I-70 congestion issues on BOTH sides of I-25, not just the east side. This is just logical and should be considered. I am a taxpayer of Colorado and live just West of downtown. We should not widen I-70 and should look at other alternatives. CDOT already owns the right-of-way needed to widen I-76 and I-270, without taking any homes or businessesâ€“ and, along the I-76 and I-270 routes there are 0 neighborhoods that are immediately-adjacent to the freeways, compared to 11 along I-70 between Stapletonâ€™s Central Park Blvd and Harlan [the re-route area] that are directly impacted. I live just south of I-70 and I do not want this road widened and would appreciate it if you listened to taxpayers and consider an alternative. I also don't want any additional pollution impacting my home, parks and my children's schools. I feel like air quality is also important for current residents but also for future generations. Thank you for your time and consideration. Kristen & Robert Speth

==========

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Potential impacts to air quality by the Preferred Alternative are adequately addressed in the Final EIS.

For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 82	Last: Spray	First: James	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "James Spray"
Date: Sat, September 20, 2014 12:12 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: James Spray

A comments: I think this is a fantastic idea and wholeheartedly support this project.

==========

A Comment noted.

Comments

Source: Submittal | Document Number: 588 | Last: Sprengelmeyer | First: Laura

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Laura Sprengelmeyer"
Date: Thu, October 30, 2014 3:20 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Laura Sprengelmeyer

comment_topic: Air Quality,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Other

A comments: The alternative of rerouting I-70 to I-76 and 270 makes good economic sense. It will address future necessary repairs to those 2 roads will addressing the I-70 issues. Since the current plan is to widen I-70 only east of I-25, a huge bottleneck will be created which will be a traffic nightmare and create the

B potential for an increase in accidents which will further exacerbate the problem. It will be only a matter of time before there will be talk of the necessity to widen the road west of I-25. How many neighborhoods will that destroy and how many parks?

C This will significantly lower property values in the affected areas including Berkeley and Regis. I know from experience of trying to sell a house in an area impacted by noise and pollution from an interstate that had expanded will I owned the house. The value was $150,000 to $200,000 less than comparable houses less than 1/4 mile away.

D Soil samples taken in the yard on the highway side contained a higher level of lead than samples from the side protected from the road. (While fuel no longer contains lead there are other pollutants from vehicles.) I-76 and 270 are relatively undeveloped areas. Rerouting I-70 will have less of an impact on existing residential and commercial properties while opening up the area along the roads to future development appropriate for areas close to a major road. CDOT must do an SEIS on the full re-route that includes the I-270 and I-76 alternative.

==========

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration because it did not meet the project's purpose and need.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT is working closely with Denver to maximize the mitigation to nearby neighborhoods from this project.

D Potential impacts to hazardous materials are adequately addressed in the Final EIS.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 195 | Last: St. Clair | First: Ian

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ian St.Clair"
Date: Fri, October 3, 2014 8:14 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ian St.Clair

comment_topic: Other
comments: The seizing of property through eminent domain is a gross violation of human rights. It is stealing and in the worst possible way. No democratic process makes the act of taking that which belongs to another acceptable. This plan means stealing homes from the families that rightfully own them for the convenience of through traffic. Serving "the greater good" is a lie the ruling class tells itself to justify its misdeeds. Is evicting families from their homes so truck drivers from Iowa can make it to California 20 minutes faster really serving a greater good? The only people that stand to benefit from this are the construction companies that get the contracts and it comes at the expense of the Colorado resident (especially those losing their homes), and every other CDOT project statewide. I would like to ask those with final say in this matter this question, "Are you trying to turn Denver into Detroit?" You're doing a fine job. **A**

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Responses to Comments

A Unfortunately, no alternatives completely eliminate the need for property acquisitions, including No-Action. CDOT will comply with the Uniform Act to address all property impacts.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The Environmental Justice communities in the project area are important to CDOT.

For information on impacts to the Environmental Justice communities, please see EJ1 and EJ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 295 | Last: Steffan | First: S

A Hello. I've been a longtime resident. I've been here before they built the original I-70. I know that an interstate highway has to go through. Unfortunately, it has to go through our neighborhood. It's been through all this time. The lesser of evils would be to just widen it. The people that are most fortunate, unfortunately, are the ones that are going to be bought out and moved out. The rest of us have to deal with all this highway being built up and all the noise from the traffic and having the highway encroach closer and closer into our neighborhood. I'm against the park over the freeway. We don't need this. It's just a way to cause more accidents. The Stapleton tunnels were approved for that years ago. If you want to give a park to the residents, we have a park on both sides, two blocks. Move the school two blocks away. The pollution will be 200 percent less if it's two blocks away. You won't need this park. You won't need a lot of this pollution mitigation there at the school. If you want a park, put the park where the old school was.

B I believe there's an issue that's going to come up, and it's affecting people right now—because 20 years from now this neighborhood is not going to be the same. So what has happened now is zoning changed their laws in 2010 where they got rid of grandfather laws. So there's going to be about 60 percent of the neighbors that are going to find that they are going to be in a fight with zoning about their properties do not conform to the new existing zoning regulations. And they are going to buy you out or bankrupt you to the point where you're going to have to sell at a cheap price so that the developers can put in what is a 20-year plan of all new condos and low-income housing; and that is unfortunately what Elyria and Swansea is going to be is low-income housing in the next 20 years. Thank you very much.

Responses to Comments

A Based on CDOT's public outreach, the residents of Elyria and Swansea neighborhood are in favor of the school staying at its current location with the Preferred Alternative. DPS also supports the Preferred Alternative and believes the impacts to the school will be alleviated by the proposed mitigation measures.

For more information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The lighting of the covered section will be designed to meet fire and safety requirements, as well as to avoid the "black hole effect," which was a major issue with the old I-70 Stapleton tunnels. For information on the lighting under the Preferred Alternative highway cover, please see PA5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT is responsible for maintaining the highways within the state of Colorado. Zoning and other land use controls are beyond CDOT's jurisdiction and are not part of this project.

Comments				Responses to Comments
Source: Submittal	Document Number: 589	Last: Stieg	First: James	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "james stieg"
Date: Thu, October 30, 2014 3:21 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: james stieg

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: I strongly beleive and support the widening of the existing lanes and identified route is the correct decision. I sit in traffic jams daily through this area, and would strongly support the additional lanes! Thanks!!!

==========

A Comment noted.

Comments

Source: Submittal	Document Number: 528	Last: Stenger	First: Matthew

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Matthew Stenger"
Date: Wed, October 29, 2014 3:10 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Matthew Stenger

comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Noise,Property Impacts,Swansea Elementary,Visual,Truck Traffic

A comments: To Whom It May Concern: First and foremost, I am unhappy to hear that CDOT is considering replacing this stretch of freeway rather than the only sensible resolution which would be to re-route it via 270 and 76. The re-route would utilize existing freeways which need to be improved anyways, and eliminate the injustice that was done to the Elyria/Swansea/Globeville neighborhoods decades ago when I-70 dissected their neighborhoods in the first place. Secondly, as it stands, I am one of many residents to the south side of the freeway who suffer from inconsiderate speeding and truck traffic through my neighborhood, using our neighborhood streets as a mini-freeway to get to I-70. I feel that any solution needs to consider not only the residents immediately impacted in the vicinity of the freeway's footprint, but also those of us whose neighborhood streets are dangerous because there are inadequate measures and enforcement of freeway-bound traffic racing through our neighborhoods. I strongly support the re-route of I-70 via I-270 and I-76. Please have a conscience and find a way to make this solution happen. Thank you. Sincerely, Matthew Stenger

B

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The study area for this EIS includes a wide stretch of land around I-70 from Martin Luther King Boulevard in the south to 56th Avenue in the north, and alternatives on other alignments were reviewed. For more information about the project study area, please see chapter 5 of the Final EIS. Truck routes on local streets are not within CDOT's jurisdiction.

For information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number 113	Last: Stephens	First: Kevin

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Kevin Stephens"
Date: Tue, September 23, 2014 7:15 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Kevin Stephens

comment_topic: Noise,Property Impacts,Other
comments: My comments concern the potential echo of traffic noise coming out of the below grade roadway. Secondly, I'm concerned about gentrification of the neighborhood without working with the city of Denver to keep affordable housing in the long-term in this area. Thirdly, I would like to see a westbound interchange between E470 and I 76 to keep westbound (mountain traffic) of of this stretch of I-70. I drive for a mountain shuttle company and drive this stretch 5-6 times per week. I would much prefer an easier route to I-76 to bypass this area. **A**

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Responses to Comments

A Potential impacts from noise are adequately addressed in the Final EIS.

For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

There are many reasons gentrification could occur in the northeast part of Denver, including the redevelopment of the NWC and rising prices for residential real estate; however, land use decisions are made by local jurisdictions and are outside the control of CDOT. As part of the mitigation included with the Preferred Alternative, CDOT will provide $2 million dollars to develop affordable housing units in the Elyria and Swansea Neighborhood through available programs. These programs have not been determined at this time.

For more information on the replenishment of housing stock in the impacted neighborhood, please see PROP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Unfortunately, the E-470 and I-76 interchange is out of the scope of the I-70 East project.

Comments

Source: Public hearing transcript | Document Number: 150 | Last: Steve | First: S

000150

A

Thank you. I just want to make it short and sweet. I believe that running the, running I-70 below grade is a good idea. It worked around Washington Park. I'm for the kids in the neighborhood.

If you think that you're getting this tunnel as a gift to the neighborhood, you're all sorely mistaken. We need a new school that would be away from this highway. It would be less pollution, it'd be less money, it'd be less money spent trying to mitigate all this pollution and all. If you want some bridges, put the bridges all across streets that go through one side to the other. We don't need to keep separating the neighborhoods north and south. There are, we can use a lot of that money too that's left over from putting this, this park that we don't need—there's a park two blocks to the north, there's a park two blocks to the south. We don't need our kids playing on top of a freeway. Nobody's going to see this park. Nobody's going to see this park when they're driving on the freeway. You're just going to see an embankment you're going under. It's going to be, it's going to be very dangerous. That's why they turned around and took Stapleton's tunnels down years ago. I'm sure a lot of you residents know that. You can't see it when you're coming through it in the morning and the night. People are getting killed in accidents upon accidents happening because of this tunnel. The money that we save on this tunnel can also be used to help mitigate all this extra pollution that's going to go into the residents' houses without making them pay for it out of their own pocket.

I'm pretty much finished. I just wanted to bring that up so people have a clear view that this tunnel is not a gift to Elyria and Swansea and Globeville, it's a detriment. I'm sure in the next 10 or 15 years after it's built you're going to see how bad of an idea that was. Denver is going to be, oh, we're so forward thinking at this time and it's going to be so great, and we'll soon find out it's more of a boondoggle. But thank you for your time.

Responses to Comments

A Based on CDOT's public outreach, the residents of Elyria and Swansea neighborhood are in favor of the school staying at its current location with the Preferred Alternative. DPS also supports the Preferred Alternative and believes the impacts to the school will be alleviated by the proposed mitigation measures.

For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The lighting of the covered section will be designed to meet fire and safety requirements, as well as to avoid the "black hole effect," which was a major issue with the old I-70 Stapleton tunnels. For information on the lighting under the Preferred Alternative highway cover, please see PA5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 213 | Last: Stewart | First: Gerry

Welcome: contactus@i-70east.com

concerns

From: "Gerald Stewart"
Date: Tue, October 7, 2014 7:23 am
To: contactus@i-70east.com
Priority: Normal

A I'm happy with the current below grade plan but I do have some concerns. The Corp of Engineers revised their flood risk not too long ago and I'm concerned that the flood design is only for a 100 year flood.

B I'm also concerned that just adding two lanes is insufficient. The traffic is unimaginable from Colorado Boulevard to the Mouse Trap and I can only believe that drivers are avoiding the area and will change their driving habits as soon as the road is fixed.

Thanks,

Gerry Stewart

Responses to Comments

A Design for the 100-year storm is industry standard and what is required by state and local agencies.

For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The need to widen I-70 is adequately addressed in the Final EIS. Detailed traffic modeling confirms the proposed improvements.

For information on widening the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Public hearing transcript | Document Number: 282 | Last: Stice | First: Jan

A I'm a lifelong resident of the Sunnyside neighborhood. I have had family living in the Globeville area since 1888. I myself attended school in Globeville in the late 1950s when I-70 was being built. The neighborhoods were decimated at that time. Plans as stated to replace the current elevated portion of I-70 with a trench 10-lanes wide will put the final nails in the coffin of Elyria and Swansea. This plan is the very definition of social injustice—demolishing 53 more homes and 20 businesses to add four Lexus lanes so the wealthy who can afford to pay the tolls can get through Denver a little bit faster. Where are the 53 families now living in those homes going to go? Most of those folks are low income. The average value of those homes is less than $200,000. What can those families buy at current prices elsewhere in the Denver area? What can they rent that would be affordable?

B CDOT says this plan will improve connectivity in the area. After five years of demolition, excavation, and reconstruction, there won't be a neighborhood left on the north side of the highway to worry about connecting. Residents not bought out will have been driven out. Other cities have bypasses around the urban core. Kansas City is an example of one, and their bypass is on I-70. I, for one, do not accept CDOT's statement that the loop alternative will cost over $4 billion. CDOT is projecting the cost to build a completely new highway starting from scratch. Existing right-of-way already exists for the loop alternative.

Responses to Comments

A These concerns are adequately addressed in the Final EIS.

For information on how the managed lanes provide multiple benefits for all users of the roadway, not just those using the tolled lanes, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. As the general-purpose lanes fill up, more users will choose to move into the managed lanes. This reduces the congestion in the general-purpose lanes for all other users. Additionally, by ensuring that traffic is always moving in the managed lanes, vehicle emissions are reduced. Stopped, idling vehicles produce more emissions in an area than free-flowing traffic.

For information on identification of the Managed Lanes Option as the preferred option, please see PA7 and EJ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on right-of-way impacts with identification of Managed Lanes Option as the preferred option, please see PROP1 and PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP1 and PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B During construction and after, north-south connectivity within the project area will be maintained or modified slightly.

For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. The estimates have been reviewed and confirmed by outside agencies.

CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 404 | Last: Stice | First: Janice

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Janice Stice"
Date: Sat, October 25, 2014 9:24 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Janice Stice

comment_topic: Environmental Justice
comments: I have had family living in the Globeville area since 1888. I myself attended school in Globeville in the late 1950s when I-70 was originally built. The Eliria, Swansea and Globeville neighborhoods were decimated at that time. Plans as stated to replace the current elevated portion of I-70 with a trench 10 lanes wide will put the final nails in the coffin of Eliria and Swansea. This plan is the very definition of Social Injustice: demolishing 53 more homes and 20 businesses to add four "Lexus lanes" so the wealthy, who can afford to pay the tolls, can get through Denver a bit faster. Where are the 53 families now living in those homes going to go? Most of those folks are low-income. The average value of those homes is less than $200,000. With average home prices in the Denver region exceeding $250,000, what can those families buy to replace the homes they would be losing? Average apartment rents in Denver exceed $1,100 per month and the vacancy rate is below 3.9 percent. What could they rent, if they could find an apartment, that would be affordable? CDOT says this plan will improve connectivity in the area. After five years of demolition, excavation and reconstruction, there won't be a neighborhood left on the north side of the highway to worry about connecting. Residents not bought out will have been driven out. Other cities have bypasses around the urban core - Kansas City for one, and it's on I-70. Other cities have even eliminated freeways through their urban cores - Minneapolis and San Francisco, for example - and the city environments are the better for it. I, for one, do not accept CDOT's statement that the Loop I-270/I-76 alternative will cost over $4 billion. CDOT is projecting the cost to build a completely new highway starting from scratch. Existing highway right-of-way already exists for the Loop I-270/I-76 alternative, some roadway already exists, and semis carrying hazardous cargos already divert off of I-70 and onto the 270/I-76 route around the urban core and "mousetrap." This route adds a mere 2.2 miles to the route through the city. No connectivity amenities such as trench, tunnel and park space are needed and very few residences or commercial areas would be disturbed by the project.

A

B

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Responses to Comments

A These concerns are adequately addressed in the Final EIS.

For information on how the managed lanes provide multiple benefits for all users of the roadway, not just those using the tolled lanes, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. As the general-purpose lanes fill up, more users will choose to move into the managed lanes. This reduces the congestion in the general-purpose lanes for all other users. Additionally, by ensuring that traffic is always moving in the managed lanes, vehicle emissions are reduced. Stopped, idling vehicles produce more emissions in an area than free-flowing traffic.

For information on identification of the Managed Lanes Option as the preferred option, please see PA7 and EJ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on right-of-way impacts with identification of Managed Lanes Option as the preferred option, please see PROP1 and PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP1 and PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B North-south connectivity is adequately addressed in the Final EIS.

For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. The estimates have been reviewed and confirmed by outside agencies.

CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 510	Last: Stice	First: Janice

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Janice Stice"
Date: Wed, October 29, 2014 12:41 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Janice Stice

A comment_topic: Other
comments: I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

==========

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 328 | Last: Stock | First: Christopher

Welcome: contactus@i-70east.com

The I-70 East EIS Project

From: "Christopher Stock"
Date: Tue, October 14, 2014 11:35 pm
To: contactus@i-70east.com
Priority: Normal

I'd like to put in my comments on the I-70 expansion. (I'm a native to CO and live near Lowell and I-70.)

A *First Choice:*
I would most prefer to have the bridge widened but still elevated.

B *Second Choice:*
I could live with the "cut and cover" proposal, but have concerns of traffic coming to a halt in rush hour in an enclosed underpass. I get panic attacks easily in road tunnels and this would be a worry of mine if the underpass ever came to a complete stop. I'd also be concerned if there were ever a major traffic accident under the pass. Would there be ambulance and police lanes to get in and out in heavy traffic? Would they be able to get traffic moving again quickly? (I realize this could also happen on an elevated bridge, but I think it's worth posing the question.)

C *Very Against:*
United North Metro Denver's proposal to turn I-70 into a boulevard and rerouting traffic to 270 and I-76. The area on I-70 from Wadsworth to I-25 has always been so fast (even in rush hour.) To turn that route into a boulevard and take away the fastest part of I-70 seems like a big mistake...not to mention the extra time it will take to get back on I-70 East heading to DIA from where I live.

Thanks for reading,

CHRISTOPHER STOCK

Responses to Comments

A Comment noted.

B Operation and maintenance considerations□—including lighting, fire protection, and emergency services—will incorporate guidelines included in National Fire Protection Association 502: Standard for Road Tunnels, Bridges, and Other Limited Access Highways. The project design will accommodate drainage, snow removal, and emergency vehicle access.

C Comment noted.

Comments

Source: Submittal | Document Number: 497 | Last: Stockhold | First: Sally

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Sally Stockhold"
Date: Wed, October 29, 2014 12:20 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Sally Stockhold

A comment_topic: Other
comments: I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

==========

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 846	Last: Stowell	First: John	

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Comments

From: "John Stowell"
Date: Sun, November 2, 2014 7:54 pm
To: contactus@i-70east.com
Priority: Normal

Hello:

I was out of the country and forgot to send in my comments. I hope it is not too late for you to consider them.

Thanks,

John Stowell

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments

Source: Submittal | Document Number: 846 | Last: Stowell | First: John

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below or via the I-70 East website (www.i-70east.com) by October 14, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 11/2/14 **Would you like to be included on the mailing list?** ○ Yes ◉ No

Name (required): John R. Stowell

Organization:

Address (required):

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

○ Air quality ○ Environmental justice ○ Financing ○ Hazardous materials ○ Historic
○ Managed lanes ○ Noise ○ Property impacts ○ Swansea Elementary ◉ Visual
◉ Preliminary identified preferred alternative ○ Truck traffic ○ Other

Please print your comment on the Supplemental Draft EIS legibly below

A

After close study of the project as it now stands, and review of alternatives which seem to be off the table, I am concerned that the proposed project, which is theoretically supposed to allow the Globeville/Swansea area to feel more connected, will fail in this regard, and further separate the neighborhood. It seems that concerns about re routing I 70 north, over to the C 270 and I 76 area may be overstated. There has been significant growth north of Denver, and putting I 70 further north (perhaps along the I 76 alignment at Wadsworth, then back to 270) would provide better access to both east and west traffic flow, and lessen traffic through the mousetrap at I 25/I 76. It seems that you could leave the current I 70 from Wadworth to Quebec, as it is, and eventually turn it back into a lower speed limit cross town main thoroughfare, like Colfax, or Hampden, or County Line.

I think the cost to build the much wider I 70 could be better spent with a re route north, which would allow better long term plans for the current I 70

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:
I 70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i 70east.com

Responses to Comments

A These concerns are adequately addressed in the Final EIS.

Because a third of the westbound traffic on I-70 exits onto I-25 southbound, traffic volumes on 46th Avenue if I-70 was to be rerouted will be 10 to 20 times higher (more than 50,000 vehicles per day) than the traffic forecasted for 46th Avenue with the alternatives that leave the highway at its current location.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on increased community connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 623 | Last: Strauss | First: Chuck

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Chuck Strauss"
Date: Fri, October 31, 2014 2:46 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Chuck Strauss

comment_topic: Air Quality,Financing,Hazardous Materials,Managed Lanes,Noise,Property Impacts,Swansea Elementary,Visual,Truck Traffic

A comments: For more than 15 years, as part of my occupation, I drove from Arvada to NE Aurora several times monthly. Coming from the intersection of I-70 and Wadsworth and proceeding east on I-70 to Airport Road, I soon discovered that, at least during working hours, it was much faster to go I-76, hook up with I-270 and then merge onto I-70 just west of I-225, avoiding the elevated portion of I-70. In my humble opinion, improvements to this route seems like it would be a much less expensive and much more environmentally sound alternative to the below-grade option being touted by CDOT. This would also seem to have much less negative impact on the neighborhoods surrounding I-70 (Swansea, Elmira and Gloveville) while allowing development of areas adjacent to I-76 and I-270.

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 32	Last: Strenz	First: Matt	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Matt Strenz"
Date: Sun, September 7, 2014 5:21 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Matt Strenz

A comment_topic: Air Quality,Hazardous Materials
comments: I am concerned all the digging will cause agents into the atmosphere and hurt the air quality in my neighborhood.

