Okay. I live in one of what I would deem to be 12 I-70 adjacent neighborhoods in Denver between Stapleton Center Boulevard and Harlan. And I'm happy I have the opportunity to be here. I do a lot of volunteer work in various parts of I-70 adjacent neighborhoods, including Globeville and Swansea. I have a perspective that's a little bit different. First, I think that the CDOT people have been repeatedly very gracious, thoughtful, and wonderful in these public meetings. There've been many public meetings. The attempt at community outreach has been very very good. However, it's not reaching all the people that it needs to reach. So I think that we continue to see many of the same people over and over and over in some of these meetings, and that's a problem.

We have some meetings that I think should be open to the public meetings, which have been closed meetings. I was thrown out of one of those meetings. That was the meeting with Councilwoman Judy Montero earlier this year. We have situations where there's a disconnect between what people who are doing the door-to-door outreach are saying is inconsistent with what the CDOT people are saying. That, I think, is a problem.

We have recently in the last four or five months had a bunch of volunteers out knocking on doors asking, What's happening? What are you aware of as it relates to this project? This project which, including the service roads, makes the freeway 3.2 times wider in Elyria and Swansea. That, I think, is going to have devastating impacts to this community. And of the 91 people surveyed, three percent—no, I'm sorry—a total of three said that they know a lot about this project, 27 percent said, Very little, 28 total said that they know nothing about it, zero said they don't care. Of those asked if they have been involved, 81 of the 91 said no. Of those who we asked, Do you think that an option of a full I-76 and I-270 reroute should be studied, 85 of the 91 said yes. I am in favor of CDOT looking at all the alternatives before we make a decision. Do we know if an I-270 and I-76 reroute is going to work? No, we don't. But I think that there's a fairly good likelihood that it will not devastate 12 I-70 adjacent community neighborhoods. I think that it has great potential to solve the traffic congestion issues on I-70 on both sides of I-25, because it's not going to solve one with a bottleneck at Brighton Boulevard on both sides of I-25. And there's very very good rationale to suggest that it could cost significantly less, and cause—cost significantly less, and solve the problems on both sides, and do very good things for the community.

I want to end by just showing this illustration that Ian Lockwood, an incredibly well-respected urban planner, not from Denver, he drew, and he references the thing. The thing is the machine that's gobbling up an elevated section of I-70 and out the back end comes a sense of place, a sense of community, and an area that really works, a place where the urban fabric has been woven back together since it has been very very badly torn apart in 1961, '62, '63, and '64 when this freeway so painfully carved through 12 Denver neighborhoods.

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Spreadsheet**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment on the I-70 East SDEIS

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Sun, October 26, 2014 4:56 pm
To: contactus@i-70east.com
Cc: "Steve Kinney" <steve@skinneyproperty.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

Hello,

The comments I wrote to CDOT more than 18 months ago are below. Referencing 7.6 and a variety of other sections in the SDEIS, I¹m sending my comments for re-submission within the public comment period.

I find it sad and disappointing that despite taking so much time, thought & effort to write this and now literally hundreds of hours of meetings and discussions asking for the same as whats noted in the e-mail below, that the majority of the topics I brought-up then have not been discussed, nor have they been addressed in the SDEIS. That same holds true for many of the 500+ comments you received from other people at about the same time. Is this public engagement? I don¹t feel that it is. It feels more like public dismissal.

By way of this e-mail, I am resubmitting these comments with the hope that I will not need to be engaged in this discussion 18 months in the future [I will certainly continue to be engaged as long as is it necessary]. I hoping that CDOT will do what has been requested probably more than 1,000 times: study the I-270/I-76 re-route alternativeŠ

The SDEIS is incomplete, fails to meet a standard that is acceptable and should be stopped. A SDEIS needs to be performed on the I-270 and I-76 re-route and then appropriate and effective community outreach to all impacted communities needs to be done. On a map, that would include areas from the Central Business District to an area north of the Gold Line Commuter Rail Line and it would be from a place east of Tower to at least as far west as Kipling. The impacted communities mid-term and long-term are at least that wide.

Thank you for reading my message this time!

Steve Kinney
4876 Tennyson St
Denver CO 80212
303-475-8200
Steve@SkinneyProperty.com

Working [paid and unpaid] in Elyria, Swansea & Globeville among many other I-70 adjacent neighborhoods.

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

From: Steve Kinney <steve@skinneyproperty.com
>
Date: Friday, June 14, 2013 at 2:19 PM
To: <tricia.stevens@mail.house.gov
>, <lucia.guzman.senate@state.co.us
>,
<dan.pabon.house@state.co.us
>, Crisanta Duran
<crisanta.duran.house@state.co.us
>, "Shepherd, Susan K. - City Council
District 1" <Susan.Shepherd@denvergov.org
>, CW Judy Montero
<Judy.Montero@denvergov.org
>, CW Ortega <OrtegaAtLarge@denvergov.org
>,
<kniechatlarge@denvergov.org
>, <albus.brooks@denvergov.org
>,
<michael.hancock@denvergov.org
>, <tstewart@i-70east.com
>,
<kirk.webb@state.co.us
>, <karen.good@denvergov.org
>, <cwallis@i-70east.com
>,
<contactus@i-70east.com
>
Subject: Request for EIS for I-70 - re-routing via I-270 and I-76 existing corridor

Hello smart and thoughtful CDOT people and some of our great elected officials for Denver and the State of Colorado,

I want to see an EIS done for the I-270 and I-76 alternative for I-70.

I'm a Realtor. I know Central Denver neighborhoods incredibly-well. For the past ten years, on average, I sell about 25 homes in Central Denver each year, with half of those being relatively-close to I-70. That means walking and driving the streets, meeting the neighbors and watching change, just like each of you do. I'm incredibly-observant. I remember details. And, I'm excited about what a possible re-route of I-70 could mean for Denver and surrounding communities. It could be among the best changes we could see in our metro-area in the next 50 years!

Some very-wise, incredibly well-experienced, thoughtful and fiscally-responsible people in our community have brought this possible I-70 reroute to my attention. The list includes local community leaders; long-time urban planners; long-time high-level transportation planners; a highly-respected retired EPA administrator; Highland Moms; and, of course,

some of you who I am sending this e-mail to.

Since attending a Town Hall Meeting at Scheitler Recreation Center a couple weeks ago, I've been reading a lot. And, everything I see suggests to me that we absolutely must better-understand the possibility of re-routing I-70 thru the I-76 and I-270 corridor. Long-term we have a huge opportunity to do something really smart by creating a state of the art freeway in and around Metro Denver rather than potentially making a terrible mistake and allowing a series of bad decisions in the 1960s to get far worse. Incredible amounts of local, state and federal money are about to be spent in a way that may not be best for the northern side of metro-Denver - making this the perfect opportunity to better-unite northern metro communicates. Its my opinion that already horribly-impacted communities are about to be further beatup, money is likely going to be wasted and potential not realized if the current plan moves-forward.

I heard a CDOT representative discuss the "Perceptions and Realities" of rerouting I-70 and have a copy of that document. I'm shocked by some of the material contained within that discussion and document and think it has some huge inaccuracies. I think that that needs some additional explanation and further discussion.

Now after driving the current I-270 and I-76 freeways specifically looking at this option, it seems incredibly-logical. On 270 and 76, the right of way appears to be two or three times as wide as the freeway in many locations - compared to the current path that is barely wider than the freeway. Clearly, that means a big expansion will require taking more land.

The alternative route is nearly-exclusively industrial and commercial AND those areas could benefit from the commerce that could come with a state of the art freeway. Compared to what is proposed for I-70 repairs & expansion, it seems unimaginable to me that a re-route wouldn¹t be considerablycheaper and farless disruptive to the nearby affected communities. I'm not an urban planner, nor am I a transportation engineer, but to me, such a re-route to the 76 & 270 route has a real possibility of having the following impacts:
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> *
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> <http://www.itdp.org/library/publications/the-life-and-death-of-urban-highways
> />
> * Congress for the New Urbanism: Highways to Boulevards - Reclaiming Urbanism,
> Revitalizing Cities
> * http://www.cnu.org/highways
> * End of the Road: When Highway Removal Works
> * http://nextcity.org/daily/entry/end-of-the-roads-when-highway-removal-works
> *
* Surely this will cost less in both in a monetary sense AND in terms of disruption of people's lives than the eminent domain purchase of an incredible number of properties. Those land purchases and the legal battles that will ensue; the engineering, construction and ongoing maintenance of a tunneled section have to be monumental; the costs to move a school.
* Imagine the traffic snarls we saw with TREX [a project that I think went incredibly-well, but not without disruption] and make them many times worse because the logistics of this project in the existing location is far more complex. Imagine how TREX would have been incredibly easier and cheaper for all of the commuters and contractors if the new freeway had been built, and then once-completed, the old one was removed!! None of the lane-jockying,

the temporary bridges and re-routes, none of the fixing the same section five times, none of the constrictions. It could be so much more simple which surely has some significant financial implications.
* Greatly-reduce traffic delays that occur due to the constrictions that occur along the current route. Cumulatively, the time saved is unimaginable.
* It moves the freeway to an area that has the potential to accommodate future growth. Without incredible disruption and condemnation of land, the current route simply can't get larger/wider. The Federal transportation studies I saw while volunteering on the Citizen's Advisory Group for the Gold Line Light rail suggests very-significant additional east/west traffic in Denver in their 20-year projections [quite different than what CDOT's Perceptions and Realities document claims].
* Better integrates some other communities including Aurora, Commerce City, Wheat Ridge, Arvada, Lakeside, Denver, Unincorporated Jefferson County and Unincorporated Adams County into the metro area and creates huge economic opportunities for those Cities which don¹t currently exist. That includes but is not limited to retail, commercial and industrial. And, it's on land that in some cases is currently blighted and without much value to the communities.
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* Greatly reduce traffic noise & pollution in many populated areas of the City moving it to areas that are minimally populated in comparison.
* It allows the National Western Stock Show complex to be re-unified and presents opportunities for incredible parks and a gateway to downtown.
* Creates an opportunity for the City to create an incredibly-looking and wisely-planned boulevard [46th Ave east of I-25 and 48th in NW Denver] that would be a small parkway. Brighton Blvd would be the gateway "grand boulevard" into the City.
* Generates significant income for land that could be sold and re-developed in the existing corridor rather than the purchase via eminent domain or condemnation of additional land to greatly-widen the existing eastern corridor.
* The width of the right of way along the existing 270 & I-76 corridor is quite large already and purchasing land adjacent to that area will be incredibly-less expensive than through Denver neighborhoods.
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I'd love to hear from you regarding your thoughts on this.

Thank you for your great work in our City and thanks in advance for your work on this EIS project.

Regards,

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012 and 2013 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

untitled-[2] 23 k [text/html] Download | View

Delete & Prev | Delete & Next

Move to: SDEIS Comments Responded to Move

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Spreadsheet**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment to the I-70 SDEIS

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Sun, October 26, 2014 3:10 pm
To: contactus@i-70east.com
Cc: "Steve Kinney" <steve@skinneyproperty.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

Hi CDOT I-70 east team,

My comments are attached in two documents.

Thank you!

Steve Kinney
4876 Tennyson
Denver CO 80212
303-475-8200
Steve@SkinneyProperty.com

Working [paid and unpaid] in Elyria, Swansea & Globeville among many other I-70 adjacent neighborhoods.

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Attachments:

untitled-[1.2]	1.4 K	[text/html]	Download | View
img-X26140649-0001.pdf	1.9 M	[application/pdf]	Download
img-X26140005-0001[2].pdf	1.7 M	[application/pdf]	Download

Delete & Prev | Delete & Next

Move to: SDEIS Comments Responded to Move

The SDEIS for the I-70-east project is deficient/flawed because this organization mischaracterizes the comments and its completely deaf to the tone of the comments received:

Section 7.6 What has been the reaction to the preliminary identified Preferred Alternative?

"Various letters of support have been received for the Partial Cover Lowered Alternative…" After reviewing many of the letters, e-mails and public comments received in Attachment D, I find it shocking and misleading that there is a characterization of "Various letters of support have been received" in Section 7.6. It is my opinion that in the 2008 DEIS that there was an overwhelming tone of support for keeping the freeway as it is, or for a "tunnel" [the PCLA is absolutely **NOT** a tunnel].

Section 7.6.1 What other requests have been received?

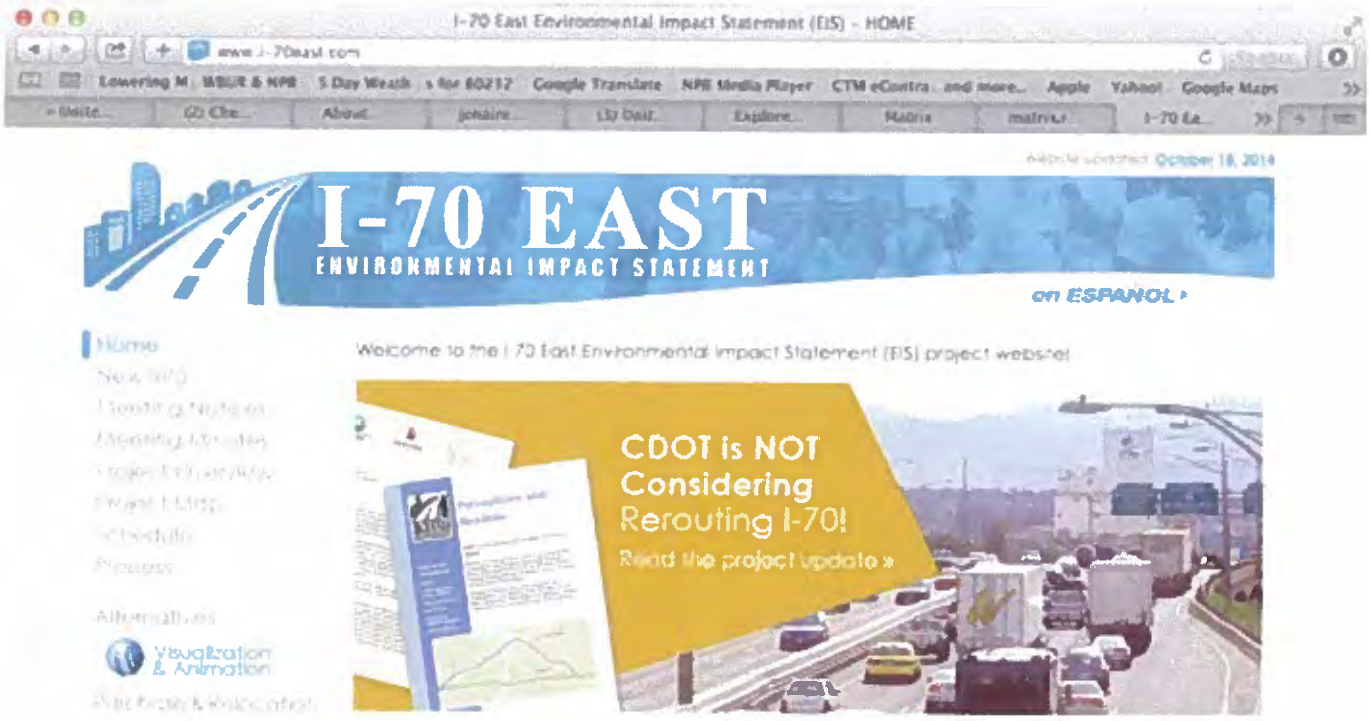
"In June 2013, the website www.unitenorthmetrodenver.com set up a form allowing users to contact CDOT requesting they perform a supplemental EIS for I-70 using the re-route alternative along I-76 & I-270. The contactus@i-70east.com address was copied on each completed form sent from the website. The project team responded to requests, informing requesters that the reroute option was studied as a part of the 2008 Draft DEIS. The majority of the requesters live outside of the project study area, with the largest concentration to the west of I-25. More information on the reasons for elimination of the I-76/I-270 re-route alternative is available in Chapter 3, Summary of Project Alternatives"

1. CDOT's responses that "the reroute option was studied as a part of the 2008 Draft DEIS" is grossly misleading. The option that was studied for the "DDEIS" absolutely was not the I-270/I-76 option. To send such a message to these people was incredibly-unfair to the situation. And, it caused many people to not continue to engage in this process. Not acceptable.
2. Not all of the e-mails received had contactus@i-70east.com copied on them. Respondents had the option to unselect any one of the 13 or 14 potential recipients and if someone unselected UNMD, then UNMD, was not copied.
3. Where is CDOT's reference to the quantity of e-mails? That # should be indicated here for fair representation. Just in case you don't have these 507 comments, they are attached herein.
4. Attached is a scatter diagram of where those respondents live for those who provided an address.
5. Especially given that CDOT did incredibly-little to translate documents to Spanish, minimizing the importance of commenters messages based upon where they live is inappropriate.
6. Comments from anyone and everyone in Colorado should be valid:
    a. This decision is absolutely something that ***directly***-impacts 15+ I-70 adjacent communities between Tower Road to at least Harlan Boulevard, NOT just those in G/E/S.
    b. This is something that impacts hundreds of thousands of I-70 commuters, NOT just those driving on I-70 east of I-25.
    c. This is something that impacts every Denver resident because it involves parks & recreation, schools, right of way, public works, wastewater,

water/sewer, tax revenues, affordable housing, the Platte River, NWSS, public transportation and so many other facets of our amazing City. It's sickening that Denver City Council Members are as disengaged as they are

d. This is something that is an incredibly-gigantic expense and liability to every CO taxpayer.

This is referencing Sections 2, 3.5 & 7.



This messaging is not acceptable. This messaging, repeatedly suggesting in many materials produced by CDOT that the I-270 & I-76 re-route was thoroughly-evaluated. It was not.

A message of "CDOT Is NOT Considering Rerouting I-70" suggests to potential commenters who support the I-76/I-270 re-route that they should refrain from making such a comment. This process should be encouraging all comments from all people who are interested in it.

CDOT spokespersons in television/radio/newspaper/internet interviews have suggested that the "re-route was studied and eliminated" It was not the I-270/I-76 re-route!

Until this process is complete, NOTHING should be taken off the table. It is my opinion that this messaging sabotages an opportunity for other options to be in-play.

I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.

Steve Kinney (attachments)
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

1--06/14/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Douglas Dawson
Doug@urbanfabricdenver.com
Denver CO

2--06/14/2013

Dear CDOT Team,

We have the opportunity now to fix a mistake that was made over 50 years ago and instead do something that could benefit Denver on so many different levels - economically, ecologically, culturally, etc. We should have the hindsight to see the error that was made in the past and take the necessary steps to repair the damage that was done when I-70 was built through the heart of north Denver.

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Thank you!

Sherri Rich
sherrifrich@gmail.com
303-868-2151
1960 Cody Street, Lakewood CO

3--06/14/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

maria
flyinfree@aol.com
denver CO

4--06/14/2013

Dear CDOT Team,

I recently attended a meeting at Scheitler rec center in Denver where I heard very compelling reasons why CDOT should perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Thank you

Marc Cherveny
mcherveny@comcast.net
Denver CO

5--06/14/2013

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  -
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- Potentially most-importantly, Globeville, Swansea and Elmira, among others, have some gigantic "environmental justice" issues tied to an expansion of the freeway in their communities. Today, on NPR I heard the term "Urban Deportation" which perfectly applies to people who live along the I-70 route if it gets expanded. The negative effects from sound, odors, vehicle emissions and vibration effects on our bodies is well-documented. The dirt, mess, noise and danger of a ten-year construction process to those living in the affected communities is unthinkable and grossly-unfair.

I'd love to hear from you regarding your thoughts on this.

Thank you for your great work in our City and thanks in advance for your work on this EIS project.

Regards,

Steve Kinney
RE/MAX Professionals – City Properties
303.475.8200 [cell]

6--06/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Anton Antokhin
antokhin.anton@gmail.com
Lakewood CO

7--06/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Merlin Parker
realtor.merlin@gmail.com
7209371266
Denver CO

8--06/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christopher Shriner
shriner_chris@yahoo.com
3935 W. 47th Ave., Denver CO

9--06/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Scott Smeester
scott@smeester.com
7205158673
5442 Shoshone St., Denver CO

10--06/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

sally stockhold
sallystockhold@gmail.com
303-751-2525
11707 East Cornell Circle, aurora CO

11--06/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

NAncy Bible
nancy@liveurbandenver.com
303-913-2610
1020 Newport St, Denver CO

12--06/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Cindy Deim
antenbunny@gmail.com
Denver CO

13--06/15/2013

Dear CDOT Team,

There are several reasons why the proposal to evaluate routing I-70 traffic from I-270 to I-76 makes a lot of sense. But saving lives would be the highest on my list. I personally have witnessed the death of people on I-70 at the \"death curve\" as it flows around Berkley park. I know of at least three fatalities and countless horrible accidents because the bend is so tight. Looking at history, the reason why I-70 was routed through this neighborhood and forced through this tight curve was because of the Lakeside mall developers back in the 60s wanted more traffic by their mall. Now the mall is gone but the dangerous circumstances remain. So for 50 years, this stupid decision based on greed has cost many many lives. It\'s time to be accountable and make the correct decision this time and route the traffic where it is more safe for the drivers on I-70.

Please do the right by the citizens of Denver, Colorado, and all travelers on I-70 and have CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Lives are on the line.

Here is a link to a map showing the extremely dangerous curve around Berkley lake:
https://maps.google.com/maps?q=80212&hl=en&ll=39.782091,-105.048909&spn=0.020085,0.040727&sll=38.997934,-105.550567&sspn=5.198547,10.426025&t=h&hnear=Denver,+Colorado+80212&z=15

Gary Clift
gclift@gmail.com
303-669-3142
4820 Tennyson St, Denver CO

14--06/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jerry Rome
geraldrome@comcast.net
303-4281784
4970 Tennyson Street, Denver CO

15--06/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Clara Hendricks
clarahendricks@gmail.com
4457 Beach Court, Denver CO

16--06/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

eric pollock
fishingeric@gmail.com
7202126127
3838 xavier st, denver CO

17--06/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
I lived for 7 years on 49th and Stuart Street and experienced first-hand in that brief amount of time, how the noise level increased from freeway traffic.
Widening I-70 in the Metro area where there is not enough open space to counteract the negative impact to residential areas is a very poor idea and as a former resident, I urge you to perform the supplemental EIS.
Sincerely,
Alexandra Florimonte

Alexandra Florimonte
alex.florimonte@gmail.com
3240 Churnside Lane, Santa Cruz, CA

18--06/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Irene Glazer
irene@ireneglazer.com
X, Denver CO

19--06/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. My husband and I strongly support this supplemental EIS especially to compare the cost in dollars, as well as the cost in distrupting peoples\' lives with eminent domain and the uprooting that follows.

Frances FrainAguirre
jaguirrejja@aol.com
Denver CO

20--06/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Richard Francis
dicfrancis@aol.com
303-399-0711
Denver CO

21--06/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

LYNN HETTERICH
lynn@teamhetterich.com
DEnver CO

21--06/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sam Bacon
sbacon803@gmail.com
303-458-0889
Denver CO

22--06/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Janice Stice
ykydudl@aol.com
3843 Vallejo St., Denver CO

23--06/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

andres oropeza
andres12309@live.com
3034460860
1512 larimer # 41, denver CO

24--06/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Carmen Casis
carmen.casis@gmail.com
3034339036
4270 Stuart St, Denver CO

25--06/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.s

Why continue the mistakes made in the 1960s by wiping out more of our neighborhoods by widening I-70? It is possible to re-route some of the I-70 traffic, so why not do that instead? Thus, saving long established neighborhoods not to mention saving stress and heartbreak among your constituents.

Lucinda Gaston
thegoodog@gmail.com
Denver CO

26--06/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

The neighborhoods of North Denver have been decimated in the past by thoughtless encroachment of interstate expansion. Let\'s stop... think . . . and find a better way forward that allows the people a voice in how we want to LIVE in Denver.

Thank you.

Trae Barrett
traebarrett@yahoo.com
Denver CO

27--06/17/2013
Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

As there is only industrial above Swansea, it makes sense to re-integrate that neighborhood into the city.

Thanks!

Jeff Neuman-Lee.

Jeff Neuman-Lee
jeffneumanlee@msn.com
3033068646

28--06/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Janene Luders
jaluders@msn.com
3038387198
676 IMPALA TRL, BAILEY CO

29--06/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Erika
yosterika@gmail.com
7208406856
4644 Alcott Street, Denver CO

30--06/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mark Mueller
mwmueller303@yahoo.com
4690 Elm Ct, Denver CO

31--06/18/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

As a young child, I remember when I-70 was originally constructed through Northwest Denver. It was incredibly destructive, separating neighborhoods, moving families who didn\'t want to move, tearing down landmarks including Queen of Heaven Orphanage. To contemplate that type of destruction again is unthinkable, especially when there is a viable alternative in the utilization of I-76 and I-270. I strongly suggest an Environmental Impact Study considering that alternative.

Barbara Howard
mibahoward@comcast.net
Arvada CO

32--06/18/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Marvin Greiner
mgcd2@comcast.net
3034585561
4435 w. 50th Ave, Denver CO

33--06/18/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Rich Coffey
rich@richcoffey.com
303-957-8230
9592 E. 27th Ave, Denver CO

34--06/18/2013

Dear CDOT Team,

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.

Dart Winkler
dart_winkler@hotmail.com
303-455-1173
4981 Raleigh St., Denver CO

35--06/18/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Paul Brown
paul.brown@mail.com
720-335-5125
3785 Williams St, Denver CO

36--06/19/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. The idea of widening I-70 through northwest Denver is particularly troubling!

Dave Decker
deck27@aol.com
4258 Tennyson St, Denver CO

37--06/20/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Tam Noirot
tjnoirot@gmail.com
3036657282
344 Grouse Court, Louisville CO

38--06/20/2013

Dear CDOT Team,

Hello, I am fully aware of the significance of sending this request to all the parties listed. This is not a standard form letter. It is my personal statement asking you to become involved in giving equal consideration to the "Alternative Plan" that uses I-270 and I-76 to route through traffic around the North Denver communities.

I am concerned that CDOT appears to be locked in to its current plan for widening I-70 east of I-25. The numbers I have seen indicate that the children of Swansea school will be subjected to even higher noise levels and higher pollution than they are now.

I use the Waste Management recycling facility up off Washington, north of I-70. Getting there, starting from Colorado Avenue, is a nightmare! The big semi's impede the right lane when they enter I-70. During the noontime period, drivers

in general seem to speed up to not let you get in front of them because lane space is so limited. If many (most?) of the trucks were to use the alternative route, the current I-70 path would be for local access into the city. Also, the traffic coming from the east and then heading south on I-25 frequently stops because of all the congestion in that area.

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I would think that CDOT would welcome a comparison to the alternative route. If the current plan is recommended through independent evaluation, that's a feather in the CDOT cap. My impression is that the construction costs of the alternative route would be less than the current plan and the construction time for the alternative would be less as well.

Let's have a fair and open discussion and may the best plan win!

Regards,

Bob May
bobmmay@comcast.net
720-345-9166
1590 Yates Street, #1311, Denver CO

39--06/20/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Leslie Hortel
lesliecdouglass@gmail.com
Denver CO

40--06/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Stacey Booth
stacey.booth@gmail.com
5127844131
4485 Quitman St, Denver CO

41--06/21/2013
Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mira Killmeyer
missmirak@gmail.com
720-855-7118
Denver CO

42--06/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. This decision doesn't just affect the already beleaguered residents of Swansea, Elyria and Globeville neighborhoods, but all of Metro Denver.

Jill Rich
delphibee@hotmail.com
3221 Adams Street, Denver CO

43--06/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Alissa Smith
thedenverduo@gmail.com
3451 York St., Denver CO

44--06/21/2013
Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christa Thompson
metrodenverhomes@gmail.com
Denver CO

45--06/23/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Stephen Fisher
fisher54@netzero.net
3033128849
2930 Stuart St, Denver CO

46--06/24/2013

Dear CDOT Team,

Hello,

Long-term we have a huge opportunity to do something really smart by creating a state of the art freeway in and around Metro Denver – rather than potentially making a terrible mistake and allowing a series of bad decisions in the 1960s to get far worse. Incredible amounts of local, state and federal money are about to be spent in a way that may not be best for the northern side of metro-Denver - making this the perfect opportunity to better-unite northern metro communicates.

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I would have thought an EIS would be absolutley mandatory, with many studies complete to use our long term resources to create the most sustainable future for us all.

Brennan Schumacher
cheesecurds@gmail.com
303-993-3548
3000 Leyden St, Denver CO

47--06/24/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Rebecca Leahy
becky101376@hotmail.com
303-506-2308
Westminster CO

48--06/24/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Pat Jordan
marypjordan@hotmail.com
6025 Miller St., Arvada CO

49--06/24/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Hilarea Amthauer
haa2611@gmail.com
Denver CO

50--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Gabor Bay
gabor.bay@gmail.com
Denver CO

51--06/25/2013

Dear CDOT Team,

I urge you to further evaluate moving I-70 out of Central Denver. It was a huge mistake to divide neighborhoods that has permanently reduced the quality of life in central Denver. In an effort to correct this mistake and make Denver a more neighborhood friendly place, please further evaluate the removal of I-70

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kerri Stroupe
stroupe_kirsch@hotmail.com
720-935-5123
4574 Irving Street Denver CO 80211, Denver CO

52--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Susan Snipes
susansnipes@me.com
Xavier St (80212), Denver CO

53--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sarah Gibson
sarahlaurel@gmail.com
Denver CO

54--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Cheney Bostic
cheneybrooke1@gmail.com
3811 Meade Street, Denver CO

55--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Stacey Rohrer
stacey.rohrer@me.com
3036199910
3434 W. 45th Ave., Denver CO

56--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sara Yeatman
sarayeatman@gmail.com
Denver CO

57--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

kelli cahoone
kcahoone@gmail.com
7209395091
4179 zenobia, denver CO

58--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Marilyn Quinn
rigaq182@comcast.net
Denver CO

59--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Erin McCaffrey
erin.mccaffrey@gmail.com
Denver CO

60--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Stephanie Richter
syweiss@gmail.com
Denver CO

61--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
Schools should not be next to, over, or under a freeway like i70. The other route makes it smarter and better for Globeville and other parts of denver also.
I cant come to the meeting at town hall swansea but i dont like the idea of the freeway getting wider if it could go to a smarter and maybe cheaper location.
Please!!

Luis Torres
spears876@hotmail.com
Denver CO

62--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jason Rist
acrolein@gmail.com
Denver CO

63--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Anna Renken
arrenken@yahoo.com
Denver CO

64--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jill L Marshall
jmsono@aol.com
303-964-9557
3846 Vallejo St, Denver CO

65--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Steve Kite
skite@ares.csd.net
Denver CO

66--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jennifer VanBerschot
jalinder@illinoisalumni.org
Denver CO

67--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Michael Kiley
michael@kileyforkids.com
7203360125
3044 W 40th Ave, Denver CO

68--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Anissa Caiazza
acaiazza1@gmail.com
Denver CO

69--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

JD MacFarlane
jdmac55@comcast.net
303-377-0490
2080 Bellaire St, Denver CO

70--06/25/2013

Dear CDOT Team,

I think it is ridiculous to put I-70 underground near the elementary school. That building will likely be functionally obsolete in another 30 years anyway. The additional cost of this proposal is so expensive that every piece of property could likely be purchased on each side of the highway to the next parallel street and a parkway could be installed running along each side.

Does anyone on this project remember the accidents that always happened at the old Stapleton tunnels?

Highways should be built at ground level!!!!!!

peter witulski
peterwitulski@hotmail.com
w. 36th ave, denver CO

71--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Gabriel Finkelstein
gabridli@gmail.com
303 556 4272
3259 West 29th Avenue,, Denver 80211 CO

72--06/25/2013

Dear CDOT Team,

I am requesting that CDOT does NOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. This idea is ludicrous, I-70 needs to be widened in this area not re-routed! I'm in favor and support of widening i-70 on or near it's current alignment.

Geoffrey C. Mestas
geoff.mestas@gmail.com
3946 vrain st., Denver CO

73--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Rebecca Caldwell
rebecca@denvercaldwells.com
7202317967
4255 Knox Ct, Denver CO

74--06/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Stephanie Gronholz
skgronholz@gmail.com
Denver CO

75--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

What an opportunity to re-arrange our city traffic for better living!

David Adame
david@davidadame.com
Wheat Ridge CO

76--06/26/2013

Dear CDOT Team,

As a NW Denver resident who lives very close to I-70, I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

John Skrabec
john@skrabec.com
3034337013
4211 Green Court, Denver CO

77--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Gary Skoog
rgskoog@comcast.net
303 433 3743
4870 Tennyson, Denver CO

78--06/26/2013

Dear CDOT Team,

Rerouting I-70 farther north will add more traffic to streets as far south as Speer! I live in NW denver, south of I-70 and will often take I-70 to east Denver. Rather than cut through town, I often take I-70 to Quebec. I would not drive farther north (I-76 - 270) to drop back down as far south as Lowry.

Improving both highways is the best solution.

peter witulski
peterwitulski@hotmail.com
denver CO

79--06/26/2013

Dear Denver Transit Leaders,

Please consider the sunken Highway alternative for the I-70 expansion. This is a neighborhood that is struggling to gentrify in the face of heavy industry and pollution. The crumbling viaduct is not helping matters, and a new viaduct will eventually end up in the same condition given a few decades. Please either pursue the sunken highway option, expansion to the south, or the alternate I-270 - I-76 reroute.

It is vital that we think of Denver's growth and future while finalizing these plans and the neighborhoods of the North deserve consideration.

Thanks,

-Ash Cook-
Property Owner

Ash Cook
ash@octa.com
303-437-0441
4669 Columbine Street, Denver CO

80--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bret Wakefield
bwake@netzero.com
5075 Osceola St, Denver CO

81--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Rick Janson
rickjansondenver@gmail.com
Littleton CO

82--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Elizabeth Martinez
elizabeth.martinez@porchlightgroup.com
303-882-9520
Denver CO

83--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
Best Regards,

Basha Cohen

bashacohen@aol.com
917.923.9143
2055 Raleigh Street, Denver CO

84--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Phillip Kulinski
303-455-8466
4455 King St, Denver CO

85--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Michael Ortega
3039033734
Denver CO

86--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Marja Van de Weerdt
Denver CO

87--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. My impression of tonight's meeting is that both the CDOT spokesperson and the City of Denver spokesperson are afraid of the idea of studying the reroute option. The one-year delay (really?) and the $1 million cost seem minor in the big scheme of things.

Cynthia Thorstad
Denver CO

88--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. It is time for CDOT to respond to a groundswell.

por favor proque mis hijo pagan los consecuentes de las cambio de I-70. En la salud de mis hijos.

Florentina Vazquez
720-6292881
Denver CO

89--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. The current design is insufficient.

A partial cover is a half measure that satisfies only one requirement - the estimated budget. (And as with all estimates it will undoubtedly be overrun.) The current design is a health hazard and only pushes the bottleneck further west which will then require a future solution.

Divert I-70 or completely bury it via a big dig. It's worked in Boston and San Francisco and those areas are revitalized, beautiful and profitable. The revenues from redevelopment would pay for the correct project and provide perennial returns.

Alice Harris
axharri@earthlink.net
3034776657
4585 irving Street, Denver, Colorado 80211 CO

90--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I live in Swansea and I totally support the environmental study. I do not want my neighborhood further destroyed.

Dorothy Garcia
303 296 3538
4912 Fillmore St., Denver CO

91--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kendall Boyd
Denver CO

92--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

1) I-70 destroys the urban fabric of the Globeville, Elyria-Swansea neighborhoods and all north Denver. This has ruined community connectivity, safety, health, and the economy.
2) Expanding I-70 will displace at least 150 people and countless businesses.
3) It is possible some of these residents do not have papers, and if they do not, they will not be able to be compensated, even if they own their home.
4) I-70 pollutes the densely populated, young neighborhood. The re-route goes through much less populated areas which are already industrial.
5) The "Cut and Cover" option will result in even less connectivity. Currently, there are 14 crossings of I-70 existing under the viaduct. If the cut and cover happens, there will only be 6 places to cross in the entire 8,000 foot stretch.
6) Re-routing I-70 will likely result in increased property values and help the local economy.
7) The Cut and Cover option results in an interstate highway abutting within 50 feet of an elementary school
8) The current budget figures CDOT gives for not doing the re-route are not well-researched and have been discredited by many credible sources, including the Washington Department of Transportation.
9) All Denver citizens deserve environmental justice.
10) Help support public transportation, bike, and pedestrian transportation, by removing the highway and supporting health in our City.

The community deserves a chance! The community deserves for all options that could save it to be explored. CDOT and Mayor Hancock say that the re-route option has been evaluted, but it has not been seriously considered.

PLEASE CALL FOR A SUPPLEMENTAL EIS FOR THE RE-ROUTE OPTION AT I-76 & I-270.

JUSTICE FOR GLOBEVILLE, ELYRIA-SWANSEA!

Sincerely,
Rachel Cleaves
Concerned Denver Citizen

Rachel Cleaves
rachelcleaves@hotmail.com
720-217-5468
Denver CO

93--06/26/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Michelle Kuennen
shellykuennen@gmail.com
4910 Gray St, Denver CO

94--06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Luisa Candelaria
luisa_candelaria@yahoo.com
(303)758-8055
5305 E. Atlantic Place, Denver CO

95--06/27/2013

Dear CDOT Team,

Yes!! I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I-70 causes dust, noise, and accidents that prevent my children and I from living in quieter, cleaner, and safer neighborhood. We use I-76 to drive west to merge onto I-70 anyway because it is often easier. Accidents happen at the curve in front of the Willis Case Golf Course often-Please! Please! Consider rerouting. Thank you so much for your interest in our Northwest Denver community!

Austine Luce
bansheekwe@gmail.com
720-982-8081
4875 Stuart St, Denver CO

96--06/27/2013

Dear CDOT Team,

To Whom it May Concern:

I am requesting that CDOT work with an unbiased third party to obtain a supplemental Regional Analysis and EIS for I-70 using the I-76 & I-270 alternative and make the results available to voters and elected leaders. Clearly elected officials should make the decision but we as voters should be able to hold them accountable for their decision making.

I am not a full-supporter of the re-route; however, I insist that my elected officials get as much information as possible before making decisions. Especially decisions that will have a 50+ year lifespan. It seems silly, childish, irresponsible, and a dereliction of duties to actively avoid obtaining valuable information that can inform and improve the decision making process.

The representative from CDOT and the Mayor's Office did not present any compelling reasons why the supplemental analysis is inappropriate or unnecessary, which has me worried. Said differently: they were simply unconvincing.

The way I see it there are several possible outcomes:
(A) Request the supplemental analysis; analysis shows current path is best; CDOT and elected leaders lauded for examining every option and doing what's best for their constituents.
(B) Request the supplemental analysis; analysis shows re-route is best; CDOT and elected leaders praised for thinking outside the box and finding better solutions to current problems.
(C) Request the supplemental analysis; analysis shows current path is best; CDOT and elected leaders decide to do re-route; voters are not happy.
(D) Request the supplemental analysis; analysis shows re-route is best; CDOT and elected leaders decide to use current path; voters are not happy.
...(you get the idea)

I think you're good as long as you act in a manner that is "responsible" and "transparent"; based on everything I heard at last night's town hall ignoring the supplemental analysis seems "irresponsible" and "secretive" and that doesn't seem right.

Hoping you do what is right,
Anthony DeMattee

Anthony DeMattee
demattee@me.com
630.363.8669
3618 Kalamath St. Denver CO 80211, Denver CO

97--06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Patricia L. Tabuchi
plt47@yahoo.com
Golden CO

98--06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Concerned about the recess proposal of I-70. May divide and hinder the Swansea neighborhood.

Jim McNally
mjodym@aol.com
303-595-0962
1020 15th St. #222 , Denver CO

99--06/27/2013

Dear CDOT Team,

As a lifelong Denverite, co-founder of a nonprofit in Elyria-Swansea, and advocate for environmental justice, I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

After extensive discussion with residents, policymakers, and urban planners - as well as research into similar situations in other cities - I feel unequivocally that re-routing I-70 would be a long-term positive for Denver's residents with little to no impact on through traffic. The I-76 & I-270 alternative would reconnect a dozen neighborhoods with Denver's urban fabric, reduce public health costs associated with poor air quality, and open up tremendous potential for new development and multi-modal transportation options.

The residents of Globeville, Elyria and Swansea have had decades of toxic infrastructure projects forced upon them without their consent or genuine input, and the most recent CDOT proposal for I-70 is only the latest in a long line of careless planning decisions disguised as "improvements". While I believe that sinking the highway is preferable to the elevated option, it is merely a lesser evil that would still displace dozens of residents, bring the highway even closer to Swansea elementary school, and do little to mitigate some of the highest levels of air pollution in the state.

Of course, many complicated factors need to be examined before a re-route can be proven feasible. Rights-of-way need to be secured, traffic impact studies need to be conducted, stakeholders need to be interviewed, and a clear consensus must be sought. But without an EIS, these factors will never even be considered. Given the magnitude of positive changes a re-route would bring if feasible, I believe this would be a grave mistake for our city's future.

Of course, considering an additional route option will take time, further delaying what has already been a prolonged process. But I consider it the duty of my public servants and elected officials to make the best long-term decisions for Colorado's future, no matter how long those decisions take.

The residents of Elyria-Swansea have had enough, and they deserve better. Fortunately, re-routing I-70 would be a net positive for city tax revenues, property values, and tens of thousands of other Denverites, as well. It is for all these reasons that I urge CDOT to perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Adam Brock
adam@thegrowhaus.com
Denver CO

100—06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ilona Fried
Denver CO

101—06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kelly Watson
4579 Osceola St., Denver CO

102—06/27/2013

Dear CDOT Team,

For the sake of the communities that comprise our city, of the environment upon which all of our lives depend, and of our kids who will grow up here, I strongly urge CDOT to perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

It seems highly likely that all of these stakeholders stand to benefit from this re-route alternative.

James Osborn
Denver, 80206 CO

103—06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lindsey Hall
lindsey.allene@gmail.com
Denver CO

104—06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Alysha Havey
Denver CO

105—06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jacob Camarillo
Jacob.matthew.camarilllo@live.com
Trinidad CO

106—06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mackenzie Liman
mackenzie@twinenviro.com
Denver CO

107—06/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christopher O'Reilly
supaiku@gmail.com
Fort Collins CO

108—06/28/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Elizabeth Swanson
swan.lzy@gmail.com
9702140500
1310 Jersey St., Denver CO

109—06/28/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Shirley Schley
shirley2121@comcast.net
303-906-5422
2121 Osceola, Denver CO

110—06/28/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Carlo DeAngelis
carlovito75@gmail.com
Denver CO

111—06/28/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Please!

Brandee Beauregard
brave_rage101@yahoo.com
Denver CO

112—06/28/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Nicolas Dayley
nickdayley@gmail.com
Denver CO

113—06/28/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

If the I-76 & I-270 alternative were implemented, please consider how increased property values in the Elyria/Swansea neighborhoods would also increase mill levy revenue for the city of Denver.

Johnathan Yelenick
johnathan.yelenick@gmail.com
303.317.3126
9982 East 112th Avenue, Henderson CO

114—06/28/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. An environmental impact study and consideration of human health in an area adversely affected by air pollution would be the humane and responsible thing to do. Thank you!

Lorraine Heth
lorraine.heth@gmail.com
Aurora CO

115—06/29/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Maria Campos
delunamary58@gmail.com
720-210-6688
4684 Lincoln St, Denver CO

116—06/30/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Following is a POST letter to editor.
"Re I-70. Mr. Carroll totally ignored facts, laws, regs and general concerns on: (1) human health, (2) community cohesion, (3) disproportionate adverse impacts on minorities. These are issues often raised but improperly assessed by CDOT in legal processes. They were raised in the 1960's by impacted local I-70 citizens and those concerned with national transportation. Highways were rammed through low-income/minority areas with low property acquisition costs and low political strength; Denver Metro transportation planning was revamped then as a result.

Health: Transportation Secretary Pena (1997) called for avoiding adverse effects to health and "bodily impairment" (cancer, asthma from auto fumes, etc). On Community integrity, he said to avoid "destruction or disruption of community cohesion." Laws call for avoidance of "Disproportionately high and adverse effect on minority and low- income populations."

These are the overarching issues that Carroll and the architects ignore and which justify relocating the highway.

Albert G. Melcher, former member, Colorado Highway Commission and Chair, Citizens Advisory Committee, Denver Metro Area Transportation Study, 1968-9."

Here are some additional references.

Some references:
(1)FHWA Environmental (browse to FHWA Environmental and Environmental Justice) publication: Nondiscrimination: Title VI and Environmental Justice.

"In making determinations regarding disproportionately high and adverse effects on minority and low-income populations, mitigation and enhancements measures that will be taken and all offsetting benefits to the affected minority and low-income populations may be taken into account, as well as the design, comparative impacts, and the relevant number of similar existing system elements in non-minority and non low-income areas."

The National Environmental Policy Act of 1969 (NEPA) stressed the importance of providing for "all Americans safe, healthful, productive, and esthetically pleasing surroundings", and provided a requirement for taking a "systematic, interdisciplinary approach" to aid in considering environmental and community factors in decisionmaking."

(2) Browse to Executive order 12898.

(3) FHWA Order Dec.2, 1998 by Pena. Adverse Effects means the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities.

There are three fundamental Environmental Justice principles:
1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Secretarial Order February 3, 1997.
Federico F. Pena,
Secretary of Transportation.
g. Disproportionately high and adverse effect on minority and low- income populations means an adverse effect that:
(1) is predominately borne by a minority population and/or a low- income population, (etc .)

Albert G. Melcher
a.melcher@comcast.net
720-748-2405

Aurora CO

117—06/30/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Reuben Espinosa
reubenesp@yahoo.com
18629 Mitchell Pl, Denver CO

118—07/01/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jennifer Zobel
jcollins809@aol.com
Denver CO

119—07/01/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Dina Rouff
dr129806@ohio.edu
Denver CO

120—07/01/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Terrey Harrod
teamterrey@yahoo.com
303-981-6004
2220 W 56th Ave, Denver CO

121—07/01/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Tonita Espinosa-Young
youngt@jm.com
Denver CO

122—07/01/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jennifer Satori
jennifersatori70@gmail.com
Denver CO

123—07/02/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kevin Polack
kevin.polack@gmail.com
Denver CO

124—07/02/2013
Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
This widening project is only part of the widening that is necessary. Spend $1 billion here and then $2 billion more for I-70 west of I-25 to Wheat ridge/Arvada and you might as well re-route the traffic onto 270 then to 76 and back to I-70. Please don't use divide and conquer techniques. Please consider that Globeville, Swansea and Elyria have suffered enough with an I-70 that divided these neighborhoods for 60+ years. Make them whole again! How wonderful a boulevard on 46th would be. 55 homes would not be lost, Swansea school would not be in the pollution of the highway as well as other schools that are close to the highway! Please listen to those who deeply care about North Metro Denver!

Frances FrainAguirre
jaguirrejja@aol.com
Denver CO

125—07/03/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ryan Henry
earthrider84@yahoo.com
Golden, CO CO

126—07/04/2013

Dear CDOT Team,
I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Elizabeth clayton
eclayton21@aol.com
303-506-3448
CO

127—07/05/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. As residents we feel that decisions are being made about I-70 coming from Dot are not in the best interest of our community and are not getting any support from city counsel, mayor's office or any one else in a position of power. Please accept my request for a supplemental EIS for I -7o

Antonia Montoya
Antoniamontoya@yahoo.com
3032971197
Denver, CO

128—07/06/2013

Dear CDOT Team,

Hello our great elected officials and CDOT. I e-mailed a comment to a few of you a few weeks ago, not through UNMD, specifically asking that an EIS be done on the re-route option for I-70.

Today, I'm specifically writing about safety issues, which I think many don't think about – but that have huge consequences to the people in our community.

1. The S-curve on I-70 near Sheridan Blvd, between Berkeley Lake Park and the Willis Case Golf Course is the host/cause of more than approximately an accident a week that I am aware of. Surely countless other accidents occur there that I don't see. On at least four occasions, specifically in the section adjacent to Berkeley Lake Park, I've seen accident investigations where at least one direction of the freeway has been closed for hours [likely only a fatal accident would cause such a closure]. Just last weekend eastbound was closed for hours, although that one was on I-70, about ½ mile east. If the I-70 freeway was re-routed, what I suspect is among the most dangerous sections of I-70 in metro-Denver would be eliminated. No highway planner today would design such a death-curve into a freeway.

2. While driving on I-70 through the Eisenhower/Johnson tunnels at the divide, and those tunnels near Idaho Springs on a weekly basis, I see a disproportionate number of accidents at or just beyond the tunnel exit points, especially in the wintertime. These accidents occur there due to adjusting eyes and variable road conditions [dry inside the tunnel and icy outside]. Now, the plan is that a tunnel will be installed on I-70 east of I-25. The maintenance costs surely will be gigantic. Worse, the human suffering and potential loss of life there will be terrible from the crashes that will likely occur. If the route took the I-76 / I-270 path, a tunnel wouldn't be necessary.

3. I don't have any real statistics to support this, but surely the rates of accidents, which also means injury and property damage, has to be higher in construction zones. The complexity of the engineering and logistics perspective specifically for the elevated portions that will partially become a tunnel are mind-boggling. The idea of getting the elevated portion of I-70 to grade and then a short portion of it into a tunnel on a already very-tight right of way while continuing to accommodate tens of thousands of vehicles each day seems far more complex than the masterpiece they've managed on TREX - which had frightening lane transitions/temporary paths/obscured exits/unexpected changes/etc.

Wouldn't construction be easy and wonderful if we could build the freeway before the people moved into the City? Seems like a silly statement, but to some degree that is what would occur if the new route was completed before the current section was retired. Its my guess is that it would save millions of dollars - and be much safer for drivers if the freeway didn't need to be used during construction.

4. Workers are injured and killed on road construction sites. It's tragic and it's an unfortunate reality of construction. Fortunately in the U.S., with OSHA oversight, our workers are far safer now than in the past, and they are far safer than those in other countries, BUT, the longer the project takes to complete and the more complicated it is, the greater the likelihood of more people being hurt or killed. Especially with the complexity of this project, there is more risk compared to one that is not requiring widening r-o-w, tearing-down buildings, building many temporary lanes and more.

5. Safety for kids. In particular, the kids going to Swansea Elementary are at risk. Their opportunity to cross from the side of the freeway they live on to the side they attend school on will be greatly-reduced.

While not a safety per-se, there are countless health reasons why the freeway would be so much more-appropriately re-located to an area that isn't surrounded by houses. There are many far more qualified people than I to discuss this. The evidence is indisputable that living or working or going to school close to a freeway absolutely causes a long list of health issues.

I-70 never should have been placed where it is now – and this is OUR opportunity to be heros and make this FAR better. PLEASE do this EIS on the I-76 / I-270 re-route option. It'll literally potentially make an incredible difference in the lives of tens of thousands of commuters, tens of thousands of our north Denver residents and give the City such an incredible look and feel on the north side that is terribly lacking now.

Thank you to the elected officials who do what you do for us - often without the thanks you deserve. And thank you CDOT for doing such a nice project on TREX.

Steve Kinney
Steve@SKinneyProperty.com [A residential real estate broker, who has many clients and friends impacted by this topic]
303-475-8200
Denver, Colorado 80212 CO

129—07/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. This is a wise choice for our city. The additional cost of re-routing I-70 could be offset with the economic development that would happen in north Denver. Please protect our wonderful community!!

Sundari Elizabeth Kraft
Brian Kraft
Ela Kraft (21 month)
4460 Winona Court
Denver 80212

Sundari Elizabeth Kraft
sundari93@yahoo.com
4460 Winona Court, Denver CO

130—07/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sandra Gryzmala
sannimall@aol.com
303 455 6217
4864 Tennyson Street, Denver CO

131—07/09/2013

Dear CDOT Team,

Dear Sirs & Madames,

As the best decision comes from well-researched positions, I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
Cheers,
Patrick Nicklaus
proud resident of Denver since 2012

Patrick Nicklaus
cullenmichaelyates@hotmail.com
Denver CO

132—07/09/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Matt Hamilton
hamiltmp@colorado.edu
Denver CO

133—07/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Can for you for just 5 seconds, 5 freaking second, just think about other peoples lives. You will be making quality of life for a lot of people horrid, just so you can make a quick buck on tolls. Please be human for once, and use your over-powered government powers, and do the right thing.

Dillon Mitchell
xxstrikerflarexx@aol.com
Denver CO

134—07/09/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Steven Cohn
smcohn@gmail.com
7206485645
3032 Stout St, Denver CO

135—07/10/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. To rectify a severe injustice to Northeast Denver minorities who had I-70 rammed through their community 60 years ago – the highway should be moved out of the area instead of being widened as CDOT wants. Laws and regs to ensure Environmental Justice in transportation should be complied in letter and spirit with and not treated perfunctorily. If I-70 is expanded now, in a few decades it will be fully congested again and what will be the answer then - more widening? Relocate it now.

Albert Melcher
a.melcher@comcast.net
720-748-2405
Aurora CO

136—07/10/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ed Augden
edwardaugden@comcast.net
303-455-5800
4482 Quitman St., Denver CO

137—07/10/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kyle Freeman
kyle.a.freeman@gmail.com
3038771391
1517 Cook Street, Denver CO

138—07/10/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Highways that divide cities have many negative consequences for urban neighborhoods and urban parks like Rocky Mountain and Berkeley parks. We love living in the city and want it to be a happy place for families. Widening the freeway means it will be there for the foreseeable future. Please consider the proposed alternative alignment along I-76 and I-270.

Kavita Jeerage
kjeerage@gmail.com
Tennyson Street, Denver CO

139—07/15/2013

Dear CDOT Team,

I am joining the request that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

William Juraschek
billjbillj@comcast.net
Denver CO

140—07/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christopher Conway
cbbconway@gmail.com
Denver CO

141—07/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jennifer LaVoo
jlavoo@gmail.com
Denver CO

142—07/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jay LaVoo
jaylavoo@gmail.com
Denver CO

143—07/20/2013

Dear CDOT Team,

I live very close to I-70 in a 102 year old home that I love. My property value is not what it would be if it were located just a few blocks from where it is. When this house was built, who would have thought that just a few houses away would run a major highway. Please consider relocating I-70 using the I-76 &I-270 route. I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bridget O'Keefe
bridgetokeefe@comcast.net
303-408-7344
4849 Stuart Street, Denver CO

144—07/20/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

This seems like an option that deserves full consideration.

Thank you.

James Seibert
jseibert@regis.edu
4851 Stuart St, Denver CO

145—07/21/2013

Dear CDOT Team,

As a resident of Berkeley, north of I-70, I am astounded at the increased quality of life during this brief time of reduced traffic (during a temporary shutdown of I-70 for construction East of Federal). Therefore, I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Clayton Barrows
claytonpbarrows@yahoo.com
3073990749
4846 Quitman St., Denver CO

146—07/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

If this is a viable possibility, it seems at least worth looking into and having a serious conversation about. A categorical refusal to consider the proposal, as has been the case until now, seems short-sighted and arrogant. I live within a block of I-70, and even if CDOT has no current plans to eminent domain my house, that can change quickly.

Please take the time to perform an EIS for the above I-70 alternative. Thanks.

William Barnett
will.s.barnett@gmail.com
7209174927
4883 King St., Denver CO

147—07/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

John Kovacik
jtkovacik@gmail.com
303-809-2938
Denver CO

148—07/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Styles Adamson
styles@desalvoadamson.com
3039039080
Denver CO

149—07/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Debbie Elstad
dsewriter@gmail.com
Denver CO

150—07/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. This is a project that could greatly revitalize the neighborhoods north of I-70 and deserves your attention. As a resident of one of these northern neighborhoods, I'm begging you to give this some serious thought. Besides the obvious noise pollution that I-70 causes, reconfiguring I-70 into a Boulevard would make these undesirable neighborhoods desirable, bringing new people and new business to the area, and thus increasing tax revenue from this area. Additionally, by making I-70 into a partial toll-road, you greatly decrease the access to the airport, making a trip that is cumbersome at best (and preposterous without private transportation...trust me I just tried) virtually impossible. I am only an ICU nurse, and even I can see the great benefit of re-routing traffic to the existing I-76 and I-270. Thank you for your time and consideration.
Erin Arbour

Erin Arbour
bodarin@msn.com
Denver CO

151—07/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. As a property owner near the highway I feel that a change needs to occur regarding the i-70 situation. Currently the highway noise is a significant issue that affects the quality of life of the neighborhood as well as property values for now and in the future. If I 70 was to be turned into a boulevard it would allow for more access to the parks in North Denver area that have been substantially improved in the previous month. This to would increase property value and the overall quality of living for the North Denver residents. Denver is going to continue to grow and if we take steps now to allow it to do so in a way that is family and business friendly, they will go a long way to attracting more families and businesses in the future.

Steven Arbour
steven.arbour@gmail.com
3038085099

4831 Newton St , Denver CO

152—07/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Let's improve our beautifully changing north Denver neighborhoods even more!

Jillian Campbell
jillianlcampbell@gmail.com
4867 Knox Court, Denver CO

153—07/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I live in the Berkley area North of I-70 and would love to see the traffic routed to alternative routes. Property values would increase in the area which would be great for an old neighborhood like Berkley.

toby woodson
Tobywoodson@gmail.com
Denver CO

154—07/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I live in the Berkley area North of I-70 and would love to see the traffic routed to alternative routes. Property values would increase in the area which would be great for an old neighborhood like Berkley.

Toby Woodson
Tobywoodson@gmail.com
Denver CO

155—07/21/2013

Dear CDOT Team,

I live one block from I-70 near the Lowell/Tennyson exit. I am not in favor of the present plan to widen and rebuild the part of I-70 that goes through Globeville/Swansea/Elyria. The present plan will do nothing to re-integrate those neighborhoods into the metro area, and even if CDOT generously compensates the owners of condemned houses, they will not receive enough to buy a comparable house. Also the condemnation will break up the community.

I am very much in favor of rerouting I-70 along I-270 & I-76, and I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Thank you.

Debbie Bendell
dbendell1958@gmail.com
4872 Osceola Street, Denver CO

156—07/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I ask to be done as this neighborhood should be better than it is now. As I do not believe people that are within 5 feet of the other person should have to raise their voice loud enough to be heard. Do not believe that a homeowner should have to wash the exterior of their home to remove all pollution. So many reasons to do this than their is space to write.

PLEASE give this serious consideration.

Thank You,

Michael Harmon
halfdollar58@live.com
(303)477 3432
4761 Quitman St, Denver CO

157—07/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I live near Berkeley Park and the current highway already is an eyesore, a headache and always loud and polluted. Please explore other options. Thank you!

Susan Clark
susan.clark@comcast.net
Denver CO

158—07/23/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Teri Nolin
terinolin2@hotmail.com
Denver CO

159—07/23/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

As a Denver native working at The GrowHaus, located in the Elyria-Swansea neighborhood, I have begun to see firsthand the isolation of the neighborhood from the rest of Denver.

The GrowHaus is a non-profit, urban agricultural project working to address the needs and issues of the Elyria-Swansea food desert through food production, food distribution and food education. We work with community members to provide them with access to fresh food and vegetables grown locally in Colorado.

We serve this community because it is a food desert and we see the food injustice which exists in this region. This is in part due to I-70 which cuts off Elyria-Swansea from easy access to grocery stores in the other regions of Denver.

The effects of the highway is incredibly detrimental to the development of these neighborhoods. I urge you to look into alternative options and to consider the re-routing of I-70 away from this neighborhood.

Thank you,

Sophie Schor
sophie.schor@gmail.com
3039150062

2209 Eudora St, Denver CO

160—07/23/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
Thank you.

Rick Hendricks
rick.hendricks9@gmail.com
4711 Decatur St, Denver CO

161—07/24/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Matt Farrington
luvjoylu@gmail.com
Denver, CO

162—07/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I live in the NW part of Denver, very close o the highway. While the re-route would be a welcomed change for us aesthetically and functionally, my biggest concern is over the further ostersization of the Globeville et. al. neighborhoods that would be even more effected by the change. Imagine the revitalization that old happen in those areas if I-70 were not pummeling through them. Consider the future of these neighborhoods. The same growth that you have seen in the highlands and Berkeley areas would be so likely if 70 was re-routed. Especially with the massive growth in population that Denver has been experiencing.

Thank you for your kind and thoughtful consideration of this issue.

Sarah Foley
foley.sem@gmail.com
Denver CO

163—07/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ed Kieta
edkieta11@gmail.com
Denver, CO

164—07/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Valeda Scribner
valeda@gmail.com

Denver CO

165—07/29/2013

Dear CDOT Team,
I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Brenda Whetstone
whetstone.bc@gmail.com
Denver CO

166—07/29/2013

Dear CDOT Team,

Although the petition sounds good to northwest residences, I think it has not been taken into consideration on how closing down I-70 would negatively impact all the industrial businesses that pay huge tax dollars into this area. This move would take a serious toll on them. It would also reroute large semi trucks into residential areas that are trying to get to there destinations in northwest Denver business communities. I live in northwest Denver as well as my parents who live on Elk & Tejon both residences are near the I-70 Highway, and as I mentioned although it sounds good to have no highway it would just put too harsh of an affect on local businesses. On a positive note the new bridge over Pecos St and I-70 is a wonderful addition to our community.

Andres Romero
romeroffh@gmail.com
4751 Tejon St., Denver CO

167—07/29/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Robert M. Dicker
rmdicker@hotmail.com
303-954-9118

4656 Decatur St, Denver CO

168—07/23/2013

Dear CDOT Team,

I strongly believe that the option to reroute I70 to I76 would be in the city's best interest. I76 is further out of the city and less residents will be affected by the expressway. Currently the fence that is constructed along I70 is in PITIFUL condition and offers not sound/exhaust barrier to the neighborhoods what so ever. Its a shame that an expressway this large was allowed to be built in this area. Not to mention the TWO parks that the expressway ruins. Rocky Mountain park and Berkeley Park would be thousands times better if you didn't hear expressway noise while trying to enjoy the outdoors.

The on ramps for i76 are much more industrial than the neighborhoods that I70 runs through currently. There are less homes further north, and less people that are affected by the pollution from the expressway. Rerouting I70 is the only option that makes sense for the inhabitants of north Denver.

Jamie Elsbury
jamelee@gmail.com
6163080801
4747 Bryant, Denver CO

169—07/29/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Joshua Elsbury
j4o4s4h@yahoo.com
3210 Madison St, Denver CO

170—07/29/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christopher Howe
mrchrishowe@gmail.com
DENVER CO

171—07/30/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Liz Riviere
lriviere2@hotmail.com
Denver CO

172—07/31/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Dermot Monks
dermot.monks@gmail.com
Denver CO

173—07/29/2013

Dear CDOT Team,
I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jennie LeNoue
jlenoue@me.com
Denver CO

174—07/31/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. This would make our neighborhood a much more pleasant and cohesive place to live!

Thank You!

Susan Adams
suzadams06@gmail.com
3034555401
4701 Vallejo St., Denver CO

175—07/31/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Guisela Eberle
gwaeberle@gmail.com
46 & Bryant, Denver CO

176—07/31/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Thor Eberle
t_eberle@yahoo.com
46 & Bryant, Denver CO

177—08/01/2013

Dear CDOT Team,

It has come to my attention that the rerouting of I70 is not going to be an option for the Sunnyside neighborhood.

I urge you to think of the residents of Sunnyside and Chaffee park who have to deal with noise pollution every day in their homes. The pitiful excuse for a noise barrier - which is dilapidated wooden fence - is no longer used by CDOT due to its ineffectiveness.

Traffic flow is going to increase greatly along this strech of I70. Aria is building a huge community of living residences by 52nd and federal and Regis (the area and the university) is expanding greatly.

New concrete barriers, 10 feet high, have been placed by I25 south of downtown and on the corridor out to the west by Arvada and are planned by I225 in Aurora. Why can't the residents of Sunnyside have the same consideration?

As I am sitting here typing this in my home, the overwhelming hum of traffic and downshifting semis is clouding my thoughts. Please help with some clarity. Thanks.

Jamie Elsbury
Jamelee@gmail.com
616.308.0801
4747 Bryant , Denver CO

178—08/02/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Brian LaCarrubba
blacarrubba2000@yahoo.com
Denver CO

179—08/04/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Stephanie Edwards
stephanieedwards07@gmail.com
Denver CO

180—08/04/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Martin Rodriguez
martinrodriguez.denver@gmail.com
Denver CO

181—08/05/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Londell D Jackson
dell@dellnjohn.com
720-227-5998
4135 Umatilla Street, Denver CO

182—08/04/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kathryn Horton
khorton83@gmail.com
3035016127
4771 Bryant Street, Denver CO

183—08/05/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bridget Cessar
Mybuddybridge@gmail.com
Wheat Ridge CO

184—08/05/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Elia Fisher
eliafisher@yahoo.com
4495 Cherokee Street, Denver CO

185—08/05/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

It only makes sense to divert the highway in this way, uniting the city. I live in Northwest Denver and would love to see the highways removed from my neighborhood (thereby raising quality of life for all through improved air quality, decreased crime, improved properties, absence of noise, and the ability to conjoin all parts of our wonderful neighborhood as it ought to be.

Becky Bradway
becky.bradway@gmail.com
Denver CO

186—08/05/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lila Teitelbaum
lilamani@yahoo.com
(917) 626-2763
2121 W 34th Ave, Denver CO

187—08/06/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

John Bortscheller
johnbortscheller@gmail.com
3840 VRAIN ST, DENVER CO

188—08/06/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Stephen Perez
pstevedeep@aol.com
4444 Alcott St., Denver CO

189—08/06/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Susan Kang
aycia@hotmail.com
7202738973
Denver CO

190—08/07/2013

Dear CDOT Team,

Please consider alternatives to your current plan. Northwest Denver is a wonderful historic area that would benefit greatly from a re-route of traffic and shut down of I-70. I am simply asking CDOT to perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Thank you.

Anna Zawisza
annazawisza@yahoo.com
4640 Bryant St., Denver CO

191—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. As a Realtor that offices and specializes in North Denver, I am really concerned about the future of our city...especially the neighborhoods surrounding I-70. Having sold so many homes to my friends, and to clients who have become friends, in those neighborhoods over the past decade, I hope that the decision-makers will seriously consider relocating I-70...as our beautiful city continues to grow, let's do it in a smart, thoughtful way. I believe that the relocation would actually positively benefit both ends...from the retail and commercial possibilities along the current I-76 and I-270, as well as the communities that would be strengthened by the transformation of the current I-70 into a boulevard. Thank you.

Stacie Staub
stacie@staub.com
7202996635
15800 W 54th Ave, Golden CO

192—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Allyndra Roybal
allyndraroybal@yahoo.com
Arvada CO

193—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sharon Roybal
sharonkroybal@gmail.com

8668 W. 78th Circle, Arvada CO

194—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mark Bowes
bimbowes@me.com
4211 Green Ct, Denver CO

195—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bearing witness to many forward thinking projects and development's that Denver has made, I would hate to see a tremoundsly large one made.

Please ask the city of Portland, Oregon (as an example) what they wish about I-5 along the Willamete River now, that it is very late and extremely expensive to correct.

Thanks much.

Zach Franzgen
zkf1225@gmail.com
Denver CO

196—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mary Harlow
harlow54@msn.com
303-906-6561
Arvada CO

197—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I love the alternative over expanding the existing I-70! The value to our neighborhoods is exceptional.

Thank you for your consideration!

Live Urban Real Estate

Johanna Opp
joy_opp@comcast.net
303-868-8769
46 Hillside Dr, Wheat Ridge CO

198—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

As a Realtor working in North Denver, I believe the option for the I-70 reroute would do wonders for so many Denver neighborhoods that the benefits are almost unimaginable. Please consider the benefits of this great idea.

Michael Ortega
micortega1@Yahoo.com
3034555483
3627 W 32nd Ave, Denver CO

199—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

As a business owner in Northwest Denver, I can only imagine the enormous benefits that would be seen by transforming I-70 to a boulevard. Please help to make the re-route an option.

Sarah Ortega
elianto_sv@hotmail.com
Denver CO

200—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I am a Sunnyside resident and I feel strongly that CDOT should look into this as a real and possible option for my tax dollars.

Lisa Adducci
leesou@hotmail.com
1831 W. 39th Ave, Denver CO

201—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

All options need to be considered - well considered - before a large project is undertaken. It is important to look at how all parties will be affected, not just the parties with the most money or clout. Everyone needs to be represented, now and in the future.

Brenda Lazerus
lazerus17@comcast.net

Arvada CO

202—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Santino Adducci
santinoadducci@hotmail.com
1831 W. 39th Ave, Denver CO

203—08/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I work in NW Denver, use I-70 on a regular basis and believe the potential long term impact to those currently living along the I-70 corridor and in the surrounding communities is far too great not the explore the alternative. Thank you.

Lori Lee
lorilee@q.com
720-940-3052
Denver CO

204—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Cathy Schuberth
schuberthc@yahoo.com
Denver CO

205—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. This sensible alternative to the current plan to widen and expand I70, would help neighborhoods, benefit the Stock Show site, and possibly cost less.

Mark White
mawhit1@gmail.com
4224 Clay St, Denver CO

206—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jesus Orozco
jesus@denverrealestate.com
Denver CO

207—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ann Hershfeldt
ahershfeldt@gmail.com
Denver CO

208—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mark Roncato
roncatom@yahoo.com
Denver CO

209—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Michael Hanayik
mhanayik@gmail.com
Denver CO

209—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Michelle Wagner
mdnelson5@yahoo.com
Englewood CO

210—08/08/2013

Dear CDOT Team,
I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

This is extremely important to the future of our great city.

Thank You.

Billy Potocnik
billypotocnik@gmail.com
303-594-0250
Denver CO

211—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Please consider how I-70 impacts our neighborhood. Thank-You, Joan Engler

Joan Engler
jcengler@comcast.net
Denver CO

212—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I work as a realtor in the neighbhorhoods affected by the expansion of i-70 and it seems like common sense and for so many reasons to not move forward with your plans at this time until you know all the facts and can make the best choice. PLEASE PLEASE delay your current plans and do the right thing by doing a supplemental EIS for the alternative of I-76 and I-270. Take the time to get it right this time even if it will delay the current plans. I don't see the downside of taking more time. Thank you for your consideration. Rebecca C

Rebecca Crosby
rebecca@crosbypartners.com
303.359.5126
Denver CO

213—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. The relocation of I-70 makes sense for long term solution to the city's traffic needs. If I-70 is allowed to expand it will continue to causing health related issues to an all ready condensed population area.

Paul Engler
pengler@comcast.net
(303) 477-0355
4884 Eliot St, Denver CO

214—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kim Penrose
kimberlyapenrose@yahoo.com
Denver CO

215—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I feel strongly that there is a better option than the proposed plan. Thank you for your consideration, and willingness to explore options that will have more of benefit and less of a negative impact on Denver's north urban neighborhoods!

Kendall Boyd
kendallboyd@comcast.net
Denver CO

216—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Robin Adams
robinpadams@aol.com
3039947832
4701 Vallejo St, Denver CO

217—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Cindy Deim
antenbunny@gmail.com
Denver CO

218—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Julie Gibson
julieannegibson@gmail.com
CO

219—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Carol LaRocque
calaroc@yahoo.com
Denver CO

220—08/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
I think this is very important for the community and the future of urban Denver.

Jill Marshall
jmsono@aol.com
303-964-9557
3846 Vallejo St, Denver CO

221—08/09/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Paul Nguyen
paul.myinbox@gmail.com
4760 Wyandot St, Denver CO

222—08/11/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. The I-76/I-270 alternative should have been included in the original EIS as an alternate. The EPA'S website indicates that a EIS should be deemed "Inadequate" if "new, reasonably available, alternatives, that are outside of the spectrum of alternatives analyzed in the draft EIS, ... should be analyzed in order to reduce the potentially significant environmental impacts."

City's around the country are realizing the damage that highways have caused when poorly planned through the heart of a city, like I-70. Around the country, city's have removed portion of poorly conceived stretches of highways, only to reap the benefit of smarter, renewed development. These city extend from San Francisco, to Milwaukee, to Pittsburg.

Please see this as an opportunity, rather than a setback.

Thanks, Mark Keller

Mark Keller, P.E.
mkeller4538@gmail.com
7208556294
Denver CO

223—08/11/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

We purchased our house away from I-70 specifically to avoid the highway impacts on quality of living and real estate value even though we liked the style of houses in that neighborhood. I currently use I-70 weekly to drive to DIA and would not be impacted if a re-route was implemented.

Best Regards,

Wesley Green
wes.green@tautechnologies.com

Denver CO

224—08/11/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Edward Davis
edwarddvs25@gmail.com
CO

225—08/11/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Clint Rivet
clintjrivet@aol.com
Denver CO

226—08/11/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lorraine Glore
pixiespaintbrush@yahoo.com
30336234@5
Denver CO

227—08/12/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Tony Buchholz
tbuchholz55@gmail.com
Denver CO

228—08/12/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Daniel Boyd
danboyd1@mac.com
303 4335533
3931 RALEIGH ST, DENVER CO

229—08/12/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I am a third generation Coloradan, born in North Denver 66 years ago.
The I-70 elevated at the Coliseum never did feel, or function, like a rational solution to moving interstate, or Denver, traffic. I have always felt that the neighborhoods in that area were marginalized and that the design was poor.
For the sake of the next 75 years, please examine the I-270/I-76 route. I think Denver would be a much better place for my kids and grandkids to live in.
Thanks

David Lovely
dlcrda@gmail.com
720-626-1956

4521 West 35th Ave, Denver CO

230—08/12/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I have explored the potential effects for neighborhoods near I-70 and neighborhoods near I-76. I believe that rerouting to I-76 would have far less impact on residents of North Denver than would widening I-70 because the area next to I-76 is more industrial and less populated than the area next to I-70. Another factor that needs much more attention is the potential for increasing level of emissions in areas populated by families with small children.

Erin Shay
Erin.Shay@colorado.edu
Denver CO

231—08/13/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Erin Jacklin
erin.jacklin@gmail.com
3656 Bryant St , Denver CO

232—08/13/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Peter Coursey
pscoursey@gmail.com
Denver CO

233—08/14/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Diane Clow
dlclow@hotmail.com
Denver, CO

234—08/14/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

William Hunter
wmhuner71@gmail.com
303-949-0572
4750 W. 37th Ave. unit #15, Denver CO

235—08/14/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I was recently informed about the plans for the current I70 corridor planned expansion and was disheartened to hear that many of my neighbors may lose their homes due to the widening of the highway. I believe that this alternative deserves a look if only due to the fact that using I76 and & I270 would have a much smaller impact on the citizens of the city and eliminate costs of purchasing more land.

Thank you,

Aaron Helgerson
amhelgerson@gmail.com

4881 Knox Ct, Denver CO

236—08/12/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Paul Kourkoulis
paul@liveurbandenver.com
720-838-0737
3805 Gilpin Street, Denver CO

237—08/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Sometimes the best alternative isn't the first one. This proposal will improve the area and keep the Freeway where it can best address the expansion needs of motorists

Mike Baran
mikebaran@comcast.net
7204804646
3825 Chase St, Wheat Ridge CO

238—08/12/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. A widening of the highway as currently under review by CDOT will negatively impact the neighborhood I live in, as well as the neighborhoods around me. Thank you for your consideration.

Gezina Benninger
renzia@gmail.com
Clayton CO

239—08/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Rhonda Magee
goodwine72@hotmail.com
3815 Gilpin st, Denver CO

240—08/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

David LeRoux
daveleroux@comcast.net
Denver CO

241—08/17/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Dave Pechman
dave.pechman@gmail.com
3038004566
3249 W Fairview Pl #113, Denver CO

242—08/18/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Justin Brown
jbrown2147@comcast.net
4685 Clay Sy, Denver, CO CO

243—08/19/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. My house is less than one block from I-70 and this would make a huge difference in my family's quality of life (and health!). Thank you.

Sara Hatayama
sarahatayama@gmail.com
4743 Decatur St., Denver CO

244—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mark Bowes
bimbowes@me.com
303-587-0830
4211 Green Ct, Denver CO

245—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Meredith Groshart
mhcannon@gmail.com
CO

246—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

JOSH L GRONER
joshg@comortgagefinancing.com
7202961740
4070 Pierce Street, Wheat Ridge CO

247—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Please do not move forward with your current plan without fully exploring all options, especially the aforementioned.

Veronica Montoya
veronicasellsdenver@gmail.com
303-868-8496
2534 W. 35th Avenue, Denver CO

248—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Please consider all options for a project with such a huge impact.

Jacinta Montoya Price
jacy@jacymontoya.com
3036385921
3144 Umatilla St Apt B, Denver CO

249—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Karmina Van Le
karminavanle@hotmail.com
Denver CO

250—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. And I am not typically one to ever support funding for such studies, but this is a significant issue impacting many Denver neighborhoods including mine (Sunnyside.)

I understand that you have many considerations to weigh, mostly financial ones. I urge you to look at ways to move I-70 and make Brighton a new, exciting gateway into downtown, all the while giving the Globeville, Swansea and Elryia neighborhoods a chance to return to its splendor and possibly a model for safe and affordable housing integrated with revitalized businesses and homes - making for more great North Denver neighborhoods.

Thanks for considering all options.

Margaret Ebeling
msebeling@hotmail.com
4134 Umatilla St, Denver CO

251—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lynn Townsend
lynn@illuminephoto.com
3036384646

Denver CO

252—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lynn Townsend
lynn@illuminephoto.com
3036384646
Denver CO

253—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Brian Kraft
kraftybkraft@yahoo.com
7203521148
4460 Winona Ct, Denver CO

254—08/21/2013

Dear CDOT Team,

I am joining the community requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I would also like to see a supplemental environmental impact study on the likelihood that I-70 would require further widening west of I-25 in the future. I live in the Berkeley and use both Berkeley Lake Park and Rocky Mountain Lake park, weekly. Centennial is also our neighborhood school, all the homes and the school would suffer a potential impact should the highway widen.

Barbara Costa
bcosta526@gmail.com
4463 Raleigh Street, Denver CO

255—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sarah Petner
sarahsorum@hotmail.com
Denver CO

256—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christine Dewhurst
chredew@gmail.com

Denver CO

257—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Amanda Rafool
mandyrafool@comcast.net
Denver CO

258—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 &

I-270 alternative.

John Trujillo
jbuzzseven@hotmail.com
970 331 2880
Westminster CO

259—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bret Wakefield
bwake@netzero.com
Denver CO

260—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kate Giacomini
kgiac@hotmail.com
Denver CO

261—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

L Davis
alegriasimple@yahoo.com
Denver CO

262—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Denette DeHerrera-Clift
denette303@yahoo.com
4820 Tennyson Street, CO

263—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Michelle Gregg
michellemgregg@comcast.net
Denver CO

264—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Amy McGuire
amykmcguire@gmail.com
Denver CO

265—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kate Elder
katerelder@gmail.com
Denver CO

266—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jennifer Ochse
jennifer.ochse@gmail.com
Wheat Ridge, CO

267—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Crystal Schall
Crystalschall@earthlink.net
Denver CO

268—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lisa Karina Nabors
lknabors@gmail.com
Denver CO

269—08/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lynn Kalinauskas
lkalinauskas@hotmail.com
Denver CO

270—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Marcia Davenport
mdaven100@aol.com
CO

271—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kristine Gilbertson-Torres
kristinegtorres@gmail.com
Denver CO

272—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Denver has long been encouraging metro re-development and re-population of downtown, LoHi, etc. Owning a home in NW Denver contributes to the city's tax base and as the homes in Berkeley, Sunnyside, and the surrounding neighborhoods increase in value that tax base grows significantly for the city. The proposal to expand I-70 will without question reduce the value of these homes and reduce the tax income they generate for the city. Please consider the alternative plan which will bring value to these metro-Denver neighborhoods rather than physically altering them in a negative way and creating a scar through one of the city's most vital and growing areas.

Thank you,

Magdelana Red
NW Denver homeowner and resident
magdelana_red@yahoo.com
3645 W. 46th Avenue, Denver CO

273—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Keith Howard
KeithHoward06@comcast.net
4303 Umatilla St., Denver, CO 80211 CO

274—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sara Yeatman
sarayeatman@gmail.com
4440 Grove Street, Denver CO

275—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I haven't heard of this plan in the media before, and am interested in whether it is a viable option, which would mitigate some of the concerns our communities have about this project.

Thanks!

Tana Lucero
tpersephone@msn.com
Denver CO

276—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Chris Arnold
topharnold@Hotmail.com
3181 Quitman St. , Denver CO

277—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Evelinn Borrayo
Evelinn.Borrayo@UCDenver.edu
Denver CO

278—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Dennis Lovato
dennislovato@yahoo.com
4754-Grant Street, Denver (Globeville) CO

279—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

MINDI MCBRYANT
mmcbryant11@hotmail.com
Denver CO

280—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Alicia Ader
alimarock@gmail.com
303.895.0679
Denver CO

281—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Wilma Jones
wilmajones2005@hotmail.com
Lakewood CO

282—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

David Grisanti
dagriz85@yahoo.com
5024171400
4210 Osage St, Denver CO

283—08/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jeremy Kohler
jkohler3@yahoo.com
4118 Julian St, Denver CO

284—08/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ivan Anaya
ivananaya@gmail.com
3036674693
5040 Grant Street, Denver CO

285—08/31/2013

Dear CDOT Team,

I live just north of I -70 near Tennyson and I am very fearful of the expansion of I-70 and how my neighborhood of Berkeley Regis could be negatively impacted if and when I-70 needs to widened west of I-25 to accommodate the increased traffic because of the widening east of I-25.

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Thank you,
Anna Hewson
photog914@yahoo.com
4141 w 50th ave, Denver CO

286—08/31/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Marc Walker
marcotenthousand@gmail.com
Denver CO

287—09/05/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental Environmental Impact Statement for I-70 using the I-76 & I-270 alternative.
It is time to bring Globeville back into the City of Denver.
Should be cheaper than a "big dig".

Dave Barnes
dave@barnesfamily.com
3037449024
3968 Vrain, Denver CO

288—09/06/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I feel that it is important to determine the impact on the surrounding neighborhoods in regards to their future welfare and development. Thank you for your time!

Cecilia Olderman
cissyyin@hotmail.com
Denver CO

289—09/06/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Daniel Uehling
uehling88@gmail.com
3039937865
5146 Raleigh St., Denver CO

290—09/07/2013

Dear CDOT Team,

I am "NOT" requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I think this is a kooky idea and would only serve to delay a very needed and over due project. Those of us who live near I-70 would be the most hurt.
Please don't delay this project any more.

James Plunker
jptopnotch@aol.com
720.299.5868
Denver CO

291—09/07/2013

Dear CDOT Team,

I am again adding my voice to the request for an INDEPENDENT, supplemental EIS for I-70 using the I-76 & I-270 alternative.

Thus far, 9/7/2013, I have heard no reason that justifies why CDOT and the local FHWA are ignoring the requests of the people who live in the affected neighborhoods to do the supplemental EIS for the alternative route. I have heard CDOT people say the rebuild of the current path is a done deal. All concept reports for the alternative route contradict the CDOT claim that the current path is the cheapest path for the rebuild.

The CDOT claim that no expansion is needed for I-70 west of I-25 is specious. However, it is a clever way to avoid having to include the cost of that expansion from the cost estimates. The alternative route gets ALL the cross-town traffic out of the local area and the cost estimates there still come in under CDOT's current plan (when realistic numbers are used)...

Bob May
bobmmay@comcast.net
720-345-9166
1590 Yates Street, #1311, Denver CO

292—09/09/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Consideration of this option will at least give all of us in North Metro Denver the opportunity to make an informed decision about the changes to I-70. The possibility of uniting Berkley, Chaffee Park, and other neighborhoods to those neighborhoods south of I-70 is exciting and something I hope you will consider when deciding to perform this supplemental EIS. It also has the potential of saving neighborhoods and hundreds of family homes. Please seriously consider this option.

Thank you for hearing my voice and taking the time to read this email.

Thank you!
Kristi Griffith-Jones

293—09/09/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Gamaliel Whitney
gamaliel13@gmail.com
3035792990
3700 Adams St, Denver CO

294—09/09/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Isa Reeb
isareeb@gmail.com
Denver CO

295—09/09/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kelly Moore
kelannemoore@gmail.com
Denver CO

296—09/10/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

David Armesy
darmesy@civitas.com
Denver CO

297—09/10/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

John Young
jryoung2@gmail.com
3639 Race St., Denver CO

298—09/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

John Young
jryoung2@gmail.com
3639 Race St., Denver CO

299—09/10/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

David Gregory
dgregory9195@gmail.com
Denver CO

300—09/11/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Patrick Ridgeway
k_pridgeway@hotmail.com
Denver CO

301—09/12/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I think it's a good idea prior to moving ahead w/ planning for the I-70 expansion to make sure all other alternatives have been studied fairly and thoroughly (which sounds like it would be disruptive to many already struggling families and neighborhoods in North Denver). Thank you.

Molly French
molfrench@gmail.com
Denver CO

302—09/13/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kathleen Peralta
zorrita13@mac.com
3034332000
4547 w 37th Ave., Denver CO

303—09/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Cynthia Thorstad
cynthiathorstad@hotmail.com
Denver, CO

304—09/17/2013

Dear CDOT Team,

CDOT will perform a supplemental Environmental Impact Study for amending I-70 by using the I-76 & I-270 alternative, because that study demonstrates the CDOT willingness to spend citizen funds with informed consideration and because the CDOT presently proposed Plan is the more costly alternative. Its cost is one among the many ways it is challenged with negatives. I understand that considerable expense has been incurred anticipating furthering the I-70 approach. Yet that sunk cost does not justify the pursuit of that approach. Because the negatives of the I-70 approach are sufficiently apparent, why would we defer the EIStudy when the deferring will make both approaches more costly and by agreeing to consider alternatives we build community inclusion and avoid generating compelling community resistance.
Thanks for considering this opinion.

Richard Deem
deem@frii.com
303 810-3506
4800 W 80 Av 100, Westminster CO

305—09/19/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I believe many benefits could result from this option

Christopher Ward
chriswardagent@gmail.com
303-359-7380
4517 W. 31st Ave, Denver CO

306—09/19/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bonnie Sandberg
nabonnie@aol.com
3035613439
4843 Raleigh St., Denver CO

307—09/11/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Norman Sandberg
nabonnie@aol.com
3035613439
4843 Raleigh St., Denver CO

308—09/19/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Don Fowler
dajoyce49@gmail.com
3244 Meade St, Denver CO

309—09/19/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Joyce Fowler
dajoyce49@gmail.com
3244 Meade St, Denver CO

310—09/20/2013

Dear CDOT Team,

After last week's historic rain and flooding, I can easily imagine what would have happened if we already had CDOT's proposed Cut & Cover for I-70 in place. Most of the portion of the highway will be cut into a trench between 18 and 40 feet below grade. With the amount of rain received last week this portion of I-70 would have undoubtedly been flooded, cutting off I-70 east and westbound access. This would have been a disaster and extremely dangerous.

These are common sense scenarios that we cannot ignore. CDOT is acting as if this project is a train already on the tracks, moving full steam ahead and cannot be stopped. I do not believe that. There is still time to reconsider and make wiser choices.

I believe my vote does matter, as do my friends, neighbors and co-workers who are carefully watching the progress of this project and where our representatives, councilpersons, mayor and senators stand on this issue of transportation fiscal responsibility and environmental justice.

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sherri Rich
sfantokhin@gmail.com
3038682151
Denver CO

311—09/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sara Brandspigel
sbrandspigel@gmail.com
3831 Perry Street , Denver CO

312—09/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I have lived in Northwest Denver since 1965 When our family moved here. We used to visit my Grandmother who lived on 44th and Wolf St. before we moved from Wheatridge. That was before I 70 was built. We would walk around Berkeley Lake. There was only a path between Berkeley park and Case Golf course. It was quiet and beautiful. The construction of I 70 through the north Denver neighborhoods was a travesty. It destroyed and divided Historic neighborhoods along with many homes. I understand the need to fix the overpass. It was ill conceived in the beginning and a nightmare to maintain. The reroute proposal by Unite North Metro Denver makes good since and at least should be considered By CDOT.

Sincerely,
Charles A. Buchholz Lieutenant, Denver Fire Department.

Charles Buchholz
cbuchholz2@comcast.net
3034339350
5041 Stuart St. , Denver CO

313—09/22/2013

Dear CDOT Team,

The proposed option of widening I-70 may seem like the right fix, but it will severely impact our neighborhoods and quality of life. I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

This alternative makes sense and will preserve the integrity of the historic neighborhoods we have grown to love and call our home.

Andrew Brick
brick.andy@gmail.com
Denver CO

314—09/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Carol Warner
cooper185@comcast.net
Denver CO

315—09/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Susan Skellenger
susanskell@yahoo.com
Denver, CO

316—09/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Catherine Palmer
cjpalmer30@comcast.net
3033598160
Denver CO

317—09/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jonathan Rodrigues
jonathan.rodrigues81@gmail.com
5060 Quitman St, Denver CO

318—09/23/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Eric Carrasco
psycho95014@hotmail.com
Denver CO

319—09/23/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Rita Ruderman
thedeetz@gmail.com
Denver CO

321—09/24/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Cody Yantis
codyyantis@yahoo.com
Denver CO

322—09/24/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Joelle Biederman
jo2far@hotmail.com
4845 Quitman St, Denver CO

323—09/24/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Michael Malone
ridermalone@yahoo.com
4845 Quitman, Denver CO

324—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mullen, Kiel
kielmullen@hotmail.com
40th and Irving, Denver CO

325—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Alex Rivera
alexraul@gmail.com
Denver CO

326—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I feel that it is important to determine the impact on the surrounding neighborhoods in regards to their future welfare and development. Thank you for your time!

Cecilia Olderman
cissyyin@hotmail.com
Denver CO

327—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Daniel Uehling
uehling88@gmail.com
3039937865
5146 Raleigh St., Denver CO

328—09/25/2013

Dear CDOT Team,

I am "NOT" requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I think this is a kooky idea and would only serve to delay a very needed and over due project. Those of us who live near I-70 would be the most hurt.
Please don't delay this project any more.

James Plunker
jptopnotch@aol.com
720.299.5868
Denver CO

329—09/25/2013

Dear CDOT Team,

I am again adding my voice to the request for an INDEPENDENT, supplemental EIS for I-70 using the I-76 & I-270 alternative.

Thus far, 9/7/2013, I have heard no reason that justifies why CDOT and the local FHWA are ignoring the requests of the people who live in the affected neighborhoods to do the supplemental EIS for the alternative route. I have heard CDOT people say the rebuild of the current path is a done deal. All concept reports for the alternative route contradict the CDOT claim that the current path is the cheapest path for the rebuild.

The CDOT claim that no expansion is needed for I-70 west of I-25 is specious. However, it is a clever way to avoid having to include the cost of that expansion from the cost estimates. The alternative route gets ALL the cross-town traffic out of the local area and the cost estimates there still come in under CDOT's current plan (when realistic numbers are used)...

Bob May
bobmmay@comcast.net
720-345-9166
1590 Yates Street, #1311, Denver CO

330—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Consideration of this option will at least give all of us in North Metro Denver the opportunity to make an informed decision about the changes to I-70. The possibility of uniting Berkley, Chaffee Park, and other neighborhoods to those neighborhoods south of I-70 is exciting and something I hope you will consider when deciding to perform this supplemental EIS. It also has the potential of saving neighborhoods and hundreds of family homes. Please seriously consider this option.

Thank you for hearing my voice and taking the time to read this email.

Thank you!
Kristi Griffith-Jones

Kristi Griffith-Jones
misgriffvb@yahoo.com
3033787767
4859 Raleigh Street, Denver CO

331—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Gamaliel Whitney
gamaliel13@gmail.com
3035792990
3700 Adams St, Denver CO

332—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Isa Reeb
isareeb@gmail.com
Denver CO

333—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kelly Moore
kelannemoore@gmail.com
Denver CO

334—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

David Armesy
darmesy@civitas.com
Denver CO

335—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

John Young
jryoung2@gmail.com
3639 Race St., Denver CO

336—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

David Gregory
dgregory9195@gmail.com
Denver CO

337—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Patrick Ridgeway
k_pridgeway@hotmail.com
Denver CO

338—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I think it's a good idea prior to moving ahead w/ planning for the I-70 expansion to make sure all other alternatives have been studied fairly and thoroughly (which sounds like it would be disruptive to many already struggling families and neighborhoods in North Denver). Thank you.

Molly French
molfrench@gmail.com
Denver CO

339—09/25/2013

Dear CDOT Team,

am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kathleen Peralta
zorrita13@mac.com
3034332000
4547 w 37th Ave., Denver CO

340—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Cynthia Thorstad
cynthiathorstad@hotmail.com
Denver CO

341—09/25/2013

Dear CDOT Team,

CDOT will perform a supplemental Environmental Impact Study for amending I-70 by using the I-76 & I-270 alternative, because that study demonstrates the CDOT willingness to spend citizen funds with informed consideration and because the CDOT presently proposed Plan is the more costly alternative. Its cost is one among the many ways it is challenged with negatives. I understand that considerable expense has been incurred anticipating furthering the I-70 approach. Yet that sunk cost does not justify the pursuit of that approach. Because the negatives of the I-70 approach are sufficiently apparent, why would we defer the EIStudy when the deferring will make both approaches more costly and by agreeing to consider alternatives we build community inclusion and avoid generating compelling community resistance.
Thanks for considering this opinion.

Richard Deem
deem@frii.com
33 810-3506
4800 W 80 Av 100, Westminster CO

342—09/25/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I believe many benefits could result from this option.

Christopher Ward
chriswardagent@gmail.com
303-359-7380
4517 W. 31st Ave, Denver CO

343—09/27/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Extreme cost differential and neighborhood health are at stake. It seems likely that the cost of excavating and building infrastructure to bring the highway system underground through Globeville would be extremely cost prohibitive as compared to grading and moving it. Also, the new system would remain to produce local health hazards for citizens (pollution, tunnel hazards etc.).

Steve Welch
sw80211@aol.com
303-458-4867
Denver CO

344—09/29/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Brent Livingston
bclivingston@gmail.com
303-731-7545
Denver CO

345—09/29/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Brenda davenport
bnlbmw@aol.com
Denver CO

346—09/30/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Judy Lucero
judylucero@gmail.com
5333 Meade Street, Denver CO

347—09/30/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

It seems obvious that a reroute using 270 and 76 would be a much better solution.

Judy Vassar
judy.vassar@comcast.net
Denver CO

348—10/01/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. The impact up on I76 is more equipped for a highway expansion.
The Globeville area is just beginning to pick up financially now is not the time to expand a highway that large in that area. Thank you

Patricia
mattandmurph@aol.com
Denver CO

349—10/02/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jurgen Allen
loveall25@hotmail.com
303-818-8496
4963 Perry Street Denver, CO 80212, Denver CO

350—10/02/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jessica Allen
jessbags@comcast.net
303-818-6926
4963 Perry Street, Denver CO

351—10/04/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Please take this once-in-a-lifetime opportunity to consider this reasonable option. Thank you.

Nicholas Faes
nadfaes@comcast.net
5025 Stuart Street, Denver CO

352—10/06/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christopher MacGillivray
cmac144@hotmail.com
970-471-2456
4886 Osceola St, Denver CO

353—10/06/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Michael Olivero
spooareyou@yahoo.com
4524 Beach Ct, Denver CO

354—10/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kristine Rodrigues
kristiknuti@hotmail.com
303-918-5038
Debver CO

355—10/07/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Please.

Emery
emery@thedorseys.info
Wheat Ridge CO

356—10/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Scott Hasson
shasson2001@yahoo.com
7203190151
Denver CO

357—10/08/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Evan Jones
evan412@msn.com
Denver CO

358—10/10/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Much more should be taken into account than simple transportation logistics- these are our communities, tied together by common places and neighborhood support. We are a diverse mix of age, income, religion and ethnicity who have built a widely coveted sense of community that would be irreparably harmed by this sort of wide-scale thoughtless destruction.

Ronna Bond
rbond421@hotmail.com
303-455-2493
Denver CO

359—10/10/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Hugh Graham
hughcgraham@gmail.com
3636 Chestnut Place, Denver CO

360—10/15/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sage Bard-Gilbert
sagebgrilin@gmail.com
Morrison CO

361—10/18/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. A reroute would help to reunite neighborhoods throughout North Denver that have been split by the current location of I-70. As Denver commits itself to walkability and a strong transit system, it's disappointing to see that CDOT considers only the same, tired solutions of widening highways and adding traffic lanes. North Denver doesn't need more traffic running through its neighborhoods.

I appreciate your help on this matter.

Micah Messenheimer
thevelocipede@gmail.com
3905 Stuart Street, Denver CO

362—10/22/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. CDOT spent millions redoing Southeast I-25 and the underpasses still floods after every rain. How will they keep this not becoming a big lake when it rains? By doing I-76 and I-270 they can keep I-70 open for use while building they other!

Don Roach
don.roach@comcast.net
Arvada CO

363—10/29/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kellen Sorauf
ksorauf@gmail.com
5251 Stuart St., Denver CO

364—11/07/2013

Dear CDOT Team,

I am a Denver driver and use i70 on a daily basis. I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Armen Memic
armen.memic@gmail.com
3038599764
330 East 10th Avenue, Denver CO

365—11/11/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Shoshanna Bitz
shannab2000@yahoo.com
Denver, CO

366—11/13/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Amanda
amanda.lynne.14@gmail.com
1227 Perry St, Denver CO

367—11/13/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Stephen Kirmse
stephen.kirmse@hotmail.com
Denver CO

368—11/13/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I think it is important to consider all of the alternatives carefully, as once the redevelopment begins, there is no turning back. Denver Metro is expected to have population increase in excess of 1 million residents by 2020. In order to absorb that increase, we not only need to consider the economic and efficiency costs of that increase, but also the logistical impacts this growth will have on our transportation systems and neighborhoods.

Neil Shea
buddyshea3@yahoo.com
303-870-0533
Denver CO

369—11/13/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Amy Murin
amymurin@hotmail.com
Denver CO

370—11/13/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Is the mobile station on the on-ramp from Park Ave and I-25 supposed to constitute an accurate evaluation for the traffic impact on I-70? If so, that is not an accurate reflection of the traffic, speed, sound, emissions and particulate pollution caused from the immense impact I-70 has on the neighborhood.

Kathryn Horton
khorton83@gmail.com
4771 Bryant Street, Denver CO

371—11/14/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Emery Dorsey
emery@thedorseys.info
Wheat Ridge CO

372—11/14/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. The residents of these areas deserve consideration that was not given 55 years ago. We deserve to have a healthier environment. Why tear down schools and homes when it is not necessary??

Jan Pelton
janpelton@msn.com
Denver CO

373—11/14/2013

Dear CDOT Team,

As a resident of NW Denver, I am incredibly invested in the direction of future developments affecting the area. Therefore, I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I take pride in my city and want to see us making fully informed, forward thinking, 21st century decisions that consider reduction in traffic, increase in livability, and mass transit.

Please consider the re-route option and conduct the environmental study.

Thank you,

Stacey Booth
stacey.booth@gmail.com
Denver CO

374—11/15/2013

Dear CDOT Team,

As an urban planner and a concerned citizen, I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
We made a serious mistake when we sliced through existing north Denver neighborhoods with the I-70 freeway many years ago. The ramifications of widening the freeway now will only make this separation worse and degrade existing neighborhoods. We must look at other alternatives and correct the mistakes that were made in the past. Please consider another alternative.

Thanks,

Chad A Reischl, MURP
chad.reischl@gmail.com
Denver CO

375—11/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bruce E Gipson
lushlife747@yahoo.com
Denver CO

376—11/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lisa Anderson
lisasweetpeadenver@gmail.com
720-560-3074
4718 Race Street, Denver CO

377—11/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Scott Cleveland
luckyscotto@gmail.com
Denver CO

378—11/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lisa Cleveland
sweetpeadenver@gmail.com
Denver CO

379—11/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Judy Anderson
bandjanderson@comcast.net
Denver CO

380—11/21/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Matthew Stenger
mstenger@gmail.com
2812219265
3517 York Street, Denver CO

381—11/30/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

In life there are always options. You can chose to go along with the flow or you can chose to be truly visionary. You can plan for the next generation or for the next century.

The politicians that are remembered whether at the local or national level are those that had a vision for what could be and not simple improving what is.

Look at the Denver leaders remembered. They are people like Mayor Robert Speer who saw Denver as it could be and changed the landscape of the city to bequeth parks and green spaces in abundance making this an impressive city 100 years after his time.

We have an opportunity for a visionary change to the landscape of Denver. We have a chance to imagine the city in 100 years. Do we want to allow for a cohesive expansion of downtown? Do we want to ignore an opportunity to remake Denver and allow for a different kind of economic growth? Can we imagine the city in a century rather than 20 years?

I believe that technocrats are important in governing, but so are the visionaries. Please try to imagine what could be for Denver. What is the vision for the year 2100?

Please consider an alternative to the current I-70 expansion. I know we can do better.

Sincerly,

Trae Barrett
traebarrett@yahoo.com
Denver CO

382—12/16/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Let's be leaders in good city building practices and think about the legacy we leave for urban Denver. It's time to leave behind the destructive 1960s-era thinking of "ram that highway through the neighborhood".

CDOT has trouble envisioning anything but a 'wider freeway near you', it's time to move on, Denver.

Greg Adams
gumble006@gmail.com
Denver CO

383—12/30/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

The homes and schools that have would be affected by the current plan would be devastating.

The Elyria Swansea neighborhood has seen a lot of strife throughout time. The children attending Swansea Elementary School need to be considered in this decision. Not that they haven't been, but I think comprehensive surveying of the inhabitants of this neighborhood (as well as those further west) needs to take place, even if this requires extensive effort such as door to door surveying.

Thank you for considering this more closely.

Erin Decker
edecker@denverlibrary.org
720-865-0300
Denver CO

384—11/19/2013

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
As a user of I-70, as well as someone who works two blocks south of Brighten Blvd. I do not think that this is the best solution! I-25 south in that area is already backed up, it will only add to the increasing headache of construction and expansion. If it must be done, then consider alternative routes then the current proposal.

Stephanie Snopek
sessnopek@yahoo.com
Denver CO

385—1/21/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Joshua Kauer
joshkauer@yahoo.com
Denver CO

386—1/21/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Michelle Zuniga
michelle.zuniga@ucdenver.edu
Denver CO

387—2/14/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Stephan Wallace
swall589@yahoo.com
Brighton CO

388—2/14/2014

Dear CDOT Team,

Urban highways have impacts that range far beyond budgets and traffic counts. CDOT has heard this for more than 10 years, what will it take to make them listen? I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jim Schneck
jimschneck@comcast.net
720.495.2129
4425 Thompson Ct, Denver CO

389—2/14/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Dan Rowland
rolondo9@yahoo.com
Denver CO

390—2/14/2014

Dear CDOT Team,
I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Joe Siegel
jsiegel@mho.net
3039015626
denver CO

391—2/14/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Moira Saltz
msaltz@mho.com
Englewood CO

392—2/14/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Rod Brown
rodrbrown@aol.com
Denver CO

393—2/14/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Brent Eklund
baeklund@comcast.net
Denver CO

394—2/15/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jonna Sanders
mtngrljonna@hotmail.com
7202125881
Denver CO

395—2/15/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Building I-70 on the I-76, I-270 corridor makes much more sense than widening the current highway location and building a tunnel that will only be a traffic jam waiting to happen, and maintenance on the lower part will cost much more than an at grade highway. Think of the traffic jams at the old Stapleton tunnels, or the tunnels at Idaho Springs, if they work so well why are millions of dollars being spent to widen them?

Leonard Johnson
jhlenny@aol.com
Denver CO

396—2/15/2014

Dear CDOT Team,

I am requesting that CDOT ABSOLUTELY reject the idea of using the I-76 & I-270 alternative. It increases the distance that most motorist will have to travel and will lead to increase fuel consumption and pollution.

Larry Leppert
larryincolorado1@hotmail.com
Lakewood CO

397—2/17/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

David Nellis
dnellis74@gmail.com
7208407664
2914 Hooker Street, Denver CO

398—2/18/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. This seems like a very feasible option, one that has the least overall impact on neighborhood communities and could potentially be more cost effective. Since current mitigation efforts has given the life use of the roads/bridges an additional 10-15 years, we have the time to do this. I'd request you consider my request as a tax payer and voter.
Best ~ Mike Bleier

Mike Bleier
mbleier@iliff.edu
Denver CO

399—2/19/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Tammy Kilgore
tkilgore@indra.com
Denver CO

400—2/19/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. It sounds like a much better idea that will cost less and benefit neighborhoods more.

Siobhan Keleheer
siobhan@crazybull.com
Denver CO

401—2/19/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Rita Berberian
rberberian@hotmail.com
Denver CO

402—2/21/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
My husband and I live in north Denver. We expect that our voices will be heard. This alternate route would put Denver on the map of the US for truly considering the importance of neighborhoods and a much more sustainable way of life!

Frances Frainaguirre
jaguirrejja@aol.com
Denver CO

403—2/21/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.
I am a resident of Swansea/Elyria and want to reunite our neighborhoods which have been separated by I-70 for 60 years. Do the right thing for our neighborhoods.

Dorothy Garcia
jaguirrejja@aol.com
4912 Fillmore, Denver CO

404—2/25/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Claire Phillips
claire@uccellino.net
4249 Alcott St, Denver CO

405—2/26/2014

Dear CDOT Team,

I live in the Swansea neighborhood and I don't want the further air and noise pollution of even more lanes of I-70 running less than a block from my home. I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Robert Fields
robert_fields@hotmail.com
4671 Vine St, Denver CO

406—2/27/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I have attended community forums in order to become familiar with the issues and potential solutions. It is important that CDOT take the time for the supplemental EIS before making this major decision, one that I think represents a costly mistake.

Marna Ares
marnaares73@hotmail.com
Denver CO

407—3/02/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

This is the second time I have submitted this and only Representative DeGette responded the first time.

If I get no response from you this time, I will accept that you are too busy to give me a detailed reply. However, I do request that you acknowledge to me that you have read my note. Thank you

Bob May
bobmmay@comcast.net
720-345-9166
1590 Yates Street, #1311, Denver CO

408—3/12/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bob Rhodes
bobrhodes507@gmail.com
303 377 7504
1800 Lawrence St. #57, Denver, Co 80202 CO

409—3/14/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Breann Colpitts
breann.herring@gmail.com
3038092909
4930 Decatur St, Denver CO

410—3/14/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christine Talley
talley.c@gmail.com
7202558975
3241 W. Hayward Pl, Denver CO

411—3/16/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Brent Kozlowski
bakozlow@gmail.com
4510 Leaf Ct., Denver CO

412—3/17/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Greg Schmid
gregschmid@yahoo.com
303-762-1986
4445 Cherokee St, Denver CO

413—3/17/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jeffrey Gorman
gorman.jeff@yahoo.com
7192875311
4940 Alcott St, Denver CO

414—3/17/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christopher R George
chryge@gmail.com
3038819887
4840 Shoshone St., Denver CO

415—3/17/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Please do not teardown and rebuild I-70. I do not like the idea of a wider interstate that would require demolishment of current businesses and homes.

Thank you,

Sonia Gonzalez-Ortega
soniago@gmail.com
Denver CO

416—3/17/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ben Bergstrand
bpbergstrand@gmail.com
Denver CO

417—3/17/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. As a resident near the I-70 and I-25 interchange, and blocks from I-76, diverting traffic up I-76 and I-270 would benefit CDOT in reducing the miles of highway for maintenance and allowing the Denver Neighborhoods which are located North of I-70 and separated from the other neighborhoods. Improving and widening 76 and 270 would reduce the impact on our neighborhoods, as well.

David Powell
denverlorenzo9@aol.com
303-919-3245
5025 Umatilla Street, Denver CO

418—3/17/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

CDOT's handeling of the HW36 Project has shown that Coloradoans should have little faith in the efforts executed by this department. You now have a chance to redeem yourselves by listening to a community that has alterntive solutions that limit costs paid by the citizens that you serve. Your jobs as public servants, lest you forget your positions, is to work with your communities for the greater good of all. Not private companies, not politicians, not tourists, or any other convenient lot of individuals. Existing communities can be partners in your efforts if you allow them to be. I know this personally as a citizen and a state employee. This project will not fly, especially if it is forced upon an active community.

Jordan Reck
jordan.reck83@gmail.com
Denver CO

419—3/18/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jessica Ellis
jesellisco@gmail.com
7203778116
4646 Sherman St., Denver CO

420—3/22/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Molly Duplechian
mollyduplechian@yahoo.com
208-241-3824
3565 Moore Ct., Wheat Ridge CO

421—3/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lyndsay Fluharty
sweetloloflu@gmail.com
3335 Clayton St., Denver CO

422—3/29/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Delia Palmisano
dealspalm@hotmail.com
303-519-3886
5046 Umatilla St, Denver CO

423—3/29/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Nate Johnson
natejohnson9@gmail.com
Wheat Ridge CO

424—4/01/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jason Thibodeaux
thepirogue@gmail.com
4921 Elm Ct, Denver CO

425—4/05/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. This would make an incredible difference in my neighborhood if I_709 could be rerouted.
Thank you very much, Mary Helen Sandoval

Mary Helen Sandoval
mhshi@msn.com
303 433-9649
3155 W 45th Avenue, Denver CO

426—4/05/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Cris Sandoval
cbean22@msn.com
4968 Quitman St., Denver CO

427—4/05/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

When other, smart, forward thinking cities are moving highways out of urban areas to go around their downtowns, Denver shouldn't be building the equivalent of a 24-lane highway through residential neighborhoods. It makes us look as if we're still making decisions like it's the 1960s and we have no respect for the negative environmental impacts such a misguided project would have on people.

Instead, please re-route the highway away from residential areas and allow for infill development where once 18-wheelers spewed out pollution. More people want to live and work in Denver - this is a great opportunity to accommodate them.

Thank you for considering all appropriate options, completing environmental studies and mitigation plans and being responsible with taxpayers' money before charging ahead.

Respectfully,

Marie Benedix
marie.benedix@gmail.com
3284 Osceola St, Denver, CO

428—4/05/2014

Dear CDOT Team,

I support the drafted plan to improve I70 through Denver by placing a portion of it below grade and connecting the north and south sides with bridges and parkways at grade. I'm confident that this will both improve traffic and the currently fractured neighborhoods. I live in the Sunnyside neighborhood of North Denver, and I understand that some in this area of the city oppose this plan. However, many of us find it thoughtful and responsible. My only reservation is about the creation of toll lanes, which is a bad practice. Thank you for your consideration. --Doug Hesse

Doug Hesse
doug.hesse@gmail.com
Denver CO

429—4/05/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mark Barnhouse
m.barnhouse@comcast.net
3324 W 34th Ave, Denver CO

430—4/06/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bethany Neumann
bethanyneumann@gmail.com
7202176178
4661 Elm Ct, Denver CO

431—4/06/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Christie Hartman
drchristiehartman@gmail.com
Denver CO

432—4/06/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

The NDCC notwithstanding, the I-76/270 alternative addresses larger logistical, environmental, and social justice issues more appropriately than the previous mix of CDOT-led alternatives dictated by neat, engineering/accounting boundaries.

Adopting any alternative in the current I-70 alignment will perpetuate the irritation, low property values, low economic development, and activism we have seen for decades. These alternatives offer window dressing that only mask the larger potential of the swath of land.

Please consider the increased tax revenue from the higher property values and economic development that would result from reclaiming the massive I-70 footprint, as opposed to putting lipstick on a pig.

Steve Fisher
fisher54@netzero.net
Denver CO

433—4/06/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ray Defa
rdefa5946@msn.com
Denver CO

434—4/07/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kristen Ullstrup
MakeRelationshipsMatter@gmail.com
Denver CO

435—4/08/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Harry Hempy
harryhempy@fullsignal.net
303-459-0172
PO Box 264, Jamestown CO

436—4/09/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Chris DiCroce
cdicroce@comcast.net
4965 Fenton St, Denver CO

437—4/13/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Paula Keenan
krumpledwhiskers@aol.com
Denver CO

438—4/16/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lisa Adducci
leesou@hotmail.com
1831 W.39th Ave, Denver CO

439—4/16/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Bianca Moody
biancamoody82@msn.com
4950 Vallejo St., Denver, Colorado 80211 C

440—4/16/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Brent Wambach
brentwambach@gmail.com
970-409-8747
4348 Umatilla St, Denver, Colorado 80211

441—4/16/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Widening I-70 will create greater pollution from I-25 to Tower Road. It will cause truckers to wonder through neighborhoods getting to their hubs. There are alternatives and CDOT should be required to give them a "full public hearing!" with a "Supplemental EIS." A "revenue sharing" program should also be investigated regarding fees collected from the "managed lanes" for the surrounding residents since there is some certainty that there will be a lose in land value as was the cause with the original construction of I-70.

Glenn Hanley
grhanley106@aol.com
Denver CO

442—4/22/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kate
kate.devor@colorado.edu
Denver CO

443—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Carly Kiser
carlymkiser@gmail.com
Denver CO

444—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Charles Brown
chuckbrown51@hotmail.com
Denver CO

445—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Laura Goldberg
goldclaura@gmail.com
Denver CO

446—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Craig Scott
cscott@di-websolutions.com
Denver CO

447—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. After reviewing the proposals, the I-76 & I-270 options are much more appealing to me and make a lot of sense. In fact, it may take me a little longer to get to the airport and that doesn't bother me in the least bit because of how much better an option it is. Thank you for listening and I urge you to support a supplemental EIS.

Thanks ~

Mike Bleier
mbleier@iliff.edu
3978 Xavier Street, Denver CO

448—4/24/2014

Dear CDOT Team,

The elevated portion of I-70 is falling apart, and needs to be replaced in some manner. CDOT (Colorado Department of Transportation) is considering widening the highway between Brighton Boulevard and Tower Road, making it 10 express lanes and an additional four frontage lanes. This project would further isolate the Elyria, Swansea and Globeville neighborhoods from the rest of the city. This proposed change would also make the highway below grade. This project will leave a 300 ft. canyon (the length of a football field), 28 feet deep, with 8 to 12 foot sound barrier walls dividing the neighborhoods from the rest of the city, only mitigated by an 800ft cover along a short stretch. CDOT is also considering public/private funding for the project, which means the highway would turn into a partial toll road. Additionally, Swansea Elementary's playground would be demolished, along with many other small businesses and homes.

A responsible alternative is to close I-70 between Wadsworth Avenue and Central Park Boulevard, and to divert traffic north of the current alignment onto I-76 and I-270. It also proposes construction of a surface boulevard along what currently is Brighton Boulevard. That would funnel traffic from DIA, Green Valley Ranch and Montebello into downtown Denver along Brighton Boulevard and make this route the gateway into the city. It would open up space along this new boulevard for redevelopment, reintegrate the Globeville, Elyria and Swansea neighborhoods into the city, and raise property values. Additionally, along this reroute, CDOT already owns almost all the land it needs for development, and the impact on the surrounding residents and businesses would be reduced to almost nothing.
However, currently CDOT is still trying to push ahead the below-grade widening option, which is why we need support on this issue.

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Angela Alfaro
angela.alfaro15@gmail.com
720-224-6632
4755 Gaylord Street, Denver CO

449—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Emily Reynolds
ebr25@msn.com
4130 Yates Street, Denver CO

450—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Modesta Becerra-White
becerra_white@yahoo.com
Denver CO

451—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Dorrie Lieman
dlieman@msn.com
Denver CO

452—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. It seems like this should at least be done before widening a road that would negatively impact so many of our cities neighborhoods.

Dawn Catalano
dawncatalano@gmail.com
Denver 80212 CO

453—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Laura Clark
lauraclark88@gmail.com
Denver CO

454—4/24/2014

Dear CDOT Team,

Car dominant city districts are a relic from a time when auto manufacturers determined what our cities looked like instead of the people who actually lived in them. I want Denver to incorporate design elements which are pedestrian-centric. To me, the widening I-70 is more in the interests of the contractors obtaining the work to perform the project for short term gain, rather than the people who live here for generations to come.

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Please adopt a healthy, pedestrian-centric long term vision for our city.

Thanks,

Robert Ford
robiti@gmail.com
3035 Vallejo, Denver CO

455—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ryan Trujillo
ryanlejeune@comcast.net
Denver CO

456—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Charles Davies-Schley
llamamecharlie@gmail.com
Denver CO

457—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Helen Bushnell
sunhelen@fastmail.net
720-980-3408
Lakewood, CO

458—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Gwin Coleman
gwin@sharpcodesigns.com
3631 Vine St., Denver CO

459—4/24/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Gretchen Wodniak
gwodniak@gmail.com
Globeville CO

460—4/24/2014

Dear CDOT Team,
I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Lauren Peterson
laupet@gmail.com
Denver CO

461—4/25/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Please consider the most responsible, to all beings and our environment in general, and intelligent solution.

Erika Christiansen
exiandtr@yahoo.com
Denver CO

462—4/25/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Marie Logsden
marielogsden@gmail.com
4018 Perry St, Denver CO

463—4/25/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I have both lived and owned a business in the Globeville area for 8 years now. Reuniting these fragmented neighborhoods by rerouting I-70 is paramount to the North Denver community's long term health and prosperity for future generations.

Aaron Scott
globevillain@gmail.com
Denver CO

464—4/25/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Do not segregate communities, do what is best for all communities in Colorado.

Richard Trillo
xisnevar@yahoo.com
Denver CO

465—4/25/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jamie Blair Echevarria
jamielbe@q.com
45th and Decatur, Denver CO

466—4/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Dana Niemela
fonafin7@yahoo.com
Denver CO

467—4/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ken Chang
cukenchang@yahoo.com
Denver CO

468—4/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kim Yuskis
kimyuskis@hotmail.com
Denver CO

469—4/26/2014

Dear CDOT Team,

Hi,
I have lived in Denver for nearly 20 years, been active in the film and preservation communities and am so excited about all that is happening in Denver today! We have such a unique opportunity to create a great city and we all know from past experience, witness LoDo, the importance of contemplating alternatives. Let us thoughtfully consider what options we have with this project. I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Blair Miller
blairgmiller@mac.com
Denver CO

470—6/05/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

What is the current status?

Rod Brown
rodrbrown@aol.com
Denver CO

471—6/05/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mark Miller
mwmiller33@yahoo.com
3830 Quail Ct, Wheat Ridge CO

472—6/10/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I have collected maps of the area dating back to 1905 and believe that the notion that this project will unite the neighborhood are transportation mumbo jumbo.

The 300 feet x 900 feet cap is a horrible offering to the neighborhood in exchange for more property takings and the creation of a 300' wide canyon through the neighborhood and a fair of surface roadways, making the total ROW somewhere around 360 feet wide?

Todd Ahlenius
ahlenius@mac.com
303-880-7153
Denver CO

473—6/19/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Hussein Garcia
hussein@platinumteamre.com
3039082788
4759 Alcott St, Denver CO

474—7/15/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Patricia L. Tabuchi
plt47@yahoo.com
Golden, CO

475—7/15/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Anaclaudia Magalhaes
eatsleepandarchitecture@gmail.com
Denver CO

476—7/22/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Ryan Sullivan
Ryan.M.Sullivan@colorado.edu
1550 Platte Street, Denver CO

477—7/23/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Kristina Winn
kristina.t.winn@gmail.com
3038950308
4536 NEWTON ST, DENVER CO

478—7/25/2014

Dear CDOT Team,

I moved from Phoenix, Arizona to Denver last month to escape the endless wasting of money on freeway expansion and automobile dependent planning. While I am not fully versed on the history of this project, I have taken the time to read the "Perceptions and Realities" pamphlet from the recently conducted EIS. I would like to respond to some of those "realities":

Other Cities are Removing Highways - Widening and burying 3.6-4.0 miles of freeway and covering 800 feet of it with a park is patronizing and insulting. Yes, the lid is a great idea, but it needs to extend the length of the project, otherwise the inclusion is simply insulting. I'm anticipating the reason it's not fully complete is due to funding, which I inherently reject as an appropriate reason for failing to provide a good project when billions of dollars are being spent to widen and bury a freeway. The funding could be available by simply reducing the widening by one lane in each direction.

Widening of I-70 west of I-25 will be necessary - The concern for me is not the future "need" to widen I-70, but rather the future "need" to widen I-25. I have not seen the studies, but the fact that this isn't addressed despite more than half the induced demand of a widened I-70 pouring on to I-25 being referenced multiple times in this pamphlet terrifies me that CDOT has future plans to widen I-25 through downtown.

Re-routing would cost twice as much - This may be true, but only if the re-route is widened as well. The fact that CDOT does not seem to acknowledge is that the option to NOT widen is in fact an option. With so much emphasis placed on present day LOS it refuses to accept the premise of induced demand, that the congestion in place today will be the same on the existing freeway in a no-build scenario, will be the same in the I-70 widening scenario, and will be the same in a no-widening re-routing option. The law of induced demand is real and needs to be taken into account. Without the widening of this freeway, enhanced development can be pushed in to the core and along high capacity transit stations that RTD is spending billions to construct.

Moving I-70 would better connect neighborhoods - Considering the induced demand premise stated above, the need for a six-lane boulevard is false. Removing supply will reduce demand; replacing the freeway with an enhanced bike highway and parkway-style roadway will slow traffic, increase the number of street connections between neighborhoods, and create a more pedestrian friendly environment.

Re-routing I-70 would improve traffic flow - Without taking into consideration the

improved quality of life for the close-in neighborhoods and increased density from more people wanting to live there as well as the improved options of transit and increased bike connectivity, we can more efficiently move more PEOPLE along the corridors they want to visit rather than worry about a select few that will be stuck in their cars on the expressways. For too many years there has been emphasis on moving CARS and giving greater priority to moving cars than moving people. By creating more places for people to live closer to Downtown and the DTC where all these people traveling west on I-70 are headed, the VMT is reduced and options are improved.

Stakeholders impacted by the re-route oppose this option - When failed to give a true choice, of course. If a new freeway is being widened in one neighborhood that opposes it, why wouldn't the other neighborhood where a new freeway would be widened oppose it? Doesn't it speak volumes that NOBODY wants to see the freeway widened?

Construction impacts would be less disruptive if re-routed - I accept this as false because a re-route would include reconstruction of I-70 as a parkway in the first place, so the I-70 corridor will undergo disruption in any scenario. But the widening of I-76 and I-270 are unnecessary.

Analyzing a re-route alternative would not disrupt the current schedule - The fact that disrupting timing is more important than getting it right is arrogant at best and irresponsible at worst. Basing a project off trends that were prevalent 15 years ago without taking into account current and future realities and recently uncovered facts about traffic demand translates into wasted taxpayer money and a lower quality of life for Denver residents.

Re-routing I-70 would not require tolling - I believe no matter what the outcome, the entire project needs to be fully funded by tolling. User fees should pay for the entire cost because of the significant negative impact these roads have on residents who live along these corridors. Asking them to pay for any of the project is irresponsible, and it should fall on the wallets of the suburbanites who rely on that corridor for their commute to bear the full cost, not pushed onto the residents who have been vocal in their opposition from the start.

I am excited about all the changes that are occurring in Denver and am excited to

finally be living in a walkable, bike able neighborhood after living in the freeway, suburban hell that is metro Phoenix. I implore you to consider the impacts of this project and the realities of what is bringing young, highly educated people such as myself and my wife to Denver. We moved here without any friends, no jobs, and no apartment because we LOVE Denver. Please don't make us regret our decision and move somewhere else that has the courage to make fiscally and environmentally sound transportation decisions.

Sincerely,

Anthony A. Avery
Bachelor of Science in Planning
Master of Real Estate Development

Anthony Avery
aaavery1@gmail.com
480-280-8471
901 Sherman Street Apt 1408, Denver CO

479—7/29/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Sophia Rickard
sophia@jewellarchitecture.com
3034556451
5021 Quitman Street, Denver CO

480—8/05/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. This seems to be a very reasonable option, and one that would not displace 300 families. We all deserve to explore all reasonable options to this very large and impactful decision.

Mark Harris
harrimar@earthlink.net
3034337698
Denver CO

481—8/21/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

This is an important issue! The plans are ten years old - Denver has grown leaps and bounds in those ten years. Please rethink this plan!

Cara Thornton
carathornton@gmail.com
Denver CO

482—8/23/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. As a citizen and taxpayer it seems fair to ask for a detailed, objective side by side comparison of the cost impact, the environmental impact and the community impact of the two options.

At first glance it seems obvious that rerouting I-70 through I-76 & I-270 is a better choice, but if it is not, then there should be no hesitation to provide the side by side comparison so we can all see the reasoning behind the plan and have an opportunity to support it rather than feel railroaded by it.

Angela Cook
me@miworld.us
303-342-4345
4746 Tennyson Street, Denver CO

483—8/23/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Edmond Horsey
edmond.horsey@gmail.com
3034621259
4540 Raleigh Street, Denver CO

484—8/25/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. It is not fair to people who live in these communities who tend to be lower income to endure yet more highway expansion that degrades their neighborhoods. You need to look at these alternative plans where there are no houses but industry only. Ethically, It is the right thing to do.... please do the right thing for the community!!!
Thank you!

Candace Polk
cpolk80137@yahoo.com
Denver CO

485—8/25/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Daisy Talleur
daisy@greendoorliving.com
Denver CO

486—8/25/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Katharine Marsh
katharinemarsh@hotmail.com
Arvada CO

487—8/26/2014

Dear CDOT Team,

The current alignment of I-70 through North Denver was a horrible idea from the beginning and now there exists an opportunity to right the wrong. I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Thank you -

Michael D Mowry
delivery@makerofimages.com
720.301.6516
4475 Stuart St., Denver CO

488—8/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Please think of the long-term benefits of rerouting to I 270 over the lifetime of the city widening and lowering I 70 seems like a good fix short-term but a better fix would be the other in the long term.

Heidi Jung
hjstudios@aol.com
Denver CO

489—8/05/2014

Dear CDOT Team,

We are requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Pat and Jack Sliemers
patsliemers@gmail.com
Golden CO

490—8/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

BEFORE TAKING A STEP THAT FURTHER ISOLATES THE NEIGHBORHOODS OF GLOBEVILLE, ELYRIA, AND SWANSEA - PLEASE MAKE EVERY EFFORT TO EVALUATE ALL TRANSPORTATION OPTIONS!

Marie Tapp
Marie@iRedChair.com
720.207.3566
4203 Alcott St, Denver CO

491—8/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Joseph Riche
joe.riche@demiurgedesign.com
Denver CO

492—8/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Patrick Marold
pmarold@me.com
Denver CO

493—8/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

I was born and raised in Denver and remember when I-70 was built. It changed drastically the communities and turned some areas into forgotten oases surrounded by concrete. Please don't take the same old solution of widening and further creating a chasm within this area. Transportation of the future will rely less and less on wide roads and more on innovative alternatives. Build for these now. Save the three neighborhoods and allow them to re-flourish.

Darlene Morse
dmhsbmorse@msn.com
970-225-1327
831 Rochelle Circle, Fort Collins, CO

494—8/26/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Joseph Riche
joe.riche@demiurgedesign.com
Denver CO

495—8/26/2014

Dear CDOT Team,
I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Patrick Marold
pmarold@me.com
Denver CO

496—8/27/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

CDOT should not have the ultimate say in this matter, legislation and our citizens should.

The environmental impact would be greatly lessened with this model, as well as opening more land in GES for growth, on both a residential and commercial level.

Overall revenue in the area would also be maximized, there wouldn't be a separating wall in areas along I-70, and noise, pollution, and heavy rig traffic would be lessened.

Anthony Yelenick
ajyelenick@yahoo.com
720-231-1039
4600 Pearl St. , Denver CO

497—8/28/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Erin Norton
eanorton@gmail.com
4504 Perry St., Denver CO

498—8/28/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Juan Pablo Parodi
jparodi625@gmail.com
1427 Franklin St., Denver CO

499—9/1/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Rebecca Miller
rm1shop@comcast.net
Denver CO

500—9/3/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

James Ramsey
fordwarrenlibrary2825@gmail.com
Denver CO

501—9/4/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Mark Harris
markt.harris@yahoo.com
3038950698
3546 Garfield St, Denver CO

502—9/4/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Chris Clopper
cclopper@gmail.com
Denver CO

503—9/7/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

This is another instance of abuse of the working class and working poor. The primary impact of this is on people who are less educated and do not have the access to media and education to see how terrible this is. The poor are already most impacted by pollutants and contaminants in the environment. This plan is jeopardizing the poor by disturbing superfund sites and making contaminants airborne. I do not wish to breathe this, nor have my neighbors, my animals or the children and elderly who are most vulnerable to the health effects from these toxins.

Sincerely,

Leyla Eraybar
leyla.eraybar@gmail.com
7206291196
3612 Jackson St, Denver CO

504—9/8/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Please seek an updated, less costly alternative (like re-routing) as the alternative to additional pollution and neighborhood disruption.

Thank you,
Kristin Barnes
mom of three children who attend Beach Court Elementary and who live .5 block north of I70.

Kristin Barnes
kristinhousekeeper@hotmail.com
4850 Clay Street, Denver CO

505—9/8/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

We are located within a block of I-70. I have extreme noise, health, and standard of living concerns regarding the widening of I-70. I have a daughter with respiratory problems - increased traffic volume along I-70 will result in an increase of particulate matter pollution. This has a direct impact on all of our lungs, but especially for children like my daughter, who have breathing issues.

The alternatives to the widening of I-70 have not been sufficiently investigated and it is unconscionable to move forward with a project that will negatively impact our families, our schools, and our community without a thorough study of the alternatives.

Sarah Davis
sdavisdenver@gmail.com
3039418987
4722 Tennyson St., Denver CO

506—9/8/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. I live just 3 blocks south of Rocky Mtn Lake Park. I am very fearful about what will happen in the future with the bottleneck that will be created west of I-25 on I-70. How many more homes will be demolished when 70 has to be eventually widened.

PPP arrangements are fraught with issues. Stop privatizing our public works and resources.

Re-routing to 270 and 76 will open up acres and acres of close-in, valuable land to urban infill. This is the most sustainable solution, not widening an artery that has been devastating to the low-income neighborhoods of Elyria, Swansea and Globeville for decades.

Rebecca Caldwell
rebecca@denvercaldwells.com
7202317967
4255 Knox Ct, Denver CO

507—9/9/2014

Dear CDOT Team,

I am requesting that CDOT perform a supplemental EIS for I-70 using the I-76 & I-270 alternative.

Jamie Elsbury
jamelee@gmail.com
616.308.0801
Denver, CO

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

FW: Press Release: APA problems with I-70 reconstruction

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Fri, October 31, 2014 4:37 pm
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.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

I am forwarding the attached document to be included in the SDEIS public comment process. Its likely that I am among many submitting it or referencing it. I am not the author of it, I did not participate in the peer review, nor do I even fully-understand the context and all of the concerns that are contained within it, but, I do see that the authors have incredible experience as urban planners and they are making incredibly-strong supporting arguments for many points that I have made in the comments I submitted this week. Those topics include, but are not limited to:
* Forecasting models are incorrect & flawed
* Data for traffic projection is flawed
* Project area boundaries are incorrect
* Study of tandem facilities is incorrect (not a system-wide approach)
* Community outreach is not good
* The order is incorrect as it relates to neighborhood plans should precede the I-70 planning so they can be planned in conjunction
* Alternative forms of transit, such as commuter rail and bicycling is not factored-in properly
* The social justice issue and architectural preservation aspects of the neighborhoods is not fairly represented
* Many more topics

Will the discussion of what is contained in this paper finally cause CDOT to stop, press the reset button, and look at this from the 10,000 foot perspective [look at the whole north metro system, look at today¹s trends, use today¹s leading models, use data that is accurate and appropriate, work to deliver phenomenal projects the way RTD does?

It should be noted that on several occasions, a similar type of review was proposed by the AIA [R/UDAT team] via the work Dean Foreman has offered to do a review of the project. That was rejected/prevented by CDOT. Another attempt, by John Prosser, made an attempt to engage the internationally-respected Urban Land Institute's Advisory Services Panel to do a review and that too was rejected by CDOT. Why would CDOT not allow such help? Some of the people working on these projects are literally among the best in the world.

Steve Kinney
4876 Tennyson St
Denver, CO 80212
Steve@SKinneyProperty.com

> Press Release
> Gallagher Says APA I-70 Concerns are Valid
>
> American Planning Association Raises Numerous Concerns with CDOT Plan
> Out-Dated Travel Model For I-70 Just One Problem
>
> For Immediate Release
> For More Information
> 10/29/2014
> Denis Berckefeldt
>
> 720.913.5002
>
> (Denver) Auditor Dennis Gallagher says an American Planning Association (APA)
> White Paper¹s concerns regarding the Colorado Department of Transportation
> (CDOT) I-70 reconstruction proposal are valid and troubling. The White Paper
> was released October 15 by the APA.
>
> ³This respected planning group confirms everything I have been saying about
> the numerous flaws in CDOT¹s billion dollar boondoggle. Everything from the
> out-dated and flawed traffic model CDOT used to justify tripling the size of
> the freeway with Lexus Lanes to the serious lack of attention to social and
> economic justice issues in the affected neighborhoods,² Gallagher said.
>
> The paper, produced by the Transportation Division of the APA, is the product
> of a site visit by transportation planning experts who visited Denver in
> mid-September. The experts met with staff from CDOT, City and County of
> Denver, Denver Regional Council of Governments, local elected-officials,
> members of APA¹s Colorado Chapter, and residents of the Elyria and Swansea
> neighborhoods.
>
> The paper makes particular note of the lack of confidence in the accuracy of
> the travel forecast based on the model used. It also cites confusion and
> inconsistency in determining which entity actually did the modeling. CDOT
> says the Denver Regional Council of Governments (DRCOG) did the modeling and
> DRCOG says CDOT. This made it difficult to assess the viability of the
> modeling process.
>
> The paper does state that it was an old, out-dated travel demand model and an
> old future land use forecast; that the latest and best modeling practices were
> not used including DRCOG¹s newest state-of-the-art travel demand model called
> ŒFocus¹. Nor did they use DRCOG¹s new UrbanSim model, rather they relied on
> out-of-date travel demand software that cannot factor in highway-induced
> development.
>
> ³This is outrageous. CDOT plans to spend a billion dollars to expand a
> freeway and disrupt hundreds of lives without using the most up-to-date
> information and modeling tools available. As I have said before, they would
> be better off using a Ouija board,² Gallagher said.
>
> The paper also notes that the neighborhoods, Elyria and Swansea are Œsettled
> urban environments¹ and that the highway project needs to adapt to that
> context, not the other way around: the neighborhoods should not have to adapt
> to and expanded highway. This is where the issue of economic, social and
> environmental justice come into play.
>

> ³These neighborhoods have suffered for the last fifty years from the original
> decision to route I-70 through the heart of their neighborhoods. This
> reconstruction cannot add to that suffering and destruction. Widening this
> highway will do just that and cannot be allowed to happen. We already know
> from Denver¹s Department of Environmental Health Assessment of these
> neighborhoods the serious health consequences these people are suffering as a
> result to I-70. CDOT¹s proposal will make that worse. If it goes forward as
> planned, I guarantee you there will be lawsuits and CDOT can spend even more
> of the taxpayer¹s money, unnecessarily.² Gallagher said.
>
> Below are eight key points from the White Paper. The paper, itself is
> attached.
>
> EIGHT KEY POINTS
> # 1: Transportation System Planning
> * Lack of a common understanding of the Denver region¹s transportation system
> as a whole, and the specific role of I-70 within that system.
> * Lack of a system planning approach; not comprehensive or integrated. Does
> not address relationship to non-interstate part of the network, such as (a)
> parallel and connecting roadway network (including I-270 and I-76), (b)
> existing and emerging transit network, (c) the local street network, and (d)
> non-automobile transportation modes.
> * Transit is virtually missing and other aspects of mobility and accessibility
> that would not require additional lanes thus enabling a narrower interstate
> footprint in the environmental justice neighborhoods.
> * Lack of a system-wide and corridor level strategy for reducing vehicle miles
> traveled. No goals set to create a better mode share to reduce driving alone,
> and again resulting in not needing to provide additional lanes.
> * Lack of application of transportation demand management programs (including
> ridesharing, shuttle circulators, and parking management).
> * Lack of evaluation of evolving land uses over the next 30-years; does not
> address more compact urban development and transit-oriented that is less
> reliant on automobile travel
> * Unclear whether the I-70 alternative is fully consistent with the DRCOG
> Regional Plan; these need to be reconnected and considered within the system
> as a whole
> * What is needed is a system understanding of the entire regional network with
> all modes, and how the I-70 corridor, with its tandem facilities, functions as
> part of that system.
> # 2: Travel Demand Modeling
> * Lack of confidence that the model provides reasonably accurate forecast.
> CDOT refers to DRCOG. DRCOG refers to CDOT.
> * CDOT and Atkins have been using an old travel demand model and an old future
> land use forecast.
> * CDOT and Atkins have not kept pace with best modeling practices. They are
> not using DRCOG¹s newest state-of-the- art travel demand model called ³Focus.²
> Nor are they using DRCOG¹s new UrbanSim model. Instead Atkins is using an
> out-of-date travel demand model software that cannot factor in highway-induced
> development.
> * Did not test a full range of highway project alternatives. Did not test an
> alternative going from the current 6-lanes to 8-lanes. Did not test an
> alternative with frontage roads not immediately adjacent. (8-lane alternative
> would have sufficient capacity and eliminate some of the severe impacts on the
> community.) Given location in environmental justice neighborhoods, the
> cross-section needs to aspire to absolute ³minimum widths² to minimize
> impacts.
> * The result is an alternative that is wider than a football field is long.
> CDOT¹s alternative maximizes impacts on the environmental justice
> neighborhoods of Elyria and Swansea rather than minimizing impacts.
> # 3: Managed Lanes
> * CDOT is considering a pricing concept for I-70 managed lanes which is
> one among the many possible concepts for addressing user fees.