A Potential impacts from fugitive dust during construction and encountering hazardous materials are adequately addressed in the Final EIS.

For information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 181 | Last: Strohm | First: Gary

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Gary Strohm"
Date: Mon, September 29, 2014 6:24 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Gary Strohm

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: The alternative, "Rebuild I70 in place is short sided, ignorant and lacking foresight into a future absent the passenger car". The bypass or an continuation of C470 through Golden to the northwest parkway is a better use of substantially less funds, i.e. "we don't need no stinking I70 in the central corridor". The alternative is going to make us all choke to death in the stench of gasoline and diesel exhaust. I sincerely hope this project ceases and you folks quit wasting our money.

Responses to Comments

A These concerns are adequately addressed in the Final EIS.

CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternatives to remove I-70 from its current alignment, including the I-270/I-76 Reroute Alternative, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Continuation of C-470 through Golden would also not meet the purpose and need of the project.

For information the purpose and need for the project, please see GEN1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. The viaduct is structurally deficient and functionally obsolete, so doing something to address this safety issue is necessary.

The air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For more information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 463 | Last: Stroupe | First: Kerri

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Kerri Stroupe"
Date: Tue, October 28, 2014 7:06 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Kerri Stroupe

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Truck Traffic

comments: This is an opportunity to rectify the mistake made years ago of putting the highway through once vibrant neighborhoods. Please do a full SEIS study of the re-route of I-70, I-76 and I -270. A serious consideration of re-routing in order to re-unite our neighborhood would remedy the injustice committed by the current routing. CDOT already owns the right-of-way needed to widen I-76 and I-270, without taking any homes or businesses and, along the I-76 and I-270 routes there are 0 neighborhoods that are immediately-adjacent to the freeways, compared to 11 along I-70 between Stapleton's Central Park Blvd and Harlan [the re-route area] that are directly impacted. We do not need such a large expansion of the interstate particularly involving toll roads dependent on a public private partnership. I do not support this funding scheme or the width of the expansion. CDOT should be exploring ways of promoting public transportation as millenials are increasingly interested in moving away from cars. I am also concerned about the air quality associated with this project and the environmental burden it places on the neighborhood. The project is way too close to Swansea School and will place an undue burden on these already underprivileged kids. Please do not increase the pollution on this school and others along the corridor. I do not believe the plan to put the highway in a trench is safe because (1) it creates flood hazard (already being experienced on I-25), (2) it digs into a Superfund site, (3) increases air pollution in the construction. CDOT has not been forthcoming about the construction costs vs. the cost of a re-route. The re-route option is better for our city and deserves to be explored in depth.

Responses to Comments

A There are established neighborhoods along I-270/I-76, and additional right of way would need to be acquired to accommodate the existing traffic on I-70 and I-270/I-76. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Incorporation of the highway cover will help reconnect the surrounding neighborhoods by providing easy and safe connections between these communities for all users, especially pedestrians and bicyclists. For information on increased community connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The need to widen I-70, the identification of the Managed Lanes Option as the preferred option, and the funding strategy for the project are adequately addressed in the Final EIS.

For information on the need to widen the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT considered multi-modal forms of transportation in the EIS process and is aware of the change in driving trends. Models have taken in to account these trends and these concerns are adequately addressed in the Final EIS.

For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on traffic forecasting, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on future driving trends, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D The air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Responses continue on the following page.

Comments			
Source: Submittal	Document Number: 463	Last: Stroupe	First: Kerri

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Responses to Comments

E Potential impacts associated with drainage, hazardous materials, and fugitive dust are adequately addressed in the Final EIS.

For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on mitigating fugitive dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

F CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. CDOT's cost estimate for the I-270/I-76 reroute was verified by Denver staff in March 2013 and estimated to be almost twice the cost of CDOT's proposal. CDOT's refined cost estimates are available in Section 3.2 of the Final EIS.

Comments	Responses to Comments
Source: Public hearing transcript | Document Number: 129 | Last: Stukes | First: Joseph	
A Can you hear me? Good try, CDOT. They put forth a nice effort. But all I can see is the status quo design, which I'm very much surprised. You can build 30 lanes going and coming, but first of all you have to solve the funneling like DIA found out when you get to the end of the road, you know, when the lanes decrease. And so I really, I see a status quo design. I'm very disappointed.	A Comment noted.

Comments

Source: Submittal	Document Number: 438	Last: Sturgell	First: Frank

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Frank Sturgell"
Date: Mon, October 27, 2014 7:29 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Frank Sturgell

A

comment_topic: Historic,Preliminarily Identified Preferred Alternative,Property Impacts
comments: You are destroying 13 historic properties with what seems to be an absolute care a less attitude to the cultural significance of the neighborhoods that you are blowing through. The reroute through I-270/76 does not damage historic properties. Please do the least damage. You have charted a course to the maximum damage to the most amount of people. Government is not supposed to be this callous. Reroute your highway for the best of Colorado and not a Wall Street bank. Enough!

Responses to Comments

A CDOT and FHWA will follow a Programmatic Agreement with SHPO for mitigation commitments to address impacts to historic resources. For information on preserving the impacted historic properties, please see IMP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-76/I-270 Reroute Alternative, please see ALT3 For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Funding concerns are adequately addressed in the Final EIS. For information on foreign companies' investment limitations and public-private partnerships, please see FUND1 and FUND2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 439 | Last: Sturgell | First: Frank

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Frank Sturgell"
Date: Mon, October 27, 2014 7:40 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Frank Sturgell

comment_topic: Environmental Justice,Preliminarily Identified Preferred Alternative,Property Impacts,Truck Traffic
comments: Why hasn't a basic fuel study been done to be compared to the reroute to I-270/76 idea? It seems logical to assume that truck time and therefore fuel use would be reduced with a quicker access to a boulevard. Why was this not studied? It needs to be studied. Fuel use and efficiency are to important not to be overlooked. Stop overlooking it.

A

Responses to Comments

A The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need; therefore, no additional analysis is needed for this alternative. The Reroute Alternative adds two miles of out-of-direction travel for vehicles heading past I-25. Thirty-five percent of the traffic heading west on I-70 exits to southbound I-25. This alternative adds four miles of out-of-direction travel for these vehicles, resulting in increased travel times and increased fuel consumption.

For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 440 | Last: Sturgell | First: Frank

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Frank Sturgell"
Date: Mon, October 27, 2014 8:14 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Frank Sturgell

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: Rerouting I-70 while leaving 46th Avenue at its current location encourages highway users to use 46th Avenue to reach their destinations rather than staying on I-70. GOOD! Because of this, there will be a substantial increase in traffic volumes on 46th Avenue, which introduces safety, access, and mobility issues in the surrounding neighborhoods and also creates a barrier for bicyclists and pedestrians moving through the community. / Easily solved problems and much less expense than what you plan to destroy! Based on the traffic analysis, traffic volumes forecasted for 2035 on 46th Avenue if I-70 were to be rerouted will be 10 to 20 times higher (more than 50,000 vehicles per day) than the traffic forecasted for 46th Avenue with the alternatives that leave the highway at its current location. That is what a commercial boulevard is supposed to be like. Is this an attempt at a fearmonger tactic? Rerouting I-70 also will force delivery trucks and other large vehicles to use 46th Avenue frequently to reach the industrial areas and businesses located near the existing I-70. Which logic states that less time and therefore fuel would be used. This is a benefit to trucking to have a boulevard instead of a difficult to maneuver I-70. Will you people think about what is best for the state instead of a few people's wallets? Awful propaganda!

Responses to Comments

A The Preferred Alternative is identified as the Partial Cover Lowered Alternative with Managed Lanes. For information on why this is identified as the Preferred Alternative, please see Section 3.3 of the Final EIS.

Existing truck traffic within the Elyria and Swansea Neighborhood is a concern of local residents. The existing transportation network needs to be upgraded to support the future travel demands. For information on how the traffic forecasting model was determined for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-76/I-270 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 441	Last: Sturgell	First: Frank

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Frank Sturgell"
Date: Mon, October 27, 2014 8:29 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Frank Sturgell

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: There will be an increase in out-of-direction travel, causing mobility issues. Of the traffic heading west on I-70, 50 to 60%, continues past I-25 staying on I-70. The reroute adds 2 miles in out-of direction travel for these vehicles. The remaining 25 percent to 30 percent of traffic heading west on I-70 exits to southbound I-25. This alternative adds four miles of out-of-direction travel for these vehicles. But its faster and safer for vehicles than what is there now or your plan. This reduces fuel, time, and environmental problems. Your excuses are too shallow. There will no longer be multiple east-west highway route choices in the area. The multiple route choices are beneficial for emergency access. YES there are. 470 is an option. Why are you encouraging truck through traffic to go through neighborhoods? This alternative requires more than 12 miles of major highway widening along I-270 and I-76. This increases the project construction cost to approximately $3.5 to $4 billion, which is twice as much as existing alignment alternatives. Its necessary to do this NOW! Delaying it only adds to traffic stifling, which has many costs and additional costs later. Please explain why a widening cost that you say is twice as much as a tunnel project? CDOT makes no sense.

Responses to Comments

A The purpose of the I-70 East project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. Rerouting of I-70 will not accomplish this and, therefore, is not a reasonable alternative. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C-470/E-470 are outside of the project study area and are not considered route options for many of the users of I-70 between I-25 and I-225. For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. The estimates have been reviewed and confirmed by outside agencies.

Comments

Source: Public hearing transcript | Document Number: 126 | Last: Sullivan | First: Francis

I live in Park Hill. I have been interested in this construction or reconstruction for a number of years. It started with me when my grandchildren were somewhat younger, and I would take them swimming at the Swansea and Globeville swimming pools. I would sit on the north side looking south, and I would see the highway. One day the kids said to me, Let's take a look at that. Can we get downtown? And I couldn't get downtown from Swansea and Globeville because the maze of roads that were there blocked by this highway. So I asked my friends, What do you think? They're going to reconstruct that. Maybe we ought to consider an alternative. And I got a good bit of people, good number of people saying, That may be a possibility. Why don't you look into it? So the snowball started, and the snowball is continuing on. And I continue to say, Why don't you take a look at alternatives besides just building and rebuilding I-70 through the neighborhoods that are there. I have continued to receive notices to say, We have looked at it, and it's either too expensive or it's not a good idea. And I said, Show me. And I haven't been able to get the information in which they said, We have done this, we have done due diligence. And I think spending a couple of billion dollars on something deserves the opportunity to evaluate all options to make certain that the spending of that money is done best for the citizens of the city and county of Denver as well as the state of Colorado. I think that if you only limit your options to two-thirds or three-quarters of the possible opportunities or possible options that you're not doing due diligence. So my recommendations to you is, slow down. We don't have to build this tomorrow. Slow down, take a look at these other options, and make certain that the decision that you make is the best decision for all of us. At the present time I don't think you can do that because I don't think you have looked at all of the options.

A

I've seen stuff in the literature recently. And I've looked at this project snapshot. I think that this diagram really is disingenuous. When we take a look at the building of this highway between Colorado Boulevard and Brighton Boulevard, some 1,800 to 2,000 feet long, you're talking about building a cover that is 800 feet long. Now, that's only 10 percent of the whole project. And yet when I look at this document, it looks like this cover takes up three-quarters of the cover of the highway. I don't think that that's really a good way for you to be telling us, we're doing due diligence to this project, and we're doing the best thing that we can for the citizens of Denver. I also saw the picture that was on one, two, the third option here in which the roads that are on the north and south side of the highway don't completely go through north—pardon me, east and west, but there's a stoppage between in front of the school allowing people who were traveling east and/or west on the north side to have to make right turns across the highway, and right turns along the highway, and then right turns across the highway and then right turns back on it. And I recommend that you take a look at the California Department of Transportation. They had a problem with a road that was going up to Yosemite National Park in which there was a big rock slide, and so they had to do something about it. What they did was temporarily build bridges across a river to accommodate the traffic. And lo and behold, they put these bridges at right angles to the highway. And after building it, they discovered that people couldn't make these right turns. Maybe the little cars that I see around here now that are about 10 feet long are able to make a right turn, but I wonder whether the big trucks are going to be able to make a right turn. I think that those are lovely pictures, but I don't think you're doing a good job. And my recommendation is let's go back. You don't have to do anything right now. Let's go back and make sure that the decisions you're making are the best for all of us.

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 708	Last: Sullivan	First: Francis

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Francis J Sullivan"
Date: Fri, October 31, 2014 1:09 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Francis J Sullivan

comment_topic: Other

A

comments: The I-70 East SDEIS is flawed. My comment concerns the refusal of CDOT to complete a SEIS on other alternatives that meet the purpose and need of the project, i.e., to improve the I-70 corridor in the northeastern portion of Denver, CO. The project area, as defined by CDOT, includes the eastern part of I-270, but not the western part as it approaches I-25 nor I-76 from the intersection of I-25 and I-270 to Wadsworth Blvd. (Exhibit 2A, page 2-3, August, 2014). The project area should be expanded to include a reasonable alternative that meets the purpose and need of the project which is not in the project area. That alternative is the rerouting of I-70 from Central Parkway on the east via I-270 and continuing along I-76 westerly to Wadsworth Blvd, i.e., the "reroute" alternative. The August 2014 SDEIS eliminated this alternative (page 3-18, August 2014) although most of the discussion concerned only I-270. From an historical perspective, the 2008 EIS considered this "reroute" and eliminated it from further analysis (Page 3-18, November, 2008). Similarly, it also eliminated the below grade option between Brighton Blvd and Colorado Blvd (page, 3-51, November, 2008). In the present SDEIS (August, 2014) a "new alternative (the Partial Covered Lowered Alternative" was introduced (Section ES.4, page ES-5, August, 2014). I infer from this paragraph that the "reroute" along with other alternative was eliminated from further analysis. I am still under the impression the the "reroute" was really not considered--only the eastern part of I-270 was considered. Subsequently, I (and others) asked CDOT why the "reroute was not reconsidered along with the partial covered alternative. The primary reason given was cost. I have included a two-page document from CDOT (dated July 9, 2012) entitled "I-270/I-76 Reroute/Bypass Alternative" which concludes that the cost would be in the vicinity of $8.9M per mile. With other costs, the total project cost would be in the vicinity of $3.35B. I cannot accept this analysis--building/ rebuilding I-270/I-76 with at-grade construction on land almost entirely owned by the State. Other Departments of transportation, e.g., Florida and Washington, spent less with at-grade highway construction. The entire I-70 East project, from Brighton Blvd

Responses to Comments

A Rerouting I-70 onto I-270 and I-76 does not meet the purpose and need and is not a reasonable alternative. For information on alternatives that remove I-70 East from its current alignment, including the I-270/I-76 Reroute Alternative, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. The estimates have been reviewed and confirmed by outside agencies.

Comments

Source: Submittal | Document Number: 708 | Last: Sullivan | First: Francis

A

B

to Tower Road, will cost an estimated $1.8B- $2.0B. Of that, the lowered alternative portion will cost approximately $1B. (Assuming the length of this portion is 8,000 ft and will contain 10 lanes, the $1B/15.2 Miles is considerably greater that the cost of the "reroute"--using CDOT's numbers). I think a SEIS that includes the "reroute" could be accomplished within one year and cost about $1M would demostrate the feasibility (or non-feasibility) of constructing the "reroute" and for considerably less that the estimated cost of the Partial Covered Lowered Alternative. If the recommended SEIS was begun several hears ago, it would be completed by now. That proposed SEIS and the current SDEIS would have provided the best information for CDOT to proceed. In my opinion CDOT has wasted much time, much money a its reputation trying to convince a skeptical community that it has its best interests at heart. (Parenthetically, this project_-Partial Covered Lowered Alternative--is not simply a neighborhood project affecting only Globeville, Swansea and Elyria (GES) althought selected members of the Denver administration and Denver City Council would like us to believe. The word "community" includes nieghborhood east and west of GES. It includes Denver residents (and Denver taxpayers) as well as Colorado residents (and taxpayers). For these reasons, I have concluded that the SDEIS is flawed. CDOT should include a SEIS evaluating the "reroute" as it prepares the Final EIS in which it will identify the Preferred Alternative.

Responses to Comments

B The I-270/I-76 Reroute Alternative was considered in the 2008 Draft EIS and re-considered in the Supplemental Draft EIS. This alternative does not meet the purpose and need for the project and is not a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT's public involvement effort included communities outside of Globeville and Elyria and Swansea, but these are the neighborhoods where most of the impacts occur. For information on CDOT's public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 711	Last: Sullivan	First: Francis	

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Addendum to my comments on the SDEIS

From: "Frank Sullivan"
Date: Fri, October 31, 2014 1:31 pm
To: contactus@I-70east.com
Priority: Normal

Folks I was not able to attach a two-page document to my online comment on the SDEIS. I referred to this document and intended to attach it but I was unable to do so. Therefore, I am submitting this document as two pages via email Kindly add them to my comment
Francis J Sullivan

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments

Source: Submittal | Document Number: 711 | Last: Sullivan | First: Francis

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-270/I-76 Reroute/Bypass Alternative
Draft Cost Estimate

An alternative to improve I-270 and reclassify I-70 **(I-270/I-76 reroute)** would involve converting the existing portion of I-70 from I-25 to I-270 to a limited access roadway. Additional capacity would be added to I-270 and I-76. The viaduct between Washington Street and Colorado Boulevard would be reconstructed or removed.

This alternative was eliminated in the first level of screening as part of the Environmental Impact Statement process. Cost estimates typically are not prepared for eliminated alternatives. However, in order to respond to questions regarding the details for this particular alternative, high level cost estimates were developed based on the assumptions described below. These estimates should be considered both preliminary and conservative given the considerable unknowns. Further, these estimates do not include the cost of rebuilding I-70 into collector/arterial roadway, improvements to Brighton Blvd, or any improvements that may be needed on I-25.

Basis for Estimated Costs
In order to provide an equitable and comparable estimate, I-270/I-76 reroute costs are based on estimates generated for the non-viaduct portions (from Colorado Blvd to I-225) of the current alignment alternative in the 2008 Draft Environmental Impact Statement along with typical CDOT base project estimates.

I-70 East Project Estimates for Roadway from Colorado Blvd to I-225/CDOT Base Estimates

A

- Average cost per lane mile: $8.8 million
- Average cost per square foot of structures (bridges that need to be rebuilt): $250/sq. ft.
- Cost per additional interchange: $20 million

Estimated Cost of I-270/I-76 Reroute

Length of I-270/I-76 highway reroute: 12.8 miles

Typical section for highway reroute: 12 lanes & 4 shoulders

(8 lanes to accommodate I-70 traffic, 4 lanes for traffic already on I-270 and I-76)

Total lane miles: 12.8 miles × 16 lanes = 204.8 miles

Subtotal: Roadway cost = 204.8 miles × $8.8 million = $1.8 billion

Proposed structure area: 3.2 million square feet

Structure cost = 3.2 million × $250 = $800 million

Additional interchanges: 4

Interchange cost = 4 × $20 million = $80 million

Subtotal: Construction cost = $1.8B + $800M + $80M = $2.7 billion

Preliminary data. Should not be considered in final decisions. Information is subject to change.

Responses to Comments

A Comment noted. CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. The estimates have been reviewed and confirmed by outside agencies.

Comments

Source: Submittal | Document Number: 711 | Last: Sullivan | First: Francis

I-270 and I-76 Bypass Alternative: Assumption of Estimated Cost
July 9, 2012
Page 2 of 2

30 percent construction contingency: $680 million

15 percent design, 20 percent construction oversight: $800 million

Total: construction cost = $2.7B + $680M + $800M = $4.2 billion

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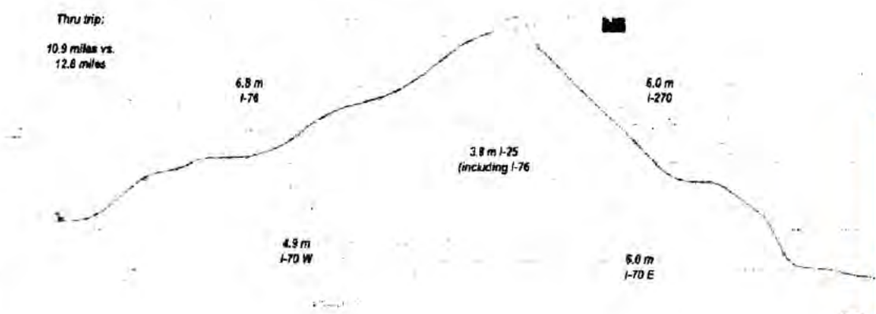
Estimated cost for other project elements:

I-70 removal: $47 million

Right of way: $100 million (assumed $8.2 million per mile)

Total DRAFT Estimate = $4.2b + $47m + $100m = $4.35 billion

A



Preliminary data. Should not be considered in final decisions. Information is subject to change.

Responses to Comments

The information on these pages has been reviewed. Responses to specific comments are included on the previous page.

Comments

Source: Submittal | Document Number: 317 | Last: Summerhill | First: Jeff

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jeff Summerhill"
Date: Sun, October 12, 2014 5:26 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Jeff Summerhill

comment_topic: Financing,Preliminarily Identified Preferred Alternative,Property Impacts,Visual

A

comments: I think the proposed widening of I-70 and placing it below grade is a tremendous waste of taxpayer money and really lacks 21st century vision. Great cities do not have highways running through them. Single occupancy commuting is becoming less and less desirable for people and is evident that it is not the future of cities. People want to live in the urban core and we have a chance to take back some of our urban core and connect it with the rest of the city. Why invest so much in a highway that helps to fragment our city? The impact of re-routing I-70 onto 270 makes so much sense, from a financial standpoint as well as from a city-building standpoint. I would love to see Denver take a leadership position among US cities and make a forward-thinking decision that ultimately will have far greater ramifications for our city moving forward. Other cities have already voted down huge road-building projects because of the price tag and the way it detracts from their cities.
This is an opportunity for Denver to make a statement. Along with the good work that RTD has done for mass transit, and the ubiquitous office and residential development downtown, we can use this as a springboard to be like Portland, one of the hottest 21st century cities. Please do not rebuild this highway. The car has its place and function in all cities. It should not dominate. The sad part is that all the traffic engineers think this will decrease traffic. Ironically it will probably make traffic worse (induced demand). Rerouting it will naturally decrease traffic since people will seek alternate methods and routes.