> * The managed lanes aspect ofCDOT¹s proposal is not well understood by
> elected-officials or members of the community. CDOT needs to explain how its
> particular managed lanes concept would function in the I-70 corridor.
> * Again, CDOT and its partners need to address pricing for the entire system
> in metro Denver, connected with regional and local transit, to enable
> better-informed decisions regarding lane configurations, termination points,
> and access along the I-70 East segment.
> # 4: Community and Economic Development
> * Efforts are in place to develop community and economic development plans
> along with the I-70 East Project, particularly through the North Denver
> Cornerstone Collaborative.
> * The neighborhoods of Elyria and Swansea have stated a need to establish and
> re-establish connectivity. These investments should be decided upon in
> advance of any I-70 constructing.
> * To minimize disruption in Elyria and Swansea, it may make sense to make
> invest in the I-270 project first, prior to construction any construction in
> the I-70 corridor.
> * Recommend a ³good-neighbor compact² with local businesses and trucking
> companies to clamp down on ³cut-through² travel on residential streets.
> # 5: Constructability and Construction Impacts
> * Impacts during construction on the current alignment regardless of final
> alternative will include dust, noise, vibration, disruption of circulation,
> diversion of traffic.
> * Permanent impacts include removal of families and major adjustments at
> Swansea School
> # 5: Vasquez/Steele Street
> * Relocating the partial Vasquez interchange a half a mile to the east at
> Colorado Boulevard.
> * The property currently used for the interchange is a significant area for
> redevelopment including mixed-income housing, neighborhood serving retail
> (perhaps the grocery store the neighborhood desires), and community and/or
> civic uses. The area may also accommodate a relocated elementary school.
> * Recommendation that an integrated context-sensitive freight system plan be
> developed that would address routing of truck traffic out of adjacent
> residential areas. An area wide freight system plan would be the appropriate
> mechanism for addressing mobility and routing issues of neighboring
> jurisdictions, including Commerce City.
> # 7: Mobility During Construction
> * CDOT needs to develop an advance comprehensive package of mobility-related
> projects. Improvements to I-270 first make sense in advance of any
> construction on I-70. The package should include neighborhood circulation
> issues as well, including multimodal accessibility and connectivity
> enhancements within and between the environmental justice neighborhoods of
> Elyria and Swansea.
> # 8: Community Engagement
> * Community leaders criticize CDOT¹s community engagement process. A more
> robust process is possible where everyone hears both questions and responses
> in order to build consensus within the community.
> * Example of the I-15/SR-15 (40th Street) in San Diego. A preferred option
> was selected that minimized community impacts, while improving function on
> that component of the regional transportation system. Specific community
> improvements were agreed to including s covers at several key locations
> along the alignment. The project included linkages to regional transit
> (existing and planned)and access to transit stations within the highway at
> major boulevards.
> The American Planning Association is an independent, not-for-profit
> educational organization that provides leadership in the development of vital
> communities. We measure our success by the successes of our members and the
> communities they serve. Information on APA is available at:
> https://www.planning.org/aboutapa/
>
>

> -30-
>

Attachments:

untitled-[1.2]	36 k	[text/html]	Download | View
APA TPD Denver I70 Peer Review.pdf	173 k	[application/pdf]	Download

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American Planning Association
Transportation Planning Division

Making Great Communities Happen

I-70 East Reconstruction – Denver, Colorado
Transportation Planning Division
Peer Review & White Paper

October 15, 2014

I. Introduction

Representatives of the American Planning Association's Transportation Planning Division ("TPD team") were invited to Denver, CO to conduct a peer review of the I-70 East Reconstruction project ("I-70 East"). The peer review occurred September 22-23, 2014. During that time, the TPD team conducted a site visit along the I-70 corridor, met with representatives of the Colorado Department of Transportation ("CDOT"), the Denver Regional Council of Governments ("DRCOG"), the City and County of Denver, including the Office of the City Auditor and members of the City Council, representatives of the Colorado Chapter of the American Planning Association and members of the community at large. The TPD team wishes to thank and acknowledge their hard work and passionate commitment to Denver's well-being.

APA, as the nation's leading association of planning professionals, strives to understand the interrelatedness and long term consequences of decisions, balancing socioeconomic, infrastructure and environmental considerations that play into major civic initiatives. APA's Transportation Planning Division likewise exists to facilitate technical information sharing among member professionals who deal with ways transportation effectively and efficiently moves people and goods, shapes urban form, affects economic vitality and impacts quality of life. The Division promotes professional communication among its own members, with other APA divisions and with other professional groups. We assess policies, programs and projects, so as to derive the full public benefits of comprehensive and community-based planning that promote personal mobility and travel choices.

The I-70 East project is one of the most significant public infrastructure investments planned for metropolitan Denver and all of APA's policy considerations are vitally important to project success. It should be noted as well that, as a peer review panel, the TPD team offers its insights and guidance for

American Planning Association
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the benefit of all stakeholders involved in the local-decision making process. We are not submitting this report to CDOT as a formal comment on the Draft Environmental Impact Statement for the I-70 East Project. Instead we are offering our insights to the City and County of Denver for your consideration as you move forward with next steps in relation to this project. We do not offer recommendations, but rather considerations that advance project planning in a meaningful way. Likewise, our findings will be shared with transportation professionals across the nation, many of whom are involved with similar projects as so many similar-era highway viaducts reach the end of their useful life. We would also like to emphasize that we were invited to offer an outside perspective on this project. We do not presume to portray that after two days of meetings with numerous groups and after reviewing written documents, we know as much about this project as the many people we met with, nor do we know what is "right" for the community, but do offer a fresh pair of eyes at a key point in the planning process. And we do believe that it is critical for CDOT, DRCOG and Denver to "get it right."

II. Planning Themes & Policy Guidance

Interstate 70 runs east-west from Maryland to Utah and serves local, regional and national transportation functions. As with many such facilities across the country, sections of I-70 were built within a settled urban environment. These areas are often characterized by intense urban redevelopment, a history of highway-related takings and urban mixed use development patterns. The Denver section in the Globeville, Elyria and Swansea neighborhoods exhibits many of these qualities and is therefore a focus of this peer review.

According to CDOT, the purpose of this project is to "replace the bridge between Brighton Boulevard and Colorado Boulevard, because it is 50 years old and nearing the end of its useful life. Also, our goal is to resolve congestion, make the interstate safer, and make it easier to get on and off the highway." (Source: "I-70 East Project Snapshot," September 2014, p. 4.)

Currently, I-70 is a six-lane freeway on a viaduct. The CDOT would prefer to construct a 10-lane freeway section in a trench meeting full AASHTO design criteria (i.e., 12-foot lanes, 12-foot shoulders, etc). The new 10-lane freeway will be comprised of six mainline lanes and four managed lanes. CDOT also

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proposes to modify and maintain the interchange at Vasquez Boulevard, which is located approximately ½-mile west of the Colorado Boulevard interchange.

At this point in the process, CDOT has released its supplemental draft environment impact statement (DEIS) for public comment. The preferred alternative of CDOT and the Federal Highway Administration (FHWA) is known as the Partial Covered Lowered Alternative. While this document will not restate the design features and project scope, it is important to note that I-70 East is being undertaken pursuant to MAP-21, which includes new and progressive approaches to transportation system management. MAP-21 places a renewed emphasis on system preservation/improvement, economic growth, safety and innovative approaches to project financing. CDOT reflects many of these qualities in its purpose and need statement for the I-70 East project. The observations and considerations below are provided to inform and further align project elements with national and state project objectives.

The federal project development and EIS process is very time consuming and that makes it difficult to hold a plan, let alone a constituency for the plan, together over a decade of analysis, revision and supplemental information. This is not unique to I-70 East, hence Congressional intent in MAP-21 to streamline the project development and construction process. That is difficult to do while maintaining a transparent and meaningful dialogue, but there are some good models, including Florida's Efficient Transportation Decision Making (ETDM) process (http://www.dot.state.fl.us/emo/ETDM.shtm), which includes environmental and socio-cultural effects screening of projects as part of the MPO Long Range Transportation Plan. The TPD team can make available other resources as the project moves forward.

III. Observations

This section covers the eight key observations of the TPD team. Each of the observations includes some insight from the peer review and research, together with paths forward for consideration by CDOT and other stakeholders. As a prevailing theme, it is noted that CDOT is proposing to spend $1.2 billion on this project. This is a significant public investment in infrastructure that will benefit the entire state of Colorado, the City and County of Denver and the above-mentioned neighborhoods. However, it is the adjoining neighborhoods that will bear significant impacts from this project. CDOT, DRCOG, the City and County of Denver all offered thoughts on neighborhood revitalization, but likewise recognized that

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resources must be brought to the table in order to correct historic injustices, modernize facilities and restore the integrity and stability of these neighborhoods.

Understandably, the traveling public will not be interested in the finer details as to which public agency has responsibility for planning, designing, constructing and operating public roads; rather they want an integrated system and expect the various jurisdictions to cooperate in all phases of the decision-making process. These observations, therefore, are intended to guide public agencies through the complexities of the project to distill a progressive "way forward".

#1 - Transportation System Planning:

As a general note, the TPD team observed that there was not a common understanding among transportation agencies, other public agencies, and neighborhood groups regarding the transportation system as a whole and the specific role of I-70 within that system. To the point made earlier about the lengthy planning stage for this project, there appears to be a lack of a system planning approach that could have been updated together with the supplemental DEIS. The influence of I-70 in the Denver metro region is significant, and its long-term role relative to the parallel and connecting roadway network, existing and emerging transit network, , and non-auto transportation modes needs to be examined in a comprehensive, integrated manner. In addition, the transportation network must be evaluated in relation to existing land uses, and how those uses are expected to evolve over the next 30-50 years. The importance of coordinated transportation system and land use planning manifests itself in myriad ways that could help to resolve conflicts and broker compromise solutions that achieve positive outcomes for all parties.

Likewise, there appears to be a legitimate question about whether the recommended design alternative is fully consistent with the DRCOG's Regional Transportation Plan. That reflects some ambiguity on the part of the Transportation Plan, or lack of attention on the part of CDOT to affirm consistency by requesting amendment of the Transportation Plan as project concepts evolved. Re-connecting these efforts going forward is both required and informative for the system as a whole.

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Further, a system planning approach should result in broad agreement over the range of multimodal strategies necessary to address future travel demand while minimizing adverse impacts on existing communities, public health, the environment and fiscal efficiency. There appears to be little accomplished in the I-70 corridor planning process to develop and support a carefully thought-out multimodal strategy.

It is unclear if there is a regional freight/goods movement plan with sufficient detail to guide route planning and operational strategies, which are critical in the I-70 corridor. This should be closely linked to evolving land use patterns guiding the location of industrial, warehouse/distribution and intermodal facilities. Signage, wayfinding and operational parameters should all be part of the consideration. We offer an example from the Florida Department of Transportation (http://tampabayfreight.com/) that strategically addresses regional freight mobility and accessibility within context-sensitive solutions that reflect economic development, changing land uses and community redevelopment efforts.

There appear to be no vehicle miles traveled ("VMT") targets set for the corridor that would account for anticipated growth/change in development over time and the application of complementary strategies designed to reduce VMT. It was difficult to determine if VMT and other system planning measures (travel time, vehicle hours of delay, person hours of delay, etc.) comparisons were made for initial and refined alternatives. This is important in part because there is extensive research that indicates that VMT is strongly correlated with the production of CO2 in the atmosphere, which in turn is leading to climate change at a global scale (see for example, TPD peer review panelist, Reid Ewing et al, Growing Cooler: The Evidence on Urban Development and Climate Change).

The role of arterial and local streets, and non-auto networks, in the corridor remains relatively vague in the context of CDOT's preferred alternative for I-70 East. There is indeed a lack of connectivity in the I-70 corridor section, and while the plan attempts to resolve those issues, there appears to be little agreement on role and function of using the non-interstate network part of the corridor to address connectivity and mitigate travel demand, thus enabling a narrower interstate footprint.

Transit is virtually missing from the conversation in part because transit investments are not directly tied to the I-70 East project proposal. This is unfortunate because the Denver community is truly embracing transit. If there were agreed-upon system-wide and corridor-level VMT and mode share goals, then transit and the role of Transportation Demand Management programs, park-and-ride, shuttle circulators,

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and parking management strategies in major activity centers served by I-70 and I-25 would be a bigger part of the corridor plan.

A stronger focus on how the corridor functions as part of the system, with roles and responsibilities defined, will make it easier for CDOT, local government, partner agencies and local neighborhoods to agree upon strategies for the corridor that balance competing interests and achieve key shared objectives.

#2 - Travel Demand Modeling:

DRCOG is responsible for maintaining the regional travel demand model used as a basis for analysis of travel demand in the I-70 corridor, development, screening and evaluation of alternatives. Yet, there appears to be a general lack of confidence that the model provided reasonably accurate forecasts, with CDOT and others citing it as "using what we have available" or "what was provided to us."

During our on-site interviews, the panel was told that CDOT, and its lead consultant on the I-70 project, Atkins North American, established the need for a 10-lane cross section on I-70 using the DRCOG old travel demand model and the DRCOG old future land use forecast for 2035. We were told they did not test a full range of highway project alternatives. CDOT referred us to DRCOG, and DRCOG referred us to CDOT. A follow-up conference call with key personnel at CDOT and Atkins confirmed what we were told previously. Submitting to an interview was an exceptionally collegial gesture on the part of CDOT, as they are in the comment period for the Supplemental EIS and ordinarily would not provide additional information. While CDOT specifically asked that any conclusions we reach as a panel be submitted as formal comments, the TPD team will not do so directly. However, interested stakeholders may draw from the questions we presented to DRCOG:

- Was an 8-lane cross section (3 general purpose lanes and one managed lane in each direction) ever tested using the DRCOG travel demand model? Was an alternative that did not involve frontage roads on both sides ever tested? With the 10-lane section and frontage roads, the preferred alternative cross section is wider than a football field is long. It would maximize rather than minimize impact on the abutting Environmental Justice neighborhoods. Our on-site

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interviews suggested that an 8-lane cross section was screened out initially and not actually run as a network alternative using the model. This was confirmed in the conference call. It would be important to determine if an 8-lane section would have sufficient capacity in the horizon year before moving to a 10-lane section, given the severe impacts on neighborhoods along the alignment. The fact that the project runs through minority neighborhoods makes it all the more important that the cross section adopted have the absolute minimum width that would meet the purpose and need requirements of the project. Given the desire to minimize impacts on minority neighborhoods, the panel recommends that an 8-lane section, with and without frontage roads, be tested by CDOT and Atkins as lower impact alternatives to a 10-lane widening with frontage roads. Was the 10-lane section tested using DRCOG's new Focus travel demand model? From our conference call, the answer is no. Focus, which became operational in 2010, is an activity-based model that generates trip tours (linked trips such as stopping on the way home from work to do shopping) rather than individual trips. It is state-of-the-art. It accounts for peak spreading, the tendency of travelers to change their time of departure when faced with congestion. Instead, the old travel demand modeling software, Compass, was used by Atkins. Compass is a trip-based model that treats trips as though they are independent of one another rather than linked into tours; it does not account for peak spreading. Atkins is not one of the consulting firms that has worked with Focus. This was confirmed in our conference call. The rationale for the decision to use Compass rather than Focus was the instability of tour generation with Focus, whereas trip generation with Compass is stable from model iteration to iteration. It was also suggested during the conference call that FTA and FHWA have a problem with Focus because tour generation may differ across alternatives in an alternatives analysis, creating an "apples and oranges" comparison. We don't find these rationales compelling and recommend that Focus be used to test the 8- and 10-lane sectional alternatives. (DynusT, the traffic simulation program used by Atkins/CDOT, does account for peak spreading. It is unclear to the panel whether this fully corrects for the failure of Compass to account for peak spreading in the initial phase of travel modeling.)

- Was traffic induced by the 10-lane section accounted for by CDOT and Atkins? The answer is no. It is now widely accepted that major highway projects like the proposed I-70 widening create new travel demands both in the short run, by generating additional trips, and in the long run, by

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altering development patterns. The old Compass model, used in this case, accounts for rerouted trips but not newly generated trips because (in this four-step model) trip generation is assumed to be a simple function of socioeconomics and not affected by roadway levels of service. The new Focus model does account for newly generated trips, but was not used by Atkins (see above). Again, the panel recommends that Focus be used to test the 8- and 10-lane sectional alternatives, with and without frontage roads.

- Was highway induced development accounted for by CDOT and Atkins? The answer is no. DRCOG's old spreadsheet based land use allocation model was the basis for the 2035 land use inputs used by Atkins. It does not account for the development inducing effects of a major highway project like I-70. Future land use patterns assumed as the major inputs to DRCOG's Compass model were the same for build and no-build alternatives. This violates best modeling practices and leaves the project open to technical criticism. DRCOG's new UrbanSim model includes much more realistic treatment of development decisions, and can account for highway induced development. It was not used by Atkins in its modeling work because it was not available until recently, but it is operational now. The panel recommends that UrbanSim be used to test the 8- and 10-lane sections.

- What are operational characteristics (LOS) for different sections of I-70 in the horizon year? Common sense suggests that there will be a serious bottleneck for westbound traffic created by having the 10-lane section of I-70 transition down to 6 lanes to the west of the project. The panel finds it hard to believe that the transition will be a smooth one and that westbound traffic will not back up terribly. An 8-lane cross section would produce a smoother transition to the 6-lane section, and that consideration is among the reasons why it should be tested.

The TPD team emphasizes that the size and scale of a transportation facility is fundamentally based on the forecast demand model. Understanding the assumptions and findings is critical to making an informed decision on the number of lanes, regular and/or managed. The basic problem, as the panel sees it, is that planning for I-70 improvements began more than 10 years ago, and the practice of modeling by CDOT and Atkins has not kept pace with best modeling practices. The methodology memo

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hammered out between CDOT and FHWA at the beginning of the process no longer serves the project partners well.

#3 - Managed Lanes:

The preferred alternative identified by CDOT and analyzed in the DEIS includes a "managed lanes" option. In the DEIS, CDOT discusses the "managed lanes" option as follows:

> General-purpose lanes are traffic lanes that do not apply any restrictions to the vehicles using them. Managed lanes implement operational strategies that will be adjusted based on real-time traffic demand on the highway facility. This is accomplished by providing a specially managed travel lane for vehicles to avoid congestion and travel at a higher speed than the general-purpose lanes. The purpose is to provide a reliable, congestion-free option along the highway and provide a way to manage congestion over the long term to reduce the need for future expansion. The Build Alternatives Managed Lanes Option only manages the added capacity. Existing capacity remains as general-purpose lanes. (DEIS, p. 3-18.)

The DEIS also indicates that "the pricing and policies for the managed lanes will be determined through a separate study." (DEIS, p. 3-19).

While it is encouraging to see that CDOT is considering a "managed lanes" option for the project, it is our observation that the use of managed lanes in this corridor could have a significant influence on the overall functionality of this corridor that is not necessarily being taken into account in the planning for this particular project. The Federal Highway Administration (FHWA) has observed that transportation agencies across the country are developing "managed lanes" systems, particularly in urban centers, and that these managed lanes systems can be designed to meet a variety of specific operational goals.

FHWA provides an overview of the managed lanes concept on its agency website http://ops.fhwa.dot.gov/publications/managelanes_primer/ FHWA defines "Managed lanes" "as highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions." Exhibit 1 is a diagram that captures the potential lane management

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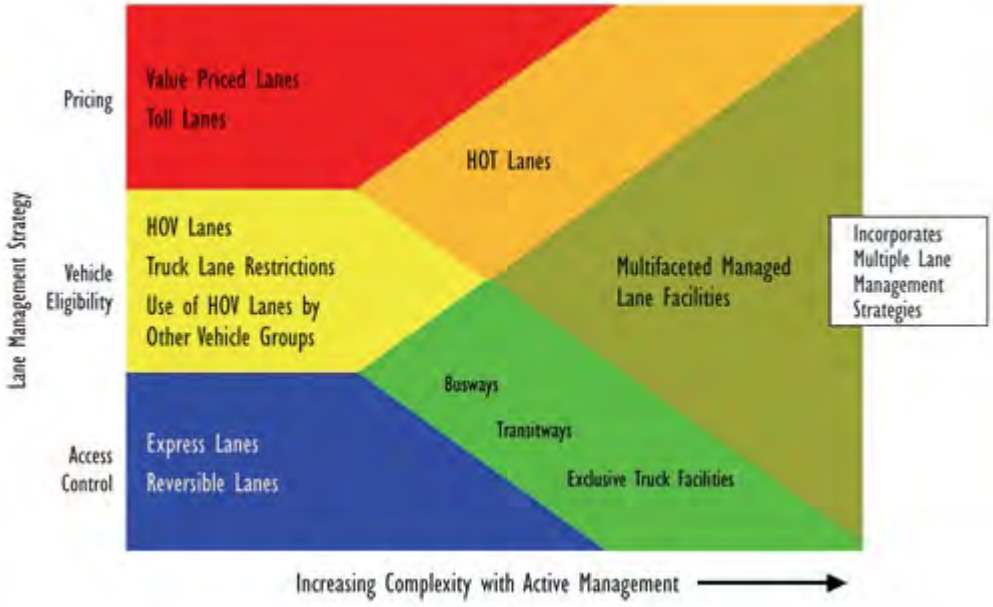
applications that fall into this broad definition of "managed lanes." On the left of the diagram are the applications of a single operational strategy—pricing, vehicle eligibility, or access control:

- Pricing — Includes both traditional toll lanes and toll lanes that use congestion pricing, where price is varied during certain time periods in order to manage demand (e.g., peak-period surcharge or off-peak discount).
- Vehicle eligibility — The lanes are managed by allowing certain vehicles or restricting others; minimum occupancy is an example of an eligibility restriction.
- Access control — An example would be express lanes where all vehicles are allowed but access is limited during long stretches of the facility, minimizing turbulence in the flow of vehicles.

Exhibit 1: Managed Lane Applications (source: Federal Highway Administration)



As you move to the right on the diagram, you get into the more complicated managed lane facilities that blend more than one of these strategies:

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- Combined pricing and eligibility — HOT lanes where higher occupancy vehicles such as buses, vanpools and carpools are given free or discounted passage and all other vehicles are tolled.
- Combined vehicle eligibility and access control — Examples include exclusive busways, transitways or truck facilities serving a specific type of vehicle, with barrier separation and limited access points
- Multifaceted managed lanes — Integrates all strategies for an actively managed facility that incorporates a high degree of operational flexibility

On its website, FHWA also provides examples of a variety of different operational goals that can be met through the proper design and operation of a managed lanes system. It should also be noted that there is a growing body of research on managed lanes systems that is available at this time, some of which is referenced on the FHWA website.

From our collective experience, we believe that a well-designed managed lane system concept for the I-70 corridor, which is integrated into a larger managed lane system plan for the Metropolitan Denver highway system, and is also connected to the regional and local transit system, would lead better future performance for the entire system, and would also allow for better-informed decisions regarding the specific lane configurations and access points for the I-70 East segment.

We also believe that it will be very important for CDOT and the other transportation agencies that are involved in this planning process to do a better job in explaining the “managed lane” concepts that are under consideration. It was our impression from the meetings we attended with community stakeholders and elected officials that many of them do not have a good understanding of “managed lanes” applications, and that there may be unnecessary fears regarding how the use of these applications would affect public access to the highway system and the cost of using the system.

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#4 - Community and Economic Development:

Considerable efforts are being made to develop cohesive community and economic development plans in tandem with the I-70 East project. The recently-launched North Denver Cornerstone Collaborative together with Council activities are at the heart of this effort and it is very important to move forward ahead of a record of decision. Planning documents, adopted and approved, will provide a framework that will inform the final preferred I-70 East design alternative, articulate desired mitigation efforts and lay the foundation for implementation of land use, economic and community development efforts before, during and post-construction. The City's commitment is well-timed and vital to building a trusting partnership with the community over the next decade.

We heard several times the need to establish (or re-establish) "connectivity" in the adjoining neighborhoods. The actual solutions ranged considerably - from new crossings over the rail tracks, to new street connections, frontage roads and so on. An immediate and iterative process to settle on a set of recommendations to improve connectivity and accessibility should be a priority and efforts to achieve consensus are well worth the effort. Since the cost of such improvements is at the heart of discussions between the City and CDOT, the record of decision (or parallel city/state memorandum of understanding) should lay out the responsibilities of each party. Once construction begins, it will be much more difficult to "go back" and revisit these decisions.

In addition, the panel understood from its conversation with CDOT staff that there will be significant investments to improve storm water drainage and these investments will also benefit the adjacent neighborhoods, which have historically had drainage problems. The TPD commends CDOT for working with the City and County of Denver and the neighborhood to solve this problem across jurisdictional boundaries. However, we did not get the impression from our meeting with community leaders that they were aware of the potential benefits to the neighborhood storm water drainage systems from this project; we believe this issue needs to be addressed more directly by CDOT and the City in their future discussions with the community leaders.

Regardless of the selected alternative, deconstruction of the actual viaduct (let alone other construction work) will be lengthy and disruptive. We do not believe, however, that the true impacts of construction

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activities are commonly understood. Since a preferred alternative has not been selected and more detailed design work will not accelerate for some time, it is important to maintain close contact as design moves forward in order to fully understand these impacts.

During this interim period, we do believe it is important for the City as well to plan for the construction period in part by reaching agreement regarding CDOT's responsibilities during construction. For example, the City may wish to further its efforts to improve the business/resident relationship. One example (of many good ones) would be a good-neighbor compact with local businesses and trucking companies to clamp down on "cutting through" residential streets. The same, of course, goes for CDOT's contractors who will likely be subject to noise and air quality monitoring, but could benefit as well from commonly-agreed to times of construction, haul routes, etc.

Likewise, the implementation of advance projects to facilitate connectivity and alternate routes is well-advised. That work is underway and should continue. It was unclear as to whether added capacity along the northerly alternate route, I-270, would be implemented prior to I-70 East construction work but that is an important early decision.

#5 - Constructability & Construction Impacts:

It is clear that whatever alternative is pursued, other than the "do-nothing" alternative, that the neighborhoods adjacent to I-70 will be significantly impacted during construction. These impacts will include impacts from construction activities, including: dust, noise and vibration, and other impacts resulting from the project including: disruption of circulation on local streets, possible diversion of trucks through the neighborhood from the adjacent industrial areas. However, these impacts will be limited in time to the duration of the project. Other impacts will be much longer in term, including the taking of homes and the major adjustments to the playground for the Swansea Elementary School.

#6 - Vasquez Interchange Design Consideration:

The TPD team also reviewed an option studied by the City and believes that consideration should be given to closing the interchange at Vasquez. This would result in a significant area that could be

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redeveloped for the benefit of the neighborhood to accommodate mixed income housing and neighborhood-serving retail and community or civic uses. The neighborhood is interested in a grocery store, for example. The land may also provide a good alternative for a relocated elementary school. The TPD team understands that Commerce City officials believe this interchange is necessary for truck traffic from their community; hence the importance of an integrated context-sensitive freight system plan.

#7 - Mobility During Construction:

The TPD team recognized that CDOT and the City and County of Denver and the City of Commerce City are all mindful of the significant construction-related impacts. However, it was not apparent to the TPD team that the stakeholders have resolved the "advance package" of mobility-related projects. Clearly, adding lanes to I-270 before the I-70 project begins will help alleviate construction traffic concerns. Similarly, addressing neighborhood circulation issues through multimodal accessibility and connectivity enhancements before construction of I-70 begins will minimize the disruption to local circulation during construction. The timing of projects matters and the advance work should be well into design in order to ensure project delivery prior to the start of intensive I-70 East construction.

#8 - Community Engagement Process:

During our meeting with community leaders, we heard a significant amount of criticism about the community engagement process conducted by CDOT, in collaboration with the City and County of Denver. We were told that the "open house" community meetings conducted by CDOT did not provide opportunities for the community leaders to engage in group discussions with CDOT and the City representatives to help build community consensus regarding issues of concern to them, and that there was not a clear understanding of how CDOT and the City would be taking specific comments received from the public and responding to them directly. We believe that in the future CDOT and the City of Denver staff should work collaboratively to develop a more robust community engagement process, with participation from other interested public agencies such as DRCOG, the regional transit agency, and neighboring cities, along with community and neighborhood residents, business owners and other stakeholders. While one-on-one exploration of maps and design plans with CDOT representatives is an important component of increasing understanding, such a tactic – absent community forums in which

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everyone can hear questions and responses – falls short of achieving meaningful participation that is important to building community consensus.

One "success story" in this realm that should be considered is the I-15 / 40th Street Freeway Project in San Diego. In the early 1990s, the California Department of Transportation (Caltrans) was evaluating options for extending I-15 through some disadvantaged neighborhoods in the Mid-city area south of I-8. Through its planning process, Caltrans became aware of significant community concerns regarding the possible impacts of the highway project on their neighborhoods. This ultimately led to a collaborative planning and community engagement process that included the City of San Diego, Metropolitan Transit District Board, and many other stakeholder groups and community representatives. The result was that Caltrans selected a preferred alternative for this 2.2-mile corridor that was designed to minimize community impacts while at the same time improving the functionality of regional transportation system. In addition, Caltrans and the City entered into a formal Memorandum of Understanding that laid out the specific community improvements that were agreed to (including covers over the freeway at key locations), and identified the responsible parties for each of these improvements. The MOU also laid out mutual understandings regarding highway operation issues and specifically addressed future linkages of a planned regional transit line in the I-15 corridor to existing and planned transit routes serving the community, through elevators to be installed on the intersecting boulevards that would connect to center-median transit stations on I-15 (see attached article and exhibits). Caltrans received an Honorable Mention for this project in the 2002 FHWA Transportation Planning Excellence Award Program.

The APA Transportation Planning Division would be willing to provide more detailed information on this project and its community engagement process for consideration by CDOT and the City and County of Denver, and would also be willing to provide additional assistance to CDOT and the City in designing a similar community outreach and collaboration process for the I-70 East Project as it moves into its next phases of planning and project development.

IV. Organization, Roles and Responsibilities

The TPD team met with numerous stakeholders over the course of the two-day peer review exercise. It is worth noting that these meetings were illuminating from the perspective of partnership and

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coordination. In part because the I-70 East project is now in a critically-important public review phase, stakeholders are both framing their positions on the preferred alternative and planning for the short- and long-term impacts of the project moving forward. At some point in the near future, a project will move forward and it is vitally important for all stakeholders to recognize and embrace their roles. Project success will not be determined solely by the actions of the CDOT as the primary sponsor. Rather Denver, DRCOG, the local neighborhoods and business communities and adjoining municipalities will all need to come to the table in meaningful ways.

The clearest early manifestation is the above-referenced North Denver Cornerstone Collaborative. It was not apparent during our short visit that the Collaborative has truly "launched" with stakeholder buy-in and engagement. This is a key first step which will lead to concrete short- and long-term steps to improve the most-impacted communities. Likewise, it is incumbent on DRCOG to embrace a more meaningful role in system-wide planning and travel demand forecasting. As planners, we are responsible for not only the regulatory aspects of plan development, but also their relevance as a decision-making tool. Finally, as the project sponsor, CDOT is understandably pushing hard to move a project forward.

There will be a point in the process – during preliminary design at the latest – when all stakeholders need to be brought back to the table in a coordinating fashion in order for all parties to stay aligned on construction staging, contractor specifications as they relate to mitigation activities, design features, communications, detours, alternatives routes, the "leave-behind" condition for local roads, surplus land and the non-access line and so on. This process would ideally lead to an I-70 East coordinating committee led jointly by the City and County together with CDOT.

V. National Applicability

As noted in the introduction to this report, many state transportation agencies, regional transportation planning agencies and local governments are now wrestling with the same difficult issues regarding replacement of aging viaducts as is CDOT and the City and County of Denver. A recent report by the Congress of New Urbanism http://www.cnu.org/highways/freewayswithoutfutures identifies a significant number of viaducts that are in need of replacement, and provides some additional examples regarding the options being considered for these projects. APA Transportation Planning Division will be sharing our

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observations regarding the I-70 East Project, and lessons learned that could be applied to other projects involving replacement of existing viaducts, with our members and colleagues.

VI. Closing

The TPD team again wishes to thank all of the stakeholders who assisted with the peer review and took the time to meet with us, both in Denver and in follow up conversations. Our hosts were extremely gracious and welcoming during a sensitive phase of the project. We were able to have honest and thoughtful discussions which, when taken as a whole, offered a unique perspective on the project. The findings and insights contained herein reflect both a situation analysis and pathway forward. To that end, the Transportation Planning Division and members of the TPD team are available to you to assist and provide further details on any of the matters discussed herein.

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Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment: Project Limits are Incorrectly Defined

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:33 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Hi CDOT,

My comments about the project limits being incorrectly defined are attached in the PDF.

Thank you!

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

img-X30112521-0001.pdf **138** k [application/pdf] Download

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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: 10/30/14 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

******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

CDOT CO

Reference Executive Summary ES1 and Sections:

Regarding "Project Limits" and having a 10,000-foot perspective:
Referencing Sections:
Executive Summary ES1
Sections 2.1 "regional and statewide trips" and "tourists traveling from DIA to the mountains"
Section 2.3

To try to fix the congestion on I-70 on one side without looking at the other is terribly inappropriate/short-sighted. Freeway expansion on the east side of I-25 ALSO has profound negative consequences to I-70 adjacent communities and I-70 commuters on the west side of I-25.

The I-70 East project area/ limits are noted from I-25 to Broadway in the document, exhibit 2-1 and the Transportation impacts study area, exhibit 4-1, are not the same.

The long-term implications, for this project reaches much father west than either of these identified boundaries. Absolutely it stretches west into Jefferson County to Wadsworth, or beyond. Based upon the plan as outlined, and looking at this from the 10,000-foot level, Highway Engineers on this project are essentially being allowed to be Urban Planners for the northern half of the metro-Denver area. Urban Planners should be involved in the 50-100 year planning for this corridor and for this side of the Metro Area, not simply letting Freeway engineers operate in this capacity.

Section 2.3 indicates "I-25 was selected as the western limit because of the high diversion of traffic to both north and southbound I-25. Between 50 present and 60 percent of traffic traveling westbound on I-70 continues on past I-25".

This statement contained in the SDEIS, as well as many written and verbal statements by CDOT representatives, suggest that there is zero traffic entering I-70 westbound from either direction of I-25 – which is highly inaccurate. While the total traffic count may be slightly greater on I-70 one exit east of I-25 than there is on I-70 one exit west of I-70, this is a gross misrepresentation. There are significant congestion issues on I-70 on ***both*** sides of I-25. It should be noted that at many times of the day, it is the observation of this commenter, that roughly 70%+ of the I-70 westbound traffic continues westbound on I-70 at I-25 – the traffic numbers should be double-checked and/or confirmed that the numbers being referenced are averages throughout a 24-hour period.

The problems include, but are not limited to, reduced property values, health, safety and many other factors. The communities impacted by day-to-day air pollution, sound pollution, vibration, congestion, traffic safety issues, ongoing maintenance issues, airborne contamination issues are Elyria, Swansea and Globeville. Montbello, Aurora.

Due to digging into the Asarco Superfund site for freeway expansion on the east side of I-25, the communities that will be impacted by this decision for airborne contamination includes Elyria, Swansea, Globeville and most-likely also: Stapleton, Park Hill, Northfield, Commerce City, Cole, Clayton, Whittier, Five Points, Skyland/North City Park, West City Park, Central Business district/downtown, LoDo, Sunnyside, Chaffee Park and any communities along the route for disposal of this dirt, obviously including the final

destination for the disposal and downwind areas from that. Here is information about "what lies beneath" the Asarco Superfund Site: http://www2.epa.gov/region8/asarco-inc-globe-plant

If a similar expansion were eventually to be needed on ***both*** sides of I-25, the implications to neighborhoods/people/housing/schools/communities would be many-times more complex, winch incredibly-more homes along the freeway. Those additional communities which are directly and indirectly-impacted by this decision include, but are not limited to: Chaffee Park, Sunnyside, Regis, Berkeley, Inspiration Point, Lakeside, Wheat Ridge. Approximately 4,000 homes are within "the one-mile buffer" the I-70 freeway in these neighborhoods.

Before proceeding with an ROD, it is absolutely necessary to fully-evaluate the I-270 and I-76 re-route.

For those of you reviewing this thank you very much for all that you are doing.

Steve Kinney
4876 Tennyson St
Denver, CO 80212
Steve@skinneyproperty.com

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment: Logistics & Construction Delays

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:37 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Heres another one. Please note that this one is the only one from me that suggests the possibility of a compromise. Maybe a compromise that we could live with [its my idea and to-date I¹ve discussed it with no-one] and that the elected officials could live with, but not sure of what CDOT wants. We can brainstorm all you like. I¹ll bring sandwiches and chat with anyone about thisŠ

Thank you!

Regards,

Steve

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

img-X30112533-0001.pdf **131** k [application/pdf] Download

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I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Date: 10/30/14 **Would you like to be included on the mailing list?** (X) **Yes** ( ) **No**

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

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Please see attached e-mailed PDFs.

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Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

Logistics & Construction Delays

As I sit in construction delays, I often contemplate what a luxury it would be if a modern day city could have all of its infrastructure installed and completed before the people moved-in. Interestingly, re-routing I-70 onto I-270 and I-76 would partially allow that to be done.

In comparison to TREX, expanding on I-270 and I-76 would be easy because there is already such a large right of way and because there are so few communities that would be disrupted. With a re-route, the new alternative infrastructure could all be done before any traffic needs to migrate to it. Then, dismantling the viaduct sections would be incredibly-easier, because an alternative route would exist.

The concept of – and the logistical feats needed to be taking the existing elevated freeway to grade and then eventually into a trench boggles my mind. Even without contamination lurking beneath 46th Avenue, certainly, it will be a far more complicated process than even the Glenwood Canyon project. It will be the worst in metro-Denver history.

Why do we want to put ourselves through this? Even once complete, its going to fail from a flow & bottlenecking perspective at I-25 – this is going to be a PR nightmare comparable to The Big Dig, not a Legacy Project that makes someone proud. It is going to fail in terms of safety. It is going to fail in terms of costs of maintenance [below water table] and snow removal and drainage costs. Its going to fail the communities it further-destroys. It is going to be the epic fail in terms of nightmare of expansion in NW Denver. When the Highland Mommies hear that CDOT is formally planning to widen the freeway through their communities, watch-out CDOT, your are going to have the battle of the Century on your hands [see last year's Westword article on The Highland Mommies Group. The re-route onto I-270 and I-76 causes the nightmares to be reduced by 80%+, so why has it not been studied?

Collectively millions of hours wasted in commuter delays that don't need to be with another alternative? How is that time factored into this SDEIS? How is the pollution of idling cars in a traffic jam computed into this scenario comparing the alternatives [including the re-route alternative]? Why not study the re-route, which appears it could cost half as much money and solve the I-70 congestion issues on both sides of the I-25 freeway.

Do we really need the toll road? I don't think so, but if the demand is really that great, then maybe we allow a PPP to build a two-lane toll road above the boulevard. Make it one that can change directions – but make sure that there it doesn't prevent trees along the boulevard. And, to minimize the detriment to the community from increased pollution, the toll lanes need to allow Hybrids in for free and busses [ideally electric or CNG] for free. Some small percentage of the tolls from non-hybrid and non-public vehicles goes to the communities it passes through [and poisons]...

Before proceeding with an ROD, it is absolutely necessary to fully-evaluate the I-270 and I-76 re-route.

For those of you reviewing this thank you very much for all that you are doing.

Steve Kinney
4876 Tennyson St
Denver, CO 80212
Steve@skinneyproperty.com

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment: Study Area and Project Limits

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:40 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Ok, time for a vacation for a day or two from this. I may be getting senile or worn-out. I think I wrote two of these that may be similar, but submitting both - so here is another as another PDF. This one has some cool photos in it.

Thank you!

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

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I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Date: 10/30/14 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

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

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Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

CDOT CO

The SDEIS for the I-70-east project is deficient/flawed because: **Affected Communities / Project Area / Study Area / Project Limits Definition are Each Defined Incorrectly.**

Reference Sections 2.3, 2.4, 2.5.2, 3.5, 5.1.1, 5.20, 7.6.

Why did CDOT not look at all of the related/tandem highway facilities in this study? Shouldn't all nearby highways need to be studied together? That has not occurred here as it relates to I-270 and I-76. If it had, wouldn't then the Project/Study Area and Project Limits definition be expanded west to at least Kipling? Are there not long-term implications of how the freeway currently impacts I-70-adjacent communities and how it will impact many I-70-adjacent communities in the future are very-much hinging on the decision for this I-70-east project?

This SDEIS should be planning the long-term outcomes of I-70 on *both* sides of I-25 because what happens on one side is virtually-certain to eventually occur on the other.

With this approach, aren't we allowing CDOT's highway engineers, by default, to be the urban planners who are making the decisions about how the north side of metro-Denver will look for the next 50-100 years? This is NOT appropriate. Why not have urban planners planning the future of the City?

Above is a photo of what we get in & ***through*** our neighborhoods [in this case through Globeville] when we let highway engineers be urban planners. This is **not** acceptable.

With such incredible resources to be committed to this project and with a long-term contract with a PPP, the decision that is made with regard to I-70-east, by default, defines and

significantly limits the possibilities for I-70 expansion west of I-25.

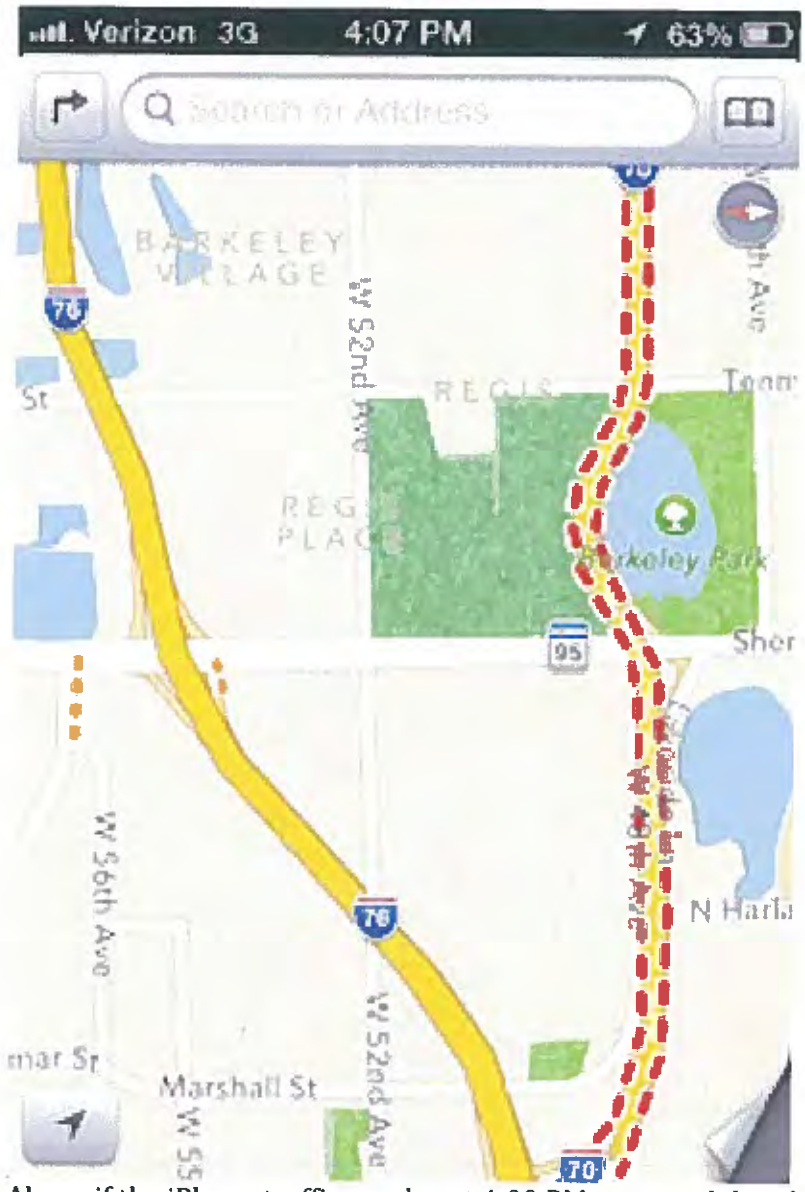
Due to effects [near-term, mid-term and long-term] to many communities, shouldn't the project area, at a minimum, extend an additional five miles west, to a point that is west of where I-76 ties into I-70, near Wadsworth? Without doing so, isn't this is a horribly myopic view of the entire need, scope and area of the project? Shouldn't I-270 and I-76 [from I-70 to just east of I-25] as well as I-25 from Park Avenue to 58th be understood as a part of the larger picture? Doesn't what happens on each of the four directly will impact each of the others long-term, mid-term and to some degree short-term as well?

Isn't there a connection that is easily made by looking at the proposed I-70 east expansion, which will be ten lanes plus four additional feeder road lanes & is vastly-wider and larger than the six lanes from west of I-25 to a point west of Harlan? At approximately Harlan, for nearly three miles, isn't the freeway is currently ten lanes in width plus frontage road lanes adjacent to the freeway in some locations? Aren't there are plans to widen other sections of I-70 west of Denver? Will this bottleneck from Harlan to I-25 not be obvious to virtually everyone? Why is it that isn't acknowledging this obvious problem?

Wouldn't the Chaffee Park, Sunnyside, Regis, Inspiration Point, Berkeley, Mountain View and Lakeside Communities would be significantly-negatively impacted ***when***, not if, the bottleneck that will exist between two significantly-widened sections is deemed a problem? It is my opinion that it will be deemed a problem before the proposed I-70 east roadway is opened.

Stop & go traffic is commonplace on I-70 from Sheridan Boulevard to I-25 for several hours each weekday, usually in both directions.

I-70 [west of I-25] eastbound back-up @ Berkeley Lake Park. Sunday, June 30, 2013, 7:45 PM. Freeway closed for three hours for accident investigation – likely a fatal accident. More than half of all weekdays, this section of the freeway is stop and go for several hours each weekday.



Above if the iPhone traffic overlay at 4:00 PM on a weekday showing the typical slow-moving traffic on I-70 [west side of I-25] through NW Denver. The traffic on I-76 usually moves far more rapidly. And, along I-76, its not immediately adjacent to neighborhoods.

The I-270 / I-76 re-route is expected to ***solve*** the I-70 congestion issues on ***both sides*** of I-70, with practically ***no impact*** to any ***neighborhoods*** for what is expected to be ***half the costs*** of the I-70-east trench. I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

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Comment: 1,224 An Addl People Requesting SEIS on 270/76 Re-Route

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:42 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Note: there are three attachments here that make-up one comment.

Thank you!

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

>

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img-X30110540-0001[1].pdf	**8.9** M	[application/pdf]	Download

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I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Date: 10/30/14 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

******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

CDOT CO

Reference Sections 1.4, 1.11, 5, 7.1, 7.6, 7.7, 7.8 of the SDEIS:

In addition to more than 500 individual comments to CDOT and elected officials specifically asking for a SEIS to be performed on the I-270/I-76 re-route, ***THEN AN ADDITIONAL*** 1,200+ individuals signed the following petition: (NOTE TWO SIDED)

(1,224)

We, the undersigned persons, who are residents of Globeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

These signed petitions are attached and being re-submitted for your review. These should each be counted as being strongly supporting a supplemental EIS to be completed of the I-270 and I-76 re-route and simultaneously counted strongly in opposition to the plans outlined in the SDEIS until the two can be fairly compared to each another.

Steve Kinney Steve Ki
Residing in Denver at 4876 Tennyson St. Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

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Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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Email: contactus@i-70east.com

CDOT CO

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Name [printed]	e-mail address [or phone #]	Signature	Date
Bettina Schaden	worldstrad@yahoo.com	[illegible]	09-06-14
Virginia Ridley	[illegible]@gmail.com	V. Ridley	9/6/14
Wilma Martinez	williesings@comcast.net	Wilma S Martinez	09/6/14
Amber Karsian	petrfydsap@yahoo.com	[illegible]	9/6/14
RF CANTOR	RFCANTOR@GMAIL.COM	[illegible]	9/6/14
Amber Palmeri	amber.palmeri@ucdenver.edu	[illegible]	9/4/14
Jonathan Sakanai	jsakana@msn.com	[illegible]	9/6/14

000792

We, .e u. .ersigned persons, who are residents of Gl. evil. Elyria, Swansea, community partners, ar. . or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

Name [printed]	e-mail address [or phone #]	Signature	Date
Timothy Tyler	303-320-1712		9/6/14
Earleen Brown	ebrown5050@aol.com	Earleen Brown	9/6/14
Pam Kregg	7204129501	Pam Kregg	9/6/14
Lynn Anderson	7202541632		9/6/14
Dave Felice	gelato321@aol.com	Dave Felice	9/6/14
Suzanne Tate	303-388-0231	Suzanne Tate	090614
Sally Edwards	3/388-6024	Sally Edwards	090614
Marty Amble	mamble@hotmail.com	Marty Amble	9/6/14
John Zehetner	john.zehetner@gmail.com	John Zehetner	9/6/14

000792

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Name [printed]	e-mail address [or phone #]	Signature	Date
Patricia L. Manning	303-861-8168		9/6/14
MARTIN WILLIE	303-288-3609		9/6/14
Harald Brewer	303-322-7569	Harald Brewer	9/6/14
THEODORE Thomas	303-296-6861		9/6/14
EILEEN BRIDGET WALSH	denverbridget@gmail.com		9/6/14
Sherry Jackson	SLJacklinks@msn.com		9/6/14
Kenny Richardson	KennyTR1959@GMAIL.com		9/16/14
DeAnna Gordon	303-399-6595		9-6-14
Denice Edwards	303-257-3407	Denice Edwards	9-6-14

000792

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Name [printed]	e-mail address [or phone #]	Signature	Date
Bill H. Fz		Bill H. F	9/5/2014
JOHN Haven	303/388-4506		9/5/14
Jeremy Good	703. 915. 1235		9/5/14
Josh DiAgostino	joshua.diagostino@edwardjones.com		9-5-14
Keri Zink	kerizink11@yahoo.com	Keri Zink	9-5-14

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Name [printed]	e-mail address [or phone #]	Signature	Date
Alexandra Stofflet	astofflet@yahoo.com	Alexandra Stofflet	9/5/2014
Anita Maestas	3722 Utica St	Anita Maestas	9-5-2014
Shayna Hamburg	Shayhamburg@aol.com	Shayna Hamburg	9/5/2014
Sherri Atkinson	303-288-1514	Sherri Atkinson	9/5/14
Jon Riezon	Jon@LadysArts.com	[illegible]	9-5-14
Taryn Butler	taryn nz@yahoo.com	[illegible]	9.5.14
Cody Overstreet	codyover@yahoo.com	[illegible]	9-5-14
Ramiro Alvarado	ramiroalvarado@live.com	[illegible]	9-5-14
Hannah Hurlbut	Hbnanners@gmail.com		9-5-14

000792

We, the undersigned persons, who are residents of Glendale, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

Name [printed]	e-mail address [or phone #]	Signature	Date
DAVID WIRTH	dmwirth@fortlewis.edu		9-5-14
Lorraine Clifton	northirish12@gmail.com	L. Clifton	9-5-14
Justin Brown	jbrown2142@comcast.net		9-5-14
Michael Clifton	mjayclifton@gmail.com		9/5/14
Diane D'Angelo	dangelo.diane@gmail.com		9/5/14
Theresa Evans	miresa@gmail.com	Theresa Evans	9/5/14
BRANDON YAGER	yager.brandon@gmail.com		
Michael W. Evans	mwEvans63@Gmail.com		5-Sep-14
Kacey Sauget	KaceySauget@yahoo.com		9-5-14

000792

We, .e undersigned persons, who are residents of Gl. evine, Elyria, Swansea, community partners, ar. . or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

Name [printed]	e-mail address [or phone #]	Signature	Date
Hanah Harris-Yager	hanah.yager@gmail.com		9/5/14
Justin Sauget	JUSTIN SAUGET @ YAHOO.COM		9/5/14
Nichole Sierra-Lawrence	nsierralawrence@gmail.com		9/5/14

000792

We, .e undersigned persons, who are residents of Gl. evine, Elyria, Swansea, community partners, ar. . or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

Name [printed]	e-mail address [or phone #]	Signature	Date
Christine Bender	benderchr@earthlink.net	C. Bender	8/25/14
E. J. KROPEWNICKI	303 233 6167	E J Kropewnicki	8-25-14
Heather Crowe	HeatherCrowehomes@gmail.com	H Crowe	9/5/14
Dave Crowe	DCrowehomes@gmail.com	D C	9/5/14
Maggie Mazzull	maggie.mazzull@mac.com	Margaret Mazzull	9/5/14
DON LUND	3-422 5210	Don Lund	9-5-14
Michael Harmon	303-477-3432	Michael Harmon	Sep. 05, 2014
Patty KENNEDY	PKENNEDY721@YAHOO.COM	P. Kennedy	9/5/14
Jan Seifert	freckles566@msn.com	[illegible]	9/5/14

000792

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Name [printed]	e-mail address [or phone #]	Signature	Date
Jesse Hutchinson	hutchinsonjesse@hotmail.com		9-5-14
Liz Hutchinson	" "		9-5-14
CHRIS KRIEG	73KRIEG@Gmail.com		9-15-14
Susan Krieg	"		9.5-14
Dennis R. Gray			9/5/14
Valeen McIntyre	VBMS569@yahoo.com		9/5/14
Michela Lucero	michela.lucero11@live.com		9/5
Ida Whitelaw			9/5
DEREK VOTAW	derekvotaw@hotmail.com		9/5/14

000792

We, .e undersigned persons, who are residents of Gl. evile, Elyria, Swansea, community partners, ar. . or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

Name [printed]	e-mail address [or phone #]	Signature	Date
Randi Makley	831.229.7702	RMakley	9.5.14
Sarah McDonell	352 871 4201	Sarah McDonell	9-5-14
Sondra Smith	303-960-2900	[illegible]	9/5/14
Lauren McDonell	lwmcdonell@hotmail.com	Lauren M. Donell	9/5/14
Ryan Rasmussen	RGRasmussen@gmail.com	[illegible]	9/5/14
Susan Bronaucia	susanleeb@gmail.com	[illegible]	9/5/14
Chaz Aldo	chazaldo@gmail.com	[illegible]	9-5-14
Carrie Diaz	Carrie.Diaz@gmail.com	[illegible]	9/5/14
Barbara Whetstone	barbarawright@metrocast.com	[illegible]	9/5/14

000792

We, .e undersigned persons, who are residents of Gl. evine, Elyria, Swansea, community partners, ar. . or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

Name [printed]	e-mail address [or phone #]	Signature	Date
Isabelle DeSilver	izzi2121@hotmail.com		9-5-14
Cristian Velazquez	cristian.d.velazquez@gmail	Cristian Velazquez	9/5/14
Josh Flowers	jcflowers@gmail.com		9/5/14
Colleen Flowers	colleensjunk23@hotmail.	C Flowers	9/5/14

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Nosotros, los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

Nombre	Correo electronico o telefono	Firma	Fecha
Karen Gallo	Karen.Gallo23@gmail.com	Karen Gallo	9/5/14

000792

Request A Draft Supplemental EIS To Study I-70 Re-Route Alternative

Name	e-mail address	Signature	Date
STEVE KINNEY	Steve@skinneyproperty.com	SK	6/30/14
JONAS MARKEL	JONAS@JONASMARKEL.com	Jonas Markel	6/30/14
Jessica Jimenez	jessjimenezrealestate@gmail.com	Jessica Jimenez	6/30/14
Dan Jimenez	djimenezrealestate@gmail.com	Dan Jim	6/30/14
Sherri Rich	sherri@skinneyproperty.com	Sherri Rich	7/3/14

000792

Nosotros los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y/o ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	NOMBRE **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	FIRMA **Signature**	FECHA **Date**
26	FRANCISCO MIJARES	303-669-8143	[illegible]	07-13-14
27	Bianca Orozco	720-271-4271	Bianca-O-O	07-13-14
28	Ubaldo Orozco	505-639-02-20	Ubaldo Orozco	07-13-14
29	GLORIA TAIAMANTES		GLORIA TAIAMANTES	7-13-14

000792

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	Name [printed]	e-mail address [or phone #]	Signature	Date
30	Rose Molina	720-394-1192	Rose Molina	7/12/14
31	MARIA G ESCOBEDO	720-855-0588	maria G Escobedo	7-12-14
32	Charlotte Quintana	303-218-8323	Charlotte Quintana	7-13-14
33	Michelle Mendez	3-210-146	Michelle Mendez	7-13-14
34	MIKE KRAMER	303-273-5636	Mike Kra	7-13-14
35	Oscar S	720-891-9432	[illegible]	7-13-14
36	GAVIN YULL	Gavin.Yull@Gmail.com	[illegible]	7-13-14
37	Ignacio I	303-288-0821	Ignacio Ibanez	7-13-14
38	Ruben Trujillo	3/936-1874	Ruben Trujillo	7-13-14

000792

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	Name [printed]	e-mail address [or phone #]	Signature	Date
39	Robert W DeAndrea	303-931-8289	[illegible]	7-12-14
40	Kitty DeAndrea	303-332-8419	Kitty DeAndrea	7-12-14
41	Douglas Shinkle	303-521-6359	[illegible]	7-12-14
42	Melanie Mollegaard	7/832-9466	[illegible]	7/13/14
43	Ismelda Forbes	7/422-6639	Ismelda Forbes	7-13-14
44	Sylvia Rangel	Sylrang@gmail.com	Sylvia Rangel	7-13-14
45	James Gallegos	jcgallegos94@Hotmail.h	[illegible]	7-13-14
46	Joseph Freyer	jjf2330@gmail.com	[illegible]	7/13/14
47	Mayra Cuyala	720 5818977	Mayra Cuyala	7/13/14

000792

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	Name [printed]	e-mail address [or phone #]	Signature	Date
48	Gabriel Robles	grobles@quesocampesino.com		7/12/20
49	Velia Robles		Velia Robles	7/12/1
50	Richard ORTIZ	richortiz@yahoo.com		7/12/14
51	Elsa Ortiz	Elsa.Ortiz4u@gmail.com		7/12/1
52	Mary M.C. MORA	7871 Raleigh St.	Mary M.C. Mora	7/13/14
53	Maria Almazan	angelacortez91@yahoo.com	Maria Almazan	7/13/14
54	Dora Santoya	3425 W 32 AVE	Dora J. Santoya	7-13-
55	Luis Perez	2700 Osceola st		7-13-1
56	Omar Ramirez	2710 E. 138th pl.		7/13/1

000792

Nosotros, los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	Name [printed]	e-mail address [or phone #]	Signature	Date
57	Viola Martinez	VLUVB@hotmail.com	Viola Martinez	7-13-14
58	Autumn Ontiveros	autumno@live.com	Autumn Ontiveros	7-13-14
59	[illegible]	VLUV-B@HOTMAIL	[illegible]	7-13-14
60	CARLOS FLORES	CarlosFloresHdz@hotmail.com	[illegible]	7-13-14
61	Marici Vasquez		Marici Vasquez	7-13-14
62	Guadalupe Vargas		Guadalupe Vargas	7-13-14
63	Danielle Rodriguez		Danielle Rodriguez	7-13-14
64	Urbano Rosas		[illegible]	
65	Angel Andrade	AndradeTowing5@Yahoo.com	Angel Andrade	

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We, the undersigned persons, who are residents of Globeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
66	AJ Perez		AJ Perez	7.13.14
67	Angel Guadarrama		Angel Guadarrama	7-13-14
68	Pedro Fernandez			7/13/14
69	Gabriela Orr			7/13/14
70	Maria de Contreras			7/13/14
71	Jaime Astryr		Jaime Astryr	7-13-14
72	Rene Gallegos	r1982nana@gmail.com		7/13/2014
73	Sonia Rodriguez	720.345.8212	Sonia Rodriguez	7/13/14
74	Adam Menelson	720-366 6540		7/13/14

000792

We, the undersigned persons, who are residents of Globeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Da
75	ashley Lopez	ashleylopez67@gmail.com	ashley Lopez	07/12
76	Kayley Ledesma	Kayley-ledesma@gmail.com	Kayley Ledesma	7/12/1
77	Aimee Gonzales		Aimee Gonzales	7/12
78	Danielle Nazario	~~davinnot~~ noozznpeach@gmail.com	[illegible]	7/12/1
79	Michael Nazario	mnazario@gmail.com	[illegible]	7/12/
80	Ricardo Alcaraz	~~[illegible]~~ 720.309.4634	[illegible]	7/12
81	Lupe & Maria Martinez	303-934-2526	Lupe Martinez	7/13
82	JOSE IBARRA	303 394 0592		
83	Jose Dim	720-227-67-20	Jose Dim	07/12

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Nosotros, los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	Name [printed]	e-mail address [or phone #]	Signature	Date
84	Dannielle Mueller	muellerdani@gmail.com		7/13/14
85	Froylan Cuevas		Froylan Cuevas	7/13/14
86	Juan Torres		Juan Torres	7/15-14
87	Sylvia Hernandez	SSL4_07@Hotmail.com		7-13-14
88	A Moya		A Moya	7-13-14
89	Maria Diaz			7/13-14
90	Sheva Pekar	ShevaRP@gmail.com		7.13.14
91	Teresa Gutierrez		Teresa Gutierrez	7/15/14
92	Victor Oliver			7-13/14

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Nosotros, los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y los ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	Name [printed]	e-mail address [or phone #]	Signature	Date
93	Azucena Arreola	arreola.azucena@yahoo	Azucena A Arreola	7/13/14
94	Yesenia Salas V.		Yesenia Salas V.	7-13-14
95	Ignacio Marin		Ignacio Marin	7-13-14
96	Hector Macias		Hector Macias	7-13-14
97	Maria Cortez		Maria Cortez	7-13-14
98	Jesús González		Jesús Gonzalez	7-13-14
99	Gary Thomas	GDTKCT@comcast.net	[illegible]	7-13-14
100	Karen Carpio-Thomas	gdtKCt@comcast.net	Karen Carpio-Thomas	7/13/14
101	MARIO MARTINEZ	djmaloseis@hotmail.com	[illegible]	7-13-14

000792

Nosotros, los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	Name [printed]	e-mail address [or phone #]	Signature	Date
102	Brenda Chavira	720.429.1853	Brenda	7/13/14
103	Joseph Cannata	720.429.1853	[illegible]	7/13/14
104	Desco Ochoa	720-853-9271	[illegible]	7-13-14
105	Jose Martinez	303-428-5824	Martinez	7-13-2014
106	Francisco Rodriguez	720-569-6070	[illegible]	
107	Berenice Delina	303-371-5478	[illegible]	7-13-2014
108	Elsa Rodriguez	720 569 6070	Elsa Rodriguez	7-13-2014
109	Bertha Rodriguez	720-690-5957	Bertha Rodriguez	7-13-14
110	Juana Rodriguez	(303) 371-5478	[illegible]	7-13-14

000792

Nosotros, los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y/o ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	NOMBRE **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	FIRMA **Signature**	FECHA **Date**
111	Jerry Flores	10059 Franklin	Jerry Flores	7-12-14
112	Janice E. Trimmer	3430 Quivas St	Janice E Trimmer	7.12-14
113	Miguel Ayala	630 E Elgin Pl Denver Co 80216	[illegible]	7/12/14
114	Maria Galindo	3611 Lipan st D.CO 80211	Maria Galindo	7-12-14
115	[illegible]	148 S [illegible] Blvd.	[illegible]	7/12-14
116	Hilario Gonzalez	4881 Golden ct Denver 80212	[illegible]	7/12/14
117	Jose Gonzalez	4881 Golden ct Denver 80212	Jose [illegible]	7/12/14
118	Todd Scott	938 Quail st unit A. Lakewood 80215	[illegible]	7-12-14
119	Steve Cruz	1339 S. Zenobia	Steve Cruz	7/12/14

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	Nombre **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	Firma **Signature**	Fecha **Date**
120	Al Moya	3838 Lipan		7-12-14
121	Alexandra Nevarez	ioma.a.nevarez@gmail.com		7-13-14
122	Maria Montoya	laramontoya@hotmail.com		7-13-14
123	Barbara Symmes	bsymmes@villacaritas.edu	Barbara Symmes	7-13-14
124	Nidia Rodriguez	nidia330@gmail.com		7.13.2014
125	Oscar Quinones			7.13.2014
126	Ramirez Rosaura			7.13 14
127	Elizabeth Garcia	lizquiroz144@gmail.com		7/13/14
128	Maria Castaneda	3737 Williams St	Maria Castaneda	7-13-14

000792

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	Name [printed]	e-mail address [or phone #]	Signature	Date
129	L. Cordova	720 221 5012		7/13
130	Dulce Mendoza	303 906 6678		7/13
131	Myriah Loreto	720-636-5053		7/13
132	PAUL HERNANDEZ	PAUL1385@GMAIL		7/13
133	Maria Garcia	720-530-0531		7-13
134	Anatoly Orika	(720)532-2744		7-13
135	Hailee Koehler	303-808-3131		7/13
136	[illegible]	412 818 3375		7/13
137	Adrian Rivera	720-369-9660		7/1[illegible]

000792

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	Name [printed]	e-mail address [or phone #]	Signature	Da
138	Robin Hernandez	720-309-0131	Robin	7/13
139	RACHEAL GOMEZ	Racheal.gomez@comcast.net	Racheal Gomez	7/13/
140	Alicia Calderon	aliciaberlive@gmail.com Alicia Calderon	Alicia Calderon	7/13/1
141	Vilma Ochoa	Vilma21@hotmail.com	VOr	7/13/
142	Sheila Martinez	1242 W 46th Ave	Sheila Martinez	7/13/
143	Chasity Sedillos	4450 Holland St apt 8B	Chasity Sedillos	7/13
144	Maria Bustos	2960 Eppinger Blvd	M	7/
145	Rita Madrid	9200 W 92 Ave Lot 432	Rita Madrid	7-13-1
146	Layana Hernandez	720-775 8980		7/13/

000792

Nosotros los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y/o ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	Nombre **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	Firma **Signature**	Fecha **Date**
147	Juana Guevara	303 4587758	Juana Guevara	7/13/14
148	Jose de J Martinez	720 227 6627	[illegible]	7-13-14
149	Jose Torres	7-2754359	J. Torres	7-13-14
150	Fernando Reyes	(303)	[illegible]	7/13/14
151	Jose B Gomez		Jose B Gomez	7-13-14
152	Juan Ontiveros	2107634592	[illegible]	7-13-14
153	Mauro Cenizeros			7-13-14
154	Ivy Olmez	Razewuchi303@gmail.com	[illegible]	7/13/14
155	Bernadette Blas	BernieBlas3@gmail.com	[illegible]	7.13.14

000792

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	NOMBRE **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	FIRMA **Signature**	FECHA **Date**
156	JOSE SANTOS	Jose Santos 6 GMail.com		7/13/14
157	Sara Cardona	Sara1cen2888@gmail.com		7/13/14
158	Diana Cordova	dcordova365@gaim1.com	Diana Cordova	7/13/14
159	MARY FAJARDO	tita@thestadlbauers.com	Mary T. Fajardo	7/13/14
160	Richard Melendez			7/13/14
161	Jesus Alonso		Jesus A.C.	7/13/14
162	Rafael Magallanes	Rafael.Magallanes@yahoo.com		7/13/14
163	Alfredo Martin			7/13/14
164	Virginia Martin		Virginia Martin	7-13-14

000792

We, the undersigned persons, who are residents of Globeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
165	Gloria		Gloria Ramos	7-12-2014
166	Silvia Salazar		Silvia Salazar	
167	Jorge Sanchez			7/12-2014
168	Jose			7-12-2014
169	Antionette Abeyta		Abeyta	7-12-14
170	Jackie Quezada	720-366-8639		7-12-14
171	Ofelia Sotelo	303-955-2736		7-12-14
172	Santos Mendez	720-436-0252		7-12-14
173	Laura Alarcon	720 620 - 8824	Laura Alarcon	7/12/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
174	David Martinez	720 429 3395	[illegible]	7/12/14
175	Paula Meza	720-579.1245	Paula Meza	
176	Eloy Zumora	720-277-2992	[illegible]	7/12/14
177	LaDawna Zamora	720-277-2992	LaDawna Zamora	7/12/14
178	Jorge Nuñez	303-502-6213	[illegible]	7/12/14
179	Sarai Alvarado	sararascon@gmail.com	[illegible]	7/12/14
180	Armando Abrete	720) 862-7500	Armando Abrete	7/12/14
181	Teresa Chavira	tchavira07@yahoo.com	[illegible]	7-12-14
182	SHAWN ARAGON	7-404-5446	[illegible]	7-12-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
183	Conrad Kelson	Conrad.kelson@gmail.com	CK	7-12-14
184	Kelly Schmidt	kelly@kappsterling.com	Kelly Schmidt	7-12-14
185	Mike Fuentez	303-464-8246	M Fuentez	7-12-14
186	LISA Fuentez	"	LFuentez	7-12-14
187	Nacho Ramirez	tatanacho24@hotmail.com	[illegible]	07/12/14
188	Miriam Morales	morales.miriam74@yahoo.com	Miriam Morales	7-12-14
189	Marcos Victoria	7-404-4571	Marcos Victoria	7-12-14
190	Jon Railing	3 947-5389.	[illegible]	7-12-14
191	Anne Lannan	720 490-3491	[illegible]	7-12-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
192	Rob Kelley	3-650-6793		6/11/14
193	Amanda Elsnes	3-562-6862		07/11/14
194	Elizabeth Armendariz	dodgelover32@yahoo.com		7/11/14
195	Chad Rotan	car38special@q.com		7/11/14
196	Raudel Cabarrubias	720-436-3268	Raudel Cabarrubias	7 16 14
197	Gilberto Mendoza	720-365-9984		7-11-14
198	Dorrance Nickel	720-298-6406		7/11/14
199	Judi Araya	7/937-8163	Judi Araya	7/12/14
200	CASIMIRO ZAMORA	303 437 9501	Casimiro Zamora	7/12/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
201	THAO TECZA	TECZA@COLORADO.EDU	Thao Teczа	7/11/14
202	Ofelia Leal	Ofelia.gmail.com	Ofelia Leal	7/11/14
203	Telpia Domingo	3606 Kalamath	Telpia D.	7.11.14
204	Marcus Sigala	4377 Yates St	Christian M. Sigala	7-11-14
205	LISA Duran	~~[illegible]~~ leesch53love@live.com	[illegible]	7/11/14
206	Tommy Hodge	AJDuran1979@Hotmail.com	Tommy Hodge	7-11-14
207	Monica Aguirre	aguirre@yahoo.com	M. Aguirre	7-11-14
208	Lupita Ann Gurule	lupita_gurule@yahoo.com	Lupita Ann Gurule	7-11-14
209	MARTIN E MARTINEZ	MARTINEMARTINEZ@LIVE.COM	[illegible]	7-11-14.

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	Name [printed]	e-mail address [or phone #]	Signature	Date
210	Ana Diasdado	720-763-6425	Ana Diasdado	7-11-14
211	Noemi Ramirez	marianoemi_r@hotmail.com	[illegible]	7-12-14
212	Arthur Espejo	the laughing latte@gmail.com	[illegible]	7-12-14
213	Eduardo [illegible]	[illegible]		7-13-14
214	Sonya Palafox	(303)332-8299	[illegible]	7/13/14
215	Mayra Ramirez	720-445-1904	Mayra Ramirez	7/13/14
216	Dedrick yancy	220-3385079	[illegible]	
217	Jesus Ortiaga		[illegible]	
218	Isabel Villarreal	720-315-1115	Isabel Villarreal	

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	Nombre **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	Firma **Signature**	Fecha **Date**
219	Gina Ramirez	2791 W 52nd Ave B6-203	Gina Ramirez	7/12/14
220	Joel B Sierra	1640 W 55TH Ave Denver CO	Joel B Sierra	7/12/14
221	María L B	11660 W 55TH Ave Denver CO	Maria L B	7/12/14
222	Charles Sisneros	6970 Decatur St	Charles Sisneros	7-12-14
223	Liset Cardenas	4247 Tejon St	Liset Cardenas	7-12-14
224	Bertha Flores	1340 Osceola St	Bertha Flores	7-12-14
225	Jesus R Castro	14862 Elmendorf PL	Jesus R Castro	7-12-14
226	JoAnn Flores	10059 Franklin St.	JoAnn Flores	7-12-14
227	Stephanie Flores	10059 Franklin St	Stephanie Flores	7-12-14

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	Nombre **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	Firma **Signature**	Fecha **Date**
228	MAdel Rocio Rosales	7658 Quivas st Denver Co 80221 720 2	MA del Rocio Rosales	7-12-14
229	Brooke Garcia	4650 Wadsworth Blvd wheatRidge, CO 80033	Brooke Garcia	7-12-14
230	Jesus Saucedo	2555 S. Grove St Denver, CO 80219	[illegible]	7/12/14
231	Rebekah Garcia	4650 Wadsworth Blvd. Wheatridge Co 80033	Rebekah Garcia	7/12/14
232	Michelle Garcia	4650 Wadsworth Blvd wheatridge Co 80033	Michelle [illegible]	7/12/14
233	YANILI QUEZADA	4705 E. LOUISIANA AVE APT DENVER CO 80246	Yanili Quezada	7-12-14
234	Albert Luna	4705 E LOUISIANA AVE. DENVER CO 80246	Albert Luna	7-12-14
235	Marcos Garcia	3662 Mariposa ST. Denver, CO 80211	Marcos Garcia	7-12-14
236	Virginia Ontiveros	5090 Osceola St Denver	Virginia Ontiveros	7-12-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
237	Robert Gurule	ernieguru@comcast.net		7/12/14
238	Angelina Gurule	AngelinaGarlay@gmail.com		7/14/14
239	SAM LONTINE	303.455.0232 - 719-778-335-6		7/12/14
240	Mary Lontine Mary Lontine	303-455-0332	Mary Lontine	7/12/14
241	Rosemary Aguilar	3-423-9389	Rosemary Aguilar	7/12/14
242	[illegible]	3-423 9389	Ruben Aguilar	7/12/14
243	Maria Zubia	zubia@netzero.net	[illegible]	7/12/14
244	LuANNE GARVIN	ANNEluGARVIN@comcast.net	[illegible]	7/12/14
245	STEPHANIE Quate	SQuate@gmail.com	[illegible]	7/12/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
246	Rosa Arambula	1327 303-477-5064	Rosa Arambula	
247	Javier Gonzales	1327- 720)675 1941	Javier Gonzales	
248	James Maraga	720 231-4848	[illegible]	
249	Maria Gonzalez	720 238 4231	Maria Gonzalez	
250	Andrew Aguilar	720431-4315	[illegible]	
251	Rachael Mendoza	720-326-5467	Rachael Mendoza	
252	Arlene Zisneros	720-881-1792	Arlene Zisneros	
253	Nadia Bravo	720-448-9990	[illegible]	
254	Martha Bravo	720-404-5556	[illegible]	

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	Name [printed]	e-mail address [or phone #]	Signature	Date
255	Roberto Favela	(720) 327 2831	Roberto Favela	
256	Reagan Brave	720) 404) 5555	[illegible]	
257	Leonel Calderon	720-210-8853	[illegible]	
258	Ana Calderon	720 210-8853	[illegible]	
259	Jorge Nunez	303-507 6713	[illegible]	
260	Angel Calderon	303-253-4556	[illegible]	
261	Alejandro Rios Martinez	720.434-3231	[illegible]	
262	Geraldo Sandoval	303.881.0735	[illegible]	
263	CARLOS CHAVEZ	720 227 9921	[illegible]	

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	Name [printed]	e-mail address [or phone #]	Signature	Date
264	F.J. Sullivan	Frank.Sullivan.123@gmail.com	F.J. Sullivan	7/11/14
265	Roxana Dominguez	Rdomini2@gmail.com	Roxana D	7/11/14
266	José Mendoza	303-922-3584	José Mendoza	7/11/14
267	Hernandez, Cruz	720-309-8763	[illegible]	7/11/14
268	Kristie Meagher	kristie.meagher.gmail.com	[illegible]	7/11/14
269	[illegible]	SYNERGYFITNESS1@YAHOO.COM	[illegible]	7/11/14
270	S. Esparza	720.354.8934	S. Esparza	7/11/14
271	Antonio Avellan	720 49.77533	Antonio	7/11/14
272	Lileny Nares	720-255-73-94	Lileny	7/11/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
273	Michael Brewer	[illegible]denver_1999@hotmail	[illegible]	7/20/14
274	Ben Kemena	kemena62@comcast.net	[illegible]	7/20/14
275	Helene Mickle	303 680-4010	Helene Mickle	7-20-14
276	Amelia Robles	amelia robles@AOL.com	Amelia Robles	7-20-14
277	Edward Burke	303-337-2203	Edward Burke	7/20/14
278	Amber Latyshor	220 641 7926	[illegible]	7/20/14
279	Thomas Hagerman	720-343-9556	[illegible]	7/20/14
280	Martha Fink	2616 Lafayette 720-839-0485	[illegible]	7/20/14
281	Evelyn Archuleta	303-733-0366	Evelyn Archuleta	4-20-14

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	Nombre **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	Firma **Signature**	Fecha **Date**
282	Cina Atencio	gatencio@ahinc.org		7-19-14
283	Scott Schindler	chinsrevenge@Hotmail.com		7-19-14
284	Amanda Sjulstad	schindler_amanda@hotmail.com		7-19-14
285	Nataliya Shull	natasha.Shull@gmail.com		7/19/14
286	Yana Moore	yankanem@gmail.com		7/19/14
287	Clyde Shull	clyde.shull@gmail.com		7/19/14
288	Sylvia Sullivan	frank.sullivan.123@gmail.com		7/19/14
289	Jake Bakker	jake.bakker@gmail.com		7.19.14
290	L. Constantini	jake.bakker@gmail.com		7.19.14

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	Name [printed]	e-mail address [or phone #]	Signature	Da
2#	Ruby Onofre	rubystuff@yahoo.com	[illegible]	7-13
3#	Jose Onofre	[illegible]	[illegible]	7-13-
4#	Lannette Casias	Lannette.casias@yahoo.com	Lannette Casias	7-13-
5#	Maria Apodaca	Apodaca Maria@yahoo.com	Maria Apodaca	

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	Name [printed]	e-mail address [or phone #]	Signature	Date
6	Mary Trujillo	3978 Wolff	Mary Trujillo	7-13-14
7	Andres Dominguez	3978 wolff st	[illegible]	7/13/14
8	Jose Correa	970 379 0665	[illegible]	7/13/14
9	JULIAN DANIELL	432-288-7646	JULIAN DANIELL	7/13/14
10	Silvia Nunez	720-569-6767	[illegible]	7-13-14
11	DANNY SANCHEZ	303-883-4928	[illegible]	7-13-14
12	Teresa Ramirez	720 436-0642	Teresa Ramirez	7/13/14
13	MARK THOMAS	303-433-0477	[illegible]	7/13/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
14	MICHAE FROST	720 998-2870		7-12
15		720-384-2736		7/12/
16	Cruz Mendez	303-433-1138	CRUZ MENDEZ	7/12/14
17	Maria Alvarado	720-987-1998	Maria Alvarado	7/12
18	Ramon Del Castillo	delcastr@msudenver.edu 303 868 9027	R. D	7/12/
19	Dorothy A Del Castillo	3/396-9255	Dorothy A Del Castillo	7/12/14
20	Paula Sanchez	7/273 63 67		7/12/14
21	Nancy Silva	7/763-1049	Nancy Silva	7/12/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
22	April Elliott	303-862-6644	April Elliott	7/13/14
23	David Rybarczyk	303-520-1814	David Rybarczyk	7/13/14
24	Daniel Rios		X	7/13/14
25	Juana Lopez		Juana Lopez	7/13/14

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	NOMBRE **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	FIRMA **Signature**	FECHA **Date**
291	MARY BUCK	mbck1947@gmail.com	Mary Buck	7/20/14
292	Milt Reuve	303-727-8869	Milton Reuve	7/20/14
293	William L Benson	3-993-8950	[illegible]	7/20/14
294	Raquel Benson	3-618-5590	Raquel R. Benson	7/20/14
295	Marcia Lamb	3-321-6212	[illegible]	7-20-14
296	BRUCE MOHRLANG	970-547-0640	Bruce Mohrlang	7-20-14
297	Kathryn Roy	303-979-0699	[illegible]	7-20-14
298	SHANE CARRION	RESPLENDENTDRAGON@YAHOO.COM	[illegible]	7-20-14
299	Rebecca Marshall	719 229 9886	[illegible]	7-20-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
300	Rebecca Kennedy	becwilson00@hotmail.com	Rebecca Kennedy	7/20/14
301	Cyndi Futch		Cyndi Futch	7-20-14
302	Liana Hall		Hall	7/20/14
303	Tom Cronenberg	cronenbt@yahoo.com	[illegible]	7/20/14
304	Teresa Williams	Bulldog6123@yahoo	Teresa Williams	7/20/14
305	Teresa Stanford	terrystnfrd@yahoo.com	[illegible]	7/20/14
306	Heather Cronenberg	heathercronenberg@gmail.com	Heather Cronenberg	7/20/14
307	JOE HUGHES	greybiff@hotmail.com	[illegible]	7/20/14
308	Jose Diaz	720 589 0227	J. Diaz	7/20/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
309	Margret Escamilla	Margret Escamilla@aol.com	Margret Escamilla	7-20-14
310	TINA PALOMINO	TINA PALOMINO@HOTMAIL.COM		7-20-14
311	D. Gutierrez	N/A		7/20/14
312	Lisa Vandiver	N/A	Lisa V	7/20/14
313	Samuel G Deus	303-757-1499	Samuel G Deus	
314	GWEN MAYER	303-984-5885	Gwen A. Mayer	7/20/14
315	Elliott Trumbo	elliott.trumbo@yahoo.com		7/20/14
316	LESJA MONTOYA	HE 303.463.5272	LESJA MONTOYA	7-20-14
317	Jerry Montoya	" " "	Jerry Montoya	"

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	Name [printed]	e-mail address [or phone #]	Signature	Date
318	Constantin Butsura	butsuraca52@yahoo.com		07/20/14
319	Martha Marquez	5118 clarkson st		7-20-14
320	Yolanda Siguenza	5128 Clarkson st		7-20-14
321	Doug Simington	dsimy@msn.com		7-20-14
322	Finn Ely	finnve@yahoo.com		7-20-14
323	Jonathan Jon Hernandez	jonhernandez55@yahoo.com		7/20/14
324	Ratilita Martinez	720 275-6232		7/20/14
325	LaRay Hernandez	720 569-6557		7-20-14
326	Sebastian Martinez	720-275-6232		7/20/14

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	Nombre	Correo electronico o telefono	Firma	Fecha
327	Christopher Darling	cdarling.sk8r@msn.com 303-522-0262	Christopher Darling	7/20/14
328	Fausto Jimenez	720-375-2461	[illegible]	7-12-14
329	Michaela Parker	mparkerprincess@aol.com	[illegible]	7/20/14
330	Mack Mego	mack10e example.com	[illegible]	7/20/14
331	Michael-Marie Valdez	emzsquared@gmail.com	[illegible]	7/20/14
332	Deldoie Salazar	dlfsalazar@hotmail.com	[illegible]	7/20/14
333	Alexandra Green	alex.t.girl@gmail.com	[illegible]	7.20.14
334	Anessa Hedger	ahahedgr@gmail.com	[illegible]	7/20/14
335	Dean Tinsley	720 440 6132		"

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We, the undersigned persons, who are residents of Globeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Nombre Name [printed]	Corre electronico/Telefono e-mail address [or phone #]	Firma Signature	Fecha Date
336	DAVID OSTERMAN	dposterman@hotmail.com	David Osterman	7/20/14
337	DAMON HALEY	170@DHALEY.WARPMAIL.NET	D Haley	7/20/04
338	MARGARET PRICE	mprice9980@gmail.com	Margaret Price	7/20/14
339	KAREN MILLER	KMILLER5@AOL.COM	Karen S. Miller	7-20-14
340	Nancy M. BOLT	nancybolt@earthlink.net	Nancy M. Bolt	7-20-14
341	Bruce Werner	bktwerner@comcast.net	[illegible]	July 20 '14
342	Ruth H. Bridges	720-333-0829	Ruth H. Bridges	
343	JAMES ARCHULETA		James Archuleta	7/20/14
344	MARKO LUKICH	N/A	[illegible]	7/20/14
345				

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We, the undersigned persons, who are residents of Globeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
346	T. Weaber	junkmailanne63@gmail.com	T. Weaber	7/20/14
347	Brigitte Baehre	brigittebaehre@yahoo.com	Brigitte Baehre	7/20/14
348	Rebecca Zigterman	zigterman01@q.com	Rebecca Zigterman	7/20/14
349	Robin Bidwell	robin80206@yahoo.com	R. Bidwell	7/20/14
350	Andria Bidwell		Andria Bidwell	7/20/14
351	TERESA MEYER	vilkas99@outlook.com	Teresa Meyer	7-20-14
352	Amy Meyer	spice4bear@msn.com	Amy Meyer	7-20-14
353	Shalisa Daugherty	shalisa803@yahoo.com	Shalisa Daugherty	7-20-14
354	Jeff Pope	popejeffrey@msn	JP	7/20/14

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We, the undersigned persons, who are residents of Globeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
355	Alfredo Morales	6972 720 Cramer 80022 Community 532 4960	Alfredo M.	7-20-14
356	Sandra Schaffer	schaffersandras@901.com	Sandra Schaffer	7-20-14
357	ALBERT K MILLER	7451 E 8TH AVE NONE DENVER CO 80230	Albert K. Miller	7-20-14
358	MARJORIE BOSIED	embodd@gmail.com	Marjorie Bosied	7-20-14
359	Clay Cunningham	clayfanc123@hotmail.com		7/20/14
360	Gene Nandrea	303-940-1034		7-20-14
361	Christopher Nandrea	303-940-1034		7-20-14
362	Dennis Smith	720-981-9798		7/20/14
363	George Gierchin	618-960-8405		7/20/14

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Nosotros, los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y los ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	Name [printed]	e-mail address [or phone #]	Signature	Date
364	Manny Medina	M. medina@gmail.com		
365	MICHAEL P. CORRIGAN		Michael Corrigan	20 July 2014
366	Robert P. Blauvelt			20 July 2014

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We, the undersigned persons, who are residents of Globeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
367	Kristina Kachur	kekachur@gmail.com	[illegible]	7/20/2014
368	Taryn Browne	tarynbrowne@yahoo.com	Taryn M. Browne	7-20-14
369	Fonda Budai	fondabudai@gmail.com	[illegible]	7-20-14
370	Andrew Skumanich	303 444 1747	[illegible]	20/7/14
371	Janice Ediger	janmike@access4less.net	[illegible]	7/20/14
372	MICHAEL KING	lord.garth@earthlink.net	[illegible]	7/20/14

000792

We, the undersigned persons, who are residents of Glendale, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
373	Rosemann Albert	720-266-8410 rosemaabey fa23@gmail		7/20/14
374	Bianca Mendez	720 885 5799 Biancamonique@gmail	Bianca Mendez	7/20/14
375	Amanda ortiz	720 275 3012	Amanda Ortiz	7-20-14
376	John Bickle	John Bickle @ q.com	John Bickle	7-20-14
377	Angel R	yourauraangel14@yahoo.com	Angel	7/20/14
378	Nick Paiz	NICKPAIZ228@GMail.COM		7/20/14
379	Steve Johnson	Stevej46@comcast.net	Steve Johnson	7/20/14
380	Alan Bielski	wzxfome@comcast.net	Alan Bielski	7/20/14

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Nosotros los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y los ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	Nombre **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	Firma **Signature**	Fecha **Date**
381	TROY SEURER	TroySeurer@yahoo		7/19/14
382	DARIN BRANDSMA	DARINBRANDSMA@YAHOO.COM		7/20/14
383	Sue Laurent	SUEC convertismarketing.com		7/20/14
384	Tim Osag	osag tim@aol.com	Tim Osag	7/20/14
385	RONNIE CRAWFORD	FALCON CENTRAL@G.MAIL.com	Ronald Crawford	20 JULY 14

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We, the undersigned persons, who are residents of Greenville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
386	Jeremy Frank	913-424-7929	[illegible]	7/20/14
387	Zach Reynolds	shinytimes@hotmail.com	[illegible]	7/20/14
388	Cyndi Windecker	cyndicryss@gmail.com	[illegible]	7/20/14
389	Nancy Howe	nhowecolo@gmail.com	N Howe	7/20/14
390	TONNA SHANKS	neepntonna@comcast.net	[illegible]	7-20-14
391	Fritz Meyer		Fritz Meyer	7-20-14
392	Maureen Wise	[illegible]@aol.com	Maureen Wise	7/20/14
393	Vicki Daugherty	homeman56@yahoo.com	Victoria Daugherty	7-20-14
394	Cynthia Felker	—	[illegible]	7-20-14

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We, the undersigned persons, who are residents of Greeville, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
395	Michael Livesay	3-667	Michael Livesay	7-20-2014
396	Hilda G. Aguilera	3-667-4506	Hilda A	7-20-14
397	Nidia Aguilar	3-667-4506	Nidia A.	7/20/14
398	Iskra Ivanova		[illegible]	7/20/14
399	Kira Moore		K Moore	7/20/14
400	Greg Waltz		Greg Waltz	7/20/14
401	Stephen Kryska		[illegible]	7/20/14
402	Kathleen	casey@nilenet.com	Kathleen [illegible]	7/20/14
403	Mary Gordy	Louisa.Gordy@gmail.com		

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We, the undersigned persons, who are residents of Greenwood Village, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
404	LINDA VALDEZ	303-433-1170	Linda M. Valdez	7-20-14
405	Michael W. Valdez	303-433-1170	Michael W. Valdez	7-20-14
406	George B. Maresh	gbmaresh@gmail.com	[illegible]	7-20-14
407	IRENE A. BETIN	303-695-9516	Irene A. Betin	7-20-14
408	Helen Fox	303-751-2695	Helen Fox	7-20-14
409	[illegible]	720 276-0622	[illegible]	7-20-14
410	Max	303 550-0536	[illegible]	7/20/14
411	Carol Johnson	cfj1970@comcast.net	Carol Johnson	7/20/14
412	Carol Potrykus	224-433-0063	Carol Potrykus	7/20/14

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Nosotros, los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	Name [printed]	e-mail address [or phone #]	Signature	Date
413	JAMES R. LIPPINCOTT	720-317-3118		7/20/14
414	Ben A Barnes	Barnes@Gmail		7/20/14
415	Thomas Spahr	tspahr@gmail.com		7/20/14
416	Ricky Weeks	303-345-5639		7-20-14
417	BIL TAYLOR	303 455 2128		7-20-14
418	Cynthia Knipple	303 455 2128	CL Knipple	7/20/14
419	Henry Potrykus	847 388 5570	Henry Potrykus	7-20-14
420	Angelica Zeltzschmi	303-349-7135		7-20-14
421	Breanna Burgess	610-585-0170		7-20-14

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Nosotros, los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y/o ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	Name [printed]	e-mail address [or phone #]	Signature	Date
422	Erin Schuetz	ee.schuetz@gmail.com		7-20-14
423	Lindsay Spaulding	Lindsay.inge@gmail.com		7-20-14
424	David Karas	dkaras10@gmail.com		7-20-14
425	Luz Maria Mendez	firefly2126@outlook.com		7-20-14
426	Ivy Donaldson	ivy.donaldson222@gmail.com		7-20-14
427	Alyssa Alt	alyssaalt@gmail.com		7-20-14
428	Rebecca A. Hunt	rhunt2@earthlink.net		7-20-14
429	Jason Haubelt			7-20-14
430	GEOFF HUNT	rhunt2@earthlink.net		7/20/14

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.Ve, .e undersigned persons, who are residents of Gl eville, Elyria, Swansea, community partners, ar. , or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) f the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
431	Barbara Tally	BTally1@gmail.com	Barbara Tally	7-19-14
432	SETH ALVAREZ			7/19/14
433	DANIEL MATTHEWS	music4heaven@gmail.com		7/19/14
434	JOSHUA MILLER	jmillerpfs@gmail.com		7/19/14
435	Beth Matthews	kingsmusickid@gmail.com		7/19/14
436	Chris Marchioni	c.march2@comcast.net		7/19/14
437	Cara Thornton	cleefish@yahoo.com		7/19/14
438	RICHARD ROBERTSON	(303) 433-1890	R. Robertson	7/19/14
439	Yossief Tsegaye	yh.yoss@gmail.com		7/19/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
440	Ian Drew	idrew@verizon.net		7/19/14
441	Dani Ogren	dogren@comcast.net		7/19/14
442	Anthony Kasubosk	Anthony Kasubosk@Gmail.com		7/19/14
443	Bertha Varoz	720-269-4414	Bertha Varoz	7/19/14
444	Stephanie Jackson	sgtamme@yahoo.com		7/19/14
445	SCOTT HOUGARD	SHOUGARD@HOTMAIL.COM		7/19/14
446	IAN MCMANIGAL	MCMA244@bears.unco.edu		7/19/14
447	Fern Epstein	fern@sbarconsulting.com		7/19/14
448	Genia Severskaya	geniaseverG@hotmail.com		7/19/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
449	RoseAnn Chavez	roseannchavez8@gmail.com	Roseann M. Chavez	7/19/14
450	Joann Ocea		Joann Ocea	7/19/14
451	William Sdulstad	Sdulstad_William@hotmail.com	[illegible]	7/19/14
452	Charlie Gaase	charliegirl21@msn.com	[illegible]	7/19/14
453	JESSICA QUINONES	bravesjess@gmail.com	[illegible]	7/19/14
454	Lucas Meyer	lars68_2002@yahoo.com	[illegible]	7/19/14
455	Dale Larson	Kyellatm.com	Dale Larson	7/19/14
456	Al Gallo	5620 Yates@gmail.com	[illegible]	7-19-14
457	Joyce Gallo	5620 Yates@Gmail.com	Joyce Gallo	7-19-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
458	Gary Maes	G Maes 34@401.com		7/19
459	Matt Rice	Matthewmrr@gmail.com		7/19
460	STEVE DAWSON	303-455-2465		7/19
461	Kristen DiLallo	720 545 4443		7/19
462	Devin Scheinberg	303 859 9174		7/19
463	LARRY CRISCO	SP37@Comcast.net		7/19
464	Scott Hosie	spacemanspiff009@yahoo.com		7/19
465	Christine Horvat	~~richchris@g~~ ~~Christine Horvat~~	Christine Horvat	7/19/14
466	Rich Horvat	richchrishorvat@gmail.com		7/19/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
467	Mike Pacheco	720-434-5404	Mike Pacheco	7/19/14
468	~~Natasha Montour~~ Claire Montour	Nairem26@msn.com	Claire Montour	7/19/14
469	Lindsey Horvat	lrhorvat@gmail.com	Lindsey Horvat	7/19/14
470	Thorsten Sandgren	absolut_swedish@msn.com	TS	7/19/14
471	Brett Williams	Brett0424@gmail.com	[illegible]	7/19/14
472	Kris Williams	kwilliams512@gmail.com	[illegible]	071914
473	Inez Perez	gutierrez_inez@yahoo.com	Inez Perez	7/19/14
474	Esther Chavez	970 631-1367	Esther R Chavez	7-19-14
475	Eliska Champagne-Veselka	eliska.cv@gmail.com	[illegible]	7/19/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
476	Pane	Greekw.her@hotmail.com	[illegible]	7.19
477	DDAVIS	3/332.7700	[illegible]	7.19
478	Rick Garcia	[illegible]270impala@g	[illegible]	7.19
479	FRANK HULCE	FHULCE@COMCAST.NET	Frank Hulce	7/19
480	Annette Ernst	aernst@comcast.net	Annette M Ernst	7/19
481	Lynnella Zackroff		Lynnella Zackroff	7/19
482	Jillene Easley	easley@ecentral.com	Jillene Easley	07/19
483	Bob SAMUELSON	—	Bob Samuelson	7/19
484	Sandra Samuelson		Sandra Samuelson	7/19

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	Name [printed]	e-mail address [or phone #]	Signature	Date
485	Jesse Michalik	Jam404@columbia.edu		7/19/14
486	LIANNA KACHMAR	liannamk@gmail.com		7/19/14
487	JERRY GOTO	go2papa@yahoo.com	Jerry Goto	7/19/14
488	CAROL GOTO	"	Carol Goto	7/19/14
489	AL Schnegelberger	al_schneg@yahoo.com	Schnegelberger	7/19/14
490	Stewart Bremner	art@stewartbremner.com		7/19/14
491	Terry Toldy	terry@unsafeart.com	Terry Toldy	7/19/14
492	Patricia Tjaden	tjadenp@comcast.net 303-717-2357	Patricia Tjaden	7/19/14
493	Susan Brooks	303-7335724	Susan Brooks	7-19-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
494	William Brooks	303-733-5724		7/19/14
495	Carlos Trujillo	303 294 9454		7/19/14
496	Eddy Trujillo	719-252-3774		7/19/14
497	Allen Yockey	3/571-8561		2014/19
498	[illegible] Sefs	3 458 5946		7.19.14
499	Krishnor L. Ali	ali.krin@yahoo.com		7/19/14
500	Kathryn Smith	303 744 0372		7/19/14
501	Sandra Weaver	303/420-5374		7/19/14
502	Wayne Weaver	303/420-5374		7/19/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
503	Patricia DeFa	designspectrum.pr@gmail.com	Patricia DeFa	7.19.2014
504	Kathy Robinson	KRCR@Comcast.Net	Kathy Robinson	7.19.14
505	Deb Lastowka	pray4mojo@gmail.com	Deb Lastowka	7/19/14
506	Lynda Lastowka	llastowka@yahoo.com	[illegible]	7.19.14
507	Michael Thoutt	micdts@aol.com	Michael Thoutt	7/19/14
508	KEVIN TRAINOR	Kevin@Condit.com	[illegible]	7/19/
509	Julie Freshman	julia.freshman@gmail.com	Julie Freshman	7-19-2014
510	Nicholas Powell	deltaphi483@yahoo.com	Nicholas Powell	7/19/14
511	DAN AMADOR	720.877-7542	[illegible]	7/19/14

000792

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	Name [printed]	e-mail address [or phone #]	Signature	Date
512	KEVIN CONROY	KCONROY508@GMAIL.COM	[illegible]	7/19
513	ARTHUR SANTOMANGO	ASANTOMANGO@YAHOO.COM	[illegible]	7/19
514	BRETT HORTING	bifetheline13@GMAIL.COM	[illegible]	7-19
515	John Todd	toddjr@gmail.com	[illegible]	7/19/14
516	Heidi Todd	hruybal@gmail.com	Heidi Todd	7/19/14
517	MARILYN ROBICH	MROBICH@MSN.COM	[illegible]	7/19/14
518	DAVID CATOLINE	DCATOLINE@MSN.COM	[illegible]	7/19/14
519	MIKE TUDOR	MIKE@WESTERNDELI.COM	[illegible]	7/19/14
520	Sherry Stokes	" "	[illegible]	7/19/14

000792

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	Name [printed]	e-mail address [or phone #]	Signature	Date
521	Rob Ralek	pianoguy56@msn.com		
522	Karen Carroll	mountainmama1961@yahoo.com	Karen Carroll	7-19-14
523	Angeline Lopez	626 Lincoln ST 3/2963	Angeline Lopez	7-19-14
524	Kirk Kreters	kreteggm@yahoo.com	Kirk Kreters	7/19/14
525	George Morton	4336 Penn. St. Den. geomorton143@gmail.com	Geo. Morton	7/19/14
526	Jorge Jauregui	2305 W 92nd Ave Federal Heights 80260	7/427-5354 Jorge A Jauregui	7/19/14
527	Joe Elliott	joeelliott.familytherapy@gmail.com		7/19/14
528	Kate Evangelista	katherinejp909@gmail.com		7/19/14
529	Constance Kubrak			7/19/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
S30	David Dickey	dickeydavid6@hotmail.com		7/19/14
S31	Bryan Alvarado Rodriguez	303-875 6093	Bryan Alvarado	7/19/14
S32	Elizabeth Gwinn	gwinn.elizabeth@gmail.com		7/19/14
S33	Ken Vasko	hobokem@gmail.com		7/19/14
S34	James Rosselle	jrosselle@mac.com		7/19/14
S35	Ryan Shattuck	ryshattuck@aol.com		7/19/14
S36	Jon Fredericks	j.fred.bros@GMAIL.COM		7-19-14
S37	Earl & Vickey Thomas	4535 Sherman St, 303-893-6696		7-19-14
S38	STEPHEN PEREZ	psteveeep@aol.com		7/19/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
539	DELIA PEREZ	See above	Delia R. Perez	7/19/14
540	Walt Morton	morton.walt@yahoo.com	Walt Morton	7/19/14
541	Brett Johnson	Rector@Holydormition.net	[illegible]	7/19/14
542	Ray Thal	303-324-9483	Ray Thal	7-19-14
543	Dwight Bordelon	970-342-0609	[illegible]	7-19-14
544	Janet Schreurs	901 355 4088	[illegible]	7.19.14
545	[illegible]	mkwgadd@q.com	[illegible]	7/19/14
546	Maureen Bradshaw	mkwgadd@q.com	Maureen Bradshaw	7-19-14
547	Eloy Trujillo	3-296 4262	Eloy Trujillo	7-19-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
548	Breann Colpitts	breann.herring@gmail.com	Breann Colpitts	7/19/14
549	Josh Colpitts	joshua.colpitts@gmail.com		7/19/14
550	Cassandra Sutton	samamisum@comcast.net		7/19/14
551	Emily Snunk	emily.crenshaw@gmail.com		7/19/14
552	BOB GIRSCH	BOBGIE@YAHOO.COM		"
553	Lyndsay Taylor	lyndsayforliberty@gmail.com		7/19/14
554	Nancy Artemis	cinheartemis@msn.com		7.19.14
555	Robert Clarno	clarno.robert@gmail.com		7.19.14
556	Nil Clarno	clarno313@gmail.com		7-19-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
557	Naptali Lucks	naptalia@hotmail.com		7/19/14
558	DAVID FINLAY			7-19-14
559	Greg Gallegos Jr	303)935-8195	Greg Gallegos	7/19/14
560	Marissa Vasquez	303)936 5141		7/19/14
561	Ann Krebs	303-619-2317	Amerella	7/19/14
562	Michael Morgan	(303)960-7411		7/19/14
563	Augie ALVA	720 296-8052		7-19/14
564	ANGELO [illegible]	720 612 8342		
565	TRAVIS PATE	TBPATE@GMAIL.COM		7-19-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
S66	Grethen Pate	gchickpea@gmail.com		7/19/14
S67	Claudia Miller	303claudia@gmail.com		7/19/14
S68	Abe Guzman	ABRAham.Guzman.com		7/19/14
S69	Rich Wickman	303-431-6486	R Wickman	7/19/14
S70	Pauline Wickman	✓	Pauline Wickman	✓
S71	Tina Seaton	toolmaynard2000200@yahoo.com		7.19.14
S72	Jennifer Hicks	jennifer@fourseasonstril.com		7/19/14
S73	John Payne	John.Payne2249@Comcast.net		7/19/14
S74	Lorraine perez	Josephperez@Comcast.net ~~Lorraine perez~~	Lperez	7/19/2014

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	NOMBRE **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	FIRMA **Signature**	FECHA **Date**
575	Kristen Raleigh	303-364-3738	Kristen K. Raleigh	7-19-14
576	Jose A. Salas	Salasangel@msn.com 720-366-6435	[illegible]	7-19-14
577	Marcela Flores	720-275-2243	Marcela Flores	7-19-14
578	Feficia Casillas	720-629-5477	Feficia Casillas	7-19-14
579	Rafael alcazar	720-621-8395	Rafael alcazar	7-19-14
580	Onorina Arriaga	720-506-0767	Onorina arriaga	7-19-14
581	Kate Repko		[illegible]	7/19/14
582	Suzan Craven	Suzancraven@AOL.com	Suzan Craven	7/19/14
583	Sherry Alva	7/296-8052	[illegible]	7/19/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
S84	Tamara Gallegos	tamgalley@yahoo.com	Tamara Gallegos	7-19-14
S85	Joseph Connary	JCannary@aol.com	[illegible]	7/19/2014
S86	Mike Clem	amicuss@aol.com	[illegible]	7/19/14
S87	Anita Gonzalez Clem	303.722.3437	Anita G Clem	7/19/14
S88	Marie Medina	21290-9700	Marie M	7-19-14
S89	Felix Medina	7/297-9700	[illegible]	7/19/14
S90	Kaytlyn Devers	devers2010@hotmail.com	Kaytlyn Devers	7/19/14
S91	Chris Grasso	christopher.a.grasso@earthlink.net	[illegible]	7/19/2014
S92	Marlene K. Kellstrom	MKHLSTRM@comcast.net	Marlene K. Kellstrom	7/19/2014

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8/2

W 38th Avenue
Shoshone St
Vendor Load In Only 7am - 10am NO PARKING
Pony Rides
Climbing Wall
CHILDRENS FUN AREA
Bungee Jumping
PO CORVETTE
Grounds for Bark Bar
Beer Ticket Sales ID Booth
Beer Tent
Reefer Cooler
Generator
Food Vendors
VIP Check In
VIP Tent
General Admission Seating
Exhibidores, Liquor, Pop & Water
Band Stage Tents
50ft
STAGE
Beer Ticket Sales ID Booth
Beer Tent
26ft
Restrooms
Generator
Staging area
W 37th Avenue
Staging area
Alley
InFUNity Carnival
Generator
Check Mark = Power
Restrooms
***Need power to 9 plug-ins running 30+ feet north & south of generator location, AND one line across street and up grass to 3-4 booths.
School Parking Lot (Band Parking ONLY)
1. Bark Bar
2. Casa Milargo
3. Ground Work Denver
4. Voter Registration
5. College America
6. United North Metro Denver
7. Henry Reid
8. CEIBEA-USA / Arturo Rodriguez
9. W. 38th Avenue Merchants Assoc.
10. Servicio de la Raza
11. Leprino Foods
12. 5280 Fashions
13. Raphael for Council
14. North High School
15. Volunteer Check In
16. Ignacio - Arts & Crafts
17. Rocky Mountain Ser
18. Pepsi + H20
19. Open
20. 5280 Produce
21. 5280 Produce
22. Local 46 - wine
23. Champion of Denver
24. Open
25. David Diaz - Fitness Together Denver
26. El Camino - margaritas
27. Open
28. Renewal by Anderson
29. Latin Life Denver
30. Clearette
31. Master Remodel
32. Lucero Financial
33. El Camino - Margarita booth
35. Kettle Krazy
36. Pepsi + H20
37. Divino Tacos
38. Em's Ice Cream
39. Maui Wowi - Frozen drinks
40. Maui Wowi - Perogi's
41. M + M & things
42. Granny's Goodies / Pizza
Closed at Pecos

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	Name [printed]	e-mail address [or phone #]	Signature	Date
593	Lloyd Gomez	GomezLLoyd@Aol.com		
594	M. Veit	maggieveit0922@gmail.com		
595	Misti Klarenbeek-McKenna	mistikmckenna@gmail.com		8.2.14
596	Larry Ornelas	dtownfireworks@gmail.com		8-2-14
597	Natasha Ornelas	zoe.ornelas@gmail.com	Natasha Ornelas	8-2-14
598	John Reynolds	JR3423@MSN.com		8.2.14
599	Michele Erickson	mikalal18@hotmail.com		8-2-14
600	Lucille Moreno-Peacock	Lucille.Moreno-peacock@ucdenver.edu	Lucille Moreno Peacock	8/2/14
601	KEN LEICHTLE	KATLeichtle@gmail.com	Ken Leichtle	8/2/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
602	Dominique Diaz	deecorline@gmail	[illegible]	8/1
603	Eric Slack	eslack1007@gmail	[illegible]	8/2/14
604	Lauren Slack	laurenmslack@gmail.com	[illegible]	8/2/14
605	Cindy Slack	cindys10007@gmail.com	[illegible]	8/2/14
606	Carolyn Dahn	cagruesbeck@gmail.com	[illegible]	8/2/14
607	Alex Dahn	alex.dahn@gmail.com	[illegible]	8/2/14
608	Mary Joy Barajas	marybarajas@comcast.net	[illegible]	8/2/14
609	Vincent Barajas	"	[illegible]	8/2/14
610	David Acierno	dacierno@comcast.net	[illegible]	8-2-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
611	Ysidora Samamillo	ysidorasamamillo@yahoo.com		8.2.14
612	Rebecca Dub	bdubs1313@hotmail.com		8/2/14
613	Jane Gonzales	angelita.brandi@yahoo.com	Jane Gonzales	8/2/2014
614	Felisha Archuleta	archuletafelisha@hotmail.com		8/2/14
615	Natalie Cisneros	nataliejullcisneros@gmail.com	Natalie Cisneros	8.2.14
616	SAMUEL BISMUTH	SAMUELMBISMUTH@GMAIL.COM		8-2-14
617	Rachel Wolf	rachelmwolf@gmail.com		8/2/14
618	Melissa Martin	melissalmartin6@gmail.com		8/2/14
619	Angela Gustin	amgasap@gmail.com		8/2/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
620	Andrew Allen	andrew.allen@gmail.com		8/2/14
621	David Gutierrez	Bobcat5957@Hotmail.com		8-2-14
622	Jeff Phillips	J Phillips @ Dana Kepner co	Jeff Phillips	8-2/14
623	Angela Lujan		Angela Lujan	8-2-14
624	Gwendolyn Mami	gwenmami@aol.com		8/2/14
625				8-2-14
626	Valerie Medina	vmedina75@yahoo.com	V Medina	8/2/14
627	R. Wood	3-455-2480		8/2/14
628	M. McNeils	mmcneils@me.com		8/2/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
629	DANIEL P. O'SHEA	DPO8603@Comcast.Net		8-2-14
630	PATRICK DOMAGALL	PSDOMAGALL@COMCAST.NET		8/2/14
631	Lillian Domagall	domagall@comcast.net		8/2/14
632	Shirley Grier	720-364-6509		8/2/14
633	CONNIE GOMEZ	Conniegomez@2net.com		8-2-14
634	Lavonne Uliani	720-961-0142	Lavonne Uliani	8-2-14
635	Filberto Figueroa	720-236-4869		8-2-14
636	Nohemi Figueroa	Nohemi.Figueroa88@yahoo.com		8-2-14
637	Giuseppe Orlando	giuseppefrank1@sbcglobal.net		8-2-14

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	Name [printed]	e-mail address [or phone #]	Signature	D
638	ANTHONY CHAVEZ	3167010069@AOL.COM	[illegible]	8/2
639	Christina Aguilar	gonzocara@hotmail.com	Christina Aguilar	8/2/1
640	Petra Sandoval	———	Petra Sandoval	8-2-
641	Opal James	720-327-1997	Opal James	8-2
642	Amanda Grover		[illegible]	8/2
643	Caitlin Pugliese		[illegible]	8/21
644	Kathy Trujillo	Kathytrujillo17@comcast.net	Kathy Trujillo	8-2
645	Silva Tovar	Stovar30@yahoo.com	[illegible]	8/2
646	Kimberly Davia		Kimberly Davia	8/2

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	Name [printed]	e-mail address [or phone #]	Signature	Date
647	Devin Aragon	devinaragon@gmail.com		8-2-14
648	Starla Ornelas	ornelasstarla@yahoo.com		8-2-14
649	Kaitlin Gault	Kaitlin.Gault@gmail.com		8-2-14
650	Paige Daniels	paiged44@yahoo.com		8/2/14
651	William Baer	wlbaer74@gmail.com		8-2-14
652	Keoni Anderson	KDAX612@GMAIL.COM		8/2/14
653	Paul Garibay			8-2-14
654	Jesse Mendoza	aflseminoles@gmail.com		8-2-14
655	Lisa M. Garcia	LWOODS8977@gmail.com		8-2-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
656	MATTHEW ALONZO LUCERO	lucerobuilders303@gmail.com	Matthew A. Lucero	8/2/14
657	Ulises Alfaro	Ulialfaro@gmail.com		8/2/14
658	Briana Lucero	briana36@hotmail.com		8/2/14
659	Olivia Mondragon	oliviamondragon@outlook.com	Olivia Mondragon	8/2/14
660	DAN BARRIENTOS	303 551-2878		8-2-14
661	Michael Roybal	720-394-5675		8-2-14
662	Lori Roybal	3/257-7774		8/2/14
663	Erika Roybal	7209805928		8/2/14
664	Daniel Hemstreet	scoreco@yahoo.com		8/2/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
665	Jackie Youngblood	jackieYoungblood@comcast.net		8/2/14
666	Michael Nicoletti	michaelvnicoletti@gmail.com		8/2/14
667	Antuan Arce	antuance07@gmail.com		8/2/14
668	Kristen West	Kwestaz@hotmail.com	Kristen West	8/2/14
669	Felix Sharp			8/2/14
670	Chad Bolling	chad.bolling@yahoo.com		8/2/14
671	Guadalupe D Martinez	720-329-4889	Guadalupe D Martinez	8/2/14
672	Karina Sanchez	303.217.3446		8/2/14
673	Patricia Ellis	3-480 119 a	Patricia Ellis	8/2/14

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	Name [printed]	e-mail address [or phone #]	Signature	Da
674	Michael Ellis	303-480-1192	Michael A Ellis	8/2/2
675	Sonia LeVin	watergirl1020@gmail.com	[illegible]	8/2/1
676	Scott LeVin	"	[illegible]	8-2-
677	Tammy Barron	7206281197	T Barron	8-2-
678	BOB BARRON	" "	[illegible]	8/2
679	Stephanie Paul	303-947-8182	Stephanie Paul	8/21
680	Fionna Benally	flbenally77@gmail.com	Fionna M. Benally	8/2/1
681	Tony Deleon	Deleon27@comcast.net	[illegible]	8-2-1
682	Ben Deleon		[illegible]	8-21

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	NOMBRE **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	FIRMA **Signature**	FECHA **Date**
683	REGINA ABEYTA	hardofexcellence@yahoo.com		8/2/14
684	Brea Galvin	brea.galvin@gmail.com		8/2/14
685	Liz Keltner	lizabethkeltner@gmai		8/2/14
686	Lee Lucero	llucero@yahoo.com		8-2-14
687	Mary Lucero	"	Mary Lucero	8-2-14
688	Laura Romero	lromero_boss@yahoo.com		8/2/14
689	Roger DeCarlo	RogerDeCarlo@gmail.com		8/2/14
690	Danielle Holguin	Dholguinlda@gmail.com		8/2/14
691	Christeba Lovato	Christeba Lovato@gmail		8/2/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
692	Philip Pacheco	5060 Lincoln St	Philip Pacheco	8-2-14
693	Hugo Espinosa	4124 pecos st	Hugo Espinosa	8-2-14
694	Giovanni Calderon	~~#~~ 5366, Larcob St.	Gio Calderon	8/2/14
695	Emelia Lucero	6672 W 44th PL	Emelia Lucero	8/2/14
696	Kristy Sanchez	850 S. Potomac Way	K Sanchez	8-2-14
697	RALPH HERRERA	4580 Tejon ST	Ralph Herrera	8-2-14
698	Emilio Ibarra	emilioibarra92@yahoo.com	[illegible]	8/2/14
699	Catherine Peters	catherine@expertincentives.com ~~2236 INGALLS~~	[illegible]	8/2/14
700	[illegible]		[illegible]	8-2-14

000792

We, the undersigned persons, who are residents of Glendale, Elyria, Swansea, community partners, and/or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
701	Devon Fresquez	303-881-8203	Devon Fresquez	8-2-14
702	David Uresti Jr.	720-590-3101	David Uresti Jr.	8-2-14
703	Eric Bagla	760-402-2418	[illegible]	8-2-14
704	Judith Montoya	720 937 3947	Judith Montoya	8-2-14
705	ELKIN ECHEVERRI	efecheverri@yahoo.com	[illegible]	2 Aug 14
706	M. Poole		M. Poole	8/2/14
707	Enrique Juarez	ejuarez@gmail.com	[illegible]	8/2/14
708	Jean Ann Olds	jeanannno@msn.com	Jean Ann Olds	8-2-14
709	Rohem Johnson		Rohem Johnson	8/2/14

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Name [printed]	e-mail address [or phone #]	Signature	Date
710 Jack Charles Gonzalez	303-433-8007		8/2/14
711 Erik Abouca	720 261.3970		8/2/14
712 Alicia Garcia	adg.denise@hotmail.com		8/2/14
713 Mike Quintana	Michael.Quintana@FAA.Gov		8/2/14
714 Mariel L. Harris	Free2spy2@yahoo.com		8/2/14
715 Trudy Boulter	trudyjjb@comcast.net	Trudy Boulter	8/2/14
716 Anita Romero	aisromero08@gmail.com	Anita Romero	8.2.14
717 Linda Garcia	N/A	Linda C Garcia	8-2-14
718 Lucia Guzman	lucy.guzman@yahoo.com		8-2-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
719	Loretta M Gonzale	elpgarubay@msn.com	Loretta Gonzale	8/2/14
720	Mary Ortega			8/2/14
721	Ricky Ortega			8/2/14
722	Regina Burks			8/2/14
723	Jeff Rosenthal	jefro8230@gmail.com		8 2 14
724	David F Villar			8-2-14
725	DAVID W FOP	alleystudios@comcast.net		8.2.14
726	Adrienne Christy	adriennechristy@yahoo.com		8.2.14
727	Lorraine Muniz	lorr_muniz@q.com		8-2-14

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Name [printed]	e-mail address [or phone #]	Signature	Date
728 Kim Yuskis	kimyuskis@hotmail.com	Kim Yuskis	8/2/2014
729 Jerry Duran	duranplaza@aol.com	Jerry Duran	8/2/2014
730 Maria Rangel	0817.lotus@gmail.com	M Rangel	8/2/14
731 Susan Terrones	720-3405440	Susan Terrones	8-2-14
732 Angel Barrientos	talenspirit@aol.com	Angel Barrientos	8/2/14
733 Linda Montoya	krismontoya05@hotmail.com	L Montoya	080214
734 Mercy Diaz	mercy_diaz@yahoo.com	Mercy	8/2/14
735 Janida Diaz	janidad@gmail.com	[illegible]	8-2-14
736 Martha DeBack	metamorphosis@yahoo.com	Martha DeBack	8.2.14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
737	Josh Rios	Josh86@yahoo.com	JR	8/2/14
738	Breanna Sanchez	Breannasanchez@yahoo.com	BS	8/2/14
739	Kristen Lucero	Klucero77@yahoo.com	KL	8/2/14
740	BRANDON TOWNS	mr15280@BTMAIL.com	BT	8/2/14
741	Yvette Towns	perezy84@gmail.com	YT	8/2/14
742	MARY MACE	mimamomma@comcast.net	Mary Mace	8/2/14
743	Russ Jbert	rustynna@yahoo.com	[illegible]	8/2/14
744	JOYCE GALLO	TEAFOVR2@MSN.com	Joyce Gallo	8/2/14
745	Austin Lovato	Austin.Lovato95@yahoo.com	Austin [illegible]	8/2/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
746	DORIS BENAVENTE	303/623-6575	Doris Benavente	8/2/14
747	Frances Muñoz	libraryfmunoz	Frances Muñoz	8/2/14
748	Frances Torres	FrancesTorres02@msn.com	Frances Torres	8/2/2014
749	Rocio Rowland	snoopyrocoyahoo.com.mx	[illegible]	8/2/14
750	Karen Gonzales	ridin303@earthlink.net	Karen Gonzales	8/2/14
751	Patricia J Kramer, MD	patkram@q.com	Patricia J Kramer, MD	8/2/14
752	KAREN SANCHEZ	serpico001@live.com	Karen Sanchez	8/2/14
753	Terrie Martinez	terrielmartinez@gmail.com	Terrie Martinez	8/2/14
754	Todd Blondis	ToddBlondis@Gmail.com	[illegible]	8/2/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
755	Frank Coyne	720.220.8847		8/2/14
756	Christine Romero-Wood	3/455-2480		8/2/14
757	Gloria Casias	303 564-2244		8/2/14
758	Joe Martinez	3-456-9461		8-2-14
759	Crystal Martinez	3-456-9461		8-2-14
760	Grace Sanchez	ghsanchez11@gmail.com		8/2/14
761	Anthony Nakamura	nakatone@me.com		8/2/14
762	Ann Hersnfeldt	ahersnfeldt@gmail.com		8/2/14
763	Beth Henderson	Bhenderson22@gmail.com		8/2/14

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Nosotros los firmantes, quienes somos residentes de Globeville, Elyria, Swansea, socios de la comunidad, y/o ciudadanos preocupados de la region metropolitana de Denver y CONTRIBUYENTES de IMPUESTOS , por la presente exigimos que el Departamento del Transporte de Colorado (CDOT) completa una Declaración de Impacto Ambiental Suplementaria (DIAS) para el posible cambio de la ruta I-70 a lo largo del corredor I-270/I-76 y su sustitución por un bulevar al nivel de la superficie.

	NOMBRE **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	FIRMA **Signature**	FECHA **Date**
764	Angela Alfaro	angela.alfaro15@gmail.com	Angela Alfaro	8/2/14
765	DAVID York	david-a-york@hotmail.com	David York	8/2/14
766	Michael Mestas	meztaz@hotmail.com	Michael Mestas	8-2-14
767	Josephine Mestas	—	Josephine Mestas	8-2-14
768	LeRoy Romero	VIVALEROY@gmail.com	LeRoy Romero	8-2-14
769	Wendy Gurule	wendyg86@Gmail.com	Wendy Gurule	8-2-14
770	EDDIE GURULE	EDDIEKGURULE@Gmail.com	Eddie Gurule	8-2-14
771	Jacob T. Beuste	trailjakeB@hotmail.com	Jacob Beuste	8/2/14
772	Glen Andersen	gmac@umich.edu	Glen Andersen	8/2/14

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	Nombre	Correo electronico o telefono	Firma	Fecha
773	Rey Gallegos	303-507-4744	Rey Gallegos	8/2/14
774	Christina Garcia	720-585-9959	Christina Garcia	8-2-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
775	Eric Moore	erixson8@gmail.com		3 Aug 14
776	Chasa Mead	Chasamead@gmail.com	Chasa Mead	8-3-14
777	Hazel Miller	hazel@hazelmiller.com	Hazel Miller	8.3-14
778	Carrie Makarewicz	Carrie.makarewicz@gmail.com		8.3.14
779	Dawn Yugel	dmyugel@gmail.com	Dawn Yugel	8-3-14
780	Robert Lopez	rrobertlopez1@gmail.com	Robert Lopez	8-3-14
781	Pamela Barnes	Pambarnesku@gmail.com		8-3-14
782	Samantha Gamble	sgamble_13@yahoo.com		8/3/14
783	Kaley Wagner	Kaleyseacrest@gmail.com		8/3/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
784	Irman Jones	720 9229628		8/3/14
785	BRYNDA SHINGLES	720·933·4589	B. Shingles	08/03/14
786	Traci Brewer	monyata_is@yahoo.com		8/3/14
787	RAMIRO SALAS	RAMIRO@SALAS@MSN.COM		8/3/14
788	Judy Salas	grma_ju@yahoo.Com	Judy A Salas	8/3/14
789	Edora Jogola	ejogola03@yahoo.com		8.3.14
790	Athka Jensen	knaffal@aol.com		8.3.14
791	Manuel Gerardo	303 815 9844		8/3/14
792	JILL Henton	jillmhenton@g.com		8/3/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
793	Fred Stone	Freddieboy7th@gmail.com		3 Aug 14
794	John M. Collins	John.Collins@icloud.com		Aug 3rd/14
795	Jacqueline Falcon	303-297-2822		8-3-14
796	Kathy Milano	720 989 4692		8-3-14
797	Lori Kirkland	Kirkland circus@gmail.com		8.3.14
798	James Hart	18860 E. 43RD AVE		8/3/14
799	[illegible]	303 926-6474		8-3-14
800	Lee Gash-Maxey	303.745.7634		8/3/14
801	KEVIN DICK	303 885 6437		8/3/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
802	THOMAS E. KUEHLER	TomKuehler@GMAIL.COM	Thomas Kuehler	08.03.2014
803	Jesse Spivey	jessespivey32@msn.com	Jesse Spivey	8/3/14
804	Christopher Henagy	Chris_Henagy@yahoo.com	[illegible]	8/3/14
805	Kelan Johnson	—	Kelan Johnson	8-3-14
806	Joe Slacca	—	Joe Slacca	8-3-14
807	Agustin Mendoza	—	[illegible]	8-3-14
808	Eleanor Valdez	—	[illegible]	8-3-14
809	Troy Allen	—	Troy Allen	8-3-14

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Name [printed]	e-mail address [or phone #]	Signature	Date
810 Babu G. Iyer	bpiyer28@yahoo.com		8/3/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
811	ELAINE BURKE		Elaine Burke	8/2/14
812	Lisa Sutzen		Lisa Sutzen	8.2.14
813	Patricia Gleason		Patricia Gleason	8/2/14
814	Mary Kate Gleason		Mary Kate Gleason	8/2/14
815	Krista Riebli		Krista Riebli	8/2/14
816	Alex Riebli		[illegible]	8/2/14
817	Keith Billick	Keith@Usurfandesign.com	[illegible]	8/2/14
818	PHILIP EATON	DIALONE.1974@GMAIL.COM	Philip Eaton	08/3/14
819	Charles Bates		[illegible]	8-3-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
820	Brendalee Connors	brenconnors@yahoo.com		8/2/14
821	Sara Kammer	smkam12@yahoo.com	Sara Kammer	8/2/14
822	Cristy Sulewski	cristyski@gmail.com		8/3/14
823	Doug Campbell	ImgGRO2003@gmail		
824	Hancock, Robert	smorcsandbob@yahoo.com		8/3/14
825	Hancock, Andrea	"		8/3/14
826	Scotty Whitten	swhitten143@yahoo.com	Scotty Whitten	8/3/14
827	Ethel Hampton	ethelHampton70@gmail.com	Ethel Hampton	8/3/14
828	Diana Graham	diana.graham@yahoo.com		8/3/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
829	Sheila Jacoster	786 282 8822		8/3/14
830	Lavarr Ferguson	lavarr_grant@yahoo.com		8/3/14
831	Andrew Sluss	pipe_195@hotmail.com		8/3/14
832	Crystal Fernandez	crystal.marie17@gmail.com		
833	Isaac Jay Stevens	IJSTEVENS@ROCKETMAIL.com		8/3/14
834	Angles Ortega	aortegareyes@gmail.com		8/3/2014
835	Elena Horsky	elenahorsky@hotmail.com		8/3/14
836	Pat McIntosh	pat.mcintosh@comcast.com		8/3/14
837	Tamara Hogan	tami.hogan@comcast.net		8/3/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
838	Hodde A. Holland	6536 S Cherry Way	[illegible]	8-3-14
839	David Holland	6536 S Cherry Way	[illegible]	8-3-14
840	Signe McLaughlin	signemclaughlin@gmail.com	[illegible]	8.3.14
841	Travis Haby	travishaby@gmail.com	[illegible]	8.3.14
842	Nick Childers	nick.childers@gmail.com	[illegible]	8.3.14
843	Chris Barlow	shinobi cha@gmail.com	Chris Barlow	8/3/14
844	Lydia Barlow	lydiabarlow@gmail.com	Lydia Barlow	8/3/14
845	[illegible]	[illegible]	Chiaoko Woods	8/3/14
846	Lisa Woods	s.lisaann@yahoo.com	Lisa Woods	8/3/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
847	Susan Keller	303 565 6173	Susan Keller	8/3/14
848	Christy Keller	cjkeller_4@yahoo.com	[illegible]	03Aug2014
849	Alex Graner		Alex Graner	8/3/14
850	Bridgette Begley		Begley	8/3/14
851	Isabel Holmes		Isabel Holmes	8/3/14
852	Kristi Barkas	kristibarkas@gmail.	[illegible]	8/3/14
853	Farrah Horvath	farrah31277@yahoo.com	[illegible]	8-3-14
854	Michele Garcia-Munoz	michele g1002 @ yahoo.com	[illegible]	8/3/14
855	Brad Sortin		Brad	8/3/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
856	Joy Henika	Henika77@hotmail.com	Joy Henika	8/8/14
857	Teddy Ahn	teddy.A.Ahn@gmail.com		8/3/14
858	Jason Newsome	jnewsome@gmail.com		8/8/14
859	Caitlyn Klein	cklein@bu.edu		8/3/14
860	Matthew Tomlinson	matthatomlinson@gmail.com		8/3/14
861	Tiffany Coffman	astraltwilite@aol.com		8/3/14
862	Cristina Little	Crislittle1989@gmail.com		8/3/14
863	Zach Rau	Zachary-rau@gmail.com		8/3/14
864	MARY PAT IYER	patiy88@gmail.com	MaryPat Iyer	8/3/14

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	Nombre	Correo electronico o telefono	Firma	Fecha
865	Calvin Brodus	720-429-3334	Calvin Brodus	8-23-14
866	Jim Tomies	720-763-4935	Jim Tomies	8:23-14
867	Alicia Martinez	Anicole138@gmail.com	[illegible]	8-23-14
868	Delfino Salas	720.935-7701	[illegible]	8-23-14
869	Peon Salas	720.483-4593	Peon Salas	8-23-14
870	George Trujillo	720-506-0433	George Trujillo	8-23-14
871	VANESSA DECEON	720/518-3345	VANESSA DECEON	8-23-14
872	ESTHER GONZALEZ	NONE	Esther Gonzalez	8.23-14
873	Ernest Gurulé	—	Self Emp.	"

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	Name [printed]	e-mail address [or phone #]	Signature	Date
874	Richard Alvira		Rich Alvira	8/23/14
875	Jesse Marsios		Jesse Marsios	8/23/14
876	Vicente Sanchez		Vicente Sanchez	8-23-14
877	Mary gonzalez		M Gonzalez	8/23/14
878	Eugene Raymond Lucero			8/23/14
879	T. Sandoval		T. Sandoval	8-23-14
880	Julianne Varos			8-23-14
881	Alfonso Suazo	caraldor@aol.com		8/23/2014
882	Lorenzo M.	3-472-9165		8/23/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
883	Dorothy Martinez	720-435-9787	Dorothy Martinez	8-23-2014
884	Richard ORTEGA	4585 Shoshone ST APT 205 720) 447-1827	Richard Ortega	8-23-2014
885	DENNIS ORNELAS	303-433-0737	Denis Ornelas	8.23.14
886	Tesha Clark	720 318 0582	Tesha Clark	8-23-14
887	Michelle Bell	ismbell1530@gmail.com 720 629-8873	Michelle Bell	8-23-14
888	MIKE TRUJILLO	720-217-5218	Mike Trujillo	8-23-14
889	EVA MACIAS	evazandros@gmail.com	Eva Macias	8/23-14
890	Ruby Archuleta	Ruby Archuleta67@ ~~Archuletaf~~ yahoo.com	R	8/23/14
891	Luis Archuleta	Barnos123.4.gmail.com	[illegible]	8-23-14

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	Nombre	Correo electronico o telefono	Firma	Fecha
892	Nikki Florance	purple21yellow14@yahoo.com		8-23-14
893	Sherron	—	Sherron	8/23/14
894	Daniel Sanchez	720 216-7183		
895	Jorge Reyes	720-435-3008	Jorge Reyes.	8-23-14
896	Jose Martinez	303-668-8515		8-23-14
897	Juan S Garcia	spacekat223@gmail.com		08-23-14
898	Elyza Castillo	elyzadesiree@gmail.com		8/23/14
899	Isaiah Stanley	isaiahjstanley@gmail.com	Isaiah Stanley	8/23/14
900	Patricia Trujillo	Trusbtrja@gmail.com		8/23/14

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	Nombre	Correo electronico o telefono	Firma	Fecha
901	Helen Quintana	h.quinta@yahoo		8/23/14
902	Rena Gregory	renalurslife@gmail.com	Rena Gregory	8-23-14
903	Rosalia Avila	fridakhalo946@hotmail.com		8-23-14
904	Nicole Bush	nbush@cwee.org	Nicole Bush	8/23/14
905	Anthony Prieto	anthony_prieto@hotmail		8-23-14
906	Micheala Sander	zynn22@gmail.com	Micheala Sander	8/23/14
907	Donna Vigil-Castanada	303913-0383	Donna Vigil Castanada	8/23/14
908	Guillermo Lopez	3/667 3761		8/23/14
909	Deanna Valdez	719 4060414	Deanna Valdez	8/23/14

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	Nombre	Correo electronico o telefono	Firma	Fecha
910	Regina Gallegos	4500 Tejon St		8-23-14
911	monica Emerson	mordonica13@gmail.com		8.23.14
912	Nena Prieto	nprieto@aucpa.org	Nena Prieto	8/23/14
913	Mulika	brownsugarbabee@gmail.com		8/23/14
914	Debby Gonzales	gonzales.debby@gmail.com		8/23/14
915	Cristina Perez	cristinaperez598@yahoo.com		8/23/14
916	Angelica Gutierrez	Unicornsandrainbowsrock@gmail.com		8/23/14
917	Gail Gonzales	gonzalesgg@aol.com		8/23/14
918	Glen Williams	303) 373-1812	Glen Williams	8/23/14

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We, .e undersigned persons, who are residents of Gl. evi. Elyria, Swansea, community partners, ar. or concerned citizens of the Denver metropolitan region and TAXPAYERS, hereby demand that the Colorado Department of Transportation (CDOT) complete a Draft Supplemental Environmental Impact Statement (DSEIS) for the possible rerouting if I-70 along the I-270/I-76 corridor and its replacement with a surface level boulevard.