Responses to Comments

A These concerns have been adequately addressed in the Final EIS.

The purpose of the I-70 East project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70. The I-270/I-76 Reroute Alternative does not meet the purpose and need of the project and is not a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT has been coordinating with Denver and RTD to maximize the benefits for transit. For more information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on future driving trends, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on traffic forecasting, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on increased community connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 166 | Last: Sundheim | First: Thomas

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (http://www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 9/25/14 Would you like to be included on the I-70 East EIS mailing list? ☒ Yes ☐ No

Name (required): Thomas Sundheim

Organization: Property owner / local business

Address (r

City/State/

Email:

Does your comment apply to any of the topics listed below? Please circle all that apply:

Air quality	Environmental justice	Financing	Hazardous materials	Historic
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual
Preliminary identified preferred alternative		Truck traffic	Other	

Please print your comment on the Supplemental Draft EIS legibly below.

A

- We struggle to maintain our I-70 that exists "3rd world landscape" and structural issues everywhere.
- Why would we spend 4x the $ to improve / build a new I-70 when we claim we have no $ to properly maintain what we have. NOT a good business decision + certainly NOT sustainable.

* do the meetings speaking English (our countries tongue) give the Spanish speakers head phones connected to an interpreter.

CONTINUE ON BACK FOR MORE SPACE

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A The current structure is nearing the end of its lifespan and needs to be replaced. The Preferred Alternative proposes to construct the I-70 corridor from Brighton Boulevard to Colorado Boulevard below grade. This will have a longer lifespan than the viaduct and will require less maintenance in the future.

For information on Environmental Justice considerations, please see EJ1 and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 465 | Last: Sutton | First: Cassandra

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "cassandra Sutton"
Date: Tue, October 28, 2014 7:15 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: cassandra Sutton

A

comment_topic: Property Impacts
comments: I love the idea of rebuilding I-70, just NOT the plans CDOT has presented to us. Please rethink the plans and figure out a different route for I-70. One that would work for everyone involved and NOT be anything like the new Santa Fe exit onto I-25. That is the worst design and apparently is not working for the flow of traffic.

Responses to Comments

A Alternatives that remove I-70 from its existing alignment do not meet the purpose and need of the project and are not reasonable alternatives. For more information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The I-25 exit with Santa Fe Drive is a non-standard exit design due to the unique geographic constraints of the surrounding area. None of the proposed alternatives for this project would have the same exit ramp geometry as the Santa Fe Drive exit.

Comments

Source: Submittal | Document Number: 431 | Last: Swenson | First: M.R.

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "M.R. Swenson"
Date: Mon, October 27, 2014 2:24 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: M.R. Swenson

A
B

comment_topic: Air Quality,Environmental Justice,Financing,Noise,Property Impacts
comments: Widening I-70 to ten lanes through north Denver will exacerbate the air quality, already detrimentally affecting the people in the I-70 corridor. Instead of focusing on changing the traffic model with a vision for the future, it invests in and reverts to old traffic models of a decade earlier.

Responses to Comments

A The air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of cleaner vehicle emission standards. For more information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Traffic modeling based on expected land use patterns and traffic generation shows the need for additional capacity to meet traffic demand and reduce congestion. The Preferred Alternative also shifts from an old policy of totally free capacity and is consistent with CDOT's current policy of managing new capacity.

Federal requirements require NEPA studies to use the current adopted regional travel demand model for analysis purposes. For information on travel modeling for this project, please see TRANS6 and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 90 | Last: Szakacs | First: Mandy

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Mandy szakacs"
Date: Mon, September 22, 2014 9:33 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Mandy szakacs

comment_topic: Air Quality,Hazardous Materials,Noise,Property Impacts,Visual,Truck Traffic

A comments: Please reroute I-70. We should be transforming our city into a beautiful place to live with quality neighborhoods. Please enhance our neighborhood as a safer and healthier place for our families and children. Please reroute I-70. I would like less air pollution and noise for my son!

Responses to Comments

A Design elements associated with the Preferred Alternative include benefits that the other EIS alternatives do not provide

For information on the benefits of the Preferred Alternative highway cover, please see PA1 and PA2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Potential impacts to air quality and from traffic noise are adequately addressed in the Final EIS.

For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

T

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Comments

Source: Submittal | Document Number: 652 | Last: Tafoya | First: Ean

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ean Tafoya"
Date: Fri, October 31, 2014 8:57 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ean Tafoya

comment_topic: Air Quality,Environmental Justice,Property Impacts,Swansea Elementary,Truck Traffic

A comments: I support the reroute of I-70 to I-270. I believe that the viaduct should be removed and that the grid system be reconnected. This is the only solution that will end the environmental and social injustice that was caused by the creation of 1-70. The overall wellbeing of these neighborhoods should be paramount not economic gain from through traffic.

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration. Additionally, the Environmental Justice communities in the project area are important to CDOT.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 654 | Last: Tafoya | First: Ean

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ean Tafoya"
Date: Fri, October 31, 2014 8:59 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ean Tafoya

comment_topic: Air Quality,Historic,Managed Lanes,Preliminarily Identified Preferred Alternative,Property Impacts,Truck Traffic

A comments: If this project continues as planned then the expansion of I-70 must be limited to no more then 200ft. 10 lanes makes no sense given the changing driving patterns in Denver.

Responses to Comments

A CDOT is aware of the change in driving trends. Models have taken in to account this trend. The need to widen I-70 and the concern about driving trends are adequately addressed in the Final EIS.

For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information regarding consideration of changes in the driving pattern, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 655	Last: Tafoya	First: Ean

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ean Tafoya"
Date: Fri, October 31, 2014 9:02 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ean Tafoya

A

comment_topic: Financing
comments: The costs of this project makes it seem unfeasible to me. I do not support the use of the majority of the bridge enterprise fund over the coming decade. It is unfair for Denver to receive a Cadillac highway, while the rest of the state has deteriorating infrastructure.

Responses to Comments

A Project financing is adequately addressed in the Final EIS.

For information on the project funding strategy and the use of the Bridge Enterprise Revenue, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 656 | Last: Tafoya | First: Ean

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ean Tafoya"
Date: Fri, October 31, 2014 9:03 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ean Tafoya

A comment_topic: Air Quality,Swansea Elementary
comments: Please monitor small pm emissions at reroute truck traffic to I-270. This will greatly improve the air quality in the surrounding neighborhoods.

Responses to Comments

A Air quality monitoring and restricting truck traffic along I-70 are adequately addressed in the Final EIS.

For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 657 | Last: Tafoya | First: Ean

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ean Tafoya"
Date: Fri, October 31, 2014 9:03 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ean Tafoya

A comment_topic: Managed Lanes
comments: Managed lanes should be operated by CDOT not contracted out to a third party.

Responses to Comments

A The selected contractor will be responsible for design, build, financing, operation, and maintenance of the project. However, the tolls from managed lanes will be kept by HPTE and not distributed to the contractor. The contractor will be paid availability payments by CDOT, once the operation and maintenance performance measures are met. CDOT will maintain the ownership of the highway at all times.

Comments				Responses to Comments
Source: Submittal	Document Number: 662	Last: Tafoya	First: Ean	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ean Tafoya"
Date: Fri, October 31, 2014 9:05 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ean Tafoya

A comment_topic: Preliminarily Identified Preferred Alternative
comments: I support the planned improvements to storm water management in the area of study and encourage further cooperation with Denver to leverage resources.

A Comment noted.

Comments

Source: Submittal | Document Number: 817 | Last: Tafoya | First: Ean

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ean Tafoya"
Date: Fri, October 31, 2014 9:50 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ean Tafoya

comment_topic: Other
comments: Connectivity - I am concerned about the crossings/exits at York, Vasquez, and Colorado. If this project is meant to benefit then these neighborhood connections must be preserved, especially given the footprint of the project. Furthermore, biking and pedestrian safe crossings and separated infrastructure are super important.

A

B

Responses to Comments

A All alternatives remove the exit at York Street because the unique geometric constraints make this exit unsafe. However, all alternatives maintain a crossing over/under the highway at York Street, and maintain some level of highway access at Colorado Boulevard as well as cross-highway connectivity. For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the Steele Street/Vasquez Boulevard interchange, please see PA6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The Preferred Alternative includes improvements to walkability and bicycle routes in the project area.

For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 819 | Last: Tafoya | First: Ean

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ean Tafoya"
Date: Fri, October 31, 2014 9:55 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ean Tafoya

A

comment_topic: Preliminarily Identified Preferred Alternative
comments: Please reconsider then needs for 10 lanes. The APA independent review found flaws in the modeling used to determine traffic counts.

Responses to Comments

A The need to widen I-70 is adequately addressed in the Final EIS.

For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT is aware of the concerns identified by the American Planning Association in their Peer Review.

For information on CDOT's use of the American Planning Association's Peer Review, please see GEN4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on traffic modeling for this project, please see TRANS6 and TRANS7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 618 | Last: Talburt | First: Erin

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Erin Talburt"
Date: Thu, October 30, 2014 10:15 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Erin Talburt

comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary

A comments: I urge those involved find an alternative in order to avoid the issues checked above in the 3 impacted Denver neighborhoods. Route the I-70 through a less residential area. It's the responsible thing to do for our city and the people of Swansea and Globeville.

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 353 | Last: Taliercio | First: Michael

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Michael Taliercio"
Date: Mon, October 20, 2014 12:49 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Michael Taliercio

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Managed Lanes,Noise,Swansea Elementary,Truck Traffic

A comments: I have concerns that the current plan will be very expensive, while increasing pollution, with no solid answers about how addtional pollution and other issues (for example pumping contimated ground water safely) will be addressed. Furthermore, this only address one small section of the highway, congestion is also an issue on the west side of I-70. I would not feel comfortable sending my childeren to Swansea Elementary becuase of noise and pollution concerns. From what I understand several schools are within the EPA impact Zone, this would only make matters worse. Why are there no alternative plans? I request CDOT do an SEIS on the full re-route that includes I-220 and I-76. Thank you

Responses to Comments

A CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Potential impacts to air quality, mitigation for impacts to Swansea Elementary School, and the potential to encounter hazardous materials during construction are adequately addressed in the Final EIS.

For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on mitigation planned to offset the project's impacts to Swansea Elementary School, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B More than 90 alternatives have been considered during the EIS process.

For information on alternatives that remove I-70 East from its current alignment, please see ALT2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 319 | Last: Tammam | First: Jennifer

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jennifer Tammam"
Date: Mon, October 13, 2014 10:33 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Jennifer Tammam

comment_topic: Financing,Preliminarily Identified Preferred Alternative,Property Impacts,Truck Traffic,Other

A

B

comments: My biggest concern relates to why the re-route that is on both I-270 & I-76 was not studied as a part of the SEIS? CDOT already owns the right-of-way needed to widen I-76 and I-270, without taking any homes or businesses and, along the I-76 and I-270 routes there are 0 neighborhoods that are immediately-adjacent to the freeways, compared to 11 along I-70 between Stapleton's Central Park Blvd and Harlan that are directly impacted. Would it be possible to simply reroute all commercial traffic to I-270/I-76 and leave I-70 as it is? Can CDOT at least try that out for a year or so before spending over a billion $ in expanding I-70 and possibly creating a disaster for the city? I also wonder how CDOT expects to make a huge expansion to I-70 east of I-25 and no expansion west of I-25 without creating a bottleneck at I-25 which defeats the desired benefits? Is the expansion of I-70 west of I-25 next? If so, that will have a major negative impact on some of Denver's most desirable neighborhoods. Please consider all this before making this monstrous decision.

Responses to Comments

A There are established neighborhoods along I-270/I-76, and additional right of way would need to be acquired to accommodate the existing traffic on I-70 and I-270/I-76. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The I-25 and the I-25/I-70 interchange have been included in the traffic analysis. The analysis presented in Chapter 4 shows the impact the interchange has on I-70. For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 432 | Last: Taylor | First: Mary

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/17/14 Would you like to be included on the I-70 East EIS mailing list? ☐ Yes ☐ No

Name (required): MARY TAYLOR

Organization:

Address (requir

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle all that apply:

A

Air quality	Environmental justice	Financing	Hazardous materials	Historic
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual
Preliminary identified preferred alternative		Truck traffic	Other	

Please print your comment on the Supplemental Draft EIS legibly below.

****CONTINUE ON BACK FOR MORE SPACE****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A The potential to encounter hazardous materials and project mitigation measures are adequately addressed in the Final EIS.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 596	Last: Taylor	First: Nick

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Nick Taylor"
Date: Thu, October 30, 2014 5:26 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Nick Taylor

A

B

comment_topic: Air Quality,Environmental Justice,Noise,Property Impacts,Visual
comments: Trenching I-70 will require constant removal of water from the trench leaving it in risk of flooding and completely choking off the interstate. The construction necessary to trench such a massive area of highway will have extreme environmental impacts. Re-routing the through traffic into I-270 and I-76 will lessen the volume on the current I-70 corridor, reducing both local pollution and noise. Why didn't CDOT do an SEIS on the full re-route that includes both I-270 and I-76? Why not use this opportunity to re-route and turn the current corridor into a boulevard with access to new businesses and parks along the route? What happens when the trenched corridor can't handle the future load? Add 20 more lanes!?!?! Adding more concrete is not a sustainable alternative.

Responses to Comments

A CDOT will be concerned with maintenance and reliability of the drainage facilities during construction and for the long term; therefore, it will consider contingency planning for the offsite and onsite drainage systems in various storm and failure conditions. Maintenance of the facility will comply with CDOT maintenance schedules. For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The I-270/I-76 Reroute Alternative doesn't meet the purpose and need of the project and is not a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Public hearing transcript | Document Number: 127 | Last: Tecza | First: Thad

A

B

I don't care. 'Cause it doesn't make any difference. That's my point. They're being paid here. If you look around you'll see how many people are being paid to be here. And the few of you who aren't, I'll tell you, they really don't care about your comments after three years. You're being used. They're in negotiations with the City of Denver. They care what the City of Denver says. They got a letter from Adams County that says they rejected options. They care what the Adams County officials say. They're using you to (inaudible) the project out, to say, We reached out to public comment. Nothing will change because of what you say. They're using you as a tool. You need to understand that about this project. This is the pet project of the CDOT Director Don Hunt. They met in 2008. This alternative was rejected as unworkable. He came in and said, I love it. And so now they're going to destroy communities, they're going to build a contaminated project, they're going to increase air pollution in a community that has 30 percent more asthma, 40 percent more respiratory disease than the rest of the city, and they're going to do it 'cause Don Hunt wants to do it. In city—traffic engineers are going to plan your city. It's okay; you're not going to do anything about it. Sit back, relax. It's going to happen. As they said, construction's going to start in 2016.They already know that. What's the purpose of public comment if they already know the answer? Thank you.

Responses to Comments

A Public comment is an important part of the process and, until issuance of the ROD, it can influence the choice of a preferred alternative. For information on CDOT's public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Public input received to date has helped refine the Preferred Alternative and mitigation measures. Public involvement will continue throughout the project.

B The Partial Cover Lowered Alternative was developed based on comments from the public, to allow the highway to expand in its current location and allow Swansea Elementary School to remain in its current location. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Public hearing transcript | Document Number: 146 | Last: Tecza | First: Thad

A

I'm going to take the opposite position of the last two speakers. I'm speaking because there is a better alternative to the three that have been advocated by CDOT that meets the need and purpose of the project that has not been given serious study by the Colorado Department of Transportation. That option is rerouting to I-70 over 270 and 76, and replacing it in Denver with a surface-level boulevard. I want to be very clear, this is not NIMBYism; there is nothing wrong with interstate highways. What's wrong is interstate highways going through densely populated residential neighborhoods. And as the previous speaker mentioned, that's exactly what happened in Denver, and it's destroyed those neighborhoods and continues to do so.

Rerouting along 270 and 76, however, would not be through residential areas. 270, everybody admits, has to be rebuilt; it's a disaster right now. The grant submitted to study rebuilding that has just been rejected by the federal government, which means 270's rebuilding and expansion is at the bottom of the list right now. Rerouting the highway would put it at the top of the list to redevelop it, okay? Every developer that we have interviewed says that building a modern highway such as the highway that goes across Vail Pass or through Glenwood Springs would promote the kind of economic development through southern Adams County and Jefferson County that's appropriate for an interstate highway. That's the kind of development that exists at the Tech Center or at Interlocken, which is commercial development and light business development. It doesn't, I mean, that means jobs and economic development for Commerce City and Adams County at the same time it improves the quality of the neighborhoods through Denver. So it really is a win-win alternative.

In conclusion then we just say that what's really unfortunate is that city officials in Commerce City, Adams County have consistently refused to meet with us, discuss this proposal. The point is we have consistently asked elected officials in this area to understand and allow us to promote the development of it to people in this area. They refused to do that. Thank you very much.

Responses to Comments

A CDOT considered the I-270/I-76 Reroute Alternative during the EIS process. This alternative does not meet the purpose and need for the project and is not a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 60 | Last: Tecza | First: Thaddeus

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Thaddeus Tecza"
Date: Wed, September 17, 2014 6:04 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Thaddeus Tecza

comment_topic: Other
comments: The Draft Supplemental EIS that has been submitted for public comment is deficient because it does not represent the Draft Supplemental EIS as it exists today. Rather, according to the testimony of Brian Pinkerton of the Denver Department of Public Works at the September 17, 2014 meeting of the Neighborhood and Planning Committee of the Denver City Council, it represents the EIS at a "point in time approximately 9 months ago". Since that time the Colorado Department of Transportation has engaged in confidential negotiations with the City of Denver over issues such the Vasquez Street interchange and storm water drainage. These negotiations were not open to public input. As a result, the EIS that has been submitted for public comment does not represent the de facto document as it exists today, and people are unable to comment on the actual document as it exists today. Hence, the process does not meet National Environmental Protection Act requirements. **A**

Responses to Comments

A The Supplemental Draft EIS and Final EIS are fully compliant with the requirements of NEPA, the Clean Air Act, and other provisions. The Supplemental Draft EIS reflects all the analysis performed as of the time that it was published. Design variations discussed with Denver were included in Section 3.8 of the Supplemental Draft EIS. Additional design and analysis done after publishing the Supplemental Draft EIS is included in the Final EIS, which is available for public review and comment. Also, CDOT has held additional public meetings between the Supplemental Draft EIS and the Final EIS to announce changes since the Supplemental Draft EIS and get feedback on those changes to incorporate into the Final EIS, including the Steele Street/Vasquez Boulevard interchange.

For information on CDOT's public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 342 | Last: Tecza | First: Thaddeus

Welcome: contactus@i-70east.com

Re: I-70 East EIS - SDEIS COMMENTS

From: "Thaddeus J Tecza"
Date: Sat, October 18, 2014 10:13 am
To: '"contactus@i-70east.com"' <contactus@i-70east.com>
Priority: Normal

A

CDOT Administrator:
The Supplemental Draft Environmental Impact Statement Process was deficient because it did not comply with Sec. 771.129 (a) of the Federal Highway Administration Regulations which states: "A written evaluation of the draft EIS shall be prepared by the applicant in cooperation with the Administration if an acceptable final EIS is not submitted to the Administration within 3 years from the date of the draft EIS circulation. The purpose of this evaluation is to determine whether a supplement to the draft EIS or a new draft EIS is needed."

Thaddeus Tecza

Responses to Comments

A The Supplemental Draft EIS and Final EIS are fully compliant with the requirements of NEPA, the Clean Air Act, and other provisions. The Supplemental Draft EIS included all the information used to evaluate the need for a Supplemental Draft EIS. The Final EIS has been published within three years of the Supplemental Draft EIS.

Comments

Source: Submittal | Document Number: 816 | Last: Tecza | First: Thaddeus

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Thaddeus Tecza"
Date: Fri, October 31, 2014 10:41 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Thaddeus Tecza

comment_topic: Air Quality,Hazardous Materials,Noise,Other

A comments: 1 Closing Swansea Elementary and rebuilding it elsewhere is only appropriate, given that the children will be exposed to serious levels of pollution/contaminants/noise, etc. 2 Children's asthma levels are already high in Elyris Swansea and Globeville. Living for 6 years (or more) on top of a highway is unacceptable. 3 Why is there no mention of PM2.5 in the SDEIS? Where are the reports of this serious contaminant, the recorded levels, and the destructive nature of this dangerous particulate? This is not an omission, this is intentional malfeasance. 4 Re: Gravity fed drainage. I have read the hydrology report and listened to CDOT's hydrology experts and I am utterly unconvinced the plan to move snow and ice (let alone the free/flowing water) up hill (from 40' below grade to grade level, over 1.5 miles of pipe (I believe that's the distance), with 2-90 degree angles, in to a massive holding tank, will work. a. To begin with, having no plan for pumps is insupportable. (as is the plan for no full-time fans under the cap(s), but I digress). b. Denver has had 3-6 100 year floods since 1948. That all of CDOT's estimates are built on the 100 year model, and only 1 hours' worth of rain is also breathtakingly naive. Last year's rains were the 1000 year rain and would have killed everyone who was trapped in their car on the highway. c. Taking the 100 yr. flood and the 1 hour very heavy rainfall factors into account, the sheer fact that CDOT proposes to build this superstructure directly on top of a significant water table discounts the fact that with a water table so close to the surface as it is, there is simply nowhere for the water to go as the ground supersaturates more quickly hence the history of frequent flooding in the area. d. This rate of flow of the floodwaters makes the holding tank areas (quite a distance away from the highway, I might add,) even less feasible past the 1 hour threshold. e. This water will be remarkably contaminated, particularly during construction due to the release of all the poisonous contaminants. i. What is the rate of acceptable water capture diversion to the water tanks for decontamination? ii Once the 1 hour or surpassed volume of rain, is breeched, where will the water be held before it backs up? iii. Once the water treatment holding tanks are breeched, where does the contaminated water go? iv. What contaminants are of the highest concern? v. How will the community be notified? Does that contact come from CPHE once they are notified by CDOT? f. What is the plan for capture and remediation of contaminants that are released into flood waters? g. Who is responsible for the remediation? h. Who is responsible for the cleanup?

B

C

D

Responses to Comments

A Concerns about relocating Swansea Elementary School, potential impacts to air quality, and mitigation measures are adequately addressed in the Final EIS.

For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality near Swansea Elementary School, please see AQ3 and AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q and Attachment J, Air Quality Technical Report.

For information on mitigation to offset the project's impacts at Swansea Elementary School, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality monitoring, please see AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Potential impacts to health are adequately addressed in the Final EIS.

For information on health, please see AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C Potential impacts to air quality from PM2.5 are adequately addressed in the Final EIS.

For information on PM2.5, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Responses continue on the following page.

Comments

Source: Submittal | Document Number: 816 | Last: Tecza | First: Thaddeus

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Responses to Comments

D Design for the 100-year storm is industry standard and what is required by state and local agencies. The off-site drainage system uses 100-yr flows that are not associated with a 1 hour storm. Extended Detention Basins, typically used for permanent water quality treatment, have a minimum retention that accounts for typical roadway contaminants of concern and are sized to provide adequate volume for the drainage area. One of the ways that CDOT will manage stormwater during extreme weather events during construction is to capture offsite drainage prior to entering the construction zone. This will prevent the extra flows from transporting contaminants offsite.

The use of the extended detention basin for construction water quality control has not been determined. The project design will accommodate drainage, snow removal, and emergency vehicle access during construction. CDOT will develop emergency management plans for this facility as it does for every state highway. CDOT cannot control the extreme weather events or prevent every accident; however, the facility will be designed with consideration of extreme weather conditions. If the weather event is very extreme, CDOT always has the option to close the highway. While CDOT is ultimately responsible for meeting CDPHE requirements, CDOT will impose stormwater management performance standards on the developer during construction.

Preliminary design includes gravity flow from I-70 to detention ponds and from the detention ponds to the South Platte River. CDOT is concerned with maintenance and reliability of the facilities for the long term; therefore, it will consider contingency planning for any drains and pumps in various storm and failure conditions. Additional analysis and design will be conducted during final design.

During and after construction of the I-70 East project, CDOT will be required to abide by all state and federal water quality regulations in regards to stormwater discharge. For more information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Section 5.16, Water Quality, in the Final EIS has additional details about how stormwater will be conveyed and managed during and after construction.

For information on encountering hazardous materials during construction, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 872 | Last: Tecza | First: Thaddeus

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Thaddeus Tecza"
Date: Thu, October 30, 2014 1:08 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Thaddeus Tecza

comment_topic: Other

A

comments: The Draft Supplemental Environmental Impact Statement process was deficient because it did not rigorously explore and objectively evaluate all reasonable alternatives as required by Regulation 1502.14 of the Regulations For Implementing The Procedural Provisions Of The National Environmental Policy Act. Specifically, it dismissed the alternative of removing I-70 from Wadsworth Boulevard to Central Park Boulevard, replacing it with an improved traffic grid and a surface level boulevard, and rerouting through traffic along the I-270/I-76 corridor without a full elaboration of the alternative and on the bases of deficient and biased analysis. The Draft Supplemental EIS describes the I-270/I-76 reroute proposal simply as removing the current I-70, replacing it with a surface level boulevard and rerouting much of the current traffic onto the I-270/I-76 corridor. This is a deficient and reductionist presentation of the alternative designed to delegitimize it. As a result, it violates Regulation 1502.14's requirement of objectivity. Many of the analytical deficiencies within the analysis of this alternative stem from this reductionist presentation. In fact, the I-270/I-76 reroute proposal has always included a transition, blending the route from an interstate highway to an urban boulevard east of Colorado Boulevard to allow easy shipping for the distribution plants and other businesses located there. It also has included an improved traffic grid across the city which would (a) distribute surface traffic onto multiple routes and thereby decrease congestion, (b) shorten trips by providing greater north-south connectedness, (c) encourage alternative transportation, and (d) provide routes for the trucks associated with businesses that would not carry them through residential areas. This model was actually formalized, analyzed and placed at the disposal of the Colorado Department of Transportation by a graduate studio course conducted by Professor Peter Park at the University of Colorado Denver Department of Environmental Design and Planning. It is not offered in the DSEIS as the reroute proposal which was dismissed. This fully described reroute alternative on its face

Responses to Comments

A The Supplemental Draft EIS and Final EIS are fully compliant with the requirements of NEPA, the Clean Air Act, and other provisions. The regulation at 40 CFR 1502.14 states the EIS should "Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated," and CDOT has complied. Any alternative which introduces safety, access, and mobility issues in the surrounding neighborhoods is not a reasonable alternative since existing traffic within the Elyria and Swansea Neighborhood is a concern of local residents. CDOT looked at more than 90 alternatives through the EIS process, including the I-270/I-76 Reroute Alternative. This alternative does not meet the purpose and need of the project and is not a reasonable alternative. For more information, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 872 | Last: Tecza | First: Thaddeus

meets the purpose of the I-70 East Project. Thus, according to the Draft Supplemental Environmental Impact Statement, The purpose of the I-70 EIS project is to implement a transportation solution that improves safety, access, and mobility and addresses congestion on I-70 in the project area. Numerous cites in the United States have implemented interstate highway removals and substitutions of boulevards as is proposed in the reroute alternative. In each case, safety, access and mobility increased and congestion decreased. The Supplemental Draft Environmental Impact Statement does not present any evaluation of these cases. Safety is especially improved if this concept is seen as encompassing the physical health of the individuals living along the current I-70 corridor. Thus, according to a Health Impact Assessment prepared by the Denver Department of Environmental Health, the average age at death in the Globeville, Elyria and Swansea neighborhoods is 3.5 years younger than the citywide average. Moreover, morbidity data for the Council Districts that abut I-70 and I-25 show significantly higher incidences of mortality linked to cardiovascular disease, cancer and emergency treatment for childhood asthma compared to other city neighborhoods. And, Highway traffic is the main source of air pollution in the communities. Beyond the deficiency in the description of the reroute alternative, the Supplemental Draft Environmental Impact statement gives five reasons for the rejection of the reroute proposal: 1. Additional traffic on local streets 2. Out-of-direction travel 3. Alternative highway route 4. Public input, and 5. Additional cost None of these were subjected to any meaningful study, and the support for them that is provided is both empirically and analytically flawed. So, for example: 1. Additional traffic: Under this section the report states that under the reroute scenario, the average daily traffic for both scenarios (four-lane and six-lane 46th/48th Avenue), ranges from 30,000 to 60,000 (as four lane) and from 40,000 to 75,000 vehicles a day (as six lanes) in 2035, resulting in congested conditions. However, these numbers fail to reflect even a cursory investigation of the numerous instances noted above in which elevated freeways have actually been converted into surface level boulevards. In each of these cases, predicted increased traffic counts, increased accidents, and congestion such as that predicted in the Draft Supplemental EIS for the proposed boulevard have failed to materialize upon completion of the project. Hence, there is no reasonable basis to presume that they would do so in this instance. 2. Out-of-direction travel: The I-70 East EIS Alternative Analysis Technical report states, (a)s shown in the diagram on the right 60 percent of the traffic heading west on I-70 continues past I-25, staying on I-70. The reroute alternative adds two miles of out-of-direction travel for these vehicles. Twenty five to thirty percent of the traffic heading west of I-70 exists southbound to I-25. The alternative adds four miles of out-of-direction travel for these vehicles. Clearly this analysis overlooks the fact that a large percentage of the drivers who wish to exit to the south will continue to use the new boulevard that is created along the current I-70 route. Indeed, one of the primary benefits of the reroute alternative is that it would provide a new grand boulevard entrance to the downtown area through a connection to Brighton Boulevard. This is intended to relieve some of the current congestion at the Mousetrap and on I-25 created by the use of I-70 and I-25 as the entrance to the city from the east, and the fact that there is only one southbound lane exiting I-70 onto I-25. Backups caused by this single exit are one of the primary reasons for current congestion on I-70, and the I-70 East Preferred Option does nothing to deal with this problem.
More telling is the fact that there are no ADT numbers presented for traffic on I-270 under the reroute scenario. As a result, it is impossible to determine whether the analysis double counts cars as both contributing to the supposed increased traffic on 46th/48th Avenue and as contributing to the increased trips on I-270. 3. Alternative highway route: The technical report states, (w)ith the reroute, the redundancy of the highway network, which is important for emergency response in the area, is limited. If I-70 was rerouted to combine with I-270, there would be no alternative highway connecting Denver neighborhoods to the rest of the region.Tellingly, redundant means exceeding what is

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The information on these pages has been reviewed. Responses to specific comments are included on the previous page.

Comments

Source: Submittal | Document Number: 872 | Last: Tecza | First: Thaddeus

necessary or normal: superfluous. Further, the analysis is deficient because it fails to note that while there would not be a second highway network connecting Denver neighborhoods to the rest of the region, there would be an alternative boulevard connecting them. There is no evidence presented that a highway offers a better connection or emergency route than a boulevard. 4. Public input: The Technical Report states, The Pact process was initiated after the publication of the Draft EIS in 2008 to identify the preferred alternative for the project. Based on additional analysis and community input, the group reached a consensus to keep I-70 at its current location. However, as the Report also notes, The I-270/I-76 reroute was eliminated from consideration early in the project alternative analysis process, as documented in the 2008 Draft EIS. As a result, this reroute proposal was never presented to the PACT. The Report goes on to state, CDOT continues to receive statements from Commerce City, the North Area Transportation Alliance, and Colorado Motor Carriers Association restating their opposition to rerouting I-70 from its current location. based on the input received to date, support for the I-270/I-76 reroute primarily comes from neighborhoods outside of the impacted area. But, no evidence is offered to substantiate the assertion as to the source of the support for the reroute. Further, to the degree that widening I-70 will increase traffic on the route, and as stated above 60 percent of the traffic heading west on I-70 continues past I-25, neighborhoods in Denver west of I-25 but outside of the formally designated Project Area will be affected by the project. More telling of the failure of CDOT to meet the NEPA requirement of objectivity is the fact that while almost all of Commerce City and Adams County are outside the Project Area, and almost the entire membership of the North Area Transportation Alliance is outside the Area, their opinions of the project are seen as highly influential, while the views of residents of Denver directly across I-25 from the project, and citizens of Colorado whose tax dollars will fund the project, are discounted. 5. Additional cost: Nowhere is the lack of objectivity of the Colorado Department of Transportation in the consideration of the I-270/I-76 reroute proposal more apparent than in its estimation of the cost of such a reroute. Thus, the SDEIS states: This alternative requires more than 12 miles of major highway widening (5.5 miles of which are west of I-25) along I-270 and I-76 to accommodate the relocated traffic and is estimated to cost approximately $4 billion. This would increase the project construction cost to twice as much as the alternatives on the current alignment, removing the chances of near-term funding for the project. This estimate was prepared by the project team and verified by City and County of Denver staff for accuracy. On its face the projection of the cost of the reroute as over twice that of the CDOT Preferred Option is not credible. Thus, the reroute would consist of widening existing highway over land already owned by CDOT for 12.8 miles and the construction of a new bridge over I-25. The Partially Covered- Below Grade Option! would require acquiring a significant amount of urban land, widening existing highway for 9.0 miles, digging a trench through contaminated soil at a depth of up to 40 ft. for 1.3 miles, constructing the highway through the trench, treating and disposing of the soil, providing for alterations in the drainage patterns across much of northeast Denver and mitigating the effects of the construction on between 11,000 and 15,000 residents. Once again, numerous studies of actually completed highways projects in the United States demonstrate that excavated construction is multiple times more expensive than surface level highway construction. Given the facial lack of credibility of the $4 billion estimate, no support for is provided in the SDEIS document. Indeed, the only document which the Colorado Department of Transportation has offered in support of this figure, a one page, I-270/I-76 Reroute/Bypass Alternative Draft Cost Estimate, is replete with mathematical errors, e.g., 30 percent of $2.7 billion is computed as $680 million rather than $810 million, and 35 percent of $2.7 billion is computed as $800 million rather than $945 million. Also, indicative of the bias toward inflating the relative cost of the reroute as opposed to the CDOT Preferred Partially Covered-Lowered Option is

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Comments				Responses to Comments
Source: Submittal	Document Number: 872	Last: Tecza	First: Thaddeus	

A

the fact that the much of the projected reroute costs (approximately $1.5b) are derived from a 30 percent construction contingency, a 15 percent design cost and a 20 percent construction oversight inclusion. However, these costs are either not included within the cost of the Preferred Option or, as in the case of design costs, assumed to constitute a lower percentage as a result of a Public Private Partnership agreement. Further, the reroute costs are calculated as including costs for interchanges that are subsumed in the already inflated $8.8 million per lane mile figure adopted for widening urban highways , and the document includes Right of Way acquisition costs for land that CDOT currently owns. Most indicative of CDOT's determination to discredit the I-270/I-76 reroute alternative is their unwillingness to deduct from its construction costs the money that will be spent on I-270 repair and widening regardless of which I-70 East Project is adopted. Thus, the Colorado Department of Transportation currently plans to widen I-270 from four lanes to six lanes between I-76 and I-70 by 2025 even if the I-70 East Project expands the current I-70 corridor. Clearly, adopting the I-270/I-76 reroute alternative would save the cost of this double expenditure and objective comparison of the two projects would require deducting it from the reroute cost. CDOT has refused to do so. For all of these reasons the analysis of the I-270/I-75 Reroute Option presented in the SDEIS is lacks the rigor and objectivity required by Regulation 1502.14 of the Regulations For Implementing The Procedural Provisions Of The National Environmental Policy Act.

The information on these pages has been reviewed. Responses to specific comments are included on the previous page.

Comments

Source: Submittal | Document Number: 25 | Last: Tewell | First: Marcia

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "marcia tewell"
Date: Fri, September 5, 2014 10:54 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: marcia tewell

A

comment_topic: Environmental Justice
comments: Please do not allow the neighborhoods to be disturbed yet again. I know the people who live in these neighborhoods have been traditionally disenfranchised, but it is time to take a new look at this practice and change it. I know landlords got reimbursement from the Superfund site in this area, but no compensation went to people who actually lived there and rented. I hate to see these citizens again have their lives disrupted.

Responses to Comments

A CDOT will comply with Uniform Act to address all property impacts.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 731 | Last: Thelen | First: Mary Jane

Welcome: contactus@i-70east.com

Re: I-70 East EIS - SDEIS COMMENTS

From:
Date: Fri, October 31, 2014 2:51 pm
To: contactus@i-70east.com <contactus@i-70east.com>
Priority: Normal

This is my comments in relation to the proposed new I-70 project.

The more I read about this topic the less I agree with it.

A The impact on the neighborhood of eliminating homes and businesses is a disruption to the people there. It is not healthy or helpful to them. Also, I do not agree that this will not increase the pollution factor in that area. Not only will the neighborhood be subject to more and more traffic and pollution, the schools will also suffer. Our city already has a problem with pollution and to add more traffic, especially heavy traffic that will include more trucks, etc., is a real negative factor in the overall health of the neighborhood, our city, especially the central area, and to the metro area in general.

B I also do not find that the amount of the budgeted funds for bridges in general will suffer with so much being targeted to this one project. There are many bridges that need to be repaired. It is not fair to allocate so much to this one project.

C Finally, the neighborhood needs to be brought closer together, not separated even further. The idea that this overhead park-like area will actually bring the neighborhood together does not seem logical. What is logical is to eliminate the bridge, and provide a closer neighborhood that can live in a safe, less polluted, less heavily trafficked situation.

Please reconsider your current plans, and look to other alternatives. They are out there. And look more closely at the effects on the neighborhood and the basic central area of Denver that does not need this.

Mary Jane Thelen

Responses to Comments

A The current health status of the affected communities has been thoroughly discussed in the Denver Department of Environmental Health's Health Impact Assessment (September 2014). Potential impacts from the I-70 redevelopment project, including effects of each alternative on the ability to meet the health-based NAAQS, and on levels of MSATs, are discussed in detail in Section 5.10, Air Quality, of the Final EIS.

NEPA obligates us to consider impacts on health; however, it does not specifically require a Health Impact Assessment. For information on a Health Impact Assessment for this project, please see AQ1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. The Final EIS also includes a section on health. See Section 5.20, Human Health Conditions, in the Final EIS.

By improving mobility and reducing congestion, the Preferred Alternative is anticipated to generally improve air quality in the area compared to the No-Action Alternative. In the I-70/I-25 PM10 hotspot analysis, for example, the modeled PM10 concentration for the Preferred Alternative is 57 µg/m3, whereas the No-Action Alternative concentration is 62 µg/m3. Nine of the 10 receptors at Swansea Elementary School show PM10 concentrations that are 10 µg/m3 lower for the Preferred Alternative than for the No-Action Alternative, with the same concentration (between the two alternatives) for the remaining receptor.

For more information on air quality and health, please see AQ1, AQ3, AQ4, and AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Due to the concern of the funding impact of the I-70 viaduct replacement on long-term revenues available for rehabilitating other Colorado bridges, CDOT set out a goal to shape viaduct financing in a way that will retain 50 percent of bridge revenues for other needed projects across the state.

For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C Design elements associated with the Preferred Alternative include benefits that enhance community connectivity.

For information on community connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT considered more than 90 alternatives during the EIS process.

For information on alternatives considered during the EIS process, please see ALT1 through ALT4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 721 | Last: Thole | First: Jonathan

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jonathan Thole"
Date: Fri, October 31, 2014 2:20 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Jonathan Thole

comment_topic: Property Impacts,Other
comments: This cannot be the best alternative available to ease I-70s traffic problems. The digging necessary to create the trench will inevitably release contaminated soil into the air to be breathed in by local residents already dealing with air pollution. The wall of the trench will stop the natural flow of groundwater too; how can you say it will not raise the water table on the south side of the trench, causing problems for residents there? It seems with cost of containment and remediation of contaminated soil and the engineering challenges of rerouting utilities and managing groundwater, this really can't be the best way to go. How can you say putting a cover over the interstate for two and a half blocks will reconnect the community, when there will be far fewer ways to get from one side of I-70 to the other? Walkers and bikers will have the hardest time getting around. The community will be divided even further. And you are doing this project at a time when smart city planners recognize that people are driving less and using other forms of transportation more. How can you say that widening of the highway on the east side of I-70 will not lead to the need for widening on the west side? There are many more homes on the west side of I-25, and that surely will not fly. Increasing I-70 to 10 lanes here will only bring in more traffic and the highway will fill. It would be wiser to disperse the traffic, by rerouting I-70 and creating a boulevard in it's current location through the city. Many cities across the world have removed major highways from their urban areas, and the result has not ever been negative. The city gets better. Take this opportunity to make Denver better. Why has CDOT not taken a serious look at the full reroute along I-270 and I-76? Why are the cost numbers CDOT has calculated for the I-270/I-76 reroute grossly inflated and incorrect? Please do an SEIS on the full reroute along I-270 and I-76. The people of Denver and Colorado deserve a better alternative than the one CDOT is advocating.

Responses to Comments

A The potential to encounter hazardous materials in the project area is adequately addressed in the Final EIS.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Groundwater flow may be altered but will not be halted by the project as it flows toward the river, as it does now.

B Although the cover provides a continuous connection for nearly 1000 feet, that is not the only crossing connection provided in the Preferred Alternative. For information on community connectivity with the Preferred Alternative, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on future driving trends, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. CDOT's cost estimate for the I-270/I-76 Reroute Alternative was verified by Denver staff in March 2013, and found it to be double the cost of CDOT's proposal.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 44 | Last: Thompson | First: Christian

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Christian Thompson"
Date: Fri, September 12, 2014 9:00 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Christian Thompson

comment_topic: Air Quality,Hazardous Materials,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Truck Traffic

A

comments: As a resident, father of 3, small business owner and employer in NW Denver, I fully endorse and support the feasibility study for rerouting 1-70 through North Denver. I work in real estate locally and know how great this city can be with 70 moved northward TOWARD the planned Gold Line Light Rail Stops on 76! From a mass transit perspective this makes great sense! AND the impacts to 76 and 225 would be MINIMAL! We have an obligation to the future of this great city to explore all options and make the best decision! Please don't hesitate to contact me if I can be of further assistance.

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process.

For information on the alternatives considered, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on transit considerations, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 20 | Last: Thompson | First: Maggie

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS FEEDBACK FORM

From: "Maggie Thompson"
Date: Thu, September 4, 2014 1:17 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Maggie Thompson

primary_interest_in_project: Commuter,Neighborhood/Area Resident
interest_in_project: My largest concern about the project is the impact on nearby neighborhoods. I am seriously concerned about plans to "improve" the Vasquez and Steele exit to increase the amount of traffic funneled into a residential area that does not have the infrastructure or interest in increased traffic. Keep the traffic on Colorado and get rid of the Vasquez/Steele interchange so that land can be used for neighborhood amenities. **A**
how_often_travel_corridor: Everyday
primary_reason_to_travel_corridor: Commute
how_transportation_can_be_improved_in_corridor: As a person who primarily travels by bicycle, the best thing that can happen in the study corridor is the creation of safe, well lit, and at grade ways to cross I-70. People should not have to take their lives in their own hands (and loose their lives as has happened at I-70 and York) to access Denver neighborhoods. **B**
how_receiving_info: Public Meetings,Newsletter
comments_questions: Has CDOT taken into consideration the impact of light rail expansion on usage of I-70? We don't need a wider highway- we need safe transit, bicycle and walking routes in our city. **C**

Responses to Comments

A As identified in the Final EIS, the Steele Street/Vasquez Boulevard interchange will remain open as part of the Preferred Alternative design in response to the comments received during the Supplemental Draft EIS. Highway access would be provided through a split-diamond interchange at Steele Street/Vasquez Boulevard and Colorado Boulevard with slip ramps. The slip ramps allow for full movement at the interchange while minimizing traffic in the neighborhood and minimizing the footprint of the highway at the Steele Street/Vasquez Boulevard interchange. See Chapter 3, Summary of Project Alternatives, of the Final EIS for more information.