	Name [printed]	e-mail address [or phone #]	Signature	Date
919	Lizbeth Tovar	tovarlizbeth58@yahoo.com	Lizbeth Tovar	08.23.14
920	Noel Gutierrez	noel380@aol.com	[illegible]	08-23-14
921	Patricia Salazar-Vine	psvine@comcast.net	Patricia Salazar-Vine	8-23-14
922	Arturo Salas	arturosalas@live.com	[illegible]	8-23-14
923	Samuel Luna		Samuel Luna	8-23-14
924	Jose Ovalle	Jose.Ovalle79@gmail	[illegible]	8-23-14
925	Farrah Castro	Castrolov4u@comcast.net	FARRAH CASTRO	8-23-14
926	Linda Hernandez		Linda Hernandez	8-23-14
927	Karen Maria Saiz	saizkaren@yahoo.com	[illegible]	

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	Name [printed]	e-mail address [or phone #]	Signature	Date
928	Adam Chavez	adpchavez@netzero.com	Adam Chavez	8-23-14
929	Jesse Castanedo	Jessecastanedo07@gmail.com	[illegible]	8-23-14
930	John GARCIA	Yolanda1215@yahoo	[illegible]	8-23-14
931	Carol Delgado	82bettyboop@gmail.com	Carol Delgado	8/23/14
932	DANNY GONZALES		Danny Gonzales	8-23-14
933	ALBERT GONZALES Albert Gonzales		Albert Gonzales	8-23-14
934	Anita Diaz	diazanita@comcast.net	[illegible]	8/23/14
935	Gomelia Ulibarri	classgales@lavoz colorado.com	Gomelia Ulibarri	8-23-14
936	JEFF FREEDMAN	jfmisc@gmail.com	[illegible]	8-23-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
937	Lonnie Zapata	zapatamichael14@yahoo.com		8/23/14
938	David Oletski	GCA (303)-292-3687		8/23/14
939	Juan Miranda			8-23-14
940	Antonio Salas			8-23-14
941	Rachel Delaney	rachel-rum-k@yahoo.com		8-23-14
942	Richard Crespin	303/477-5812	Richard Crespin	8-23-14
943	Dellena Aguilar	dellenaa@serviciosdelaraza.org		8-23-14
944	Misty Ruel	MistyMcRuel@gmail.com	Misty Ruel	8-23-14
945	BRUCE SANTRY	BRUCESANTRY@YAHOO.COM	Bruce Santry	8/23/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
946	Regina Vigil	7/297-2895	RV	8/23/14
947	Jr	7/808.2602	[illegible]	8/23/14
948	Francisco Castro	7/284 8429	[illegible]	8/23/14
949	Sylvia Luna	slunann@yahoo.com	[illegible]	8/23/14
950	Carmen Clark	Carmen clark69@yahoo.com	[illegible]	8-23-14
951	Stacey Trujillo	Stacepbtru@gmail.com	[illegible]	8/23/14
952	Debra Martinez	debra_martinez51@hotmail.com	[illegible]	8/23/14
953	Francesca Martinez	francesca_martinez@dpsk12.org	[illegible]	8/23/14
954	[illegible]	—	3034803616	8/23/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
955	Vicky Thrasher	vickythrasher@hotmail.com	Victoria Thrasher	8/23/14
956	Yvonne Martinez	Yvonnemartinez	Yvonne Martinez	8/23/14
957	Teresa Candelaria	Andalet1LC@gmail.com	Teresa Candelaria	8-23-14
958	Felipe Vicya	fvicya.jr@gmail.com	[illegible]	08/23/14
959	ALBERT MARTINEZ		[illegible]	8/23/2014
960	Esther Rivera		Esther Rivera	8/23/2014
961	Elsa Morales	tel (720) 690 26 83.	[illegible]	8/23/2014
962	Carolina V.	Caro.0315@hotmail.com	Carolina V	8/23/14
963	Christine Candelaria	CRC1581@yahoo.com	Christine Candelaria	8/23/14

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	Nombre	Correo electronico o telefono	Firma	Fecha
964	Jorge Araiza			8.23.14
965	Ricardo Rivas		Ricardo	8-23-14
966	Marco Baez		Marco Baez	8-23-14
967	JAY KELLER		Jay Keller	8-23-14
968	Richard Crespin			
969	Alishia Krol	alishia220@gmail.com	Alishia Krol	8-23-14
970	Victor Chavez	V.chavez5471@Yahoo.com		8-23-14
971	Michael Chavez	M Chavez@Gmail.com		8/23/14
972	Katharine Bernuth	Kbernuth@gmail.com		8/23/14

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	Nombre	Correo electronico o telefono	Firma	Fecha
973	Jennifer Burciaga	7-499-3215		8-23-14
974	Angelo Domingo	3.916.6871		8.23-14
975	Felicity Espino	Freheadcz2@yahoo.com		8/23/14
976	STEVE CORDOVA	1-720-775-3240		8-22-14
977	Pablo Sanchez	720-436-6291	Pablo Sanchez	8.22.14
978	JOES FIORES JR	720-297719	JOES FIORES JR	8.23/14
979	Richard [illegible]	720-785-2661		8-23-14
980	[illegible]	gonzales.ajoo1@yahoo.com	[illegible]	8-23-14
981	Yolanda Nevares	720 238 2191	Yolanda Nevares	

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	Nombre	Correo electronico o telefono	Firma	Fecha
982	Althea Robles	720 855 5552	[illegible]	8/23/14
983	Larissa Lopez	larissa_lopez@[illegible]	[illegible]	8/23/14
984	Josh Robles	720-436-9624	Josh Robles	8-23-14
985	Minnie Poblano	(303) 859-8737	[illegible]	8/23/14
986	Annette Saucedo	720 775 2954	[illegible]	8-23-14.
987	Valerie M Gonzalez	720)322-5478	[illegible]	8-23-14
988	Gabriel Gallegos	720 447 6243	[illegible]	8/23/14
989	Shawn Gallegos	—	[illegible]	23 Aug 14
990	Annette Florance	303-477-3766	[illegible]	8-23-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
991	Shawn Villalobos	720-212-6435		8/23/14
992	Nancy King	720-981-7691		8/23/14
993	Robert King	303-478-7170		8/23/14
994		720 436 8805		1.23.14
995	Neva Blubaugh		Neva Blubaugh	8-23-14
996	Sylvia Pastrana	mexicanendenver@msn.com	Sylvia Pastrana	8-23-14
997	Manuel Cabral	"	Jose M Cabral	"
998	Jasmine Torres	mrs.jasminetorres@gmail.com		8-23-14
999	Zekio Torres	zekiotorres@gmail.com		82314

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	Nombre	Correo electronico o telefono	Firma	Fecha
1000	Frank Casados	720/309/9466	Frank Casados	8-23-14
1001	Adrian Garcia	303-493-1675	[illegible]	8-23-14
1002	April Carlson	720-524-8889	ajsanty7@gmail.com	8/23/14
1003	Lydia Trujillo	303-601-7561	ltrujillo64@hotmail.com	8/23/14
1004	Denise Gonzales	303 379 9888	[illegible]	8-23-14
1005	Robert Gonzales	303-379-9888	[illegible]	8-23-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1000	THOMAS BRUNN	T BRUNN 2473@ AOL.COM	Thomas R. Brunn	08/23/14
1001	Yolanda Maestas		Yolanda Maestas	8/23/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1008	AGNES TOPIL	303-394-3563	Agnes Topil	8-24-14
1009	LINDA SKINNER	fr58zb3email@comcast.com	Linda Skinner	8/24/14
1010	ROBERT KAEHN	ROB KAEHN@YAHOO.COM	[illegible]	8/24/14
1011	Rachelle Kaehn	Shellykaehn@comcast.net	Rachelle K	8/24/14
1012	Chris St. Jean	cstjean@yahoo.com	[illegible]	8/24/14
1013	Nicole St. Jean	PhysicsChick27@yahoo.com	[illegible]	8/24/14
1014	Lisa Kurtz	lisakurtz@live.com	Lisa A. Kurtz	8/24/14
1015	JAN TRZECIAK	N/A	Jan Trzeciak	8-24/14
1016	PAUL KRONK	PK531341@GMAIL.COM	Paul Kronk	8-24-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1017	Candace Polk	CPolk80137@yahoo.com	Candace Polk	8/24/14
1018	Norman Lavchick	3039161997	Norman Lavchick	8-24-14
1019	Paula Leshinski	303-210-3982	Paula Leshinski	8/24/14
1020	Marcus Thompson	303-306-9951	Marcus Thompson	8/24/14
1021	Jana Thompson	303-306-9951	Jana Thompson	8-24-14
1022	Christina Thompson	303-306-9951	Christina Thompson	8-24-14
1023	Michael Peddycord	303-499-5532	[illegible]	8-24-14
1024	Linda Irwin	303-777-8258	Linda Irwin	8/24/14
1025	Katie Irwin	303-667-8227	Katie Irwin	8/24/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1026	Renata Jelen	– 303-980-4636	Renata Jelen	8/24/14
1027	VERONICA STOCH	720-261-9322	[illegible]	8-24-14
1028	MARIOLA STOCH	970 531 7134	Mariola Stoch	8-24-14
1029	Barbara Kaminski	303 482 1735	[illegible]	8-24-14
1030	Anna Gibala	720 903 5391	Anna Gibala	8/24/14
1031	Kriss Wittmann	303-780-9614	Kriss Wittmann	8·24/14
1032	Joanne Holden	3-798-6143	J Holden	8/24/14
1033	Anna Jarnek	3 - 384 0006	Anna Jarnek	8-24-14
1034	Ivonne Salomon	31 797 3361	Ivonne Salomon	8-24-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1035	Newton Taylor	720-810-4440	Newton Taylor	8-24-14
1036	G.L.	—	[illegible]	8-24-14
1037	[illegible]	303-807-1790	[illegible]	8-24-14
1038	Diane Herrick	303-514-1154	Diane Herrick	8-24-14
1039	Mary A Stegeman	303-475-1758	Mary A Stegeman	8/24/14
1040	JOHN STEGEMAN	720-937-2821	John Stegeman	8/24/14
1041	[illegible]	720-261-0868	[illegible]	8/24/14
1042	Stecko Wacław	720-981-9449	Stecko Wacław	8-24-14
1043	Wojtusiak Zofia	303-957-6292	Wojtusiak Zofia	8-24-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1044	Robert Stcenski	fell_runner@msn.com 303-233-0154	Robert Stcenski	8/24/14
1045	Roger L. Torres	socrapla@hotmail.com	Roger L Torres	8/24/14
1046	Tony Luciano	CLUCIANOL@aol.Com	Tony Luciano	8/24/14
1047	Cynthia Luciano	CLUCIANOL@aol.Com	Cynthia Luciano	8/24/14
1048	Richard Swoboda	3034211063	Richard G Swoboda	8/24/14
1049	Mary Kay Smaldone	mksmal@comcast.net	Mary Kay Smaldone	8/24/14
1050	Gerard Smaldone	gsmal33@comcast.net	Gerard A Smaldone	8-24-14
1051	Amy Kury	303 688 0 880	Amy Kury	8 24 14
1052	Wojciech Kowal	719 651-5024	Wojciech Kowal	8-24-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1053	John KUROS.	1719. 473 2774.	J. Kuros	8.24.14
1054	JOHN DZIELSKI	3. 683 0841	[illegible]	8.24.14
1055	Josefe Fit	GLENWOOD.com	Josefe Fit	8-24-14
1056	Matt Mientka	Matthew@Mientka.com	[illegible]	8/24/14
1057	Maura Firth	maura.firth@gmail.com	[illegible]	8/24/14
1058	Anna Rogusski	annasusen2004@yahoo.com	ARuski	8/24/14
1059	Katarzyna Sikorska	katkaus@gmail.com	Sikorska	8/24/14
1060	Alvero Calva	acpcr@hotmail.com	[illegible]	8/24/14
1061	Jaime Bautista	jbpaz.ybien@gmail.com	Jaime Bautista	8/22/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1062	Maggie Maslaler	maggie.maslaler@gmail.com	M. Maz	24-8-14
1063	Irene Kalinowski	irene.ka@gmail.com	[illegible]	08.24.14
1064	Marydon Egan	maryloudesign@comcast.net	Mary Lou Egan	8/24/14
1065	ELIZA NOWACKA	elizanowacka@yahoo.com	Eliza A. Nowacka	8/24/14
1066	Jolanta Leflen	jolanta2004@msn.com	[illegible]	8/24/14
1067	Greg Clough	clough.g@gmail.com	Greg Clough	8/24/14
1068	MICHAEL MENDOCHA	mrmendocha@yahoo.com	Michael Mendocha	8/24/14
1069	Jenn P. Zonca	jpzonca@excite.com	[illegible]	8/24/14
1070	Elizabeth K. Williams	rockymtnliz@gmail.com	Elizabeth K. Williams	8/24/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1071	Marc Burnskly	TNTKINGofDIRT@aol.com	Marc Burnskly	8-24-14
1072	Renata Burnskly	Renata13@yahoo.com	[illegible]	8-24-14
1073	Joseph Snow	josephsnow46@msn.com	Joseph Snow	8/24/14
1074	DANIEL FESSLER	dfes2000@HOTMAIL.com	[illegible]	8/24/14
1075	Leo GERMAIN	6872 Vance St Arvada	Leo Germain	8/24/14
1076	Carol Labenz	6925 Upham St. Arvada	Carol Labenz	8/24/14
1077	Kathy Jarocki	8741 E. Layton Ave. Denver	Kathy Jarocki	8/24/14
1078	Jeff Lalama	4932 Lowell Blvd Denver CO	Jeffrey Lalama	8/24/14
1079	RICHARD C STIKA	5895 W 1ST AVE LAKEWOOD, CO 80226	Richard C Stika	8/24/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1080	Ana Kwiat	303 373 0380	[illegible]	8-24-14
1081	Monika Szemiot	720-865-2100	Monika	8-24-14
1082	Julia Szemiot kwiatkock	Julkaszemiot@gmail.com	Julia	8-24-14
1083	JOHN FERGUSON	FERGUSON@TDE.COM	[illegible]	8-24-14
1084	ANDREW KRZYWDZINSKI	andrew@krzyw.com	A. Krzywdzinski	8/24/14
1085	David C. Knapp	david.knapp@adams12.org	David C. Knapp	8/24/14
1086	Joan M. Knapp	joan.knapp@adams12.org	Joan M Knapp	08/24/2014
1087	Dennis L. Nawrocki	dlucian@comcast.net	Dennis L. Nawrocki	08/24/2014
1088	Janet Merrill	303-699-2528	Janet Merrill	8/24/14

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Name [printed]	e-mail address [or phone #]	Signature	Date
1089 RAMON VERA	303-669-6839	Ramón Vera	24 AUG 2014
1090 Dennis Gallagher	dgallag954@aol.com	Dennis J Gallagher	24 Aug 14
1091 GERARDINE O CONNOR	~~3670 BARR~~ shamrockceilibard@gmail.com	Gerardine O Connor	Aug 24 14
1092 Jeffrey Hersch	jeffhersch@gmail.com	Jeffrey Hersch	Aug 24
1093 Dave Seiler	Seidave@gmail.com	[illegible]	8/24/14
1094 MaryBeth Armbruster	mary_beth_a@yahoo.com	MB Armbruster	8/24/14

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Name [printed]	e-mail address [or phone #]	Signature	Date
1095 Mary M Stika	MStika@comcast.net 3-232-3247	Mary M Stika	8-24-14
1096 PAUL PUMA	PO BOX 24628 DENVER, CO. 80224 303-453-9552	[illegible]	8/24/14
1097 Vivian Malvedux	Mavivian1014@yahoo.com	Vivian Malvedux	8-24-14

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	Nombre	Correo electronico o telefono	Firma	Fecha
1098	Mary Gose	303-481-8246	M. Gose	8/24/14
1099	Erik Gose	3-481-8246	E. G	8/24/14
1100	Kathy Gose	3-601-9592	K. Gose	8/24/14

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	NOMBRE **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	FIRMA **Signature**	FECHA **Date**
1101	JOSE A. CASTILLO	jacastillo2000@gmail.com		8-24-14
1102	MarySue Hayes		M Hayes	8-24-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1103	Mary Brozovich	3-238-5263	Mary Brozovich	8/23/14
1104	Cynthia Powers	cynbab20@.com	Cynthia Gayle Powers	8/23/14
1105	Karol Janiga	janiplkar@gmail.com	[illegible]	8/24/14
1106	MICHAL PLATEK	michal.platek@live.com	[illegible]	8-24-14
1107	Marian Szulga	szumard@msn.com	[illegible]	8.24.14
1108	Greg Walkowiak	G.Walkowiak@comcast.com	[illegible]	8-24-14
1109	RICHARD TRZINSKI	none	[illegible]	8-24-2014
1110	BARB SWIDOWSKI	bswidowski@yahoo.com	[illegible]	8-24-2014
1111	MAREK KEDZIOR	marek8403@gmail.com	[illegible]	8-24-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1112	Krzysztof Rogalski	Rogalmail@gmail.com		8/24/14
1113	Kinga Rogalska	KingaRogalska@GMAIL.com		8/24/14
1114	LOWELL WHITNEY	LOWELLWHITNEY@NETSCAPE.NET		8/23/14
1115	DIANE Whitney	dianewhitney1@gmail.com		8/23/14
1116	ALONNA (LONNIE) WHITNEY	lonnie_whitney@COMCAST.NET		8/23/14
1117	Barbara Sylvia	barbsylvia@gmail.com		8/23/14
1118	THOM WHITNEY	THOM.WHITNEY@GMAIL		8.23.14
1119	Scott Sylvia			8/23/14
1120	Julie Horan	drdodd1@me.com		8/23/14

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Name [printed]	e-mail address [or phone #]	Signature	Date
1121 John J. Ward	J.J.Ward@prodigy.net	John J. Ward	8/24/14
1122 Janet Ward	"	Janet Ward	8-24-14
1123 Gabriella Emerick	g.emerick8@gmail.com	Gabriella Emerick	8.24.14
1124 Brandon Hunter	BHunter21@att.net	Brandon Hunter	8-24-14
1125 Carolyn Gano	caryboo@gmail.com	Carolyn Gano	8/24/14
1126 Bernice Feliss	bbfeliss123@comcast.net	Bernice M. Feliss	8/24/14
1127 Jean Ann Vander Heyden	303 251-9276	Jean Ann Vander Heyden	8/24/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1128	LES BORYSZEWSKI	L Boryszewski	720 364 6555	8-24 2014
1129	Jeanette Trytek	JTigeriskool@gmail.com		8-24-2014
1130	Sara Zawadzki	szaw52972@adams12.org		8-24-14
1131	Mieszko Salmon	mieszkosan@yahoo.com		8-24-14
1132	Piotr Modej	madeejek 85 @ yahoo.com		8.24.15
1133	Lisa Beery	lisab4611@msn.com	Lisa Beery	8/24/14
1134	GAIL STEEN	gailggirl@msn.com	Gail Steen	8-24-14
1135	Mary O'Neil	maryrozon@gmail.com	Mary O'Neil	8-24-14
1136	Cynthia Sherman	Cyndi.Sherman@Yahoo.com		8-24-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1137	Brooke Osiecki	Okie303@AOL.com	Brooke Osiecki	8/24/14
1138	Michal Osiecki	mosiecki69@yahoo.com	Michael Os	8/24/14
1139	Carol Sels	303.946.6827	Carol Sels	8/24/14
1140	Jill GUESE	303-789-5341	Jill Guese	8/24/14
1141	Mary Joy Armbruster	303-985-1827	Mary Joy Armbruster	8/24/14
1142	SHERRY McCABE	303-973-0598	Sherry McCabe	8/24/14
1143	Linda Holland	303-973-0118	Linda Holland	8/24/14
1144	Don Snyder	2171 QUITMAN ST.	Don O Snyder	8-24-14
1145	William J Snyder	WM.JO.Snyder AT CenturyLink.Net	William J Snyder	8-24-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1146	Tina Musser	musservillage@yahoo.com	Tina Musser	8-24-14
1147	William A. Million	WAMillion@Hotmail.com	William A. Million	8/24/14
1148	Patricia A. Million	pmillie@hotmail.com	Patricia A. Million	8/24/14
1149	Paul Dantzer	pdantzer@hotmail.com	[illegible]	8/24/14
1150	Gerry Kaveny	n/a	G Kaveny	8/24/14
1151	Michael A. Conklin	WGoldENT@aol.com	Michael A. Conklin	8-24-14
1152	Jan Kwit-Conklin	neverkwit@aol.com	Jan S. Kwit-Conklin	8-24-14
1153	Mitch Koprowski	mitchkoprowski@yahoo.com	[illegible]	8-24-14
1154	Polonia Koprowski	p.koprowski@hotmail.com	[illegible]	8-24-14

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Name [printed]	e-mail address [or phone #]	Signature	Date
1155 Beata Jamshidi	beata.jam@msn.com	Beata Jamshidi	8-24-2014
1156 HANNA ALTMAN	hannaaltman	HAlt	8-24-14
1157 Kozioł Jerzy	szwedzian303@G.mail.	[illegible]	8-24-14
1158 Robert Glover	303-678-5135	Robert Glover	8/24/14
1159 Angelica Trytek	ATrytek@gmail.com	[illegible]	8/24/14
1160 SEBASTIAN ZAWADUKI	631 599 1509	[illegible]	8/24/14
1161 JERZY BOBER	jerzy.bober@yahoo.com	[illegible]	8-24/14
1162 AGNIESZKA ZAGOL	agazgl rybka@gmail.com	[illegible]	8/24/14
1163 KINGA ZABRON	kundziasto@gmail.com	[illegible]	8-24-14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1164	DARIUSZ MAJ GREG WOZNIAK	dmaj222@gmail.com 720-982-0665	Dariusz Maj Greg	8-24-14 8/24-14
1165	DONNA GLOVER	dglover@q.com	Donna Glover	8-24-14
1166	CHAD LEZZINSKI	CHADSKI HOMES@YAHOO.		8-24-14
1167	Maggie Reyes Leczinski	Maggie_reyes@yahoo.com		8/24/14
1168	Tomasz Skotnicki	303 517 1278		8/24/14
1169	Roneen Brienza	—	RONEEN BRIENZA	8-24-14
1170	Roz Kern		Rozalind Kern	8-24-14
1171	Renata Nadolski		Renata Nadolski	8-24-14
1172	Agnes Skwodrka			8-24-14

W E

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1173	Tom Walder	303 727 2218		8-23-14
1174	Kelly Dananey	kd0107@gmail.com	Kelly Danaly	8-23-14
1175	Mike Doherty	mikedoherty40gmail.com	MDoh	8-23-14
1176	Nora Curcio	nora2013@comcast.net	Nora Curcio	08-23-14
1177	VODEN SEKGRACIA	SEKGRACIA@AOL.com		08/23/14
1178	Michael S. Krieger	M. Krieger@comcast.net	MS Krieger	8/23/14
1179	Antonia C. Lesniak	tclesniak01@yahoo.com	Antonia C. Lesniak	8.23.14
1180	FRED C. LESNIAK	FCLESNIAK@AOL.COM	Chris Lesniak	8-23-14
1180	Joasia Pelszynska	J.Pelszynska@comcast.net	Joasia Pelszynska	8/23/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1181	Gumieniak	patriciaedward9@aol.com	[illegible]	8/23/14
1182	Janina Krawczyk	jeriekrawczyk@hotmail.com	[illegible]	8/23/14
1183	Boris Omrikhin	303-257-0271	[illegible]	8.23.14
1184	LaVerne Zelenick	(303) 296-9009	[illegible]	8-23-14
1185	Virginia Horvat	3/430-7499	[illegible]	8/23/14
1186	Patricia A Schoeninger	720-938-5048	[illegible]	8/24/14
1187	MARY JO MARTINEC	303-426-7898	[illegible]	8/24/14
1188	Beata Owczarczyk	585-545-5662	[illegible]	8/24/14
1189	Dennis Brozovich	303 524-4925	[illegible]	8/24/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1190	Erik B. Peters	erik.peters@me.com 720 398 8746		8/23/14
1191	Jennifer Bacryhudek	jennifergonte@gmail.com		8/23/14
1192	Sue Cho	suecho1@yahoo.com		8/23/14
1193	MIKE OLEKSIAK	OMIKE0060@MSN.COM		8/23/14
1194	Patricia J. Pavich	P.PAVICH5511@aol.com		8/23/14
1195	Michael S. Pavich	MSPAVICH@COMCAST.COM		8/23/14
1196	DAN URSINI	~~[illegible]~~ dsaursini@comcast.net		8/23/14
1197	Shirley J. Ursini			8/23/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1198	Jeff Kuhlman	kuhlmanjeff@gmail.com		8-23-14
1199	Holly Kuhlman	hollymactor@yahoo.com	Holly Kuhlman	8-23-14
1200	Shawn Kuhlman	skuhlman@scatcat.fhsu.edu	Shawn Kuhlman	8-23-14
1201	JOHN PAUL HAVRILCSAK	HAVRILCSAK@HOTMAIL.COM		8.23.14
1202	JAMES MARZONIC	303-979-0906		8-23-14
1203	TERESA LESNA	(303) 791 2563		8.23.14
1204	Marek Menezes	— " —	Marek Menezes	8.23.14
1205	Bev Oldani	Kboldani@aol.com	Bev Oldani	8-23-14
1206	Kevin Oldani	KBOLDANI@AOL.COM		8/23/14

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	Name [printed]	e-mail address [or phone #]	Signature	Date
1207	Ninfa Drago	ninfa.garate@yahoo.com		8/23/14
1208	MARC REYNIERS	marcreyniers@Gmail.Com	Marc Reyniers	8/23/14
1209	KENNY GODDE	KENNYGODDE@GMAIL.COM	K Godde	8-23-14
1210	CLAY MARSTON	clasisi@msn.com		8/23/14
1211	David Webb	720 987 4023		8-23-14
1212	Susie Marton	sgmarston@live.com	Susie Marston	8.23.14.
1213	Karen Schroeder	schrock@comcast.net		8/23/14
1214	Sam Collins	sam.collins@kinard.com		8-23-14
1215	ANDREW MAKA	makaandrea@AOL.com	Andrea Maka	8-23-14

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	Nombre **Name [printed]**	Correo electronico o telefono **e-mail address [or phone #]**	Firma **Signature**	Fecha **Date**
1216	Phillip Perez	pjperez4840@msn.com		8/23/14
1217	Frank D. Grondahl	303 655 1725		8/23/14
1218	David Jacobowski	jakezech@hotmail.com		8/23/14
1219	Catherine Jacobowski	[illegible]		8/23/14
1220	Jenny Staroska	staroska@yahoo.com		8/23/14
1221	Isaac Solano	iss2105@tc.edu		8/23/14
1222	Sebastian Koprowski	303 400-6482		8/24/14
1223	Barbara D'Ovidio	303-979-6505		8/24/14
1224	Quinten Musser	quintenmusser@gmail.com		8/24/14

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Date: Thu, October 30, 2014 11:30 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
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Comment attached.

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

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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: 10/30/14 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

******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

CDOT CO

Reference Safety of the freeway:

Reference Section 2.5.4 notes "In the project area, I-70 generally experiences more traffic crashes than the state average for urban freeways. These crashes cause unpredictable and unavoidable traffic congestion, which adds to or worsens the already existing congestion from demand that exceeds the normal roadway capacity…"

RE: The Willis Case Death Curve:

On I-70, between Tennyson and Sheridan there is a horrible curve that could probably never be built today based upon what is known about safety and freeways. On average, I have seen & heard a crash every week on this curve for ten years. And, if I've seen that many, there must be three or four times more that I don't see.

On this same curve, I've seen two big trucks end-up going through/over the guard rail and end-up on the Willis Case Golf Course and one more teetering over the top of Berkeley Lake Park almost to the Tennyson overpass.

On this same curve, I have seen on four occasions the freeway closed for several hours for accident investigation. I don't have details, but expect that an Interstate Highway is ***only*** closed for this amount of time when there is a fatal accident.

A re-route of I-70 and conversion of the highway from Harlan to Central Park Blvd would greatly-reduce accidents on this treacherous curve. That most-likely translates into preventing deaths and greatly reducing injury and property damage on this awful curve. Why not evaluate this I-76 & I-270 re-route?

RE: A Trench Isn't Safe:

- ICE! Deep within a trench and likely with walls on the top intended to prevent people and animals from falling-into the trench, especially in late December & early January, when the sun is low in the sky, the eastbound lanes will get NO direct sunlight. There will probably be inconsistent icing, especially in the toll lanes on the westbound side. Imagine the crashes that will occur.
- Snow removal. How do they effectively and efficiently [including expense] remove snow from within the trench?
- The up-to 900 foot long lid that's proposed will cause variable conditions for ice, for unnecessary braking [the I-70 eastbound traffic debacle coming out of the mountains almost always originates at and breaks-free after the Idaho Springs tunnels].
- The lid is going to cause variable light conditions. Not everyone's eyes adjust the same. Can you recall the crashes that used to occur at the Stapleton Airport runway tunnels? Don Martin, "the SkySpy", the traffic reporter in the 1970s & 1980s on nearly a daily basis, was reporting "back-up beginning at the airport tunnels" or "crash at the airport tunnels".
- What amount of chemicals will need to be poured into the trench and then end-up in the Platte River for minimizing freezing? What are the environmental concerns of that chemical airborne from spraying during application or spray from vehicles driving on it?
- How will crash recovery occur if exits are removed? Will fire stations be moved? Or will rescue vehicles be on-site as they are at the Eisenhower / Johnson tunnels?
- Will there be escape staircases out of the trench so that when it floods, people can escape without potentially having to walk 4,100 feet if they happen to be in the middle when their

car stalls in rising water?

- Please explain the "Venturi Effect" and how the gigantic pile-up on I-25 in 2013 might be prevented in this case, especially when this freeway, unlike I-25 will be very limited in terms of the natural wintertime light compared to I-25 that receives much sunlight.

Commuter Safety

Section 2.5.3 says" This increase in traffic will result in more hours of congestion, longer delays, and increased potential for crashes". Does CDOT not agree that if a re-route were done and 40% of the traffic were moved to a surface level path with very few complicating safety factors and the existing path kept 40% of the traffic on the same # of lanes as exists currently, but at much lower posted speed limits, that the net benefit in safety would not be significant? These numbers are from a combination of CDOT's numbers in a letter to Dennis Gallagher and the study done by CU's Graduate School of Urban Planning.

Section 2.5.4 "In the project area, I-70 generally experiences more traffic crashes than the state average for urban freeway" ...and CDOT wants to add the following variables to worsen the equation: variable light with a lid, a shadowed trench, elevation changes, potentially more-complicated exists due to grade differentials, 30-40% more traffic, toll lanes... [wow!]

Reference Section 4.1.2 "Rear-end collisions and sideswipes are the predominant crash types, which indicate corridor-wide congestion and/or inadequate auxiliary lanes." And CDOT thinks that plunking the freeway into an icy trench and adding a cover for the added benefit of not being able to see and variable icing conditions is going to help?

Section 4.1.3, page 4-15: "Higher speeds, or lower levels of congestion, result in shorter travel times, or better mobility. Speed also can reduce safety on a facility..." Does this not beg for the "facility" that is within and adjacent to many communities to be a boulevard, not a freeway? CDOT, where is the traffic modeling that shows the lower total number of trips because people tie trips together [more stops along the way, rather than a special trip] when you get them off the freeway?

Section 4.3.1 Page 4-28 How do the project alternatives affect safety : has virtually nothing in it aside from suggesting that commuter safety will be improved. Are the concerns regarding: no direct sunlight, the venturi effect, the shadowing from lids, the below the water table and other factors not deemed "safety"? What about safety of the community from contaminated soil and contaminated water in their basements? What about kids getting to school? Contractors building an incredibly complex project are at risk, no? Commuter safety during the project should be a factor as well. All should be outlined in this section, not in another addendum. Its referencing two addendum's. Why not in here? Isn't this of upmost importance?

Before proceeding with an ROD, it is absolutely necessary to fully-evaluate the I-270 and I-76 re-route

For those of you reviewing this thank you very much for all that you are doing.

Steve Kinney
4876 Tennyson St
Denver, CO 80212
Steve@skinneyproperty.com

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Re: I-70 EAST EIS - SDEIS COMMENT FORM

From: "steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 1:51 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

email: steve@skinneyproperty.com

name: steve Kinney
address: 4876 Tennyson
city: Denver
state: CO
zip_code: 80212
phone: 303-475-8200
comment_topic: Hazardous Materials,Preliminarily Identified Preferred Alternative,Visual,Truck Traffic,Other
comments: Regarding safety: Potential freeway flooding is a big concern. In the past 18 months, we've experienced unprecedented flooding in the Denver metro area. Many other areas are having similar problems, Phoenix is a perfect example, where they have had repeated freeway flooding in the past few months and loss of life from people drowning in their cars on the freeway. A gravity-fed drainage system with such a small grade to it is going to clog with sediment. Its not steep enough. Sand. Gravel. Car parts. Debris flying off of & out of trucks. Tire chunks. Trash that blows-in from the kids playing on top of the freeway. Blowing leaves. And, much more will all clog this system. For the first few months, when the tubes are not clogged, the water will flow down to pumps that simply won't be able to keep up in heavy rainfall. Maintenance on the pumps will be significant. What does copious amounts of Mag Chloride do to the pumps? Does the Platte River mind getting incredible a! mounts of de-icing agent? What is the annual projected costs for drainage system maintenance? What amount of chemical de-icing will be necessary? How does this compare to an at-grade freeway that has sunlight on it? Lets build a project that has maintenance costs similar to a Toyota, rather than building one that will be like maintaining a '60s MG as a daily driver. The trench will be like an MG in my car analogy here. Thank you for listening.

==========

REMOTE_HOST=
REMOTE_ADDR=70.196.203.120
HTTP_USER_AGENT=Mozilla/5.0 (Macintosh; Intel Mac OS X 10_9_4) AppleWebKit/537.77.4 (KHTML, like Gecko) Version/7.0.5 Safari/537.77.4
REMOTE_USER=
HTTP_REFERER=http://www.i-70east.com/comment-form.html

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Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

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Comment: Entourage of 99 to Seattle

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:21 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Hi again,

Yes, another one from me. Sorry to be overloading your inbox, but these are important. This one is short and easyŠ :-)

Thank you for working on this.

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

>

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I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Date: 10/30/14 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

******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

CDOT CO

As reported June 5, 2014 in The Denver Post:

DENVER AND THE WEST

Large Denver group, including mayor, to visit Seattle for urban study

By Jon Murray
The Denver Post

A contingent of 99 people from Denver city government and the downtown business and nonprofit worlds will head to Seattle Sunday for an urban study trip.
[story continues…]

Regarding the entourage of 99 people from Denver went to Seattle to look at a freeway cover:

- What organization(s) sponsored or paid for the travel expense, dining expenses, lodging expense and miscellaneous expenses for each of these people? If it was an organization like the Downtown Denver Partnership, was there a specific funding source to/through the DDP that supported it?
- Do the "sponsors" have any possibility of winning work on a contract for this projects
- Who was on this trip and who are they affiliated with?
- Were there presentations made? If so, by whom?

Were there similar trips to cities like Dallas? Same questions as above with regard to who participated, who paid, who presented.

When were the corresponding trip(s) to San Francisco, New York City, Milwaukee or other cities to see a case study of where an elevated freeway was removed and converted to a boulevard? Same questions as above with regard to who participated, who paid, who presented.

I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment: 53 is the same as 76+, no?

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:27 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

A house is only four walls and a roof to some. To others, its a lot more.
My comment about this is attached in a PDF.

Regards,

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

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Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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Please see attached e-mailed PDFs.

Thank you!

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2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

CDOT CO

The SDEIS for the I-70-east project is deficient/flawed because of the lack of compassion in looking at: the value & importance of 75+/- dwelling units – and the impact that the loss of those homes creates in the community

Referencing Sections: 3.5, 5.2, 5.3, 5.4, 5.5, 7.4, Attachment G

The Elyria, Swansea and Globeville neighborhoods each currently have I-70 running nearly through the middle of them. There is a chasm already. The neighborhoods are badly affected. There are many claims by CDOT that the preferred alternative [preferred by whom?] will re-connect the community. What are the assessment by sociologists and urban planners who are not associated with CDOT and the City & County of Denver? Specifically: (1) Does this preferred alternative connect the communities better than they are connected today? – I expect that they would say "NO!!!" (2) Is there any option [with the inclusion of the I-270/I-76 re-route] that would better-connect the communities? – I expect that they would say "ABSOLUTELY, yes, the I-270/I-76 re-route does".

76 Dwelling units + 20+/- businesses vs. 8-12 businesses plus a portion of a few more businesses & a few houses

I'm not suggesting that either option is ok, but what I see and hear makes me feel sick: If the I-70 expansion were to be to the southern side of the existing right of way, incredibly-fewer homes would be taken. But, one big dog food plant would be impacted. That is an incredibly-clear demonstration of the greed and lack of compassion that exists with this project. If the I-76/I-270 re-route were to occur, incredibly-fewer homes would be taken, yet it has never been studied…

Attachment G breaks-out income levels of residents [table 13, among others] and dwelling units by value [table 14, among others]. My take-away from this is to suggest that a resident with a lower income and a home with a lower value is deemed less important. I don't think that this is appropriate and seems to me to be discrimination and further-demonstrates the social justice issues in-play with this project.

What is a house?

To many, a house is more than just four walls and a roof, but this process suggests that it is only that. For many, its something entirely-different – a home and family is to some degree what defines their lives.

Moving is one of the three most stressful things that people do in their lives. Losing a loved-one and changing jobs are the other two.

In many older neighborhoods, elderly people, often eventually single, very-much rely on their neighbors for support. If one is forced to move, it can have life-changing consequences in someone's emotional and mental heath.

Imagine a widow or widower who feels safe in the house that his/her deceased spouse worked for many years to make feel safe, comfortable, warm, full of love & protecting them. Then, without a choice, they must leave. Even if the relocation package is fair, this is a horribly-sad event for many. As a Realtor, I am often in tears seeing an elderly person's

pain and agony when leaving a long-time home, even when its their choice and they are moving voluntarily to be closer to a child or to a warmer climate.

A forced move can have significant & awful safety-net and social-network consequences, regardless of whether the CDOT relocation package was fair in a monetary sense. In Elyria or in Swansea, back in April or May, I witnessed an example of this: a woman was bringing groceries to her elderly next-door neighbor. It was an easy thing for the woman to shop for both her own family and the neighbor. Assuming I understood the conversation [in Spanish] correctly, the elderly woman had babysat the next-door neighbor 30-35 years earlier. The woman's kids help the elderly woman with her yard work and snow removal. There was a connection that was obviously strong. Very-sadly, if one or both of those two residents must move to make way for freeway expansion, that connection and the opportunity for assistance will probably be lost forever. Will the elderly woman then need to pay for grocery delivery or a taxi to the grocery store? Worse, will she lose the social connection and love that is very needed in people's lives? Will she will lose her connection to what is probably currently one of her only friends she sees in-person regularly? I hope she is going to be ok, but expect there will be huge amount of loss, pain and sadness.

In some people's opinions, the lucky ones are forced to leave. The unlucky ones are left in a dirtier, louder, more-isolated, more-polluted and less-valuable neighborhood. CDOT will not compensate owners of homes that are eventually closer to the freeway nor will they offer to relocate these people [despite suggestions to the contrary by Denver CW Montero & Ortega], which is not acceptable. The property value of a home near the freeway decreases by about 3% per house if it is closer to the freeway. And, the one next to a busy feeder road and unprotected from such a road takes a further ding in value of an additional 8-10% on top of what's noted above.

Financial Consequences to an Optional Move

A move because of the widened freeway can have significant financial consequences, regardless of whether the move is required or not. Many will decide that for health reasons, for sanity reasons, for peace & quiet reasons, for child-safety reasons or for many other reasons, that they need to move away. I am among them. As a resident of an I-70 adjacent community, I am confident that if the freeway is widened, I will choose to leave. I will lose A LOT of time/energy/effort/money as a result.

I've invested a lot of money into an amazing home that I love! It may sound dumb, but I will suffer a feeling of abandonment to this home that would be similar to me intentionally abandoning my cat on the side of a highway. I am incredibly-emotionally attached to this home.

I am one of the fortunate ones who can afford to sell my house and move to another location [many are not able to get a new loan or can afford to move]. With the threat of freeway expansion, my home would absolutely be worth less money. Worse, I've worked for 11 years to make my house exactly as I want it to be, consciously making choices that are best for me, not for resale value. I have a $30,000 four-car garage, a $3,000 shed, a $28,000 photo voltaic solar system, new plumbing, new electrical, an amazing $8,000 three-tiered flagstone retaining wall in my front yard and other renovations that won't get more than 20-

40% return on those investments – which I was ok spending that amount of money, expecting that I'd be in this house for 30+ years. For me alone, a decision to widen the freeway will result in a loss of $50,000+ and many hundreds of hours of work on my home.
+ real estate commissions, moving expenses, etc.

My situation noted here is at least partially-applicable to approximately 3,642 residences [parcel #s, so the total number of dwelling units is probably somewhat higher] that are within 1,000 feet of I-70 between Stapleton's Central Park Boulevard and Wadsworth. Do you know how many people reside within 1,000 feet of I-76 or I-270? I don't know the answer to the question, but expect the number is lower than 25.

I understand that change is inevitable. But, when there is what appears to be a far more-logical and a far more fiscally-responsible method of fixing the congestion problem at-hand. The I-270 / I-76 re-route is expected to ***solve*** the I-70 congestion issues on ***both sides*** of I-70, with practically ***no impact*** to any ***neighborhoods*** for what is expected to be ***half the costs*** of the I-70-east trench. It MUST be studied.

Steve Ki

Steve Kinney, Realtor for 14 years, having sold 300+ homes, with the majority of those in I-70 adjacent &/or I-70-impacted neighborhoods.
Living at 4876 Tennyson Street Denver, CO 80212 beginning in 2004 and working in every Central Denver neighborhood as a Realtor since 2001.
Steve@SKinneyProperty.com

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Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

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Comment: "No Action" is actually a Whole Lotta' Action

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:28 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Comment attached as a PDF.

Thank you for reviewing and responding.

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

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Date: 10/30/14 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

******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

The SDEIS is unacceptable [specifically section 3.6] because "No Action Alternative" contained within the SDEIS is not that at all.

Why does CDOT refer to the an alternative as "No Action" when there is great action, including: displacement of 13-14 dwelling units [their numbers are not to be trusted], 5-15 businesses, part of a school property?

How is this "no action" by using a common use of those words? Making such a disruption in the community, is a ***whole lot of action*** in my opinion!!!

Just one word that doesn't fairly represent the situation can throw-off perceptions greatly.

"No Action" should mean nothing more than that ongoing maintenance and repairs will occur.

The option that re-makes the existing freeway into the same number of lanes, but in compliance with existing rules and regulations could easily have a name of:

- "bringing up to current standards option"
- "adding updates to existing freeway configuration"
- "most-minimal expansion, only to comply with new rules"
- "updating to current standards option"

With "no action" here in this SDEIS actually translating to "a lot of action/disruption/loss of home value/ heart ache/ increase in negative health consequences/ loss of connectivity/relocations/additional noise/increased safety & maintenance & drainage issues, I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

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Comment: EO 13166

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:29 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Attached is a follow-up comment about EO 13166.

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

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Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

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I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

CDOT CO

The SDEIS for the I-70-east project is deficient/flawed because: **Incorrectly Prioritizing of Comments / Spanish Audiences, Inadequate Outreach & Interpretation of EO 13166**

Reference Sections: 1.11, 5.2.3, 5.2.4, 5.2.6, 5.3, 5.5, 5.20, 7.

Is it or is it not the opinion of CDOT and Denver City Council Members that comments from Globeville/Elyria/Swansea [GES] are more-important than comments from others? Shouldn't this be concerning because it sends a message to interested parties living outside of GES that their comments are not worthwhile, and therefore they chose to not make comments, expecting that their efforts would be wasted because the comments would be minimized or thrown-out? First-hand, I've heard this train of thought from interested parties many times while discussing this topic at community events.

En Espanol Section Written in English

Aren't 80-85% of the Globeville, Elyria & Swansea community Latino? Are the majority of these individuals speaking Spanish as their only or as their first language? If so, if CDOT wants comments from GES, wouldn't it make sense to produce documents in Spanish?

Thad Tecza and I made a formal comment about this. We received a response that pointed us to a resource [Executive Order 13166]. It is my interpretation of this EO that CDOT's efforts are absolutely not sufficient to reach this community.

There is an Executive Summary translated to Spanish. As of mid-October 2014, wasn't the SDEIS book and its appendices are only written in English? As of mid-October 2014, wasn't the "En Espanol" section [attached] of the I-70-east website has headlines in Spanish, but the body text is mostly written in English? To get to the Spanish comment page, did someone need to find it via directions that were written in English on the En Espanol page? Whether intentional or not, inst this very-clearly telling the Spanish-speaking people how much CDOT *really* wants their opinion?

The CDOT Office

CDOT's response to my concern will be something to the effect of: CDOT has opened an office in the community, staffed by Spanish speaking representatives who can translate any portion of the document… Has anyone considered that many Spanish-speaking people don't choose to "walk into a governmental office" the way that some English-speaking people might be more likely to do? Secondly, is anyone aware that these communities work very hard and very many hours and many have significant family commitments? CDOT's office hours 10-7, Monday-Thursday and three hours on Friday and Saturday mornings isn't enough in my opinion. Less weekday, daytime hours and one weeknight late and more time on a weekend seems appropriate to me.

How many people walk into this neighborhood office? Its been my observation its ***VERY*** few. Five of the five times I've been in that office, there were no other guests present. Is it not correct that practically no one walks into that office as evidenced by the sign-in sheets that demonstrated that there was nearly four weeks of time elapsed for one-half of the sign-in sheet [assuming that most people sign-in as staffers request that they do] – and confirmation by staffers: "practically no one ever comes in here" on Thursday, October 16, 2014? Doesn't this beg the question: If all of the three or four [at a time] staffers are there waiting [some playing on their phones] for no one to come in, why are they either not translating the website and other documents to Spanish and/or going out into the community

to talk to people?

Overcoming a Cultural Obstacle – It Isn't Hard, But Hasn't Been Done in Community Outreach To-Date for This Project

Is it possible that there is a cultural element that has been overlooked in CDOT's outreach efforts as it relates to some immigrant populations? Is it not correct that many Spanish speakers or their parents have come from cultures where they've learned that regardless of whether they engage in public comment, there voices wont be heard and therefore they don't come to meetings? Add to that the repeated bad/overlooked/un-just treatment that minority populations, including to those living in Globeville, Elyria & Swansea. This results in a public that is not sufficiently and appropriately represented in terms of comments. It doesn't take much to overcome these issues. As I experienced, walking door to door, one is able to hear A LOT of opinions.

Based upon some of the messages I hear from CDOT, I don't think that CDOT has walked the neighborhood asking for comments. I've walked the streets and talked to many people. I had copies of CDOT's maps in-hand showing the PCLA. Clearly, for 80%+ of the people I spoke to, it was the first time that they had heard or heard anything that contained any detail. Many politely asked for a copy of my maps. On many occasions, I gave them my map, later brought them a map or told them which libraries had them. This is NOT acceptable that such a high percentage of people don't know what's about to happen to them. In many cases, these people's homes are going to be taken.

My observations are not the only ones suggesting that the outreach is inadequate. Attached is a copy of a survey that was done by a community organization. I was not a part of this survey and can not speak to its methodology, but having worked with market & opinion research professionals many years, ago, it looks to me that its well-done and statistically-valid.

Stopping Comments

CW Judy Montero, who has an agenda to get this project through, has been sabotaging the public comment process, possibly with CDOT's help. CW Montero and her staffers [and possibly more people] are aggressively pushing for signatures. On the bottom of their petition, it notes: "By Signing below, I certify that I am over 18 years old. I certify that my name may be added as a signatory agreeing to the contents of this letter, which will be submitted to CDOT as part of the official public comment during the Draft Environmental Impact Statement." CDOT has made it extremely clear to UNMD that no entity can collect public comments. Comments must go directly to CDOT. Sadly, people think that they are making a comment, but it will not be counted. I think that each signature received from this mitigation petition shall be counted as a very strong statement saying that this project shall not proceed and that each person who has signed it opposes the project.

What To Do Next

I think that CDOT's penetration with community outreach efforts into I-70-adjacent communities from Harlan to the east side of Montbello must be far deeper than they have been here. But before we discuss refining the CDOT outreach, we MUST fully evaluate the I-270 & I-76 re-route. The I-270 / I-76 re-route is expected to ***solve*** the I-70 congestion issues on ***both sides*** of I-70, with practically ***no impact*** to any ***neighborhoods*** for what is

expected to be ***half the costs*** of the I-70-east trench.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver
Steve@SKinneyProperty.com

Sitio web actualizada: Octubre 14, 2014

ESTE I-70
INFORME DE IMPACTO AMBIENTAL

in ENGLISH ›

Inicio
Novedades
Aviso de Reuniones
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Mapa del Proyecto
Programa
Proceso

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Compra y Reubicación
Alcance Comunitario
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Reportes
SDEIS Document

Consultants & Contractors
Project Finance

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Comment Form
Período de Comentario ampliado Octue 31

Boletines
Preguntas Frecuentes
Glosario
Enlaces
Archivos

ENGLISH

Lea los **Avisos** en el Internet

Inscríbase en la Lista de E-mails:

envíe

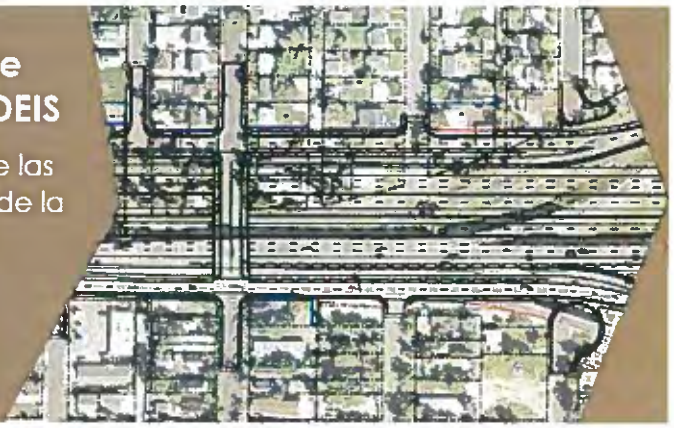
¿Está buscando información sobre el

¡Bienvenido a la página del proyecto de el Informe de Impacto Ambiental (IIA) del Este de la I-70!

Ver los Diseños en Detalle de las Alternativas del SDEIS

Nuevos diseños de ingeniería de las Opciones Básica y Modificada de la Alternativa de Paso a Desnivel Parcialmente Cubierto se han añadido!

Vea las Alternativas »



« 1 2 3 4 5 6 7 8 9 10 11 12 13 »

SDEIS
Supplemental Draft EIS released

Supplemental Draft EIS Released 29 de Agosto

Más información »

Octue 31
Período de Comentario ampliado

Evaluación y Comentario del Público

The public comment period has been extended to 31 de Octubre. CDOT encourages you to comment.

Más información »

Aviso de Reuniones

Reuniones de Coordinación de Líderes Comunitarios

15 de Octubre
4:30 pm – 6:30 pm
Swansea Elementary School

Teléfono-Reunión del Ayuntamiento

16 de Octubre

Audiencias Públicas

¡Materiales de las 23, 24 y 25 de Septiembre Audiencias Públicas están disponible en línea!

Myths
sobre el proyecto I-70 Este EIS

MYTH: "*Ten lanes will cost too much.*"

FACT: CDOT is making a 100-year investment on I-70. Building eight lanes instead of ten provides a very modest cost difference, but shortens the long-term life of the corridor. While eight lanes may be enough for traffic on opening day in 2021 or 2022, they won't be able to handle the projected traffic growth over the lifetime of the project. Tolled express lanes also offer travelers choices that will better ... ***more »***

MYTH: "*There is no need for the project.*"

FACT: The I-70 East viaduct is the last of the 30 worst bridges identified following the passage of the FASTER legislation in 2009. It's 50 years old, deteriorating and must be replaced soon. The 12-mile corridor

ENGLISH

proceso de compra de propiedad y reubicación?

Vea:
Compra y Reubicación

6:30 pm – 7:30 pm
(click for info)

Más información »

Panorama del Proyecto

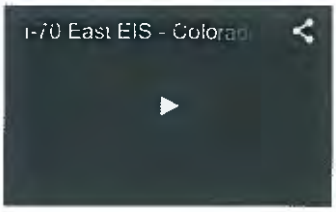
ENGLISH

Lea el Panorama del Proyecto »

from Brighton Boulevard to Tower Road is critical to the whole state's economic health, tying together DIA, downtown Denver, mountain resorts and communities on the Western Slope and Eastern Plains. This robust ... ***more »***

Visualization & Animation

Visualize the Partial Cover Lowered Alternative— *explore the Partial Cover Lowered Alternative in 3d with animated video.*



Actas de Reuniones

Reunión de Coordinación de Líderes Comunitarios del 20 de Augusto

Actas de reuniones »

Actualización del Proyecto

Supplemental Draft EIS Released — 29 de Agosto del 2014

CDOT is encouraging the public to comment on the I-70 East Supplemental Draft EIS that evaluates transportation alternatives to improve safety, access and mobility while addressing congestion in one of the state's most heavily traveled corridors, I-70 from I-25 to Tower Road.

ENGLISH

The Supplemental Draft EIS (SDEIS) is a report that includes a detailed analysis of the social, environmental, and economic effects of the project alternatives as required by the federal government according to the National Environmental Policy Act (NEPA). The 2008 Draft EIS alternatives were modified and a new alternative option was developed that better met the project's purpose, need, goals, and objectives and satisfied the public's and agencies' expectations. Due to these changes and further developments on the project, the Supplemental Draft EIS identifies environmental impacts not previously identified.

The I-70 East Supplemental Draft EIS is available for public comment starting 29 de Agosto del 2014. The public comment period will end on 31 de Octubre del 2014.

volver arriba

Evaluación y Comentario del Público - *Se ha Ampliado el Periodo de Comentarios!*

(Comments must be received by 31 de Octubre del 2014)

Copies of the Supplemental Draft EIS (SDEIS) are available online, at several viewing locations, including at CDOT offices, and at the I-70 East Project Office. Public Hearings will be conducted to present the findings of the study and to obtain input from the community.

Período de Comentario

ampliado hasta Octu 31

Your comments are an important aid in making the final decision for transportation improvements in the corridor. They will be addressed in the Final EIS and play an important role in determining the preferred alternative. Please use the Comment Form to submit your comments or use the Printable Form and mail them to the address listed below. Comments can also be submitted by e-mail to contact@i70east.com or submitted at the Audiencias Públicas.

"COMMENT FORM" BUTTON IN ENGLISH ON "EN ESPANOL" PAGE!

I-70 East Project Team
Colorado Department of Transportation
2000 South Holly Street
Denver, CO 80222

▲ volver arriba

Oficina del Proyecto de la I-70 Este

3501 East 46th Avenue (en el Denver Rescue Mission)

Miembros del equipo de trabajo del proyecto y traductores estarán disponibles en esta ubicación de **lunes a sábado** para proporcionar información sobre el proyecto y responder a sus preguntas. Habrá una copia impresa disponible del Anteproyecto del EIS Suplementario para evaluación y hojas de comentarios disponibles en esta oficina para el uso del público.

Más información: **Oficina del Proyecto de la I-70 Este**

La oficina del Proyecto de la I-70 Este no es accesible de acuerdo con la Ley para Estadounidenses con Discapacidad. Para asistencia a discapacitados, favor de llamar al 303-313-2420 para que el CDOT pueda coordinar otro tipo de ayuda. Marque el 711 para utilizar Relay Colorado (TTY).

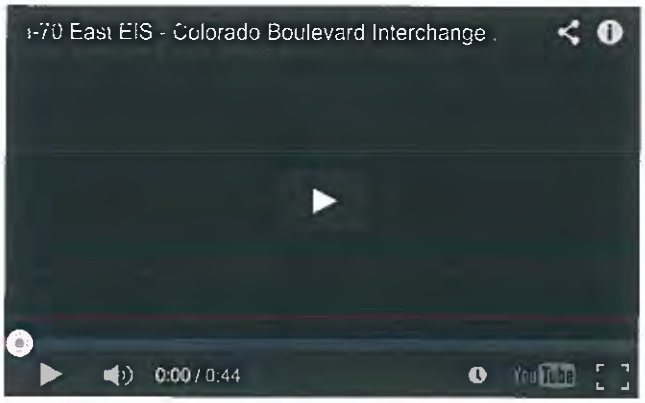
▲ volver arriba

Preliminarily Identified Preferred Alternative
Visualization & Animation

Visualization & Animation

Visualice la Alternativa de Paso a Desnivel Parcialmente Cubierto—*explore la Alternativa de Paso a Desnivel Parcialmente Cubierto en video animado 3d*

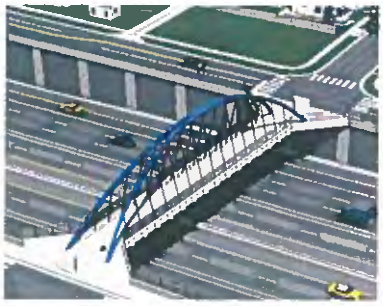
Click Visualization & Animation to see animated videos and still imagery of the Partial Cover Lowered Alternative.*



ENGLISH

The Partial Cover Lowered Alternative is the Preliminarily Identified Preferred Alternative for the I-70 East EIS project. This Alternative adds additional lanes in each direction of the highway to provide better mobility between I-25 and Tower Road, removes the existing viaduct between Brighton Boulevard and Colorado Boulevard, rebuilds I-70 along this segment below grade on the existing alignment, and places a cover on the highway between Columbine Street and Clayton Street.

***Visit often**—this is a work in progress!*



Elyria-Swansea I-70 Survey
Encuesta de I-70 en Elyria-Swansea

Conducted April – May 2014 – Conducido abril – mayo 2014

91 residents surveyed door-to-door in Elyria Swansea

91 residents entrevistado puerta a puerta en Elyria Swansea

I70 Community Survey / Encuesta de I-70

How much do you know about the I-70 planning project? Cuanto sabes sobre la planificacion de I-70?

Answer Options / Opciones de respuestas	Response Percent	Response Count
A lot / Casi Todo	3.3%	3
Most / Mucho	7.8%	7
Some / Un Poco	34.4%	31
Very little / Muy Poco	26.7%	24
Nothing / Nada	27.8%	25
Don't care / No me importa	0.0%	0
Other / Otro		0
answered question / Respondieron		90
skipped question / No respondieron		1

I70 Community Survey / Encuesta sobre I-70

Have you been involved? / Se ha involucrado?

Answer Options / Opciones de Respuestas	Response Percent	Response Count
Yes a lot / Si, mucho	2.2%	2
Yes some / Si, un poco	12.2%	11
Yes very little / Si muy poco	4.4%	4
No	81.1%	73
Other / Otro		0
Respondieron/ answered question		90
No respondieron/ skipped question		1

Replacing viaduct with 10+ lanes will improve your:

Answer Options	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know	Rating Average	Response Count
Health	7	13	19	20	18	13	1.00	90
Travel	6	29	18	20	11	6	1.00	90
Economy	5	15	21	25	12	12	1.00	90
Quality of Life	5	16	13	34	14	7	1.00	89
Other (please specify)								1
							answered question	90
							skipped question	1

Reemplasando el viaducto con 10+ carriles mejorara su:

Opciones de Respuestas	Muy de acuerdo	De Acuerdo	Neutral	En Desacuerdo	Muy en Desacuerdo	No Se	Promedio	Numero de Respuestas
Salud	7	13	19	20	18	13	1.00	90
Viaje diario	6	29	18	20	11	6	1.00	90
Economia	5	15	21	25	12	12	1.00	90
Calidad de Vida	5	16	13	34	14	7	1.00	89
Otro								1
							answered question	90
							skipped question	1

Removing I70 completely and building a boulevard will improve your:

Answer Options	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't know	Rating Average	Response Count
Health	17	29	13	17	2	8	1.47	86
Daily Travel	8	43	8	15	5	7	1.41	86
economy	13	39	14	8	3	9	1.52	86
Quality of Life	10	40	13	10	4	8	1.47	85
Other (please specify)								0

answered question 86

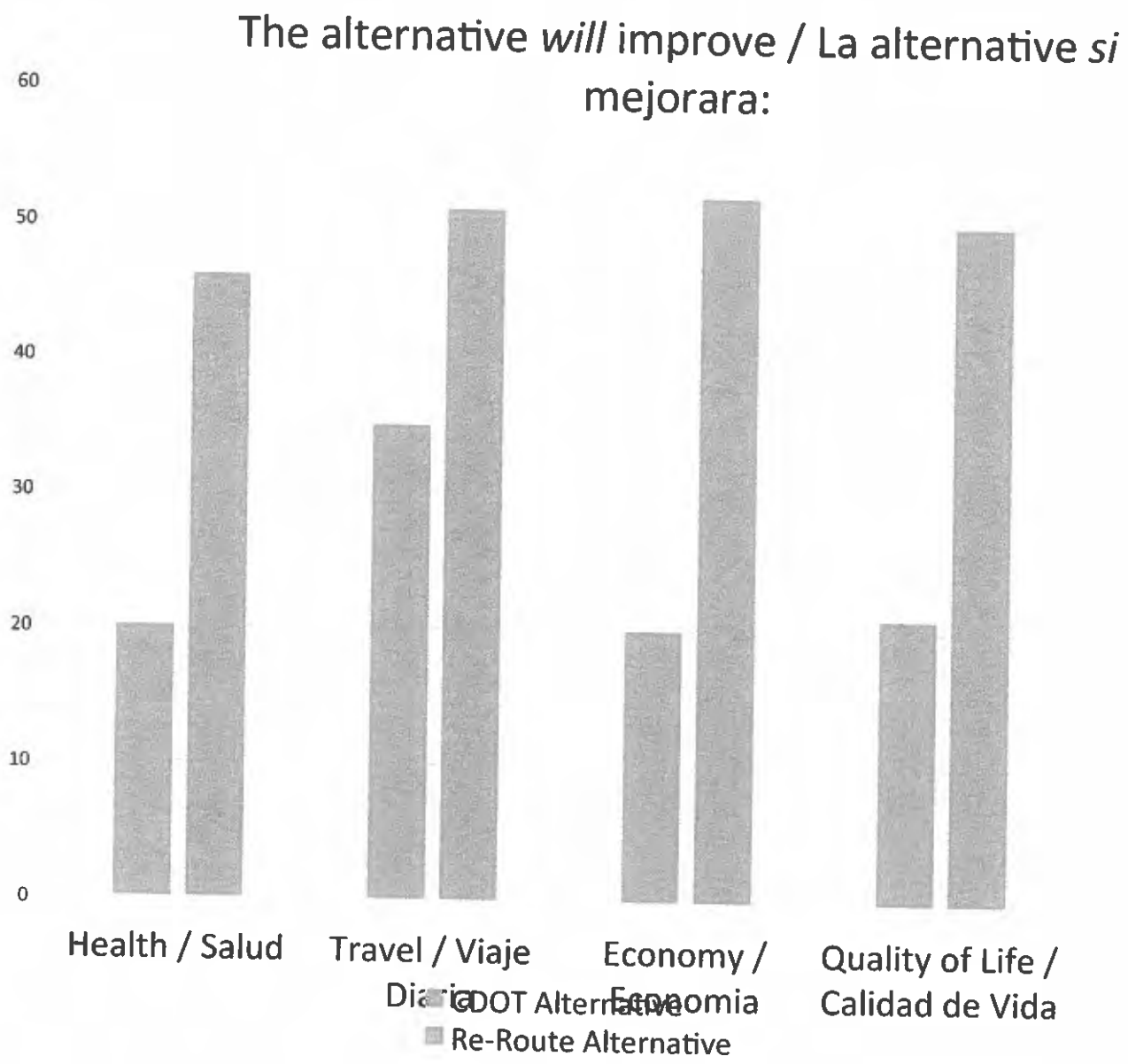
skipped question 5

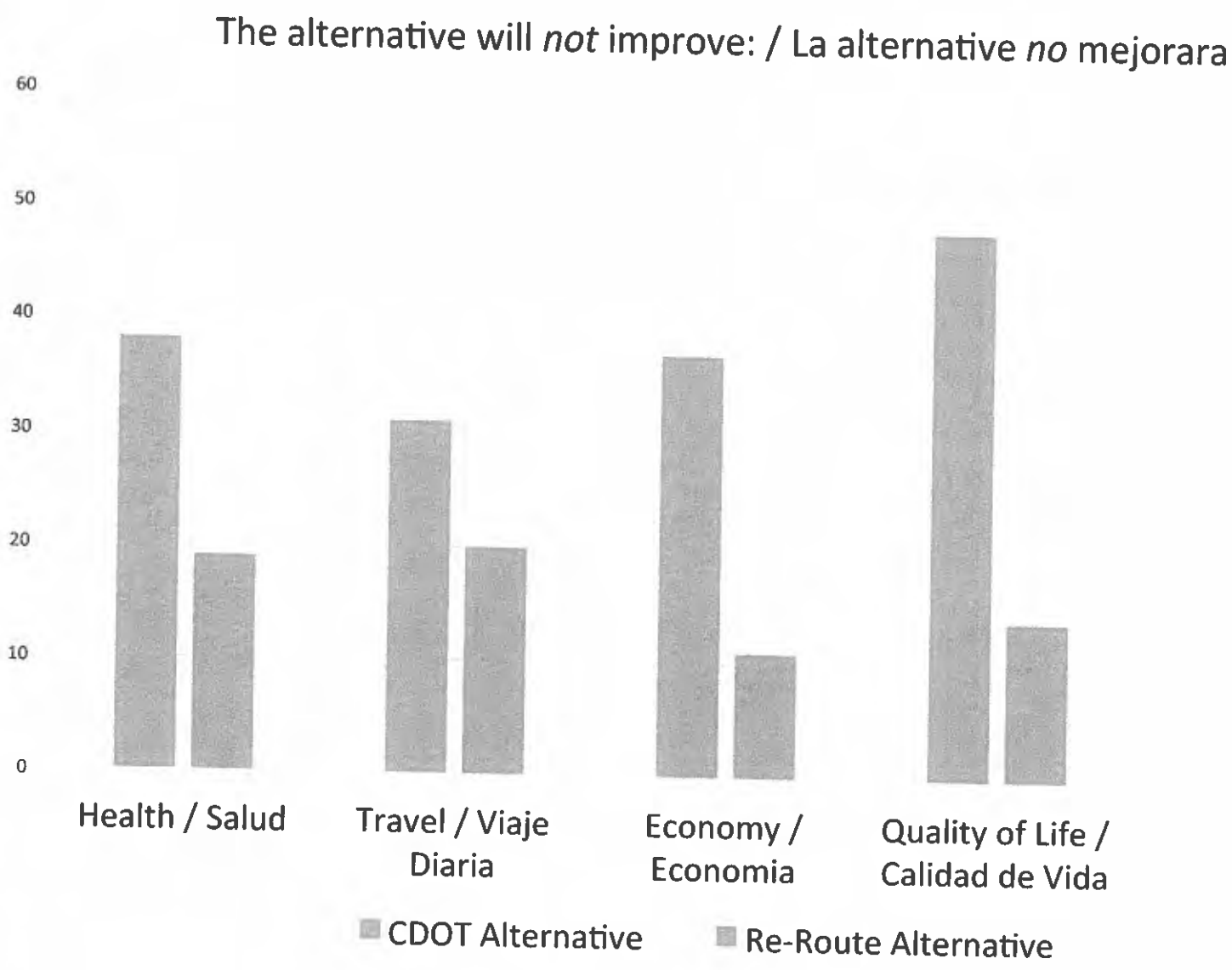
Removiendo I-70 completamente y construyendo un boulevard mejorara su:

Answer Options	Muy de acuerdo	De Acuerdo	Neutral	En Desacuerdo	Muy en Desacuerdo	No Se	Promedio	Response Count
Salud	17	29	13	17	2	8	1.47	86
Viaje diario	8	43	8	15	5	7	1.41	86
Economia	13	39	14	8	3	9	1.52	86
Calidad de Vida	10	40	13	10	4	8	1.47	85
Other (please specify)								0

answered question 86

skipped question 5


The alternative *will* improve / La alternative *si* mejorara:
60
50
40
30
20
10
0
Health / Salud
Travel / Viaje Diario
Economy / Economia
Quality of Life / Calidad de Vida
CDOT Alternative
Re-Route Alternative

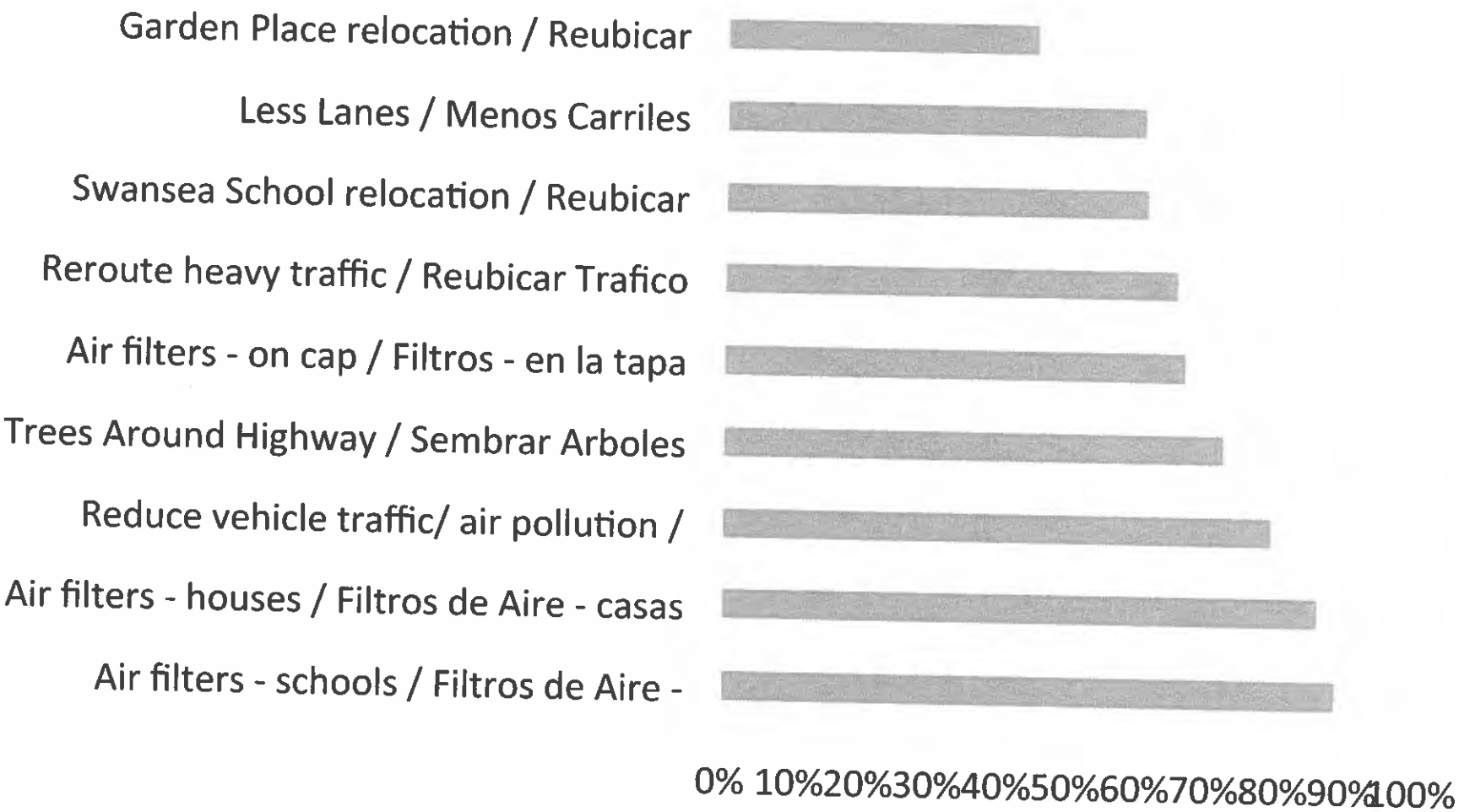

The alternative will *not* improve: / La alternative *no* mejorara
60
50
40
30
20
10
0
Health / Salud
Travel / Viaje Diaria
Economy / Economia
Quality of Life / Calidad de Vida
CDOT Alternative
Re-Route Alternative

Do you support that CDOT should study the boulevard? / Apoyas la idea que CDOT debe estudiar la opcion del bulevar?