B The Preferred Alternative includes walkability and bicycle route improvements.

For information on walkability and bicycle routes improvement, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C Yes, the East Corridor commuter rail line to the airport was included in the travel demand models. For more information on how the traffic forecasting model was determined for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 375	Last: Thorsen	First: Brian

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10-8-14 Would you like to be included on the mailing list? (●) Yes ( ) No

Name (required): BRIAN THORSEN

Organization:

Address (required):

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

( ) Air quality ( ) Environmental justice (X) Financing ( ) Hazardous materials ( ) Historic
( ) Managed lanes ( ) Noise ( ) Property impacts ( ) Swansea Elementary ( ) Visual
( ) Preliminary identified preferred alternative ( ) Truck traffic ( ) Other

Please print your comment on the Supplemental Draft EIS legibly below

A This Project would Be O.K. IF $ were not AN issue. But if CDOT hAS AN extra $1.8B please spend it on I-70 to + From. The mountains here it is Needed. IF The VIADUCT Needs Fixing - Fix it. Spend $ where it is Needed!

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A The viaduct between Brighton Boulevard and Colorado Boulevard, which was constructed in 1964, is one of the largest and most notable bridges in deteriorating condition across the state. The viaduct requires replacement, not merely repair, within the next 10 to 15 years. Additionally, just fixing the viaduct does not address the capacity and safety needs discussed in Chapter 2 of the Final EIS.

Comments

Source: Submittal | Document Number: 824 | Last: Tisdell | First: Beatrice

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/22/14 Would you like to be included on the mailing list? (X) Yes ( ) No

Name (required): Beatrice Tisdell

Organization:

Address (required):

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

(X) Air quality (X) Environmental justice ( ) Financing (X) Hazardous materials ( ) Historic
( ) Managed lanes ( ) Noise (X) Property impacts (X) Swansea Elementary ( ) Visual
( ) Preliminary identified preferred alternative ( ) Truck traffic ( ) Other

Please print your comment on the Supplemental Draft EIS legibly below

A CDOT needs to listen to the people of the community that this affects.

******Continue on back for more space******

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A CDOT has conducted an extensive public involvement campaign throughout the EIS process.

For information on CDOT's public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 429 | Last: Tolman | First: Kathy

Welcome: contactus@i-70east.com

name: 'Kathy Tolman'

A

comment_topic: 'Historic,Property Impacts'
comments: 'I have great concerns about closing the exit at York St. That is such a main way of getting to several of Denver's favorite attractions. I don't think this has been throught through.'

Responses to Comments

A The interchange at York Street does not meet AASHTO standards for interchange spacing, nor does it meet standards for vertical geometry requirements. The Preferred Alternative provides improvements to the surface street network to provide for circulation to adjacent interchanges. Chapter 3, Summary of Project Alternatives, in the Final EIS describes the interchange configurations for each of the alternatives being considered.

For more information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 457 | Last: Tornes | First: Becky

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Becky Tornes"
Date: Tue, October 28, 2014 2:45 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Becky Tornes

comment_topic: Air Quality,Environmental Justice,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary
comments: I'd love to see a study of the alternate route - is expansion truly necessary? Turning that part of the i70 into more of a boulevard could be awesome, and is worth investigating. **A**

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration. Additionally, the need to widen I-70 is adequately addressed in the Final EIS.

For information on the alternatives considered, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 401	Last: Torres	First: Roger	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Roger L. Torres P.E., M.S. ASCE member"
Date: Fri, October 24, 2014 8:44 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Roger L. Torres P.E., M.S. ASCE member

comment_topic: Other

A comments: Denver is growing and will continue growing, So, it needs at least two major highways going N-S and two major highs going E-W. interconnected by auxiliary links. The I-70 even that will be widen, will not solve the problem of traffic jams.

A Comment noted.

Comments				Responses to Comments
Source: Submittal	Document Number: 107	Last: Toth	First: Tina	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM
From: "Tina Toth"
Date: Tue, September 23, 2014 3:43 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Tina Toth

comment_topic: Financing
comments: No to more toll roads. If you ever have driven in a place like Chicago, toll roads are such a hassle. Drivers will avoid Colorado and Denver to avoid more tolls, less gas sales, restaurant sales, etc. The people who live next to I70 should've known what living next to an interstate was like, take the park off the top and it will cost millions less. Buy up some of those dump houses and make a park instead. Would be cheaper to move people out than build nice things around them. **A**

A Comment noted.

Comments

Source: Submittal	Document Number: 218	Last: Transue	First: John

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "John Transue"
Date: Tue, October 7, 2014 2:52 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: John Transue

A comment_topic: Other
comments: The cost of the covered lanes is outrageous. How many bridges can we rehab for that kind of money! Go back and start over if this is your best idea.

Responses to Comments

A As part of the Preferred Alternative, CDOT proposes to replace the existing I-70 viaduct with a below grade "lowered" section between Brighton Boulevard and Colorado Boulevard. The viaduct as it is today accounts for more than 60 percent of the state of Colorado's bridge deck area that needs to be replaced or repaired. CDOT will retain approximately 50 percent of their Bridge Enterprise Fund for other bridge projects across the state. The new proposed roadway would not require the same amount of maintenance in the future as would be required if the viaduct was replaced.

CDOT considered more than 90 alternatives through the EIS process. The Partial Cover Lowered Alternative is identified as the Preferred Alternative. For information on the identification of the Preferred Alternative, please see Chapter 3, Summary of Project Alternatives of the Final EIS.

Comments

Source: Submittal	Document Number: 78	Last: Travis	First: Joanie

Welcome: contactus@i-70east.com

Supplemental Draft EIS

From: "Joanie Travis"
Date: Fri, September 19, 2014 2:09 pm
To: contactus@i-70east.com
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details | View as HTML

A It is apparent that CDOT learned nothing from the fiasco that was the Stapleton tunnels if you are considering "below grade" lanes with a park above it. Research the history of traffic flow and accident records that were a result of the tunnels. Or more current data can be obtained every winter by the traffic congestion on I-70 at the Eisenhower Tunnels.

CDOT needs to get a history lesson.

Responses to Comments

A The lighting of the covered section will be designed to meet fire and safety requirements, as well as to avoid the "black hole effect," which was a major issue with the old I-70 Stapleton tunnels. The covered area of the highway will be well lit by using the latest lighting technologies and will take into account factors affecting the performance of the lighting system.

Comments

Source: Submittal	Document Number: 80	Last: Trujillo	First: David & Rachel

Dear I-70 East Project Team,

A

As a homeowner living at 4745 Gaylord, 1.5 blocks from I-70 project, I have looked carefully at the plans for the reconstruction of the highway. I have lived in my home for 7 years, and in the Elyria-Swansea Neighborhood for 9 years before that. I know that there are already many problems with air, odor, and noise pollution in my neighborhood.

I feel that this project will bring more problems to this neighborhood. The noise and air pollution during construction, and the traffic that the wider highway will bring to the neighborhood will make the quality of life in this area even worse than it is today.

I have looked at the plan for mitigating the harmful effects of construction and the finished highway, and I do not believe that they will be enough. If I had the money, I would move out of this neighborhood before this project begins.

B

I do not feel like CDOT has made an effort to get to know the concerns and the lifestyles of the people that live here, and that you have not made an effort to be fair to us. With a project that will affect our lives as much as this one will, I think that it would be fair for residents like me to have assistance in relocating to another area. This project will decrease the value of my home and my quality of life, and that is why I should be assisted with moving somewhere else.

I am a senior on a fixed income, and cannot qualify for a mortgage to move to another part of the city. CDOT should help all nearby residents that want to relocate to do so. Each resident should be helped by real estate and finance experts in a relocation plan, and CDOT should both provide financial resources, and help residents to access funding available from other federal, state, and local governments, and from non-profit organizations and foundations.

Sincerely,

David N Trujillo
& Family Rachel Trujillo
Esther M Gross

Responses to Comments

A These concerns are adequately addressed in the Final EIS.

Dust suppression measures (for example, stabilizing and covering loads of soil and debris during transport and storage, or stabilizing and revegetating exposed areas after construction) will be implemented to control dust impacts. For more information on minimizing dust during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For more information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on noise during and after construction, please see IMP3 and IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT has conducted an extensive public involvement campaign throughout the EIS process.

For information on CDOT's public involvement, please see OUT1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT will comply with the Uniform Act to address all property impacts.

For information on relocation of residences that will not be acquired by the project, please see PROP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 600 | Last: Tucker | First: Josh

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "josh tucker"
Date: Thu, October 30, 2014 7:20 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: josh tucker

A

comment_topic: Managed Lanes
comments: NO NO NO NO NO to HOV, toll, pay, or other managed lanes. Traffic could flow if the entire corridor is used for all traffic. Toll and HOV lanes are a ludicrous waste of taxpayer money, we all pay for this road and should all have equal access to its entirety. A good example of wasting this resource is the middle two lanes of I-25 in North metro denver. Those lanes are rarely used and the area they occupy would be much better used if they were open to all. Forcing taxpayers to pay per use of the highway they paid for is wrong and should not ever be be done.

Responses to Comments

A Comment noted.

For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

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U

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Comments

Source: Submittal | Document Number: 443 | Last: Uehling | First: Daniel

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Daniel Uehling"
Date: Tue, October 28, 2014 6:34 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Daniel Uehling

comment_topic: Air Quality,Historic,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual

A

comments: Dear CDOT, Please consider studying the I270/76 route as opposed to the expanded and lowered highway through the city. I believe this route would improve the ascetics of Denver, as well as reducing pollution and noise. I also think that turning 48th avenue into a Boulevard would enhance travel through the city. I think this route would make the city more pleasing to the eye and make it more pedistrian friendly city. I also think this would reduce pollution downtown, making it a more desirable and liveable city. I think that with these improvements we can be a model for other cities. I also am a proponent of removing the highway from the Swansea/Globeville communities and allowing these neighborhoods to be able to connect with ther neighbors as well as improving their health. Thanks for your time. Dan

Responses to Comments

A CDOT has evaluated the I-270/I-76 Reroute Alternative and it does not meet the purpose and need and is not a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 77 | Last: Ulibarri | First: Abe

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Abe Ulibarri"
Date: Fri, September 19, 2014 12:07 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Abe Ulibarri

comment_topic: Noise,Other
comments: It seem that is the concern and safety for children that are attempting to cross just north of I-70 & the Union Pacific RR Over crossing (west to east) at 47th and York. Children are now attempting to beat the train before it cross the train train crossing. If the train comes to a stand still there are attempts to jump on the train and hop to the other side. This should be consider as a potential public relation disaster should a accident occur. It appears that from Brighton blvd the existing side walk is the best option to walk to the elementary school with regards of not having to deal with the train. But not a very desirable on for most people because of lack of appeal. More access for the neighborhood north of I-70 and west of the rail crossing at 47th and york should be consider. This may cut down unnecessary warnings from rail engineers (noise pollution)

A

Responses to Comments

A With the Preferred Alternative, 46th Avenue will provide continuous grade-separated east-west connection across the Union Pacific railroad tracks, which will be safer than the existing at-grade crossing at 47th and York.

For information on changes to the 47th Avenue and York Street intersection, please see TRANS3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 574	Last: Unekis	First: Brian	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Brian Unekis"
Date: Thu, October 30, 2014 2:34 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Brian Unekis

comment_topic: Preliminarily Identified Preferred Alternative
comments: I am in support of the proposed project. I feel that it will not only improve traffic flow, it will revitalize existing adjacent neighborhoods

A

A Comment noted.

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Comments

Source: Submittal | Document Number: 867 | Last: Valdez | First: Sylvia

To Whom it May concern:

A I Sylvia C. Valdez am writing this letter to give my opinion and express some very important concerns regarding the new proposal for I-70 East. I am a local business owner for 38 years now. I've been very active in the community and have had some disturbing things happen but this there is a big deal and takes the cake! We have much more pressing issues and more important things to work on. Some things cannot be ignored any longer. For instance we already have a problem with our homeless community, number 1, them being homeless and number 2, that our homeless are using underneath our existing bridge to sleep and live.

B There are many things I can think of where taxpayers money would be more wisely invested. Why not put the money into a new school, larger and AWAY from the highway? How about a homeless shelter to help our community, this is something that is much needed and desired by ALL community members, not just our homeless families.

C I've been a resident in the Swansea / Elyria area for over 70 years now and would love to a "proud" resident but it is challenging to do so when you are living next to or under the highway, where it's been destroyed by this

Responses to Comments

A Comment noted.

B The decision to not relocate Swansea Elementary School is adequately addressed in the Final EIS.

For information on relocating Swansea Elementary School, please see PROP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT is not planning to include a homeless shelter as part of the I-70 East project.

Comments

Source: Submittal | Document Number: 867 | Last: Valdez | First: Sylvia

D

existing highway which has created
a tremendous amount of disgusting air
pollution. Our neighborhood was at once
a nice place to call home and now we are
faced with pollution everyday and not
to mention all the waste and garbage
that is thrown from the highway onto our
front porch, forcing our already sickened
children to play in an unhealthy and
dirty environment created by the pollution
from the highway, let our neighborhood
rest some, we've taken all of the unwanted
noise long enough, the railroad, the highway
and Purina are all prime examples of some
of the noise and pollution we deal with on
the daily, the pollution itself has been
been striking up illnesses and sicknessis in
our residents for many years now.
Some long time residents have really
suffered long term affects but thats just
some of the negative things.

Respectfully yours,
Sylvia E Valdez
Oct-31-2014

Responses to Comments

D Potential impacts to air quality and noise after construction are adequately addressed in the Final EIS.

For information on air quality in the project area and human health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on noise after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 770 | Last: Valentine | First: Elet Terese

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Elet Terese Valentine"
Date: Fri, October 31, 2014 8:36 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Elet Terese Valentine

comment_topic: Financing
comments: The incredible amount of $ this project will consume. Many believe it to be grossly-fiscally irresponsible spending from a taxpayer perspective, especially when the re-route appears it will cost about half as much while addressing I-70 congestion issues on BOTH sides of I-25, not just the east side. **A**

Responses to Comments

A Project financing is adequately addressed in the Final EIS.

For information on the funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Additionally, CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 771	Last: Valentine	First: Elet Terese	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Elet Terese Valentine"
Date: Fri, October 31, 2014 8:37 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Elet Terese Valentine

comment_topic: Other
A comments: Why was the full re-route that is on both I-270 & I-76 not studied as a part of thisSEIS

A Several reroute and realignment alternatives were considered, including using I-76 and I-270. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 772 | Last: Valentine | First: Elet Terese

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Elet Terese Valentine"
Date: Fri, October 31, 2014 8:39 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Elet Terese Valentine

comment_topic: Environmental Justice
comments: Get with the timesPlanning based upon the real trends of today vs. using the trends of the 1950s & 1960s. People want to be in the City these days. Many people don't want to ride the traffic sewer to far-out suburbs the way they once did. Millennials want to be close to work. Millennials and many more want to use mass transit and many don't even want to own cars. **A**

Responses to Comments

A CDOT is aware of the concern to consider multi-modal forms of transportation and the change in driving trends. Models have taken in to account these trends and the concerns are adequately addressed in the Final EIS.

For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information regarding consideration of changes in driving patterns, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 773 | Last: Valentine | First: Elet Terese

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Elet Terese Valentine"
Date: Fri, October 31, 2014 8:40 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Elet Terese Valentine
address: 12692 Hickman Place

comment_topic: Financing
A comments: High Price projects should have gone to the tax payer for approval. Please explain the logic behind bypassing the taxpayer in order to fund this project?

Responses to Comments

A It is up to the Transportation Commission to develop policy that helps decide which projects get funded. These Commission members are appointed to represent districts around the state. The funding for projects comes from tax revenue approved by the legislature and taxpayers. For information on CDOT's organization and funding, please visit: https://www.codot.gov/about/governmentrelations/news-publications/EOG percent202013 percent20FINAL.pdf/view

For more information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 774 | Last: Valentine | First: Elet Terese

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Elet Terese Valentine"
Date: Fri, October 31, 2014 8:42 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Elet Terese Valentine

comment_topic: Property Impacts
comments: CDOT already owns the right-of-way needed to widen I-76 and I-270, without taking any homes or businesses and, along the I-76 and I-270 routes there are 0 neighborhoods that are immediately-adjacent to the freeways, compared to 11 along I-70 between Stapleton's Central Park Blvd and Harlan [the re-route area] that are directly impacted. **A**

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The project area does not include the neighborhoods between Harlan Street and I-25. For more information on the project limits, please see GEN2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 175 | Last: Valenzuela | First: Elvira

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

ANTEPROYECTO DEL INFORME DE IMPACTO AMBIENTAL SUPLEMENTARIO DE LA I-70 ESTE

Puede presentar sus comentarios a la dirección que se encuentra debajo o en el sitio web de la I-70 Este (http://www.i-70east.com) hasta el 31 de octubre del 2014.

Se solicitan los comentarios del público de acuerdo con lo dispuesto por la Ley de Política Ambiental Nacional, 42 Código de los Estados Unidos 4321, et seq. Todos los comentarios presentados por escrito durante el período de comentarios serán considerados durante la preparación del Informe de Impacto Ambiental (EIS abreviación en inglés) Final. La información que proporcione sobre su domicilio privado con sus comentario es voluntario y protegido en conformidad con la Ley de Privacidad. La información de su domicilio privado no se publicará en el EIS Final o para cualquier otro propósito, a menos que sea requerido por ley. Sin embargo, su información de domicilio privado se utilizará para incluirlo en la lista de correos que usamos para enviar aviso futuros sobre el proyecto.

Fecha: 9-25-14 ¿Desearía ser incluido en la lista de correos del EIS de la I-70Este? ☐ Sí ☒ No

Nombre (obligatorio): Elvira Valenzuela

Organización:

Domicilio (obligatorio):

Ciudad/Estado/Código:

Email:

¿Sus comentarios aplican a cualquiera de los temas listados a continuación? Circule lo que le interesa:

☐ Calidad del Aire ☐ Justicia ambiental ☐ Financiamiento ☐ Materiales peligrosos ☐ Histórico
☐ Carriles administrados ☐ Ruido ☐ Impactos a propiedades ☐ Swansea Elementary ☐ Visual
☐ Alternativa preferida preliminarmente identificada ☐ Tráfico de camiones ☐ Otros

Favor de escribir legible sus comentarios sobre el Anteproyecto del EIS Suplementario a continuación.

A Yo apollo el prollecto de la cubierta

****SI NECESITA MÁS ESPACIO CONTINUE AL REVERSO****

Puede entregar esta forma a un miembro del equipo del proyecto o por correo/e-mail hasta el 14 de octubre del 2014, al:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

The English translation of this comment and the response is on the following page.

La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.

Responses to Comments

A Comentario que fue tomado en cuenta.

Comments

Source: Submittal | Document Number: 175 | Last: Valenzuela | First: Elvira

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (http://www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date:_____ Would you like to be included on the I-70 East EIS mailing list? ☐ Yes ☐ No

Name (required): Elvira Valenzuela
Organization:
Address (required):
City/State/Zip:
Email:

Does your comment apply to any of the topics listed below? Please circle all that apply:

Air quality	Environmental justice	Financing	Hazardous materials	Historic
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual
Preliminary identified preferred alternative		Truck traffic	Other	

Please print your comment on the Supplemental Draft EIS legibly below.

A I support the cover project

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

This is a translation of the previous comment and response that was submitted in Spanish originally.

Ésta es una traducción del comentario anterior y su respuesta que se presentó originalmente en español.

Responses to Comments

A Comment noted.

Comments

Source: Submittal | Document Number: 868 | Last: Van Tuul | First: Colleen

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
Please submit comments to the address below
or via the I-70 East website (www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 10/23/14 Would you like to be included on the mailing list? (✓) Yes ( ) No

Name (required): Colleen Van Tuul

Organization:

Address (required):

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle/select all that apply:

(✓) Air quality ( ) Environmental justice ( ) Financing ( ) Hazardous materials ( ) Historic
( ) Managed lanes (✓) Noise (✓) Property impacts (✓) Swansea Elementary ( ) Visual
( ) Preliminary identified preferred alternative ( ) Truck traffic ( ) Other

Please print your comment on the Supplemental Draft EIS legibly below

A bad idea! It will bottle neck at mousetrap. Pollutes the air to close to schools. Widening 70 is a much better idea.

A
B
C

****Continue on back for more space****

Please turn in this form in to a project team member or mail/email by October 31, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A Traffic is not anticipated to bottleneck west of I-25. For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Potential impacts to air quality are adequately addressed in the Final EIS.

For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 446 | Last: Vander | First: Gabe

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Gabe vander"
Date: Tue, October 28, 2014 9:23 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Gabe vander

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Visual,Truck Traffic,Other

comments: I am submitting my comments to voice my concerns with the i70 expansion. As an active Sunny Side community member I deal with the already problematic noise pollution and traffic of I70 on a daily basis. With the widening of the road it will not only increase the truck traffic on I70 which directly attributes to air pollution but the noise pollution of the semi-trucks utilizing their Jake brakes to slow down. The proposed plan to widen the already massive highway is not the solution as this only attributes to the problem of adding more traffic to the already congested area. Sunny Side and North Highlands is a prime spot for urban revitalization. During construction the project will negatively impact the area as it will cause more traffic to be filtered into subsequent city streets. With the increased traffic this can potentially add to the dangers of our children playing in the area, increased crime, pollution etc. As previously suggested, will CDOT do an SEIS on the full re-route that includes both I-270 and I-76? This alternative only make the most logical and financial sense, it will provide the needed space for truck traffic and lessen vehicular traffic along the 1-70 corridor impacted those critical neighborhoods. What is CDOT plans if they move forward with the expansion of I70 will they provide noise abutment walls which extend past the wood walls spanning from Pecos to Federal? Why would CDOT think that the expansion West of I25 not be next as this will only cause a bottle neck of traffic traveling east or west bound! I would urge CDOT to do what is financially responsible for the communities surrounding the areas not only to properly assess the impacts of the expansion but provide a study on the effect of Noise Pollution, air Pollution and the economic impact to the community. Proper planning can lead to a positive change, improper planning will cause decades of hardship for the community.

Responses to Comments

A Potential impacts to air quality, mitigation for noise impacts, and impacts from truck traffic are adequately addressed in the Final EIS.

For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on noise mitigation, please see IMP3 and IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C Noise analysis and mitigation is adequately addressed in the Final EIS. For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. However, the stretch of I-70 between Pecos and Federal is outside the project area, so no noise walls would be added there as part of this project.

D CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

E Potential air quality and health impacts and mitigation measures are adequately addressed in the Final EIS.

For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on noise, please see Section 5.12 of the Final EIS.

For more information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 909 | Last: Vazquez | First: Griselda

Comentarios sobre la declaración de impacto ambiental de proyecto suplementario-70 East

Nombre:	Griselda Vazquez
Dirección:	
Barrio:	
Empresa u organización, si cualquier]:	
¿Cuánto tiempo he vivido o trabajado en este barrio:	
Me preocupa que el proyecto desplazaría a mi hogar, negocio o propiedad.	Me preocupa que quiten tantas casas y que afecten las familias que viven adonde van aquitar las casas.
Estoy preocupado por mi salud o la de un amigo o miembro de la familia.	Me preocupa porque yo voy a la escuela y tengo miedo que me afecte.
Estoy preocupado por el tráfico y el transporte.	Me preocupo porque siempre uso la carretera 1-70 y a la mejor vamos a tener que hacer mas gastos.

A

B

C

The English translation of this comment and the response is on the following page.

La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.

Responses to Comments

A

B

C

A CDOT will comply with the Uniform Act to address all property impacts.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Potential impacts to Swansea Elementary School are adequately addressed in the Final EIS.

For information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 909 | Last: Vazquez | First: Griselda

C

Estoy preocupado por nuestra comunidad.	Porque he sabido que aniños y gente adolta se enferman de asma y otros problemas Respiratorios
Estoy preocupado por nuestro medio ambiente.	Como evitar que algun dia nuestros hijos Crescan en un ambiente sano.
Creo que esta alternativa es la mejor:	yo creo que pueden buscar mas informacion para no hacer esto.
El proyecto sería mejor si se realizan estos cambios:	tomarse el tiempo de tomar otra decicion
Quiero CDOT saber lo siguiente:	Como hebitar que la salud de la gente empeorie o que gente muera
Firma	Griselda Vazquez

The English translation of this comment and the response is on the following page.

La traducción al inglés de este comentario y su respuesta se encuentra en la siguiente página.

Responses to Comments

Comments

Source: Submittal | Document Number: 909 | Last: Vazquez | First: Griselda

Name:	Griselda Vázquez
Address Neighborhood	
Company or Organization, if	
any: How long I have lived or	
worked in this neighborhood: It worries me that the project	It worries me to remove so many homes and affect
will relocate my home, business or property.	families living where they are going to remove the houses.
I am worried for my health or a	It worries me because I go to the school and I am
friend's or family member's.	afraid it might affect me.
I am worried about the traffic	I am worried because I always use the I-70
and transportation I am worried for our	highway and maybe we are going to spend more. Because I found out that children and adults are
community. I am worried for our	sick with asthma and other respiratory problems. How can we avoid that some day our children will
environment I believe this alternative is the	grow up in a healthy environment. I believe that you can look for more information so
best: The project will be better if the	you we do not do this. Take the time to make other decisions.
following changes are made: CDOT, I want to know the	How to avoid that people's health gets worst or
following: Signature	that people die.

A

B

C

This is a translation of the previous comment and response that was submitted in Spanish originally.

Ésta es una traducción del comentario anterior y su respuesta que se presentó originalmente en español.

Responses to Comments

C Potential impacts to air quality and health are adequately addressed in the Final EIS.

For information on air quality and health, please see AQ1 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

A Potential impacts to air quality and health are adequately addressed in the Final EIS.

For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

A Comment noted.

Comments

Source: Submittal | Document Number: 750 | Last: Verlander | First: Laura

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Laura verlander"
Date: Fri, October 31, 2014 4:52 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Laura verlander

A

comment_topic: Property Impacts
comments: I favor the re-route from I-70 to I-76 and 270. I think the re-route will have less impact on the surrounding neighborhoods and also be less costly. The additional lanes will expand the width of the existing highway by 3 times. Other cities who have re-routed city highways have had successful results. Look at San francisco and Oklahoma city. The city of Denver would be even better if the northern neighborhoods were not divided by a massive highway.

Responses to Comments

A Please note, the Preferred Alternative includes 10 lanes (5 in each direction of travel). Detailed traffic modeling confirms the proposed improvements. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 473	Last: Verrall	First: Stephanie	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Stephanie verrall"
Date: Tue, October 28, 2014 10:01 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Stephanie verrall

A comment_topic: Air Quality,Hazardous Materials,Noise,Swansea Elementary
comments: Concerned about air quality and environmental pollutants. These will have lifelong health consequences.for people living in the surrounding area. Your consideration is greatly appreciated.

B Cost for the alternatives is included in Section 3.2 of the Final EIS. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 235 | Last: Vigil | First: Rob

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (http://www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 7/24/14 Would you like to be included on the I-70 East EIS mailing list? ☑ Yes ☐ No

Name (required): Rob Vigil

Organization:

Address (required):

City/State/Zip:

Email:

Does your comment apply to any of the topics listed below? Please circle all that apply:

Air quality, Environmental justice, Financing, Hazardous materials, Historic
Managed lanes, Noise, Property impacts, Swansea Elementary, Visual
Preliminary identified preferred alternative, Truck traffic, Other

Please print your comment on the Supplemental Draft EIS legibly below.

A

Information Air, pictures of before and after (WONDERFULL PLAN)

****CONTINUE ON BACK FOR MORE SPACE****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

Comments

Source: Public hearing transcript | Document Number: 278 | Last: Vigota | First: Clay

A, B, C

I also want to expand on some of the things that Auditor Gallagher talked about. The first thing I want to say is we don't know what we're discussing. They talk about it's 10 lanes, and then it's 8 lanes. They talk about that it's $1.1 billion, and then it's $1.2 billion. Is it one cover? Is it two covers? Is there a Vasquez interchange or not? How can we make any decisions if we don't know what we're really discussing? And that is the biggest problem that we discuss today is we don't know what they are asking us to approve. So that's the first problem that we have with this.

D

The second problem that we have is environmental and social justice issues. We have some of the poorest neighborhoods in town, and we want to build basically two new highways: One, six lanes to replace what we have now; and then another four what they call managed lanes. These are Lexus lanes. These are the lanes for the people who can afford to go faster, and we want to put it right through the middle of the poorest neighborhoods in town. How do we mitigate the damage? On that board over there, what they say is they want to mitigate it by giving an opportunity for homeowners near the highway to mitigate issues with their houses. What they're talking about is they're talking about loans. They're talking about making it easier for the people in these neighborhoods to go into debt to mitigate the issues that are created by people driving through their neighborhoods. It's not fair. CDOT isn't applying themselves to this, and until they do, we can't make decisions on whether or not we approve. Thank you.

Responses to Comments

C The possibility of a second highway cover over I-70 is adequately addressed in the Final EIS.

For information on the possibility of a second highway cover and the Steele Street/Vasquez Boulevard interchange, please see PA6 and PA8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D The proposed mitigation measures in the Supplemental Draft EIS have been refined for the Final EIS. For information on the proposed mitigation measures in the Final EIS, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The environmental justice analysis was performed according to state and federal guidance to ensure Title VI compliance. The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project by reconnecting the community across the highway and allowing Swansea Elementary School to remain in its existing location in response to community concerns. For information on Environmental Justice considerations, including impacts and mitigation, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on identification of the Managed Lanes Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

A Comment noted.

Comments				Responses to Comments
Source: Submittal	Document Number: 674	Last: Volk	First: Everett	

Welcome: contactus@i-70east.com

Comments on I-70 East SDEIS

From: "Everett Volk"
Date: Fri, October 31, 2014 9:49 am
To: contactus@i-70east.com
Priority: Normal

Please find attached a .pdf of my comment letter on the I-70 East SDEIS.
Thanks to all involved for their hard work on this project.

Sincerely,
Everett Volk

The information in the cover letter is noted. Responses to specific comments are included on the following pages.

Comments

Source: Submittal | Document Number: 674 | Last: Volk | First: Everett

Everett Volk

I-70 East Project Team
Colorado Department of Transportation
2000 South Holly Street
Denver, CO 80222

Re: Comments on Supplemental Draft Environmental Impact State (SDEIS) for I-70 East Project

To the I-70 East Project Team:

As a resident of the Park Hill neighborhood here in Denver, and someone long interested in the transportation planning and construction process, I have paid close attention to the work Colorado Department of Transportation (CDOT) has put into addressing the crumbling infrastructure of I-70 East viaduct project (I-70 East). Thus, I have reviewed the SDEIS prepared for I-70 East and have a number of comments.

First, I would like to commend CDOT for all of the work they have put into I-70 East so far. It is clear that your employees care deeply for their work, and for the neighborhoods and communities they seek to improve through this project. The sheer volume of public outreach opportunities attest to that fact. Likewise, I would like to commend your employees for their grace and aplomb in the face of a small number of vocal opponents to this project who, in my estimation, have resorted to outright lies and calumny of the vilest sort when protesting your planning efforts. So, kudos. Colorado is lucky to have you. (And perhaps Thad Tecza and Dennis Gallagher can take their lying asses to some place that deserves them. Like Texas. But I digress.)

A

Alternatives Analysis and Selection

I support the selection of CDOT's preferred alternative the Partial Covered Lower (PCL) Alternative, as described in the SDEIS. I believe that this alternative appropriately balances the needs and concerns of Denver residents living in the neighborhoods near the project, while limiting the environmental and social costs of the project. In particular, I believe that the selection of the PCL alternative will have significant positive effects on water quality in the South Platte by ensuring that CDOT, via the requirements of its municipal separate storm sewer system (MS4) permit, will install BMPs to prevent or minimize the discharge of pollutants in stormwater to the South Platte.

I also support CDOT's decision not to analyze any further Alternatives 4 and 6, which would re-align I-70 along the 270/I-76 corridor. I have reviewed a map of this alignment and count 5 individual water crossings of either Clear Creek or the South Platte River. Additionally, the entire 270 alignment is located within the boundaries of the 10-year or 25-year flood plain of

Responses to Comments

Comments

Source: Submittal | Document Number: 674 | Last: Volk | First: Everett

A

Sand Creek. Taken together, I believe that the realignment option would have significant negative water quality impacts on these three bodies. These impacts would include short-term sedimentation and incidental fall-back impacts during the construction process, long-term impacts due to the need to construct new pilings within the ordinary high water mark of Clear Creek and the South Platte, and long-term sedimentation and heavy metals deposition attributable to stormwater runoff from the expanded 11 miles of highway. While NPDES and 404 permits from CDPHE and the Army Corps of Engineers could mitigate some of these impacts, they would still remain significantly higher compared to the PCL Alternative. Thus, I urge CDOT to maintain the PCL Alternative as its preferred alternative, and conduct no further analysis of Alternatives 4 and 6.

Traffic Issues

B

I also support the selection of the PCL Alternative as I view it as a meaningful way to reduce congestion through north Denver, and ensure continued truck access to north Denver and Commerce City industry. I looked through the traffic modelling you conducted, and it appears that car traffic accounts for roughly 85-90% of traffic on I-70 East and truck traffic accounts for the remaining 10-15%. Given that 50% of the trips taken along this corridor originate in the study area for the project, it is clear that many local individuals and businesses rely upon this corridor for their transportation needs. A re-route alternative that shifts this traffic north, or onto some sort of re-built boulevard seems like a ludicrously bad idea, as it would drive this high volume of traffic onto un-controlled access arterials and side streets. As a result, any option that CDOT ultimately selects should maintain the current routing. With that in mind, the PCL Alternative maintains the current routing, adds capacity for new users, and ensures that existing congestion, such as it is, remains off our neighborhood streets.

I would also like to note that I support CDOT and the City of Denver's efforts to continue to address non-car and non-truck modes of transportation. Thus, the extension of light rail through this corridor and the creation of new bike lanes, sharrows, and signage around the project area should be a focus of CDOT and the City of Denver, in addition to the basic high construction issues.

Environmental Justice

C

I recognize that the United States has a long history of sloughing off its environmental impacts onto low-income communities and communities of color. I would also note that the initial construction of I-70 East did, in fact, cut through such communities in Globeville and Elyria-Swansea and did, in fact, potentially hurt the quality of life there. On the flip side, those communities have, since their inception, been marginal communities surrounded by polluting industry such as copper smelters, slaughter houses and railroad yards. Thus, I think it is fallacious to say that I-70 East will have hugely detrimental effects on otherwise pristine, unified communities, and I believe CDOT has done a good job of addressing environmental justice issues with a realistic and clear view of the baseline situation. With that in mind, I support CDOT's efforts to mitigate environmental and social impacts on these communities due to the construction of the PCL Alternative.

Responses to Comments

B Consideration of multi-modal forms and transportation, including improvements to walkability and bicycle routes is adequately addressed in the Final EIS.

For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on walkability and bicycle route improvements, please see TRANS2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C Comment noted.

Comments

Source: Submittal | Document Number: 674 | Last: Volk | First: Everett

C In particular, I support CDOT's plan to lower the highway below grade and put a cap on at least one section of the lowered highway. To the extent the highway serves as physical barrier separating Globeville and Elyria-Swansea from the rest of the City of Denver, this seems like an excellent way to restore some of their historical connectivity while creating new community amenities in the form of parks, soccer fields, etc.

D I am somewhat concerned with the air quality data presented in the SDEIS, particularly that related to PM^{10} hotspot modelling. Given the relationship between particulate matter and asthma and heart disease, it is troubling that Swansea Elementary falls within a modelled hotspot area. However, given that such a hotspot would exist with any alternative that maintains the current alignment, I do not believe that this is sufficient reason to change the preferred alternative from the PCL Alternative. I urge CDOT to work with the Colorado Department of Public Health and Environment (CDPHE) to explore whether there are design options, either for the PCL Alternative or for Swansea Elementary itself, that can help mitigate some of the air quality impacts. I believe that proposed mitigation measures such as regular street sweeping to remove particulates, and peak-period or congestion pricing are excellent ideas. However, are there mechanical or technical solutions that may help provide further mitigation?

Conclusion

E I understand that I have not commented on every element of the SDEIS that you have prepared. I have, however, hit what I feel are the highlights. As I noted at the outset, I think CDOT has done an excellent job evaluating a reasonable range of alternatives, and I urge you to maintain the PCL Alternatives as your preferred alternative. I think the PCL Alternative appropriately balances the transportation needs of the City of Denver and the State of Colorado with the environmental and social costs that have been, and possibly will be, imposed on the neighborhoods of Globeville and Elyria-Swansea. In an imperfect world, this is the best we can hope for.

Sincerely,

Everett Volk

Responses to Comments

D Mitigation measures for the school include providing a new HVAC system, doors, and windows to reduce the dust and noise impacts to the school and its users, specifically during the roadway construction period. CDOT also will pay for the construction of two new classrooms. Providing additional classrooms prior to highway construction will help mitigate some impacts by providing offsetting benefit to the community to enhance the overall quality of the school beyond the construction period. These upgrades will be completed before the construction starts. For additional information on how construction impacts to Swansea Elementary School will be mitigated, please see IMP4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For more information on air quality and monitoring in the project area, please see AQ3 and AQ7 of the Frequently Received Comments and responses on the Supplemental Draft EIS, located in Part 1 of the Attachment Q.

For a list of all BMPs related to air quality, please see Section 5.10 of the Final EIS.

E Comment noted.

w

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Comments

Source: Submittal | Document Number 11 | Last: Wakefield | First: Bret

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Bret Wakefield"
Date: Mon, September 1, 2014 5:13 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Bret Wakefield

A

comment_topic: Air Quality,Hazardous Materials,Historic,Visual,Truck Traffic
comments: I am a long-time resident of the Regis neighborhood and continue to be dismayed that a freeway cuts through historic parks & neighborhoods. Every morning the roar of traffic, of trucks shifting down gears & engines revving, is maddening. The constant dust of rubber & carcinogens frightening. I have been to neighborhood meetings when the real old-timers speak up about the disservice and broken promises of CDOT, how Federal Blvd north of the highway was never beautified as promised, how the fence is rickety and the landscaping neglected. Can anyone imagine a freeway getting a vote of approval if it were to cut through Washington Park, plowing through community, tearing down homes & scarring parks and wetlands? No: North Denver has always been marginalized. The neighborhoods of Globeville, Elyria, & Swansea further brutalized by a dilapidated viaduct. It's time to be progressive. A healthy neighborhood is NOT comprised of a major freeway, even if it's below grade. The proposed burial of the highway

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternatives that remove I-70 East from its current alignment, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Project mitigation measures including how noise will be minimized after construction, and potential impacts to historic properties and air quality and health are adequately addressed in the Final EIS.

For information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on preserving the impacted historic properties, please see IMP5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 377 | Last: Wallace | First: Amy

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (http://www.i-70east.com) by October 14, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: _____ Would you like to be included on the I-70 East EIS mailing list? ☑ Yes ☐ No

Name (required): Amy Wallace

Organization:

Address (r

City/State/

Email:

Does your comment apply to any of the topics listed below? Please circle all that apply:

Air quality | Environmental justice | Financing | Hazardous materials | Historic
Managed lanes | Noise | Property impacts | Swansea Elementary | Visual
Preliminary identified preferred alternative | Truck traffic | Other

Please print your comment on the Supplemental Draft EIS legibly below.

A

I have concerns about the proposed I-70 changes & specifically I am concerned about the plan to move the highway below ground & widen it. The environmental & financial costs of digging in this area are unknown. Doing this in any area is inappropriate. Doing

****CONTINUE ON BACK FOR MORE SPACE****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A The potential to encounter hazardous materials in the project area is adequately addressed in the Final EIS.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 377 | Last: Wallace | First: Amy

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

B it is a low income neighborhood and near an elementary school is unethical and unsafe.

C clearly widening of the highway will bring the temporary as well as long term impact of noise, trucks, air pollution and property impacts.

D My family & I live just East of Federal Blvd & 3 blocks North of I-70. In time my neighborhood will be impacted by the bottlenecking that will occur.

E A less expensive, less environmentally impactfull option would be to reroute I-70 North, to I-270 & I-76.

Thank you, for your consideration of my concerns.
Amy Wallace.

****ATTACH MORE PAGES AS NEEDED****

Thank you for your input.

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

B The environmental justice analysis was performed according to state and federal guidance to ensure Title VI compliance. The reason that CDOT proposed the Partial Cover Lowered Alternative was to mitigate the impacts of the project by reconnecting the community across the highway and allowing Swansea Elementary School to remain in its existing location in response to community concerns. For information on Environmental Justice considerations, please see EJ1 and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C The need to widen I-70 and potential impacts from noise, truck traffic, and dust on air quality are adequately addressed in the Final EIS.

For information on the need to widen the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on traffic noise impacts and mitigation, please see IMP3 and IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on truck traffic impacts on adjacent neighborhoods, please see TRANS9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality in the project area, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on dust mitigation during construction, please see IMP7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on congestion along I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

E CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 250 | Last: Walsh | First: Bridget

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Bridget Walsh"
Date: Thu, October 9, 2014 4:44 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Bridget Walsh

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic

comments: We live in Park Hill and we are adamantly opposed to CDOT's plans to expand I70 with toll lanes and to bury a portion of the mega highway in a tunnel. We are from LA. We moved to Denver to escape LA traffic and gridlock. We oppose the expansion: 1. You will further pollute the air in my neighborhood when you dig up the polluted ground for the tunnel. 2. Almost every enlightened city planner (except ours, of course) has discovered that adding lanes to highways just brings in more cars. We need a transportation plan for the future , not your "grandfather's plan" to just bring in more cars. 3. Truck traffic on I70 need to be rerouted away from the major population areas to avoid the health problems that they cause from their pollution to say nothing about their noise. 4. Privatizing public assets is not a good plan. You can't make a profit off of everything. There is plenty of money in CO to have the roads that we deserve, not the current third world status of many of our roads. When asked, the voters give. Don't give away our precious resources to Goldman Sachs and your corporate buddies (in secret meetings). We need to tax the billionaires and corporations who want to do business in our great state, not be held hostage and give them sweetheart tax deals. Have you been watching The Rosevelts on TV?? Well, we are in the same situation today as we were then. We need real leadership not cronyism and corruption. 5. the fumes billowing up out of the tunnel will be horrendous. 6. the "lap pool " that will be created in the tunnel will be terrible. 7. Crime in tunnels like the one you are proposing soars in other cities. You know all of the arguments against the expansion of I70. Start thinking outside of the box. think and plan like the Native Americans do, , for seven generations out. Don't create this expensive boondoggle. BTW I lived in one of Brad Buchanan's "well planned" buildings, 2001 Lincoln. Nobody in the building could drink the water because it exceeded all EPA standards for heavy metals.

Responses to Comments

A The potential to encounter hazardous materials within the project area is adequately addressed in the Final EIS.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT agrees that we can no longer build our way out of congestion. In fact, that is a main reason the Department is proposing to make the new lanes on I-70 East managed or tolled lanes with congestion pricing. These managed lanes give CDOT the ability to manage congestion over time, providing the guarantee of a congestion-free ride even as highway volumes increase. Further, managed lanes can encourage carpooling and transit use and enable more reliable and efficient transit service. Together, these strategies allow CDOT and FHWA to maintain a 10-lane template decades into the future, reducing the disruption to environmental and community resources that come with continual widening of roads. This is particularly important in the case of CDOT's preferred alternative as the lowered structure will be constructed with a 75- to 100-year life expectancy.

C Restricting truck traffic along I-70 is adequately addressed in the Final EIS.

For information on restricting truck traffic along I-70, please see TRANS8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D Project financing including the use of a public-private partnership is adequately addressed in the Final EIS.

For information on public-private partnerships, please see FUND2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

E Potential impacts to air quality and concerns about drainage with the Preferred Alternative are adequately addressed in the Final EIS.