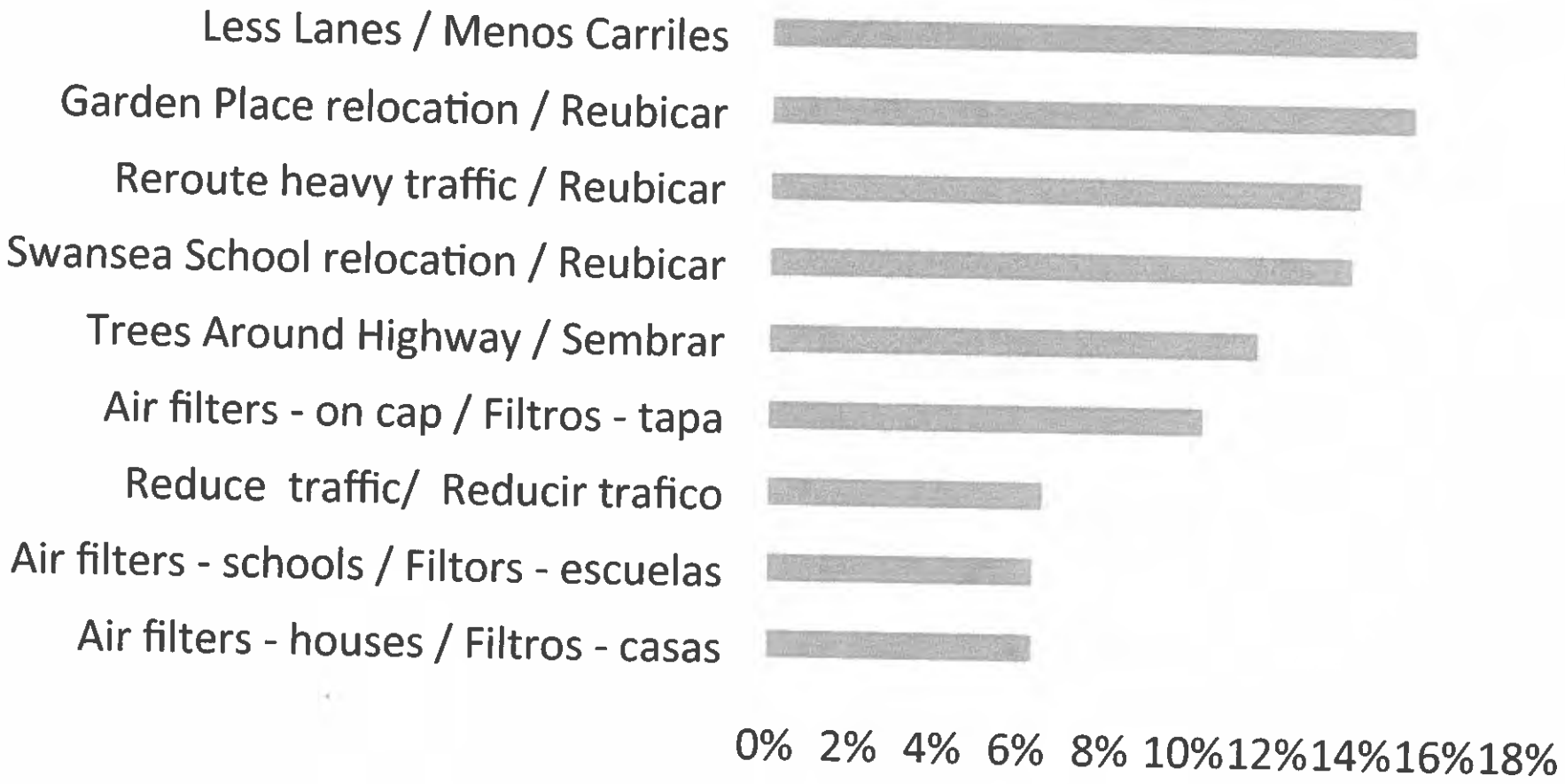
Answer Options	Response Percent	Response Count
Yes / Si	84.9%	73
No	15.1%	13
Other / Otro		1

Respondieron/ answered question	**86**
No Respondieron/ skipped question	**5**

Elyria-Swansea Neighborhood Door-to-Door Survey, n = 91, May 2014, Mitigation Rated "Important"



Elyria-Swansea Neighborhood Door-to-Door Survey, n = 91, May 2014, Mitigation Rated as "Not Important" – Ideas "No Importantes"



I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/18/2014

From Denver CW Montero's Office Pg 1

INTRODUCTION

The expansion of I-70 will increase the number of cars on I-70, in general, between 30 - 50% (ES-9). There will be an increase in air emissions, increased noise pollution, decreased connectivity to the rest of Denver, and displacing businesses and homes, including food stores. The highway reduces neighborhood aesthetics and property values. Therefore, the following mitigations to the widening of I-70 must be made by CDOT to counteract the negative effects of the widening of I-70 through Elyria-Swansea.

AIR QUALITY

1. Air should be monitoring before, during and after construction. AND... PUT SOME TEETH INTO THIS. WHAT IF MORE POLLUTION?
2. Swansea School, all pollutants harmful to human health that are associated with the highway should be monitored (full-spectrum monitoring). AND... THEN WHAT? WE KNOW ITLL ↑ W/↑ TRAFFIC
3. CDOT should provide funds for a community-based organization to hire an air quality monitoring expert to report to and advise the community. "GO INSIDE! STAY INSIDE" THATS OUR ADVICE!
4. CDOT should pay for advanced air ventilation and filtrations systems at Swansea, Garden Place and home within 500 feet of highway. CDOT should continue to fund the maintenance and operational costs of these systems for the lifetime of the highway. AND A BUBBLE OVER THE PLAYGROUND.
5. CDOT should fund education programs about how to avoid contaminated air from entering homes and schools, which should be offered at least once per year, for the lifetime of the highway. → AND THEN WHAT? BESIDES, ITS NOT POSSIBLE TO KEEP IT OUT!
6. CDOT should plant trees to up-take pollutants throughout the impact zone, and install green roofs. → TREES DONT HELP W/I THE POLLUTION ZONE THIS WAY!
7. CDOT should establish air quality levels and triggers for immediate action should pollution levels be exceeded. → WHAT IS THE ACTION? A HOLD YOUR BREATH ALARM? PLEASE SECURE YOUR GAS MASK FIRST & THEN ASSIST YOUR CHILD...
8. To ensure that lead and arsenic are not disturbed and deposited in homes during the construction period, CDOT should sample for lead and arsenic in construction zones and homes and should remediate any impacts by cleaning-up contaminated homes to state standards. TESTS TAKE 3-4 WEEKS PER CITY OF DENVER
9. The footprint of the highway should be reduced by narrowing lanes and reducing lanes between Colorado Blvd and Brighton. LIKELY?
10. Provide alternative for trucks between 52nd and Vasquez at further north. Discourage truck and all traffic out of the neighborhood by eliminating traffic out of the frontage roads and neighborhood streets. Especially near Swansea School. TELL THE BUSINESSES THAT!
11. Build full interchange at Colorado Blvd and remove Vasquez interchange.
12. Limit truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 & 76. IMPROVE + WIDEN 270/76? IF NOT, IT WONT WORK. IF SO, WHY NOT ALL NON-LOCAL TRAFFIC?
13. Establish truck routes for local delivery and enforce them, limiting trucks on neighborhood streets and near schools. HOW WILL THIS PLAY OUT?
14. CDOT should pay for improvements to doors and windows of all homes and businesses within 500 feet of the highway. It is not sufficient to facilitate loans as the harm is coming from CDOT and the cost of this harm should be borne by CDOT.

EVERYWHERE ELSE IN THE CITY, PEOPLE CAN SAFELY BE IN THEIR YARDS, WHY NOT HERE AS WELL?

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/18/2014

Pg 2

RELOCATION / HOUSING

15. Homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70, should be given re-location assistance. – NOT POSSIBLE PER FEDERAL GUIDELINES!

16. In order to retain residents in the neighborhood and encourage new families to move in, CDOT should commit to replacing the 49-53 housing units lost in Elyria and Swansea due to highway construction with 3 affordable housing units for every one unit lost. Additionally affordable homeownership units should be replaced with affordable homeownership options and affordable rental units should be replaced with affordable rental options.

INCORRECT #

17. Grant funding should be provided to residents living between 45th and 47th street to make improvements to their homes that will enhance their quality of life and reduce noise and air quality impacts of the highway.

18. In order to encourage Elyria and Swansea residents to stay in the community and weather the adverse impacts of construction, CDOT should provide grant funding to residents to make improvements to their housing.

AMENITIES

19. A new regional recreation center should be built in Elyria-Swansea to provide a space indoors with clean air for physical activity. The price of the Regional Rec Center should be affordable for all residents, and the opening of the center should not result in the closing of centers in nearby neighborhoods.

20. New health center

21. A supermarket and pharmacy should be established in the immediate GES area to improve the health of the community and curb the chronic health complications that are pervasive in the community."

22. A 500-foot buffer should be created around the school and no construction should occur in that buffer during school hours. This will protect the children from the air emissions and noise pollution associated with the construction.

23. Noise – post-construction.

24. Do not exceed the maximum NAC threshold. (Noise). It is set for the health of the neighborhoods.

25. Business development fund. Housing fund. Maintenance fund. Cap maintenance fund.

26. Art funds go to local organizations or agencies, not to CDOT.

27. Sidewalks where there are none.

ECONOMY

28. Incentives for Local Hiring – need a percentage. Hire with an ITIN number, not a social security #.

29. Business Development Fund

ENVIRONMENTAL JUSTICE → REALLY!?!

30. There should be no limit to the budget for mitigation. The mitigation should be equal to the impact. This is an environmental justice community.

31. Money for maintenance of all improvements.

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/18/2014

Pg 3,4,5

By Signing below, I certify that I am over 18 years old. I certify that my name may be added as a signatory agreeing to the contents of this letter, which will be submitted to CDOT as part of the official public comment during the Draft Environmental Impact Statement. → IN LIEU OF MAKING A FORMAL COMMENT? THAT HAS BEEN THE EFFECT.

Por firmar abajo, yo certifico que soy más de 18 años de edad. Yo certifico que mi nombre se puede agregar como un signatario aceptando el contenido de esta carta, que será presentado a CDOT como parte de los comentarios públicos oficiales durante la declaración de impacto ambiental del proyecto. TO UNITE NORTH METRO DENVER

CDOT WAS VERY CLEAR THAT NO COMMENTS MAY IN ANY WAY COME THROUGH A CHANNEL EXCEPT DIRECTLY TO CDOT! THIS GROSSLY VIOLATES THE RULES!!!

Name	Signature	Date	Address	Neighborhood	Mark here to sign letter

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment: CDOT is NOT Considering Rerouting...

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:31 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

PDF of my comment is attached.

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

img-X30112334-0001.pdf **230** k [application/pdf] Download

Delete & Prev | Delete & Next

Move to: INBOX Move

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: 10/30/14 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

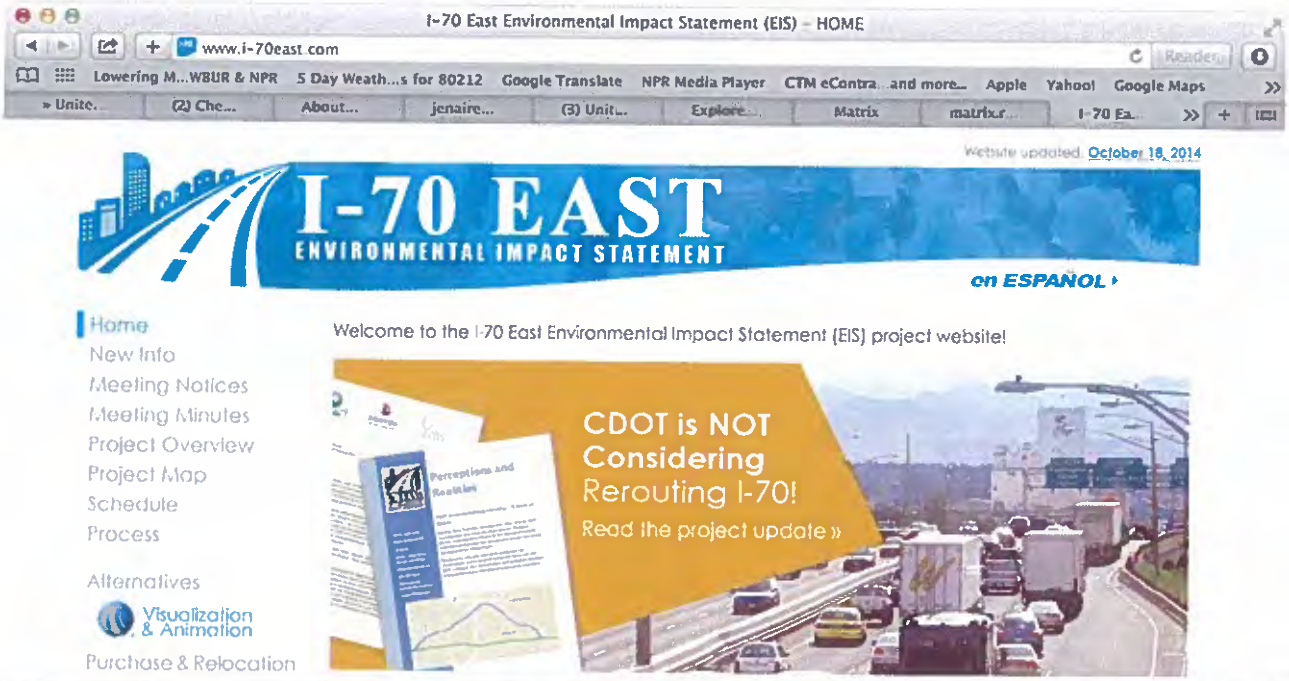
******Continue on back for more space******

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

CDOT CO

The SDEIS is unacceptable because this **"CDOT Is NOT Considering Rerouting I-70"** messaging for the past 16+ months is not a fair nor valid response in any documentation at this stage of the process. Until the ROD, all reasonable alternatives should remain on the table until they are appropriately vetted and dismissed. The re-route on I-76 and I-270 has not been. This is referencing Sections 2, 3.5 & 7.

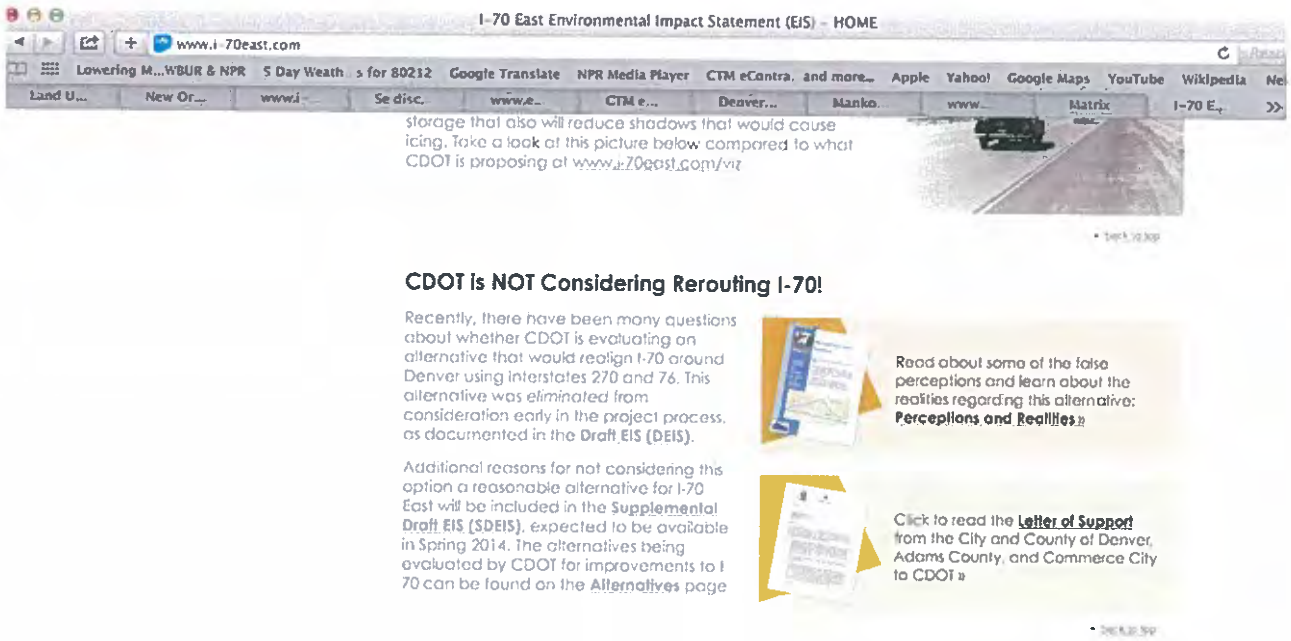
Unite North Metro Denver launched a website in 2013 that allowed visitors to send a message to up to14 people, including a few people working on the I-70 east project (CDOT and Atkins) as well as some Denver City Council members, and other elected officials. The great majority of the 500+ comments that were sent asked CDOT to perform a supplemental EIS for I-70 using the I-76 & I-270 alternative. Very shortly after these comments began, CDOT posted "CDOT is NOT considering Rerouting I-70!" prominently on their I-70 East website.



Messaging on the site and follow-up e-mails from both CDOT and one or more Denver City Council Members said that the re-route was studied and dismissed. CDOT, which re-route are you referring to? These requests were to study the I-76 & I-270 alternative – BUT, that is not the one that was studied and eliminated. How is this a fair representation of the situation?

It is likely that this misleading messaging caused hundreds of people to disengage. Had the messaging been fair and appropriate, many more people would have sent public comments supporting the re-route.

Why did CDOT not post a message on the site to address City Council Member's Mitigation Petition items alerting people that many of those items are not possible and that signatures can not be submitted via such a document as a formal comment?



This messaging is not acceptable. This messaging, repeatedly suggesting in many materials produced by CDOT that the I-270 & I-76 re-route was thoroughly-evaluated. It was not.

A message of "CDOT Is NOT Considering Rerouting I-70" suggests to potential commenters who support the I-76/I-270 re-route that they should refrain from making such a comment. This process should be encouraging all comments from all people who are in CO and interested in it.

CDOT spokespersons in television/radio/newspaper/internet interviews have suggested that the "re-route was studied and eliminated" Which re-route was that? It was not the I-270/I-76 re-route!

Until this process if complete, NOTHING should be taken off the table. It is my opinion that this messaging sabotages an opportunity for other options to be in-play.

I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment: # of dwelling units taken is incorrect

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:12 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Hi,

I¹ve prepared a comment about the count on the # of dwelling units, which is in the attached PDF.

Thank you!

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

>

Attachments:

img-X30111629-0001.pdf **339** k [application/pdf] Download

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Move to: INBOX Move

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: 10/30/14 **Would you like to be included on the mailing list?** (X) **Yes** ( ) **No**

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

******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

CDOT CO

The SDEIS for the I-70-east project is deficient/flawed because: Misrepresentation of Displaced Residents

Reference section 5.5 in the SDEIS:

CDOT notes 53 dwelling units are to be taken in the worst possible alignment/alternative [for housing relocations]. That number is absolutely not correct. In both exhibit 5.5-2 page 5.5-4 and in Section 5.2, attachment G [pg 18] of the SDEIS, they note the # of residences is 53 that are being "taken". They also note 14 businesses. By my research [see attached spreadsheet], I counted roughly 76 "dwelling units", plus more than ten additional currently residential-zoned lots [without homes on them today]. Such a misrepresentation is unacceptable.

A Bit of Background

In 2013, I counted the parcels on maps that CDOT displayed at public meetings [below]. I counted 123 [total residential + business parcels] and a friend counted 128. Note that those may have included "partial takes", slightly elevating the actual numbers. Also note that we were counting parcels, not total #s of residences, and there are many multi-unit residences in these neighborhoods, which would have caused us to miss some units.

In 2013, after CDOT saw me counting parcels and taking photos of their maps, the next month's version of the maps no longer included the parcel addresses, nor the parcel

boundaries. When I asked for a copy of the then-revised maps, they set-up a meeting. The meeting was at CDOT's offices on Holly and they had four CDOT employees attend [gross waste of resources - I only asked to see the new maps]. They refused to allow us to borrow a copy. Since then, some of the mapping was re-done making the right-of-way wider in some places and making it less-wide in others.

Which Should We Count?
I think a duplex is two residences. I think a four-plex is four residences. The Census bureau's definition agrees with me. Attachment G of the SDES notes that they use Census Bureau data, so I think it is fair to use
this: http://www.census.gov/acs/www/Downloads/survey_methodology/acs_design_methodology_ch06.pdf

The Colonial Motel: When using the census criteria, and based upon the manager's assessment of how long people stay there, at least 67% of the 26 units there should be considered a dwelling unit. That adds 17 additional units.

In the DEIS re-location report its obvious that there are businesses missing. I've not counted businesses as I've counted homes, but I am certain that the Metro PCS business is not listed.

CDOT [or ???] Calling The Police When I Was Counting Dwelling Units:
On October 7, 2014, I had parked at 47th/Josephine had been walking for about three minutes counting the houses that are to be demolished when I saw an Atkins vehicle driving the streets and alleys. I waved-down the driver, Jim Zufall (sp??), hoping he could clarify a question I had about a turn-around on Williams, which may be missing on their maps. I didn't recognize him, so I introduced myself [gave him my name] and told him I was curious and counting houses CDOT was going to take. He couldn't answer my question about the turn-around, but told me some other interesting information. I mentioned I was a Realtor and we talked briefly about the shared sentiment of "at times being uneasy going into boarded-up houses, because you never know what or who we might find inside the houses".

After my discussion with the Mr Zufall, I then had super-brief conversation with an RTD Access Ride van driver, who was dealing with a stalled vehicle and made no mention of what I was doing. I then spoke to a woman who lives at 46th & Josephine who I told I was counting houses and asked how many units were there and I told her I was writing a comment to CDOT about the # being low. Less than ten minutes after I had parked my car, with half of that time talking to the Atkins person, Denver Police Officer Craig Miner [District 2] watched me and eventually stopped me [I was on foot]. He had "multiple reports of someone representing himself as a CDOT employee, without an official badge."

If CDOT made the call, I think that this is ugly and inappropriate. It was somewhat hilarious that anyone would ever suggest that I was with CDOT!!! The officer was great to talk to and he even ended-up helping me identify a dwelling unit behind the Husky Station that I had missed.

I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD. The I-270 / I-76 re-route is expected to ***solve*** the I-70 congestion issues on ***both sides*** of I-70, with practically ***no impact*** to any ***neighborhoods*** for what is expected to be ***half the costs*** of the I-70-east trench.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

Residences to be torn-down

Brighton

none taken

Williams

map notes none to be taken, but isnt there a turnaround there?

High

4618 Jimmy & Wes' cute red Victorian w/ Quanset garage
4628A Up/down beige dulplex
4628B
4623 Architecturally-Nice Beige Victorian
4635 Green asbestos '40s w/ orange tree. If turn-around with Williams, probably taken ???

Race

4616 Currently boarded-up
4620 Small tan Victorian
4626 Vinyl sided cream colored
4632 Odd new windows, yellowish vinyl sided
4640A Front/back duplex, newish & maybe modular
4640B
46444A Front/back duplex, newish & maybe modular
4644B
4617 One half of an architecturally-amazing 2-story Victorian half duplex. This half may be two units
4625 Other half of an architecturally-amazing 2-story Victorian half duplex. This half may also be two units
4633A Up/down duplex
4633B
4639 Uncertain if this one is getting taken

Vine

4630A up/down blue duplex
4630B
46___ Vacant lot next door to the south of 4630???
46___ Possibly modular, next to 4630, FX45 in driveway - getting taken???

4629 Victorian with multi-colored asphault siding
?? Vacant lot next door to 4629???
4639 Victorian, w/ addition, grey siding
4641 Nice brick ranch. Louise, who lives there, was on TV. Moved there from 35/Lipan. Making renovations

Gaylord

4645A Sitting at an angle. Up/down duplex.
4645B

Claude

4619 white stucco, boarded-up. Likely was a duplex
4619B???
??? Was there a house to the south of 4618???
4618 CDOT already purchased
4620 Blue tarp over front porch
4636 Common wall with 4638, but not a duplex exactly
4638 Spoke to RTD guy with broken-down wheelchair van
4644 Tied-up dogs with Cobalt in carport

York

4____	Residence in back of Husky station (confirmed by police officer)
4____	Husky Gas Station and Convenience Store
4____	Metro PCS stand-alone business (may be on 46th or Josephine address)
???	Vacant lot for sale - only one? Mike: 303-294-0066 310-880-6969
4619A	Grey stucco with huge north side yard. Upstairs resident and five mailboxes [of six] in use & five trash containers + recycling
4619B	
4619C	
4619D	
4619E	
4637	

Josephine

4620	Jason, who owns tow trucks. Wants to stay & keep it. Cedar 6-ft fence. Mostly vacant lot
???	Rogelio's Alternative Auto Solutions & 24-Hour Auto. Losing 60%+ of his business. Doesn't want to leave
4608	Pretty, white-painted frame Victorian
4612	Pretty residence now, 100 years ago was a bakery or ???
2410	2410 Steavenson, is attached to 4612 Josephine
	Someone lives in the basement below 2410 Steavenson - is that another apartment?
2440	2440 Steavenson, is in the back yard of 4612 Josephine and may be two units???

Columbine

4603	CDOT already purchased. Pink bike, blue house
4611	CDOT already purchased. Pfamilia Quezada Lopez
4621	Across the street from Swansea Elementary. At least a duplex, maybe a triplex. Peach painted cinderblock
4621B	
	Is there a 4621 C also [likely]

Thompson

Colonial Mot	Commercial?: Yes. Residential: YES!
	Per Jodi, the manager, more than one-half of the 26 units are people who live in these units mi-term/long-term
	Units have microwaves & refrigerators. Two of the two residents who we asked confirmed its been long-term living arrangements for them

Clayton

46___	residential lot on S. Side of 4601???
4601	Cute white frame construction home
461__	
4621	Salmon colored
4600	cute tan-sided home on corner of Vasquez
4610	cute tan-sided
4620	very cute blue-grey frame construction home
2825	2825 Vasquez - CDOT already owns. Boarded-up now

Filmore

4605	White old-style stucco
4605B	Back-side duplex to 4605 Fillmore
4615	Tan-sided with chain link fence
4610	Cute white asbestos-sided house

Milwaukee

none

Colonial Mot 17 d-units 26 units. At least 2/3, probably 3/4 are occupied by people who intend to stay and/or do stay 2 mo or more

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment: North Denver Citizens' Transportation Summit

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:14 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Hi,

I¹ve prepared a comment that is in the attached PDF. This one, with the DVD is coming to you by mail as well.

Thank you!

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

>

Attachments:

img-X30111539-0001.pdf **57** k [application/pdf] Download

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CDOT's unwillingness to attend the North Metro Denver Citizens' Transportation Summit is unfortunate. CDOT received multiple invitations. Who from CDOT attended? The presentations, with a couple of the Nation's most-respected planners was excellent. It was an amazing opportunity to learn.

Here is a link to the videos from the Summit: —or search "reimagine I-70" on youtube + find it easily.
http://www.youtube.com/channel/UCtFaCycMLzPuzLHi3OAsRSA
This should be reviewed as a part of the SDESI comment period. These presentations demonstrate some incredible reasons to consider the re-route.

If CDOT was really interested in evaluating all of the alternatives, wouldn't CDOT have attended? Wouldn't this Summit be worthy of several pages of reference material in the SDEIS?

The I-270 and I-76 re-route must be studied if the intent is to do what is best for the metro-area as it relates to providing commuter access, fiscal responsibility and balancing that with what is best for the community.

Steve Kinney Steve K
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comment: Outreach efforts sabotaged

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:15 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Hi,

I¹ve prepared a comment that is in the attached PDF.

Thank you!

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Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

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I-70 EAST ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Date: 10/30/14 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

******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

The SDEIS for the I-70-east Project is Deficient/Flawed Because of Efforts to Sabotage Public Comments and Community Un-involvement Efforts by CDOT Directly or Indirectly via Denver City Councilwoman Judy Montero, Who Represents the Most-Immediately-Impacted Communities (Globeville, Elyria & Swansea)

Reference Sections 1.4, 1.11, 5, 7.1, 7.6, 7.7, 7.8 of the SDEIS:

Efforts to stop/limit/dismiss comments: With what appears to be very frequent meetings between CW Montero and CDOT, why were some clarifications not provided to CW Montero about what is and is not possible & permissible? Certainly CDOT provided such information to Thad Tecza and to me.

Councilwoman Judy Montero appears to have an agenda to benefit the I-70-east expansion that appears to me to be very-much ***NOT*** in the best interest of her constituents. At times, she has worked directly with CDOT and CDOT's partners to intentionally and possibly in some cases unintentionally to stop comments and public involvement. Examples include, but certainly are not limited to:

- Outreach efforts with the "Mitigation Petition" [see attached]. Many of these are known to be impossible based upon FHWA rules and the constraints CDOT is working within, such as [note there are MANY]:
  - Homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70, should be given re-location assistance. ***Per CDOT, this is not possible. Unless a property is used specifically in the freeway expansion, it cannot be purchased.***
  - Limit truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 & 76. ***This is the re-route, no? Let's do it all the way, and permanently. Doesn't this mess-up the current plan's model? Is CDOT able to re-route truck traffic only?***
  - CDOT should establish air quality levels and triggers for immediate action should pollution levels be exceeded. ***For dust with heavy metal, this takes 3-4 weeks for evaluation per City of Denver representatives – after that amount of time, much damage could be sustained.***
  - A 500-foot buffer should be created around the school and no construction should occur in that buffer during school hours. This will protect the children from the air emissions and noise pollution associated with the construction. ***What about the time that they are not in school? They're still adjacent to it!!!***

  Therefore, why make people think that they are doing something good which is not possible? Is it just to make the CW look like she is doing something on behalf of her constituents? With CDOT actively involved in these discussions, why was she not advised that her messages are not possible to achieve and tactics are inappropriate?

- Outreach efforts with the "Mitigation Petition" sabotages the comment process. This has certainly caused those people who signed the petition during the public comment period to think that they have submitted an official comment to CDOT by signing this petition. The last lines on the form blatantly suggest that they have made a

comment: "By Signing below, I certify that I am over 18 years old. I certify that my name may be added as a signatory agreeing to the contents of this letter, which will be submitted to CDOT as part of the official public comment during the Draft Environmental Impact Statement." At the "carnival" event at Bruce Randolph School on September 20, 2014, as a friend and I were talking to people about the re-route option at a booth we had set-up, I heard on at least five occasions that these people had "already spoken to CDOT" at that event. Yet, we couldn't see anyone from CDOT there. After hearing this, I asked one of the people who told me this: "please take me to CDOT". He obliged and took me to Michelle [working with Nola, from CW Montero's office]. They were administering the petition. I am absolutely certain that some of the people who we handed CDOT's public comment forms to, hoping that they would make a comment, thought that they had already done so by signing the petition. Therefore, for every signature that is contained on that "mitigation petition," could be one fewer comment that is NOT received on this project. I don't know that they were intentionally causing this problem [Unite North Metro Denver caused the same problem in soliciting the comments they were collecting online and sending to CDOT in 2013 and early 2014], but the councilwoman's office continued to circulate the petition for weeks after I voiced the objection to the unintentional consequences. **It is my opinion that each and every signature of that Mitigation Petition should be considered to be a person in strong opposition of this project.**

- Having closed-door meetings with CDOT, which I think absolutely should have been open to the public. On February 24, 2014, I was sitting in the corner of the conference room at DHA minutes before the meeting was to begin and was told by CW Montero "you must leave this meeting – you were not invited". It was a meeting with multiple people CDOT representatives, Atkins representatives, Denver Housing Authority, Habitat for Humanity, CW Montero, two or more City Council staffers [Nola, Benjamin and probably at least one more], other community housing partners and possibly City & County of Denver representatives. CW Montero had informed me of the meeting the week prior, which I had taken as an invitation to come. This is grossly-inappropriate for private meetings like this to be occurring. Worse, in City Council's LUTI Committee testimony: [http://denver.granicus.com/MediaPlayer.php?view_id=141&clip_id=7157 at somewhere between 54:00 – 59:00] CW Montero lied about who was present.
- Pushing and getting-passed a City Council Proclamation of support of this project many months prior to the SDEIS being released. Shouldn't both City Council and interested parties we see the SDEIS ***BEFORE*** City Council votes on their support of the project. Despite the SDEIS not complete at that time, City Council, led by CW Montero, voted to support CDOT with a proclamation. What's the rush to support this SDEIS that no one had seen at that time?
- Being blatantly-disrespectful of people in public meetings when they speak-up against the project. One such comment will often completely disengage someone. One of many examples is October 17, 2014 when CW Montero, in front of a crowd of people, angrily insisted to Frank Sullivan, a gentile & sweet approximately 75-year-old gentleman: "You are trying to derail this project! – Do you live in this neighborhood? – DO YOU LIVE IN THIS NEIGHBORHOOD?!?" He happens to live in Park Hill, a neighborhood, like Cole, Clayton, Skyland, Whittier, Five Points,

Central Business District, City Park, Ballpark, Curtis Park and others that are typically downwind from this site. This project will have what's estimated to be 50,000+ truckloads of potentially-contaminated soil removed, if this project proceeds, and movement of this soil poses a legitimate concern to every community near/downwind of the point it's dug-up to where it ultimately is disposed of. How or why is it bad for someone to speak-up, trying to protect the health, safety, property values, peace and quiet, livability and livelihoods of people living in I-70 adjacent communities far more than "mitigations" could possibly ever help? We are trying to look at all of the alternatives, so that the best one can be chosen - is that derailment? Sadly – and shockingly, the alternative which virtually all of the [non-CDOT & non-CCD] experts preliminarily suggest could be best [the I-270/I-76 re-route], has never been fully–evaluated.

- Someone, presumably CDOT, called the police on me after I spoke for five minutes with an Atkins Construction employee [I introduced myself and told him that I was counting dwelling units.
- Ongoing insistence that the outreach and comments should be limited to GES. That is absolutely incorrect.
  - This decision is absolutely something that ***directly***-impacts 15+ I-70 adjacent communities between Tower Road to at least Harlan Boulevard, NOT just those in G/E/S.
  - This is something that impacts hundreds of thousands of I-70 commuters, NOT just those driving on I-70 east of I-25.
  - This is something that impacts every Denver resident because it involves parks & recreation, schools, right of way, public works, wastewater, water/sewer, tax revenues, affordable housing, the Platte River, NWSS, public transportation and so many other facets of our amazing City. Its sickening that Denver City Council Members are as disengaged as they are
  - This is something that is an incredibly-gigantic expense and liability to every CO taxpayer.

I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/18/2014

From Denver CW Judy Montero's Office

INTRODUCTION

The expansion of I-70 will increase the number of cars on I-70, in general, between 30 - 50% (ES-9). There will be an increase in air emissions, increased noise pollution, decreased connectivity to the rest of Denver, and displacing businesses and homes, including food stores. The highway reduces neighborhood aesthetics and property values. Therefore, the following mitigations to the widening of I-70 must be made by CDOT to counteract the negative effects of the widening of I-70 through Elyria-Swansea.

AIR QUALITY

1. Air should be monitoring before, during and after construction. AND... PUT SOME TEETH INTO THIS. WHAT IF MORE POLLUTION?
2. Swansea School, all pollutants harmful to human health that are associated with the highway should be monitored (full-spectrum monitoring). AND... THEN WHAT? WE KNOW ITL ↑ W/↑ TRAFFIC
3. CDOT should provide funds for a community-based organization to hire an air quality monitoring expert to report to and advise the community. "GO INSIDE! STAY INSIDE" THATS OUR ADVICE!
4. CDOT should pay for advanced air ventilation and filtrations systems at Swansea, Garden Place and home within 500 feet of highway. CDOT should continue to fund the maintenance and operational costs of these systems for the lifetime of the highway. AND A BUBBLE OVER THE PLAYGROUND.
5. CDOT should fund education programs about how to avoid contaminated air from entering homes and schools, which should be offered at least once per year, for the lifetime of the highway. → AND THEN WHAT? BESIDES, ITS NOT POSSIBLE TO KEEP IT OUT!
6. CDOT should plant trees to up-take pollutants throughout the impact zone, and install green roofs. → TREES DONT HELP W/I THE POLLUTION ZONE THIS WAY!
7. CDOT should establish air quality levels and triggers for immediate action should pollution levels be exceeded. → WHAT IS THE ACTION? A HOLD YOUR BREATH ALARM? PLEASE SECURE YOUR GAS MASK FIRST & THEN ASSIST YOUR CHILD...
8. To ensure that lead and arsenic are not disturbed and deposited in homes during the construction period, CDOT should sample for lead and arsenic in construction zones and homes and should remediate any impacts by cleaning-up contaminated homes to state standards. TESTS TAKE 3-4 WEEKS PER CITY OF DENVER
9. The footprint of the highway should be reduced by narrowing lanes and reducing lanes between Colorado Blvd and Brighton. LIKELY?
10. Provide alternative for trucks between 52nd and Vasquez at further north. Discourage truck and all traffic out of the neighborhood by eliminating traffic out of the frontage roads and neighborhood streets. Especially near Swansea School. TELL THE BUSINESSES THAT!
11. Build full interchange at Colorado Blvd and remove Vasquez interchange.
12. Limit truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 & 76. 270/76 IMPROVE + WIDEN? IF NOT, IT WONT WORK. IF SO, WHY NOT ALL NON-LOCAL TRAFFIC?
13. Establish truck routes for local delivery and enforce them, limiting trucks on neighborhood streets and near schools. HOW WILL THIS PLAY OUT?
14. CDOT should pay for improvements to doors and windows of all homes and businesses within 500 feet of the highway. It is not sufficient to facilitate loans as the harm is coming from CDOT and the cost of this harm should be borne by CDOT.

EVERYWHERE ELSE IN THE CITY, PEOPLE CAN SAFELY BE IN THEIR YARDS, WHY NOT HERE AS WELL?

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/18/2014

RELOCATION / HOUSING

15. Homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70, should be given re-location assistance.
16. In order to retain residents in the neighborhood and encourage new families to move in, CDOT should commit to replacing the 49-53 housing units lost in Elyria and Swansea due to highway construction with 3 affordable housing units for every one unit lost. Additionally affordable homeownership units should be replaced with affordable homeownership options and affordable rental units should be replaced with affordable rental options.
17. Grant funding should be provided to residents living between 45th and 47th street to make improvements to their homes that will enhance their quality of life and reduce noise and air quality impacts of the highway.
18. In order to encourage Elyria and Swansea residents to stay in the community and weather the adverse impacts of construction, CDOT should provide grant funding to residents to make improvements to their housing.

AMENITIES

19. A new regional recreation center should be built in Elyria-Swansea to provide a space indoors with clean air for physical activity. The price of the Regional Rec Center should be affordable for all residents, and the opening of the center should not result in the closing of centers in nearby neighborhoods.
20. New health center
21. A supermarket and pharmacy should be established in the immediate GES area to improve the health of the community and curb the chronic health complications that are pervasive in the community."
22. A 500-foot buffer should be created around the school and no construction should occur in that buffer during school hours. This will protect the children from the air emissions and noise pollution associated with the construction.
23. Noise – post-construction.
24. Do not exceed the maximum NAC threshold. (Noise). It is set for the health of the neighborhoods.
25. Business development fund. Housing fund. Maintenance fund. Cap maintenance fund.
26. Art funds go to local organizations or agencies, not to CDOT.
27. Sidewalks where there are none.

ECONOMY

28. Incentives for Local Hiring – need a percentage. Hire with an ITIN number, not a social security #.
29. Business Development Fund

ENVIRONMENTAL JUSTICE

30. There should be no limit to the budget for mitigation. The mitigation should be equal to the impact. This is an environmental justice community.
31. Money for maintenance of all improvements.

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/18/2014

By Signing below, I certify that I am over 18 years old. I certify that my name may be added as a signatory agreeing to the contents of this letter, which will be submitted to CDOT as part of the official public comment during the Draft Environmental Impact Statement. → IN LIEU OF MAKING A FORMAL COMMENT? THAT HAS BEEN THE EFFECT.

Por firmar abajo, yo certifico que soy más de 18 años de edad. Yo certifico que mi nombre se puede agregar como un signatario aceptando el contenido de esta carta, que será presentado a CDOT como parte de los comentarios públicos oficiales durante la declaración de impacto ambiental del proyecto. TO UNITE NORTH METRO DENVER

CDOT WAS VERY CLEAR THAT NO COMMENTS MAY IN ANY WAY COME THROUGH A CHANNEL EXCEPT DIRECTLY TO CDOT!

Name	Signature	Date	Address	Neighborhood	Mark here to sign letter

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/23/2014

INTRODUCTION

The expansion of I-70 as described in CDOT's 2014 Supplemental Environmental Impact Assessment will increase the number of cars, in general, between 30 - 50% (ES-9). There will be an increase in air emissions, increased noise pollution, decreased connectivity to the rest of Denver, and displacing businesses and homes, including food stores. The highway reduces neighborhood aesthetics and property values. Therefore, the following mitigations to the widening of I-70 must be made by CDOT to counteract the negative effects of the widening of I-70 through Elyria-Swansea.

AIR QUALITY

1. Air monitoring before, during and after construction.
2. Monitoring all pollutants harmful to human health associated with the highway (full-spectrum monitoring) at Swansea School.
3. Providing funds for a community-based organization to hire an air quality monitoring expert to report to and advise the community.
4. Installing advanced air ventilation and filtrations systems at Swansea, Garden Place and home within 500 feet of highway. CDOT should continue to fund the maintenance and operational costs of these systems for the lifetime of the highway.
5. Funding education programs about how to avoid contaminated air from entering homes and schools, which should be offered at least once per year, for the lifetime of the highway.
6. Planting trees to up-take pollutants throughout the impact zone, and install green roofs.
7. Establishing air quality levels and triggers for immediate action should pollution levels be exceeded.
8. To ensure that lead and arsenic are not disturbed and deposited in homes during the construction period, sampling for lead and arsenic in construction zones and homes and should remediate any impacts by cleaning-up contaminated homes to state standards.
9. Reducing the footprint of the highway by narrowing lanes and reducing lanes between Colorado Blvd and Brighton.
10. Providing alternative for trucks between 52nd and Vasquez at further north. Discouraging truck and all traffic out of the neighborhood by eliminating traffic out of the frontage roads and neighborhood streets. Especially near Swansea School.
11. Building full interchange at Colorado Blvd and remove Vasquez interchange.
12. Limiting truck access to I-70 and instead send trucks out of the inhabited areas by using signage and enforcement to route through trucks on to 270 & 76.
13. Establishing truck routes for local delivery and enforce them, limiting trucks on neighborhood streets and near schools.
14. Paying for improvements to doors and windows of all homes and businesses within 500 feet of the highway. It is not sufficient to facilitate loans as the harm is coming from CDOT and the cost of this harm should be borne by CDOT.

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/23/2014

RELOCATION / HOUSING

15. Giving re-location assistance to homes that were not 500 feet from I-70 before the widening, but become 500 feet from I-70.

16. In order to retain residents in the neighborhood and encourage new families to move in, committing to replacing the 49-53 housing units lost in Elyria and Swansea due to highway construction with 3 affordable housing units for every one unit lost. Additionally affordable homeownership units should be replaced with affordable homeownership options and affordable rental units should be replaced with affordable rental options.
17. Providing grant funding to residents living between 45th and 47th street to make improvements to their homes that will enhance their quality of life and reduce noise and air quality impacts of the highway.
18. In order to encourage Elyria and Swansea residents to stay in the community and weather the adverse impacts of construction, providing grant funding to residents to make improvements to their housing.

AMENITIES

19. Funding the construction of a new regional recreation center in Elyria-Swansea to provide a space indoors with clean air for physical activity. The price of the Regional Rec Center should be affordable for all residents, and the opening of the center should not result in the closing of centers in nearby neighborhoods.

20. Funding a new health clinic to be constructed.

21. Funding the establishment of a new supermarket and pharmacy in the immediate GES area to improve the health of the community and curb the chronic health complications that are pervasive in the community.

22. Creating a 500-foot buffer around the school and no construction should occur in that buffer during school hours. This will mitigation the air emissions and noise pollution associated with the construction.

23. Building walls that mitigate for all highway noise pollution increased by the alternative.

24. Not exceeding the maximum NAC threshold, (Noise). It is set for the health of the neighborhoods.

25. Establishing a business development fund, housing fund, maintenance fund, and cap maintenance fund.

26. Providing art funds to local organizations or agencies, not to CDOT for art proects.

CONNECTIVITY

27. Making sure trucks and traffic are not diverted onto neighborhood streets during construction and after the reconfigured Interstate opens. There should be an alternative route for trucks between 52nd and Vasquez, to divert them onto Colorado Boulevard and away from the neighborhood.

28. Discouraging traffic on the frontage roads from using neighborhood streets as short cuts, especially near Swansea Elementary School. Some drivers may be tempted to use neighborhood streets to avoid traffic problems on the Interstate when construction commences. Making sure this does not happen must be a top priority. This is a crucial issue for neighborhood livability and to protect children as they walk to and from school.

29. Funding the construction of sidewalks, bike paths and other amenities that can help better link residents to their neighbors. Elyria-Swansea has long suffered from a lack of connectivity within the neighborhood and with adjacent neighborhoods due to the highway.

I-70 East List of Mitigations for Neighborhood / Organizer's Group Letter
9/23/2014

ECONOMY

30. Retaining and creating jobs
31. Providing Job Training and Workforce Development
32. Developing Business Initiatives
33. Providing Education, Scholarships and Apprenticeship Opportunities
34. Supporting a vibrant retail core, including neighborhood retail for residents
35. Establishing a Resource center to deliver social services, grow existing businesses, provide technical assistance, and build relationships between residents, partners and stakeholders
36. Providing Apprenticeship programs to equip residents with on-the-job experience
37. Giving preference for Local sub-contracting – local businesses as subcontractors
38. Sourcing Local Products
39. Hiring with an ITIN number, not just a social security
40. Supporting displaced and affected businesses from the I-70 project
41. Guaranteeing the allocation of funding toward innovative programs that teach and support meaningful, culturally relevant, and sustainable economic opportunities available to residents and business owners in Elyria-Swansea.
42. Prioritizing investment in creating commercial density and supporting existing small neighborhood businesses

ENVIRONMENTAL JUSTICE

43. The mitigation should be equal to the impact regardless of cost. This is an environmental justice community.
44. Money for maintenance of all improvements.

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Comment: Facts & Diagrams are Misleading

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:17 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
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Hi,

I¹ve prepared a comment that is in the attached PDF.

Thank you!

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

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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: 10/30/14 **Would you like to be included on the mailing list?** (X) Yes ( ) No

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

******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

CDOT CO

The SDEIS is deficient and this plan is unacceptable because its my opinion that CDOT, on many occasions, either blatantly or in a subtle way has **intentionally misrepresented facts and diagrams** – with creates some real social & environmental justice issues.

One of many examples is that CDOT is misrepresenting the total number of dwelling units to be taken. In Section 5.2, attachment G [pg 18] of the SDEIS, they note the # of residences is 53 that are being "taken". The real number is nearly-80.

In messaging on the website, in e-mail correspondence and via spokespersons in interviews, CDOT says that "the re-route was studied and eliminated". Which re-route was studied and eliminated? Via petitions and e-mails, there have been more than 2,000 requests for CDOT to study the I-270 and I-76 re-route. Presumably CDOT would recognize that we are not referring to this re-route:

3.3.4 Elimination of Realignment Alternatives (Alternative 4 and Alternative 6)

The 2008 Draft EIS fully analyzed the Realignment Alternatives (shown in Exhibit 3-4). Additional analysis was performed following the 2008 Draft EIS during the alternatives enhancement and modification process. Using additional data and community input, the analysis ultimately concluded that the Realignment Alternatives were not reasonable. Consequently, they are not analyzed further in this document.

Exhibit 3-4. Realignment Alternatives

Section 3.6, the "no action alternative" doesn't mean "no action" at all.

Many of the renderings & illustrations CDOT uses cause the public to think that an incredibly-long section of the freeway will be covered. The descriptions by spokespersons suggest the

same. Many discussions with people reveal that the public expects a tunnel, often expecting it to be miles long.

The renderings continue to show a variety of uses for the lid. Where is the rendering that shows the lid's look and feel based upon what CDOT is willing to pay for. And, where is the rendering of the way that the lid will look three years after the project is completed. CDOT and City & County of Denver are notorious for building expensive projects and then they don't maintain them. A few years after completion, they look horrible. I want to see those visuals.

This propaganda video: http://youtu.be/V6yJddTX19M is suggesting that there would be wooded bike paths and expansive parks on top of the freeway. Please show me how and where they could build comparable parks to what is shown in the video – AND – specifically what organization is going to maintain it?

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

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Comment: Where did the anticipated volume #s come from?

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:18 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
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Hi,

I¹ve prepared a comment that is in the attached PDF.

Thank you!

Steve Kinney
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I-70 EAST
ENVIRONMENTAL IMPACT STATEMENT

I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Date: 10/30/14 **Would you like to be included on the mailing list?** (X) **Yes** ( ) **No**

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

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

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I-70 East EIS Team
Colorado Department of Transportation
2000 S. Holly Street, Denver, CO 80222
Email: contactus@i-70east.com

CDOT CO

Reference this from CDOT's Myths & Realties:

MYTH: ***"There is no need for the project."***
FACT: The I-70 East viaduct is the last of the 30 worst bridges identified following the passage of the FASTER legislation in 2009. It's 50 years old, deteriorating and must be replaced soon. The 12-mile corridor from Brighton Boulevard to Tower Road is critical to the whole state's economic health, tying together DIA, downtown Denver, mountain resorts and communities on the Western Slope and Eastern Plains. This robust business and residential corridor is projected to keep growing over the next 25 years, pushing the estimated traffic volumes to 285,000 vehicles per day from 117,000 vehicles per day today by 2035. Population in the areas served by I-70 East will increase 41 percent and employment will grow by 59 percent, making it one of the region's most important growth corridors. More information is available in the SDEIS (Volume 1).

Where do these highlighted predictions come from?

- Are they as accurate as is possible?
- Are the predictions coming via the most-widely accepted modeling and the latest technology?
- Are the ridership numbers from three light rail corridors going through/adjacent to this project specifically tied-into the modeling? What are the numbers for those lines?
- Do trends of reduced #s of miles driven annually get factored into these numbers?
- Where are the new Denver residents expected to live? Are they all predicted to live in Green Valley Ranch or in airport-adjacent communities?
- What amount of discussion/influence/support for this project has come from Green Valley Ranch interests?
- Do these numbers factor-in the modifications to I-270 that Denver CW Montero has suggested will be in-place before this construction will begin?
- What are the projections for bicycling along and across the corridor?
- Where is the discussion regarding trends of Millennials [car shares, not owning a vehicle, bikeability, desire for light rail, wanting to live close to work – rather than in the 'burbs]?
- At what speed does an artery, like I-70, carry the greatest # of vehicles per hour?
- Where is the discussion by Urban Planners and by City of Denver Neighborhood Planners about the form and function of the way the neighborhood's streets function with this freeway? And, where is there a strategy of integrating the incredible City amenities such as the Platte River, the coliseum, the National West Stock Show complex into this plan? I see us accidentally hiding those assets/amenities and making access increasingly poor. I think we need to feature those assets/amenities and leverage that for the health & vibrancy & richness of Denver and especially the NE Denver neighborhoods where they exist.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

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Comment: Children's Safety and Health Issues

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:22 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
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Here¹s another one. This time about kids. Hopefully everyone cares about the kids. The comment is attached as a PDF

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

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Thank you!

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Email: contactus@i-70east.com

CDOT CO

The SDEIS is deficient and this plan is unacceptable because of **Children's Safety and Health Issues:**

Section 2.5.2, page 2-6: "The I-70 corridor is home to many industrial and warehousing businesses. These businesses account for much of the trucking and freight operations in the corridor"

There is an enormous amount of truck traffic in and out of the Swansea, Elyria & Globeville communities. Does CDOT expect that closing the York/Josephine exists and at least a portion – or maybe all of the Steele / Vasquez exit will not impact Children's safety? The configuration of service roads that are blocked by sound walls will cause many accidents at the school yard. Those same sound walls will cause horrible icing on the feeder road that kids and their parents use as pedestrians for access through and across their neighborhoods. .

This is what walls do to roads:

This road, 48th Ave North, alongside I-70 is a treacherous mess most of the winter. The problems here are common, just as they will be where kids are forced to walk, trying to navigate a path from one side of the freeway to the other to get to school.

Note below how the ice ends where the fence ends. The fences above the trench will probably be taller over the trench than this fence is, making the shading and resulting ice worse than what's shown here both in the deep trench AND on the westbound feeder roads along the path where children will be walking to school:

Exhibit 4-3 shows north-south connectivity from Brighton to Colorado shows options for driving across. Many more crossing points exist for pedestrians. That will be greatly reduced. The reduced number of crossing points are NOT any safer than the existing points – and probably putting more children at risk because the feeder roads will be much more heavily trafficked than 46th Avenue is today.

> Have traffic planners and urban planners who are not paid by CDOT reviewed these diagrams and do they concur that this plan better connects the communities? How does a sociologist who is not paid by CDOT react to these plans?

Section 3, page 3-28. The front of the school will be approximately 65 feet from the sidewalk for the service road. The figures in Exhibit 5-9-8 suggests [after math calculations] that the school will be 57 feet from 46th Ave. 46th Avenue, a freeway service road, will be carrying great amount of freight traffic including, but not limited to the traffic coming from the immediate neighborhoods and all that is coming from nearby areas and some from Commerce City via

Vasquez, which is deemed an "existing truck route" in exhibit 4-8. Note that Vasquez loses its exit with this plan, so all of that traffic ends-up in front of the school. Per this SDEIS, "for freight carriers, employers, manufacturers, and business interests in the region…" [section 2.5.4] & "Motor freight uses I-70 extensively for east-west travel through the region and for pick-up and delivery to businesses and distribution centers within the study area" [section 4.1, page 4-7]. As these trucks will be headed from Commerce City and from nearby Denver business toward the I-70 westbound on-ramp.
If the "modified option" is taken, then, to get to their destination, they have to cross-over the freeway twice, with each of their crossing points within two blocks of the school. Note that kids too will be crossing from their south-of-I-25 homes to their school on the north side of I–70 in the same places as the truckers…

> How is this possibly considered appropriate, safe, equitable, permissible? These kids – and their parents too will be subjected to far too many risks from the air they breathe to the streets they walk and the noise they are subjected to. This is not acceptable. Would North Country Club, Wash Park or Park Hill communities allow this? Would CDOT employees and contractors be comfortable living in this situation?

Section 4.3.2, page 4-32 and associated Exhibit 4-26: indicates that some sections of the westbound service road, which is to be at-grade, adjacent to homes and portions of Swansea Elementary "The westbound Josephine Street to York Street segment traffic volume increases significantly for the PCLA, modified because…" Even if the vehicle count were to remain the same, the congestion on the westbound lanes of the service road, especially at Clayton and at Columbine, the two streets where trucks are forced to cross the freeway, this is going to be a traffic debacle in the biggest and most dangerous sense. Does CDOT not expect that children will die in vehicle/pedestrian accidents with the "basic version"? The "modified version" will cause kids to die in vehicle/pedestrian accidents *and* trucker traffic chaos and frustration in epic proportions. Neither option is acceptable.

Increasing traffic by 30-40% will more or less increase pollution by 30-40%. Pollution levels are already unacceptably high in this corridor. It is not appropriate to burden I-70-adjacent communities with additional pollution, especially when an I-270/I-76 re-route option exists where there are no freeway-adjacent neighborhoods.

A playground [or any area that will attract children] is absurd. That area is going to be quite polluted. Worse, it will be an "attractive nuisance". Kids find the darnedest things to dare each other to do. Can you imagine the fear of the parents, teachers, neighbors as they see kids playing on railings and fencing over the freeway? What about the photo ops that will exist and the lawsuits that will ensue when kids or animals are climbing on the fences teetering over a freeway adjacent to a playground? Having such freeway crossing areas and outdoor spaces in a neighborhood is unacceptable.

Comparing this space to one the one in Dallas [and other cities], which is not in a traditional neighborhood is like comparing an apple to a watermelon.

I think that we MUST fully evaluate the I-270 & I-76 re-route before proceeding with the ROD.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999. Steve@SKinneyProperty.com

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Comment: Awareness Of Project & Tone of Comments

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Cc: "Steve Kinney" <steve@skinneyproperty.com>
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Hi,

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>

Attachments:

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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: 10/30/14 **Would you like to be included on the mailing list?** (X) **Yes** ( ) **No**

Name (required): STEVE KINNEY

Organization:

Address (required): 4876 TENNYSON ST

City/State/Zip: DENVER CO 80212

Email: Steve@skinneyproperty.com

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

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

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

******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

CDOT CO

Has the tone of the discussion been properly characterized? This is referencing Sections 1.4, 1.11, 2, 3.5, 5, 7.1, 7.6, 7.7, 7.8.

How will the Denver City Council's response to the SDEIS look? I sure hope it will be representative of what is occurring. Especially in September and October 2014, both the tone and the content of the comments heard at a variety of discussions about the I-70 east project are very much against the project.

At CDOT's public hearings in Aurora, Commerce City and in Denver the vast majority of the comments were very-much against what is in CDOT's SDEIS.

Denver CW Ortega and CW Montero hosted three meetings consecutively at Focus Points on October 17. The tone in each of the two of the three I attended were incredibly against the proposal.

Three Denver City Council Members [Ortega, Brooks & Montero] as well as other elected officials hosted a meeting October 22 at Bruce Randolph Middle School. The tone at this meeting as well was strongly against the proposal. With one exception, all of the 30 +/- speakers were against the proposed plan. There was anger and frustration both toward the plan and especially that CDOT failed to attend this meeting.

First-hand, I know that there is a great number of people in the Elyria/Swansea/Globeville communities who are unaware of what is happening and mis-information. This is unacceptable.

Here is a survey of nearly 100 people that demonstrates our concerns. I was not a part of this survey and hope and expect that the Community Organization that conducted it will be submitting it as a public comment. Its results are quite telling. It demonstrates that the community outreach is inadequate.

Steve Kinney
Residing in Denver at 4876 Tennyson St Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

Elyria-Swansea I-70 Survey
Encuesta de I-70 en Elyria-Swansea

Conducted April – May 2014 – Conducido abril – mayo 2014

91 residents surveyed door-to-door in Elyria Swansea

91 residents entrevistado puerta a puerta en Elyria Swansea

000806

I70 Community Survey / Encuesta de I-70

How much do you know about the I-70 planning project? Cuanto sabes sobre la planificacion de I-70?

Answer Options / Opciones de respuestas	Response Percent	Response Count
A lot / Casi Todo	3.3%	3
Most / Mucho	7.8%	7
Some / Un Poco	34.4%	31
Very little / Muy Poco	26.7%	24
Nothing / Nada	27.8%	25
Don't care / No me importa	0.0%	0
Other / Otro		0
answered question / Respondieron		90
skipped question / No respondieron		1

I70 Community Survey / Encuesta sobre I-70

Have you been involved? / Se ha involucrado?