For information on air quality near the highway cover, please see AQ5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 250	Last: Walsh	First: Bridget	
F The building had to deliver bottled water and we had to bathe in rusty , brown water. All because he and his partners got a great deal on some galvanized pipes from India. That's right, every where that you could look you saw copper but the building leaked like a sieve because the pipes had holes in them. Leaks, contaminated water..all in a "new" building. No wonder that Brad can not practice architecture anymore (i've been told) becasue he can't get insurance. too many bad projects. You really stuck it to the citizens with the privatization of the Boulder turnpike. 50 years? That was a terrible price to pay to avoid paying your workers decent wages with decent benefits. Government is supposed to be creating jobs not sending people to the hell of minimum wage labor with no future . The USA is fast becoming a third world country. the numbers point in that direction. Roads for the rich will create anger and animosity on the part of the downtrodden. I wish i could be alive for the next 50 years to watch this one play out. Cheers, Bridget Walsh				F CDOT has investigated several funding options. For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. The selection process for the Design-Build-Finance-Operate-Maintain concessionaire is currently underway. Based upon recent feedback regarding contracting O&M for tolling on other projects, CDOT will strive for transparency whenever possible.

Comments

Source: Submittal | Document Number: 355 | Last: Walton | First: Bennie

Welcome: contactus@i-70east.com

Re: I-70 East EIS - SDEIS COMMENTS

From: "Bennie Walton"
Date: Mon, October 20, 2014 4:26 pm
To: contactus@i-70east.com
Priority: Normal

Hello,

I have one concern and to me it is a major concern:

A Comment: In the development of the I-70 East EIS Corridor, ensure highway off ramps are adequately broadened and lengthened, and that yield signs, stop signs, and traffic lights at the end of highway off ramps don't remain an impediment to smoother and more continuous traffic flow off the highway as they are now. Fix the off ramp issue because if you don't, it won't matter how broad you make the highway, it will remain as a major issue for slow and bottlenecked traffic. If you are "going to do it" right", then this must be done.

Bennie Walton

Responses to Comments

A The Preferred Alternative will include improvements to the ramps to improve traffic operations.

Comments

Source: Submittal | Document Number: 206 | Last: Wambach | First: Brent

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Brent Wambach"
Date: Mon, October 6, 2014 11:05 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Brent Wambach

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Noise,Property Impacts,Swansea Elementary
comments: Please consider the i70 reroute along 270/76 instead. My family and I can not believe that the I70 rebuild will be cost effective or better for Denver. As a North Denver resident, I would prefer if North Denver neighborhoods could be reconnected after the separation caused by the highway. So much more positive neighborhood development could take place with a reroute. The air quality near residential areas would be greatly improved. **A**

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 745 | Last: Wang | First: Gary

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Gary Wang"
Date: Fri, October 31, 2014 4:04 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Gary Wang

comment_topic: Air Quality,Environmental Justice,Financing,Managed Lanes,Preliminarily Identified Preferred Alternative,Swansea Elementary

A

comments: ALTERNATE OPTION Alternate options (particularly the I-76/I-270 re-route) should be legitimately considered. The analysis provided in the Alternative Analysis Technical report (Attachment C) appears seems poorly conducted and generated to the automatically benefit the I-70 expansion. Parts of I-270/I-76 route will already need expansion. It appears that parts of the cost is double counted for the re-route alternative. The estimated $4.3 billion cost seem incongruous compared to the T-REX expansion on I-25, as well as the I-70 mountain proposal. Credible analysis of the alternative option needs to be addressed.

B

ENVIRONMENTAL HEALTH The project discusses temporary environmental health remediation, but does not seem to address the long term impacts. Environmental health and its impact needs to be considered through the entire life of the highway. Especially when it is directed through residences. To make the argument that environmental impacts for the new expansion is!
no worse than current conditions is a poor excuse, when the current condition is already creating an adverse and unhealthy environment. The temporary remediation efforts at Swansea Elementary school highlight additional health concerns. Discussion of improved HVAC systems for the Swansea school seems to be an incomplete solution in addressing children health. If construction for the project is implemented in the evening/night time, there is no benefit in these suggested mitigation measures when children are home or outside. Air quality impact for the park/open space on the partial covered surface (if it's even provided), is another concern for environmental health. There seems to be a contrary statement toward Denver's climate action plan for this project. Denver has pledged in the US Mayors Climate Protection Agreement to curb greenhouse gas. The section on greenhouse gas in the EIS comes off as a purposeless statement. If C-DOT is anticipating increased traffic in this project, then there should be an assessment in looking at impacts in emissions from this increase. This project considers a highway expansion, and needs to include pollutants associated with air pollution emissions from highway vehicles.

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternate routes, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Chapter 5, Affected Environment, of the Final EIS details all of the project impacts to socio-economic and natural environments.

For information on air quality and health, please see AQ2 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Section 5.20, Human Health Conditions, was added in the Final EIS to discuss human health.

Comments				Responses to Comments
Source: Submittal	Document Number: 745	Last: Wang	First: Gary	
B Vehicle exhaust have shown to have harmful effects and NOx, SOx, PM2.5 should be properly assessed at localized levels not just at regional levels. The EIS's statement that only ozone and PM10 is of concern in the Denver region does not examine the local neighborhood impacts where there is the highest concentration of pollution. Particulate matter 2.5 needs greater assessment and should also look at the monitoring location of Denver-Swansea Elementary school. Despite CAMP being considered representative of neighborhood scale, the monitoring location at Swansea school is much more relevant to area impacts. EXPANSION The planned expansion to double the current width is excessive. C-DOT's plan for a "100 year" expansion seem to be based on assumptions that future mobility will be provided with vehicles only. Future forecasts need to consider alternate modes of transportation planning increases such as mass public transportation. Is expansion of the east-bound commuter rail considered in the planning efforts in future use forecasts? The cost of the cut and cover expansion is expensive. If the intention is to improve mobility for people, it would seem that Denver's funds would be better to suited towards improved public transportation rather than a dramatic expansion of such a traditional highway. C				C The inclusion of multi-modal forms of transportation, the need to widen I-70 and traffic modeling and forecasting are adequately addressed in the Final EIS. For information on consideration of multi-modal forms of transportation, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. CDOT has been coordinating with Denver and RTD to maximize the benefits for transit. For more information on the project's purpose and need, please see GEN1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. Yes, the future projections for ridership on RTD's East Corridor commuter rail were included in the traffic models used for analysis. For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q. For information on traffic forecasting and modeling, please see TRANS5 and TRANS6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 746	Last: Warner	First: Carol

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Carol warner"
Date: Fri, October 31, 2014 4:09 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Carol warner

comment_topic: Air Quality,Historic,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Visual,Truck Traffic,Other
comments: As a lifetime resident of North Denver I think I know what I say when I tell you that you would never have had to "reconnect " the neighborhoods if you hadn't devided them in the first place. If you take a video of the stretch of I-76 from wheatridge to 225 you will see nothing but commercial industry. No homes, no old neighborhoods. If you video tape the same stretch of highway on I 70 you see nothing but old neighborhoods, historic landmarks, and beautiful parks. Every night I walk around Berkeley Lake. The noise from the traffic is so terrible that I usually only walk on the grass side. Why can't you reroute this whole mess to adams county? Is there some political reason for not moving the highway? It makes no sense to have parallel highways so close together. Please use common sense and get this dragon out of North Denver! Sincerely, Carol Warner

Responses to Comments

A Potential impacts from traffic noise and mitigation are adequately addressed in the Final EIS.

For information on how traffic noise will be minimized after construction of the I-70 East project, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternate routes, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 423 | Last: Watts | First: B

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From:
Date: Mon, October 27, 2014 7:05 am
To: webmastercc@i-70east.com (more)
Priority: Normal

B Watts

comment_topic: Air Quality,Noise,Preliminarily Identified Preferred Alternative,Visual,Truck Traffic,Other
comments: Re-route I-70 traffic along I-76 and 270. Lets keep traffic flowing by routing it North around Denver. At least improve this alternative route before the construction begins on I-70. This is common sense. Allow traffic to flow and allow people to get to their destinations quicker. In addition, building a highway in a trench is absurd. Please show some good judgment before wasting Denver's time and resource's in building a maintenance nightmare. **A**

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 526 | Last: Weatherill | First: Ashleigh

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Ashleigh Weatherill"
Date: Wed, October 29, 2014 2:50 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Ashleigh Weatherill

comment_topic: Air Quality,Financing,Hazardous Materials,Historic,Noise,Visual,Other
comments: As a resident who lives approximately 7 blocks from the current location of I-70, I am concerned with many aspects of the proposed widening of I-70, specifically (but not limited to) cost (both construction and maintenance---knowing full well the City of Denver already struggles to maintain the current public spaces/parks/etc), environmental impact, quality of life impact, disturbing of historic neighborhoods and uprooting of families, and of course, the air and noise pollution that the current and potentially wider interstate running through a downtown residential neighborhood would bring. I love the convenience of I-70 being so close, but would trade it in a heartbeat for a quieter, less polluted neighborhood and air. I would like to respectfully request that CDOT do an SEIS on the full re-route that includes both I-270 and I-76 and changing the current I-70 to a boulevard.

A

B

Responses to Comments

A Project financing and maintenance are adequately addressed in the Final EIS.

For information on the funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on maintenance of the cover, please see PA3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 120 | Last: Wegener | First: Kevin

000120

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Please submit comments to the address below
or via the I-70 East website (http://www.i-70east.com) by October 31, 2014.

Public comments are requested pursuant to the National Environmental Policy Act, 42 United States Code 4321, et seq. All written comments received during the comment period will be considered during Final EIS preparation. Your provision of private address information with your comment is voluntary and protected in accordance with the Privacy Act. Your private address information will not be released in the Final EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for any further project notices.

Date: 9/23/2014 Would you like to be included on the I-70 East EIS mailing list? ☒Yes ☐No
Name (required): KEVIN WEGENER, CITY ENGINEER
Organization: CITY OF AURORA
Address (required): [redacted]
City/State/Zip: [redacted]
Email: kwegener@ [redacted] @ auroragov.org

Does your comment apply to any of the topics listed below? Please circle all that apply:

Air quality	Environmental justice	Financing	Hazardous materials	Historic
Managed lanes	Noise	Property impacts	Swansea Elementary	Visual
Preliminary identified preferred alternative		Truck traffic	Other	

Please print your comment on the Supplemental Draft EIS legibly below.

A THE CITY OF AURORA HAS ALREADY GONE ON RECORD SUPPORTING THE PREFERRED ALTERNATIVE AND PROVIDING SPECIFIC TECHNICAL COMMENTS.

****CONTINUE ON BACK FOR MORE SPACE****

Please turn in this form in to a project team member or mail/email by October 14, 2014, to:
I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Responses to Comments

A Comment noted.

Comments				Responses to Comments
Source: Submittal	Document Number: 83	Last: Weger	First: John	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "John Weger"
Date: Sat, September 20, 2014 1:43 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: John Weger

A comment_topic: Visual
comments: I am so excited about this project! It is great to see CDOT addressing the current eyesore with a great plan that will again unite North Denver!

A Comment noted.

Comments

Source: Submittal	Document Number: 489	Last: Weick	First: Fred

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Fred Weick"
Date: Wed, October 29, 2014 11:59 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Fred Weick

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Noise,Property Impacts,Truck Traffic

A

comments: I live in area of I-70 when it was first build going through Denver on west side. Also I-25, it was the river bed of Platte river. Ever time it rain, it would flood. They finely have it, are almost it a good road. But it had take from first day it was build to now. I hope I-70 is not I-25 all over again. With new plan for I-70, you still have all traffic going on I-25 north and south. Trucker are always on route going east and west. With I-270 and I-76 already in place, it would be better to expand through two road. It would move trucker out of main part of town along with traffic that go with it. It would be like building another C-470 or bypass city. Same that was done when DIA was build, how airport is in its own area. Plus it has roam to add more planning strips and building for the future. It won't have to move in the future. I-70 should be build for the future and not just a path job. Like to has been in the pass.

Responses to Comments

A Potential drainage issues with the Preferred Alternative are adequately addressed in the Final EIS.

For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 671	Last: Weilenmann	First: George L.

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "George L Weilenmann"
Date: Fri, October 31, 2014 9:40 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: George L Weilenmann

comment_topic: Air Quality,Historic,Managed Lanes,Property Impacts,Visual,Other
comments: Re-routing I-70 onto a widened and improved I-270 and I-76 appears that it would effectively address I-70's traffic congestion on both sides of I-25 for half the money of the current preferred alternative and impact zero neighborhoods. The non-local traffic would drive 1.8 miles farther, but get to their destinations faster & use less fuel, avoiding the bottleneck CDOT is about to create. The current six lanes of I-70 would remain six lanes, but as a boulevard which is expected to handle traffic better, especially during rush hour. In total, there would be much greater capacity and 12 I-70 adjacent neighborhoods would be cleaner & safer while creating wonderful economic development opportunities for large sections of undeveloped Adams County. Shipping Colorado monies to foreign and out of state interests is not in Colorado's best interest.

A

B

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The use of a public-private partnership that may include a foreign company is adequately addressed in the Final EIS.

For information on foreign companies' investment limitations, please see FUND1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 413	Last: Wein	First: David

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "David S Wein"
Date: Sun, October 26, 2014 2:17 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: David S Wein

A

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual
comments: Please reconsider this "improvement" which only appears to make matters worse. The expansion is costly and ignores the impact to our community as well as ignores a simple alternative of re-routing traffic through I-270 and I-76. If this is not the next option for the communities being impacted or commuters, who is it serving?

Responses to Comments

A These concerns are adequately addressed in the Final EIS.

For information on impacts and mitigation measures, please see Chapter 5 of the Final EIS.

The I-270/I-76 Reroute Alternative was evaluated and eliminated in the early stages of the 2008 Draft EIS alternatives analysis process because it did not meet the project's purpose and need. For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 39 | Last: Wenzel | First: Erin

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Erin Wenzel"
Date: Wed, September 10, 2014 10:12 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Erin Wenzel

comment_topic: Air Quality,Financing,Hazardous Materials,Preliminarily Identified Preferred Alternative,Truck Traffic

A B C D

comments: Requesting that CDOT do an SEIS on the full re-route that includes both I-270 and I-76. As a north Denver resident I am most interested in the following: 1. The environmental impact to the surrounding community in digging up the 8,200' trench. The removal of contaminated dirt and what will be done with this dirt is concerning. 2. The cost analysis of the re-route/46th Ave alternative versus the proposed tunnel plan. CDOT and those opposed to the tunnel, seem to have very different answers to this. It would be helpful to see details on true estimates. 3. The concerns around tunnel traffic, weather conditions, and maintenance costs versus the re-routed freeway. The tunnel does appear to be a more dangerous alternative. I don't want to delay a solution that is badly needed for the city of Denver. However, there have been really valid arguments brought up that appears CDOT has not provided a full consideration to. It's hard to brush it off without looking a little furt!
her. Especially because it directly affects the community I live in.

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The potential to encounter hazardous materials within the project area is adequately addressed in the Final EIS.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT cost estimates were completed using standard procedures and unit prices for the anticipated work that would be required. CDOT's cost estimate for the I-270/I-76 reroute was verified by Denver staff in March 2013.

D The I-270/I-76 Reroute Alternative has been eliminated from consideration because it does not meet the project's purpose and need.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 633 | Last: Werkmeister | First: George

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "George Werkmeister"
Date: Fri, October 31, 2014 7:34 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: George Werkmeister

comment_topic: Air Quality,Financing,Historic,Managed Lanes,Noise,Property Impacts,Swansea Elementary,Truck Traffic

A comments: I am writing to express my deepest concern over the plans presented to widen the I 70 highway system through the middle of Denver. The expansion will do more harm at a greater cost than any perceived benefit that could come of it. I am sure that CDOT would much rather have private corporations get involved with these kinds of projects to alleviate the responsibility from the State agency, however that is what CDOT was created for and the residents of Colorado expect CDOT to fulfill its responsibilities. Sincerely George Werkmeister

Responses to Comments

A The Design-Build-Finance-Operate-Maintain P3 model was recommended because of its ability to transfer more risk to the private sector in several key areas, including the long-term costs of maintaining the corridor and financial responsibility. The highway is not being privatized, but instead remains the responsibility of CDOT, who has chosen to partner with a private entity to operate and maintain the highway.

Comments				Responses to Comments
Source: Submittal	Document Number: 27	Last: Whitley	First: Aubrey	

Welcome: contactus@i-70east.com

name: 'Aubrey Whitley'

comment_topic: 'Preliminarily Identified Preferred Alternative,Other'

A comments: 'One word - SNOW! With the lowered alternative, where do you plow the snow to? You're building a trench that will catch any blowing and drifting snow. DOH! My next comment is cost. This is a transportation path. Spend the money to repair and improve it. We don't need to turn this into a multi BILLION park.'

B

A The shoulder widths are designed with snow capacity as one of the factors. This is true along CDOT's at-grade highways as well as in this proposed lowered section.

B Project financing is adequately addressed in the Final EIS.

For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT recognizes that the project passes through environmental justice neighborhoods, and it has identified mitigation measures above and beyond standard mitigation measures to alleviate the impact on those neighborhoods. The cover is provided as mitigation for community connectivity and Swansea Elementary School.

Comments

Source: Submittal | Document Number: 598 | Last: Whitman | First: Alexandra

Welcome: contactus@i-70east.com

Re: I-70 East EIS - SDEIS COMMENTS

From: "Alexandra Whitman"
Date: Thu, October 30, 2014 6:20 pm
To: contactus@i-70east.com
Priority: Normal

A Hi - please consider re-routing I-70 to the I-76 corridor. This would allow you to take advantage of an existing commercial route without further dividing many neighborhoods - and just think of the real estate value to fund the new highway when you sell the land currently under I-70.

Alex Whitman

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 223	Last: Whitney	First: Elizabeth and Lindell	

Welcome: contactus@i-70east.com

I-70 East alternatives

From:
Date: Tue, October 7, 2014 7:27 pm
To: contactus@i-70east.com
Priority: Normal

A Our preference is the Preferred Alternative (Partial Cover Lower Alternative) for the I-70 East expansion.

Sincerely,
Elizabeth and Lindell Whitney

A Comment noted.

Comments

Source: Submittal | Document Number: 884 | Last: Wilborn | First: Noland

name: 'noland wilborn'
address:
city: 'denver'
state: 'co'
zip_code: '80205'
phone: "
A comment_topic: 'Financing,Property Impacts'
comments: "

Responses to Comments

A Project financing is adequately addressed in the Final EIS.

For information on the project funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT will comply with the Uniform Act to address all property impacts.

For information on the Preferred Alternative's property impacts and displacement of residents, please see PROP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 366	Last: Williams	First: Dan & Bonnie	

Welcome: contactus@i-70east.com

I 70 work
From: "Dan and Bonnie"
Date: Tue, October 21, 2014 2:05 pm
To: contactus@i-70east.com
Priority: Normal

A We very much believe that I 70 needs considerable improvement through Denver.....and we also agree that the prefered option of lowering the freeway is the best alternative. We spent several years in Phoenix where they did the same thing with I10 and it is a very effecient and pleasing part of downtown Phoenix.....don't delay, get I 70 fixed. Thanks, Dan Williams.

A Comment noted.

Comments

Source: Submittal	Document Number: 390	Last: Wilson	First: Beka

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Beka Wilson"
Date: Thu, October 23, 2014 12:13 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Beka Wilson

A

comment_topic: Air Quality,Environmental Justice
comments: I have lived in Denver for 10 years and lived in the Cole neighborhood for 3.5 of them. It is vitally important that the air quality of the neighborhoods along I-70 East should be considered above all else in this project. There are already elevated rates of asthma, especially among children, in the communities along this corridor. Thank you for taking this into consideration.

Responses to Comments

A Potential impacts to air quality and human health are adequately addressed in the Final EIS.

For information on air quality and human health, please see AQ3 and AQ4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number 722 | Last: Wilson | First: Darcy

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Darcy Wilson"
Date: Fri, October 31, 2014 2:26 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Darcy Wilson

A

comment_topic: Property Impacts
comments: Closing I-70 and York impacts the neighborhood adding congestion to on and off ramps at Colorado Blvd and Brighton. University/York moves traffic from South Denver to North Denver without having to get on a highway but closing York prevents connectivity.

Responses to Comments

A The York Street interchange is eliminated with the Build Alternatives due to safety issues related to existing substandard conditions.

For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 520	Last: Winkler	First: Dart	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Dart Winkler"
Date: Wed, October 29, 2014 1:01 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Dart Winkler

A comment_topic: Other
comments: I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. More information is never the issue, whereas a lack of information can cause serious problems.

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 46 | Last: Winterhof | First: Adam

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Adam Winterhof"
Date: Fri, September 12, 2014 2:25 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Adam Winterhof

comment_topic: Air Quality,Financing,Noise,Preliminarily Identified Preferred Alternative

comments: I am writing to express great concern with the apparent "push" that is being made to exapnd I-70 in its current location that has proven clearly that it will never be a large enough corridor to effectively connect east and west Denver. In particular I have concerns that the widening East of I-25 will only inevitably lead to widening west of I-25 which is not viable without considerable destruction of existing neighborhoods. The proposed impact seems quite unfeasible since we all know that we have low water tables in Denver and a road project would become and ongoing issue of water as well. Creating the "ditch" that would be I-70 not only seems overly expensive, but likely will create huge impact on water for decades to come. It would seem that with all of the congestion, moving it it underground won't solve the problem. I don't see how this inherently connects the neighborhoods to the north when there is a relatively small section that would be "opened up" Since the road flies over technically those corridors are open, but there is still a disconnect. However you put it, there is still a freeway cutting through the heart of what once used to be connected areas of the city. Moreover, there is an existing corridor that already does not have much habitation and is quite industrial (compared to the current I-70 corridor) and would provide a much better alternative for expansion. That of course if the I-76 and I-270 corridor. The additional mileage is negated by the fact that traffic could actually be on the move. Plus future expansion of a more direct (alternative path) to the airport could free up some of the pressure on the further East Section of I-70/225 by eliminating much of the extra traffic that by-and-large is trying to avoid the E-470 tolls. For these and other obvious reasons, I am ardently against expanding I-70 as currently planned and especially against the idea of burying the freeway which I believe will not accomplish the intended connection of the northern neighborhoods to the main city. I want to assure that CDOT does an SEIS on the full re-route that includes both I-270 and I-76 which seems like a better long-term and more economically viable alternative.

Kind Regards, Adam

Responses to Comments

A CDOT is aware of concerns about congestion occurring west of I-25 on I-70. Models have taken this into account this concern and it is adequately addressed in the Final EIS.

For information on I-70, west of I-25, please see TRANS4 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Groundwater flow may be altered but will not be halted by the project as it flows toward the river as it does now.
For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C Reconnecting the Elyria and Swansea neighborhoods was a key core value identified by residents, and the Preferred Alternative effectively addresses those concerns, based on input received. The alternative maintains the same number of north-south through streets as exist today. The project also will provide wider, continuous sidewalks and new street lighting along 46th Avenue and along the streets that cross over the highway. These improvements are in addition to the proposed almost 1,000-foot cover.

CDOT recognizes that the lowered highway does eliminate the ability of residents to casually cross under the viaduct. However, concerns from residents have also been raised about the feeling of unsafe passage along this route in addition to the visual and psychological barrier provided by the viaduct that has served to divide these communities for the past five decades.

D CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 576	Last: Witt	First: Timothy	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Timothy Witt"
Date: Thu, October 30, 2014 2:38 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Timothy Witt

comment_topic: Preliminarily Identified Preferred Alternative
comments: I-70 has a nice direct route to DIA as it stands now. Rerouting north would be more expensive than simply adding lanes, disrupt a working system, and only benefit a few select people with a loud voice, and who probably live right next to the interstate. If you didn't anticipate expansion of a major expressway connecting nearly all of northern Colorado and an international transportation hub, you should have chosen your land purchases differently when you made them. **A**

A Comment noted.

Comments

Source: Submittal | Document Number: 476 | Last: Wodniak | First: Gretchen

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Gretchen Wodniak"
Date: Wed, October 29, 2014 6:31 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Gretchen Wodniak

comment_topic: Air Quality,Financing,Hazardous Materials,Historic,Managed Lanes,Property Impacts

comments: I believe CDOT is pushing their way through our neighborhoods without any concern to the long-term effects of their widening plan. They are creating more lanes when it is proven public transportation is on the rise. They will privatize toll lanes to the highest bidder just like they did for US36. The plan will cut off many streets previously open thus cutting off, yet again, our neighborhoods. Residents are warned not to eat anything grown from the soil in these neighborhoods as it is a super-fund sight. What happens to residents when CDOT spends years of digging into the ground for this project? Not to mention the flooding concerns many people have with the lowered highway: this area is a flood zone after all. Many people feel CDOT has ignored our neighborhoods, specifically when it comes to the idea of re-routing I-70 to the north. While the project has its merits, CDOT has gone about it the wrong way and that is why I am against this project.

Responses to Comments

A CDOT is aware of the change in driving trends and concern about inclusion of multi-modal considerations and managed lanes. Models have taken in to account these trends and concerns and they are adequately addressed in the Final EIS.

For information on identification of the Managed Option as the preferred option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on impacts and mitigation considerations, please see Chapter 5 of the Final EIS.

For information on multi-modal considerations, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on future driving trends, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B North-south connectivity within the project area will be maintained or modified slightly during construction.

For information on north-south connectivity with the Preferred Alternative, please see PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C The potential to encounter hazardous materials within the project area is adequately addressed in the Final EIS.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

D Drainage concerns associated with the Preferred Alternative are adequately addressed in the Final EIS.

For information on drainage of the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

E CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Public hearing transcript	Document Number: 298	Last: Wonder	First: Mark	

A

Tonight I stand before you as a former resident of the Swansea neighborhood. In November of 2002, there was a small meeting taking place about the I-70 east corridor project; and I've been through this process since February of 2003. I've watched every alternative on the table. And as I look through this, I have to commend CDOT for really putting it on the table, making sure people were informed, making sure that these meetings took place. The partial cover lowered alternative would be my decision.

I think if you look—if anybody here drives along Interstate 25 between Hampden and Broadway—you've seen a significant change; but I don't think you've looked in those neighborhoods and seen the significant change it has made for those neighborhoods. There's positive changes.

I know that the highway came through in 1961 before I was even born. In 1938, my grandfather and grandmother purchased the house at 4619 Claude Court. Today, it sits vacant. CDOT has purchased our property. We were the first residents to move on, and I'll tell you it's been an absolutely incredible change. It's been hard, but at the same token it's been a nice change to really move forward and start to see that progress is about ready to take place. There's 54 properties—53 properties now left to be acquired, and I really think that the neighborhood and people—the thing is if you drive along I-25, you know there's a Whole Foods over there. How long have we had a grocery store in this neighborhood? We don't have nothing in this neighborhood. This is what's going to help bring economic development right here. But we have to stand—just because I moved out of the neighborhood doesn't mean I don't stay within the process, because this is still my home. This is still home for me, even though I don't come back to it every night. Thanks.

A Comment noted.

Comments

Source: Submittal	Document Number: 91	Last: Woodworth	First: Jesse

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Jesse"
Date: Tue, September 23, 2014 7:19 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Jesse

comment_topic: Air Quality,Environmental Justice,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic

A comments: I believe that this proposed widening of I70 will severely impact the air/noise quality in the proposed widening zone. I think that these neighborhoods have already suffered many years of less than ideal conditions. I have worked in the Swansea Elementary school, and now live in the Chaffee park neihborhood, and feel that I have seen first hand the effects on the neighborhood. I believe the proposed alternative route would be a better option for a thoroughfair through the city as it would impact less neighborhoods and thus people. Thank You.

B

Responses to Comments

A Potential impacts from traffic noise after construction and to air quality are adequately addressed in the Final EIS.

For information on how traffic noise will be minimized after construction, please see IMP3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality with the Preferred Alternative, please see AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on alternative routes, please see ALT2 and ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 215 | Last: Wright | First: Douglas

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Douglas Wright"
Date: Tue, October 7, 2014 8:56 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Douglas Wright

A

comment_topic: Preliminarily Identified Preferred Alternative,Other
comments: I do not support re-building I-70 East below grade, with a park on top. Remember the big dig? Big expense, limited value. Keep it simple. Rerouting north to I-76 would be good. Consider a free route north, or a toll road on I-70 to discourage non-local drivers from taking I-70.

Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

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Comments

Source: Submittal	Document Number: 525	Last: Yeager	First: Alison

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Alison Yeager"
Date: Wed, October 29, 2014 1:25 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Alison Yeager

comment_topic: Air Quality,Environmental Justice,Preliminarily Identified Preferred Alternative,Property Impacts
comments: Hello, I have lived all my life in North Denver along I - 70. I went to school with students from Globeville and Swansea whose lives and health were impacted by I -70. My husband and I chose to buy a home just north of I - 70 and look forward to a long life there. However, the plans to expand the highway make me very nervous. It is already a loud and dirty highway that impacts our health and property values. I also commute everyday to Lowry on the highway. I wish so much for a green boulevard where I can bike commute to work, that improves our property values and keeps our neighborhood clean. In addition, I am completely opposed to the environmental racism that an expansion of I -70 would promote. Why do the poorer and minority communities in our city need to suffer. I very much support the alternative to route the highway through I -76 with a boulevard option for commuting across town. Thank you in advance. Alison

A

B

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Responses to Comments

A Comment noted.

B The Environmental Justice communities in the project area are important to CDOT.

For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal	Document Number: 35	Last: Yeatman	First: Sara

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Sara Yeatman"
Date: Tue, September 9, 2014 8:04 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Sara Yeatman

comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Historic,Preliminarily Identified Preferred Alternative
comments: The current I-70 plan is irresponsible and unjust to communities that can least afford it. Please consider the rerouting plan that would help us preserve neighborhoods, keep children save and make Denver even more livable. A

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Responses to Comments

A The I-270/I-76 Reroute Alternative was studied and eliminated during the alternatives analysis process because it doesn't meet the purpose and need and is not a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Public hearing transcript | Document Number: 297 | Last: Yelenick | First: Anthony

A

All right. I didn't write anything down, so I thought I'd pull the great iPhone out as our notes. I live at . My grandfather helped build the house in 1935, and upon his death when I was one, my parents moved back into the house. I currently live there again with my 77-year-old mother after my father passed away two years ago.

I have an enormous amount of pride in our neighborhood, and I know that this is—I share this—that this same sentiment is shared with many of you here today. I am too young to remember the days before the interstate divided our wonderful community, but I am old enough to have seen the changes over the years. The wall has created such a barrier between the neighborhoods. And the alternative solution, the reroute to I-76 and 270, would create a new—have a new at-grade at 46th Avenue. This is a better proposal due to the fact that there has been so much construction within these last few decades that many of the—excuse me—the widening of I-70 will cause approximately five years of construction detours. The widening of I-70 option will cause massive traffic jams beyond the realm of the existing I-70 traffic jams for the duration of the process.

The widening of I-70 option will likely cause drainage problems from the highway on already contaminated soil. The depressing of I-70 option will likely—will generate more harmful fumes, more noise pollution and construction pollution for the duration of the construction and beyond. The loop option can be built without the likely destruction of any businesses or residences and has little, if any, citizen or neighborhood opposition. This loop option can be built while I-70 is operational. There has also been traffic studies showing the amount of trucks and heavy-duty rigs that already take the I-76 or 270 route. Therefore—this is done. Thank you.

Responses to Comments

A Concerns about community connectivity, air quality and health, noise during and after construction, drainage with the Preferred Alternative and mitigation measures are adequately addressed in the Final EIS.

For information on community connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The I-270/I-76 Reroute Alternative was studied and eliminated during the alternatives analysis process because it doesn't meet the purpose and need and is not a reasonable alternative. For more information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on noise during and after construction, please see IMP3 and IMP8 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on drainage with the Preferred Alternative, please see IMP2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For more information on project mitigation measures, please see IMP1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Public hearing transcript | Document Number: 302 | Last: Yuhnke | First: Bob

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I used to be the director of the transportation program and Environmental Defense Fund, and in that capacity I helped write the provisions of the Clean Air Act that you are implementing when you do the air quality analysis for this project. I've reviewed maybe 10 or 15 highway projects for environmental groups and communities, and I'm working with the communities here tonight. And I would have to say that this is the worst air quality analysis of any of those projects that I have seen. There are very important omissions from this air quality analysis.

First of all, there are no analyses of the ambient impacts of the two pollutants that EPA has called out as being the pollutants responsible for the greatest health effects from highways, and those include PM 2.5, which are the small particles that we often refer to as soot, and nitrogen dioxide. Neither of those pollutants are addressed in this air quality analysis, and they should be.

What's particularly important is that the information that is in this EIS for PM 10, which is larger particles, shows that the fraction of PM 10 that is the smaller particles will actually violate the national health standards for PM 2.5. That information is the kind of information that must be in an EIS. It is not here. I would say that the people who put together this modeling analysis knew that. This is not a surprise to them.

Looking at this information, it's the kind of thing that most people in this audience can't look at and make sense of. That's what I do for a living. But it's the kind of thing that experts who put this together would know. And I would have to say that the fact that it is not in this EIS must be a cover-up. That's all I can draw from this. And the fact you have not included this is outrageous. It is not a service to the public.

Responses to Comments

A PM2.5 and NO2 were not modeled in the Supplemental Draft EIS because they are not pollutants of concern in the Denver area. The area has never been in nonattainment status for either pollutant and is not in imminent danger of becoming so based on current monitoring data. Furthermore, extrapolating the existing ratio of PM2.5 to PM10 to other scenarios in an effort to predict violations of the NAAQS is not scientifically valid, as particulate emissions in different size fractions come from multiple different sources, not all of which vary at the same rate with changes between build alternatives or traffic loads. For more information on transportation-related pollutants, including PM2.5 and NO2, please see AQ2 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

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Comments

Source: Submittal | Document Number: 386 | Last: Zamell | First: Gregory

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Gregory Zamell"
Date: Wed, October 22, 2014 8:21 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Gregory Zamell

comment_topic: Air Quality,Environmental Justice,Hazardous Materials,Noise,Swansea Elementary,Visual,Truck Traffic

A comments: As a home owner with plans of starting a family in the Cole neighborhood, the potential environmental and air quality consequences could force us from our home. I am fully aware that my home rests on a Superfund site that underwent topsoil remediation in the 90s, but this project would disrupt literally tons of below grade contaminated soils filling the air we breathe with harmful toxins. My house is in

B the Cole neighborhood where we consistently are able to smell the dog food factory, so there is no doubt in my mind that the contaminated soils from the I-70 excavation would be make it to my house. Not to mention a lifetime pollution from the increase in traffic after the project. This proposal is downright irresponsible and is putting an entire community's physical health at risk.

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Responses to Comments

A The potential to encounter hazardous materials, mitigating and monitoring fugitive dust, and potential impact to air quality are adequately addressed in the Final EIS.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on mitigating and monitoring fugitive dust during construction, please see IMP7 and AQ7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on air quality, please see AQ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B The Cole neighborhood is approximately one mile south of the construction limits for this project. The air quality analysis indicates pollution will drop in the future, partly due to reductions in congestion. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on CDOT's plans for encountering hazardous materials within the project area, please see IMP6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Public hearing transcript | Document Number: 289 | Last: Zapien | First: John

A I live in Globeville. On my way over here this evening, I went through—underneath two underpasses, under the railroad bridge both places underneath I-70. I don't see why CDOT has to go so deep. Trucks get through there as now. So you don't need to go as deep as you're projecting. Your project is too big. We don't need the toll roads. If you can't afford it, don't do it. It's the old adage, you know. I think there are all kinds of reasons why you want to do the toll roads.

B The impacts on the neighborhoods are going to be bad. You're talking about traffic engineering, but in reality you're doing social engineering. The impact on these neighborhoods is going to be horrendous, as it has been in the 60 last years. And I want to take everything from this day forward and dedicate it to those valiant old people in Globeville who sued the Department of Transportation back then and lost. But we've had to live with the mistakes of what is now CDOT today—the old Colorado Department of Highways, it was.

C The cover, I think, is a cop-out. What about the rest of the neighborhoods? There's no cover for them. They are going to be exposed. The health impact is going to be horrendous. It has to be dealt with. The social engineering has been going on for 60 years across this part of the city. The important fact is you need to look at how it affects people in these neighborhoods. Thank you.

Responses to Comments

A The proposed depth for the lowered section with the Preferred Alternative is to allow for the standard height for the north-south overpasses. The maximum cut that will be required is approximately 40 feet below the existing ground and is a result of getting under the Union Pacific Tracks between Brighton Boulevard and York Street. During final design, efforts will be made to try to reduce this cut.

For information on the identification of Managed Lanes as the preferred operational option, please see PA7 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the funding strategy, please see FUND5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B Comment noted.

C Potential impacts to air quality and health are adequately addressed in the Final EIS.

For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 24 | Last: Zeppelin | First: Kyle

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Kyle Zeppelin"
Date: Fri, September 5, 2014 7:57 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Kyle Zeppelin

comment_topic: Air Quality,Environmental Justice,Financing,Historic,Preliminarily Identified Preferred Alternative,Property Impacts,Visual

comments: As a resident and business owner in the surrounding RINO neighborhood and citizen of Denver, we have concern that adding significantly capacity to highway will create an overwhelmingly negative impact on the neighborhood. I70 in its present form is widely blamed for destroying traditional working class and predominantly minority neighborhoods--Gloveville, Elyria and Swansea. Despite all the economic development throughout the metro area, these neighborhoods remain so of the most distressed in the city. I70 expansion in this area will reinforce and exaggerate that pattern for decades to come. Furthermore, Highway expansion in the urban core of a city that is getting a high level of growth is inconsistent with best practices throughout the country. Another result of added capacity is to impair economic development in the city by encouraging further car usage without a proportional investment in other modes of transportation. The mitigation that has been proposed of the overpass and park is a high priced

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Responses to Comments

A Comment noted.

B Detailed traffic modeling confirms the proposed improvements. The highway cross section was determined based upon the traffic forecasting model. For information on how traffic forecasting was determined for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on future driving trends, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on multi-modal considerations, please see TRANS1 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 187 | Last: Zeppelin | First: Mickey

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Mickey Zeppelin"
Date: Wed, October 1, 2014 1:17 pm
To: webmastercc@i-70east.com (more)

name: Mickey Zeppelin

comment_topic: Managed Lanes,Noise,Property Impacts
comments: I concur that the cover over the existing I-70 is the preferred route, providing that issues of noise, drainage, access and utilization of the top cover for community uses, such as a park, are implemented. Also, it is critical that residents on both sides of the cover have access to activities on both sides.
I question whether ten lanes of traffic are required for the most feasible and economically viable solution. The question of future use of the auto and the projections showing substantial increases in the future should be further evaluated.
I do not believe that the proposed roundabouts at Vasquez should be implemented. I believe that it will create confusion and restrict traffic flow. A further concern is that the access ramps to get to downtown Denver are not sufficient and will create major traffic jams. The Brighton corridor is already at capacity without consideration of flows because of the new National Western Complex and the neighborhood plan from Bright Boulevard to 31st to 38th to be an urban center with bikes paths, stoplights and traffic calming. Washington is not a viable access to downtown through Brighton Boulevard or a continuation of the Washington underpass. The Washington underpass narrows to one lane and is dangerous. If it were to be enlarged, it could provide a means of getting to many downtown areas.
Park Avenue is likewise bumper to bumper in mornings and evenings and clearly the additional traffic projected on I70 will merely make the situation worse.
Speer Boulevard may be the more promising access but it requires promoting traffic through limited number of streets in downtown. It is essential that the City and State consider additional or improved off ramps so as not to cause further congestion to the downtown area. With more than a billion dollars of road improvements, the effect should not be to cause much greater congestion downtown. A portion of the funding must be dedicated to resolving this issue.

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Responses to Comments

A The need to widen I-70 and concerns about community connectivity are adequately addressed in the Final EIS. Additionally, CDOT is aware of the change in driving trends. Models have taken this trend in to account and the concern has also been adequately addressed in the Final EIS.

For information on the need for 10 lanes, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on future driving trends, please see TRANS11 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on community connectivity, please see PA1, PA2, and PA9 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

The roundabouts have been eliminated from the Preferred Alternative in the Final EIS.

B The design and vehicle capacity of off-ramps is determined by the traffic forecasting model. For information on how traffic forecasting was determined for this project, please see TRANS5 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments				Responses to Comments
Source: Submittal	Document Number: 565	Last: Zieg	First: Bradley	

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Bradley L. Zieg"
Date: Thu, October 30, 2014 1:11 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Bradley L. Zieg

comment_topic: Air Quality,Environmental Justice,Financing,Hazardous Materials,Historic,Managed Lanes,Noise,Preliminarily Identified Preferred Alternative,Property Impacts,Swansea Elementary,Visual,Truck Traffic,Other
comments: The plan preferred by CDOT is the least-bad plan in all regards! CDOT is highly capable of building the lowered portion of I-70, and keep I-70 operational. This solution is very similar to the TREX project in south Denver. The plan is also least-bad in context to environmental and social justice. Build it!

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A Comment noted.

Comments

Source: Submittal | Document Number: 626 | Last: Zinke | First: Kelly

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "kelly zinke"
Date: Fri, October 31, 2014 5:31 am
To: webmastercc@i-70east.com (more)
Priority: Normal

name: kelly zinke

comment_topic: Other
comments: I am a Realtor, taking communities & property values into account, I feel the re-routing of I-70 to I-76 & 270 makes the most sense. It would not affect any neighborhoods, would add potential development where I-70 was through the city, would have the least environmental impact. Just an all around great idea!!!

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Responses to Comments

A CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

Comments

Source: Submittal | Document Number: 474 | Last: Zuniga | First: Kelly

Welcome: contactus@i-70east.com

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "Michelle Zuniga"
Date: Tue, October 28, 2014 10:42 pm
To: webmastercc@i-70east.com (more)
Priority: Normal

name: Michelle Zuniga

comment_topic: Air Quality,Environmental Justice,Swansea Elementary
comments: I believe it is a great environmental injustice to carry out the proposed I-70 east CDOT preferred option. Globeville and Elyria Swansea are both neighborhoods that have endured high levels of pollution. Various studies have shown the health impacts that result from living in close proximity to a highway. Dr. Manuel Pastor from the University of Southern California has found that increased respiratory risks have a negative impact on a student's school performance. This is important to consider since the highway expansion would be very close to Swansea Elementary. As a commuter of I-70, I do not wish to drive faster to where I need to go at the expense of the low-income community that lives close by. Asthma rates are high in this area already and with the construction and increased amount of traffic, pollution will sure increase and impact more lives with asthma. The DEIS mentions that diesel particulate matter is the greatest toxic concern emitted from heavy diesel vehicles and that these emissions could increase during construction (p.5.10-3 sidebar and Exhibit 5.10-24). CDOT should not expand the width of the highway considering the likelihood increased pollution will have on the health of the community. This community is a poor community with little resources and little ability to seek treatment or another place to move. The majority of the residents are Spanish speaking and have no idea about the project or the health impacts that could escalade for that matter. I ask that the re-route option be studied and that the results be shared with the community to decide what would be best for their community's health.

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Responses to Comments

A The air quality analysis performed for the Final EIS shows that overall emissions will decrease in the future because of improved mobility, reduced congestion, and cleaner vehicle emission standards. For information on air quality and health, please see AQ3 through AQ6 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on the need to widen the highway, please see GEN3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

For information on Environmental Justice considerations, please see EJ1, EJ2, and EJ3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

B CDOT has conducted extensive outreach to the Spanish-speaking community.

For information on how CDOT involved the Spanish-speaking community, please see OUT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

C CDOT considered more than 90 alternatives during the EIS process, including a reroute alternative, which has been eliminated from consideration.

For information on the I-270/I-76 Reroute Alternative, please see ALT3 of the Frequently Received Comments and Responses on the Supplemental Draft EIS, located in Part 1 of Attachment Q.

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