Answer Options / Opciones de Respuestas	Response Percent	Response Count
Yes a lot / Si, mucho	2.2%	2
Yes some / Si, un poco	12.2%	11
Yes very little / Si muy poco	4.4%	4
No	81.1%	73
Other / Otro		0
Respondieron/ answered question		**90**
No respondieron/ skipped question		**1**

Replacing viaduct with 10+ lanes will improve your:

Answer Options	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't Know	Rating Average	Response Count
Health	7	13	19	20	18	13	1.00	90
Travel	6	29	18	20	11	6	1.00	90
Economy	5	15	21	25	12	12	1.00	90
Quality of Life	5	16	13	34	14	7	1.00	89
Other (please specify)								1

answered question **90**

skipped question **1**

Reemplasando el viaducto con 10+ carriles mejorara su:

Opciones de Respuestas	Muy de acuerdo	De Acuerdo	Neutral	En Desacuerdo	Muy en Desacuerdo	No Se	Promedio	Numero de Respuestas
Salud	7	13	19	20	18	13	1.00	90
Viaje diario	6	29	18	20	11	6	1.00	90
Economia	5	15	21	25	12	12	1.00	90
Calidad de Vida	5	16	13	34	14	7	1.00	89
Otro								1

answered question **90**

skipped question **1**

Removing I70 completely and building a boulevard will improve your:

Answer Options	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't know	Rating Average	Response Count
Health	17	29	13	17	2	8	1.47	86
Daily Travel	8	43	8	15	5	7	1.41	86
economy	13	39	14	8	3	9	1.52	86
Quality of Life	10	40	13	10	4	8	1.47	85
Other (please specify)								0

answered question **86**

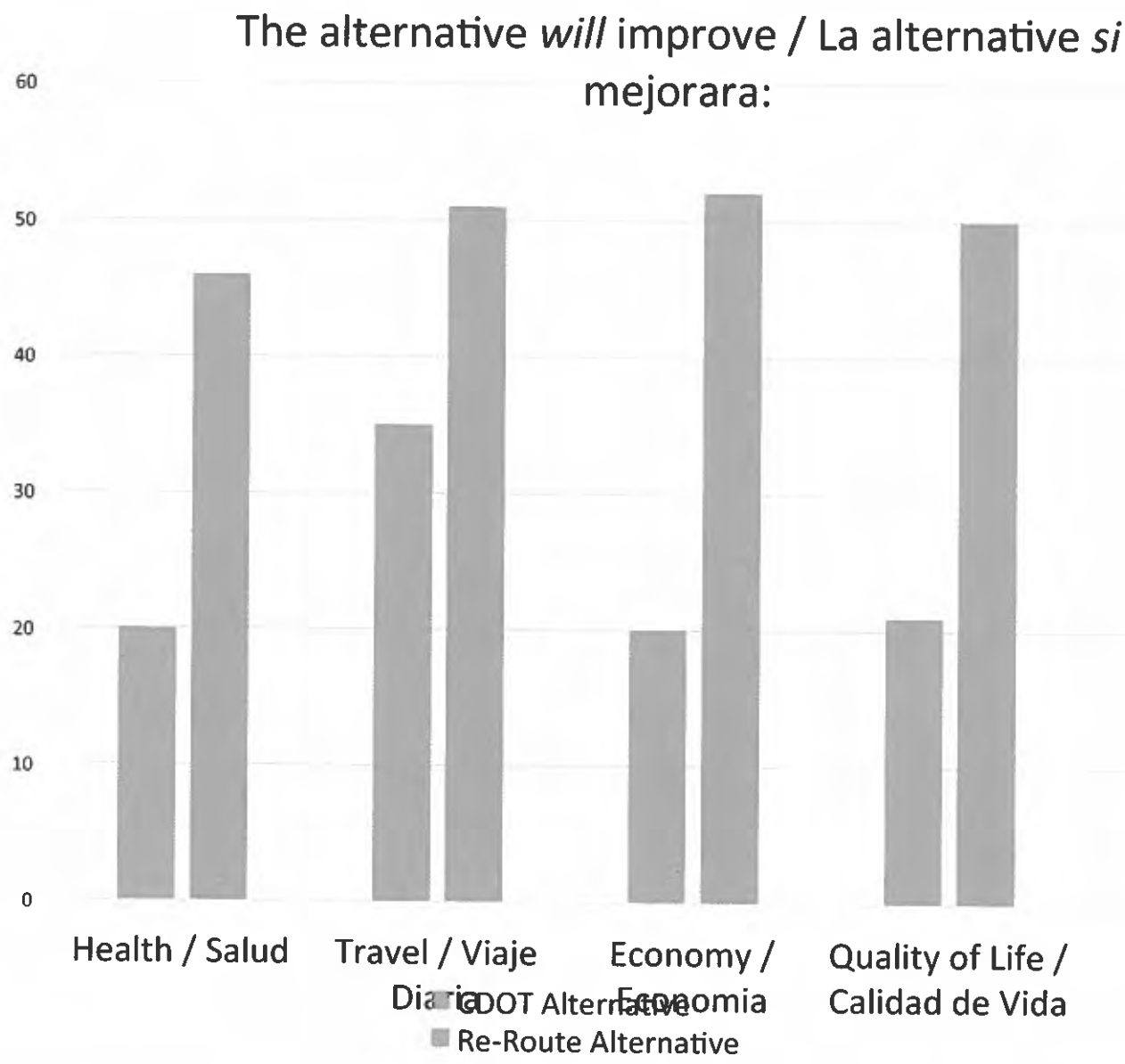
skipped question **5**

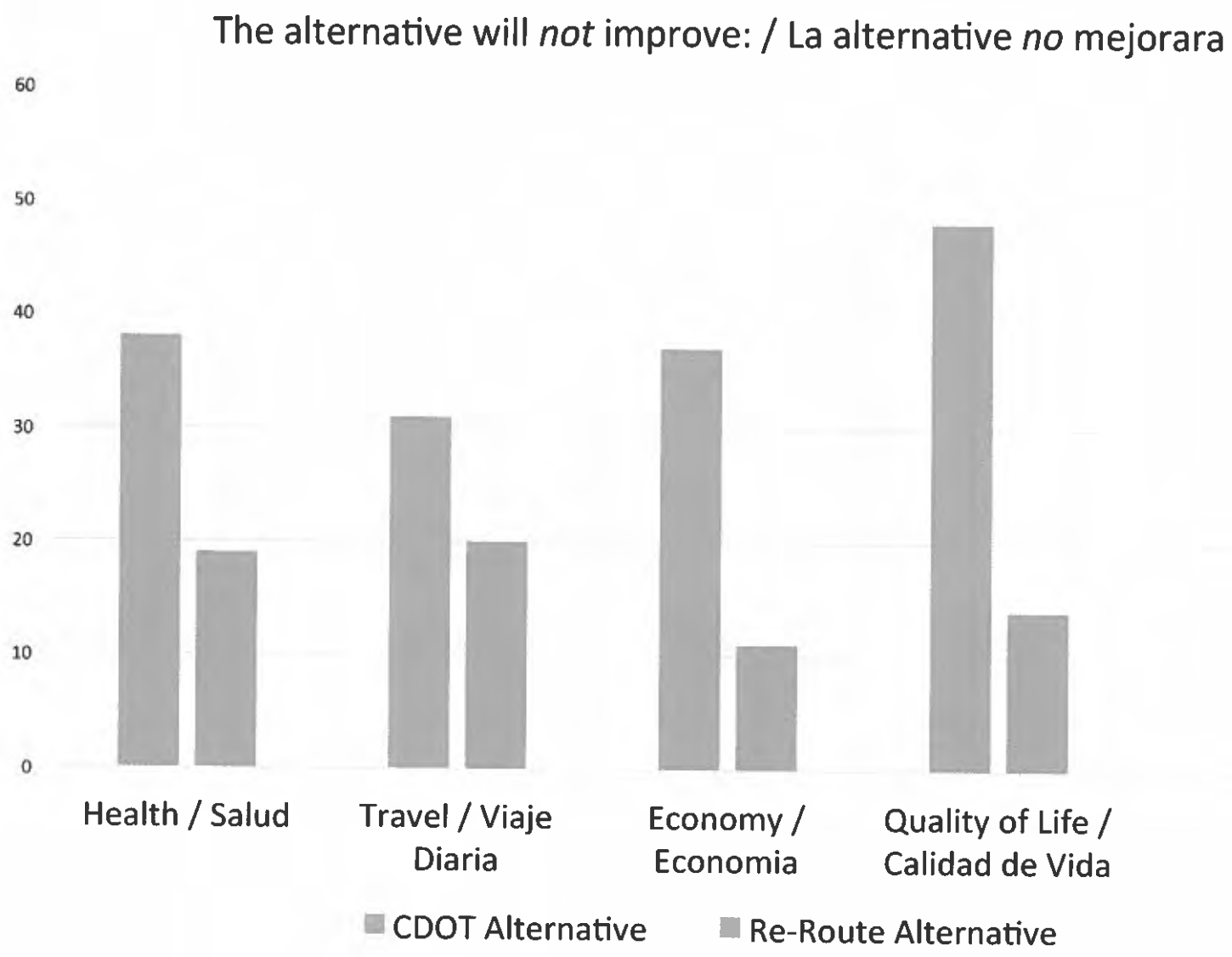
Removiendo I-70 completamente y construyendo un boulevard mejorara su:

Answer Options	Muy de acuerdo	De Acuerdo	Neutral	En Desacuerdo	Muy en Desacuerdo	No Se	Promedio	Response Count
Salud	17	29	13	17	2	8	1.47	86
Viaje diario	8	43	8	15	5	7	1.41	86
Economia	13	39	14	8	3	9	1.52	86
Calidad de Vida	10	40	13	10	4	8	1.47	85
Other (please specify)								0

answered question **86**

skipped question **5**

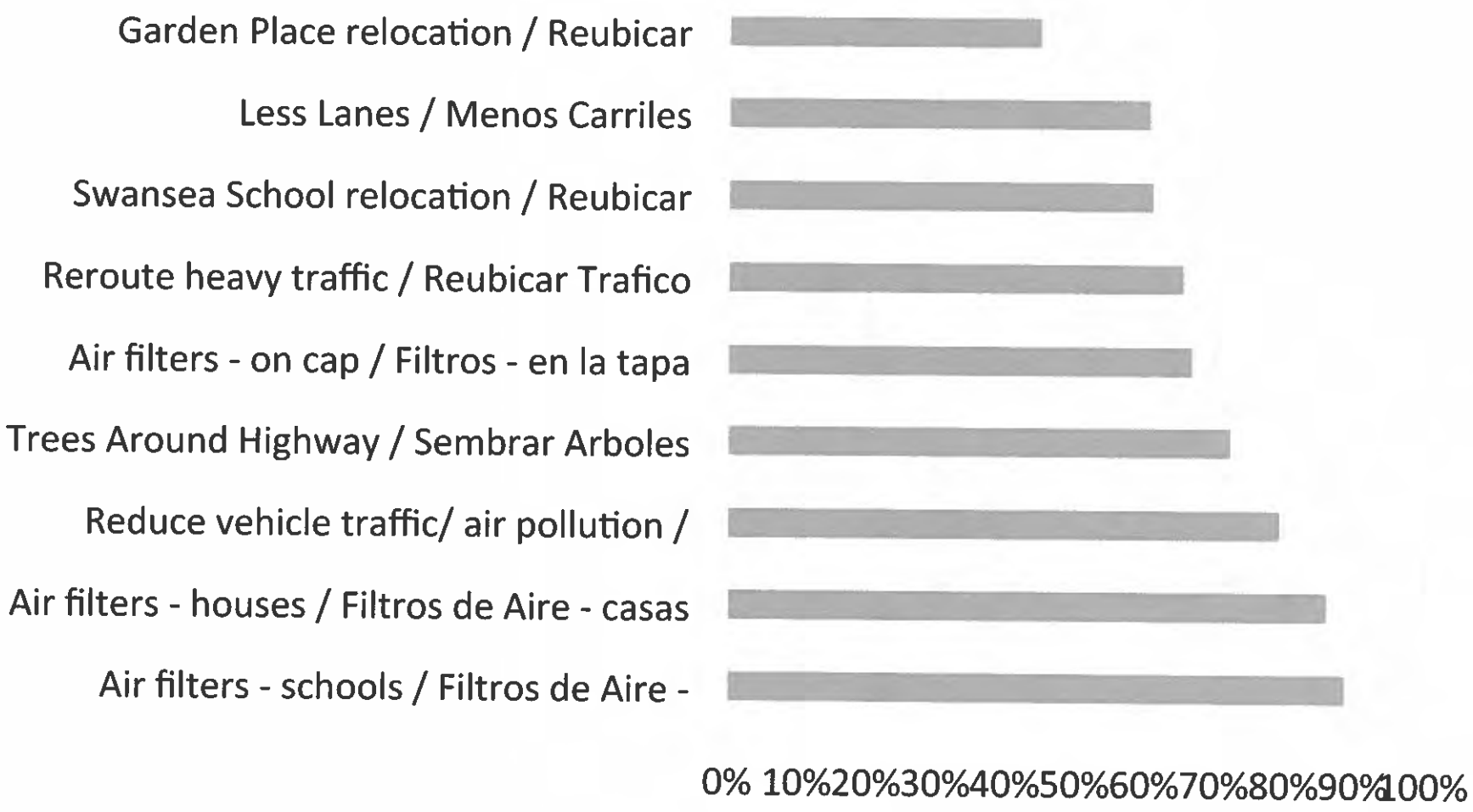

The alternative *will* improve / La alternative *si* mejorara:
60
50
40
30
20
10
0
Health / Salud
Travel / Viaje Diario
Economy / Economia
Quality of Life / Calidad de Vida
CDOT Alternative
Re-Route Alternative


The alternative will *not* improve: / La alternative *no* mejorara
60
50
40
30
20
10
0
Health / Salud
Travel / Viaje Diaria
Economy / Economia
Quality of Life / Calidad de Vida
CDOT Alternative
Re-Route Alternative

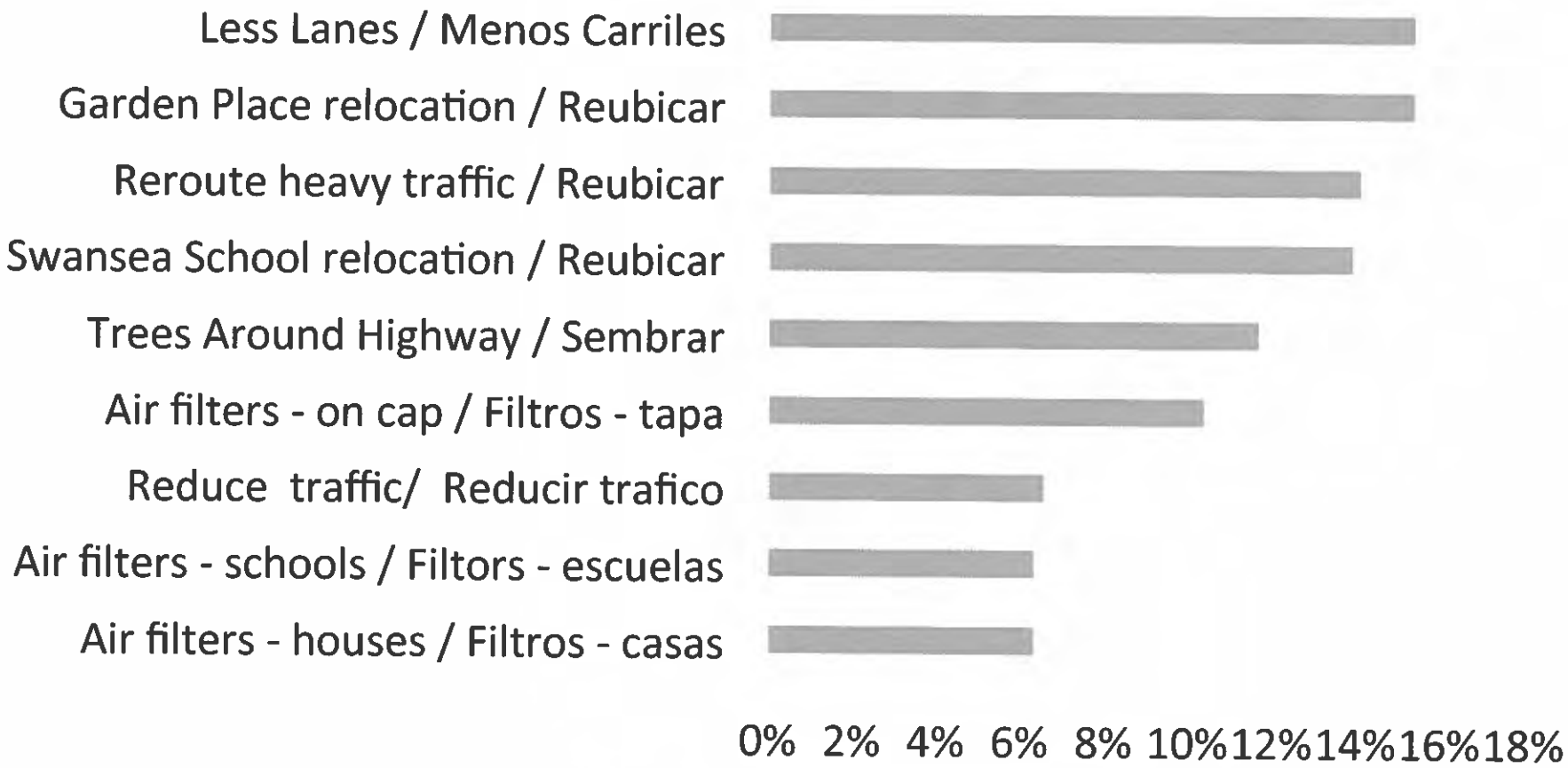
Do you support that CDOT should study the boulevard? / Apoyas la idea que CDOT debe estudiar la opcion del bulevar?

Answer Options	Response Percent	Response Count
Yes / Si	84.9%	73
No	15.1%	13
Other / Otro		1
Respondieron/ answered question		**86**
No Respondieron/ skipped question		**5**

Elyria-Swansea Neighborhood Door-to-Door Survey, n = 91, May 2014, Mitigation Rated "Important"



Elyria-Swansea Neighborhood Door-to-Door Survey, n = 91, May 2014,
Mitigation Rated as "Not Important" – Ideas "No Importantes"



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Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

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Comment: Property Values

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Thu, October 30, 2014 11:10 am
To: "CDOT I-70 East Project Office" <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

Hi,

I¹ve prepared a comment about property values that is in the attached PDF.

Thank you!

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

img-X30111850-0001.pdf **1.3 M** [application/pdf] Download

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I-70 EAST SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Email: Steve@skinneyproperty.com

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(X) Managed lanes (X) Noise (X) Property impacts (X) Swansea Elementary ( ) Visual
(X) Preliminary identified preferred alternative (X) Truck traffic (X) Other

Please print your comment on the Supplemental Draft EIS legibly below

Please see attached e-mailed PDFs.

Thank you!

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Email: contactus@i-70east.com

CDOT CO

The SDEIS is missing a very important element of the Social Justice discussion: **Property Values** in the most-impacted communities! Home ownership rates in Elyria, Swansea and Globeville are moderately-higher than in other parts of the City, making this an especially important topic.

There are three Denver neighborhoods within four miles of the City Center that have ***NOT*** appreciated noticeably in the past 20 years. They are: Elyria, Swansea and Globeville. All of the other neighborhoods within four miles have had homes double, triple or even quadruple in value in the past two decades. Please watch this video I made about the differences in property values : http://www.youtube.com/watch?v=5mFVm57xyq8

Virtually any Central-Denver Realtor would be able to identify Elyria, Swansea and Globeville as among the very few Central-Denver communities where homeowners missed-out on much of the appreciation the City has experienced, despite wonderful proximity to downtown and charming architecture. I have a few illustrations

[Photo of] 4335 Thompson Court – 3.0 miles from Central downtown
Built 1900. 12,900 square foot lot. 2,161 square feet above ground. 4-car garage.
Value today [AVM], $139,159

[Photo of] 528 Corona Street – 2.8 miles from Central downtown
Built 1906. 4,690 square foot lot. 2,030 square feet above ground. 2-car garage.
Value today [AVM], $575,582. Sold April 2014 $604,000

[Photo of] 3857 Shoshone Street – 2.4 miles from Central downtown
Built 1891. 4,380 square foot lot. 1,988 square feet above ground. 2-car garage.
Value today [AVM], $452,128. Sold April 2014 $453,000

Grid with stats [including % difference compared to Thompson] of all three with photo of 4335 behind

Some are concerned that appreciation is a bad thing!

In Elyria and Swansea, neighborhoods with among the highest homeownership rates in the City, WHY is appreciation not good? Shouldn't everyone, including these current homeowners, deserve to reap the benefits of homeownership? We think that all should see the American Dream at-work.

Big dig photo before and another post-construction of the neighborhood

After Boston's Big Dig, where communities that were torn-apart by the freeway decades earlier, were woven back together – and property values soared. Apparently 1/3 of the residents "sold-out" and left the community. Is that bad that they reaped the rewards of ownership and moved-away? It's wonderful that they saw the American Dream come true. More importantly, those who stayed – more than 2/3 of them, reaped potentially bigger benefits that included, but were not limited to greater net worth & more equity, better sense of community, more pride of ownership. Bad? I think not.

Back to Denver…

[Photo of] 4447 Thompson Court – 3 miles from Central downtown
Built 1900. 8,060 square foot lot. 1,857 square feet above ground.
Value today [AVM], $139,440

[Photo of] 1435 Milwaukee Street – 2.87 miles from Central downtown
Built 1906. 8,060 square foot lot. 1,894 square feet above ground.
Value today [AVM], $ 395,998. Sold April 2014 $389,500

[Photo of] 2905 Quitman Street – 3.18 miles from Central downtown
Built 1915. 4,770 square foot lot. 1,773 square feet above ground.
Value today [AVM], $497,141. Sold March 2014 $529,000

Grid with stats [including % difference compared to Thompson] of all three with photo of 4447 behind

One last comparison:
4631 Columbine, an architecturally-wonderful home directly across the street from Swansea Elementary, this one, unlike the previous, is likely to be torn-down with CDOT's current plan for I-70 freeway expansion.

[Photo of] 4631 Columbine Street – 3.2 miles from Central downtown
Built 1888. 3,000 square foot lot. 991 square feet above ground.
Sold 2010 at $57,000 Value today [AVM], $73,027

[Photo of] 423 Galapago Street – 2.3 miles from Central downtown
Built 1886. 3,080 square foot lot. 905 square feet above ground.
Value today [AVM], $ 308,488. Sold December 2013 $315,000

[Photo of] 3221 Adams Street – 2.9 miles from Central downtown
Built 1886. 4,690 square foot lot. 960 square feet above ground.
Value today [AVM], $304,214. Sold March 2014 $306,000

[Photo of] 2930 Bruce Randolph Avenue – 2.8 miles from Central downtown
Built 1895. 5,670 square foot lot. 982 square feet above ground.
Value today [AVM], $146,739. Sold April 2014 $192,500

Grid with stats stats [including % difference compared to Columbine] of all three with photo of 4631 behind

[Photo of condos teetering over the train tracks downtown]
Some suggest that the trains are the problem – but, Riverfront Park would suggest otherwise.
[Photo of nice houses by industry]
Some suggest that the industry is the problem, but Baker and Lincoln Park have industry and Sunnyside has some as well. What is it? It's the freeway!
[photo of the freeway above a house in Elyria Swansea]
The biggest difference: The freeway –

What can we expect for value changes? I asked some Realtors who are Denver county residential specialists. 15 agreed to participate. On average, those who responded to my question about how many homes they've sold, noted having sold 300+ in their careers – these brokers know the market well!

From the more-simple spreadsheet, the stats from the last five "location of NE Denver Homes" pink section

The respondent's expectations were that the value of the homes in the Elyria and Swansea neighborhoods would go down by 7.64% if the freeway were widened as CDOT plans. That's a loss in value on top of the significant lack of appreciation already discussed.

From the more-simple spreadsheet, the stats from the last five "location of NE Denver Homes" blue section

Specifically for Elyria, Swansea and Globeville, the expectation, on average, is that the value of the homes would increase by between 20 and 31 percent, with an average of 25% if the current six-lane freeway was converted to a six-lane boulevard. For a typical homeowner, that represents a tremendous amount of money.

When we expand this survey's results to all of the residential communities that are within seven blocks of I-70 – broken-out into 16 sub-neighborhoods, and specifically just looking at those inside Denver county [note that some neighborhoods in Adams County and Jefferson would also benefit], the Realtor's responses showed a cumulative total expected increase in value is $17,200 on average for about 9,000 homeowners that are within seven blocks of I-70. That is a total of roughly $158,000,000 of anticipated additional value in these residential properties.

A few things to ponder…
The tax implications to what I've discussed, represents about $1,000,000 of additional property tax revenues annually for the City. That's a significant amount of money.
It appears that a re-route would create about 80 acres of developable land. The properties that would be developed and the resulting tax base and the benefit that that provides to the City and to the community is gigantic.
Based upon research from other cities that have converted freeways to boulevards, it appears that the anticipated changes in value – both increases and decreases, cited by the Realtors in this study, are moderately low – that means our staggering numbers are subject to change in a manner that makes this even more compelling

Commercial real estate, for which there are thousands of acres nearby I-70, is not a part of this survey nor discussion. The numbers for commercial are probably far five to ten times greater than what was studied in this survey.

A re-route onto I-270 and I-76 would have profound positive impacts on many neighborhoods in terms of livability, connectivity, walkability, bikeability, health benefits from less air pollution, less sounds pollution as the urban fabric of the communities would be woven back together. It would partially un-do the wrongs that were committed to these communities in the 1960s. We need the I-76 & I-270 re-route alternative studied before we make a decision like this that has such terrible consequences to so many communities and limits the potential benefits to so many communities.

Steve Kinney
Residing in Denver at 4876 Tennyson St. Denver, CO 80212
Working as a Realtor in every Central-Denver neighborhood since 2001 and as a Denver Digs Trees volunteer in many NE Denver neighborhoods since 1999.
Steve@SKinneyProperty.com

STEVE KINNEY

Real Estate Professional with RE/MAX Professional City Properties

Residential Real Estate Trends

4335 Thompson Court

3.0 miles from Central downtown
Built 1900. 12,900 square foot lot.
2,161 square feet above ground
4-car garage.

Value today [AVM], $139,159

528 Corona Street

2.8 miles from Central downtown
Built 1906. 4,690 square foot lot.
2,030 square feet above ground.
2-car garage.

Value today [AVM], $575,562
Sold April 2014 $604,000

3857 Shoshone Street

2.4 miles from Central downtown
Built 1891. 4,380 square foot lot.
1,988 square feet above ground.
2-car garage.

Value today [AVM], $452128
Sold April 2014 $453,00

Real Estate Market

A COMPARISON OF SINGLE FAMILY HOME VALUES IN DENVER

4335 Thompson Court

528 Corona Street

3857 Shoshone Street

Address	Dist to Dtwn	Year Built	Lot Size	SQFT	Sold $	AVM $	% Difference for AVMs
4335 Thompson Court	3 miles	1900	12,900	2,161		$139,159	–
528 Corona Street	2.8 miles	1906	4,690	2,030	$604,000 Apr 2014	$575,582	414% greater
3857 Shoshone Street	2.4 miles	1891	4,360	1,988	$453,000 Apr 2014	$452,128	325% greater

Real Estate Market

A COMPARISON OF SINGLE FAMILY HOME VALUES IN DENVER

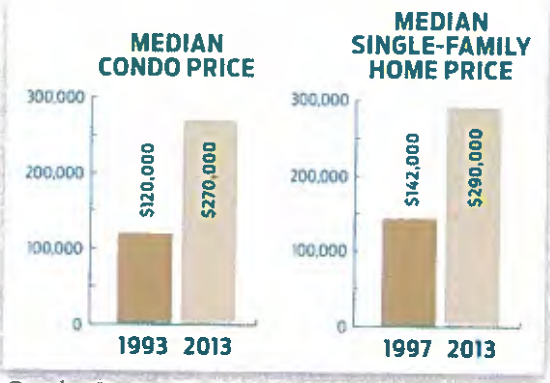
Homeownership in Elyria-Swansea and Globeville exceeds the Denver average. Shouldn't everyone, including these current homeowners, deserve to reap the benefits of homeownership?

Appreciation and Homeownership

Photos: Peter Vanderwarker

Boston's Big Dig

A PRECEDENT



Graphs: Boston Magazine

Boston's Big Dig

REAL ESTATE VALUES SOARED AFTER THE HIGHWAY REMOVAL

4447 Thompson Court

3.0 miles from Central downtown
Built 1900, 8,060 square foot lot
1,857 square feet above ground

Value today [AVM], $139,440

1435 Milwaukee Street

2.87 miles from Central downtown
Built 1906. 8,060 square foot lot.
1,894 square feet above ground.

Value today [AVM], $395,998
Sold April 2014 $389,500

2905 Quitman Street

3.18 miles from Central downtown
Built 1915. 4,770 square foot lot.
1,773 square feet above ground.

Value today [AVM], $497,141
Sold March 2014 $529,000

Back to Denver

A COMPARISON OF SINGLE FAMILY HOME VALUES IN DENVER

4447 Thompson Court

1435 Milwaukee Street

2905 Quitman Street

Address	Dist to Dtwn	Year Built	Lot Size	SQFT	Sold $	AVM $	% Difference for AVMs
4447 Thompson Court	3 miles	1900	8,060	1,857		$139,440	–
1435 Milwaukee Street	2.87 miles	1906	8,060	1,894	$389,500 Apr 2014	$395,998	284% greater
2905 Quitman Street	3.18 miles	1915	4,770	1,773	$529,000 Mar 2014	$497,141	257% greater

Back to Denver

A COMPARISON OF SINGLE FAMILY HOME VALUES IN DENVER

4631 Columbine Street

3.2 miles from Central downtown
Built 1888. 3,000 square foot lot.
991 square feet above ground.

Value today [AVM], $73,027
Sold 2010 $57,000

423 Galapago Street

2.3 miles from Central downtown
Built 1886. 3,080 square foot lot.
905 square feet above ground.

Value today [AVM], $308,488
Sold December 2013 $315,000

3221 Adams Street

2.9 miles from Central downtown
Built 1886. 4,690 square foot lot.
960 square feet above ground.

Value today [AVM], $304,214
Sold March 2014 $306,000

One last example

A COMPARISON OF SINGLE FAMILY HOME VALUES IN DENVER

4631 Columbine Street

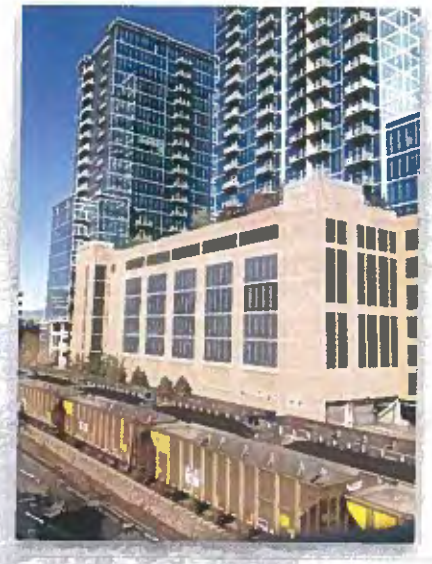
423 Galapago Street

3221 Adams Street

Address	Dist to Dtwn	Year Built	Lot Size	SQFT	Sold $	AVM $	% Difference for AVMs
4631 Columbine Street	3.2 miles	1888	3,000	991	$57,000 2010	$73,027	–
423 Galapago Street	2.3 miles	1886	3,080	905	$315,000 Dec 2013	$308,488	422% greater
3221 Adams Street	2.9 miles	1886	4,690	960	$306,000 Mar 2014	$304,214	417% greater
2930 Bruce Randolph Ave	2.8 miles	1895	5,670	982	$192,500 Apr 2014	$146,739	201% greater

Back to Denver

A COMPARISON OF SINGLE FAMILY HOME VALUES IN DENVER



Are trains the problem?

Riverfront Park and other examples suggest otherwise…

Why does North Denver lag behind?

Is industry the problem?

Baker Park, Lincoln Park and Sunnyside suggest otherwise…

Why does North Denver lag behind?

There is one big difference

... the freeway

Why does North Denver lag behind?

Location of NE Denver Homes	Estimated Percentage Change in Value if Widened
Globeville, a block or more from I-70	-5.25%
Globeville, within a block of I-70	-7.14%
Elyria and Swansea, not within a block of I-70 / 46th Avenue	-7.43%
Elyria and Swansea, within a block of I-70 / 46th	-8.17%
SE Swansea	-6.33%

How will the proposed widening impact the real estate values?

Location of NE Denver Homes	Estimated Percentage Change in Value if Blvd
Globeville, a block or more from I-70	20.44%
Globeville, within a block of I-70	31.00%
Elyria and Swansea, not within a block of I-70 / 46th Avenue	20.33%
Elyria and Swansea, within a block of I-70 / 46th	30.75%
SE Swansea	20.43%

How could a Boulevard impact the real estate values?

Benefits of a Re-Route/Boulevard Solution in numbers

- **$1,000,000** of additional property value revenues
- **80 acres** of developable land

Commercial real estate, for which there are thousands of acres nearby I-70, is not a part of this survey nor discussion. The numbers for commercial are probably far five to ten times greater than what was studied in this survey.

A few things to ponder

WRITTEN FOR DENVER CITY COUNCIL

Impacts on Home Values and City Revenues From Changes on I-70

The Colorado Department of Transportation currently is planning to widen I-70 to five lanes in each direction from Brighton Boulevard to Tower Road. In addition, it plans to depress the highway and install surface level frontage roads to accommodate local traffic between Brighton Boulevard and Dahlia Street. These changes will cost the City of Denver and Denver Public Schools property tax revenue from approximately 51 homes and 17 businesses that will be demolished to widen the highway. It will deprive the City of the jobs, sales tax and occupational privilege tax revenue generated by those businesses. In addition, estimates from15 residential real estate brokers show that the highway decision will have significant impacts on property values and City revenues across the entire northern half of Denver.

The Survey

Approximately 15 residential real estate brokers provided their estimates of likely changes in home values for Denver County neighborhoods adjacent to I-70 between Harlan Boulevard and Colorado Boulevard. The survey area included properties between 41st and 52nd Avenues.[1] The broker's responses were based on either I-70 being widened to five lanes in each direction in its current location, or rerouted onto the current I-76/I-270 corridor and replaced by an at-grade boulevard carrying significant traffic similar to Martin Luther King Boulevard.

On average, the brokers who responded to the survey have sold 370 homes during their professional careers[2]. Each currently is actively selling in the northern half of Denver. They represent 11 real estate companies which in 2012 comprised more than half of the ten highest producing offices in the 80211 and 80212 zip codes.[3]

---

[1] That includes the Berkeley, Chaffee Park, Elyria, Globeville, Grandview, Harness Heights, Inspiration Point, Sunnyside and Swansea neighborhoods.
[2] Not all brokers felt comfortable commenting on all of the neighborhoods based on their specific expertise.
[3] The author of the survey is Steve Kinney, a residential real estate broker with RE/MAX Professionals. Steve has been a broker for more than 10 years and has completed more than 300 transactions, with approximately two-thirds of those in older central Denver neighborhoods, and more than 30 of those within one mile of I-70. He can be reached at Steve@SKinneyProperty.com or 303-475-8200.

Findings

Highway Widening:

According to the brokers, widening I-70 will result in an average expected loss of home value of 7.64% in the Elyria and Swansea neighborhoods within a block of I-70. The average loss in all of Elyria, Swansea and Globeville is expected to be 6.85%. That translates to a loss in home-owners' net worth of more than $55 million and a loss in annual tax revenue of $105,000 just from these three small neighborhoods.

Highway Reroute:

Denver County is poised to receive ownership of a gigantic amount of developable land if a re-route of I-70 were to occur. These parcels will not only translate into revenue from sales of these parcels, but also ongoing property tax revenues.

Property values for homes between Lowell and Tennyson, and within two blocks on each side of I-70, provide a clear picture of the results of a lack of connectivity on the value of properties "cut-off" from others. Despite the fact that homes on the north side of I-70 between 48th and 50th Avenues are architecturally more attractive, on-average larger, and have less sound and exhaust pollution[4], in 2013 they sold for only 83% of the selling price of homes within two blocks south of the highway.[5]

On average, the brokers expected an increase in property values of more than $150 million for northern Denver County residential properties if I-70 is removed from the City. That is an average increase in net worth of $17,200 spread across 9,160 homeowners within seven blocks of the existing highway. That would produce an annual increase in property tax revenues of almost $1 million. In addition, it is expected that following a reroute there would be considerable renovation and improvement to existing

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[4] This is the result of prevailing wind patterns.

[5] Rerouting the highway also would reintegrate Regis University into the northwest Denver community further increasing property values, and would have a positive effect on the value of Adams County properties between 52nd Avenue and Clear Creek.

homes within the survey area, leading to further increases in homes values and property taxes.[6]

All but one of the brokers surveyed agreed that homes as far as seven blocks from I-70 would be moderately more valuable if the highway was rerouted.[7] The average expected increases in value ranged from a low of 2% in Harkness Heights, located four to seven blocks south of I-70, to a staggering 30% in Globeville. Indeed, the combined average increase for Elyria, Swansea and Globeville, the neighborhoods most heavily impacted by the highway, are 24.6%.

The brokers were almost unanimous in the opinion that removing the highway would be a catalyst for the revitalization of Globeville, Elyria and Swansea communities that have wonderful architecture and incredibly proximity to the City center, but which are the only communities within three miles of downtown that have to-date not experienced significant residential property value appreciation. Also, neighborhoods outside the scope of this survey would in all likelihood be positively impacted by the removal of the highway.[8]

Conclusions

Widening I-70 between Brighton Boulevard and Tower Road will cost the City of Denver numerous jobs. It will cost both the City and the Denver School District considerable revenue. It will lower property values in the Globeville, Elyria and Swansea neighborhoods, and further isolate these communities[9] while providing little or no benefits to the City or its residents. Removing I-70 from Denver, rerouting it along the I-76/I-270 corridor and replacing the highway with a surface level boulevard similar to Martin

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[6] The additional revenue from commercial properties and from new residential development that would be spawned by highway removal was not studied, but one projection at the University of Colorado at Denver estimated $1.5 billion in direct and indirect economic benefits to Denver from removing I-70.

[7] The projected increases in values took into account the expectation that significant amounts of traffic would remain on any surface level boulevard that would replace the highway.

[8] These would include Cole, Clayton, Five Points, Park Hill, Mountain View and parts of Stapleton and Wheat Ridge.

[9] Isolation will result from the facts that widening the highway will triple the north-south separation to over 300 ft., decrease the number of north-south cross streets from fourteen to six and require 8 to 14 foot sound barrier walls in residential areas.

Luther King Boulevard will increase property values across the entire northern half of Denver by an estimated $158 million. It will reintegrate the City, especially the neighborhoods of Globeville, Elyria and Swansea. It will provide substantial property tax revenue to the City and our schools. It will instigate economic development across the current I-70 corridor that will provide additional revenues and community benefits. For all of these reasons the reroute option deserves a complete vetting through a Supplemental Environmental Impact Statement conducted by the Colorado Department of Transportation.

Location of NW Denver Homes	Approx. # of residences	Approx. Avg. Price of Homes Sold *AND* Under Contract in the Past 12 months	Approx. Avg. Price of Homes Sold [no U/C] in the Past 12 months. Only in Elyria, Globeville and Swansea	Total Average Value of Homes in Area	Realtor Survey Expected Change w/I-70 Re-Route Option	Approx. Avg. Change in Value Per Home w/ I-70 Re-Route Option	Approx. Avg. Total Increase in Value for this Sub area w/I-70 Re-Route Option	Approx. Change in Tax Revenue Per Home	Approx. Change in Tax Revenue w/ I-70 Re-Route Option	Realtor Survey Expected Change w/I-70 Expansion	Approx. Avg. Change in Value Per Home w/ I-70 Expansion	Approx. Avg. Total Decrease in Value for this Sub-area w/I-70 Expansion	Approx. Change in Tax Revenue Per Home w/I-70 Expansion	Approx. Increase/ Decrease in Tax Revenue w/ I-70 Expansion
Between 41st and 44th, west of Federal	1091	$365,640	n/a	$398,913,240	2.02%	$7,389	$8,061,372	$42	$45,950	-3.27%	-$11,966	-$13,055,342	-$68	-$74,415
Between 44th and 46th, west of Federal	1141	$339,404	n/a	$387,259,964	3.58%	$12,140	$13,851,991	$69	$78,956	-5.33%	-$18,102	-$20,653,865	-$103	-$117,727
Between 46th and I-70, west of Federal	259	$279,408	n/a	$72,366,672	8.08%	$22,585	$5,849,639	$129	$33,343	-7.13%	-$19,908	-$5,156,125	-$113	-$29,390
Between I-70 and 50th/Regis Blvd, west of Federal	717	$231,642	n/a	$166,087,314	10.36%	$24,007	$17,212,685	$137	$98,112	-6.44%	-$14,928	-$10,703,405	-$85	-$61,009
Between 50th and 52nd, west of Lowell	370	$233,278	n/a	$86,312,860	6.83%	$15,941	$5,898,045	$91	$33,619	-6.25%	-$14,580	-$5,394,554	-$83	-$30,749
Between 44th and 46th, east of Federal	733	$242,700	n/a	$177,899,100	5.32%	$12,907	$9,460,998	$74	$53,928	-4.38%	-$10,618	-$7,783,086	-$61	-$44,364
Between 46th and I-70, east of Federal	549	$238,646	n/a	$131,016,654	9.42%	$22,472	$12,337,402	$128	$70,323	-6.63%	-$14,319	-$7,860,999	-$82	-$44,808
Between I-70 and 50th, east of Federal	651	$189,350	n/a	$123,266,850	10.20%	$19,314	$12,573,219	$110	$71,667	-6.00%	-$11,361	-$7,396,011	-$65	-$42,157
Between 50th and 52nd, east of Federal	706	$190,953	n/a	$134,812,818	8.60%	$16,422	$11,593,902	$94	$66,085	-1.67%	-$3,183	-$2,246,880	-$18	-$12,807
Inspiration Point neighborhood between I-70 and 49th	201	$252,500	n/a	$50,752,500	9.63%	$24,303	$4,884,928	$139	$27,844	-6.57%	-$16,593	-$3,335,164	-$95	-$19,010
Northernmost Inspiration Point neighborhood	249	$243,994	n/a	$60,754,506	1%	$2,440	$607,545	$14	$3,463	-3.40%	-$8,296	-$2,065,653	-$47	-$11,774

Location of NE Denver Homes	Approx. # of residences	Approx. Avg. Price of Homes Sold *AND* Under Contract in the Past 12 months	Approx. Avg. Price of Homes Sold [no U/C] in the Past 12 months. Only in Elyria, Globeville and Swansea	Total Average Value of Homes in Area	Realtor Survey Expected Change w/I-70 Re-Route Option	Approx. Avg. Change in Value Per Home w/ I-70 Re-Route Option	Approx. Avg. Total Increase in Value for this Sub-area w/I-70 Re-Route Option	Approx. Change in Tax Revenue Per Home	Approx. Increase/ Decrease in Tax Revenue w/ I-70 Re-Route Option	Realtor Survey Expected Change w/I-70 Expansion	Approx. Avg. Change in Value Per Home w/ I-70 Expansion	Approx. Avg. Total Decrease in Value for this Sub-area w/I-70 Expansion	Approx. Change in Tax Revenue Per Home	Approx. Increase/ Decrease in Tax Revenue w/ I-70 Expansion
#1 [blue] Globeville, a block or more from the freeway	603	$101,490	$98,473	$61,198,470	20.44%	$20,132	$12,139,751	$115	$76,991	-5.25%	-$5,328	-$3,212,920	-$30	-$18,314
#2 [yellow] Globeville, within a block of the freeway	286	$72,250	$58,000	$20,663,500	31.00%	$17,980	$5,142,280	$102	$50,184	-7.14%	-$5,161	-$1,475,964	-$29	-$8,413
#3 [pink] Elyria and Swansea, not within a block of I-70/46th Ave	1186	$111,215	$100,709	$131,900,990	20.33%	$20,477	$24,286,311	$117	$138,432	-7.43%	-$8,262	-$9,798,359	-$47	-$55,851
#4 [orange] Elyria and Swansea, within one block of I-70/46th Ave	338	$124,750	$114,811	$42,165,500	30.75%	$35,304	$11,932,881	$201	$68,017	-8.17%	-$10,188	-$3,443,516	-$58	-$19,628
#5 [green] SE Swansea	80	$113,000	$113,000	$9,040,000	20.43%	$23,084	$1,846,743	$132	$10,526	-6.33%	-$7,157	-$572,533	-$41	-$3,263
						Total Increase in Value of Homes in all areas	$157,679,693	Total Increase in Tax Revenue	$927,442		Total Decrease in Value of Homes in all areas	-$104,154,377	Total Loss in Tax Revenue	-$593,680

Location of NW Denver Homes	Estimated Average Percentage Change in Value if Re-Routed	Estimated Percentage Change in Value if Widened
Between 41st and 44th, west of Federal	2.02%	-3.27%
Between 44th and 46th, west of Federal	3.58%	-5.33%
Between 46th and I-70, west of Federal	8.08%	-7.13%
Between I-70 and 50th/Regis Blvd, west of Federal	10.36%	-6.44%
Between 50th and 52nd, west of Lowell	6.83%	-6.25%
Between 44th and 46th, east of Federal	5.32%	-4.38%
Between 46th and I-70, east of Federal	9.42%	-6.63%
Location of NW Denver Homes	**Estimated Average Percentage Change in Value if Re-Routed**	**Estimated Percentage Change in Value if Widened**
Between I-70 and 50th, east of Federal	10.20%	-6.00%
Between 50th and 52nd, east of Federal	8.60%	-1.67%
Inspiration Point neighborhood between I-70 and 49th	9.63%	-6.57%

Northernmost Inspiration Point neighborhood	1%	-3.40%
Location of NE Denver Homes	**Estimated Average Percentage Change in Value if Re-Routed**	**Estimated Percentage Change in Value if Widened**
#1 [blue] Globeville, a block or more from the freeway	20.44%	-5.25%
#2 [yellow] Globeville, within a block of the freeway	31.00%	-7.14%
#3 [pink] Elyria and Swansea, not within a block of I-70/46th Ave	20.33%	-7.43%
#4 [orange] Elyria and Swansea, within one block of I-70/46th Ave	30.75%	-8.17%
#5 [green] SE Swansea	20.43%	-6.33%

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

Comments and the tone

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Fri, October 31, 2014 10:24 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.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

Good morning,

Below and attached is a comment for consideration in the SDEIS.

In the 2008 DEIS, I think that the description of comments received was mischaracterized and was deaf to the tone of the conversations & comments. It is important that this be represented/presented properly.

CDOT claims to have support from the communities? Where is that support? I¹ve been searching for it and cannot find it anywhere near the I-70 freeway. I can find a bit of it in Green Valley Ranch and at DIA, but no place else. Where is it? What are they saying that suggests CDOT has the public¹s support for a freeway that is three times wider in the middle of neighborhoods?

Attached are two [of many] illustrations of the tone and the discussion of the SDEIS for the I-70-east project. Like the majority of these conversations, these two demonstrate the comments against the project and clearly show that the public is NOT in support of this project.
>
> First, find attached [or via the following link] CDOT¹s Facebook page for the
> video that was distributed by CDOT:
> https://www.facebook.com/coloradodot/posts/725033837551525?comment_id=73086296
> 3635279&notif_t=comment_mention Practically everyone who commented was not
> supporting the project. In a few cases, people supported CDOT¹s great snow
> plow drivers.
>
> Second, find the summary notes from the meeting hosted by elected officials
> October 22. These notes were compiled by Nola Miguel and Susan Aldretti, who
> each work for Denver City Council Members. I don¹t think that they
> sufficiently convey the true negative tone, but even in this document, its
> very clear that the great majority of those who spoke-up are NOT supporting
> this project as outlined in the SDEIS.
>> Thank you for participating in the community conversation about the
>> reconstruction of I-70 last week. Many people requested a copy of the
>> presentation
>> <http://www.denvergov.org/Portals/768/documents/community%20conversation%20en
>> glish.spanish%20corrected.pdf> and notes

>> <http://www.denvergov.org/Portals/768/documents/Comments%20and%20Questions%20
>> from%20the%20I70%20Public%20meeting%2010-22.pdf> of the meeting. You can
>> click on the links to access the documents.
>> Susan Aldretti
>> Council Aide
>> Councilwoman At-Large Debbie Ortega
Thank you!

Steve Kinney
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Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine
among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

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Oct 22 Ortega Spon Comm Discussion.pdf	226 K	[application/pdf]	Download

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Colorado Department of Transportation Like Page
September 17 · Denver, CO ·

Check out this video about how residents and businesses in northeast Denver and CDOT worked together for a decade on a plan for I-70 East, a 100-year investment that reduces congestion and improves travel time.

We want your comments on the latest draft of an environmental study analyzing transportation alternatives to improve safety, access and mobility while reducing congestion in one of the state's most heavily traveled corridors, I-70 through northeast Denver and Aurora.

What does your I-70 look like? Comment online at www.i-70east.com and join the conversation!

I-70 East Corridor Project: Creating a Better Future

This video features the structural, safety and congestion challenges the I-70 East Corridor Project currently faces between Brighton Boulevard and Tower Road...

YOUTUBE.COM

Like · Comment · Share

Jymi Zez Shores and 757 others like this. Top Comments

144 shares

Write a comment...

Kristin Housekeeper Barnes Steve.
Like · Reply · September 30 at 9:00pm

Steve Kinney What does my I-70 look like?!? It looks NOTHING like it does now and it looks EVEN LESS like the propaganda-filled crap they're spewing in this video.

CDOT: Study the I-270/I-76 re-route! It appears it'll solve the I-70 congestion issues on BOTH s... See More
Like · Reply · 32 · September 30 at 9:51pm

Kristin Housekeeper Barnes Re-route. Please don't widen!
Unlike · Reply · 12 · September 30 at 9:01pm

Pete Cook Move the cross town/state traffic to I-76 and 270. Expansion there does not displace or further pollute existing residents. It is beyond me how this is not the preferred plan.
Unlike · Reply · 5 · October 6 at 12:02pm

Tom McHugh Really CDOT? A couple more lanes each direction? Some of the costs for those of us nearby are increased cases of cardiovascular disease, respiratory disease, cancer, asthma, and a lower life expectancy. Thanks for your hard work, but table this harmful... See More
Unlike · Reply · 3 · October 7 at 12:40pm

Irene Glazer We have a once-in-a-lifetime opportunity, CDOT please don't blow it with this terrible idea. Study the re-route option, it's a much better solution!
Like · Reply · October 29 at 11:13pm

Steve Kinney http://www.denverpost.com/.../i-70-plan-through-denver...
Like · Reply · October 22 at 11:21pm

Steve Kinney Those attending last Friday's & tonight's meeting hosted by Denver City Council Members are seeing nearly unanimous opposition to this project. http://www.denverpost.com/.../i-70-plan-through-denver...

DP

I-70 plan through Denver gets rough reception

Several at public meeting question CDOT's plan for...

DENVERPOST.COM

Like · Reply · Remove Preview · October 22 at 11:20pm

Herbert Reynolds There is a better route that would probably be much cheaper and less disruptive to neighborhoods (270 to 76 and back to 70). This alternative plan deserves careful consideration, but seems to fall on deaf ears. I've been told there is only a 4 mile difference.
Unlike · Reply · 29 · September 17 at 9:51pm

Diamond Lottie I believe thats already in existence,
Like · 1 · September 18 at 2:14pm

Steve Kinney 1.8 miles extra via 270/76. Thats nothing when it doesnt bottleneck. Widening 270 & 76 is EASY - they already own all the needed land - and no neighborhoods are immediately adjacent. Plus, Adams County would get INCREDIBLE economic development benefits!
Like · 2 · September 30 at 9:55pm

Write a reply...

David Zook I like the idea of rerouting over 270 and 76 better with a grand boulevard where the current i70 is. This would really give the neighborhoods back to the people.
Unlike · Reply · 22 · September 26 at 10:17am

Jack Pappalardo I've lived in Toronto and seen constant construction work to the 401 main east/west highway over 3 decades. It's now 16 lanes, 20 in some spots, and is packed, packed, packed and a nightmarish crawl almost anytime of day. More lanes does not equal less congestion, just more traffic.
Unlike · Reply · 22 · September 21 at 11:16am

Dave Decker Give I70 back to North Denver, let the heavy EW traffic run along 270/76
Unlike · Reply · 19 · September 28 at 9:54am

Steve Runnings I feel like the Mayor should give more consideration to the plan to use I 76. Do we need 10 lanes through the heart of Denver? Even our Auditor is against the plan
Unlike · Reply · 18 · September 22 at 4:57pm

Charlie Buchholz Move the monster out of denver! The 270- i76 route makes a lot more sense. The idea of burying i70 below grade than put a lid on it next to a school? How stupid! And they are lying when they say it will not be widened west of i25 . Get ready for 10 lanes right through berkley and Rocky Mountain parks.
Unlike · Reply · 18 · September 21 at 8:37am

David Martinez Wow. We work our ass off to make the roads safer, nicer and more convenient for you to get to where you want and all I hear is complaining. The whole video was about making I-70 and that part of the neighborhood less congested and better looking. Somet... See More
Like · Reply · 18 · September 19 at 8:29pm

Kathy Schneider Dougherty I totally appreciate the roads in this area and what it takes to keep them safe, especially in the winter. I already take alternate routes just to avoid the massive congestion on i70 - lower Lakewood to i70/Havana area takes about one hour on a good day - throw in an accident or a light snow dusting and it's a 2 hr drive. Oh I'll live Mr Martinez - how often do you drive to work not in a state/ city vehicle?
Unlike · 1 · September 27 at 10:41am

David Martinez Everyday I drive to work in my personal vehicle. The sure thing about living in a big city is congestion. If people don't want to be stuck in traffic, ever, then maybe Denver isn't for them. We are slaving all summer laying asphalt in the heat and we don't get snow days in the winter to ensure the highways are safe. My suggestion is to pick a gym close to where you work. Work out in the morning and when you're done you have a short drive.
Like · 1 · September 27 at 10:49am

Steve Kinney I certainly appreciate safer & nicer roads. But, sometimes benefits to some [toll lane users] are at the costs to others [residents losing their homes to freeway expansion & residents breathing pollution] in very unfair ways. The recently-released Health Impact Assessment notes that the health impacts to these communities is HUGE. Expansion makes that worse. Widening I-70 now right through the middle of three wonderful neighborhoods is going to be another blow to neighborhoods that have been treated unfairly for 50 years. Next, its seven more I-70 neighborhoods, but on the west side of I-25. There is another option that impacts no neighborhoods and solves the congestion on both sides. And, it might cost A LOT less. Until they study it, we won't know.
Like · 2 · September 30 at 10:33pm

David Martinez Unfortunately there's going to be no way around pollution. And getting people through those parts of town faster would create less idle time thus less smog in that certain area. Until there's

no gasoline vehicles there is no way to fix the air. The majority of why we do what we do is because people complain about how things are right now. Then it gets changed or even just a proposal to be changed and it gets complaints. The states in a lose lose situation because there's always people that will have an argument of why they like or dislike something. But oh well, I'll be in my plow truck in a few weeks here making sure a few million coloradans get to where they need to be. I get what you're saying, but there are hundreds of CDOT employees that have no part in the engineering process but get the most grief from civilians because we're the ones on the road.

Unlike · 2 · September 30 at 11:11pm

Steve Kinney David, thank you for both the thoughtful response and for the super-hard and at-times dangerous work you do working to keep us safe on the road.

You and your co-workers have a chance now to be inventors [keep the patent for yourself]. CDOT is going to need some yet-to-be-invented-machinery. Here's your chance to make something great and fund your retirement with the profits!

Unlike I-25 that is in a smaller trench but which runs more north/south [getting natural light when wintertime sun is low in the southern sky], I-70 which is a perfectly east-west freeway that will be in a mostly-uncovered trench, 40 feet below grade and with a 10-15 foot tall wall on the side, ALMOST NONE of the lanes in the trench nor the two feeder road lanes on the north side will get any natural sunlight on it in the winter. Getting the ice off of that freeway is going to require something amazing. And, getting the snow that blows into it vacuumed-up [can't plow it 8,200 feet, right?] will require some great new equipment.

Like · 1 · October 5 at 9:19am

Steve Kinney Can anyone describe to me the "Venturi Effect" that was the cause of the 150-car pileup on I-25 last winter? It has something to do with cold air swirling up recessed freeways causing unusual ice.

Like · 1 · October 5 at 9:20am

Write a reply...

Seth Techmanski NO MORE F***ING TOLL WAYS!!!!!!

Unlike · Reply · 15 · September 24 at 2:44pm

Kimbal Kurtz Nope. Let's really look at the reroute option. Let's make the city whole again more lanes has always been a temp fix.

Unlike · Reply · 12 · October 1 at 8:13am

Randy Stevens Instead of asphalting the entire state to accommodate more and more traffic, y don't we limit the amount of people invading and destroying Colorado

Like · Reply · 12 · September 18 at 5:01pm

Chrispy Von Richthofen Economic suicide... The steamroller rolls on.... Our economy is based on growth

Like · 2 · September 21 at 10:20am

Daniel Felzien People must also start to think AND IMPLEMENT how to reduce carbon and the global climate change- to reverse it.
Cars = so much CO2 !!

Unlike · 2 · September 24 at 5:05pm

Mark Beaton That 97% number in your picture is a fabricated number

Like · September 26 at 7:23am

Daniel Felzien Science is fact based. It's not based upon opinion. It's 97 guys in a room compared to 1 opposes and 2 others undecided. And before you might spout Fox talking points, here's what I have to say about it: The debate between Republicans and Democrats is like listening to music on the deck of the sinking Titanic.

Like · September 29 at 8:10am

Write a reply...

Lisa Payne Adducci I think it's a much better long term plan to re-route I-70 to I-270/I-76 and stop destroying neighborhoods. Why double down on a bad idea and just do more harm to the already splintered neighborhoods when there is a better option?

Unlike · Reply · 10 · October 6 at 12:36pm

Kati Knott Bushur Where is the LIGHT RAIL!!!!!

Unlike · Reply · 10 · September 28 at 8:02am

Daniel Felzien More public transportation that thinks about bicycling! Seems to me, more lanes = more pollution, more public health disparities. Maybe buy local (things, food, less truckers), Denver implements a fossil fuel

free public transportation system, and Denverites sell or transform their cars and trucks into hydrogen fuel system vehicles. ... See More

Unlike · Reply · 9 · September 24 at 5:16pm

Michael Sparks Remove toll from 470 truckers like me, that don't need to travel near Denver, likely won't. I would pay a toll but don't have a co pass

Unlike · Reply · 9 · September 21 at 2:10pm

Gary Clift I live near I-70 as it s-curves around Berkley lake. There are several accidents there a week, some fatal. It has to be one of the most dangerous miles of Interstate in the state if not nation. Turns out, I-70 was put there because the now defunct Lake... See More

Unlike · Reply · 8 · October 6 at 3:55pm

Paul Jarrett I read about an option to reroute I70 further north. Then make the existing i70 section a parkway.

Unlike · Reply · 17 · September 18 at 12:14am

Rachel Spencer Hopson I agree - the 270/76 route should be considered instead. What happens to the neighborhoods near I70 now? And in the future it will be widened through Berkeley? It will ruin the neighborhood

Unlike · Reply · 7 · October 9 at 8:30pm

Jess Dinsmore Not sure if you've spent a significant amount of time in that neighborhood. I have. From the proposals they're offering, it seems like it would only help. That section of I70 is definitely on it's last leg. A catastrophe shouldn't have to happen before we do something about it.

Like · October 24 at 4:35pm

Steve Kinney The re-route onto I-270 & I-76 and conversion of the current path of I-70 from about Harlan to about Stapleton's Central Park Blvd would weave the urban fabric back together. It would be amazing!!!

Like · 1 · October 24 at 7:05pm

Steve Kinney As for CDOT's ongoing messages telling us "the viaduct must be replaced right away because its crumbling..." CDOT's own documents reveal that the viaduct is a: “62” According to the CDOT document “Your CDOT Dollar” bridges rated between 50 and 80 “require preservation-focused maintenance or occasional corrective work." UGH!!

Like · October 24 at 7:08pm

Write a reply...

Adrienne Christy "Six lanes are what we have now, plus they want to add four “luxury” lanes, or pay-as-you-go lanes. Research shows that 65 percent of the people using luxury lanes make more than $75,000 per year. Meanwhile, the average income in the neighborhoods most impacted is $38,000 per year. " http://www.northdenvertribune.com/.../i-70-protests-cite.../

I-70 protests cite multiple concerns : North Denver Tribune

NORTH DENVER – A Colorado Department of...

NORTHDENVERTRIBUNE.COM

Unlike · Reply · 7 · October 7 at 10:22am

Janice Stice At the public hearing actually held 9/25 in Swansea/Eliria/Globeville, of the 30 to 40 speakers (including several living in those neighborhoods, Councilmembers Ortega and Montero, and City Auditor Gallagher), only 2 speakers were in favor of this proj... See More

Unlike · Reply · 7 · October 6 at 3:21pm

Brad Sandler I have to agree with Steve Kinney and others on this post. 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?

Unlike · Reply · 7 · October 6 at 11:35am

John Forrester Ask Boston how their big dig project worked out.

Like · Reply · 7 · September 23 at 6:37am

Darlene Tango Speer has a sub-grade section... It's been working just fine here IN Denver.

People ballyhoo'd that one but now home values are just fine... there's green space above.

Those neighborhoods (Swansea, Globeville) effected deserve it...

... Pave paradise and put up a parking lot...

And then cover it again with paradise.

Like · 1 · September 24 at 7:57am · Edited

Daniel Felzien Yeah, Boston LOL. What was it, 3 turned into 12 million $ due to the length and mismanagement of the project?
Like · September 24 at 5:08pm

Write a reply...

Claire Amanda Phillips I agree with Dave Decker, and many others, but to the point, as Decker stated: Give I70 back to North Denver, let the heavy EW traffic run along 270/76. Its a simpler, clearer solution. And healthier for the community and city. There is not overwhelming support for CDOTs plan.
Unlike · Reply · 6 · October 6 at 12:51pm

Louis Plachowski Not many people are as forward thinking as Dennis Gallagher. Most people don't think outside of the box or take the time to find new, healthier alternatives to the old fashioned idea of just making freeways bigger. that is old, in the past . We need in... See More
Unlike · Reply · 6 · October 6 at 11:31am

Katherine Cornwell Amen.
Like · October 7 at 4:35pm

Peter Witulski Yes to free buses. Think of how much more efficient they would be without people paying, getting change, and transfers.
Like · 1 · October 9 at 9:11pm

Write a reply...

Patrick Shorten Study the 270/76 reroute.
Unlike · Reply · 5 · October 8 at 5:45pm

Kristi Griffith-Jones Re-route! Please consider the idea/plan to use 76 & 270 for re-routing 70. This would save neighborhoods, bring north Denver back into Denver and allow traffic to flow better.
Unlike · Reply · 5 · October 8 at 9:43am

Cara Thornton Reroute I-70! The current proposal equals more traffic, more pollution, more congestion. It simply doesn't mesh with the Denver we know and love today. Reroute!!!
Unlike · Reply · 5 · October 7 at 12:37pm

Robert William Fields I live one block north of I-70 across from the Perry Valdez library in Swansea. CDOT is misleading and manipulative. Our own government should have to win this debate honestly and using facts. Not with propaganda films.
Unlike · Reply · 5 · October 6 at 11:30am

Steve Kinney Unbelievable what they have in this video! "Will provide amenities and open space"?

They're suggesting that a huge trench through almost exactly the middle of the neighborhood will "re-connect" the community?!? What? It cuts an unthinkable chasm.... See More
Like · 2 · October 7 at 12:10pm

Write a reply...

David Zook I agree with the rerouting solution. The way cdot is promoting the Big Trench one would think we were dealing with politicians in New Oreleans after Katrina. I think we all know hiw that is working out. Do the reroute and put in more mass transit fo... See More
Unlike · Reply · 5 · October 4 at 11:42am

Loretta Morea Trains and public transportation, that is the right answer for traffic congestion and for the environment.
Unlike · Reply · 11 · September 19 at 10:50am

Daniel Felzien Yes, Loretta!! Yes!
Unlike · 1 · September 24 at 5:11pm

Steve Kinney RTD is amazing: "On opening day in 2016, we expect our average daily (weekday) ridership on the East Rail Line to be almost 28,000 passengers. When the W Line opened last year, it immediately surpassed expected ridership." WHY ARE THESE PROJECTIONS NOT IN CDOT'S SDEIS STUDY???
Like · September 30 at 9:58pm

Write a reply...

Jean Ann Olds NO DON'T DO IT! Give north Denver back to the people, PLEASE re-route through I-76 and 270. Cities who have added lanes like CDOT has proposed do not have less congestion. The health consequences and decreased property values to the north Denver neighborhoods affected should be the determining factor.

Unlike · Reply · 4 · October 7 at 3:13pm

John Riecke Yeah, I understand that widening and burying will temporarily solve a congestion problem and make the area look nicer. Just because it's better than the current mess doesn't make it the best option available though. Please do a full study on the 270/76... See More
Unlike · Reply · 4 · October 6 at 10:10pm · Edited

John Gist 10 lanes sub terrain, no room to expand. Have the lower lanes for local traffic and upper for express. No matter how many lanes, there will be congestion. Too many people on a highway system that is 40 years behind the Times.
Like · Reply · 4 · September 22 at 6:20pm

Herbert Reynolds The sub-grade is one of the concerns with future issues of drainage, snow removal and ice build up anticipated . Much easier to expend an existing corridor. Not to mention the health concerns resulting from excavating some very polluted soil. There is a better option.
Like · Reply · 4 · September 18 at 6:49pm

Dennis Mellon Sub grade is asking for a mega disaster, I would rather see it grow into an entertainment district, pulling resedents away from the highways, but yess add lanes
Like · Reply · 4 · September 18 at 5:10pm

Herbert Reynolds Please go to www.UniteNorthMetroDenver.com for a detailed alternative to the current I-70 expansion plan. Dr John Prosser and others has put together convincing arguments for scraping the current plan and developing an alternate route. It is not too late to reconsider better options.

Unite North Metro Denver

UNMD is a neighborhood organization working to help unify and improve North Metro Denver.

UNITENORTHMETRODENVER.COM

Like · Reply · 3 · October 17 at 5:54pm

Shawn Ballinger It was a bad idea to put I70 right through the city. It's a worse idea not to take the opportunity to fix the mistake and re-route.
Unlike · Reply · 3 · October 13 at 4:49pm

Sarah Marvez We need to stop reaching into the past for solutions to tomorrows problems. Denver is a progressive city- let's give people realistic alternatives to cars and they'll use them. Provide a viable I-76/270 route for commercial traffic (also important) and reconnect our north Denver neighborhoods
Unlike · Reply · 3 · October 8 at 7:52pm

Steve Kinney CDOT is planning as if its 1961! Not everyone wants to jump into the "traffic sewer" and roll out of the city to the 'burbs as fast as possible after work. Many millennials don't want cars - they're smarter [than us X'ers & the Boomers] and want to bike/walk/use mass transit. The # of vehicle miles driven each year is falling FAST for 10+ years, yet, CDOT is planning as if this was 30 or 40 years ago.
Like · 1 · October 10 at 6:36pm

Steve Kinney Instead of "pave baby pave", lets talk about smart & wise growth - like well-built & cool residences in the Brighton Blvd corridor [along three future light rail lines, near the Platte River...]. Why are they acting like the only place to grow is in Green Valley Ranch?!?
Like · 1 · October 10 at 6:37pm

Write a reply...

Nick McMann Stop lending a deaf ear to the reroute option. North Denver has come a long way to evolve into one of the most prosperous areas in the metro area. Widening I70 will crush the growth of these neighborhoods. The resurgence of North Denver has been good f... See More
Unlike · Reply · 3 · October 7 at 3:27pm

Sue Sethney Enough with the glossy reviews by CDOT! Do a study of 270/76 reroute. It saves money and solves the problem. Think about more public transit trains.
Unlike · Reply · 3 · October 6 at 11:51pm

Seth Techmanski Managed lanes = toll ways
Unlike · Reply · 3 · September 24 at 2:45pm

Justus Bryce Extending 225 to 76 might not be a bad idea, either.
Unlike · Reply · 3 · September 24 at 12:34pm

Michael Bleier As a taxpayer and Denver resident, I'd appreciate CDOT take a look at the I-76 reroute option. I'm much in favor of this alternative.
Unlike · Reply · 2 · October 20 at 1:29pm

Kellen E. Kurtz Reroute i70 up
North to i76. It is the best option for traffic, i70 and all the neighborhoods that would be affected if i70 is expanded
Unlike · Reply · 2 · October 14 at 6:38am

Robert William Fields You build a bigger road to relieve congestion and more people build McMansions farther from where they work and we get stuck in the same traffic. This expansion is a dumb idea. Do we really want more pavement in this city and toll lanes for the better offs to whiz by the little guys? Terrible idea all around.
Unlike · Reply · 2 · October 6 at 11:28am

Ben Djbeng Maestas Doesn't matter, there are more residential mega structures going up. By the time the project is complete. We will need to rebuild again to accommodate the overpopulation.
Like · Reply · 2 · October 1 at 12:59am

Doug Murer If they could complete this before 2035, i would be shocked
Like · Reply · 2 · September 29 at 4:15pm

Ron Raymond Certainly something needs to be done, MLK Jr. Blvd through Stapleton has become the all too convenient I-70 bypass between Quebec and Havana/Peoria.
Like · Reply · 2 · September 27 at 2:58pm

Alyson Koerner How about adding a light rail line as well?
Like · Reply · 2 · September 26 at 9:16am

Rick Rothmeyer Does CDOT like Carbon monoxide? These vehicles all say CO with a warning placard, Or are they just vehicles that are exempt from smog tests?
Like · Reply · 2 · September 22 at 8:28pm

Daniel Felzien Please explain yourself here. (?)
Like · September 24 at 5:09pm

Write a reply...

Viron E Lewis As a member of the Cole neighborhood, I'm 101% behind the plan, as long as there is no toll system included!
Like · Reply · 2 · September 22 at 1:12am

Steve Kinney Plan to not breathe for five years during construction! Cole is downwind. Do you know whats in the dirt they intend to move to make the 8,200 foot-long trench? Lots of lead. Abundant amounts of arsenic and other stuff. Oh, four lanes are toll lanes [they call them managed lanes, but they are toll lanes - and, as of now HOV & busses aren't even allowed in them, unless they also pay].
Like · 2 · September 30 at 10:37pm

Write a reply...

Ron Hall This will be like everything else CDOT does. Ask your opinion and comments then do what they want regardless. It is whatever they can spend the most money on. CDOT execs are bought and paid for by private business.
Like · Reply · 7 · October 11 at 8:32pm

Larisa Roberts Brisson Dear CDOT. Please listen to the public and do a SEIS on the full re-route that includes both I-270 and I-76. You already own the property necessary to widen these roads without damaging anymore in town neighborhoods. This alternative has proven itself to be much more cost effective and better for the environment. Respect the children and families that would be affected by widening the highway near important elementary schools. Don't ignore the fact that you will spend even more money every year to maintain a lowered highway. Please do not split Denver more than it already has been by I-70 but have the foresight to bring Denver back together by rerouting the highway to I-76. The information you are providing on this page is not accurate regarding the impact of expanding I-70 and doesn't address the toxic chemicals you will be digging up in the Superfund site. Your continued stance not to study other alternatives has many of us wondering why, and who is benefitting from the current proposal.
Like · Reply · 1 · October 27 at 3:46pm · Edited

Jordan Miller A lot changes in 10 years... Better study more!
Unlike · Reply · 1 · October 21 at 5:30pm

Tony Komomua Way to f'up Berkeley.
Like · Reply · 1 · October 19 at 8:10pm

Ruben Pinedo-Valdez Just live it like that I make more hrs working stock in traffic
Like · Reply · 1 · October 18 at 12:11am

Fede Rico Rivas I would like to see more of us that actually live and grew up in this area comment
Like · Reply · 1 · October 15 at 12:59pm

Grant Hughes Work on it for another decade.
Like · Reply · 1 · October 12 at 9:49pm

Robert Palmer It won't happen, trust anonymous!!!!!
Like · Reply · 1 · October 8 at 5:54am

Elyse Gordon-Holz Fix the 270 and Vasquez entrance before you do anything at 270/76 they must have taken acid before they designed the entrance (merge in merge out merge in) Huh!!
Like · Reply · 1 · October 7 at 1:31am

Doug Crow I donno about all this out of control government spending
Like · Reply · 1 · September 30 at 9:51am

Duane Steltz I thought there is a law in the books that all highway work had to be paid for before work started, and it is a Interstate Federal money?
Unlike · Reply · 1 · September 28 at 10:26pm

Paul Rosenthal Keep up the good work.
Like · Reply · 1 · September 23 at 5:47pm

Jon Middaugh Maybe we should first see if CDOT is capable of even TRYING to keep our highway system clean. I realize we have a lot of pigs living in this state, but when you see a mattress, a dresser, a recliner, a huge cardboard box full of ? staying in the same place, (I-76 northbound ramp onto I- 25) for at least 3 WEEKS, I have to wonder 2 things- can we start enforcing litter laws? And is everyone blind at CDOT since they are located right on I-25 and I-76? I called to let them know that maybe they should pick this crap up. It's disgusting and doesn't say much for our state or the people that live here. Didn't used to be like this.
Like · Reply · 1 · September 19 at 10:05pm

John Kimbrough Wagon trains dumper furnisher
Like · September 20 at 9:29pm

Write a reply...

Daniel Foster 10-15 years? Look around at the current "projects" that stagnate the roadways.
Like · Reply · 1 · September 19 at 12:25pm

Kathy Schneider Dougherty And where is traffic going to be re-routed to while this "project" is done?? I might as well kiss my job goodbye as a 2-3 hour commute is not viable -
Like · Reply · 1 · September 18 at 1:35pm

Diamond Lottie most likely they'll knock down one side of the highway first, and then have you use the other one, I know it sounds crazy
Like · September 18 at 2:11pm

Write a reply...

Brad Aerts Job security
Like · Reply · 1 · September 18 at 8:29am

Evan Ophuck

Like · Reply · 2 · October 1 at 1:08am

Steve Kinney After big rain, the 8200 foot-long trench [only a very small % is covered] will be quite a pond for the wildlife to enjoy! I hope that there are no human or animal drownings as there were on I-10 last month in the Phoenix AZ freeway floods.
Like · October 1 at 11:20am

Write a reply...

Heather Barr I agree that losing neighborhoods is a bad idea. But 270 is still elevated and is in need of constant maintenance as it is. It is usually bumper to bumper at a crawl during rush hours now. It would be impossible if you add all the traffic from I 70 also. Widening 270 would appear to be more feasible but check with the refinery and water treatment plant about that first. I don't see either one of them moving unless Sand Creek moves it again. Then there's the problem of sink holes. Don't know what the solution is but time is running out on the existing structure.
Like · Reply · Yesterday at 7:16am

Brandan Fatthetoolman Taylor Phillip Harper
Like · Reply · October 28 at 10:36am

Jaime Lara ????
Like · Reply · October 28 at 6:58am

Tyler Walton TRAINS
Like · Reply · October 28 at 6:27am

Kyle Stanczak .. There is no hope for you people
Like · Reply · October 26 at 1:02pm

Grant Hughes Lets do a citywide tax to pay for a public transit system that everyone can ride for free instead. Wait, you already did but give that money to a for profit company that charges some of the most exorbinant fees resulting in very small ridership...
Like · Reply · October 23 at 4:20pm

Grant Hughes I worked at a 100 employee business located near a light rail station. I was the only one that ever rode the light rail. Even for group rockies game the train was too expensive.
Like · October 23 at 4:22pm

Write a reply...

Steve Haynes The 270/76 route was considered and dismissed about 10 years ago. The push now is to create the park connecting the two neighborhoods in theory.

They compared it to Seattle to look at how successful the tunnel was there. They should look at Phoenix's Deck Park Freeway as well since it is a similar situation. There is severe sun glare on Deck Park which 70 experiences without coming out of a darker tunnel running east-west.

I would like to see sone consideration to keeping eastbound on a rebuilt viaduct and run westbound up and around via 270 to 76 to 70.

But they would have to want it to make it work. The politics is to build the park it seems right now.
Like · Reply · October 19 at 1:56pm

Kenny Avila Won't make a difference I 25 if was widened same traffic jams..waste of money ..How many homes will be torn down ? Businesses closed for good and families displaced for this stupid idea..These neighborhoods should file a petition in the Federal court system with the rest and stop this asap *BAD IDEA * NO TOLLS either
Like · Reply · October 19 at 6:13am · Edited

Ray Rincon And I-70 West?!
Like · Reply · October 16 at 4:56am

Esther Serrano Example what the heck, who's dumb idea was it to make the stop & yield intersection at Pecos & I 70. Only one of the worst..
Like · Reply · October 15 at 1:06pm

Thomas Bricker Hope it's better than Santa Fe and I- 25 exchange LOL
Like · Reply · October 14 at 4:53pm

Brandie Villalobos Chavez Jennifer Villalobos look. .
Like · Reply · October 14 at 6:42am

Mason Joe Lol you think in any way this expansion is in any way for Americans not for the new Chinese owners of this land what do you think all this expansion is for. You and I lol nigga please
Like · Reply · October 12 at 8:15am

Jim Maxwell Trains
Like · Reply · October 8 at 6:02am

Robert Palmer $floods$ super Fail, the peoople won't let this happen, really need to hire on sombody that knows wtf they're doing with their degree,oh wait maybe its only a ged?
Like · Reply · October 8 at 5:58am

Gonzalo Blanco There go's my neighborhood lol and my lil business hahaha 2381 E. 46th ave 80216 anyone needs a phone I'll look out for you guys best deals in town before I go down

Like · Reply · October 8 at 12:40am

Steve Kinney Your store is great. And, the Husky Station next to you is super-cool and always nice & clean. Jason, with the tow company & Rogelio with the car repair places across from you are great too. None of the business owners want to leave and no one wants any of you to leave. This is unfair. PLEASE come to the Unite North Metro Denver meeting tonight at the Valdez Perry library at 6:00pm.

Like · 1 · October 8 at 12:46pm

Steve Kinney PLEASE go to this comment page via this link and make a public comment. And, ask all of your customers & friends to do the same. Its super-important that CDOT and all of the other agencies that review these see that the public is NOT in favor of this! CDOT repeatedly says the community supports this - where do they come-up with this?!? http://www.i-70east.com/comment-form.html

I-70 East Environmental Impact Statement (EIS) - COMMENT...

I-70EAST.COM | BY ATKINS DENVER FOR CD...

Like · Remove Preview · 2 · October 8 at 10:02pm

Write a reply...

Andrew Herrema Doug Wilson
Like · Reply · October 6 at 12:26pm

Jose Fully Loaded Benavidez I'm from Swansea and that hi way has been cracking, and damaged for the whole 22 years I lived on 46th and Fillmore right under the bridge. About time they are doing some thing for the Swansea community, especially for the children because Swansea elementary is right under it as well.
Like · Reply · October 6 at 9:48am

Mary McCaffrey Is congested where I 70, Pena and 225 meet or merge
Like · Reply · October 5 at 8:26am

James Narvaiz Open your EYES PEOPLE ITs THE END TIMES OF THIS LIFE WE R LIVING THE ONE U LIVE U DIE ETURNTY THAT LIFE NEVER GONA END WORRY BOUT THE TRUE ETURNTY LIFE GOD GAVE US TO CHOOSE HEAVEN OR HELL EVERYONE IS WORRYING BOUT THINGS THE DEVEL DESTRACTS US WITH SO LOSER WONT BURN ALONE WAKE UP PLEASE FOR YOUR LIFE IN ETURNTY
Like · Reply · October 4 at 2:40pm

David Zook The misers can get together and complain to each other.
Like · Reply · October 4 at 11:43am

Elasha Nunez Now if you could just work internally to figure out how not to block every entrance to Denver with some type of traffic-killing road construction.
Like · Reply · October 3 at 11:32am

Dennis Mellon Putting an interstate highway underground in the middle of a city is the dumbest thing you can do. From a safety point of view. Think. Of the what ifs, like flammable liquids or other hazardous materials. Right now we have a twenty minute delay at the Eisenhower tunnel, Actually any accident under ground is compounded.
Like · Reply · October 3 at 11:14am

Kent Argow Train first please! Can you imagine the pollution pumping out of 12 lanes underground going through Denver, no thanks.
Like · Reply · October 3 at 5:01am

Aj Leatherman Denver traffic planning is 15+ years behind it's needs! Doing something is better than nothing. But I25+I70 West-out of control...only 4 lanes around a city the size of Denver? Seems like no planning to me! Who controls this? Where's the money going? Too many years of talking and no action...! Politics.

Like · Reply · October 2 at 10:51pm

Gary Welch These are the same jerk offs that sold us out to the Australians for the next 50 years. And under the radar I might add!
Like · Reply · October 2 at 9:10pm

Kent Arnold I'm for whatever works as a compromise to satisfy everybody. I agree unanimous against any tolls! We pay enough taxes or need to get by with less! Thank you
Like · Reply · October 2 at 6:55pm

Malik Howlett Doescdot hire certified flaggers and felons
Like · Reply · October 2 at 12:15am

Clint Carpenter en.m.wikipedia.org/wiki/Big_Dig
That video is a bunch of liberal utopian propaganda...in reality Boston's big dig project is a perfect example of what taxpayers really get with this type of project

Big Dig - Wikipedia, the free encyclopedia

The Central Artery/Tunnel Project (CA/T), known unofficially as the Big Dig, was a megaproject in...

EN.WIKIPEDIA.ORG

Like · Reply · October 1 at 12:34pm

Clint Carpenter Calirado! It's time to move to the western slope!
Like · Reply · October 1 at 12:10pm

John Kenyon When we had a simple tunnel for stapleton runways people were involved in an accident almost every day. That was an 800' tunnel. What makes you think the motoring public can negotiate a mile and a half.

Also, where do we go when the road needs to be widened again in the futur
Like · Reply · October 1 at 9:33am

Mike Hurley CDOT defines public sector incompetence like I've never seen; and I'm form NY, who wrote the book on that. Did my tax dollars also pay for this facebook update?
Like · Reply · September 28 at 2:25pm

Koda Harper I think it could possible be better but who knows tell you try
Like · Reply · September 27 at 4:19pm

Daniel Felzien Think about our capitalistic system and how much money people could make by opening vehicle shops that transformed from fossil fuel to hydrogen. Don't mind the fossil fuel lovin' nay sayers. Get'er done!!!
Like · Reply · September 24 at 5:19pm

Paul Rosenthal The HQ is in my district!
Like · Reply · September 18 at 9:50am

Neal Moody I am with everyone else, huh no! CDOT why are you wasting

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Elect Cory Gardner to US Senate
GOTV.NRSC.ORG

of doing this project why not widen I-25? Come on!
Like · Reply · September 17 at 7:52pm

Anthony Schumacher Yeah people and revenue in Longmont are nothing compared to Denver's population and revenue.
Like · September 19 at 8:55am

Write a reply...

Darlene Tango For anyone that didn't really see the proposed changes...

Like · Reply · 1 · September 24 at 7:49am

Darlene Tango Another option:

Like · 1 · September 24 at 7:49am

Jobs Growth And Freedom Fund
www.jobsgrowth.org
It is time our President listened to the American people! Please tell the nation in your o...

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Write a reply...

Gail Thomas I don't drive for medical reasons but my family is very impressed and think that it's a job well done!

Like · Reply · October 26 at 9:10pm

Write a comment...

Comments and Questions from the I70 Public meeting 10/22/2014, hosted by CW Ortega, Montero, Brooks, Sen Williams, Rep Duran, Sen Guzman & Rep McCann

- During construction, will I-70 be cut off?
- Cover—how long will it be, what will be done about drainage/flooding, ventilation, maintenance of cover, funding for maintenance
- Alternative proposal (re-route), what is CDOTS objection/ What is cost/ have not studied
- Need more understanding of the basis of congestion and traffic, millennials are driving less, is for today or tomorrow, what about use of mass transit, Id like the dollars to supplement mass transit instead of large highway
- Why isn't CDOT here/ Seems like there are holes in the conversation, things not disclosed?
- Worried about impact on Downing Street and surrounding neighborhood because of closing on York… How will highway closure impact local traffic?
- Putting in comments to CDOT for years, we said we wanted 8 lanes and we got 10 lanes
- Petroleum tankers on highway during rush hour—non-hazardous materials should not be in the corridor
- In EIS it says 1,000 crashes per year, 20% daily traffic is heavy vehicle 'big rigs" safe with crashes and heavy vehicle traffic. How can we get accident reduction?
- All regional traffic should not be put on I-70
- CDOT should be here, too much misinformation or lack of information
- SDEIS Missing amount of businesses and homes that will be taken, How can we have heavy industrial and trucks moving through here, the proximity to school, reducing the width of the highway should include reducing frontage roads also
- In reroute alternative, would be no adjacent neighborhoods/homes, numbers are wrong for cost estimates
- Hear a lot of people against the proposal, can't see how the city can continue with these hesitations, children health is at risk, older people at risk
- How will we go North and South without York and Vasquez? I don't use Colorado Blvd.
- Have been people talking about since 2007 and people are again expansion, how has CDOT not spoken to more stakeholders about this?
- Transparency and Funding are our main concerns (League of Women Voters) If federal funds are being cut and not going to the project it comes back to State and City. We don't want to see a loss of AAA rating. Is transparency gone after public comment, not pleased with the process, the agenda here is not for the people of Denver or the people of Colorado
- Concern for Elyria neighborhood, Swansea School, not mitigation (on air quality, ventilation) to the school would be devastating, expansion of the EIS would just delay mitigations, the cap is an amenity to the neighborhood—but need cap for the cap "greenhouse lid", forcing everyone to drive additional miles via the reroute is bad for environment, we should have a transportation management agency to figure out a loop bus and maintenance for the lid
- Reasons not needed
    - People driving less

- Environmentally irresponsible
- Digging into contaminated soil
- Would cost less if at grade

Public Works is acting as shield for CDOT, Concerns about Ice in shadow of lowered highway

- What position is City Council going to take? How will represent concerns? How does Denver weigh in?
- Construction & contracts = bread and butter, why are we wasting our time complaining? CDOT is moving forward--we should comment but will take a lot of support to stop train on tracks—closing intersections on highway will not be good for neighborhood traffic
- Not talking about alternative route (city or CDOT) CDOT is going to "do its thing" confusing/conflicting proposals, should be another comment period, the funding is another question
- BIG Agency (CDOT) is not listening, Title 6 violations, most people are Latino/black, been same thing for 2 years, should do lawsuit, this needs to be mitigated, neighborhood needs a strategy
- Not true that it is a done deal. 46th is owned by city and SB228 give leverage, CDOT says "community supports" but not true
- Modifications East of here between Holly and Dalia?
- Important to talk about building wealth in the community, and in these communities peoples wealth is in their homes. Highway could bring gentrification. Want input and to be at the table.
- In example of lowered 12 lane highway in Ca, commerce died on 1 side of highway because so wide, took away green space & trees, deck was sickening to drive through, you don't want a cover without ventilation
- As a planning engineer, I have questions about what is going to happen? What is the long long term plan? Most important thing for City Council to consider. What about Tower road area impact?
- CDOT has defined the problem too narrowly, replace bridge became widen, then when community upset, put a lid on it… should consider all options
- We need to organize and take legal route
- Who is the watchdog for CDOT taking comments?
- At CDOT meetings, part comments became record. What will happen with these notes? (submit individual comments) need better understanding of what CDOT will do with all the comments, what role will they play?
- There was a petition in 2005 to tunnel HW regarding the negative impact to Swansea school (noise air pollution) included Vented air pollution. Is acceptable to have no mitigation to Swansea school? Going to keep our kids indefinitely without mitigation?
- 1300 people have signed petition to get the reroute studied, should be looking at whole region

Inbox Compose Addresses Folders Options

Current Folder: **SDEIS Comments Responded to**

Welcome: contactus@i-70east.com

Message List | Delete | Forward | Forward as Attachment | Reply | Reply All

FW: I-70 East EIS - SDEIS COMMENTS

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Fri, October 31, 2014 10:39 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
Options: View Full Header | View Printable Version | Download this as a file | Add to Address Book | View Message details

Attached to this e-mail are several attachments for inclusion in the public comments.

First, is the letter sent by The President of the Clayton Neighborhood Assn [RNO] to CDOT. The e-mail trail is below from a couple days ago.

Second, are three more letters: Berkeley Regis United Neighbors, INC and Clayton [duplicated]

Third, is one from the American Institute of Architects.

Forth, is one from UCAN.

It is my understanding that Sunnyside, Park Hill and West Highlands RNOs have also sent letters requesting that CDOT perform a Supplemental EIS on the I-270/I-76 re-route alternative.

Regards,

Steve Kinney
4876 Tennyson St
Denver CO 80212
303-475-8200
Steve@SKinneyProperty.com

Steve Kinney
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On 10/28/14, 9:16 PM, "Clayton United"
<claytonneighborhooddenver@gmail.com
> wrote:

>Hello,
>
>Thank you for your time. I would like to forward the letter attached to
>you for the official comment record. Its creation was voted on and
>approved by the membership of Clayton United, a Denver RNO representing
>the area from 40th to MLK and York to Colorado.
>
>Thank you,
>
>John Riecke
>President, Clayton United
>

Attachments:

I-70 Re-Route Option Letter.pdf	105 k	[application/pdf]	Download
img-X30111512-0001[4].pdf	126 k	[application/pdf]	Download
A AIA Letter.pdf	563 k	[application/pdf]	Download
A UCAN Letter of Support.pdf	117 k	[application/pdf]	Download

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Sep 24, 2013
Mr. Don Hunt, Executive Director, Colorado Department of Transportation The Honorable Michael B. Hancock, Mayor, City and County of Denver

Re: I-70 Re-route Study

Dear Mayor Hancock and CDOT Executive Director Hunt:

Clayton United is one of two RNOs representing the Clayton neighborhood in Denver. Our mission is to bring neighbors together and create a place where new relationships can be built. We do this in service of creating a strong, connected and caring community in our small piece of Denver.

Clayton United recently heard from representatives of a group of concerned citizens about the planned rebuild of I-70 which raised questions as to whether or not a re-route of I-70 along the alignment of I-76 and I-270 has been fully studied as a possible alternative.

The membership voted to request that a I-70 re-route option along the I-76 and I-270 path be given a thorough study as part of an EIS or Supplemental EIS, and that a comprehensive Health Impact Assessment be conducted and its results considered in the final decision.

Although Clayton United has taken no position as to the best alternative for I-70, considerable ongoing community interest in fully exploring this reroute option should be acknowledged and appropriately considered.

Thank you for your consideration in this matter that is of great importance to the northern portion of Denver and to the metro region generally.

Respectfully,

John Riecke

President, Clayton United

Berkeley Regis United Neighbors, Inc.

October 27, 2014

The Honorable Michael B. Hancock,
Mayor
City and County of Denver
1437 North Bannock Street, Room 350
Denver, CO 80202

Mr. Donald Hunt
Executive Director
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222

RE: I-70 Re-route Option

Dear Mayor Hancock and Mr. Hunt:

Berkeley Regis United Neighbors (BRUN) is a registered neighborhood organization with the city of Denver whose boundaries are Sheridan Boulevard to the west, Federal Boulevard to the east, West 38th Avenue to the south, and West 52nd Avenue to the north. We have heard from concerned citizens within our boundaries about the planned rebuild of I-70 which raised concerns as to whether or not a re-route option along the I-76 and I-270 has been fully studied as a possible alternative. I-70 bisects our two neighborhoods that have been greatly impacted as have neighborhoods to the east.

The BRUN board has voted to support the request that an I-70 re-route option along the I-76 and I-270 path be given a thorough examination as part of an EIS, and that a comprehensive Health Impact Assessment be conducted and its results considered in the final decision.

Our neighborhood has been greatly impacted by the original construction of I-70, separating our two great neighborhoods from the rest of Denver. If the planned route is approved, a similar expansion through our neighborhood seems inevitable.

Thank you for your consideration of this important issue to our neighborhood.

Sincerely,

Paul L. Vorndran
President
Berkeley Regis United Neighbors (BRUN)
3905 Zenobia Street
Denver, CO 80212
720-837-8940

DENVER INC
Inter-Neighborhood Cooperation-

www.denverINC.org

Neighborhoods work better when they work together.

September 5, 2013

Mr. Don Hunt, Executive Director, Colorado Department of Transportation
The Honorable Michael B. Hancock, Mayor, City and County of Denver

Re: I-70 Re-route Study

Dear Mayor Hancock and CDOT Executive Director Hunt:

Established in 1975, Inter-Neighborhood Cooperation (INC) is a city-wide network with current membership of 97 Registered Neighborhood Organizations. INC's mission is to advocate for Denver citizens by bringing together, informing and empowering Denver neighborhood organizations to actively engage in addressing City issues.

Inter-Neighborhood Cooperation has been following the I-70 EIS process with interest for several years, and supports community engagement in determining the best future direction for I-70. Presentations made to INC and communications from nearby neighborhoods have raised questions as to whether or not a re-route of I-70 along the alignment of I-76 and I-270 has been fully studied as a possible alternative.

> **INC's delegation has voted to request that a I-70 re-route option along the I-76 and I-270 path be given a thorough study as part of an EIS or Supplemental EIS, and that a comprehensive Health Impact Assessment be conducted and its results considered in the final decision.**

Although INC has taken no position as to the best alternative for I-70, considerable ongoing community interest in fully exploring this reroute option should be acknowledged and appropriately considered.

Thank you for your consideration in this matter that is of great importance to the northern portion of Denver and to the metro region generally.

Respectfully,

Cc: Kirk Webb, Colorado Department of Transportation, Region 6
INC Executive Committee

P.O. Box 300684 Denver, Colorado 80218

CLAYTON UNITED
Community Moving Forward

Sep 24, 2013
Mr. Don Hunt, Executive Director, Colorado Department of Transportation The Honorable Michael B. Hancock, Mayor, City and County of Denver

Re: I-70 Re-route Study

Dear Mayor Hancock and CDOT Executive Director Hunt:

Clayton United is one of two RNOs representing the Clayton neighborhood in Denver. Our mission is to bring neighbors together and create a place where new relationships can be built. We do this in service of creating a strong, connected and caring community in our small piece of Denver.

Clayton United recently heard from representatives of a group of concerned citizens about the planned rebuild of I-70 which raised questions as to whether or not a re-route of I-70 along the alignment of I-76 and I-270 has been fully studied as a possible alternative.

The membership voted to request that a I-70 re-route option along the I-76 and I-270 path be given a thorough study as part of an EIS or Supplemental EIS, and that a comprehensive Health Impact Assessment be conducted and its results considered in the final decision.

Although Clayton United has taken no position as to the best alternative for I-70, considerable ongoing community interest in fully exploring this reroute option should be acknowledged and appropriately considered.

Thank you for your consideration in this matter that is of great importance to the northern portion of Denver and to the metro region generally.

Respectfully,

John Riecke

President, Clayton United

AIA Denver
A Chapter of The American Institute of Architects

September 12, 2013

Mr. Don Hunt, Executive Director
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

Dear Mr. Hunt:

The AIA Denver Board of Directors, following the recommendations of its member Urban Design Committee, would like to comment on the Colorado Department of Transportation's (CDOT) "Preferred Alternative" in its I-70 East EIS process nearing conclusion. As architects, the protection of the safety, health and welfare of our citizens is our first responsibility. Those in government share that responsibility.

AIA Denver commends the visionary leaders who, over the last 25 years, have accomplished enormous changes in the Denver metro area. The entire nature of the city has been transformed through such efforts as Blueprint Denver, the rewrite of city's zoning code, the redevelopment of the of Stapleton and Lowry AFB brownfield sites, DIA, FasTracks, Anschutz medical campus, and the redevelopment of Denver's historic train yards and Union Station. In doing so, these leaders have brought the city of Denver to the threshold of becoming a "world-class" city.

As architects, planners and leaders we see the need to repair the east-west Interstate Highway corridor as another such transformative opportunity for our city, as an enhancement to these recent endeavors. We believe the "preferred alternative," to depress the highway in its current location, overlooks the critical issues of social justice that are contained in the recent directive from FHWA, because it fails to consider the opportunities inherent in an option previously discarded: that of re-routing the east-west through traffic up the existing I-270/I-76 corridor, removal of the elevated viaducts, and reconnecting the socially and economically isolated neighborhoods of Elyria, Swansea and Globeville to the traditional city street grid.

The highway has detrimentally impacted the health of those living in its proximity, and disproportionately affected the property values and economic opportunity of the area's predominantly low income and disadvantaged citizens. It has, further, rendered the social cohesion of those neighborhoods split by the highway. Widening the highway stands to exacerbate these issues.

For these reasons, and, in keeping with the City of Denver's aspiration to become a "world-class" city, we request that CDOT implement a Supplementary Environmental Impact Statement process to restudy the entire east-west Interstate Highway corridor (I-70, I-76 and 270). As architects, planners and community leaders we believe the future of the city demands it. After 40 years of living in the demeaning shadow of the highway, the citizens of Denver's Elyria, Swansea and Globeville neighborhoods need to be released from that oppressive environment.

Sincerely,

Carl Hole, AIA LEED AP
President AIA Denver

Dean Foreman, AIA LEED AP
Chairman AIA Denver Urban Design Committee

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UNITED COMMUNITY ACTION NETWORK of METRO DENVER
4653 High St., Denver, CO 80216-2816
UCANMetroDenver@gmail.com

UCAN Metro Denver: Statement on I-70

The 1964 placement of the I-70 viaduct cutting through the heart of the Denver neighborhoods of Elyria, Swansea, and Globeville (ESG) is generally understood to be an abomination imposed on these neighborhoods in a manner that would not be allowed under today's rules and standards. It was NOT the intent of President Eisenhower's long-championed Federal-Aid Highway Act, signed in 1956, to run interstate highways *through* cities, dividing neighborhoods from themselves and creating environmental hazards that would extend for generations.

Yet, this is precisely what occurred when I-70 was routed through ESG, and the destructive effects of the I-70 viaduct continue to be felt in these neighborhoods today.

Now, the Colorado Department of Transportation (CDOT) has determined that this stretch of I-70 must be replaced, and the City of Denver must work with CDOT to find a solution for what is to be done with the aging viaduct still cutting through ESG.

This would seem to be an ideal opportunity for the City of Denver and CDOT to reverse past mistakes, and rise to find a solution for the 21st Century, enlightened by a new vision of the interrelation between urban planning and transportation.

But, in a process that is well into its tenth year, CDOT and the City of Denver have made plans and presented them to the ESG community with virtually no input from the residents whose health, property values, and lives are most immediately and most significantly impacted by ANY I-70 solution.

While CDOT has convened public meetings, the public "discussion" so far of I-70 through these neighborhoods has been controlled by interests that have pushed aside the residents' concerns and perspectives. The point-of-view of the residents has been side-lined, minimized, or utterly absent. Over the last 10 years, CDOT and the City of Denver have made plans and presented them to the residents as if to say "this is what you get: what do you think?"

As residents, property owners, and taxpayers in the City of Denver, we had expected the city to advocate for the neighborhoods for the best possible solution to I-70. However, strong efforts by residents to appeal to the Mayor's Office have been met with a wall of intransigence and blind adherence to CDOT's highly questionable analyses and positions. The Mayor's office has frequently behaved as a toady to CDOT on the issue of I-70. Appeals to other city officials have typically elicited a tepid response to an issue that evokes great passion among residents of ESG.

Furthermore, in the I-70 Environmental Impact Statement (EIS), no proper health study was performed. Because of the serious yet unknown health impacts to the neighborhoods, it is ABSOLUTELY NECESSARY that a comprehensive HEALTH IMPACT ASSESSMENT (HIA) be conducted and integrated along with the I-70 EIS before ANY decision regarding I-70 is made. UCAN's Board of Directors has initiated a broad, resident-led effort in pursuit of a comprehensive HIA in regard to I-70 and the larger environmental issues in North Denver.

Going forward, we demand that the city no longer continue its passive role in pursuit of a solution for I-70, but become an ADVOCATE for the optimum well-being of residents in ESG and the future of Denver as a whole.

We appeal to all public officials and concerned citizens at all levels to work openly, honestly, and in earnest to find the best possible 21st Century solution for the neighborhoods of Elyria, Swansea, Globeville; the City of Denver; and the region.

UCAN Metro Denver, by unanimous consent
May 18, 2013
UCAN Metro Denver is a non-profit, registered neighborhood organization

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Myths & Realities - For Public Comment

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Fri, October 31, 2014 10:42 am
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
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From Unite North Metro Denver¹s website:
http://unitenorthmetrodenver.com/70-reroute-myths-realities/

There are many misconceptions that surround CDOT¹s impending reconstruction of the I-70 reroute. This post lists these misconceptions, and addresses them by telling the real story.
Myth: It is too late to study the possibility of removing I-70 from Denver and rerouting it along the I-270/I-76 corridor. The decision has already been made to do the below grade highway widening. The train has already left the station.
Reality: The Colorado Department of Transportation (CDOT) has just published a Draft Supplemental EIS on the below grade option. The Record of Decision (the final decision) won¹t be made until 2015 at the earliest and construction won¹t begin until at least 2016. Until then other alternatives are still on the table.
Myth: A decision has to be made quickly because the I-70 viaduct is deteriorating and may be unsafe.
Reality: The Draft Supplemental EIS rates the Viaduct at a 62 on the scale of Colorado bridges. According to ³Your CDOT Dollar² a bridges rated 62, ³require preservation-focused maintenance or occasional corrective rehabilitation work.² In 2011 CDOT spent $24m on repairs to the viaduct which ³Provided an estimated 10-15 yrs. of structure life.² That means that the viaduct is perfectly safe until at least 2021 and probably until 2026, and its life could be extended even longer at a very small cost.
Myth: A decision has to be made quickly because we have been studying this issue for 10 years and now it is just time to build.
Reality: Just as the decision to initially locate I-70 in Denver in the 1960s affected the City for the next half century, this decision will determine how the northern half of Denver will develop for the next half century. In fact, if a private sector partner is engaged to build the highway (a Public-Private-Partnership) a long-term contract will be signed to retain the right-of-way to allow that company to make a profit. For the sake of Globeville, Elyria, Swansea and the entire northern metropolitan region, it is more important to make the right decision than to make a hasty decision.
Myth: We have to expand the highway to 10 lanes to deal with highway congestion today.
Reality: According to CDOT the purpose of the new toll lanes is not

primarily to relieve congestion. It is to provide a ³reliable trip² for people in the toll lanes. They define a reliable trip as an average speed to 45 mph. In order to accomplish this, when highway traffic increases they will increase tolls, forcing more cars into the general purpose lanes, increasing congestion in those lanes to maintain a smooth ride for those who can afford the tolls. This transfers wealth from the general public who paid for the highway, and the people living along it who bear its negative effects, to rich people riding in the ³lexis lanes².

Myth: We have to expand the highway to 10 lanes to deal with increased highway traffic in the future.

Reality: Between 2005 and 2011 annual per person vehicles miles traveled declined 11.4% in Colorado. Because of an aging population, changing driving habits among young people, more people working from home, increased urbanization and greater use of public transportation people are driving less each year. Moreover, because of better technology the capacity of existing highways is increasing. A study at Columbia University estimates that within 75 years current highways can safely transport almost three times as many cars. Widening highways is thinking for the past century, not the next century. It wastes taxpayers¹ dollars.

Myth: Studying rerouting I-70 along I-270/I-76 would require a full new Environmental Impact Statement and would delay the project by 5 to 10 years.

Reality: The I-270/I-76 reroute was one of the multiple alternatives proposed by CDOT in 2003. It was summarily dismissed, but I-270 was always considered part of the study corridor. In fact, CDOT held outreach meetings in Adams County as late as November of 2012 seeking to convince people there that placing the highway along I-270 would not be in their interest. As a result, examining the I-270/I-76 alternative would be no different than what CDOT did when it examined the below grade option after initially rejecting it as part of its 2008 EIS. It would only require a Supplemental EIS which experts in the field estimate would not take longer than 9 to 12 months, and which would not cost more than $1m.

Myth: The I-270/I-76 reroute was studied and rejected by CDOT in 2003, and was studied and rejected again in 2008.

Reality: The Colorado Department of Transportation has repeatedly been asked to produce any studies of the full reroute that have been done. They have consistently been unable or unwilling to do so.

Myth: The I-270/I-76 reroute was presented to the PACT of stakeholders and to members of the Globeville, Elyria, and Swansea communities at outreach meetings and was rejected by them.

Reality: The PACT was specifically prohibited from considering the full reroute. The only reroute that was submitted to the PACT and to community members would have begun east of I-25 and cut through the heart of Elyria to intersect I-270. It would have done irreparable harm to the community and was rightly rejected, but it was very different from the full reroute. In fact, according to Denver City Councilperson Paul Lopez, when community members throughout East Denver were surveyed by CDOT in 2003 their first preference was for I-70 to be removed.

Myth: The I-270/I-76 reroute was rejected by CDOT because a cost analysis was done and it was found to be too expensive. It would cost $4.35b.

Reality: a document provided by CDOT in response to inquiries states, ³Cost estimates typically are not prepared for eliminated alternatives.² The $4.35b number is a ³high level cost estimate² prepared in response to questions. It has been rejected as grossly elevated by several experts who place the realistic cost as between $500m and $1b, about one-half the cost of the below grade option. And, this figure does not include the savings from not having to reconstruct and widen I-270 after the I-70 below grade option is completed; something that CDOT has already promised Adams County.

Myth: The below grade option isn¹t perfect, but it will improve conditions in Globeville, Elyria and Swansea over what currently exists.

Realty: A survey of 15 real estate brokers who work across north Denver estimates that if the below grade option is completed and the highway is widened, it will decrease property values in Globeville, Elyria and Swansea

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by an average of 6.85%. It will increase the isolation of those living north of the highway by tripling the north-south division to over 300 feet, by reducing the number of north-south cross streets from fourteen to six, and by erecting 8 to 14 foot sound barrier/safety walls in residential areas. In contrast, according to the realtors, rerouting the highway would increase property values by an average of 24%.
Myth: CDOT¹s plan for the below grade option adequately mitigates the effect of the highway at Swansea Elementary School.
Reality: The Environmental Protection Agency¹s School Siting Standards recommend that no school be located within a half mile of an Interstate highway. California outlaws new schools being constructed within 500 feet of a major highway. The only mitigation that CDOT has offered to this point is to move the playground to the other side of the school, install soundproof doors and windows, improve the internal ventilation and construct two new classrooms. This is wholly inadequate to protect the health of the children.
Myth: Rerouting the highway will result in deterioration of the neighborhood by replacing it with a busy surface level road similar to Colorado Boulevard or Santa Fe Boulevard.
Reality: Nobody is proposing simply removing the highway and installing a surface level boulevard. In each of the numerous cities that have successfully removed highways, the removal has been accompanied by planning to improve the traffic grid and to support the creation of alternative transportation modalities such as biking and mass transit. In every other city that has removed a highway it has resulted in less traffic congestion.
Myth: Rerouting I-70 would flood I-270 and I-76 with over 400,000 cars per day.
Reality: CDOT¹s own projections for the reroute are for a maximum of 140,000 Average Daily Traffic on I-270 and 125,000 ADT on I-76. Estimates above that are simply scare tactics which double count the cars that would be on the rerouted highway and the surface boulevard, and which do not contemplate any planning to improve other routes.
Myth: Rerouting the highway is just another case of NIMBY. It would be detrimental to Adams County and Jefferson County.
Reality: According to numerous developers who have interests in Adams and Jefferson Counties, a state-of-the-art highway such as currently exists through Vail, Glenwood Canyon or T-Rex would substantially increase property values along I-270 and I-76 by changing the image of the southern part of those counties. It would promote the type of office and light industrial development that belongs along an interstate highway such as that which currently exists at the Tech Center and Interlocken.

Steve Kinney
4876 Tennyson St
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Steve@SKinneyProperty.com

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FW: Town Hall to Discuss I-70 Financing

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Fri, October 31, 2014 3:02 pm
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.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

Another comment:

Does it not seem presumptuous to be meetings with prospective contractors and prospective financing partners before the SDEIS is closed? I think this should come only after the ROD has been issued, and certainly not within the public comment period of the SDEIS. It sends an unfair and inappropriate message to the public that the decision about the project proceeding has been made. It sends a message that the decision about the location and size of the project has already been made. Those decisions absolutely have not yet been made.

Literally hundreds of time in the past 18 months, I have heard these messages like these:
* I thought that this was a done deal
* That train has already left the station
* This is too late, they are already proceeding
* Look at the signs on the my friend¹s old house, they¹ve already purchased homes, you can¹t change what they are doing now
* There is no way you guys can get them to do anything different, you¹re crazy
* You think that they listen to any of us? They don¹t. They just want you to think they do by offering you cookies to come to their meetings to show that they talked to someone

Until an ROD has been issued, not only are these meetings a waste of time, they are terribly inappropriate because they are compromising the public comment process. I am certain people chose to not make a public comment, because they think its already too late. Not acceptable!

From: Steve Kinney <steve@skinneyproperty.com
>
Date: Friday, October 31, 2014 at 3:48 PM
To: "Aldretti, Susan K - City Council Operations"
<Susan.Aldretti@denvergov.org
>
Subject: Re: Town Hall to Discuss I-70 Financing

Thank you Susan for updating me.

I'm curious if anyone besides me is asking if this feels premature? It seems to me that we should know what the plan is before they start planning financing. I hope and expect that the plan on the table is not the plan that comes to fruition. Too bad the outreach efforts to the communities isn¹t as good as the outreach appears to be to the contractors and and potential PPP partners.

Regards,

SK

Steve Kinney
RE/MAX Professionals City Properties
303.475.8200 [cell]
Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

From: "Aldretti, Susan K - City Council Operations" <Susan.Aldretti@denvergov.org>
Date: Friday, October 31, 2014 at 1:06 PM
To: Steve Kinney <steve@skinneyproperty.com>
Subject: Town Hall to Discuss I-70 Financing

As a participant in Councilwoman Ortega¹s recent public meetings concerning I-70, she wanted to make sure you know about a town hall meeting to discuss financing of the project. The meeting will be held next Wednesday, November 5 at Swansea Recreation Center, 2650 E. 49th Ave from 5:30 to 7:30 pm.

The High Performance Transportation Enterprise (HPTE) has been exploring private investment to finance and accelerate improvements to I-70 from Tower Road to I-25. Representatives of HPTE, the Colorado Department of Transportation (CDOT) and the I-70 East team will discuss the process for finding the right private partner for I-70 East and to highlight elements of a possible Request for Qualifications. A ³Request for Qualifications² describes the project. Companies or teams of companies respond by submitting their qualifications to be considered for the project. You will be able to ask questions and provide input at the meeting. If you cannot attend the meaning you can learn more about HPTE and provide input by visiting www.cdotexpresslanes.onfo <http://www.cdotexpresslanes.onfo> .

Susan Aldretti
Council Aide
Councilwoman At-Large Debbie Ortega
Denver City Council
1437 Bannock Street, Room 492
Denver, CO 80202
720.337.7713 <tel:720.865.9083> Phone | 720-337-7728 Direct Line
susan.aldretti@denvergov.org

Comment from:

Steve Kinney
4876 Tennyson St

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Denver, CO 80212
Steve@SkinneyProperty.com

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Comment for SDEIS

From: "Steve Kinney" <steve@skinneyproperty.com>
Date: Fri, October 31, 2014 6:15 pm
To: "CDOT I-70 East Project Office" <contactus@i-70east.com>
Cc: "Steve Kinney" <steve@skinneyproperty.com>
Priority: Normal
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Reference Section 4.3.2, page 4-41 Vehicle hours expensed traveling. A similar model should be done for the re-route alternative plus with a six-lane boulevard while appropriately factoring-in the displacement of traffic to other modes and alternative routes.

Where is the reference to the differences in VHT [or TWWSIICT (time wasted while sitting in infuriating construction traffic) for the differences between this proposal and a re-route, that allows the alternatives to be improved/expanded before the viaduct changes occur? The PCLA will logistically be the most complex, unsafe and difficult transportation project ever undertaken in metro-Denver taking the freeway from elevated to grade, and then from grade to inside the trench, all while keeping the route openŠ

Exhibits 2-3 and 4-38 may not representing ³existing" travel times correctly. Unless including weekends, these times appear lower than actual. Do these projection numbers take into account the following:
€ Three new light rail lines, with the East Corridor being most important. If so, at RTD¹s projected #s? What about their scalable #s?
€ I-270 planned improvements, per DRCOG¹s plans and the expansion Denver CW Montero says will occur prior to the project commencing
€ Current actual/real trends in fewer #s of vehicle miles per year being driven [not using #s that are five years old]?
€ Trends such as computer-controlled cars which are expected to increase capacity of roadways ?
€ Trends regarding fuel price increases and what those do to miles driven?

From an economic development perspective, the following communities have moderate-to-great economic development opportunities with a re-route onto I-76 & I-270: Denver, Unincorporated Adams County, Incorporated Jefferson County, Arvada. Has any person or organization looked at these potential benefits & advised them?

Section 4.1, exhibit 4-5 and many of the assumptions made in Section 4 doesn¹t take into account the three light rail lines that are underway, one of which is two years from completion. This is not proper presentation of the facts.

Do these two:
· ³Typically, individual segments of I-70 will experience an increase in directional daily volumes of between 20 percent and 40 percent compared to existing conditions [presumably comparing to 2035]

· Does exhibit 4-23 to 4-26 [and many other references and illustrations in Section 4

factor in the following:
€ Three new light rail lines, with the East Corridor being most important. If so, at RTD¹s projected #s?
€ I-270 planned improvements?
€ Current actual/real trends in fewer #s of vehicle miles per year being driven [not using #s that are five years old].
€ Trends such as computer-controlled cars which are expected to increase capacity of roadways
€ Trends regarding fuel price increases and what those do to miles driven
If so, please discuss. If they do not factor-in those elements [plus others, which transportation engineers and urban planners should be aware of], they need to, or its mischaracterizing the situation.

Environmental Justice:
Section 4.1.3, page 4-15: ³Higher speeds, or lower levels of congestion, result in shorter travel times, or better mobility. Speed also can reduce safety on a facilityŠ² Does this not beg for the ³facility² that is within and adjacent to many communities to be a boulevard, not a freeway?

Is the only objective here higher speeds on the freeway? If so, is commuter and potentially community safety is compromised? Additionally, doesn¹t increased capacity and additional speed causes more pollutants to be emitted into the adjacent communities?

Section 4.1.3, page 4-18 Existing east-west local street volumes paragraphs and Exhibit 4-16 and specifically: ³As I-70 becomes congested, motorists may decide to use parallel local streets to complete east-west trips within the sub-area.² This suggests to me that displacing some volume onto other routes is a bad thing.

Why does CDOT not think that its appropriate to find a way so that the I-70-adjacent communities are not bearing the burden of all of the pollution? A few incredibly-important points are missing here include:
€ More commuters will chose to ride a bicycle, ride light rail or participate in a ride-share
€ Trips will be combined or done at off-peak times so that there is more efficiency
€ Some trips will simply be eliminated
€ Some businesses along the parallel local streets will benefit from additional traffic

Many sections of the Elyria, Swansea and Globeville neighborhoods don¹t currently have sidewalks. On page 4-6, there is a reference to Denver¹s Sidewalk Policy and the owner¹s responsibility to arrange for repairs. Is

this document suggesting that all homeowners must now install sidewalks? Will those incredibly-unfortunate homeowners who will be living next to the service roads be required to maintain those new sidewalks, including snow removal/splash-back/snowplow mess and clean-up from thousands of trucks passing-by daily?

Reference Section 4.4, page 4-51: ³the removal of the York Street interchange in all Build Alternatives and changes to the Steele Street and Colorado Boulevard interchanges will have an adverse impact on circulation and an increase in truck traffic on some of the local streets in the vicinity of these changes

Section 4.3.2, page 4-35: Future I-70 Speeds Are the CDOT engineers and traffic modeling experts familiar with the concept entitled "Induced Demand²? Are these factors accounted for in the speed study?:
Same question for Section 4.3.2, page 4-40 VMT
€ More commuters to chose ride a bicycle, ride light rail or participate in a ride-share
€ Trips will be combined or done at off-peak times so that there is more efficiency
€ Some trips will simply be eliminated
€ Some businesses along the parallel local streets will benefit from additional traffic
Is speed our only criteria for improvement?

Weather implications:
Reference Section 4.1: ³Colfax is the only roadway other than I-70 that provides continuous east-west connectivity through the study area from I-25 to Tower Road². Colfax should be in the study area, but, it appears to me to not be within the ³study area², but this statement reiterates a very big concern that weather related events, like the 100-year storm in September 2013 most-likely would have rendered this emergency evacuation route unusable, no? Worse, it probably would have caused life-threatening danger for people stuck in the flooded.

Fair representation

Reference ES3: ³structurally deficient². Really?
2.1, 2.5.1 notes the viaduct being rated as a ³44² why reference the ³44² rating if its now a ³62². What is the rating as of the date of the publication of the SDEIS and today? Please share the scale definitions. [CDOT & your dollars study]

Reference Section 3.5: and the letter from Don Hunt to Dennis Gallagher, answering questions [attached to this e-mail], why does CDOT suggest that I-270 and I-76 would need to be 16 lanes? Based upon the response to another question in that letter, if only 40% of the traffic were to move to those facilities, wouldn¹t eight lanes probably be sufficient?

Constructor Safety

This proposed project is immensely complicated, correct? Do worker safety

000812

issues & risk of injury and/or of death not increase when the project is more complicated? A re-route onto I-270 & I-76 is very simple. Mostly at-grade, mostly clean [uncontaminated] soil, mostly in a wide right of way, the ability to be better-protected from traffic, little or no cave-in fear as with the trench. Please, for the safety of the construction worker, study the 270/76 re-route!

Before proceeding with an ROD, it is absolutely necessary to fully-evaluate the I-270 and I-76 re-route

For those of you reviewing this thank you very much for all that you are doing.

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Recognized in 2010, 2011, 2012, 2013 and 2014 by Denver's 5280 Magazine among Denver's 5-STAR Residential Real Estate Brokers.

Attachments:

untitled-[1.2]	83 k	[text/html]	Download | View
I-70 7-17-2014 Letter to Dennis Gallagher from Don Hunt[3].pdf	243 k	[application/pdf]	Download

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COLORADO
Department of Transportation
Office of the Executive Director
4201 East Arkansas Ave, Suite 262
Denver, CO 80222

July 17, 2014

Dennis Gallagher, Auditor
City and County of Denver
201 West Colfax Avenue, Dept. 705
Denver, CO 80202

Dear Mr. Gallagher:

I appreciate you taking the time to develop a list of questions regarding CDOT's proposed I-70 East reconstruction project. The attached responses have been reviewed by the Federal Highway Administration, CDOT's partner in this work. Responses to your additional questions, submitted Monday, July 14, will be provided by the end of the month.

I look forward to our continued dialogue.

Sincerely,

Don Hunt
Executive Director

1. What transportation enhancements can be accomplished within the current I-70 footprint (approximately 118 feet) to improve mobility accessibility without removing any homes or families?
   The I-70 East viaduct is a 50-year old structure and is considered a "poor" bridge by state engineering standards. The viaduct has sub-standard lane widths and two feet shoulders, providing no room for accident recovery or breakdowns. Under these conditions, there are no transportation enhancements readily available to the Department to improve traffic flow or prevent the current backups resulting from congestion, accidents, or breakdowns. For these reasons, the "no build" scenario included in the I-70 East Environmental Impact Statement (typically a no-action alternative) includes full reconstruction of the viaduct, including widening to accommodate standard lane widths and shoulders. Therefore no enhancements can be accomplished to improve mobility accessibility without removing any homes or families.

2. What is the actual size – total width – of the CDOT proposed I-70 expansion INCLUDING all service roads?
   The width of the highway under consideration in the EIS varies along the 12 miles between Brighton Boulevard and Tower Road. The variable width is due to required items such as ramps, auxiliary lanes, and service roads which do not exist at all locations. The minimum width of I-70 is approximately 175 feet which does not include ramps, auxiliary lanes, and service roads. The maximum width of the improved facility is approximately 315 feet which includes auxiliary lanes, services roads, ramps, and ramp retaining walls.

3. How many homes and businesses will be taken out by the CDOT proposal?
   The current preliminarily identified preferred alternative to replace the viaduct with a lowered and partially covered highway would result in the acquisition of 53 households and 17 businesses between Brighton Boulevard and Tower Road.

4. What deviations and variations to AASHTO have already been used by CDOT and other governmental entities around the country in urban areas?
   A detailed list of any and all variances to the 2011 (6th edition) AASHTO Green Book and AASHTO's Policy on Design Standards Intestate System used by CDOT and other governmental entities around the country in urban areas would be extremely lengthy and difficult to compile, as each variances to the 13 controlling criteria on the Interstate System is evaluated on its technical merit by the Federal Highway Administration (FHWA) - and what is applicable in one location is not always applicable in another.

   a. Why have no variations of AASHTO been included in the CDOT proposal to mitigate the footprint?
   Currently CDOT's proposal would utilize two variances in the PCL section, including a variance to the width of the inside shoulder in the lowered section. At this time FHWA has tentatively agreed with the variations but have not yet formally approved them. Additionally, since the I-70 East Project requires full reconstruction and is still

in the NEPA phase, the Colorado Division of the FHWA has directed CDOT to do its analysis of the all alternatives in full compliance with the AASHTO Standards unless there are exceptional circumstances to why CDOT cannot meet the standards. The design exception is based on an evaluation of the context for the facility, needs of all the various project users, safety, mobility, environmental impacts, project cost, cost differential of meeting the standards, and other impacts.

Typical project conditions that may warrant an exception include:

- Extreme difficulty or high cost of obtaining right-of-way
- Cost of construction
- Unavoidable or unmitigatable environmental impacts with exceptional circumstances
- The preservation of historic or scenic values of a location with exceptional State or National significance

5. What exactly is covered in the $1.8 billion price tag?
   The $1.8B estimate includes the full project build-out from I-25 to Tower Road. This includes the cost of the PCL alternative and two additional express toll lanes in each direction for the length of the project.

   a. The Denver Post writes about the I-25 to Tower expansion plan, but CDOT has only provided specific detailing on its plans for the I-25 to Colorado I-70 expansion. Are different plans being shown to different people or is the Denver Post mistaken?
   The I-70 East Environmental Impact Statement encompasses approximately 12 miles of I-70 East between I-25 and Tower Road. This is the total study area. Because of the interest in and impacts to the Swansea-Elyria neighborhoods, CDOT has focused much of its recent outreach viaduct portion of the project where the new alternative is. In addition, the poor structural condition of the viaduct requires that we prioritize the viaduct as the first phase of the project to receive funding and go to construction.

   However, all public meetings on the project have included designs for the full project to Tower Road and this information is included on the project website.

   b. What is the comprehensive plan for I-70 between I-25 and Tower Road?
   The preferred alternative in the EIS includes full reconstruction of the interstate and the construction of two additional express toll lanes in each direction between Brighton Boulevard and Tower Road. It also includes the PCL alternative for the viaduct portion of the project.

6. MetroVision 2035 shows expansion of I-270 as well as I-70 – yes or no?
   Yes.

7. What are the projected number of lanes and specific costs calculations for both I-70 and I-270 included in MetroVision 2035?
   MetroVision 2035 does not include the full project being studied in the I-70 East EIS. The 2040 plan will reflect the full project. MetroVision 2035 includes:
   - I-70 viaduct replacement (partial; no new lanes) from Brighton Boulevard to Colorado Boulevard; $256 million
   - I-70 widening from I-270 to Havana Street, 1 lane in each direction; $166 million
   - I-270 widening from Vasquez Boulevard to Quebec Street, 1 lane in each direction; $49 million

8. In a League of Women Voters (LMV) forum, CDOT's financing statements and its math for the I-270 expansion number were questioned. Please respond in detail to the LWV allegations including the alleged math mistakes and "double billing" for enhancements to I-270.
   CDOT did not attend the LWV forum and thus is not aware of what was presented at this forum. In previous conversations with the LWV representatives, CDOT has noted that funding identified in the 2035 MetroVision plan for I-270 does not constitute "double-billing" when arriving at an estimate for rerouting I-70 along I-270 as such a reroute would have to occur in the very near term to address the structural concerns of the viaduct. While subtracting the cost of long-term I-270 improvements identified for 2035 doesn't make sense in this context neither does it make a substantial difference to the estimated $3.5-$4B cost to move the interstate.

9. What is the impact to mobility if I-270 is only widened to 8 lanes, rather than the 12 lane scenario CDOT previously offered?
   a. What analysis has been done on this?
   CDOT has not conducted this analysis. In order to answer this question, the Department would need to conduct detailed traffic analysis; a costly and lengthy modeling process.

   b. Please provide all analysis and detail.
   CDOT has not conducted this analysis.

   c. CDOT refers to I-70 and I-270/76 as "tandem facilities." Would it not be beneficial for CDOT to plan comprehensively and concurrently for both facilities?
   Ideally, yes. However, limited funding prevents the department from being able to fund both studies concurrently.

   d. Are managed lanes part of both the I-70 and I-270 proposals? Yes or no? Explain.
   CDOT cannot construct managed lanes without an environmental study (e.g. Environmental Impact Statement). Express toll lanes (or managed lanes) are part of the preferred alternative for I-70 East and have been a part of the study process since the beginning. To date, an environmental study has not been completed for I-270. However, CDOT policy requires that managed lanes be

evaluated during the study process for all new capacity projects in the metro area. When funding is identified to study I-270, managed lanes will be among the considerations of that study.

e. Please address having manages lanes only on I-270 rather than on I-70 and vice versa.
Having managed lanes only on I-270 and not I-70 East is not a likely scenario given that the I-70 East corridor is nearing construction while no environmental studies have been done for I-270. While having managed lanes along I-270 would present some advantages to the establishment of a managed-lanes network connecting I-70, I-25N and US36, their absence does not impede the effectiveness of managed lanes along I-70 as a traffic management measure.

10. Can CDOT's I-70 proposal be afforded without the managed lanes?
Yes. The funding package currently proposed to construct I-70 East is not based on future toll revenues from the project. Express toll lanes are being proposed primarily as a traffic management tool.

11. Is CDOT only looking at managed lanes as a way to finance the project?
As noted above, CDOT is not looking at managed lanes as a way to finance the I-70 East project.

a. What other financing methods have been considered?
Financing options for I-70 East has been under active consideration by the Transportation Commission for the last several months. The presentations and information provided at these meetings is available on CDOT's website at http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html.

In addition, CDOT has held two public meetings on this topic. On June 25th, CDOT and the High Performance Transportation Enterprise (HPTE) held a live telephone town hall meeting to solicit input from the public and on July 8th, a public meeting was held at Swansea Recreation Center. Participants were given the opportunity to discuss and learn about:

- Innovations in transportation choice, funding and project delivery
- How CDOT and HPTE plan to expand public engagement
- The future of public private partnerships (P3)
- The potential to use a P3 model for I-70 East

b. Please provide the analysis of different options.
All publically available analysis is available on the Transportation Commission website. http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html. In addition, the I-70 East Corridor Value for Money Report is available on the HPTE website at

http://www.coloradodot.info/programs/high-performance-transportation-enterprise-hpte

12. What impact does the CDOT proposal for reconstructing and widening I-70 between Colorado Boulevard and I-25 have on budget resources for maintenance and repair of highways and bridges across the state?
To date, the following have been identified as potential funding sources for the I-70 East project.

1) Bridge Enterprise Revenues ($850M)

2) DRCOG/STP-Metro/CMAQ ($50M)

3) SB09-228 Funds ($271M)

13. Why is there no tolling system proposal where the state gets the funds instead of private business?
    a. Was this considered?
    b. Why was it discarded?

This is exactly the tolling system being proposed for I-70 East at this point. All toll revenues generated along I-70 East would be collected by the state and the state would assume all risk from the collection of these revenues.

14. It is my understanding that MetroVision 2035 is a 20 year plan mandated by the Federal Government and that this plan is revised every four years. Is that correct?
That is correct. Federal law requires DRCOG to prepare a fiscally constrained transportation plan that assumes only reasonably expected revenues to fund improvements to the transportation system, and that the plan does not violate air quality standards.

15. You have specifically stated in a previous letter that there are no plans to expand I-70 west of I-25. Are you referring to the MetroVision 2035 plan?
Yes. In addition, there is no environmental study planned for this area nor has the Department received any requests or interest in initiating such a study.

    a. Why was the Pecos Street Bridge built to accommodate 8 lanes?
    The Pecos Street Bridge was built to accommodate proper shoulder and median width with current design standards.
    b. Can't MetroVision 2035 be amended to show expansion west of I-25?
    The plan can be amended; however, those requests are not made without the consent of the local jurisdictions, in this case, the City and County of Denver.
    c. Will CDOT publicly agree to never advocate for expansion west of I-25 in future updates to MetroVision?
    The letters provided to you to date reflect the Department's position. As stated in this correspondence, CDOT would look to the City of Denver to call for an expansion before taking a position.

16. CDOT's previous predictions on highway usage has been wrong. Why should the public have faith that your current predictions are any more accurate?
Future predicted traffic volumes used for I-70 East come from the local travel demand model, which is managed and maintained by DRCOG. The use of travel demand models are the accepted norm and standard of the industry and are required by Federal Regulations. DRCOG's 2035 regional travel demand model has been adopted by the local agencies and approved by the federal government. The model is based on the best available current information about planned growth in the future as provided by the local government agencies that are members of the DRCOG region.

17. Doesn't CDOT have an inherent bias and vested interest in building highways?
The mission of CDOT is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods, and information. To help fulfill this mission, CDOT includes a Division of Transit and Rail—which is now implementing the very first bus system operated by CDOT—and a bike and pedestrian program. In addition, the Division of Transportation Systems Management & Operations was recently formed. The intent of TSMO is to put into place operational improvements that get more out of our existing system and maximize traffic throughput. Examples of these strategies include: traffic signal timing, ramp metering, alternative intersection and interchange designs; traffic incident management planning; travel time information; variable speed limits, traffic metering; HOV and managed lanes; and truck management.

During a time when construction dollars are stagnant and the ability to construct new capacity projects is becoming more and more challenging, CDOT must be more economical, efficient, and effective with limited resources. Limiting the Department's focus to building highways does not respond to these challenges or our multi-modal goals.

18. By CDOT's own projections, 10 lanes will not be necessary on the CDOT-envisioned I-70 expansion for the near-term. CDOT has said that initially, the highway could be striped for 8 lanes.

    a. Why then is CDOT planning worst-case scenarios for 20 years out?
    It is true that traffic levels at opening day (2020/2021) may not require 10 lanes. However, CDOT is not building a project to meet traffic needs in 2020. The Partial Cover Lowered alternative is a 100-year investment. The alternative is to spend over $1 Billion on a project that could be obsolete in a few years.

    b. If CDOT is "planning for the future," how is it addressing changes in mobility and accessibility that are less reliant on driving alone and are more multimodal?
    Planning for the future means responding to Denver's desire for economic growth and development along the I-70 East corridor. For example, proposals for the

future of the National Western Stock Show, the Colorado State University campus, Stapleton and DIA and Aerotropolis all point to continued growth in traffic.

c. Explain how CDOT justifies the traffic models being used to show highway usage when empirical evidence showing reduced driving refutes these numbers?
CDOT is aware that a recent study by PIRG found that vehicle miles traveled (VMT) per person is trending downwards. However, population and job growth in the metro area is expected to outweigh this decrease. The regional travel demand model used by DRCOG captures both these trends. The travel patterns of individuals are captured through surveys of local drivers. The growth projections are captured through the development projections of the local cities and counties in the metro area.

19. Why is CDOT using a new modeling tool for the I-70 project? What problems did CDOT have with its previous models?
CDOT is not using a new model to predict future volumes. The method for developing future volumes on the highway continues to be derived by the DRCOG regional travel demand model.

To conduct the traffic operations analysis, CDOT and the project team did make a switch in the software between the original DEIS and the current SDEIS to analyze traffic operations. The original modeling tool was AIMSUN, which is not widely used and therefore not familiar to local agencies. After consulting with FHWA, CDOT decided to use DynusT for the SDEIS. DynusT is mesoscopic dynamic traffic simulation and assignment model that is perceived to be a better model for evaluating managed lanes. Additional advantages of DynusT are noted below.

a. How much of an increase in confidence regarding travel numbers will the new model give as opposed to the old?
Future volumes are determined by the local COG travel demand model. However, DynusT was developed with the ability to dynamically assign vehicles to different routes based on the best travel time between the starting (origin) point and ending (destination) point of each individual trip. AIMSUN did not have this option during the evaluation of the DEIS. DynusT is able to determine best trip times for all trips and assign trips to different routes that will best represent each driver's learning process to select the fastest (easiest) trip through the roadway network. This dynamic assignment of trips, including the ability for a driver to select the route that includes a managed lane, results in better distribution of traffic away from congested roads and better replicates what driver's will do in the real world. This is the best possible approach to predicting future travel patterns on a roadway network.

b. How does the new model account for shifting to other mobility alternatives to driving alone? (Such as increased transit – both high capacity and local – demands management, improvements to local streets.)

The shift to other means of transportation would be something that would have to exist in the COG regional travel demand model in order for it to be evaluated in CDOT's analysis. DynusT takes into account trip type, mode types, and volumes as they are developed in the COG model. Our analysis would be consistent and would represent the modal shift as it was originally modeled in the COG model.

20. What are the limitations of the new model CDOT is currently using?
As DynusT is an operational analysis tool, it is limited to evaluating the output data from the COG model. Depending on how complete and accurate the COG data is will impact the completeness and accuracy of the DynusT analysis. Other limitations in DynusT are the ability to conduct true operational analyses such as level of service. This must be done in using other tools such as Highway Capacity Software.

a. Why does the supplemental draft EIS continue to be delayed?
There are several reasons for the delay, each of which relate to the complexity and size of the analysis CDOT is conducting for the SDEIS. The new use of DynusT has caused some delays along with the complexity and number of alternatives being modeled. In addition, CDOT has been diligently working with the City of Denver to respond to their input and requests as the SDEIS is developed. Each new design considered triggers a subsequent round of updates to traffic models and air quality analysis.

b. When is the supplemental draft EIS now due?
On or before September 5th, 2014.

c. Please provide all modeling data to date.
This data is not currently available but will be provided in the Technical Report of the SDEIS. The 2008 DEIS, which is available online, includes all modeling data conducted for the 2008 document.

d. How do the modeling numbers compare to previous CDOT projections showing an increase in vehicle traffic?
This information also will be available in the SDEIS.

e. How does the model address multimodal travel through north Denver?
Travel demand models include the capacity and ridership on the existing transit system, including RTD's East Corridor line.

21. What percentage of travel on the Colorado Boulevard to I-25 section of I-70 is local?
The DCROG Regional Travel Demand Model can be used to determine the percentages of trips that use the corridor that either begin and/or end in the study area.

The streets provided below were the boundaries used to determine what is "local traffic":

- 56th ave to the north
- MLK Blvd to the south

- Pecos Street to the west
- Tower Road to the east

Approximately 10% of trips along I-70 in the corridor (as defined above) have both their origin *and* destination within the study area. Another 47% of corridor trips have either an origin or destination with the study area, but should be considered local traffic, for a total of 57% of trips being made by local residents or businesses. The remaining 43% of trips on I-70 neither begin nor end within the boundary area described above, and do not involve local residents or businesses.

22. Are there not alternative modes of travel or transportation strategies in the corridor that would eliminate the need for additional lanes on I-70?
RTD is constructing the East Corridor commuter rail line. The projected passenger capacity of this line is included in our travel demand models. It does not eliminate the need for additional lanes.

23. Please describe the analysis CDOT has conducted for alternatives to adding more lanes, including the following:
    a. Transit investments beyond FasTracks (both high-capacity and local)
    Our analysis is limited to transit systems in place or under construction, including the East Corridor commuter rail line. We cannot assume additional transit systems that are unplanned and/or unfunded.

    b. Improvements to the local street network in north Denver
    As part of the 2008 DEIS, local system improvements were analyzed. This information is available in the 2008 DEIS, which is online.

    c. Transportation demand management programs
    See below.

    d. Transportation system management programs (including intelligent transportation systems)
    As part of the 2008 DEIS, Transportation Demand Management and Transportation System Management Strategies were analyzed. This information is available in the 2008 DEIS, which is available online.

24. Why have these modes been discounted or discarded in planning for the area?
They have not been discounted. As noted above, the modeling includes projected ridership on RTD's system and the 2008 DEIS analyzed transportation alternatives. Please see the RTD/FTA environmental document for the East Rail Line and the I-70 East 2008 DEIS.

25. Please describe the analysis CDOT has conducted for alternatives to adding more lanes, including the following: **(REPEAT OF #24)**
    a. Transit investments beyond FasTracks (both high-capacity and local)
    b. Improvements to the local street network in north Denver

c. Transportation demand management programs
d. Transportation system management programs (including intelligent transportation systems)
e. Why have these modes been discounted or discarded in planning for the area?

26. What is CDOT doing about the Environmental Justice issues in the I-70 corridor area?
CDOT's outreach process for the I-70 East Project has received national recognition from the environmental justice community for the level of unprecedented outreach conducted. As required by federal law, the EIS evaluates environmental justice impacts and develops proposed mitigations to these impacts. The Supplemental DEIS, available in September 2014, details this work.

a. What analysis has been done?
The Department has identified the low-income and minority communities affected by the project, and have tailored our outreach program so that these people have as much access to the project team as the general public. Additional information will be provided in the SDEIS.

b. What strategies are being advanced to rectify past negative impacts or injuries to these communities and their residents?
This is the intent behind the development of the Partial Cover Lowered Alternative. This alternative would remove the barrier of the existing viaduct and provide the opportunity for new public and green spaces while reconnecting neighborhoods. Additional information will be provided in the SDEIS.

c. What benefits are proposed specifically for the Swansea neighborhood to respond to current impacts from the CDOT proposal?
A list of proposed mitigation measures has been identified to reduce the impacts to Swansea-Elyria, as detailed in the memo CDOT has distributed door to door in the Elyria and Swansea neighborhoods. This memo is available on the CDOT website at: http://www.i-70east.com/#noticetoresidents. Additional information will be provided in the SDEIS.

d. What benefits are proposed specifically for the Elyria neighborhood to respond to current impacts from the CDOT proposal?
See above.

e. Given that a high proportion of residents in the impacted neighborhoods do not have access to automobiles, how is mobility and accessibility being improved for residents of Elyria? How is mobility and accessibility being improved for residents of Swansea?
All alternatives include improved bicycle and pedestrian facilities, better street lighting, and signage up to current standards. In addition, opportunities for new pedestrian crossings across I-70 are being evaluated. The City of Denver has been a strong partner in these considerations.

27. What steps is CDOT taking to ensure that health will be better for residents of these neighborhoods as a result of the rehabilitating I-70? How will CDOT improve air quality over current conditions, and how will chronic respiratory disease be reduced, as well as related diseases we know occur at higher proportions by people who live, work, and play hear highways?
Determining impacts on local and regional air quality is a critical component of CDOT's current environmental impact study. To receive transportation funding or approvals from the Federal Highway Administration, CDOT must determine whether emissions associated with the I-70 East project will cause the Denver metro area to violate national ambient air quality standards. If the project creates a new violation of these standards, or makes any violations identified for the No-Action Alternative even worse, a Record of Decision cannot be issued and the project can't be built. In fact, this pass/fail test (known as an air quality conformity determination) is one of the most stringent environmental standards evaluated in the National Environmental Policy Act process.

CDOT recognizes that air quality is one of the defining concerns of the I-70 East project. Because of this concern, CDOT has exceeded federal requirements by conducting a comprehensive, multi-pollutant air quality analysis during the NEPA process to fully evaluate the impact of the project on air quality. This air quality analysis will compare each of the alternatives in the SDEIS, including the "no-action" alternative," to a 2010 baseline emission level.

The Supplemental Draft EIS and the Final FEIS will examine five criteria air pollutants; seven mobile source air toxics (MSATs); and fugitive dust from construction activities. Greenhouse gases (GHG) or carbon dioxide, while not an exposure issue, also are of interest due to climate change concerns. In contrast, the analyses mandated by the Environmental Protection Agency are limited to comparing alternatives included in the environmental study for emissions of particulate matter and carbon monoxide at a project level and ozone at a regional level.

In addition, CDOT has proposed permanent air quality mitigation measures specifically focused on the residents of the Elyria- Swansea neighborhood and on the students at Swansea Elementary School (e.g. new windows and HVAC system at the school). Because no standards or federal regulations exist that mandate particular mitigations for highways near residential communities or schools, these measures are intended to respond to these concerns. Adoption of these measures in the environmental decision document comprises a final commitment by CDOT to fund and implement these measures.

In order to address emissions associated with the highway construction, CDOT will prepare an air monitoring plan, an air monitoring mitigation plan and/or a project monitoring quality assurance plan prior to construction. The intent of these documents is to threefold: 1) to ensure that emissions are monitored during construction, 2) to ensure that CDOT has a process in place and for reporting those emissions to residents, state and federal regulators, and project and construction

staff, and 3) to ensure that best management practices designed to reduce emissions during construction are implemented. In addition, CDOT is committed to working with the contractor to identify additional mitigation measures and best practices around the nation that may be applied here.

a. How does the moving of air quality monitors, as proposed by CDOT, affect the ability to accurately monitor health risks in the neighborhoods adjacent to I-70?
CDOT has not proposed to move any air quality monitors. Air quality monitoring is under the purview of the Colorado Department of Public Health and Environment (CDPHE). CDOT understands that CDPHE is currently evaluating alternative locations for a new air quality monitor and the Department has been working with CDPHE to determine sites for this a monitor along CDOT ROW along I-25 and I-70.

28. Is CDOT going to commit the budget necessary to build the types of extensive park treatments seen in other cities?
CDOT is looking to the Swansea-Elyria community to help decide the use of the Swansea cover. Once a design has been agreed upon, we'll be in a position to start determining sustainable funding.

a. Please provide all proposals for "deck" treatments as currently or previously considered.
The final configuration of the cover and the use of the space have not been determined. That is a decision we are asking the community to help make. The conceptual designs considered to date are available on the i-70east.com website and have been provided at public meetings.

September 8, 2014

Mr. Don Hunt
Colorado Department of Transportation
2000 South Holly Street
Denver, CO 80222

Mr. Hunt:

Thank you for placing copies of the I-70 East Project Draft Supplemental EIS in libraries throughout the city of Denver. We appreciate your recognition that this is an issue that affects all of the citizens of Colorado, and that citizens throughout metropolitan Denver wish to comment on it.

We also would like to thank you for creating a Spanish language translation of your website and for translating meeting announcements into Spanish. Many of the areas impacted by the I-70 East Project have predominantly Spanish speaking populations and dual language communication is imperative for meaningful outreach to the public. For this reason we were dismayed to find that the most important document in this process, the Draft Supplemental EIS, has only been placed in libraries in an English language version. As a result, we find it necessary to demand that the Public Comment Period be halted, and that a new 45 day period not be commenced until complete Draft Supplemental EIS documents in Spanish, including the technical appendices, are placed in libraries in communities with significant Spanish speaking populations. This is the only way that the entire population can effectively participate in the process.

We look forward to your response to this letter and to your prompt compliance with its demands.

Respectfully,

Steve Kinney

Thad Tecza

cc. Congresswoman Diana DeGette
Governor John Hickenlooper
State Senator Lucia Guzman
State Representative Crisanta Duran
Mayor Michael Hancock
Denver City Council

REC'D SEP 12 2014